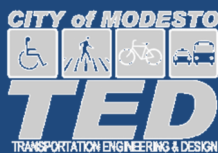


5-YEAR MEASURE L PLAN

2019-2024

JUNE 2019



In accordance with the requirements of Title II of the Americans with Disabilities Act ("ADA") of 1990, the Fair Employment & Housing Act ("FEHA"), the Rehabilitation Act of 1973 (as amended), Government Code section 11135 and other applicable codes, the City of Modesto ("City") will not discriminate against individuals on the basis of disability in the City's services, programs, or activities. For more information, please visit the City of Modesto website at <https://www.modestogov.com/865/Americans-with-Disabilities-Act-ADA>

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1 EXECUTIVE SUMMARY

In November 2016, Stanislaus County voters passed the Local Roads First Transportation Funding Measure, known as Measure L, which is estimated to provide approximately \$960 million in funding for transportation needs over 25 years within the County, from 2017 to 2042. Approximately \$269 million (28%) of Measure L total estimated revenues has been allocated to 16 regional projects. Of the remaining 72% of total revenues, 65% will be passed through continuously to ten local agencies (Cities of Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock and Waterford, and Stanislaus County) for road repairs, pedestrian and bicycle improvements, and traffic management improvements; and 7% will be passed through to Point-To-Point service providers (MOVE Program), local transit providers (Ceres Transit, Modesto Transit, Stanislaus County Transit, Turlock Transit), and regional rail service providers (ACE, BART, Amtrak).

This Five-Year Measure L Project Plan was prepared to identify, evaluate and prioritize the City of Modesto's (City's) Measure L funded projects for FY2019-20 through FY 2023-24. The plan will be used to communicate the projects to City Council, the Citizen's Transportation Sales Tax Commission (Commission), StanCOG and Modesto citizens. Project priorities and scope may change with time, and identified projects will be reviewed each fiscal year for possible changes. In general, this plan describes and prioritizes various Measure L-funded Capital Improvement Projects and Programs (CIP) to best ensure the City maintains a safe and reliable transportation system.

The Transportation Engineering & Design Division of the City of Modesto's Community and Economic Development Department developed this five-year plan with collaboration from the Public Works Department's Traffic Operations Division. All transportation needs were assessed and prioritized for this plan, allowing for incorporation of future recommendations of various studies that are currently underway, such as the Active Transportation Plan (Non-motorized Plan) and Downtown Master Plan. Projects and programs were developed and prioritized based on multiple factors, including pavement condition, street designation, costs, citizen concerns, distribution of projects throughout the City, safety, City policy and goals, opportunities to leverage other funding sources, and coordination with ongoing pavement and traffic operations maintenance efforts.

Costs were estimated for proposed projects based on estimated Measure L funding allocations for the five fiscal years in this plan, across three Measure L funding categories:

Local Streets and Roads	\$6,874,758 per year
Traffic Management	\$1,374,952 per year
Bike and Pedestrian	\$ 687,476 per year

Projects for Fiscal Year 2019-20 were reviewed and approved by the Commission during the February 7, 2019 meeting, and were approved by Modesto City Council during the City's annual Capital Improvement Projects with the budget. Projects and priorities for each fiscal year will be reviewed by staff, the Commission and City Council on an annual basis. Any proposed changes will be presented to the Commission for recommendation to City Council for approval on an annual basis (if needed).

2 INTRODUCTION

As of 2017, Modesto's population was estimated at 214,221 by the United States Census Bureau. The City currently maintains 634 centerline miles of streets consisting of 121 million square feet of pavement surface area. The *FY2017/18 through FY2021/22 Capital Improvement Program* estimates the replacement cost for all the City's streets is estimated to be \$979 million in today's dollars. The City is also responsible for 22 bridge structures, three pedestrian crossings of waterways, and three pedestrian crossings over streets. The City also maintains the bridge decks and pavement markings on 13 structures that cross State Route 99 in the City's jurisdiction.

The City is also responsible for the design, construction, maintenance, and rehabilitation of traffic signals, roundabouts, sign and pavement markings. The City maintains approximately 242 traffic signals, 11,575 street lights, 16 flashing beacons, 26 lighted crosswalks, 32 school flashing beacons, seven warning beacons, six crosswalk beacons, six communication hubs, 17 roundabouts and 29,173 traffic signs.

Regional roadway access to Modesto is provided by State Route (SR) 99, SR 108, SR 132, and SR 219. SR 99 runs north to south through the Central Valley from Red Bluff to Bakersfield. Through Stanislaus County, it is a freeway with access limited to interchanges. SR 132 is an east-west link between SR 49 and Interstate 580. SR 108 extends from Modesto across Sonora Pass to the eastern side of the Sierra Nevada (Sonora Pass is closed during the winter because of snow). SR 132 and SR 108 are essentially arterial roadways within Modesto and have direct access to adjoining parcels. SR 219 runs east to west along Kiernan Avenue north of Modesto to connect SR 108 and SR 99.

The City categorizes the roadways that constitute its circulation network as freeways, expressways, arterial streets, collector streets, and local streets:

1. **Freeways:** Highest volume, with high design speeds (55 to 65 mph) intended for long-range interregional travel with access limited to specific interchanges.
2. **Expressways:** Facilitate automobile and transit trips across town rapidly. These are high-capacity travel corridors with limited access at half-mile to one-mile intervals depending on the expressway classification, with traffic control devices at major intersections. Bicycles can be accommodated, pedestrians are generally not expected.
3. **Arterial streets:** Allow movement of people by all modes, intermediate capacity travel corridors primarily intended to serve major movements between different land uses or different parts of the city. A principal arterial typically has six lanes, while a minor arterial has four lanes. All arterials should have on-street bicycle facilities.
4. **Collector streets:** These connect local streets with arterial streets. The preferred design is to limit their length to that necessary and to discourage their use for through or regional traffic. Collectors are primarily lined with residential development and serve a function similar to local

streets, but with higher traffic volumes. Collector streets serve pedestrian and bicycle traffic, as well as automobiles.

5. **Residential / Local streets:** These two-lane, low-volume streets have the exclusive function of providing access to abutting properties and connecting to higher-order roadways.

A City of Modesto General Plan Circulation and Transportation Diagram is included in Appendix C. The City of Modesto has 310 lane miles of arterial streets, which are the largest most heavily traveled corridors such as Briggsmore Avenue, Sylvan Avenue and Pelandale Avenue. Modesto has 198 lane-miles of collector streets, which connects arterial streets to residential/neighborhood streets. Modesto has 846 lane-miles of residential streets, which are low volume neighborhood streets. This totals over 1350 lane miles to be maintained.

3 FUNDING

Funding for Transportation Facilities CIP projects comes primarily from gas tax revenues, Capital Facilities Fees (CFF), Community Facility Districts (CFD) taxes, Local Transportation Funds (LTF), assessment districts, and State and Federal Highway Administration grants. This 5-year plan addresses projects funded by the Local Roads First Transportation Funding Measure (Measure L).

3.1 Measure L

In November 2016, Stanislaus County voters passed the Local Roads First Transportation Funding Measure, known as Measure L, which is estimated to provide approximately \$960 million in funding for transportation needs over 25 years within the County, from 2017 to 2042 (StanCOG Ordinance #16-01, Appendix B). Approximately \$269 million (28%) of Measure L total estimated revenues has been allocated to 16 regional projects. Of the remaining 72% of total revenues, 65% will be passed through continuously to ten local agencies (Cities of Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock and Waterford, and Stanislaus County) for road repairs, pedestrian and bicycle improvements, and traffic management improvements. The final 7% will be passed through to Point-To-Point service providers (MOVE Program), local transit providers (Ceres Transit, Modesto Transit, Stanislaus County Transit, Turlock Transit), and regional rail service providers (ACE, BART, Amtrak). The table below summarizes the distribution of Measure L revenues from 2017 to 2042.

Table 1: Measure L Revenue Estimates and Distributions 2017 to 2048

		Distribution	Estimated Revenue
Regional Control			
	Regional Projects	28%	\$268,884,000
Local Control			
	Local Streets & Roads	50%	\$480,150,000
	Traffic Management	10%	\$96,030,000
	Bike and Pedestrian	5%	\$48,015,000
		65%	\$624,195,000
Other Transportation Programs and Services			
	Point-To-Point Services	2.1%	\$20,166,300
	Community Connection	2.1%	\$20,166,300
	Transit Services	1.4%	\$13,444,200
	Rail Services	1.4%	\$13,444,200
		7%	\$67,221,000

Distributions to local agencies are described in the *Measure L 2018 Strategic Plan, Adopted 3/29/2018* by the Stanislaus Council of Governments. Table 2 below summarizes the distribution of Local Control Funds to the ten local agencies.

On December 12, 2017, by Resolution No. 2017-505, City Council approved a Measure L Master Funding Agreement with the Stanislaus Council of Governments (StanCOG) that each local agency was required to enter into, which delineates the requirements of the Measure L funds.

Table 2: Measure L Local Control Funds Distribution to Local Agencies

Local Agency	Local Control Funds Distribution
Ceres	6.36%
Hughson	1.26%
Modesto	35.79%
Newman	1.26%
Oakdale	3.86%
Patterson	4.55%
Riverbank	3.42%
Turlock	15.26%
Waterford	1.26%
Stanislaus County	26.98%
Total	100.00%

An Expenditure Plan was developed to describe the revenue estimates and distributions for regional control, local control and other transportation services. The following table summarizes the anticipated distributions for Local Control programs to the City of Modesto.

Table 3: City of Modesto Measure L Revenue Estimates and Distributions

	Allocation of Measure L Funds	Distribution to City of Modesto (Percentage of Local Control)	City of Modesto Total Estimated Measure L Revenue	City of Modesto Estimated Annual Measure L Revenue
Local Streets and Roads	50%	35.79%	\$171,845,685	\$6,874,758
Traffic Management	10%	35.79%	\$34,369,137	\$1,374,952
Bike and Pedestrian	5%	35.79%	\$17,184,569	\$687,476
Transit Services	1.4%	52%	\$6,990,984	\$279,639
Total			\$230,390,375	\$9,216,825

Distributions to transit services are used for operational expenses, and help the City achieve local funding requirements. The focus of this plan is local control funds (Local Streets and Roads, Traffic Management, Bike and Pedestrian). Transit services are included in the tables above for information purposes only, and will not be discussed further in this plan. A pro forma of Measure L funds is included in Appendix A.

Per StanCOG *Local Roads First Transportation Funding Measure Ordinance #16-01*, the City is required to maintain an annual Maintenance of Effort (MOE), which is calculated based on three prior fiscal years' general fund spending on transportation purposes (local streets and roads). This ensures that the City's existing commitment of general fund spending on transportation is supplemented, not replaced, by Measure L funds. For FY 2019-20, the Measure L MOE is projected to be \$416,835. Each year, MOE funds will be calculated and allocated for transportation related projects as part of the TED CIP program, in addition to this Measure L plan.

3.2 Measure L Oversight

3.2.1 StanCOG Measure L Oversight Committee

The Measure L Oversight Committee is a standing committee of StanCOG which acts as the Stanislaus County Transportation Authority, consisting of one representative appointed by the governing body of each of the ten jurisdictions in Stanislaus County. The Committee makes recommendations to the StanCOG Policy Board and is responsible for annual review of the independent fiscal audit of expenditures. The Committee is to issue an annual report, and provide oversight of the proper use of funds and implementation of programs and projects countywide.

3.2.2 City of Modesto Citizen's Transportation Sales Tax Commission

On October 4, 2016, City Council approved Ordinance No. 3656-C.S. adding Chapter 10 to Title 8 of the Modesto Municipal Code to establish a Citizen's Transportation Sales Tax Commission (Appendix B). The Commission consists of eleven members appointed by City Council. The Commission's duties include review of the annual work plan; analyzing and commenting on any proposed items in the City Budget that would lessen the City in its commitment to road and street funding from other sources of revenue; reviewing policies, standards or similar measures that the City uses to set priorities for where revenues from transportation sales tax are to be spent; reviewing proposals for the City to use bond or similar financing secured by revenues from transportation sales tax; reviewing policies, standards or similar measure that the City uses to determine whether Measure L fund will be spent on work completed by City staff or by outside contracts; and reviewing any other matter the Council deems appropriate related to local transportation sales tax.

3.2.3 Modesto City Council

At StanCOG's request, a list of recommended local projects was approved by City Council (Resolution No. 2016-220, Appendix B), on May 24, 2016, for each of the Measure L expenditure categories. The list was included in the Transportation Expenditure Plan prepared by StanCOG and subsequently approved by voters.

Projects for Fiscal Year 2017-18 were approved by City Council (Resolution No. 2017-269, Appendix B), on July 5, 2017. Projects for Fiscal Year 2018-19 were reviewed and recommended to Council for approval by the Commission during the June 7, 2018 meeting, and subsequently approved by City Council (Resolution No. 2018-380, Appendix B), on September 4, 2018. Projects for Fiscal Year 2019-20 were reviewed by the Commission during the February 7, 2019 meeting, and were approved by City

Council during the City’s annual budget review and approval process. Note that while this 5-year plan includes projects for Fiscal Years 2019-20 through 2023-24, projects and priorities for each fiscal year may change and will continue to be reviewed by staff, the Commission and City Council on an annual basis.

3.3 Leveraging Funding Sources

Measure L funding will serve as an investment that will leverage future local, State and Federal grant opportunities. StanCOG is the Stanislaus Region’s Metropolitan Planning Organization (MPO), Regional Transportation Planning Authority (RTPA) and Local Transportation Authority (LTA), and is responsible for the coordination and allocation of federal and state funds for transportation and transit projects throughout the Stanislaus Region.

Funding sources for transportation projects may include:

- Federal Funds - Federal Transit Funding Programs, Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Block Grant Program (STBGP), Highway Safety Improvement Program (HSIP), Highway Bridge Program (HBP), Railway-Highway Crossings
- State Funds - State Highway Operations and Protection Program (SHOPP), State Transportation Improvement Program (STIP), State Transit Assistance (STA), Highway Maintenance (HM), Aviation Funding, Systemic Safety Analysis Reporting Program (SSARP), Active Transportation Program (ATP), SB 1, SB 132
- Local Funds – Capital Facility Fees (CFF), Community Facility District (CFD) tax, State Gas Tax, Transit Fares, Local Transportation Fund (LTF), Measure L Funds, Maintenance of Effort (MOE) funds

The following discussion of fund sources have been included for general information purposes, as they may provide funding for various transportation projects in the City of Modesto that may or may not utilize Measure L funds. As funding opportunities become available, projects will be evaluated for eligibility.

3.3.1 State Transportation Improvement Program (STIP)

Each state is required under 49 U.S.C. 5304(g) to develop a statewide transportation improvement program (STIP) covering a period of at least four years. The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded primarily from state and federal gas taxes. STIP programming occurs every two years. The STIP must be developed in cooperation with the MPOs, public transit providers, and any Regional Transportation Planning Organizations (RTPO) in the state, and must be compatible with the TIPs for the state's metropolitan areas. Caltrans prepares the Interregional Transportation Improvement Program (ITIP), and regional agencies prepare Regional Transportation Improvement Programs (RTIPs).

3.3.2 State Highway Operation and Protection Program (SHOPP)

SHOPP includes State Highway safety and rehabilitation projects, seismic retrofit projects, land projects, building projects, landscaping, operational improvements, bridge replacement, and the Minor Program.

The Minor Program is a one-year program reserved for relatively low-cost capital projects that are SHOPP eligible. Caltrans is responsible for maintenance of the State Highway System. Unlike STIP projects, SHOPP projects may not increase roadway capacity. SHOPP uses a four-year program of projects, adopted separately from the STIP cycle.

3.3.3 Congestion Mitigation Air Quality (CMAQ)

The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards for ozone, carbon monoxide, and particulate matter. The program is administered by the Federal Highway Administration (FHWA).

The FAST Act provides approximately \$455 million of CMAQ funds annually to California, with a regional apportionment based on population. Estimated CMAQ funding as reported in the StanCOG 2019 Federal Transportation Improvement Program is shown in Table 3 below.

Table 4: CMAQ Funding Estimate per Fiscal Year

Funding Year	Stanislaus County CMAQ Apportionment Estimate
FY18/19	\$6,929,514
FY19/20	\$7,068,104
FY20/21	\$7,065,573
FY21/22	\$7,062,991

CMAQ funding is awarded by a competitive process, typically distributed in a 2-year cycle.

3.3.4 Active Transportation Program (ATP)

The Active Transportation Program (ATP) was created in 2013 by Senate Bill 99 (Chapter 359) and Assembly Bill 101 (Chapter 354) to encourage increased use of active modes of transportation, such as biking and walking and to increase the safety and mobility for non-motorized users. The program is administered by Caltrans, and is in its fourth cycle of funding.

The City was successful in applying for State ATP Cycle 3 grant funding for the Paradise Road Area Pedestrian and Bicycle Safety Improvements project in the amount of \$3,943,022. Measure L funds will be used for the Local Funds matching requirement of \$60,000, for a total project cost of \$4,003,022.

The City anticipates applying for State ATP Cycle 5 grant funding for the Encina Avenue and Lincoln Avenue Pedestrian/Bicycle Trail Corridor Project. In an effort to leverage funding, the project includes CCF funding, Measure L Local Match funding and ATP Grant funding. If the project is successful, it will utilize Measure L Bike and Pedestrian funding in future years.

3.3.5 California State Assembly Senate Bill 1 (SB 1)

SB 1 was passed in 2017, creating the Road Maintenance and Rehabilitation Program to address deferred maintenance on the State highway system and the local streets and road systems. SB 1 funding

provides both formula funding programs and competitive funding programs, including State Rail Assistance, Additional State Transit Assistance, Transit and Intercity Rail Capital Program, Trade Corridor Enhancement Program, Solutions for Congested Corridors, Sustainable Communities Planning Grant, and Adaptation Planning Grant.

SB1 will generate \$5.4 billion annually to fix roads, freeways, and bridges in communities across California and puts additional funding toward transit and safety.

The programs created under SB1 include Solution for Congested Corridors Program (SCCP), Trade Corridor Enhancement Program (TCEP), Local Streets and Roads Program (LSRP), and the Local Partnership Program (LPP). It also provided additional funding to existing programs: Active Transportation Program (ATP) Augmentation, State Highway Operation and Protection Program (SHOPP) Augmentation, State Transportation Improvement Program (STIP), and Transit and Rail Programs. SB 1 also provide finding for Climate Change Adaptation Planning Grants and Sustainable Communities Grants. The City's Public Works Department is currently utilizing SB 1 funding for pavement maintenance.

3.3.6 Regional Surface Transportation Funds

The Regional Surface Transportation Program (RSTP) was established by California State Statute utilizing Surface Transportation Block Grant Program (STBGP) funds that are identified in Section 133 of Title 23 of the United States Code. Eligible projects include improvements to highways, bridges, transit projects, carpool projects, safety improvements, traffic monitoring management and control, and planning.

RSTP funds are obligated in proportion to population to urbanized areas with population greater than 200,000, areas with population greater than 5,000 but less than 200,000, and areas with population 5,000 or less. For FY2018/19, approximately \$406 million of the state's RSTP funds must be obligated to projects which are located within the 11 urbanized areas of California with populations greater than 200,000 people. Approximately \$10 million per year will be available to this region. The City anticipates receiving approximately \$2.4 million of STBGP funding for pavement resurfacing and/or rehabilitation in FY 2019-20, and approximately \$2.2 million in FY 2020-21 and FY2021-22. This STBGP funding has been allocated to specific projects, and is not discussed further in this plan.

3.3.7 California State Assembly Senate Bill 132 (SB 132)

The California State Assembly passed Senate Bill 132, which contains almost \$1 billion in district-specific road and rail projects in Stanislaus, Merced, and Riverside counties. The measure includes \$400 million in transportation funds for the extension of the Altamont Corridor Express to Modesto, Ceres, and Merced; a commuter rail line between the Bay Area and Central Valley; and \$100 million for a parkway project at the UC Merced campus.

3.3.8 Local Funding

Local Funding consists of development impact fees, Community Facility District taxes, general funds, and Measure L "Local Control" (discussed in Section 3.1).

- Capital Facilities Fees (CFF) – CFF are impact fees established to mitigate the impacts of new developments, new building/construction projects and nonresidential building additions. Fees may be used for the purchase, construction, expansion, rehabilitation or acquisition of public facilities.
- Community Facilities Districts (CFD) - The City of Modesto’s CFDs are created to provide a funding and reimbursement mechanism for public facilities and/or services for various Specific Plan areas. They are also established to ensure that new development projects do not solely become the responsibility of the General Fund. Under the Mello-Roos Community Facilities Act of 1982, a CFD may be used to purchase, construct, expand, rehabilitate or acquire public improvements, or provide public services.
- General Funds – the City of Modesto’s general fund revenues include proceeds of taxes, fees, charges for services, intergovernmental distributions, special assessments, and fines. General funds are used to provide funding for city services including police and fire, community and economic development, finance, public works, parks and recreation, human resources, city attorney, city manager’s office.

3.4 Purpose of Five-Year Measure L Project Plan

A Five-Year Measure L Project Plan is intended to identify, evaluate and prioritize the City of Modesto’s Measure L funded projects for FY2019-20 through FY 2023-24. The plan will be used to communicate proposed projects to City Council, the Citizen’s Transportation Sales Tax Commission, StanCOG and Modesto citizens, to show when work may occur on streets important to them and how the funding is being utilized. Project priorities and scope may change with time, and identified projects will be reviewed each fiscal year and may change. In general, this plan describes and prioritizes various Measure L-funded Capital Improvement Projects and Programs (CIP) to best ensure the City maintains a safe and reliable transportation system consisting of local streets and roads, traffic management and bike and pedestrian facilities.

Measure L funds will be used for all phases of project implementation, including: planning, environmental, permits, design, right-of-way, and/or construction capital and operations projects.

3.5 Local Streets and Roads

Recognizing that streets are the backbone of our transportation system, Measure L funding will be distributed to local agencies to support local roads primarily based on sales tax revenues. Each agency is required to identify specific streets and roads that will be prioritized for repair and/or refurbishment. These funds will be used exclusively for repair and maintenance – no new road construction will be funded through the program. These funds must be used to augment current transportation spending and cannot be used to replace a local agency’s general fund expenditures.

Repair and refurbishment of roads may include pavement treatment, and repair and/or replacement of curb gutter and sidewalk, curb ramps, striping, signage, beacons and signalization. Measure L projects identified for FY2017-18, FY2018-19 and FY2019-20 have included:

- Pavement rehabilitation, restriping, ADA ramp upgrades at various locations
- Pavement maintenance on residential streets
- Assist with planning and design of the Downtown Master Plan

3.5.1 Pavement Rehabilitation

The City currently maintains 634 centerline miles of streets consisting of 121 million square feet of pavement surface area. The City’s current pavement condition index (PCI) is 56. Field inspection data is entered into a pavement management software system, which evaluates the street network and assigns a condition score to each street, and combines scores for an overall average. Figure 1 shows the relationship between PCI value and condition.

Figure 1: Pavement Condition Index

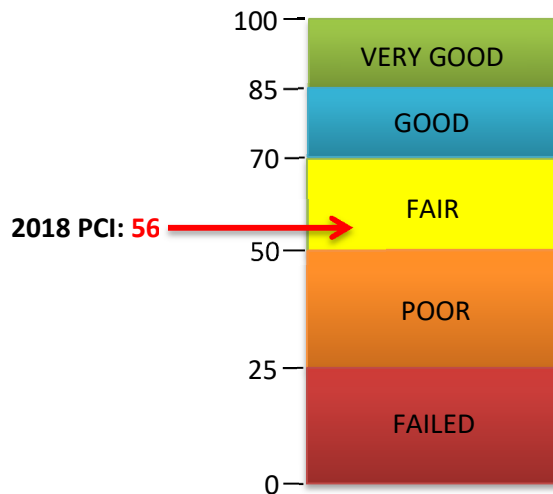
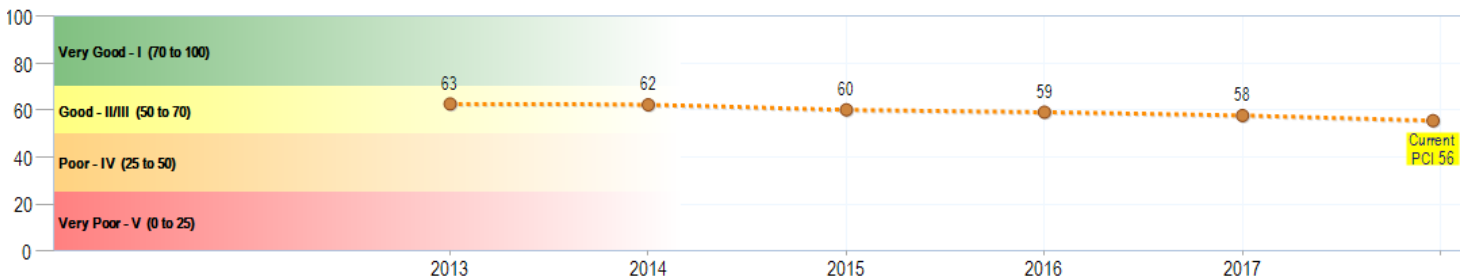


Figure 2 shows the historical overall average PCI over time.

Figure 2: Historical Pavement Condition Trends



The City’s overall PCI has decreased slowly since 2013, which illustrates a need for additional funding. Figure 2 highlights condition trends. As expected, with the passage of time, the amount of pavement in

very good condition decreases, while the amount of pavement in very poor condition increases. With no action taken, the overall PCI will continue to drop over time.

Pavement condition monitoring is the core of the City’s pavement management approach. A pavement condition survey is performed every 2 to 5 years to foster efficient pavement management. The survey typically consists of three components: data collection (observations by trained staff, measurements of pavement roughness, surface distress, skid resistance, deflection, etc.), condition rating (quantifies a score against a known standard) and quality management (fair basis comparison for different pavement segments. Pavement condition monitoring helps prioritize maintenance and/or rehabilitation works and treatment types efficiently.

Pavement treatment maintenance can include chip seals, crack filling/sealing, diamond grinding, fog seals, joint crack seals, joint repairs, pavement patching, scrub sealing, slurry seals, spot high-friction treatment and surface sealing. Pavement treatment alteration can include addition of new layer of asphalt, cape seals, hot-in-place recycling, microsurfacing/thin-lift overlay, mill and fill/mill and overlay, new construction, open-graded surface course, rehabilitation and reconstruction. The City’s current approach to pavement treatment maintenance is shown in Table 4 below.

Table 5: Maintenance Options by PCI Condition

PCI	Condition	Percentage of Pavement in 2017	Maintenance Options
100 to 85	Very Good	37%	No Action
85 to 70	Good	18%	Crack and Surface Seals
70 to 50	Fair	11%	Surface Seals, Chip Seals Overlays/Inlays
25 to 50	Poor	22%	Multiple Chip Seal, Micro-seal Overlays & Inlays
0 to 25	Failed	12%	Full Depth Inlays & Reconstruction

While the above table represents the typical approach, each pavement segment must be evaluated to determine the appropriate treatment. Pavement treatment options are discussed further in Appendix D.

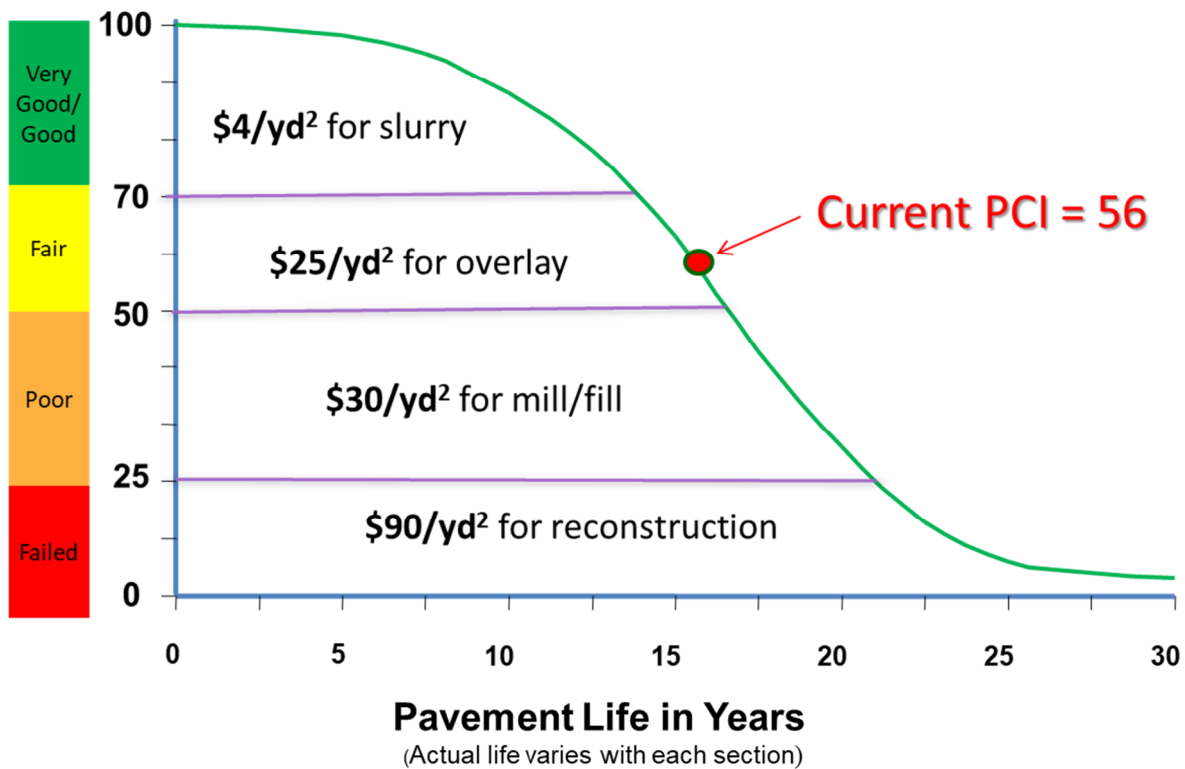
The City’s Public Works Department is currently utilizing SB 1 funding to maintain pavement, with a focus on performing slurry seals in residential areas. Measure L funded pavement rehabilitation projects for this five-year plan will primarily be on arterial streets, which are more heavily used than collector or residential streets, with some residential areas being included. City is coordinating efforts using multiple funding sources to provide efficient pavement maintenance/rehabilitation.

Figure 3 is a pavement deterioration curve which shows the average lifespan of a street to be approximately 30 years. There are many factors that can increase or decrease the life of a street. If the necessary maintenance treatments are performed while the pavement is in relatively good condition during the first 10 to 15 years, the cost of surface sealing is approximately \$4 per square yard. If left untreated, the pavement deteriorates to fair to poor condition which requires a more aggressive

treatment, such as an overlay or partial depth inlay at a cost of approximately \$25 to \$30 per square yard (approximately 7 times the cost of surface sealing). If streets have deteriorated to failed condition, complete reconstruction costs approximately \$90 per square yard (approximately 3 to 4 times the cost of overlays and partial inlays; approximately 22 times the cost of surface sealing).

Estimated treatment costs are included for reference only, actual costs are determined through the public bidding process, and additional work and additional costs are associated with safe and successful pavement rehabilitation projects. The costs will increase proportionally, with maintenance of pavement in good condition being a fraction of full pavement replacement.

Figure 3: Pavement Deterioration Curve and Treatment Types



Pavement treatment provides an opportunity to evaluate existing lane configuration and traffic flow, and to potentially address the City’s goals of complete streets by incorporating pedestrian and bike access. This can be accomplished through analysis of alternative lane configurations, which can be incorporated into replacement striping.

3.5.2 Curb, Gutter and Sidewalk

The over 600 centerline miles of street in the City equates to approximately 1,220 miles of curb, gutter and sidewalk. Curb and gutter delineates the edge of pavement, separates the travel way from landscape areas and/ pedestrian walkways, provides structural support to the edge of pavement, and is used to direct runoff from rain into storm drain inlets. Sidewalk can be adjacent to the curb and gutter

or separated, depending on the classification of the street or road. Maintenance can include grinding, patching, or replacement.

3.5.3 Curb Ramp

Thousands of curb ramps are located mostly at street intersections in the City. A curb ramp is a short ramp cutting through a curb or built up to it. Title II of the Americans with Disabilities Act (ADA) requires state and local governments to provide curb ramps with specific geometry to create an accessible route that people with disabilities can use to safely transition from a roadway to a curbed sidewalk and vice versa.

Title II of the ADA requires that curb ramps be provided whenever streets, roadways, or highways are altered. Alterations include reconstruction, rehabilitation, resurfacing, and widening of streets, roads and/or highways. Resurfacing includes overlays of additional material to the road surface, with or without milling, such as addition of a new layer of asphalt, reconstruction, concrete pavement rehabilitation and reconstruction, open-graded surface course, micro-surfacing and thin lift overlays, cape seals, and in-place asphalt recycling. Curb ramps are not triggered by treatments that seal and protect the road surface as they do not significantly affect the public's access to or usability of the road. Typical maintenance includes painting or striping lanes, crack filling and sealing, surface sealing.

In accordance with ADA Title II Section 504, the City had a Self-evaluation and Transition Plan prepared by Disability Access Consultants in 2017. *The Americans with Disabilities (ADA) and Section 504 Self-Evaluation and Transition Plan Updated Review for City of Modesto Programs, Service Activities, Facilities, Transit Stops and Public Right-of-Way 2017* (ADA Transition Plan) captured the results of public outreach and surveys to organizations representing individuals with disabilities, facility users and program and site administrators. The ADA Transition Plan recommendations include a program to address curb ramp and sidewalk barrier removal, with Priority Level 1 given to areas serving government buildings and facilities, those on arterial and collector streets, those that create hazardous conditions, have a current accessibility complaint, and/or experience a high level of public use. The Plan also recommends that curb ramp and sidewalk surveys be conducted by 2020 on arterial streets and areas connecting roadway segments serving government and public serving building and facilities.

The City's Transportation Engineering Design Division maintains an ADA action list that captures citizen concerns regarding accessibility of specific locations throughout the City. The list is frequently reviewed when transportation projects are being developed, with identified locations being included in the scope of work where reasonable and practicable. The City has approximately 100 current curb ramp related complaints/requests.

3.6 Traffic Management

Projects eligible for Measure L Traffic Management funding include upgrades to local intersections, road widening, signalization, bridge replacements and/or traffic calming methods.

Measure L projects identified for FY2017-18, FY2018-19 and FY2019-20 included projects to identify and address school safety needs, replace/upgrade traffic controllers, install/upgrade traffic signals, install

rectangular rapid flashing beacons and advanced flashing beacons near schools, install high-intensity activated cross walks, and neighborhood traffic calming.

3.6.1 School Safety

In the City there are 68 public schools in 8 districts, consisting of 50 elementary schools, 11 middle schools, and 7 high schools. Most facilities have onsite and offsite pedestrian ADA access issues. There are more needs than resources available to address them, so safety and traffic flow around schools needs to be evaluated and prioritized for fair, effective and transparent use of funding. School safety projects may include safe pedestrian path of travel, ADA upgrades, signage and beacons near schools, and traffic calming.

3.6.2 Traffic Signal Improvements

Within the City existing traffic signals have exceeded their intended service life, and need to be reconstructed and upgraded to meet current federal, state and local standards. Signal upgrade projects typically will implement technologies such as accessible push button stations and vehicle detection. Where warranted, new traffic signals or roundabouts will be installed based on traffic counts, safety, or other considerations.

3.6.3 Traffic Calming

Traffic calming consists of a set of mostly physical treatments, or changes to roadways, that help manage the flow of traffic while requiring motorists to behave in a civil manner around shopping districts, schools and neighborhoods. Traffic speed, noise and volume are often reduced and a more even distribution of traffic often results from these efforts. Impacts range from moderate speed reductions (31 mph to 25 mph is common) on local streets, to reduced turning speeds on corners, and improved pedestrian access across streets.

Measures of success of a traffic calmed street is not only seen in lower crash rates, speeds or volumes but in the number of people, and especially children, seniors and gardeners out in the street walking, playing and greeting their neighbors.

3.7 Bike and Pedestrian Improvements

These projects include local connectivity between communities, local schools, trails and recreation facilities. Each agency will work closely with residents to determine the type, location and priority for new or upgrades to existing facilities.

In 2007, by Resolution No. 2007-067, Council approved the current Non-Motorized Transportation Master Plan. In June 2018, by Resolution No. 2018-190, Council approved an agreement with Alta Planning + Design to prepare an Active Transportation Plan (an update to the Non-Motorized Transportation Plan). The Active Transportation Plan was funded by Measure L, and is anticipated to be completed in Fiscal Year 2018-19, and will contain recommendations that will result in future bike and pedestrian improvement projects.

Accessibility is the design of products, devices, services, or environments for people with disabilities.

The City maintains an ADA action list that captures citizen concerns pertaining to accessibility of specific locations throughout the City (Appendix E). With this Five-Year Plan, the City will develop a neighborhood ADA improvement program which is discussed further in Chapter 7.

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4 PROJECT PRIORITIZATION

The costs associated with maintenance and rehabilitation of streets, traffic management systems and bicycle and pedestrian facilities exceed available resources. As previously discussed, the replacement cost for the City's streets alone is estimated at \$979 million in today's dollars, and deferred maintenance costs of over \$400 million would be required to bring all pavement in the City to very good/good condition. The City anticipates receiving approximately \$20 million dollars per year in transportation-related funding from Measure L, SB-1, Gas Tax Funds, Garbage Franchise Fees, and General Fund MOE, which are utilized to construct, operate and maintain pavement, signage, striping, street lights, traffic signals, curb gutter & sidewalk throughout the City. Available funds must be used judiciously, and projects need to be prioritized based on established criteria.

City staff used the following criteria to identify the projects to be included in this Measure L 5-Year Plan. City staff has developed an approach to coordinate the use of SB1 funds and Measure L funds, which are largely for the same purpose, to maintain the quality of the transportation system. SB1 funds are to be used primarily for pavement condition projects on residential streets (smaller roadways), whereas Measure L funds will primarily be used for pavement condition projects on collector and arterial streets (larger roadways). With this approach in place, City staff has developed a plan for the use of Measure L monies, which in general is based on the greatest need and the most efficient use of resources. The plan is detailed in the following sections.

4.1 Pavement Condition

Pavement rehabilitation methods vary based on the pavement condition. Where pavement is still in good to fair condition, slurry or overlays can be used to extend pavement life. Pavement that is in poor or failed condition may require more intensive rehabilitation up to replacement. A pavement condition assessment survey is required periodically to update the City's pavement management software and maintain eligibility for grant funding opportunities.

The overall PCI for the City of Modesto in May 2019 was estimated to be 56, with the PCI for arterial streets estimated to be 60, which is considered "at risk". Prioritization of projects will include assessment of pavement condition and extending the life streets that are in good, fair, and/or poor condition. To experience the maximum benefit of rehabilitation dollars, it is not necessary or recommended to focus solely on the worst pavement. Failed pavement, or pavement that requires replacement will have the highest cost per unit area to treat, resulting in a much smaller area being impacted. Thoughtful analysis is needed to preserve the most heavily travelled, largest amount of pavement at a minimum of cost.

4.2 Street Designation

As previously discussed, the City is coordinating efforts using multiple funding sources to provide efficient pavement maintenance/rehabilitation. With the City's Public Works Department focus on SB-1 funded slurry seals in residential areas, Measure L funded pavement rehabilitation projects for this five-year plan will give priority to arterial streets, which are more heavily used than collector or residential streets. SB-1 funding is not sufficient to address all needs, so some Measure L funded projects will address residential areas. The focus on pavement rehabilitation of arterial streets is expected to raise the PCI of arterial streets from 60 to 66 based on the projects discussed in Section 5. The pavement condition will resume deterioration with time, with the pavement life being extended through rehabilitation.

Specific projects may change during the plan window, with consideration to the number of users of roadway segments that will benefit.

4.3 Costs

Pavement treatments vary in terms of cost, for each treatment there is an optimal pavement condition and corresponding pavement age which results in the maximum benefit. For example, a Type II Slurry Seal is a relatively inexpensive treatment, but works best on pavement that is in good condition. When a Type II Slurry Seal is applied to poor or failed pavement, the benefit is short lived, with cracking and uneven road surface becoming apparent after a very short time (six months to one year). Pavement that is in poor condition will require more intensive treatment to be effective, which has a higher cost. The higher cost of a more intensive treatment is more cost effective than continual reapplication of a slurry seal. Failed pavement or pavement deemed beyond rehabilitation will have the highest costs per unit area. Replacement is the most expensive approach, and with increased costs comes reduction in the area that can be addressed. The City's aim is to preserve the largest amount of pavement for the least cost, maximizing the effectiveness of Measure L funds. Therefore importance is placed on rehabilitating pavement in fair/poor condition over replacement of failed pavement.

4.4 Citizen Concerns

As previously discussed, more pavement is in need of maintenance or rehabilitation than funds are available. An important factor in prioritization of projects for this five-year plan is citizen complaints. Where possible, concerns are forwarded to public works where street maintenance crews may be able to address the issue. Often, the scope of the concern exceeds available resources. Along with the ADA complaints/requests, the City now maintains a Citizen Concern List for pavement related issues. When new projects are being developed, the complaints/requests/concerns are reviewed and if possible, existing issues are addressed within project scope. Additionally, as discussed in Chapters 6 and 7, the City intends to incorporate stakeholder/citizen input through programs.

4.5 Distribution of Projects

A key element of effective use of Measure L funds is to provide benefit to all citizens by considering distribution of projects throughout the City. Proposed projects have been mapped as discussed in Section 10, to ensure even distribution throughout the City.

4.6 Safety

Accident reports, citizen complaints, City-maintained watch lists, safety studies, state and federal guidance documents are factored into evaluating the potential safety improvements of potential projects.

4.7 City Policy and Goals

All transportation projects need to conform to the City's planning documents, including the General Plan, Downtown Master Plan, and Active Transportation Plan (Non-Motorized Transportation Plan). Projects are evaluated using complete streets principles to improve the multimodal network and maximize funding opportunities (match funding programs evaluation criteria). Projects prioritization includes consideration of safe, comfortable, and convenient for all users, including drivers, bicyclists, transit riders and vehicles and pedestrians of all ages and abilities.

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5 ENVIRONMENTAL REVIEW

5.1 California Environmental Quality Act (CEQA)

Feasibility or planning studies are exempt from the requirements to prepare Environmental Analysis under CEQA, per Title 14 California Code of Regulations, Chapter 3 Guidelines for Implementation of the California Environmental Quality Act, Article 18. Statutory Exceptions, Section 15262. Studies must still include consideration of environmental factors.

Operations, repair, maintenance, or minor alterations of existing public facilities is exempt from CEQA requirements, with existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails and similar facilities categorically exempt per Section 15301 (c).

Most projects eligible for Measure L funding will be statutorily or categorically exempt from the CEQA process. CEQA requirements will be met by the preparation and filing of a Statement/Notice of Exemption with the Stanislaus County Clerk-Recorder Office and the State of California Office of Planning and Research. Projects with other funding sources, such as state funded projects where Measure L funding may be utilized for local match, may have CEQA requirements and will be considered on an individual project basis.

5.2 National Environmental Policy Act (NEPA)

NEPA requirements will apply to federally funded projects. Similar to above, if Measure L funding is utilized for local match, NEPA requirements for federally funded projects will be evaluated on an individual project basis.

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6 LOCAL STREETS & ROADS PROJECTS

The list of recommended local projects that was included in StanCOG’s Transportation Expenditure Plan (Resolution No. 2016-220, Appendix B), includes a program of 175 lane-miles of slurry or 42 lane-miles of Rubber Cape Seal or 27 lane-miles of mill/fill or 9 lane-miles of reconstruction or some combination thereof. This program will be implemented annually until 2041. Specific projects have been identified, and have been prioritized for the next five years, as discussed below.

6.1 Pavement Maintenance/Rehabilitation Projects

Pavement Maintenance is most beneficial when applied to pavement in fair to good condition, to extend the life of the pavement. Pavement maintenance typically consists of roadway resurfacing, such as fog seal (mixture of aggregate and asphalt emulsion), slurry seal (type I (fine aggregate), II (general aggregate) and III (coarse aggregate), asphalt rubber chip seal, and micro surfacing (similar to a slurry seal, with addition of polymers). Improvements typically also include new signage and striping, and may include ADA upgrades if needed.

Pavement rehabilitation is more intensive than pavement maintenance, and is appropriate for pavement in poor to fair condition. Based on the current condition of pavement in the City of Modesto, pavement rehabilitation is needed in more locations than pavement maintenance. Pavement Rehabilitation Projects typically include roadway resurfacing and/or reconstruction, such as Stress Absorbing Membrane Inter-Layer or SAMI, which is a membrane seal that is used to retard the rate of reflection cracking in new overlays. It consists of removal of a portion of the existing asphalt, followed by application of modified binder followed by a layer of aggregate, spread and rolled. An overlay is then placed over the membrane. If necessary, traffic may be allowed to operate on the SAMI prior to construction of the overlay. Project improvements typically include new signage and striping, ADA upgrades, signal upgrades (detection cameras, ADA push buttons) where needed, and storm drainage system improvements. Areas in need of pavement rehabilitation are identified based on pavement condition.

The following projects will rehabilitate the pavement of approximately 150 lane miles of roads or approximately 9,560,000 square feet of pavement. Estimated pavement rehabilitation is summarized in Table 5. Projects are presented by year in Section 9, and by location in Section 10.

1. Scenic Drive Pavement Rehabilitation Phase I (Lakewood Ave to Claus Rd)

Pavement rehabilitation on Scenic Drive from Lakewood Avenue to Claus Road, approximately 1.0 centerline miles or 331,000 square feet of pavement. Anticipated project improvements include roadway resurfacing and/or reconstruction, new signage and striping, signal upgrades (including detection cameras) where needed, ADA upgrades, and minor storm drainage system improvements.

2. **Scenic Drive Pavement Rehabilitation Phase II (Downey Ave to Lakewood Ave)**
Pavement rehabilitation on Scenic Drive from Downey Avenue to Lakewood Avenue, approximately 3.0 centerline miles or 484,000 square feet of pavement. Anticipated project improvements include roadway resurfacing and/or reconstruction, new signage and striping, ADA upgrades, and storm drainage system improvements.
3. **Tully Road Pavement Rehabilitation Phase II (Yale Ave to Briggsmore Ave)**
Pavement rehabilitation on Tully Road from Yale Avenue to Briggsmore Avenue, approximately 1.1 centerline miles or 380,000 square feet of pavement. Anticipated project improvements include roadway resurfacing and/or reconstruction, new signage and striping, ADA upgrades, signal upgrades (including detection cameras) where needed, and storm drainage system improvements.
4. **Coffee Road Pavement Rehabilitation Phase I (Norwegian Ave to Sylvan Ave)**
Pavement rehabilitation on Coffee Road from Norwegian Avenue to Sylvan Avenue, approximately 1.3 centerline miles or 450,000 square feet of pavement. Anticipated project improvements include roadway resurfacing and/or reconstruction, new signage and striping, ADA upgrades, and storm drainage system improvements.
5. **Coffee Road Pavement Rehabilitation Phase II (Scenic Drive to Norwegian Ave)**
Pavement rehabilitation on Coffee Road from Scenic Drive to Norwegian Avenue, approximately 1.5 centerline miles or 616,000 square feet of pavement. Anticipated project improvements include roadway resurfacing and/or reconstruction, new signage and striping, ADA upgrades and improvements near Thomas Downey High School, and storm drainage system improvements.
6. **Dale Road Pavement Rehabilitation (Standiford to Bangs)**
Pavement rehabilitation on Dale Road from Standiford Avenue to Bangs Avenue, approximately 1.3 centerline miles or 450,000 square feet of pavement. Anticipated project improvements include roadway resurfacing and/or reconstruction, new signage and striping, ADA upgrades, and storm drainage system improvements.
7. **Prescott Road Pavement Rehabilitation (Briggsmore Ave to Bangs Ave)**
Pavement rehabilitation on Prescott Road from Briggsmore Avenue to Bangs Avenue, approximately 2.4 centerline miles or 1,004,400 square feet of pavement. Anticipated project improvements include roadway resurfacing, new signage and striping, and storm drainage system improvements.
8. **Orangeburg Avenue Pavement Rehabilitation Phase I (Coffee Rd to Oakdale Ave)**
Pavement rehabilitation on Orangeburg Avenue from Coffee Road to Oakdale Avenue, approximately 1.0 centerline mile or 421,200 square feet of pavement. Anticipated project improvements include roadway resurfacing and/or reconstruction, new signage and striping, ADA upgrades, and minor storm drain system improvements.

- 9. Orangeburg Avenue Pavement Rehabilitation Phase II (McHenry Ave to Coffee Rd)**
Pavement rehabilitation on Orangeburg Avenue from McHenry Avenue to Coffee Road, approximately 1.0 mile or 423,000 square feet of pavement. Anticipated project improvements include roadway resurfacing and/or reconstruction (surface treatment), new signage and striping, ADA upgrades, signal upgrades (including detection cameras) where needed, and storm drainage system improvements.
- 10. Orangeburg Avenue Pavement Rehabilitation Phase III (McHenry Ave to Sisk Rd)**
Pavement rehabilitation on Orangeburg Avenue from McHenry Avenue to Sisk Road, approximately 2.2 miles or 926,000 square feet of pavement. Anticipated project improvements include roadway resurfacing and/or reconstruction, new signage and striping, ADA upgrades, signal upgrades (including detection cameras) where needed, and storm drainage system improvements.
- 11. Pelandale Neighborhood Pavement Maintenance**
Pavement maintenance in the area bound by Dale Road, Bangs Avenue, Tully Road, Snyder Avenue. This project will maintain approximately 12.6 center line miles or 2,190,000 square feet of local roads, and 1.1 center line miles or 200,000 square feet of minor collector (Snyder Avenue). Anticipated improvements include slurry seal surface treatment and restriping.
- 12. Paradise Road Pavement Rehabilitation (with ATP Cycle III)**
The City has successfully applied for and received ATP Cycle III grant funding for bicycle and pedestrian facilities and hardscape features on Paradise Road. The pavement condition on Paradise Road ranges from 31 to 4, but the ATP grant will not fund asphalt pavement resurfacing. The project proposes to leverage the ATP funding, and provide construction funding to rehabilitate approximately 392,000 square feet of pavement on Paradise Road between 1st Street and Ellen Avenue.
- 13. Whitmore Avenue Pavement Rehabilitation Phase I (Crows Landing Road to UPRR)**
The first phase of pavement rehabilitation of Whitmore Avenue from Crows Landing to Morgan Road. Phase I will rehabilitate approximately 0.5 mile of East Whitmore Avenue, or 212,000 square feet of pavement. A multi-agency effort will leverage funding for efficient project delivery and minimize disruption to businesses and residences. The City of Ceres will be the lead agency, with participation from Stanislaus County and the City of Modesto. A future MOU will address the specifics of the multi-agency coordination and shared funding. Approximately 12% of the project frontage is in the City of Modesto.
- 14. 2020 Pavement Condition Survey**
The City's pavement management system requires periodic pavement condition surveys to evaluate the condition of pavement throughout the City. This is used to prioritize pavement rehabilitation projects. Measure L funds will augment anticipated federal RSTP funding.

Anticipated work includes visual pavement condition, ADA ramp survey, and data entry into the City's pavement management software "StreetSense".

15. Briggsmore Avenue Pavement Rehabilitation (McHenry to Oakdale)

Pavement rehabilitation on Briggsmore Avenue from McHenry Avenue to Oakdale Road, approximately 2 miles, or 862,000 square feet. Anticipated project improvements include roadway resurfacing and/or reconstruction, new signage and striping, ADA upgrades at intersections, signal upgrades (detection cameras, ADA push buttons) where needed, and storm drainage system improvements.

16. 10th Street Improvements (Future Stanislaus County Courthouse)

Pavement rehabilitation on 10th Street from E Street to I Street, approximately 0.4 miles. Anticipated project improvements include roadway resurfacing and/or reconstruction, new signage and striping, ADA upgrades (G Street/10th Street, H Street/10th Street, I Street/10th Street), signal upgrades (detection cameras, ADA push buttons) where needed, and storm drainage system improvements.

In summary, over the next five years, the City anticipates rehabilitating more than 150 equivalent lane miles or approximately 9.5 million square feet of pavement with Measure L funds, as shown in the following table.

Table 6: Estimated Pavement Maintenance/Rehabilitation

Project	Equivalent Lane Miles	Square Feet
Scenic Drive Pavement Rehabilitation Phase I	5.2	331,000
Scenic Drive Pavement Rehabilitation Phase II	7.6	484,000
Tully Road Pavement Rehabilitation	6.0	380,000
Coffee Road Pavement Rehabilitation Phase I	7.1	450,000
Coffee Road Pavement Rehabilitation Phase II	9.7	616,000
Dale Road Pavement Rehabilitation	8.7	552,500
Prescott Road Pavement Rehabilitation	15.8	1,004,400
Orangeburg Avenue Pavement Rehabilitation Phase I	6.7	421,200
Orangeburg Avenue Pavement Rehabilitation Phase II	6.7	423,000
Orangeburg Avenue Pavement Rehabilitation Phase III	14.6	926,000
Pelandale Neighborhood Pavement Maintenance	37.7	2,391,000
Paradise Road Pavement Rehabilitation	6.2	392,000
Whitmore Avenue Pavement Rehabilitation Phase I	3.4	212,000
2020 Pavement Condition Survey	City wide	City wide
Briggsmore Avenue Pavement Rehabilitation	13.6	862,000
10 Street Improvements (Future SC Courthouse)	1.8	115,400
TBD Downtown Pavement Rehabilitation Project	tbd	tbd
Total	150.9	9,560,500

7 TRAFFIC MANAGEMENT PROJECTS

The StanCOG Expenditure Plan Project List includes a program of safety and congestion related projects, to improve traffic flow and safety around schools, at high collision locations, and to improve/upgrade intersection control devices and traffic management. This program will be implemented annually until 2041.

7.1 Improve Traffic Flow and Safety at Schools

The following projects have been identified in the Five-Year Measure L plan, and will address traffic flow and safety at Schools throughout the City. Projects are presented by year in Section 9, and by location in Section 10.

1. School Safety Program Study

As discussed in Section 3, many of the 68 schools in the City of Modesto have offsite pedestrian safety and ADA access issues. This project will provide funding to hire a consultant to evaluate safety and traffic flow around schools throughout Modesto and prioritize needs. Anticipated deliverables include identification of needs, prioritization of schools, recommendations for future projects such as safe pedestrian path of travel, ADA upgrades, signage and beacons near schools, and traffic calming.

2. School Safety Program Projects

Based on the recommendations and projects identified in the School Safety Program Study above, funding will be allocated for design and construction of specific projects to improve pedestrian safety and traffic flow around schools.

3. School Area All-way Stop Beacons near Standiford, Orchard, Marshall and Robertson Schools

Improve pedestrian safety and traffic flow around schools by installing all-way stop beacons at Sunrise at Tokay near Standiford School, Merle at Bailey near Orchard School, Sutter at South near Marshall School, Robertson Road at Hammond near Robertson School.

4. Advance School Zone Beacons at 13 Schools

Improve safety around schools by installing advance school zone beacons at 13 schools throughout the City.

5. School Crosswalk Beacons

Improve pedestrian safety and traffic flow by installing two Rectangular Rapid Flashing Beacons and ADA upgrades at Mt. Vernon mid-block in front of Everett School and at Rumble and Bay near Sylvan Elementary.

6. Upgrade Lighted Crosswalks

Improve pedestrian safety and traffic flow by replacing in-roadway lighted cross-walks with rectangular rapid flashing beacons at Rumble at Wales near Davis High School, on West Granger at Carlton near Our Lady of Fatima School, on College at Terminal near Modesto Junior College, and on Stoddard at Terminal near Modesto Junior College.

7. Upgrade Rectangular Rapid Flashing Beacons

Improve pedestrian safety and traffic flow around schools by replacing old beacons with rectangular rapid flashing beacons at Sunrise Avenue and Coolidge Avenue near Elliot School.

7.2 Safety Improvements at High Collision Locations

The following projects have been identified in the Five-Year Measure L plan, and will address safety improvements at high collision locations throughout the City. Projects are presented by year in Chapter 9.

1. SSARP Project (Local Match)

In FY 2017-18, Measure L funds were used to provide local match funding component for a System Safety Analysis Report. A consultant was hired to evaluate the City’s roadway network, and identify and recommend safety projects for future HSIP funding opportunities. This project will provide local match component of funding for safety improvements at locations where collision history shows a pattern, or at high collision frequency locations, and/or as recommended by the System Safety Analysis Report Program. Anticipated to supplement HSIP or equivalent grants.

7.3 Traffic Signal System Upgrades

The following projects have been identified in the Five-Year Measure L plan, and will address the traffic signal system City-wide. Projects are presented by year in Section 9, and by location in Section 10.

1. Traffic Signal System Upgrade program

In FY 2018-19, Measure L funds were used to hire a consultant to analyze the City’s traffic signal operation and propose system wide modifications. Based on the infrastructure needs of the Traffic Signal Analysis report prepared by Iteris, Inc., this program will provide needed infrastructure to upgrade communication and signal systems to state of the art technology to support adaptive traffic systems and autonomous vehicles.

2. Hawk System at Hetch Hetchy at Tully and Prescott

This project will install High-Intensity Activated Crosswalk (HAWK) Systems at Hetch-Hetchy on Tully and Hetch Hetchy at Prescott.

3. New Traffic Signals – I Street at 16th, Pelandale at Blue Bird

This project will provide local funding match for future CMAQ grants to install new traffic signals at I Street/16th Street and Pelandale at Blue Bird.

4. Upgrade Lighted Crosswalks to Rectangular Rapid Flashing Beacons

This project will improve pedestrian safety and traffic flow by replacing in-roadway lighted cross-walks with rectangular rapid flashing beacons at locations throughout the City.

7.4 Neighborhood Traffic Calming Program

This program will provide traffic calming improvements to residential neighborhoods. Citizen participation will be strongly encouraged in identifying neighborhood needs. Following public outreach efforts, projects will be prioritized and developed by City Staff to improve traffic flow and safety in residential neighborhoods. Anticipated improvements include traffic calming measures (chicanes, curb extensions, medians, pedestrian refuges, pedestrian crossings, speed cushions), signage and striping, ADA improvements, signal upgrades (detection cameras, ADA push buttons) where needed.

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8 BIKE & PEDESTRIAN PROJECTS

The StanCOG Expenditure Plan Project List includes a program of various and ongoing bike and pedestrian improvements, including Class 1 bike lanes, trail maintenance, and projects that will be identified in the Non-motorized Plan. This program will be implemented annually until 2041. Specific projects have been identified, and have been prioritized as discussed below. Projects are presented by year in Section 9, and by location in Section 10.

8.1 Dry Creek Trail Maintenance and ADA Upgrade

The Dry Creek Trail Maintenance project is the second phase of a multi-year effort to rehabilitate the Dry Creek Trail from La Loma to El Vista Avenue. In FY2018-19, Measure L funds were used to rehabilitate the trail from La Loma Avenue to east of Kewin Park. The second phase will improve the trail from Kewin Park to Thousand Oaks Park, or a length of 0.6 miles. Anticipated project improvements include bike path widening and resurfacing, new striping, new signage, shoulder improvements and ADA access to two residential neighborhoods.

8.2 Virginia Corridor Trail Maintenance

Pavement maintenance project on Virginia Corridor Trail from Woodrow Avenue to Downtown, approximately 3.0 miles. Anticipated project improvements include bike path resurfacing, new center line striping, new signage, ADA upgrades.

8.3 MJC Bike Path Phase III

The MJC Bike Path Phase III project builds on the efforts of Phase II to connect the MJC bike path to the Virginia Corridor Trailhead. Phase III begins where Phase II ended, at Campus Way, and will construct a Class I bike path up to and along the south side of Stoddard Avenue to Madonia Avenue. Improvements will include landscaping, bike path, striping, signage, curb and gutter, sidewalk, and ADA improvements.

8.4 ATP Cycle 5 Encina Class I Pedestrian/Bicycle Path

The City anticipates seeking State ATP Cycle 5 grant funding for a proposed a 2.6 mile class 1 pedestrian/bicycle path. The facility will be constructed East-West along Encina Avenue from N. Conejo Avenue to Lincoln Avenue and North-South along Lincoln Avenue from the existing Dry Creek Trail to Yosemite Boulevard. This project will also include installation of ADA improvements, lighting, traffic calming, curb gutter/sidewalk and drought tolerant, regionally appropriate landscaping/trees throughout the corridor. All improvements are planned to be within the existing public right-of-way with no anticipated land acquisition. The proposed project will leverage multiple funding sources, including \$35,000 from CCF, approximately \$1,000,000 from Measure L, and \$4,800,000 of ATP Grant funding. If the project is successful, it will utilize Measure L Bike and Pedestrian funding for FY2021-22 and FY 2022-23.

8.5 Future - Active Transportation Plan Projects

Also as previously discussed in Section 3.3, the Active Transportation Plan is anticipated to be completed in Fiscal Year 2018-19, and will contain recommendations that will result in future bike and pedestrian improvement projects. Recommended projects are expected to utilize funding beyond this five-year plan. Also, it is anticipated that future ATP funding cycles will be pursued to leverage funding sources similar to the Encina Class I Pedestrian/Bicycle Path project.

8.6 Neighborhood ADA Improvement Program

This program will provide ADA improvements to residential neighborhoods. The City maintains an ADA action list that captures citizen concerns regarding accessibility of specific locations throughout the City. Public participation will be facilitated through City's website and social media. Concerns will be prioritized and projects developed by City Staff to improve accessibility and safety in residential neighborhoods.

9 PRELIMINARY ESTIMATE OF COSTS

Construction cost estimates for proposed Measure L projects are presented in December 2018 dollars based on bid results from recent similar projects. The total project cost includes a mark-up equal to 40 percent of the base construction costs, which includes a construction contingency of 10 percent and an additional markup of 30 percent for professional services such as engineering, surveying, and construction management.

Table 7: Estimate Based on Base Construction Costs

Description	Estimate
Construction Contingency	10%
Professional Services	30%
Engineering Design & Administration	15%
Construction Management & Administration	15%
TOTAL	40%

For this Five-Year Measure L Plan, it is assumed that recommended transportation facilities will be developed in public rights-of-way or on public property; therefore land acquisition costs have not been included. The construction cost estimates do not include costs for annual operation and maintenance.

As discussed in Section 4, most projects eligible for Measure L funding will be statutorily or categorically exempt from the CEQA process, and CEQA requirements will be met by the preparation and filing of a Statement/Notice of Exemption with the Stanislaus County Clerk-Recorder Office and the State of California Office of Planning and Research. Projects with other funding sources such as state funded projects where Measure L funding may be utilized for local match may have CEQA and/or NEPA requirements, and will be considered on an individual project basis.

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10 PROJECTS BY FISCAL YEAR

The following tables present estimated costs for proposed projects and estimated Measure L funding allocations for each of the five fiscal years in this plan. Fact sheets for projects proposed in FY19-20 are included in Appendix F.

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Table 8: Local Street and Roads Projects FY19-20 to FY23-24

Project Name	Estimated Costs by Phase				Estimated Measure L Funding Allocation				
	Env/Studies	Design	Construction	TOTAL	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24
Scenic Drive Pavement Rehabilitation Phase I (Lakewood Ave to Claus Rd)		\$ 202,500	\$ 1,350,000	\$ 1,552,500	\$ 1,552,500				
Scenic Drive Pavement Rehabilitation Phase II (Downey Ave to Lakewood Ave)		\$ 404,348	\$ 2,695,652	\$ 3,100,000	\$ 404,348	\$ 2,695,652			
Tully Road Pavement Rehabilitation (Yale Ave to Briggsmore Ave)		\$ 313,043	\$ 2,086,957	\$ 2,400,000	\$ 2,400,000				
Coffee Road Pavement Rehabilitation Phase I (Norwegian Ave to Sylvan Ave)		\$ 326,087	\$ 2,173,913	\$ 2,500,000	\$ 2,500,000				
Coffee Road Pavement Rehabilitation Phase II (Scenic Dr to Norwegian Ave)		\$ 358,500	\$ 2,390,000	\$ 2,748,500			\$ 2,748,500		
Dale Road Pavement Rehabilitation (Standiford to Bangs)		\$ 285,000	\$ 1,900,000	\$ 2,185,000			\$ 285,000	\$ 1,900,000	
Prescott Road Pavement Rehabilitation (Briggsmore Ave to Bangs Ave)		\$ 439,500	\$ 2,930,000	\$ 3,369,500				\$ 3,369,500	
Orangeburg Avenue Pavement Rehabilitation Phase I (Coffee Rd to Oakdale Ave)		\$ 241,500	\$ 1,610,000	\$ 1,851,500		\$ 241,500	\$ 1,610,000		
Orangeburg Avenue Pavement Rehabilitation Phase II (McHenry Ave to Coffee Rd)		\$ 226,500	\$ 1,510,000	\$ 1,736,500				\$ 1,736,500	
Orangeburg Avenue Pavement Rehabilitation Phase III (McHenry Ave to Sisk Rd)		\$ 498,000	\$ 3,320,000	\$ 3,818,000					\$ 3,818,000
Pelandale Neighborhood Pavement Maintenance Project		\$ 251,250	\$ 1,675,000	\$ 1,926,250		\$ 1,926,250			
Paradise Road Pavement Rehabilitation (with ATP Cycle 111)			\$ 760,000	\$ 760,000		\$ 760,000			
Whitmore Avenue Pavement Rehabilitation Phase I (Crows Landing Road to UPRR)				\$ 300,000		\$ 300,000			
2020 Pavement Condition Survey	\$ 300,000			\$ 300,000		\$ 300,000			
Briggsmore Avenue Pavement Rehabilitation (McHenry to Oakdale)		\$ 367,500	\$ 2,450,000	\$ 2,817,500		\$ 367,500	\$ 2,450,000		
10th Street Improvements (Future Stanislaus County Courthouse)		\$ 120,000	\$ 800,000	\$ 920,000					\$ 920,000
TBD Downtown Pavement Rehabilitation Project (per Downtown Master Plan)		\$ 270,000	\$ 1,800,000	\$ 2,070,000					\$ 2,070,000
Estimated Measure L Funding Allocation					\$ 6,856,848	\$ 6,590,902	\$ 7,093,500	\$ 7,006,000	\$ 6,808,000
Anticipated Annual Measure L funding for Local Streets and Roads					\$ 6,874,758	\$ 6,874,758	\$ 6,874,758	\$ 6,874,758	\$ 6,874,758

Table 9: Traffic Management Projects FY19-20 to FY23-24

Project Name	Estimated Costs by Phase				Estimated Measure L Funding Allocation				
	Env/Studies	Design/Admin	Construction	TOTAL	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24
School Safety Program Study	\$ 250,000			\$ 250,000	\$ 250,000				
School Safety Program Projects		\$ 125,000	\$ 1,000,000	\$ 1,125,000	\$ 25,000	\$ 500,000	\$ 50,000	\$ 500,000	\$ 50,000
SSARP Project (Local Match)				\$ 200,000				\$ 100,000	\$ 100,000
School Area All-way Stop Beacons near Standiford, Orchard, Marshall and Robertson Schools			\$ 48,000	\$ 48,000	\$ 48,000				
Advance School Zone Beacons at 13 schools			\$ 130,000	\$ 130,000	\$ 130,000				
School Crosswalk Beacon - Rectangular Rapid Flashing Beacons at Everett School and Sylvan Elementary		\$ 45,000	\$ 300,000	\$ 345,000	\$ 345,000				
Upgrade Lighted Crosswalks to Rectangular Rapid Flashing Beacons near Davis High School, Our Lady of Fatima School, and Modesto Junior College		\$ 60,000	\$ 400,000	\$ 460,000	\$ 460,000				
Upgrade Rectangular Rapid Flashing Beacons on Sunrise at Coolidge near Elliot School			\$ 20,000	\$ 20,000	\$ 20,000				
Hawk System at Hetch Hetchy at Tully and Hetch Hetchy at Prescott		\$ 50,000	\$ 450,000	\$ 500,000	\$ 50,000	\$ 450,000			
New Traffic Signals - I Street at 16th; Pelandale at Blue Bird				\$ 91,760		\$ 91,760			
Neighborhood Traffic Calming Program	\$ 150,000	\$ 225,000	\$ 1,175,000	\$ 1,550,000	\$ 50,000	\$ 100,000	\$ 500,000	\$ 500,000	\$ 400,000
Upgrade Lighted Crosswalks to Rectangular Rapid Flashing Beacons		\$ 85,000	\$ 565,000	\$ 650,000		\$ 150,000	\$ 150,000	\$ 200,000	\$ 150,000
Traffic Signal System Upgrade program		\$ 155,000	\$ 1,350,000	\$ 1,505,000		\$ 80,000	\$ 675,000	\$ 75,000	\$ 675,000
Estimated Measure L Funding Allocation					\$ 1,378,000	\$ 1,371,760	\$ 1,375,000	\$ 1,375,000	\$ 1,375,000
Anticipated Annual Measure L funding for Traffic Management					\$ 1,374,952	\$ 1,374,952	\$ 1,374,952	\$ 1,374,952	\$ 1,374,952

Table 10: Bike and Pedestrian Projects FY19-20 to FY23-24

Project Name	Env/Studies	Design	Construction	TOTAL	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24
ATP Cycle 3 Paradise Rd.				\$ 25,000		\$ 35,000			
Dry Creek Trail Pavement Rehabilitation and ADA Upgrade		\$ 90,000	\$ 597,000	\$ 687,000	\$ 687,000				
Virginia Corridor Trail Maintenance		\$ 82,500	\$ 550,000	\$ 632,500		\$ 632,500			
Neighborhood ADA Improvement Program		\$ 150,000	\$ 750,000	\$ 900,000		\$ 25,000	\$ 300,000	\$ 75,000	\$ 500,000
Active Transportation Plan Cycle 5 Bike/Ped project as recommended by the Active Transportation Plan (Non-motorized plan)				\$ 999,000			\$ 387,000	\$ 612,000	
MJC Bike Path Phase III		\$ 180,000	\$ 1,200,000	\$ 1,380,000					\$ 180,000
Estimated Measure L Funding Allocation					\$ 687,000	\$ 692,500	\$ 687,000	\$ 687,000	\$ 680,000
Anticipated Annual Measure L funding for Bike & Pedestrian					\$ 687,476	\$ 687,476	\$ 687,476	\$ 687,476	\$ 687,476

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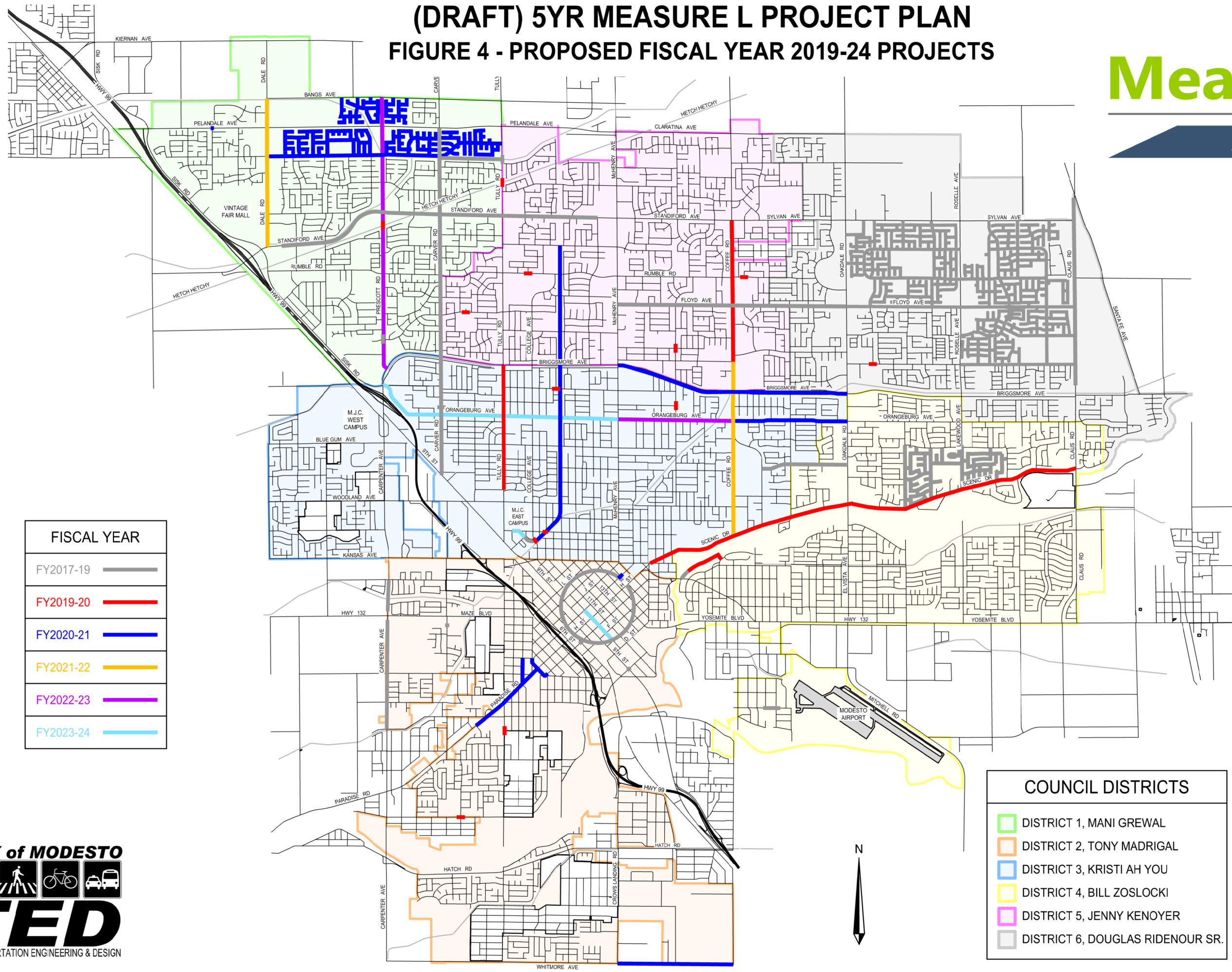
11 PROJECT LOCATIONS

The following figure presents proposed Measure L projects for the five fiscal years in this plan. Fact Sheets for projects proposed in FY19-20 are included in Appendix F..

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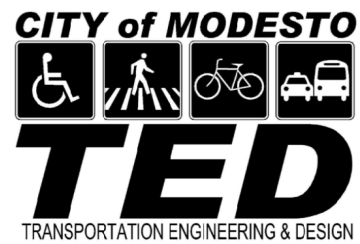
(DRAFT) 5YR MEASURE L PROJECT PLAN

FIGURE 4 - PROPOSED FISCAL YEAR 2019-24 PROJECTS



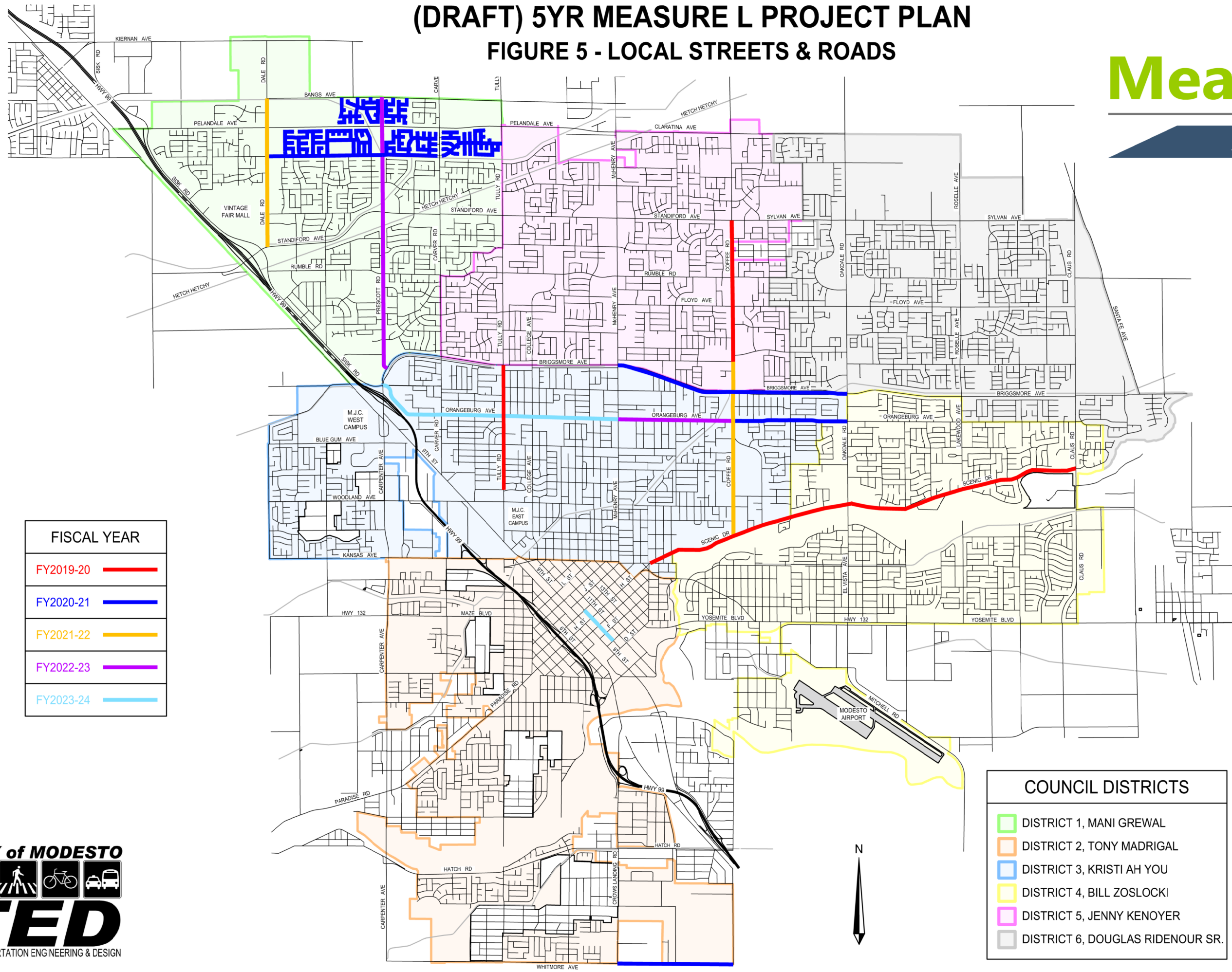
FISCAL YEAR	
FY2017-19	
FY2019-20	
FY2020-21	
FY2021-22	
FY2022-23	
FY2023-24	

COUNCIL DISTRICTS	
	DISTRICT 1, MANI GREWAL
	DISTRICT 2, TONY MADRIGAL
	DISTRICT 3, KRISTI AH YOU
	DISTRICT 4, BILL ZOSLOCKI
	DISTRICT 5, JENNY KENOYER
	DISTRICT 6, DOUGLAS RIDENOUR SR.



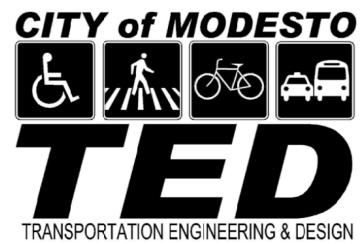
(DRAFT) 5YR MEASURE L PROJECT PLAN

FIGURE 5 - LOCAL STREETS & ROADS



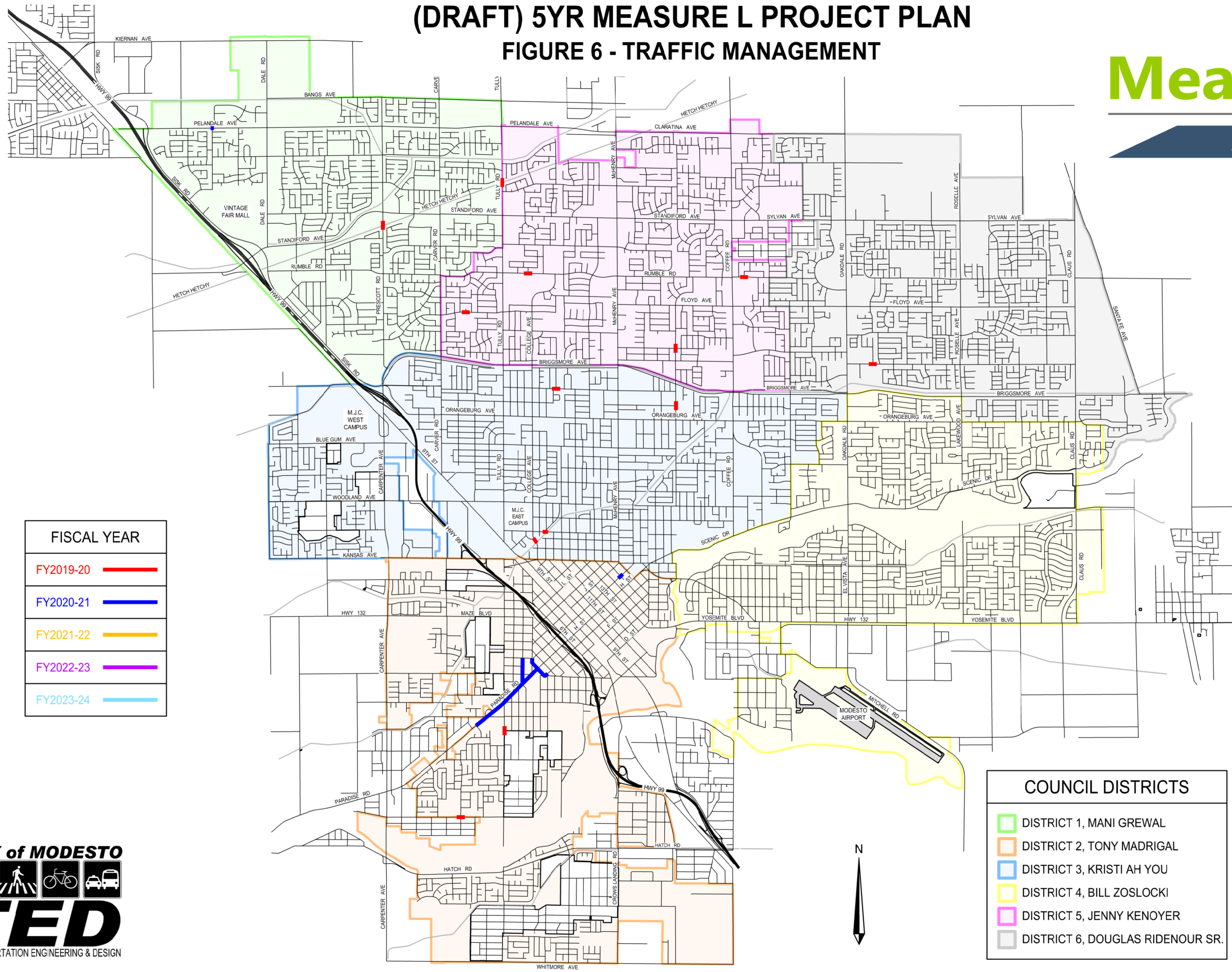
FISCAL YEAR	
FY2019-20	—
FY2020-21	—
FY2021-22	—
FY2022-23	—
FY2023-24	—

COUNCIL DISTRICTS	
■	DISTRICT 1, MANI GREWAL
■	DISTRICT 2, TONY MADRIGAL
■	DISTRICT 3, KRISTI AH YOU
■	DISTRICT 4, BILL ZOSLOCKI
■	DISTRICT 5, JENNY KENOYER
■	DISTRICT 6, DOUGLAS RIDENOUR SR.



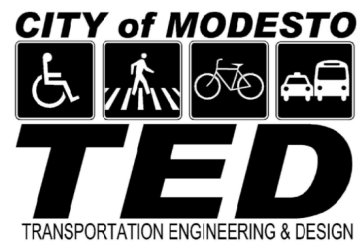
(DRAFT) 5YR MEASURE L PROJECT PLAN

FIGURE 6 - TRAFFIC MANAGEMENT



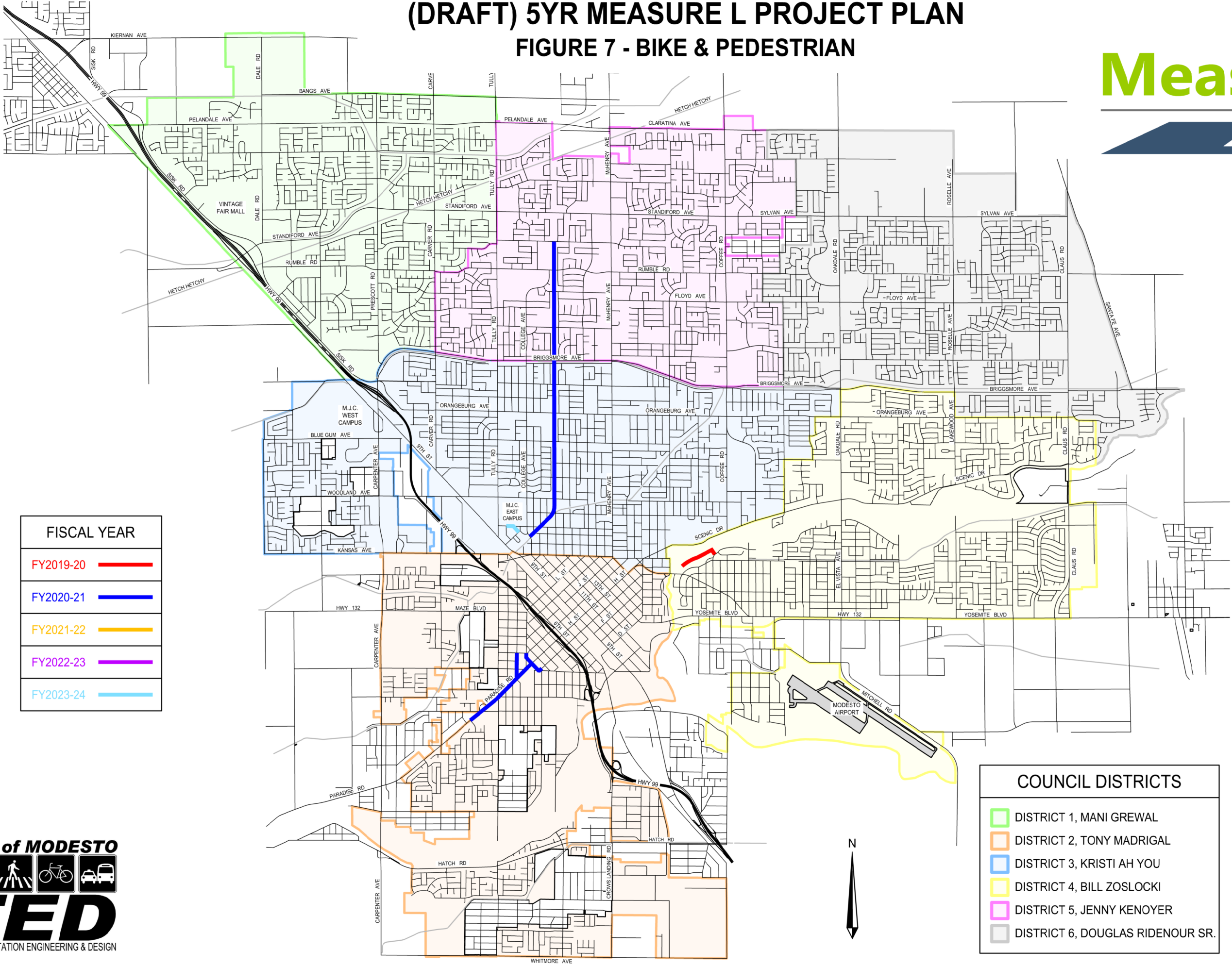
FISCAL YEAR	
FY2019-20	█
FY2020-21	█
FY2021-22	█
FY2022-23	█
FY2023-24	█

COUNCIL DISTRICTS	
█	DISTRICT 1, MANI GREWAL
█	DISTRICT 2, TONY MADRIGAL
█	DISTRICT 3, KRISTI AH YOU
█	DISTRICT 4, BILL ZOSLOCKI
█	DISTRICT 5, JENNY KENOYER
█	DISTRICT 6, DOUGLAS RIDENOUR SR.



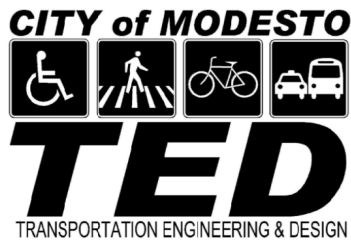
(DRAFT) 5YR MEASURE L PROJECT PLAN

FIGURE 7 - BIKE & PEDESTRIAN



FISCAL YEAR	
FY2019-20	
FY2020-21	
FY2021-22	
FY2022-23	
FY2023-24	

COUNCIL DISTRICTS	
	DISTRICT 1, MANI GREWAL
	DISTRICT 2, TONY MADRIGAL
	DISTRICT 3, KRISTI AH YOU
	DISTRICT 4, BILL ZOSLOCKI
	DISTRICT 5, JENNY KENOYER
	DISTRICT 6, DOUGLAS RIDENOUR SR.



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Appendix A: Measure L Pro forma

**April 2017 – June 2019 (FY 17-18 and FY 18-19)
Activity Through March 2019**

Measure L - Road Tax Fund
April 2017 - June 2019 (FY 17-18 and FY 18-19)
Activity Through March 2019

Category/Project	Total Measure L Revenue Received	Total Measure L Revenue Anticipated to Receive	Total Projects Budgeted	Total Spent on Project to Date	Total Committed to Vendor	Amount of Antcipated Revenue Not Budgeted to a Project
Local Streets and Roads	\$ 12,717,341	\$ 15,805,436				
Carpenter Rd. Street Improvements			\$ 2,900,000	\$ 2,614,662	\$ 130,717	
Lakewood Neighborhood St. Improve			\$ 2,524,758	\$ 1,660,082	\$ 823,284	
Wylie, Floyd and Carver St. Improve			\$ 2,000,000	\$ 221,571	\$ 23	
Standiford Ave. Pavement Rehab			\$ 3,205,920	\$ 2,886,209	\$ 37,386	
Claus Road Pavement Rehabilitation			\$ 1,443,773	\$ 35,414	\$ 13	
Village One Slurry Seal			\$ 1,862,060	\$ 58,738	\$ -	
Downtown Master Plan			\$ 210,000	\$ 7,432	\$ -	
Local Streets and Roads Category Total			\$ 14,146,511	\$ 7,484,108	\$ 991,423	\$ 1,658,925
Traffic Management	\$ 3,370,319	\$ 3,161,087				
Task Force for School Safety			\$ 45,000	\$ 18,610	\$ -	
Orville Wright Elem. Traffic Improve			\$ 506,702	\$ 27,411	\$ -	
Replace Traffic Controllers			\$ 585,000	\$ 490,937	\$ 23,048	
Emergency Vehicle Premption			\$ 61,500	\$ 2,770	\$ 58,730	
New Traffic Signals 2013 (Ros/Bel/Pres/Mt.Vrn)			\$ 160,000	\$ 56,053	\$ 103,947	
Upgrade Traffic Signals - 2013			\$ 175,000	\$ -	\$ 175,000	
System Safety Analysis Report Program			\$ 25,000	\$ 3,021	\$ 21,979	
Tully Road Safety Improvement			\$ 411,183	\$ 5,076	\$ 25,462	
Installation of Rectangular Rapid Flashing Beacons			\$ 200,000	\$ 8,823	\$ -	
Fiber Drop into Traffic Signal Cabinet			\$ 560,000	\$ 91	\$ -	
Replace 35 Obsolete Traffic Signal Controllers			\$ 178,250	\$ 61	\$ 149,932	
Traffic Signal Analysis Study System Wide			\$ 250,000	\$ 61	\$ -	
Traffic Management Category Total			\$ 3,157,635	\$ 612,914	\$ 558,098	\$ 3,452
Bike and Pedestrian	\$ 1,340,294	\$ 1,580,543				
MJC Bike Path Phase II			\$ 300,000	\$ 133,451	\$ 166,549	
Active Transportation Plan			\$ 300,000	\$ 28,684	\$ 177,075	
Paradise Road ATP			\$ 25,000	\$ 22,218	\$ -	
Carver/Bangs Pelandale/Snyder Bike Trail System			\$ 205,591	\$ -	\$ 205,591	
Dry Creek Trail Maintenance			\$ 685,000	\$ 4,765	\$ -	
Bike and Pedestrian Category Total			\$ 1,515,591	\$ 189,117	\$ 549,215	\$ 64,952
Transit Services	\$ 545,360	\$ 602,483				
Transfer Out to Transit Services			\$ 602,483	\$ 322,323	\$ -	
Transit Services Category Total			\$ 602,483	\$ 322,323	\$ -	\$ -
Total	\$ 17,973,313	\$ 21,149,549	\$ 19,422,220	\$ 8,608,462	\$ 2,098,736	\$ 1,727,329

Appendix B: Measure L Modesto City Council Actions

Ordinance 3656-C.S. Citizens' Transportation Sales Tax Commission
Resolution 2016-220 List of Local Projects
Resolution 2017-269 FY2017-18 Project List
Resolution 2017-505 Master Funding Agreement with StanCOG
Resolution 2018-124 Amend FY2017-18 Project List
Resolution 2018-380 FY2018-19 Project List

ORDINANCE NO. 3656-C.S.

AN ORDINANCE ADDING CHAPTER 10, "CITIZENS' TRANSPORTATION SALES TAX COMMISSION" TO TITLE 8 OF THE MODESTO MUNICIPAL CODE TO ESTABLISH A CITIZENS' TRANSPORTATION SALES TAX COMMISSION

WHEREAS, Section 1100 of Article XI of the Modesto City Charter grants the Council the authority to create by ordinance "such boards or commissions, as in its judgment are required and may grant them such powers and duties as are consistent" with the Charter; and

WHEREAS, Council desires to form a Citizens' Transportation Sales Tax Commission to provide oversight and advisory input and to make recommendations to the full City Council on City budget each year in regards to funds generated by a local transportation sales tax.

The Council of the City of Modesto does ordain as follows:

SECTION 1. Enacting Ordinance. Chapter 10 of 8 shall read as follows:

"8-10.101 - Citizen's Transportation Sales Tax Commission; Duties.

(a) A Citizen's Transportation Sales Tax Commission, hereinafter "Commission," is hereby established for the purpose of providing oversight of the collection and spending of tax revenue from any local transportation sales tax. . For purposes of this chapter, a "local transportation sales tax" is defined as a sales tax imposed on City residents for purposes of generating funds to specifically fund the City's transportation plan; any local tax used to fund general services in the City is not a "local transportation sales tax." The first such Commission shall be appointed by the Council no later than ninety (90) days from the effective date of the passage of any local dedicated tax imposed for transportation purposes. The Commission shall regularly meet and make recommendations to the Council to provide oversight of any transportation tax then in effect.

(b) The duties of the Commission shall include, but not be limited to, the following:

(i) reviewing the annual work plan and priorities for revenue derived from any transportation sales tax then in effect;

(ii) analyzing and commenting on any proposed items in the City budget that would lessen the City's its commitment to road and street funding from sources of revenue other than any transportation sales tax then in effect;

(iii) reviewing any policies, standards or similar measures that the City uses to set priorities for where revenues from any transportation sales tax then in effect are to be spent;

(iv) reviewing any proposals for the City to use bond or similar financing secured by revenues from any transportation sales tax then in effect;

(v) reviewing any policies, standards or similar measures that the City uses to determine whether work funded by the tax shall be done "in-house" or through outside contracts; and,

(vi) reviewing any other matter the Council deems appropriate related to any local transportation sales tax. The Council shall appropriate adequate funds for the work of the Commission.

8-10.102 – Membership of Commission.

The Commission shall consist of eleven (11) qualified electors residing within the City and shall be appointed by the City Council by resolution pursuant to the provisions below:

(a) Strong consideration shall be given to composing the Commission of:

(i) two (2) members from any bona fide local taxpayer's association with tax-exempt status under the relevant provisions of the Internal Revenue Code;

(ii) one (1) member from any bona fide local nonpartisan political organization, with tax-exempt status under Section 501(c)(3) of the Internal Revenue Code, dedicated to encouraging informed and active participation in government;

(iii) two (2) members from bona fide Modesto Neighborhood Associations or organizations with similar purposes with tax-exempt status under Section 501(c)(3) of the Internal Revenue Code;

(iv) one (1) member from any bona fide association representing business such as a chamber of commerce

(v) one (1) member from a large business located in the City;

(vi) one (1) member from a small business located in the City;

(vii) two (2) members from a bona fide labor union with members residing in the City; and,

(viii) one (1) member from a former Stanislaus County Civil Grand Jury who has served in that role within the previous five (5) years of his or her appointment.

(b) No member of the Commission shall be a relative by blood or marriage within the second degree of the Mayor, a member of the Council, any Charter officer, or any department head or deputy department head.

(c) No member of the Commission shall be an employee of the City nor any bargaining unit for employees of the City, nor be a person who receives

compensation from the City or from bargaining units of the City in any manner, including retirement benefits.

(d) No member of the Commission shall be a lobbyist or other person with business before the City that represents an economic interest in excess of the limit for material financial effect as established by state law.

(E) Members of the Commission shall serve without compensation.

(F) One-half of the Commissioners for the Commission in 2017 shall be appointed to two year terms and one-half shall be appointed to four year terms. Thereafter, each Commissioner shall be appointed to a four year term unless the appointment is to fill a vacancy.

SECTION 2. Severability. If any section, subsection, sentence, clause or phrase of this Chapter is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Chapter. The City Council hereby declares that it would have passed the ordinance codified in this Chapter, and each and every section, subsection, sentence, clause or phrase not declared invalid or unconstitutional without regard to whether any portion of this Chapter would be subsequently declared invalid or unconstitutional.

SECTION 3. Effective Date. This ordinance shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

SECTION 4. Publication. At least two (2) days prior to its final adoption, copies of this ordinance shall be posted in at least three (3) prominent and distinct locations in the City; and a notice shall be published once in *The Modesto Bee*, the official newspaper of the City of Modesto, setting forth the title of this ordinance, the date of its introduction and the places where this ordinance is posted.

The foregoing ordinance was introduced at a regular meeting of the Council of the City of Modesto held on the 4th day of October, 2016, by Councilmember Grewal, who moved its introduction and passage to print, which motion being duly seconded by Councilmember Madrigal, was upon roll call carried and ordered printed and published by the following vote:

AYES: Councilmembers: Ah You, Grewal, Kenoyer, Madrigal, Ridenour, Zoslocki, Mayor Brandvold

NOES: Councilmembers: None

ABSENT: Councilmembers: None

APPROVED: 

TED BRANDVOLD, Mayor

ATTEST:

By: 

STEPHANIE LOPEZ, City Clerk

(SEAL)

APPROVED AS TO FORM:

By: 

ADAM U. LINDGREN, City Attorney

FINAL ADOPTION CLAUSE

The foregoing ordinance, having been published as required by the Charter of the City of Modesto, and coming on for final consideration at the regular meeting of the Council of the City of Modesto held on the 11th day of October, 2016, Councilmember Kenoyer moved its final adoption, which motion being duly seconded by Councilmember Zoslocki, was upon roll call carried and the ordinance adopted by the following vote:

AYES: Councilmembers: Ah You, Grewal, Kenoyer, Madrigal, Ridenour, Zoslocki, Mayor Brandvold

NOES: Councilmembers: None

ABSENT: Councilmembers: None

APPROVED:


TED BRANDVOLD, Mayor

ATTEST:


STEPHANIE LOPEZ, City Clerk

Effective Date: November 11, 2016

**MODESTO CITY COUNCIL
RESOLUTION NO. 2016-220**

**RESOLUTION APPROVING A LIST OF LOCAL PROJECTS TO BE
FORWARDED TO THE STANISLAUS COUNCIL OF GOVERNMENT BY MAY
25, 2016 FOR RECOMMENDED INCLUSION IN THE TRANSPORTATION
EXPENDITURE PLAN BEING PREPARED FOR THE NOVEMBER 2016 HALF-
CENT SALES TAX MEASURE**

WHEREAS, the Stanislaus Council of Governments (StanCOG) is developing a Transportation Expenditure Plan based on a county-wide, 25-year, half-cent sales tax measure for consideration by voters on the November 2016 ballot, and

WHEREAS, on January 20, 2016, the StanCOG Policy Board approved the framework for the Transportation Expenditure Plan and directed StanCOG staff to bring back a project list for Policy Board approval, and

WHEREAS, the framework identifies the individual expenditure categories as well as the percentage of the sales tax that would be allocated to each expenditure category, and

WHEREAS, the framework has been circulated to each of the nine cities and County so that each agency can develop its own specific project list, and

WHEREAS, StanCOG has requested that the City of Modesto provide project lists for the following three expenditure categories: Local Streets and Roads, Traffic Management and Bike/Pedestrian, and

WHEREAS, staff prepared project lists (**Exhibit A**) and presented those lists to the Healthy Economy Committee on May 11, 2016, and

WHEREAS, the Healthy Economy Committee recommended forwarding the project lists, **Exhibit A** to City Council for approval.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Modesto that it hereby recommends forwarding the **attached** lists, **Exhibit A** to the Stanislaus Council of Government by May 25, 2016 for recommended inclusion in the Transportation Expenditure Plan being prepared for the November 2106 half-cent sales tax measure.

The foregoing documents were introduced at a regular meeting of the Council of the City of Modesto held on the 24th day of May, 2016, by Councilmember Grewal, who moved its adoption, which motion being duly seconded by Councilmember Madrigal, was upon roll call carried and the resolution adopted by the following vote:

AYES: Councilmembers: Ah You, Grewal, Kenoyer, Madrigal, Ridenour, Mayor Brandvold

NOES: Councilmembers: None

ABSENT: Councilmembers: Zoslocki

ATTEST:


STEPHANIE LOPEZ, City Clerk

(SEAL)

APPROVED AS TO FORM:

By:



ADAM U. LINDGREN, City Attorney

Exhibit A

May 24, 2016

Recommended Project Lists

Local Streets and Roads (50%)

StanCOG Expenditure Plan Project List
 Agency: City of Modesto

Type	Projects	Description	Budget	Start	Complete
Local Streets and Roads (50%) \$6,874,758/year					
Pavement Rehabilitation	Carpenter Rd.	1.75 CL miles of Overlay, Mill/Fill or Reconstruction	\$2.9 M	July 2017	November 2018
Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets	100 lane miles of Slurry or 24 lane-miles of Rubber Cape Seal	\$3.9 M	July 2017	November 2018
Pavement Rehabilitation	Claus Rd., La Loma Ave., Tully Rd.	3.5 CL miles of Overlay, Mill/Fill or Reconstruction	\$3.4 M	July 2018	November 2019
Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets	87 lane miles of Slurry or 15 lane-miles of Mill/Fill	\$3.4 M	July 2018	November 2019
Pavement Rehabilitation	Oakdale Rd, Orangeburg Ave	3.25 CL miles of Overlay, Mill/Fill or Reconstruction	\$3.1M	July 2019	November 2020
Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets	95 lane miles of Slurry or 23 lane-miles of Rubber Cape Seal or 14 lane-miles of Mill/Fill	\$3.7M	July 2019	November 2020
Pavement Rehabilitation	Prescott Rd	1.7 CL miles of Overlay and Mill/Fill	\$2.1M	July 2020	November 2021
Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets	120 lane miles of Slurry or 29 lane-miles of Rubber Cape Seal or 19 lane-miles of Mill/Fill	\$4.7M	July 2020	November 2021
Pavement Maintenance and/or Rehabilitation	Various Residential, Collector and Arterial Streets	175 lane miles of Slurry or 42 lane-miles of Rubber Cape Seal or 27 lane-miles of Mill/Fill or 9 lane-miles of Reconstruction or some combination thereof	\$6.8M annually until 2041	Annually	Annually
Total			\$171,868,971		

Traffic Management (10%)

StanCOG Expenditure Plan Project List
Agency: City of Modesto

Type	Projects	Description	Budget	Start	Complete
Traffic Management (10%) \$1,374,952/year					
Traffic Management - Safety	Improve traffic flow and safety around schools	Improve traffic flow and safety around schools (i.e. Modesto High School, Garrison Elementary, Johansen High, Orchard Elementary, Burbank Elementary, Orville Wright Elementary, etc)		July 2017	June 2044
Traffic Management - Safety	Intersection Improvements for Traffic Safety and Traffic Flow	Intersection improvements for traffic safety and flow at various intersections (i.e. Orangeburg/Coffee, Standiford/Hahn, etc)		July 2017	June 2044
Traffic Management - Congestion	Expansion of Existing Advanced Traffic Management System (ATMS)	Expansion of existing Advanced Traffic Management System (ATMS) to allow for communication from the Traffic Operations Center (TOC) to traffic signal locations.		July 2017	June 2044
Traffic Management - Safety	Safety Improvements at High Collision Locations	Safety Improvements at locations where collision history shows a pattern or at high collision frequency locations		July 2017	June 2044
Traffic Management - Safety	Installation and Upgrade to EVP for Fire and Police	Installation and Upgrades to the Emergency Vehicle Pre-emption equipment for the Fire Department and Police Department		July 2017	June 2044
Traffic Management - Safety and Congestion	Installation and Maintenance of Intersection Control Devices	Installation and maintenance of traffic control devices at various locations (i.e. traffic signals, roundabouts, etc)		July 2017	June 2044
Traffic Management - Safety and Congestion	Collision Database software program	Purchase and implementation of a Collision Database software program to provide trends and track collision patterns throughout the City of Modesto		July 2017	June 2044
Traffic Management - Safety and Congestion	Traffic Adaptive	Upgrade to Traffic Adaptive communications		July 2025	June 2044
Traffic Management - Safety and Congestion	Various Safety Projects	Match funding for state/federal grants		July 2017	June 2044
TOTAL			\$34,373,800		

Bike/Pedestrian (5%)

**StanCOG Expenditure Plan Project List
Agency: City of Modesto**

Type	Projects	Description	Budget	Start	Complete
Bike/Pedestrian (5%) \$687,000/year					
Bike/Pedestrian	Bike/Pedestrian (Non-motorized) Master Plan	Bike/Pedestrian (Non-motorized) Master Plan		July 2017	June 2019
Bike/Pedestrian	MJC Class 1 Bike Path -Phase 3	Complete MJC East and West cycle track to Virginia Corridor		July 2018	June 2019
Bike/Pedestrian	Dry Creek Trail Maintenance	Ongoing trail maintenance		Ongoing	
Bike/Pedestrian	G St Bicycle Facility	Improve from Paradise to Burney		July 2019	June 2020
Bike/Pedestrian	H St Bicycle Facility	Improve from Paradise to 19th		July 2020	June 2021
Bike/Pedestrian	Virginia Corridor Trail Maintenance	Ongoing trail maintenance		Ongoing	
Bike/Pedestrian	Projects to be determined following approval of the Bike/Pedestrian Master Plan	TBD		TBD	
TOTAL:			\$17,186,897		

**MODESTO CITY COUNCIL
RESOLUTION NO. 2017-269**

**RESOLUTION APPROVING A LIST OF PROJECTS TO BE FUNDED WITH
MEASURE L TAX PROCEEDS IN FISCAL YEAR 2017-2018, INCLUDING
CERTAIN PROJECTS IN THE FISCAL YEAR 2017-2018 CAPITAL
IMPROVEMENT PROGRAM AND APPROVING THE BUDGET
ADJUSTMENT FOR EACH PROJECT**

WHEREAS, in November, 2016, Stanislaus County voters approved a county-wide, 25-year, half-cent sales tax increase for transportation and pavement rehabilitation projects known as Measure L, and

WHEREAS, the City of Modesto's estimated share of Measure L funds is approximately \$8.9 Million, and

WHEREAS, on October 4, 2016, the City Council approved Ordinance No. 3656-C.S. adding Chapter 10 to Title 8 of the Modesto Municipal Code to establish a Citizens' Transportation Sales Tax Commission ("Commission"). The Commission will consist of eleven members appointed by the City Council, and

WHEREAS, the Commission has not yet been formed and in order to avoid delaying the design and construction of the first Measure L projects, staff is seeking City Council approval of a list of proposed projects and the necessary budget adjustments, and

WHEREAS, the local Measure L funds that the City will receive are divided into three categories, and

WHEREAS, the City anticipates receiving \$6.87 Million annually for the Local Streets and Roads category which is to be used exclusively for repair and maintenance of our City streets, and

WHEREAS, the City anticipates receiving \$1.37 Million annually for the Traffic Management category which is to be used to upgrade intersections, widen roads, signalize intersections, install traffic calming devices, etc., and

WHEREAS, the City anticipates receiving \$687,000 annually for the Bike and Pedestrian Improvement category which is to be used for local connectivity between communities, local schools, trails and recreation facilities, and

WHEREAS, on May 24, 2016, by Resolution 2016-220 the City Council approved a list of proposed projects to be funded upon the successful passage of Measure L within the first 5 years, which is shown in **Exhibit A, attached** hereto, and

WHEREAS, staff reviewed the list and is recommending a more specific and expanded list of projects, which is shown in **Exhibit C, attached** hereto, to be funded with Measure L funds in Fiscal Year 2017-2018, and

WHEREAS, the Fiscal Year 2017-2018 Capital Improvement Program Budget must be amended as shown in **Exhibit B, attached** hereto,

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Modesto that it hereby approves the list of projects to be funded with Measure L tax proceeds in Fiscal Year 2017-2018, including the projects in the Fiscal Year 2017-2018 Capital Improvement Program shown in **Exhibit C, attached** hereto.

BE IT FURTHER RESOLVED that Council hereby approves the amendment of the Fiscal Year 2017-2018 Capital Improvement Program Budget as shown in **Exhibit B** in order to fund the various Capital Improvement Projects with Measure L proceeds.

BE IT FURTHER RESOLVED that the Director of Finance, or her designee, is hereby authorized to implement the provisions of this resolution.

The foregoing resolution was introduced at a regular meeting of the Council of the City of Modesto held on the 5th day of July, 2017, by Councilmember Zoslocki, who moved its adoption, which motion being duly seconded by Councilmember Madrigal, was upon roll call carried and the resolution adopted by the following vote:

AYES: Councilmembers: Ah You, Grewal, Kenoyer, Madrigal, Ridenour, Zoslocki, Mayor Brandvold

NOES: Councilmembers: None

ABSENT: Councilmembers: None

ATTEST: 
STEPHANIE LOPEZ, City Clerk

(SEAL)

APPROVED AS TO FORM:


By: 
ADAM U. LINDGREN, City Attorney

Exhibit A page 1 of 3

Local Streets and Roads (50%)

StanCOG Expenditure Plan Project List
Agency: City of Modesto

Type	Projects	Description	Budget	Start	Complete
Local Streets and Roads (50%)					
Pavement Rehabilitation	Carpenter Rd.	1.75 CL miles of Overlay, Mill/Fill or Reconstruction	\$2.9 M	July 2017	November 2018
Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets	100 lane miles of Slurry or 24 lane-miles of Rubber Cape Seal	\$3.9 M	July 2017	November 2018
Pavement Rehabilitation	Claus Rd., La Loma Ave., Tully Rd.	3.5 CL miles of Overlay, Mill/Fill or Reconstruction	\$3.4 M	July 2018	November 2019
Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets	87 lane miles of Slurry or 15 lane-miles of Mill/Fill	\$3.4 M	July 2018	November 2019
Pavement Rehabilitation	Oakdale Rd, Orangeburg Ave	3.25 CL miles of Overlay, Mill/Fill or Reconstruction	\$3.1M	July 2019	November 2020
Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets	90 lane miles of Slurry or 21 lane-miles of Rubber Cape Seal or 14 lane-miles of Mill/Fill	\$3.5M	July 2019	November 2020
Pavement Rehabilitation	Prescott Rd	1.7 CL miles of Overlay and Mill/Fill	\$2.1M	July 2020	November 2021
Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets	120 lane miles of Slurry or 29 lane-miles of Rubber Cape Seal or 19 lane-miles of Mill/Fill	\$4.7M	July 2020	November 2021
Pavement Maintenance and/or Rehabilitation	Various Residential, Collector and Arterial Streets	175 lane miles of Slurry or 42 lane-miles of Rubber Cape Seal or 27 lane-miles of Mill/Fill or 9 lane-miles of Reconstruction or some combination thereof	\$6.8M annually until 2041	Annually	Annually
Total			\$171,868,971		

StanCOG Expenditure Plan Project List
 Agency: City of Modesto

Type	Projects	Description	Budget	Start	Complete
Traffic Management (10%)					
Traffic Management - Safety	Improve traffic flow and safety around schools	Improve traffic flow and safety around schools (i.e. Modesto High School, Garrison Elementary, Johansen High, Orchard Elementary, Burbank Elementary, Orville Wright Elementary, etc)		July 2017	June 2044
Traffic Management - Safety	Intersection Improvements for Traffic Safety and Traffic Flow	Intersection improvements for traffic safety and flow at various intersections (i.e. Orangeburg/Coffee, Standiford/Hahn, etc)		July 2017	June 2044
Traffic Management - Congestion	Expansion of Existing Advanced Traffic Management System (ATMS)	Expansion of existing Advanced Traffic Management System (ATMS) to allow for communication from the Traffic Operations Center (TOC) to traffic signal locations.		July 2017	June 2044
Traffic Management - Safety	Safety Improvements at High Collision Locations	Safety Improvements at locations where collision history shows a pattern or at high collision frequency locations		July 2017	June 2044
Traffic Management - Safety	Installation and Upgrade to EVP - for Fire and Police	Installation and Upgrades to the Emergency Vehicle Pre-Emption equipment for the Fire Department and Police Department		July 2017	June 2044
Traffic Management - Safety and Congestion	Installation and Maintenance of Intersection Control Devices	Installation and maintenance of traffic control devices at various locations (i.e. traffic signals, roundabouts, etc)		July 2017	June 2044
Traffic Management - Safety and Congestion	Collision Database software program	Purchase and implementation of a Collision Database software program to provide trends and track collision patterns throughout the City of Modesto		July 2017	June 2044
Traffic Management - Safety and Congestion	Traffic Adaptive	Upgrade to Traffic Adaptive communications		July 2025	June 2044
TOTAL			\$34,373,800		

StanCOG Expenditure Plan Project List
Agency: City of Modesto

Type	Projects	Description	Budget	Start	Complete
Bike/Pedestrian (5%)					
Bike/Pedestrian	Bike/Pedestrian (Non-motorized) Master Plan	Bike/Pedestrian (Non-motorized) Master Plan		July 2017	June 2019
Bike/Pedestrian	MJC Class 1 Bike Path -Phase 3	Complete MJC East and West cycle track to Virginia Corridor		July 2018	June 2019
Bike/Pedestrian	Dry Creek Trail Maintenance	Ongoing trail maintenance		Ongoing	
Bike/Pedestrian	G St Bicycle Facility	Improve from Paradise to Burney		July 2019	June 2020
Bike/Pedestrian	H St Bicycle Facility	Improve from Paradise to 19th		July 2020	June 2021
Bike/Pedestrian	Virginia Corridor Trail Maintenance	Ongoing trail maintenance		Ongoing	
Bike/Pedestrian	Projects to be determined following approval of the Bike/Pedestrian Master Plan	TBD		TBD	
TOTAL:			\$17,186,897		

Exhibit B

Measure L funding request FY 17/18

CIP #	Project Name	Task	Amount	From Measure L Cost Center
101036	Carpenter Rd. Street Improvements	EDA	\$435,000	
		CA	\$246,500	
		CON	<u>\$2,218,500</u>	
		Total	\$2,900,000	14625(Local Streets & Roads)
101037	Lakewood Neighborhood Street Improvements	EDA	\$250,000	
		CA	\$162,500	
		CON	<u>\$1,462,500</u>	
		Total	\$1,875,000	14625(Local Streets & Roads)
101038	Wylie, Floyd and Carver Street Improvements	EDA	\$300,000	14625(Local Streets & Roads)
101039	Task Force to establish school safety needs	EDA	\$45,000	14626(Traffic Management)
101040	Improve Traffic Flow and Safety @ Orville Wright Elementary	EDA	\$70,000	
		CA	\$25,000	
		CON	<u>\$225,000</u>	
		Total	\$320,000	14626(Traffic Management)
101043	Replace 120 obsolete traffic controllers	CON	\$585,000	14626(Traffic Management)
100884	HSIP-5059(204)Emergency Vehicle Preemption	CON	\$61,500	14626(Traffic Management)
100719	CML-5059(190) New Traffic Signals Floyd/Millbrook, Prescott/Mt. Vernon, Roselle/Belharbour	CON	\$160,000	14626(Traffic Management)
100634	CML-5059(185) Upgrade Traffic Signals 9th/B, 7th/G, 7th/H, 7th/I	CON	\$175,000	14626(Traffic Management)
100990	System Safety Analysis Report Program	EDA	\$25,000	14626(Traffic Management)
100882	ATPL-5059(209) MJC Bike Path Phase II	CON	\$300,000	14627(Bike and Pedestrian)
101041	Non-motorized master plan (Active Transportation Plan)	EDA	\$300,000	14627(Bike and Pedestrian)
101042	Paradise Rd. - environmental documents for ATP Project	ENV	\$25,000	14627(Bike and Pedestrian)
Subtotal of request				
			\$5,075,000	14625(Local Streets & Roads)
			\$1,371,500	14626(Traffic Management)
			<u>\$625,000</u>	14627(Bike and Pedestrian)
			\$7,071,500	

**Exhibit C page 1 of 3
City of Modesto
Proposed Fiscal Year 2017/18 Measure L Projects**



Local Streets & Roads (Annual Budget - \$6,874,758/yr.)

Type of Work	Project	Design	Construction	Total Budget	Notes
Pvmt. Rehab.	Carpenter Rd. Street Improvements	\$435,000	\$2,465,000	\$2,900,000	
	Design - City Staff/Consultant	\$369,750			
	Topographic Survey & Monumentation Preservation - City Staff/Consultant	\$65,250			
Pvmt. Rehab.	Lakewood Neighborhood Street Improvements (Residential Streets)	\$250,000	\$1,625,000	\$1,875,000	
	Pavement Rehabilitation & ADA Curb Ramp Improvements				
	Design - City Staff/Consultant	\$212,500			
	Topographic Survey & Monumentation Preservation - City Staff/Consultant	\$37,500			
Pvmt. Rehab.	Portions of Wylie Dr., Floyd Ave., and Carver Ave. Street Impv. (Collector Streets)	\$300,000		\$300,000	
	Pavement Rehabilitation & ADA Curb Ramp Improvements				Construction in FY 18/19 with designated Measure L funds in the amount of \$1,700,000.
	Design - City Staff/Consultant	\$255,000			
Topographic Survey & Monumentation Preservation - City Staff Consultant	\$45,000				
Pvmt. Rehab.	Annual Slurry Program with PW staff (Residential Streets)		\$1,345,000	\$1,345,000	On-going annual cost for PW to slurry 75 lane-miles = \$865,000
	Place 75 lane-miles of Type II Slurry on residential streets				
	New 5-man slurry crew		\$365,000		
	Material cost		\$500,000		
	One-time cost for FY17/18 for truck, tie-off, traffic guides		\$480,000		
Pvmt. Rehab.	Annual Striping Program with PW staff		\$413,000	\$413,000	
	2 new Traffic Operation Technicians		\$151,000		
	1 new Maintenance Worker 4/4		\$57,000		
	2 new 1,000 hour employees for paint crew		\$80,000		
	One-time cost for FY17/18 for paint truck & equipment		\$175,000		
TOTAL:				\$5,075,000	

To be discussed at a later date

Exhibit C page 2 of 3
City of Modesto
Proposed Fiscal Year 2017/18 Measure L Projects



Traffic Management (Annual Budget - \$1,374,952/yr.)

Type of Work	Project	Design	Construction	Total Budget	Notes
Traffic Mgt. - Safety	Task Force coordination to establish school safety needs.	\$45,000		\$45,000	
	City Staff	\$45,000			
Traffic Mgt. - Safety	Improve Traffic Flow and Safety @ Orville Wright Elementary School	\$70,000	\$250,000	\$320,000	
	Design - City Staff/Consultant	\$50,000			Construction funds to be programmed in FY 18-19
	Topographic Survey & Monumentation Preservation - City Staff Consultant	\$20,000			
Traffic Mgt. - Safety	Replace 120 Obsolete Traffic Controllers		\$585,000	\$585,000	
	Replace 120 of 157 existing obsolete traffic controllers with modern model 2070 controllers to improve citywide traffic flow		\$585,000		
Traffic Mgt. - Safety	HSIP 5059 (204) - Emergency Vehicle Preemption		\$61,500	\$61,500	
	Needed Match money		\$61,500		Match Funds, Construction Ready
Traffic Mgt. - Safety	CML 5059 (190) - New Traffic Signal 2013 - (Floyd Ave./Millbrook Ave., Prescott Rd./Mt. Vernon and Roselle/Belharbour		\$160,000	\$160,000	
	Needed Match money		\$160,000		Match Funds, Construction Ready
Traffic Mgt. - Safety	CML 5059 (185) - Upgrade Traffic Signals 2013 - (9th/B St., 7th/G St., 7th/H St., & 7th/I St. Intersections)		\$175,000	\$175,000	
	Needed Match money		\$175,000		Match Funds
Traffic Mgt. - Safety	System Safety Analysis Report Program (SSARP)	\$25,000.00		\$25,000	
	Grant will allow the city to perform a "Systematic Safety Analysis". City will hire a consultant to evaluate our road network and to identify and recommend safety projects for future Highway Safety Improvement Program (HSIP) funding opportunities.	\$25,000			City Match - \$25,000, SSARP Allocation - \$225,000, Total - \$250,000
TOTAL:				\$1,371,500	

Exhibit C page 3 of 3
City of Modesto
Proposed Fiscal Year 2017/18 Measure L Projects



Bike/Pedestrian (Annual Budget - \$685,000/yr.)

Type of Work	Project	Design	Construction	Total Budget	Notes
Bike /Ped.	ATPL-5059(209) MJC Phase II Bike Path		\$300,000	\$300,000	Match Funds, Construction Ready
	Needed Match money		\$300,000		
Bike /Ped.	Non-motorized master plan - consultant	\$300,000		\$300,000	
	Hire consultant to prepare the non-motorized master plan	\$300,000			
Bike /Ped.	ATP Cycle III - Paradise Road - Environmental (NEPA/CEQA)	\$25,000		\$25,000	Match Funds Will need construction match in FY19/20
	Needed Match money	\$25,000			
TOTAL:				\$625,000	

**MODESTO CITY COUNCIL
RESOLUTION NO. 2017-505**

RESOLUTION APPROVING THE MEASURE L MASTER FUNDING AGREEMENT WITH THE STANISLAUS COUNCIL OF GOVERNMENTS (STANCOG) AND AUTHORIZING THE INTERIM CITY MANAGER, OR HIS DESIGNEE, TO EXECUTE THE AGREEMENT

WHEREAS, in November of 2016, Stanislaus County voters approved a county-wide, 25-year, half-cent sales tax increase known as Measure L, and

WHEREAS, the Stanislaus Council of Governments (StanCOG), as the Local Transportation Authority, will administer the proceeds from the one-half cent sales tax, and

WHEREAS, the Measure L Master Funding Agreement (Agreement) delineates the requirements of the Measure L funds that are allocated to the jurisdictions within Stanislaus County for local streets and roads, traffic management and bike and pedestrian improvements, and Transit Provider funds for Transit Services, as authorized by the Measure L Expenditure Plan, and

WHEREAS, each of the member agencies of StanCOG is required to enter into the Agreement prior to receiving Measure L fund disbursements, and

WHEREAS, this Agreement was approved by the StanCOG Policy Board on November 15, 2017, and

WHEREAS, the term of the Agreement is three (3) years.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Modesto that it hereby approves the Measure L Master Funding Agreement with the Stanislaus Council of Governments (StanCOG).

BE IT FURTHER RESOLVED, that the Interim City Manager, or his designee, is authorized to execute the Agreement, in a form approved by the City Attorney.

The foregoing resolution was introduced at a regular meeting of the Council of the City of Modesto held on the 12th day of December, 2017, by Councilmember Kenoyer, who moved its adoption, which motion being duly seconded by Councilmember Madrigal, was upon roll call carried and the resolution adopted by the following vote:

AYES: Councilmembers: Ah You, Grewal, Kenoyer, Madrigal, Ridenour, Zoslocki, Mayor Brandvold


NOES: Councilmembers: None

ABSENT: Councilmembers: None

ATTEST: 
STEPHANIE LOPEZ, City Clerk

(SEAL)

APPROVED AS TO FORM:

By: 
ADAM U. LINDGREN, City Attorney

**MEASURE L MASTER FUNDING AGREEMENT
BETWEEN THE
STANISLAUS COUNCIL OF GOVERNMENTS
AND THE
CITY OF MODESTO**

This Measure L Master Funding Agreement (“AGREEMENT”), effective July 1, 2017, is entered into by and between the Stanislaus Council of Governments, acting as the Stanislaus County Transportation Authority (“STANCOG” or the “Authority”), and the City of Modesto (“RECIPIENT”).

RECITALS

A. On November 8, 2016 the voters of Stanislaus County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. (the “Act”), approved Measure L, thereby authorizing STANCOG to administer the proceeds from the one-half cent transaction and use tax (“Measure L”).

B. The duration of the Measure L sales tax will be 25 years from the initial year of collection, which began April 1, 2017, with said tax to expire on March 31, 2042. The tax proceeds will be used to pay for the programs and projects outlined in the Stanislaus Council of Government’s Expenditure Plan (the “Measure L Expenditure Plan”), as it may be amended.

C. Measure L authorizes the Authority (STANCOG) to sell or issue bonds to finance and refinance the transportation projects identified in the Measure L Expenditure Plan. Costs associated with bonding will be borne only by the projects included in the Measure L Expenditure Plan.

D. This AGREEMENT delineates the requirements of the Measure L funds that are allocated to the jurisdictions within Stanislaus County for local streets and roads, traffic management and bike and pedestrian improvements, (collectively referred to as “Local Control Funds”) and Transit Provider funds for Transit Services, as authorized by the Measure L Expenditure Plan. The jurisdictions (recipients) are Stanislaus County and the cities of Ceres, Hughson, Modesto, Newman, Oakdale, Patterson, Riverbank, Turlock, and Waterford.

E. This AGREEMENT was originally approved by the STANCOG Policy Board on November 15, 2017.

NOW, THEREFORE, it is mutually agreed by and between the parties as follows:

ARTICLE I: FUNDING ALLOCATIONS

1. This AGREEMENT authorizes the STANCOG to allocate the Local Control Funds derived from Measure L receipts to the RECIPIENT as described in the voter-approved Measure L Expenditure Plan and as summarized below by jurisdiction for each of the three different programs covered under Local Control Funds (Local Streets and Roads, Traffic Management, and Bike and Pedestrian Improvements). Local Control Funds comprise 65% of the Measure L receipts (after deducting the 1% Administrative Expense Cap authorized in the Measure L Ordinance and Expenditure Plan).

Local Control Funds*

Ceres	6.36%
Hughson	1.26%
Modesto	35.79%
Newman	1.26%
Oakdale	3.86%
Patterson	4.55%
Riverbank	3.42%
Turlock	15.26%
Waterford	1.26%
Stanislaus County	26.98%
Total	100.00%

*Source: Measure L Expenditure Plan

The breakdown of the 65% of Local Control Funds by program is as follows: 50% to Local Streets and Roads; 10% to Traffic Management; and 5% to Bike and Pedestrian Improvements.

2. This AGREEMENT authorizes the STANCOG to allocate the Transit Provider funds derived from Measure L receipts as described in the Measure L Expenditure Plan and as summarized below by jurisdiction for Transit Services (“Transit Services”). **(Include this Section ONLY for Agreement with a Provider of Transit Services).**

Transit Services*

Ceres	7.00%
Modesto	52.00%
Stanislaus County	33.00%
Turlock	8.00%
Total	100.00%

*Source: Measure L Expenditure Plan

ARTICLE II: FUNDING PREREQUISITES AND REQUIREMENTS

1. RECIPIENT shall annually submit to STANCOG:

a. A copy of RECIPIENT'S adopted Capital Improvement Program (CIP), roadway resurfacing map, traffic management plan, pedestrian and bicycle plan, resolution, or other document adopted by RECIPIENT'S governing board which identifies all programs and projects RECIPIENT intends to fund, either partially or in full, with Measure L funds and which identifies the schedule for project delivery. If RECIPIENT amends its CIP, roadway resurfacing map, traffic management plan, pedestrian and bicycle plan, resolution, or other adopted document at any time during the year, it shall provide a copy of the amended document to STANCOG within 15 business days of adoption by RECIPIENT'S governing board.

b. Annual Maintenance of Effort (MOE) calculation demonstrating RECIPIENT'S compliance with MOE. The MOE calculation shall be based on the prior three fiscal years' general fund spending on transportation purposes (local streets and roads) as reported to the State Controller's Office. The MOE calculation shall be verified by an annual independent audit, conducted at the RECIPIENT'S sole cost and expense. Adjustments to the MOE calculation may be made, subject to Authority approval, based upon the criteria stated in Section 9 of the Measure L Ordinance.

c. Annual independent audit of all of RECIPIENT'S Measure L accounts which audit shall be conducted at RECIPIENT'S sole cost and expense.

d. Any other documents or reports required to be submitted pursuant to the adopted Measure L Policies and Procedures, as may be amended.

2. If RECIPIENT has submitted all required documents and reports, STANCOG will disburse Measure L funds to RECIPIENT consistent with this AGREEMENT and in accordance with the adopted Measure L Policies and Procedures. RECIPIENT will receive Local Control Funds based on the percentage allocations summarized above and as set forth in the Measure L Expenditure Plan.

3. If RECIPIENT fails to comply with one or more of the requirements set forth in this Article II, STANCOG may withhold payment of Measure L funds to RECIPIENT until full compliance is achieved.

4. The governing body of the RECIPIENT will be the decision-making body for the use of the Local Control Funds within its jurisdiction.

5. Transit Providers (Transit Services) funds will be allocated 1.4% of the Measure L receipts (after deducting the 1% Administrative Expense Cap) and will be disbursed to Transit Providers at least quarterly or as set forth in the Measure L Policies and Procedures, whichever provides more frequent disbursements. **(Include this Section ONLY for Agreement with Provider of Transit Services).**

6. Percentage allocations identified in the Measure L Expenditure Plan are not subject to change unless two-thirds of the voters of Stanislaus County approve an amendment to the allocations.

7. The Measure L Ordinance and Expenditure Plan provide fund usage and eligibility guidelines by allocation category and RECIPIENT acknowledges and agrees that it shall comply with the provisions of the Measure L Ordinance and Expenditure Plan. The Measure L Ordinance and Expenditure Plan, as may be amended, is hereby incorporated in its entirety into this AGREEMENT by reference.

8. The StanCOG Policy Board has adopted Measure L Policies and Procedures which contain additional fund usage and eligibility guidelines and RECIPIENT acknowledges and agrees that it shall comply with the provisions of the Measure L Policies and Procedures. The Measure L Policies and Procedures, as may be amended, are hereby incorporated in its entirety into this AGREEMENT by reference.

ARTICLE III: PAYMENTS AND EXPENDITURES

A. STANISLAUS COUNCIL OF GOVERNMENTS (STANCOG) DUTIES AND OBLIGATIONS

1. STANCOG shall remit to RECIPIENT its designated amount of Local Control Funds in accordance with this AGREEMENT.

2. STANCOG will provide a quarterly report to its Board of Directors which shall include all Measure L revenues distributed to each Recipient.

3. STANCOG shall provide for an independent annual audit of its Measure L financial statements including revenues and expenditures.

4. STANCOG shall provide timely notice to RECIPIENT prior to conducting an audit of expenditures made by RECIPIENT to determine whether such expenditures are in compliance with this Agreement, the Measure L Ordinance and Expenditure Plan, and the Measure L Policies and Procedures.

B. RECIPIENT'S DUTIES AND OBLIGATIONS

1. RECIPIENT shall expend all Measure L funds received in compliance with the Measure L Ordinance and Expenditure Plan, this AGREEMENT and the adopted Measure L Policies and Procedures.

2. RECIPIENT shall set up and maintain an appropriate system of accounts to report on Measure L funds received and spent. RECIPIENT must account for Measure L funds, including any interest received or accrued, separately for each program fund type, and from any other funds received from STANCOG. The accounting system shall provide adequate internal controls and audit trails to facilitate an annual compliance audit for each fund type and the respective usage and application of said funds.

3. RECIPIENT acknowledges and agrees that STANCOG and its representatives, agents and nominees shall have the absolute right at any reasonable time to inspect and copy any accounting records related to Measure L funds, except to the extent specifically prohibited by applicable law.

4. RECIPIENT agrees to provide STANCOG each fiscal year with an adopted copy of its Capital Improvement Program, roadway resurfacing map, traffic management plan, pedestrian and bicycle plan, resolution, or other document adopted by RECIPIENT'S governing board which identifies all programs and projects containing a description of all the projects and tasks that Measure L funds will pay for over that fiscal year, schedule and cost information for each project in its entirety, and other funds that will match the Measure L allocation.

5. RECIPIENT hereby acknowledges and agrees to the Maintenance of Effort requirement set forth in Section 9 of the Measure L Ordinance.

a. Pursuant to the intent of the Public Utilities Code section 180001, a jurisdiction cannot redirect monies currently being used for transportation purposes to other uses, and then replace the redirected funds with local street maintenance and improvement dollars from Measure L.

b. RECIPIENT hereby agrees to certify in the annual verification submitted to STANCOG that it has met the Maintenance of Effort requirement by demonstrating that the Measure L funds have been used to augment and not supplant local resources spent. The Maintenance of Effort calculation is set forth in Section 9.03 of the Measure L Ordinance and uses the RECIPIENT'S average general fund expenditures of the prior (3) three fiscal years spent for local transportation purposes.

c. RECIPIENT shall conduct an annual independent audit to verify that the Maintenance of Effort requirement was met by RECIPIENT.

d. If RECIPIENT does not meet its Maintenance of Effort requirement in any given year it may have its Local Streets and Roads fund received pursuant to the Measure L Expenditure Plan reduced in the following year by the amount by which RECIPIENT did not meet its required Maintenance of Effort. Such funds shall be redistributed to the remaining eligible jurisdictions.

6. RECIPIENT hereby agrees to and accepts the formulas used in the allocation of Measure L, as reflected in the Measure L Expenditure Plan.

7. RECIPIENT agrees to comply with the reporting requirements set forth in this AGREEMENT.

C. OTHER CONSIDERATIONS

1. **Transportation Purposes Only:** RECIPIENT shall use all Measure L funds solely for transportation purposes as defined by the Measure L Ordinance and Expenditure Plan. If RECIPIENT violates this provision, it must fully reimburse all misspent funds, including all interest which would have been earned thereon. The interest which would have been earned will be calculated using the current interest rate earned on local agency monies on deposit with Stanislaus County.

2. **Administrative and Staff Cost Limitations:** Direct costs associated with the delivery of programs and projects funded by Measure L, including direct staff costs and consultant costs, are eligible uses of Measure L funds, unless otherwise limited by the adopted Measure L Policies and Procedures.

a. In situations where RECIPIENT acts as the project manager, project sponsor or the lead agency for delivery of a regional project identified in the Measure L Expenditure Plan, RECIPIENT will be required to enter into a Cooperative Agreement for that regional project and the reimbursement of administrative and staff costs will be addressed pursuant to the terms of that Agreement.

b. STANCOG does not allow the reimbursement of indirect costs, unless the RECIPIENT submits an Indirect Cost Allocation Plan which may be considered by the Caltrans Independent Office of Audits and Investigations, on a case by case basis, for approval of the identified indirect costs. If the Indirect Cost Allocation Plan is approved by Caltrans, the approved plan shall be submitted to STANCOG to allow for reimbursement of those approved indirect costs. Notwithstanding the foregoing, the following items are not eligible for Measure L

reimbursement: activities related to obtaining matching funds for a project, activities related to general Measure L administration (not specific to the project), education or preparation performed by the project manager/sponsor (*e.g.*, presentation to Rotary, Kiwanis, Lions Clubs, etc.), activities related to another project (regional) not covered in a Cooperative Agreement, even if it is a Measure L project.

3. **Fund Exchange:** RECIPIENT shall have the authority to loan its Measure L receipts allocated to it for Local Control Projects to other recipients for the implementation of needed transportation projects. All such fund exchanges shall be reviewed and accepted by STANCOG in accordance with the adopted Measure L Policies and Procedures.

4. **CEQA:** All projects funded with Measure L funds will be required to complete appropriate California Environmental Quality Act (CEQA) and other environmental review as required.

ARTICLE IV: REPORTING REQUIREMENTS

A. REQUIREMENTS AND WITHHOLDING

RECIPIENT shall comply with each of the reporting requirements set forth in this Article IV. If RECIPIENT fails to comply with one or more of these requirements, STANCOG may withhold payment of further Measure L funds to RECIPIENT until full compliance is achieved.

1. RECIPIENT shall submit to STANCOG on a monthly basis:

a. Monthly revenue and expenditure reports which identify the Measure L revenue received and expended by RECIPIENT. All reports shall identify the revenue and expenses by project identified in RECIPIENT'S CIP, roadway resurfacing map, traffic management plan, pedestrian and bicycle plan, resolution or other document adopted by RECIPIENT'S governing board.

b. Monthly report of Measure L fund cash balances held by RECIPIENT.

2. RECIPIENT shall submit to STANCOG quarterly milestone reports which provides a narrative of the progress of all of RECIPIENT'S projects utilizing Measure L funding.

3. RECIPIENT shall, by March 31st of each year, submit to STANCOG, at the RECIPIENT'S expense, separate independently audited financial statements for the prior fiscal year ended June 30 of Measure L funds received and used.

4. RECIPIENT shall, by March 31st of each year, document expenditure activities and report on the performance of Measure L funded activities through the annual program compliance reporting process, or through other STANCOG performance and reporting processes as may be requested, including but not limited to the annual performance report, annual program plan and planning monitoring reports. This report shall be provided to StanCOG and the Measure L Citizens Oversight Committee within 90 days of the end of each fiscal year and shall include documentation as to whether or not RECIPIENT met the Maintenance of Effort requirement for that fiscal year.

5. RECIPIENT shall install or mount signage adjacent to each project or program in excess of \$250,000 funded in whole or in part by Measure L funds identifying the project or program as being funded by Measure L revenues.

6. RECIPIENT shall provide current and accurate information on RECIPIENT's website, to inform the public about how RECIPIENT is using Measure L funds. This information shall also be provided to STANCOG for posting on the Measure L website <http://www.stanislaus-localroadsfirst.com>

7. RECIPIENT shall actively participate in a "Public Awareness Program", in partnership with STANCOG as a means of ensuring that the public has access to information regarding which projects and programs are funded through Measure L funds.

8. RECIPIENT shall make its administrative officer or designated staff available upon request to render a report or answer any and all inquiries regarding RECIPIENT's receipt, usage, and/or compliance audit findings regarding Measure L funds before the Citizens Oversight Committee.

9. RECIPIENT agrees that STANCOG may review and/or evaluate all project(s) or program(s) funded pursuant to this AGREEMENT. This may include visits by representatives, agents or nominees of STANCOG to observe RECIPIENT's project or program operations, to review project or program data and financial records, and to discuss the project with Recipient's staff or governing board.

ARTICLE V: OTHER PROVISIONS

A. INDEMNITY BY RECIPIENT

Neither STANCOG, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure L funds distributed to RECIPIENT pursuant to this AGREEMENT. It is also understood and agreed, pursuant

to Government Code Section 895.4, RECIPIENT shall fully defend, indemnify and hold harmless STANCOG, its governing body, and all its officers, agents, and employees, from any liability imposed on STANCOG for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RECIPIENT in connection with the Measure L funds distributed to RECIPIENT pursuant to this AGREEMENT.

B. INDEMNITY BY STANCOG

Neither RECIPIENT, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by STANCOG under or in connection with any work, authority or jurisdiction delegated to STANCOG under this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, STANCOG shall fully defend, indemnify, and hold harmless RECIPIENT, and its governing body, elected officials, all its officers, agents, and employees from any liability imposed on RECIPIENT for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by STANCOG under or in connection with any work, authority or jurisdiction delegated to STANCOG under this AGREEMENT.

C. JURISDICTION AND VENUE

The laws of the State of California will govern the validity of this AGREEMENT, its interpretation and performance, and any other claims to which it relates. All legal actions arising out of this AGREEMENT shall be brought in a court of competent jurisdiction in Stanislaus County, California and the parties hereto hereby waive inconvenience of forum as an objection or defense to such venue.

D. ATTORNEYS' FEES

Should it become necessary to enforce the terms of this AGREEMENT, the prevailing party shall be entitled to recover reasonable expenses and attorneys' fees from the other party.

E. TERM

The term of this AGREEMENT shall be from July 1, 2017 to June 30, 2020, unless amended in writing or a new Master Funding Agreement is executed between STANCOG and RECIPIENT.

F. SEVERABILITY

If any provision of this AGREEMENT is found by a court of competent jurisdiction or, if applicable, an arbitrator, to be unenforceable, such provision shall not affect the other provisions of the AGREEMENT, but such unenforceable provisions shall be deemed modified to the extent necessary to render it enforceable, preserving to the fullest extent permissible the intent of the parties set forth in this AGREEMENT.

G. MODIFICATION

This AGREEMENT, and its Exhibits, as well as the referenced Measure L Ordinance and the Expenditure Plan, and the Policies and Procedures, constitutes the entire AGREEMENT, supersedes all prior written or oral understandings regarding Measure L funds. This AGREEMENT may only be changed by a written amendment executed by both parties.

H. CONFLICT OF OR INCONSISTENT TERMS

If there is a conflict between this Agreement and the Policies and Procedures, the Policies and Procedures will control.

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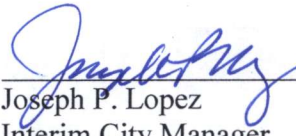
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IN WITNESS WHEREOF, the parties have executed this AGREEMENT by their duly authorized officers as of the date first written below.

**CITY OF MODESTO,
A MUNICIPAL CORPORATION**


**STANISLAUS COUNCIL OF GOVERNMENTS
(STANCOG)**

By:  12/6/17
Joseph P. Lopez Date
Interim City Manager

By: _____
Rosa De León Park Date
Executive Director

Attest:


Reviewed as to Budget/Financial Controls:

By:  12/26/17
Stephanie Lopez Date
City Clerk

By: _____
Karen Kincy Date
Senior Financial Services Specialist

Approved as to Form:

Approved as to Form:

By:  12/4/17
Adam U. Lindgren Date
City Attorney

By: _____
Monica Streeter Date
STANCOG General Counsel

**MODESTO CITY COUNCIL
RESOLUTION NO. 2018-124**

RESOLUTION AMENDING THE APPROVED LIST OF PROJECTS TO BE FUNDED WITH MEASURE L TAX PROCEEDS IN FISCAL YEAR 2017-2018 IN THE AMOUNT OF \$4,472,452, INCLUDING ADDITIONAL PROJECTS IN THE FISCAL YEAR 2017-2018 CAPITAL IMPROVEMENT PROGRAM AND APPROVING THE BUDGET ADJUSTMENT FOR EACH PROJECT

WHEREAS, on May 24, 2016, by Resolution 2016-220 the City Council approved a list of proposed projects to be funded upon the successful passage of Measure L within the first 5 years, which is shown in **Exhibit A, attached** hereto, and

WHEREAS, on October 4, 2016, the City Council approved Ordinance No. 3656-C.S. adding Chapter 10 to Title 8 of the Modesto Municipal Code to establish a Citizens' Transportation Sales Tax Commission ("Commission"). The Commission consists of eleven members appointed by the City Council, and

WHEREAS, in November, 2016, Stanislaus County voters approved a county-wide, 25-year, half-cent sales tax increase for transportation and pavement rehabilitation projects known as Measure L, and

WHEREAS, the City of Modesto's estimated annual share of Measure L funds is approximately \$8.9 Million, and

WHEREAS, the local Measure L funds that the City will receive are divided into three categories, and

WHEREAS, the City anticipates receiving \$6.87 Million annually for the Local Streets and Roads category which is to be used exclusively for repair and maintenance of our City streets, and

WHEREAS, the City anticipates receiving \$1.37 Million annually for the Traffic Management category which is to be used to upgrade intersections, widen roads, signalize intersections, install traffic calming devices, etc., and

WHEREAS, the City anticipates receiving \$687,000 annually for the Bike and Pedestrian Improvement category which is to be used for local connectivity between communities, local schools, trails and recreation facilities, and

WHEREAS, on July 5, 2017, per Resolution No. 2017-269, the City Council approved a list of projects (**Exhibit C**) to be funded with measure L tax proceeds in fiscal year 2017-2018 and approved necessary budget adjustments in order to avoid delaying design and construction, since commission members had not been appointed yet, and

WHEREAS, In Fiscal Year 2017-2018, excess funds were collected due to the fact that the tax went into effect on April 1, 2017, prior to the start of Fiscal Year 2017-2018, providing an additional three months of revenue collected between April 1, 2017 and June 30, 2017 that were not included in the originally estimated, annual amounts, and this additional amount of funding totals \$2,672,694, and

WHEREAS, on February 1, 2018 staff recommended to the Citizens Transportation Sales Tax Commission the allocation of the additional \$2,672,694 fiscal year 2017-2018 funds and \$1,799,758 in unallocated tax proceeds to the to fund two new capital improvement projects and to expand the scope of two existing capital improvement projects as shown in **Exhibit D**, and

WHEREAS, the Fiscal Year 2017-2018 Capital Improvement Program Budget must be amended as shown in **Exhibit E**, **attached** hereto,

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Modesto that it hereby approves the amended list of projects to be funded with Measure L tax proceeds in Fiscal Year 2017-2018 and includes the projects in the Fiscal Year 2017-2018 Capital Improvement Program shown in **Exhibit D**, attached hereto.

BE IT FURTHER RESOLVED that Council hereby approves the amendment of the Fiscal Year 2017-2018 Capital Improvement Program Budget as shown in **Exhibit E** in order to fund the various Capital Improvement Projects with Measure L proceeds.

BE IT FURTHER RESOLVED that the Interim City Manager, or his designee, is hereby authorized to implement the provisions of this resolution.

The foregoing resolution was introduced at a regular meeting of the Council of the City of Modesto held on the 13th day of March, 2018, by Councilmember Madrigal, who moved its adoption, which motion being duly seconded by Councilmember Zoslocki, was upon roll call carried and the resolution adopted by the following vote:

AYES: Councilmembers: Ah You, Grewal, Kenoyer, Madrigal, Ridenour, Zoslocki, Mayor Brandvold

NOES: Councilmembers: None

ABSENT: Councilmembers: None

ATTEST: 
STEPHANIE LOPEZ, City Clerk

(SEAL)

APPROVED AS TO FORM:


By: 
ADAM U. LINDGREN, City Attorney

Exhibit A page 1 of 3

Local Streets and Roads (50%)

StanCOG Expenditure Plan Project List
Agency: City of Modesto

Line	Project	Description	Budget	Start	Complete
Local Streets and Roads (50%)					
	Pavement Rehabilitation	Carpenter Rd. 1.75 CL miles of Overlay, Mill/Fill or Reconstruction	\$2.9 M	July 2017	November 2018
	Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets 100 lane miles of Slurry or 24 lane-miles of Rubber Cape Seal	\$3.9 M	July 2017	November 2018
	Pavement Rehabilitation	Claus Rd., La Loma Ave., Tully Rd. 3.5 CL miles of Overlay, Mill/Fill or Reconstruction	\$3.4 M	July 2018	November 2019
	Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets 87 lane miles of Slurry or 15 lane-miles of Mill/Fill	\$3.4 M	July 2018	November 2019
	Pavement Rehabilitation	Oakdale Rd., Orangeburg Ave 3.25 CL miles of Overlay, Mill/Fill or Reconstruction	\$3.1M	July 2019	November 2020
	Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets 90 lane miles of Slurry or 21 lane-miles of Rubber Cape Seal or 14 lane-miles of Mill/Fill	\$3.5M	July 2019	November 2020
	Pavement Rehabilitation	Prescott Rd 1.7 CL miles of Overlay and Mill/Fill	\$2.1M	July 2020	November 2021
	Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets 120 lane miles of Slurry or 29 lane-miles of Rubber Cape Seal or 19 lane-miles of Mill/Fill	\$4.7M	July 2020	November 2021
	Pavement Maintenance and/or Rehabilitation	Various Residential, Collector and Arterial Streets 175 lane miles of Slurry or 42 lane-miles of Rubber Cape Seal or 27 lane-miles of Mill/Fill or 9 lane-miles of Reconstruction or some combination thereof	\$6.8M annually until 2041	Annually	Annually
	Total		\$171,868,971		

Exhibit A page 2 of 3

Traffic Management (10%)

StanCOG Expenditure Plan Project List
 Agency: City of Modesto

Project	Description	Start	Stop
Traffic Management (10%)			
Traffic Management - Safety	Improve traffic flow and safety around schools (i.e. Modesto High School, Garrison Elementary, Johansen High, Orchard Elementary, Burbank Elementary, Orville Wright Elementary, etc)	July 2017	June 2044
Traffic Management - Safety	Intersection Improvements for flow at various intersections (i.e. Orangeburg/Coffee, Standiford/Hahn, etc)	July 2017	June 2044
Traffic Management - Congestion	Expansion of Existing Advanced Traffic Management System (ATMS) (TTC) to traffic signal locations.	July 2017	June 2044
Traffic Management - Safety	Safety Improvements at High Collision Locations	July 2017	June 2044
Traffic Management - Safety	Installation and Upgrade to EVP - for Fire and Police	July 2017	June 2044
Traffic Management - Safety and Congestion	Installation and Maintenance of Intersection Control Devices	July 2017	June 2044
Traffic Management - Safety and Congestion	Collision Database software program	July 2017	June 2044
Traffic Management - Safety and Congestion	Traffic Adaptive	July 2025	June 2044
TOTAL		\$34,373,800	

Exhibit A page 3 of 3

Bike/Pedestrian (5%)

StanCOG Expenditure Plan Project List
Agency: City of Modesto

Year	Projects	Budget	Start	Complete
Bike/Pedestrian (5%)				
Bike/Pedestrian	Bike/Pedestrian (Non-motorized) Master Plan	Bike/Pedestrian (Non-motorized) Master Plan	July 2017	June 2019
Bike/Pedestrian	MJC Class 1 Bike Path -Phase 3	Complete MJC East and West cycle track to Virginia Corridor	July 2018	June 2019
Bike/Pedestrian	Dry Creek Trail Maintenance	Ongoing trail maintenance	Ongoing	
Bike/Pedestrian	G St Bicycle Facility	Improve from Paradise to Burney	July 2019	June 2020
Bike/Pedestrian	H St Bicycle Facility	Improve from Paradise to 19th	July 2020	June 2021
Bike/Pedestrian	Virginia Corridor Trail Maintenance	Ongoing trail maintenance	Ongoing	
Bike/Pedestrian	Projects to be determined following approval of the Bike/Pedestrian Master Plan	TBD	TBD	
TOTAL:		\$17,186,897		

Exhibit B
Measure L funding request FY 17/18

CIP #	Project Name	Task	Amount	From Measure L Cost Center
101036	Carpenter Rd. Street Improvements	EDA	\$435,000	
		CA	\$246,500	
		CON	<u>\$2,218,500</u>	
		Total	\$2,900,000	14625(Local Streets & Roads)
101037	Lakewood Neighborhood Street Improvements	EDA	\$250,000	
		CA	\$162,500	
		CON	<u>\$1,462,500</u>	
		Total	\$1,875,000	14625(Local Streets & Roads)
101038	Wylie, Floyd and Carver Street Improvements	EDA	\$300,000	14625(Local Streets & Roads)
101039	Task Force to establish school safety needs	EDA	\$45,000	14626(Traffic Management)
101040	Improve Traffic Flow and Safety @ Orville Wright Elementary	EDA	\$70,000	
		CA	\$25,000	
		CON	<u>\$225,000</u>	
		Total	\$320,000	14626(Traffic Management)
101043	Replace 120 obsolete traffic controllers	CON	\$585,000	14626(Traffic Management)
100884	HSIP-5059(204)Emergency Vehicle Preemption	CON	\$61,500	14626(Traffic Management)
100719	CML-5059(190) New Traffic Signals Floyd/Millbrook, Prescott/Mt. Vernon, Roselle/Belharbour	CON	\$160,000	14626(Traffic Management)
100634	CML-5059(185) Upgrade Traffic Signals 9th/B, 7th/G, 7th/H, 7th/I	CON	\$175,000	14626(Traffic Management)
100990	System Safety Analysis Report Program	EDA	\$25,000	14626(Traffic Management)
100882	ATPL-5059(209) MIC Bike Path Phase II	CON	\$300,000	14627(Bike and Pedestrian)
101041	Non-motorized master plan (Active Transportation Plan)	EDA	\$300,000	14627(Bike and Pedestrian)
101042	Paradise Rd. - environmental documents for ATP Project	ENV	\$25,000	14627(Bike and Pedestrian)
			Subtotal of request	
			\$5,075,000	14625(Local Streets & Roads)
			\$1,371,500	14626(Traffic Management)
			<u>\$625,000</u>	14627(Bike and Pedestrian)
			\$7,071,500	

**Exhibit C page 1 of 3
City of Modesto
Proposed Fiscal Year 2017/18 Measure L Projects**



Local Streets & Roads (Annual Budget - \$6,874,758/yr.)

Type of Work	Project	Design	Construction	Total Budget	Notes
Pvmt. Rehab.	Carpenter Rd. Street Improvements	\$435,000	\$2,465,000	\$2,900,000	
	Design - City Staff/Consultant	\$369,750			
	Topographic Survey & Monumentation Preservation - City Staff/Consultant	\$65,250			
Pvmt. Rehab.	Lakewood Neighborhood Street Improvements (Residential Streets)	\$250,000	\$1,625,000	\$1,875,000	
	Pavement Rehabilitation & ADA Curb Ramp Improvements				
	Design - City Staff/Consultant	\$212,500			
	Topographic Survey & Monumentation Preservation - City Staff/Consultant	\$37,500			
Pvmt. Rehab.	Portions of Wylie Dr., Floyd Ave., and Carver Ave. Street Impv. (Collector Streets)	\$300,000		\$300,000	
	Pavement Rehabilitation & ADA Curb Ramp Improvements:				Construction in FY 18/19 with designated Measure L funds in the amount of \$1,700,000
	Design - City Staff/Consultant	\$255,000			
	Topographic Survey & Monumentation Preservation - City Staff/Consultant	\$45,000			
Pvmt. Rehab.	Annual Slurry Programs with City Staff (Residential Streets)		\$1,345,000	\$1,345,000	On-going annual cost for PW to slurry 75-lane miles - \$865,000
	Phase 1 - 15 lane miles of Type II slurry on residential streets				
	Phase 2 - 15 lane miles of Type II slurry on residential streets				
	Material cost		\$600,000		
	Time labor cost for 15 lane miles for truck and equipment		\$400,000		
Pvmt. Rehab.	Annual Slurry Programs with City Staff		\$412,000	\$412,000	
	Phase 1 - 15 lane miles of Type II slurry on residential streets				
	Phase 2 - 15 lane miles of Type II slurry on residential streets				
	Phase 3 - 15 lane miles of Type II slurry on residential streets				
	Phase 4 - 15 lane miles of Type II slurry on residential streets				
TOTAL:				\$5,075,000	

To be discussed at a later date

**Exhibit C page 2 of 3
City of Modesto
Proposed Fiscal Year 2017/18 Measure L Projects**



Traffic Management (Annual Budget - \$1,374,952/yr.)

Type of Work	Project	Design	Construction	Total Budget	Notes
Traffic Mgt. - Safety	Task Force coordination to establish school safety needs. City Staff	\$45,000		\$45,000	
Traffic Mgt. - Safety	Improve Traffic Flow and Safety @ Orville Wright Elementary School	\$70,000	\$250,000	\$320,000	
	Design - City Staff/Consultant	\$50,000			Construction funds to be programmed in FY 18-19
	Topographic Survey & Monumentation Preservation - City Staff Consultant	\$20,000			
Traffic Mgt. - Safety	Replace 120 Obsolete Traffic Controllers		\$585,000	\$585,000	
	Replace 120 of 157 existing obsolete traffic controllers with modern model 2010 controllers to improve citywide traffic flow		\$585,000		
Traffic Mgt. - Safety	HSIP 5059 (204) - Emergency Vehicle Preemption		\$61,500	\$61,500	
	Needed Match money		\$61,500		Match Funds, Construction Ready
Traffic Mgt. - Safety	CML 5059 (190) - New Traffic Signal 2013 - (Floyd Ave./Millbrook Ave., Prescott Rd./Mt. Vernon and Roselle/Belharbour		\$160,000	\$160,000	
	Needed Match money		\$160,000		Match Funds, Construction Ready
Traffic Mgt. - Safety	CML 5059 (185) - Upgrade Traffic Signals 2013 - (9th/B St., 7th/G St., 7th/H St., & 7th/I St. Intersections)		\$175,000	\$175,000	
	Needed Match money		\$175,000		Match Funds
Traffic Mgt. - Safety	System Safety Analysis Report Program (SSARP)	\$25,000.00		\$25,000	
	Grant will allow the city to perform a "Systematic Safety Analysis". City will hire a consultant to evaluate our road network and to identify and recommend safety projects for future Highway Safety Improvement Program (HSIP) funding opportunities	\$25,000			City Match - \$25,000, SSARP Allocation \$225,000, Total - \$250,000
TOTAL:				\$1,371,500	

Exhibit C page 3 of 3
City of Modesto
 Proposed Fiscal Year 2017/18 Measure L Projects



Bike/Pedestrian (Annual Budget - \$685,000/yr.)

Type of Work	Project	Design	Construction	Total Budget	Notes
Bike /Ped.	ATPL-5059(209) MJC Phase II Bike Path		\$300,000	\$300,000	Match Funds Construction Ready
	Needed Match money		\$300,000		
Bike /Ped.	Non-motorized master plan - consultant	\$300,000		\$300,000	
	Hire consultant to prepare the non motorized master plan	\$300,000			
Bike /Ped.	ATP Cycle III - Paradise Road - Environmental (NEPA/CEQA)	\$25,000		\$25,000	
	Needed Match money	\$25,000			Match Funds Will need construction match in FY19/20
TOTAL:				\$625,000	

Exhibit D - Page 1 of 3
City of Modesto
 Amended Fiscal Year 2017/18 Measure L Projects
 March 6, 2018



Local Streets & Roads (Projected 2017/18 Budget - \$8,930,678)

Type of Work	Project	Design	Construction	Total Budget	Notes
Pvmt. Rehab.	Carpenter Rd. Street Improvements	\$435,000	\$2,465,000	\$2,900,000	
	Design - City Staff/Consultant	\$369,750			
	Topographic Survey & Monumentation Preservation - City Staff/Consultant	\$65,250			
Pvmt. Rehab.	Lakewood Neighborhood Street Improvements (Residential Streets)	\$300,000	\$2,224,758	\$2,524,758	
	Pavement Rehabilitation & ADA Curb Ramp Improvements				
	Design - City Staff/Consultant	\$262,500			March 6, 2018 - Amendment - Additional funds in the amount of \$649,758
	Topographic Survey & Monumentation Preservation - City Staff/Consultant	\$37,500			
Pvmt. Rehab.	Portions of Wylie Dr., Floyd Ave., and Carver Ave. Street Impv. (Collector Streets)	\$300,000		\$300,000	
	Pavement Rehabilitation & ADA Curb Ramp Improvements				
	Design - City Staff/Consultant	\$355,000			Construction in FY 18/19 with designated Measure L funds in the amount of \$1,700,000.
	Topographic Survey & Monumentation Preservation - City Staff Consultant	\$45,000			
Pvmt. Rehab.	Standiford Avenue (Dale Road to Sherwood Avenue)	\$225,000	\$2,980,920	\$3,205,920	
	Pavement Rehab on Standiford Avenue between Dale Road and Sherwood Avenue				
	Design - City Staff/Consultant	\$200,000			March 6, 2018 - Amendment - New Project in the amount of \$3,205,920
	Topographic Survey & Monument Preservation - City Staff/Consultant	\$25,000			

TOTAL: \$8,930,678

Exhibit D - Page 2 of 3
City of Modesto
 Proposed Fiscal Year 2017/18 Amended Measure L Projects



Traffic Management (Projected 2017/18 Budget - \$1,786,135)

Type of Work	Project	Design	Construction	Total Budget	Notes
Traffic Mgt. - Safety	Task Force coordination to establish school safety needs. City Staff	\$45,000 \$45,000		\$45,000	
Traffic Mgt. - Safety	Improve Traffic Flow and Safety @ Orville Wright Elementary School Design - City Staff/Consultant Topographic Survey & Monumentation Preservation - City Staff Consultant	\$70,000 \$50,000 \$20,000	\$250,000	\$320,000	Construction funds to be programmed in FY 18-19
Traffic Mgt. - Safety	Replace 120 Obsolete Traffic Controllers Replace 120 of 157 existing obsolete traffic controllers with modern model 2070 controllers to improve citywide traffic flow	\$585,000 \$585,000		\$585,000	
Traffic Mgt. - Safety	HSIP 5059 (204) - Emergency Vehicle Preemption Needed Match money	\$61,500 \$61,500		\$61,500	Match Funds, Construction Ready
Traffic Mgt. - Safety	CMIL 5059 (190) - New Traffic Signal 2013 - (Floyd Ave./Millbrook Ave., Prescott Rd./Mt. Vernon and Roselle/Belharbour Needed Match money	\$160,000 \$160,000		\$160,000	Match Funds, Construction Ready
Traffic Mgt. - Safety	CMIL 5059 (185) - Upgrade Traffic Signals 2013 - (9th/B St., 7th/G St., 7th/H St., & 7th/I St. Intersections) Needed Match money	\$175,000 \$175,000		\$175,000	Match Funds
Traffic Mgt. - Safety	System Safety Analysis Report Program (SSARP) Grant will allow the city to perform a "Systematic Safety Analysis". City will hire a consultant to evaluate our road network and to identify and recommend safety projects for future Highway Safety Improvement Program (HSIP) funding opportunities.	\$25,000 \$25,000		\$25,000	City Match - \$25,000, SSARP Allocation - \$225,000, Total - \$250,000
Traffic Mgt. - Safety	Tully Road Safety Improvement Project Intended to provide a safe method for pedestrians and bicyclists to cross Tully Road located approximately 1,520 feet south of the intersection of Pelandale Avenue. Design - City Staff/Consultant	\$60,000 \$60,000	\$351,183	\$411,183	March 6, 2018 - Amendment - New Project in the amount of \$411,183
TOTAL:				\$1,782,683	

Exhibit D - Page 3 of 3
City of Modesto
 Proposed Fiscal Year 2017/18 Amended Measure L Projects



Bike/Pedestrian (Projected 2017/18 Budget - \$893,067)

Type of Work	Project	Design	Construction	Total Budget	Notes
Bike /Ped.	ATPL-5059(209) MJC Phase II Bike Path Needed Match money	\$300,000	\$300,000	\$300,000	Match Funds, Construction Ready
Bike /Ped.	Non-motorized master plan - consultant Hire consultant to prepare the non-motorized master plan	\$300,000 \$300,000		\$300,000	
Bike /Ped.	ATP Cycle III - Paradise Road - Environmental (NEPA/CEQA) Needed Match money	\$25,000 \$25,000		\$25,000	Match Funds Will need construction match in FY19/20
Bike /Ped.	Carver/Bangs - Pelandale /Snyder Bike Trail System Expansion of Existing project - Class I Bike Trail between Carver Road and Tully Road along the MID canal. Design - City Staff/Consultant	\$20,000	\$185,591	\$205,591	March 6, 2018 - Amendment - Additional funds in the amount of \$205,591
TOTAL:				\$830,591	

EXHIBIT E - Amending Fiscal Year 2017-2018 Capital Improvement Budget

Measure L Funding Requests

CIP#	Project Name	Task	Current Measure L		
			Budget	Budget Increase	Revised Budget
101088	Standiford Avenue Pavement Rehab	EDA	\$0	\$225,000	\$225,000
		CA	\$0	\$252,620	\$252,620
		CON	\$0	\$2,728,300	\$2,728,300
	TOTAL		\$0	\$3,205,920	\$3,205,920 (Local Streets and Roads)
101037	Lakewood Neighborhood Street Improvement Project	EDA	\$250,000	\$50,000	\$300,000
		CA	\$162,500	\$60,000	\$222,500
		CON	\$1,462,500	\$539,758	\$2,002,258
	TOTAL		\$0	\$649,758	\$2,524,758 (Local Streets and Roads)
101089	Tully Road Safety Improvement Project	EDA	\$0	\$60,000	\$60,000
		CA	\$0	\$34,543	\$34,543
		CON	\$0	\$316,640	\$316,640
	TOTAL		\$0	\$411,183	\$411,183 (Traffic Management)
100092	Carver/Bangs-Pelandale/Snyder Bike Trail System	EDA	\$0	\$20,000	\$20,000
		CA	\$0	\$14,847	\$14,847
		CON	\$0	\$170,744	\$170,744
	TOTAL		\$0	\$205,591	\$205,591 (Bike and Pedestrian)
Subtotal of Request					
			\$3,855,678	14625 (Local Streets and Roads)	
			\$411,183	14626 (Traffic Management)	
			\$205,591	14627 (Bike and Pedestrian)	
			\$4,472,452		

**MODESTO CITY COUNCIL
RESOLUTION NO. 2018-380**

**RESOLUTION APPROVING A LIST OF PROJECTS TO BE FUNDED WITH
MEASURE L TAX PROCEEDS IN FISCAL YEAR 2018-2019, INCLUDING
PROJECTS IN THE FISCAL YEAR 2018-2019 CAPITAL IMPROVEMENT
PROGRAM, APPROVING THE BUDGET ADJUSTMENT FOR EACH
PROJECT AND EARMARKING FUTURE MEASURE L FUNDS IN THE
AMOUNT OF \$1,658,925 FOR A FUTURE MEASURE L-ELIGIBLE J STREET
PROJECT**

WHEREAS, in November, 2016, Stanislaus County voters approved a county-wide, 25-year, half-cent sales tax increase for transportation and pavement rehabilitation projects known as Measure L, and

WHEREAS, the City of Modesto's estimated share of Measure L funds is approximately \$8.9 Million, and

WHEREAS, on October 4, 2016, the City Council approved Ordinance No. 3656-C.S. adding Chapter 10 to Title 8 of the Modesto Municipal Code to establish a Citizens' Transportation Sales Tax Commission ("Commission"). The Commission will consist of eleven members appointed by the City Council, and

WHEREAS, the Commission has reviewed and approved the list of proposed projects to be funded with Measure L funds, staff is seeking City Council approval of a list of proposed projects and the necessary budget adjustments, and

WHEREAS, the local Measure L funds that the City will receive are divided into three categories, and

WHEREAS, the City anticipates receiving \$6.87 Million annually for the Local Streets and Roads category which is to be used exclusively for repair and maintenance of our City streets, and

WHEREAS, the City anticipates receiving \$1.37 Million annually for the Traffic Management category which is to be used to upgrade intersections, widen roads, signalize intersections, install traffic calming devices, etc., and

WHEREAS, the City anticipates receiving \$687,000 annually for the Bike and Pedestrian Improvement category which is to be used for local connectivity between communities, local schools, trails and recreation facilities, and

WHEREAS, on May 24, 2016, by Resolution 2016-220 the City Council approved a list of proposed projects to be funded upon the successful passage of Measure L within the first 5 years, which is shown in **Exhibit A, attached** hereto, and

WHEREAS, staff reviewed the list and is recommending a more specific and expanded list of projects, which is shown in **Exhibit C, attached** hereto, to be funded with Measure L funds in Fiscal Year 2018-2019, and

WHEREAS, the Fiscal Year 2018-2019 Capital Improvement Program Budget must be amended as shown in **Exhibit B, attached** hereto,

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Modesto that it hereby approves the list of projects to be funded with Measure L tax proceeds in Fiscal Year 2018-2019, including the projects in the Fiscal Year 2018-2019 Capital Improvement Program shown in **Exhibit C, attached** hereto.

BE IT FURTHER RESOLVED that Council hereby approves the amendment of the Fiscal Year 2018-2019 Capital Improvement Program Budget as shown in **Exhibit B** in order to fund the various Capital Improvement Projects with Measure L proceeds.

BE IT FURTHER RESOLVED that Council hereby approves earmarking \$1,658,925 of future Measure L funding for a future Measure L-eligible J Street Project.

BE IT FURTHER RESOLVED that the Director of Finance, or her designee, is hereby authorized to implement the provisions of this resolution.

The foregoing resolution was introduced at a regular meeting of the Council of the City of Modesto held on the 4th day of September, 2018, by Councilmember Zoslocki, who moved its adoption, which motion being duly seconded by Councilmember Ah You, was upon roll call carried and the resolution adopted by the following vote:

AYES: Councilmembers: Ah You, Grewal, Kenoyer, Madrigal, Ridenour, Zoslocki, Mayor Brandvold

NOES: Councilmembers: None

ABSENT: Councilmembers: None

ATTEST: 
STEPHANIE LOPEZ, City Clerk

(SEAL)

APPROVED AS TO FORM:


By: 
ADAM U. LINDGREN, City Attorney

Exhibit A

Local Streets and Roads (50%)

StanCOG Expenditure Plan Project List Agency: City of Modesto

Project Description	Location	Estimated Cost	Start Date	End Date
Pavement Rehabilitation	Carpenter Rd.	\$2.9 M	July 2017	November 2018
Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets	\$3.9 M	July 2017	November 2018
Pavement Rehabilitation	Claus Rd., La Loma Ave., Tully Rd.	\$3.4 M	July 2018	November 2019
Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets	\$3.4 M	July 2018	November 2019
Pavement Rehabilitation	Oakdale Rd, Orangeburg Ave	\$3.1M	July 2019	November 2020
Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets	\$3.5M	July 2019	November 2020
Pavement Rehabilitation	Prescott Rd	\$2.1M	July 2020	November 2021
Pavement Maintenance and/or Rehabilitation	Various Residential and/or Collector Streets	\$4.7M	July 2020	November 2021
Pavement Maintenance and/or Rehabilitation	Various Residential, Collector and Arterial Streets	\$6.8M annually until 2041	Annually	Annually
Total		\$171,868,971		

Traffic Management (10%)

**StanCOG Expenditure Plan Project List
Agency: City of Modesto**

Traffic Management (10%)			
Traffic Management - Safety	Improve traffic flow and safety around schools (i.e. Modesto High School, Garrison Elementary, Johansen High, Orchard Elementary, Burbank Elementary, Orville Wright Elementary, etc)	July 2017	June 2044
Traffic Management - Safety	Intersection improvements for traffic safety and flow at various intersections (i.e. Orangeburg/Coffee, Standiford/Hahn, etc)	July 2017	June 2044
Traffic Management - Congestion	Expansion of existing Advanced Traffic Management System (ATMS) to allow for communication from the Traffic Operations Center (TOC) to traffic signal locations.	July 2017	June 2044
Traffic Management - Safety	Safety improvements at locations where collision history shows a pattern or at high collision frequency locations	July 2017	June 2044
Traffic Management - Safety	Installation and Upgrades to the Emergency Vehicle Pre-emption equipment for the Fire Department and Police Department	July 2017	June 2044
Traffic Management - Safety and Congestion	Installation and maintenance of traffic control devices at various locations (i.e. traffic signals, roundabouts, etc)	July 2017	June 2044
Traffic Management - Safety and Congestion	Purchase and implementation of a Collision Database software program to provide trends and track collision patterns throughout the City of Modesto	July 2017	June 2044
Traffic Management - Safety and Congestion	Traffic Adaptive Upgrade to Traffic Adaptive communications	July 2025	June 2044
TOTAL			\$34,373,800

Bike/Pedestrian (5%)

**StanCOG Expenditure Plan Project List
Agency: City of Modesto**

	Project	Budget	Start	Complete
Bike/Pedestrian (5%)				
Bike/Pedestrian	Bike/Pedestrian (Non-motorized) Master Plan		July 2017	June 2019
Bike/Pedestrian	MJC Class 1 Bike Path -Phase 3	Complete MJC East and West cycle track to Virginia Corridor	July 2018	June 2019
Bike/Pedestrian	Dry Creek Trail Maintenance	Ongoing trail maintenance	Ongoing	
Bike/Pedestrian	G St Bicycle Facility	Improve from Paradise to Burney	July 2019	June 2020
Bike/Pedestrian	H St Bicycle Facility	Improve from Paradise to 19th	July 2020	June 2021
Bike/Pedestrian	Virginia Corridor Trail Maintenance	Ongoing trail maintenance	Ongoing	
Bike/Pedestrian	Projects to be determined following approval of the Bike/Pedestrian Master Plan	TBD	TBD	
TOTAL:				\$17,186,897

Exhibit B
Measure L funding request FY 18/19

CIP #	Project Name	Task	Amount	From Measure L Cost Center
101118	Claus Road Pavement Rehabilitation	EDA	\$125,000	
		CA		
		CON	<u>\$1,318,773</u>	
		Total	\$1,443,773	14625(Local Streets & Roads)
101119	Downtown Master Plan	EDA	\$210,000	
		CA		
		CON		
		Total	<u>\$210,000</u>	14625(Local Streets & Roads)
101038	Portions of Wylie Dr., Floyd Ave., and Carver St. Improvements	EDA		
		CA		
		CON	<u>\$1,700,000</u>	
		Total	\$1,700,000	14625(Local Streets & Roads)
101120	Village One Slurry Seal	EDA	\$135,000	
		CA		
		CON	<u>\$1,727,060</u>	
		Total	\$1,862,060	14625(Local Streets & Roads)
101122	Installation of Rectangular Rapid Flashing Beacon	EDA	\$10,000	
		CA		
		CON	<u>\$190,000</u>	
		Total	\$200,000	14626(Traffic Management)
101123	Fiber Drop into Traffic Signal Cabinet	EDA	\$25,000	
		CA		
		CON	<u>\$535,000</u>	
		Total	\$560,000	14626(Traffic Management)
101124	Replace 35 Obsolete Traffic Signal Controllers	EDA	\$178,250	
		CA		
		CON		
		Total	<u>\$178,250</u>	14626(Traffic Management)
101125	Traffic Signal Analysis Study Sytem Wide	Appr. Unit C	\$250,000	
		Total	<u>\$250,000</u>	14626(Traffic Management)
101040	Improve Traffic Flow and Safety @ Orville Wright Elementary School	EDA		
		CA		
		CON	<u>\$186,702</u>	
		Total	\$186,702	14626(Traffic Management)
101126	Dry Creek Trail Maintenance	EDA	\$91,333	
		CA		
		CON	<u>\$593,667</u>	
		Total	\$685,000	14627(Bike and Pedestrian)
			Subtotal of request	
			\$5,215,833	14625(Local Streets & Roads)
			\$1,374,952	14626(Traffic Management)
			<u>\$685,000</u>	14627(Bike and Pedestrian)
			\$7,275,785	

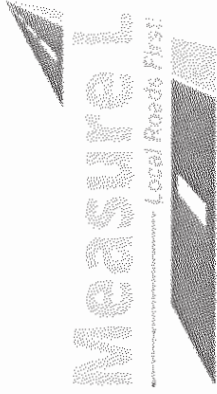
Exhibit C

City of Modesto

Community & Economic Development Dept.

Proposed Fiscal Year 2018/19 Measure L Projects

page 1 of 3



Local Streets & Roads (Annual Budget - \$6,874,758/yr.)

Type of Work	Project	Design	Construction	Total Budget	City Dept.
Pvmt. Rehab.	Claus Road Pavement Rehabilitation Project Description: Pavement rehabilitation project starting approximately 600' north of Briggsmore Avenue and proceeding north to approximately 800' north of Sylvan Avenue. The length of the project is 1.57 miles. Anticipated project improvements include roadway resurfacing, new striping, ADA upgrades and vehicle detection cameras at Sylvan Avenue and Claus Road.	\$125,000	\$1,318,773	\$1,443,773	C&EDD
Pvmt. Rehab.	Downtown Master Plan Project Description: Prepare a Master Plan for the Downtown.	\$210,000		\$210,000	C&EDD
Pvmt. Rehab.	Portions of Wylie Dr., Floyd Ave., and Carver Ave. Street Impv. (Collector Streets) Project Description: Pavement Rehabilitation and ADA ramp upgrades to portions of Wylie Drive, Floyd Avenue and Carver Avenue.		\$1,700,000	\$1,700,000	C&EDD
Pvmt. Rehab.	Village One Slurry Seal Project Description: Slurry seal project on residential streets within the following boundary area of Sylvan Avenue, Roselle Avenue, Merle Avenue and Claus Road. Anticipated project improvements include 56 lane miles of Type 2 slurry seal, new striping and ADA upgrades at request locations.			\$1,862,060	C&EDD
			<i>Unallocated Funds</i>	\$1,658,925	
			TOTAL:	\$6,874,758	



Traffic Management (Annual Budget - \$1,374,952/yr.)

Type of Work	Project	Design	Construction	Total Budget	City Dept.
Traffic Mgt. - Safety	Installation of Rectangular Rapid Flashing Beacon Project Description: Installation of two Rectangular Rapid Flashing Beacons at: • Carver Road at Teresa Street • Emerald Avenue south of Maze Boulevard Mid-Block	\$10,000	\$190,000	\$200,000	Public Works
Traffic Mgt. - Safety	Fiber Drop into Traffic Signal Cabinet Project Description: Cut and splice into existing fiber optic back bone bringing fiber optic cable into traffic signal cabinets along Briggsmore Avenue, Standiford/Sylvan Avenues, and Oakdale Road.	\$25,000	\$535,000	\$560,000	Public Works
Traffic Mgt. - Safety	Replace 35 Obsolete Traffic Controllers Project Description: Order and install needed traffic controllers, cards to upgrade existing 2070s to 2070LX, and ethernet switches.	\$178,250		\$178,250	Public Works
Traffic Mgt. - Safety	Traffic Signal Analyst Study System Wide Project Description: Hire outside consultant to analyze the City of Modesto's traffic signal operation and proposed modifications for future system wide.	\$250,000		\$250,000	Public Works
Traffic Mgt. - Safety	Improve Traffic Flow and Safety @ Orville Wright Elementary School Project Description: Improve pedestrian safety and traffic flow around Orville Wright Elementary School.		\$186,702	\$186,702	C&EDD

TOTAL: \$1,374,952

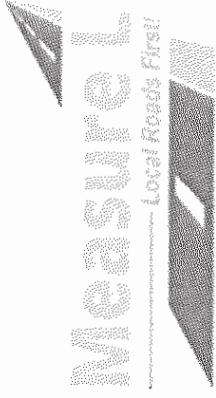
Exhibit C

City of Modesto

Community & Economic Development Dept.

Proposed Fiscal Year 2018/19 Measure L Projects

page 3 of 3



Bike/Pedestrian (Annual Budget - \$687,000/yr.)

Type of Work	Project	Design	Construction	Total Budget	City Dept.
Bike / Ped.	Dry Creek Trail Maintenance Project Description: Pavement rehabilitation project on Dry Creek Bike Path from La Loma Avenue to E! Vista Avenue. The length of the project is 1.6 miles. Anticipated project improvements include bike path resurfacing, new striping, new signage, shoulder improvements and ADA upgrades.	\$91,333	593667	\$685,000	C&EDD

TOTAL: \$685,000

Appendix C: General Plan Circulation and Transportation Diagram

Appendix D: Pavement Treatment



Treatment Types



Measure L Commission – February 28, 2019

Chip Seals and Scrub Seals are excellent Stress * Absorbing Membrane Interlayer for subsequent treatments

- Slurry Surfacing
- Micro-surfacing
- PME Chip Seals
- Thin Blanket HMA Overlays
- Warm Mix Asphalt Overlays
- Ultra-Thin Bonded Wearing Course

***Stress Absorbing Membrane Interlayer (SAMI)**

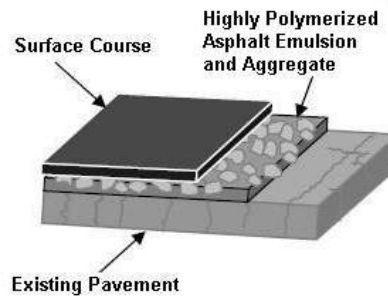
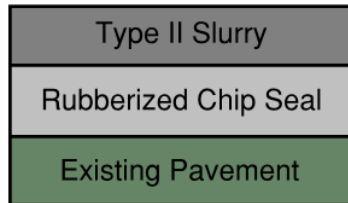
Measure L Commission – February 28, 2019



Wylie Drive (Brighton to Oakdale)



Rubberized Cape Seal



Measure L Commission – February 28, 2019



Rubberized Cape Seal



Measure L Commission – February 28, 2019



Floyd and Carver (Double Chip Seal)



Carver Road



Floyd Avenue



Measure L Commission – February 28, 2019



Chip Seal



Measure L Commission – February 28, 2019



Chip Seal



Measure L Commission – February 28, 2019



Floyd Avenue (Micro-Milling)



Coffee to Oakdale

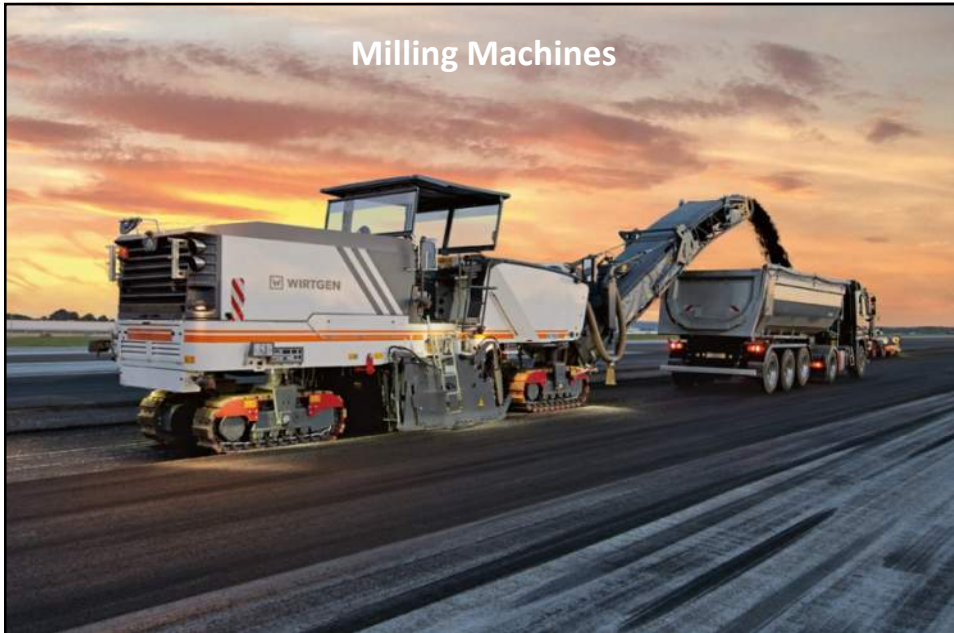
Measure L Commission – February 28, 2019

Milling Machines

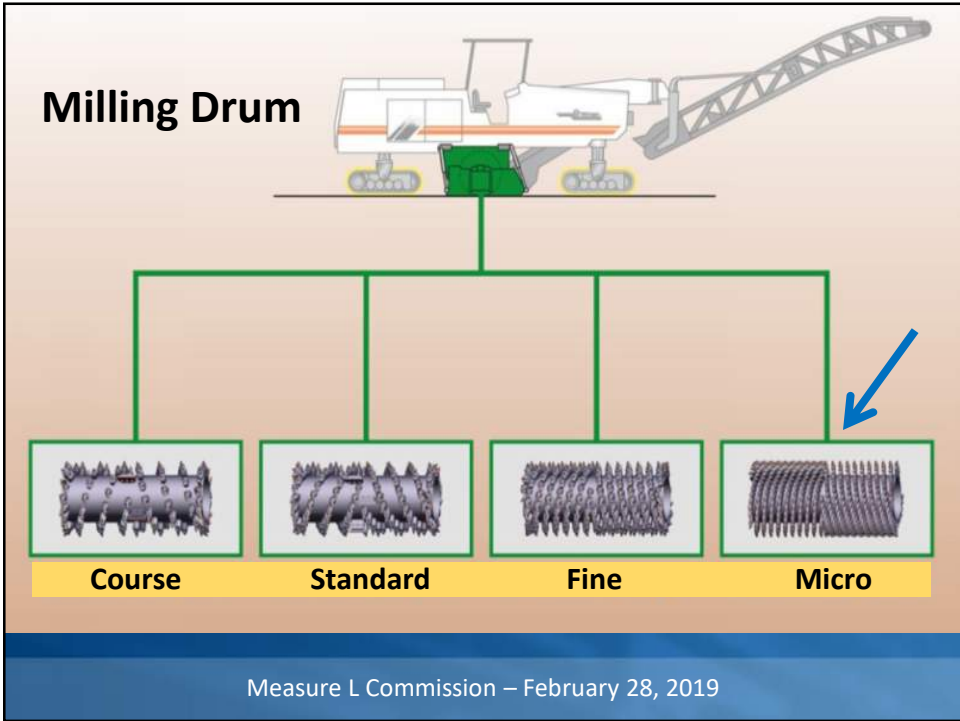


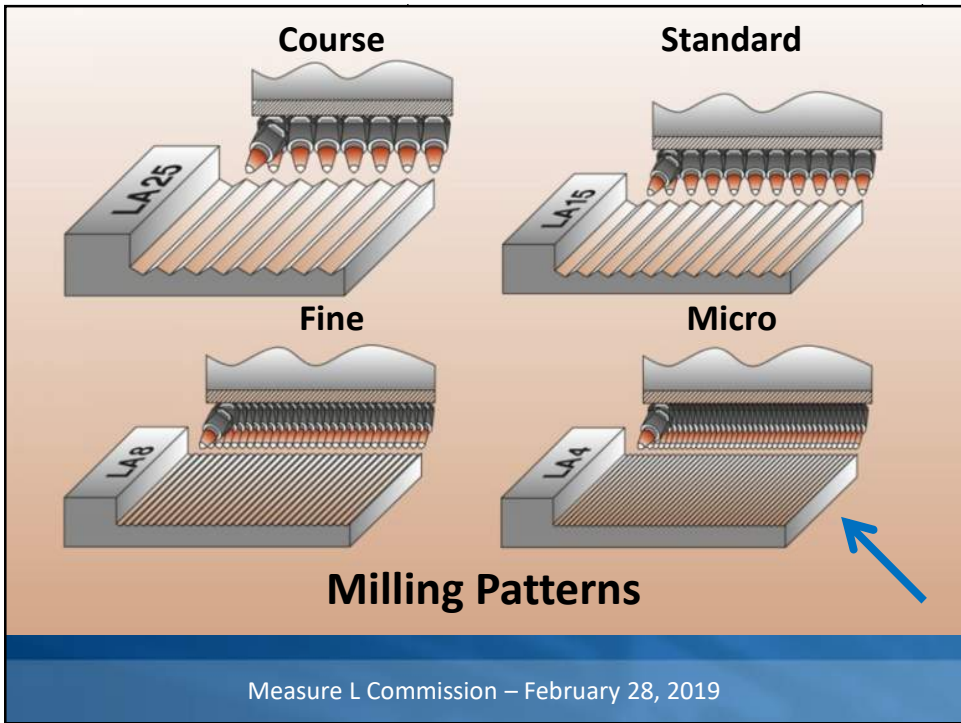
Measure L Commission – February 28, 2019

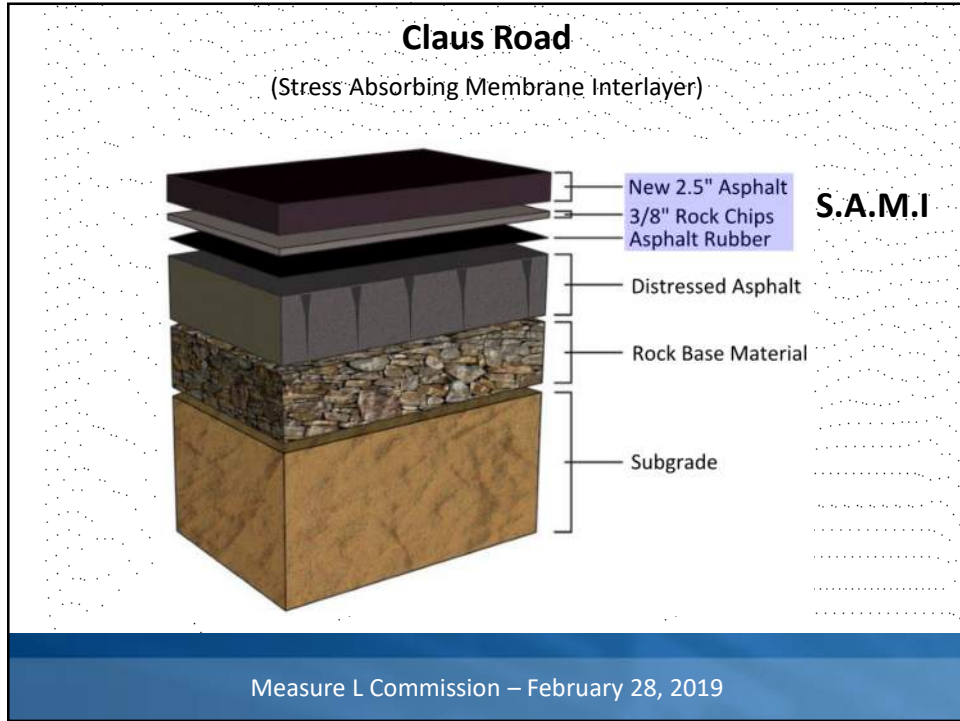
Milling Machines



Measure L Commission – February 28, 2019









Fabric Interlayers

(Stress Absorbing Membrane Interlayer)



I Street

Measure L Commission – February 28, 2019



Grid Interlayers

(Stress Absorbing Membrane Interlayer)



Roselle Avenue

Measure L Commission – February 28, 2019

Residential Streets



Parking Lots



Airports



BASIC GRADATIONS OF SLURRY SEAL

TYPE I
(Fine)

8 - 12 lbs. /yd²
(4.3 - 6.5 kg /m²)
AGGREGATE
and
10 - 16 %
Residual Asphalt

1/8" Top Size
(3 - 4 mm)



Measure L Commission – February 28, 2019

Residential Streets



County Roads



Shoulders



Basic Gradations of Slurry Seal and Microsurfacing

TYPE II
(General)

10 - 20 lbs. /yd²
(5.4 - 10.8 kg /m²)
AGGREGATE
and
5.5 - 13.5 %
Residual Asphalt

1/4" Top Size
(5 - 6 mm)



Measure L Commission – February 28, 2019

4 Lane Highways



Basic Gradations of

Slurry Seal and Microsurfacing

TYPE III
(Coarse)

13 - 30 lbs./yd²
(8.1 - 16.3 kg/m²)

AGGREGATE
and
5.5 - 12 % Residual Asphalt

3/8" Top Size
(9 - 10 mm)



Interstates



2 Lane Highways




Measure L Commission – February 28, 2019

Aggregate Gradation


- Fines include mineral filler (cement, lime)

Type	I	II	III
Sieve Size	% Passing	% Passing	% Passing
9.50 mm	100	100	100
4.75 mm	100	90 – 100	70 – 90
2.36 mm	90 – 100	65 – 90	45 – 70
1.18 mm	65 – 90	45 – 70	28 – 50
0.60 mm	40 – 65	30 – 50	19 – 34
0.30 mm	25 – 42	18 – 30	12 – 25
0.15 mm	15 – 30	10 – 21	7 – 18
0.075 mm	10 – 20	5 – 15	5 – 15


Type III




Type II




Type I




No. 4



No. 30



Pan/fines



Measure L Commission – February 28, 2019

Micro vs. Slurry Seal

	Slurry Seal	Micro-surfacing
Asphalt Emulsion	Can be polymer, quick-set	Always polymer, quick-set
Aggregate Quality/ Gradation	Type I, II or III	Type II or III, stricter SE
Additives/Break	Breaking and curing dependent on weather conditions	Chemical break, largely independent of weather conditions
Mix Stiffness/ Equipment	Softer mix, drag box, augurs in spreader box if quick-set	Stiffer mix, augurs in spreader box, secondary strike-off, rigid attachment for set thickness, rut box
Applications	Correct raveling, seal oxidized pavements, restore skid resistance	Same as slurry seal + rut filling, night work, correction of minor surface profile irregularities

Measure L Commission – February 28, 2019

Slurry and Micro-surfacing

- **Main uses:**
 - Sealing pavement against water, oxidation
 - Filling cracks, raveling
 - Surface texture improvement
 - Re-profiling and rut-filling (Micro)
- **Advantages:**
 - Color
 - Fast, flexible
 - Lower cost than mill & fill
 - No need to raise drains, covers, curbs
 - Eco-efficient
- **Prevention/Rehabilitation**



Confederation Bridge, Canada

Measure L Commission – February 28, 2019

Appendix E: ADA Curb Ramp Requests

Curb Ramp Requirements, ADA Requests and the Potential Impact on Measure L
Curb Ramp Requests List Maintained by TED Division



Curb Ramp Requirements, ADA Requests and the Potential Impact on Measure L

Phillip Soares, PE, TE, MPA
Associate Civil/Traffic Engineer
Community & Economic Development Department

Slide 1

OVERVIEW

- The Legal Context
- Curb Ramp Requirements
- Curb Ramp Examples
- Current ADA Requests
- Potential Impact on Measure L



Before



After

Slide 2

LEGAL CONTEXT



- **Federal**
 - ADA, Title II (1990)
 - DOJ Standards: Accessible Design (2010)
 - DOJ /FHWA Alteration Clarification Memo (2013)
- **State**
 - Title 24, California Building Code

Slide 3

Pavement Treatment Types (Maintenance vs. Alteration)

MAINTENANCE

Chip Seals	Fog Seals	Scrub Sealing
Crack Filling/Sealing	Joint Crack Seals	Slurry Seals
Diamond Grinding	Joint Repairs	Spot High-Friction Treatment
Dowel Bar Retrofit	Pavement Patching	Surface Sealing

ALTERATION

Addition of New Layer of Asphalt	Mill & Fill/Mill & Overlay
Cape Seals	New Construction
Hot-in-Place Recycling	Open-graded Surface Course
Microsurfacing/Thin-Lift Overlay	Rehabilitation and Reconstruction

Slide 4



• Lawsuits

Barden v. Sacramento (2004)

Settlement: City of Sacramento Must allocate 20% of its Transportation Funds for the next 30 years to ADA improvements.

Navarro v. Los Angeles (2015)

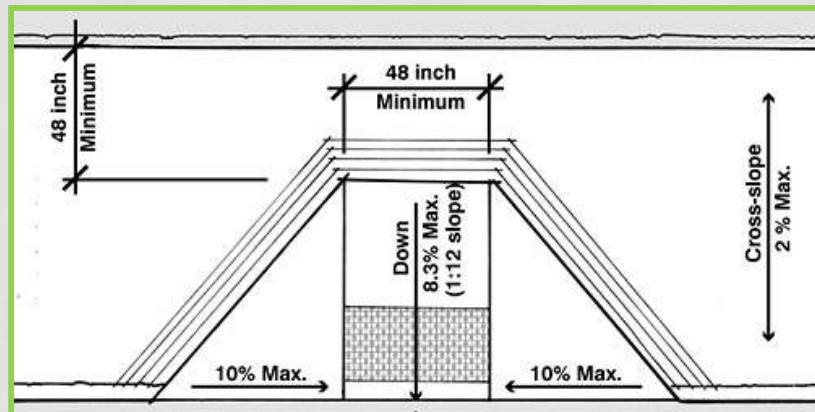
Settlement: City of Los Angeles must spend \$1.4 Billion dollars on repairs for the next 30 years (First year of settlement, City shall install \$5 million dollars of ADA curb ramps).

Slide 5

ADA Curb Ramp Requirements



• Typical Style of ADA Ramp



Slide 6

ADA Curb Ramp Requirements



- ADA Domes

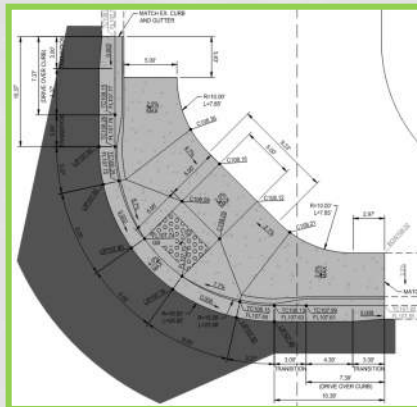


Slide 7

ADA Ramp Example



- Typical City of Modesto Plans



Slide 8



ADA Requests

- Example Location Needham St and 11th Street



Slide 11

ADA Requests

- Example Location Bear Cub Lane



Slide 12

ADA Requests

- Example Location (Fine Ave. and Kodiak Dr.)



Slide 13

ADA Requests

- Example Location (G Street and 11th Street)



Slide 14

ADA Requests

- Example Location (G Street and 16th Street)



Slide 15



Experiencing Hardships First Hand!



Modesto City Staff

Wheelchairs whirred around downtown Modesto on May 16.

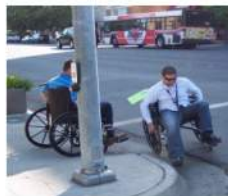
Crossing streets, negotiating side

towards making the streets safe, city employees spent nearly two hours negotiating downtown Modesto in wheelchairs.

Spearheading the idea were Michael Sacuskie and Brad Wall from the City of Modesto's Planning Department along with DRAIL's Systems

-whether it be drivers, pedestrians or wheelchair users.

Instead of intellectualizing on the hardships or problems that wheelchair users



Slide 16

ADA Requests

- Example Location (Sisk Road and Rumble Road)



Slide 17

ADA Requests

- Example Location (Sisk Road and Rumble Road)



Slide 18

Potential Impact on Measure L

- On Call Contractor vs. Annual Project



Slide 19

Questions?



Slide 20

**Curb Ramp Requests List
Maintained by TED Division**

Date	ADA Curb Ramp Request
12/17/2018	ramps around school also at new crosswalks installed to campus crossing Cheyenne Way
3/19/19	Coffee Road (Cofee/Norwegian Intersection no ramps on East side of intersection)
2/28/19	3 Mulholland Dr, Modesto, CA 95355, USA all down this street there is no slope on the sidewalk for wheelchairs access to the apartments
10/24/18	Coffee / Mable intersection no ramps west side of intersection to get to Health South clinic
10/17/18	Sisk/Whitcomb in front of/near Heritage Ford, in front of the Clarion Hotel on Sisk, and the entrance to Hanson Furniture on Sisk (Chevron).
10/12/18	Scenic between Coffee Road and Oakdale sidewalk issues and poor ramps.
10/11/18	Paramont Way, Modesto, CA 95355, USA (Merle/Paramont NW corner)
10/10/18	ADA improvemenst at Wylie/Rose and Rose/Pimrose (school crossings)
9/4/18	NW ramp at Shawnee Dr. and Innsbrook Dr. holds water
8/23/18	Ramps for Kodiak/Bear cub Int. and Kodiak/Temecal int. and mid block crosswalk at Bear Club Dr. (all the marked school crosswalks)
8/1/18	Plaza Pkwy, Modesto, CA 95350, USA "ramp cracking, lip of ramp not bevelled." (intersection ramps).
8/1/18	12th and I Street intersection, request ramps on minimum 3 corners
7/10/18	W. orangeburg Avenue (crosswalk with no curb ramps)
7/10/18	Ardmor Avenue/Orangeburg intersection and maybe mid-block crosswalk to the north "Ramp not contained within school crosswalk, No ramp on this side of school crosswalk"
7/10/18	Irene Ave. and Roselene Ave. 3 ramps request. more ramps in area if possible
7/9/18	Cofee Road / Norwegian Intersection no ramps on East side of intersection
6/27/18	Sylvan Meadows from Coffee Road to Dragoo Park (minimum from cofee to drakeshire)
5/3/18	Irene Ave. and Roselene Ave. 3 ramps request. more ramps in area if possible
11/16/17	requests a ramp and crossing at the back entrance of English Oaks Hospital to get to park (mid-block crossing).
11/6/17	lack of ADA wheelchair access at all corners of Longfellow Ave & Sandburg Ave.
9/11/17	Merrifield Ave, 3 ramps due to flodding at intersection
8/17/17	Ramp Blue Ridge Ln. ramp just for blue HC parking spot in the inside of knuckle.

**Curb Ramp Requests List
Maintained by TED Division**

Date	ADA Curb Ramp Request
7/26/17	Irene Ave. and Roselene Ave. 3 ramps request. more ramps in area if possible
6/12/17	Tokay/Codding Intersection (NW,NE) trying to get to Church on Tokay Ave.
5/2/17	E St. and Burney Street South Corner, wants ramp to allow ADA to park and come thru "front door" of business
3/1/17	412 Greenwich Ln, there's no curb cuts to get off the sidewalk get off the sidewalk to get to clubhouse (3 ramps at greenwich/manfield))(Second Request)
2/27/17	14th and F Street Intersection
12/22/16	Sylvan and Shelby intersection ramp holds water
12/1/16	Johnson St., only access to vehicle is the neighbor's drive approach.
11/3/16	Intersection of Kodiak Drive and Fine Ave. no ramps on the east side to go to school.
11/2/16	Magnolia Ave. MID canal crossing area, not ADA compliant
10/6/16	Greenwich Ln, neighborhood (no curb cuts to get off the sidewalk to get to clubhouse (3 ramps at Greenwich/Manfield))
9/26/16	Ramps for Kodiak/Bear cub Intersection and Kodiak/Temecal intersection and mid block crosswalk at Bear Club Dr. (all the marked school crosswalks)
8/19/16	Curb ramps at Coldwell/Sycame, due to sidewalks and driveways may need major design and public meeting for bulbouts possible speed table.
8/9/16	14th and F Street Intersection
7/28/16	north corner of 12 th and J Street
7/6/16	Celeste Drive from Oakdale road to Coffee Road ("hit and miss" with ramps)
6/14/16	Budd St. and Garvey Ave. NW corner needs curb ramp
6/14/16	Sparks way and Crommelin Ave. intersection need ramps (whole neighborhood)
3/31/16	Wylie drive and Rose Ave. Intersection
10/7/15	Emerald Ave. and Elm St. SW corner (to allow bus riders to get off the sidewalk (cross street)) and Laurie Ave. at next bus stop.
8/28/15	requested ADA path of travel from June Dr. to church on W. Granger Ave.
7/28/15	Holiday Ln. wants ADA for on street parking but should ADA ramp the whole neighborhood
4/27/15	Morris & Kimble Intx. One corner has no ramp, 3 corners have old ramps

**Curb Ramp Requests List
Maintained by TED Division**

Date	ADA Curb Ramp Request
4/20/15	Curb ramp needed on the south side of Merle at the Fine Ave. intersection.
4/1/15	Intersection of College Ave. and Leveland Ln. (crosswalk ramps)
3/24/15	Northwood drive wants curb ramps in neighborhood (get off block)
3/23/15	Tully Rd. and Montclair Dr. (no ramps on the west side "path of travel")
2/11/15	Sherwood Forest neighborhood (Lancashire Ln.)
1/20/15	Levon Ave. to get to Tully Rd.
1/20/15	Tully Rd. and Montclair Dr. (no ramps on the west side "path of travel")
10/10/14	Mulholland Dr. and Lakewood Ave. (east side ramps)
9/9/14	Emerald Ave. and Elm St. SW corner (to allow bus riders to get off the sidewalk (cross street))
6/25/14	4th and H St.
6/25/14	7th St. H st.
6/13/14	Whitethorn drive (for HC parking area)
1/28/14	Lanscahire Lane (Sherwood Forest neighborhood)
1/28/14	Melrose Ave. curb cut ramp from street to sidewalk/house
10/24/13	16th st. E to F st.
8/20/13	requested ramp at encina and fortuna intersection
6/27/13	Gayle Ave. Neighborhood
6/27/13	G St. and 16th St.
6/27/13	Bowen Ave. from Tully rd. to College Ave.
6/27/13	East of Tokay and Mchenry intersection (Northside)
1/15/13	15th St. from G St. to DMV can't get to DMV from Ralston Tower
10/5/12	G St. and 5th St. "G St. corridor" no access and dangerous left turns on red.

**Curb Ramp Requests List
Maintained by TED Division**

Date	ADA Curb Ramp Request
10/5/12	Neeham St. and 11th St. push button north side "G St. corridor"
9/25/12	Longfellow Ave.
5/17/12	Sidewalk and Ramps L st. (CalTrans right of way)
5/16/12	13th and J St.
3/22/12	12th and I St.
2/8/12	14th and F St.
11/16/11	Chant Dr. Modesto, CA, ramp holds water due to low spot in flow line.
11/7/11	14th and F St.
10/24/11	Westminster and Surrey neighbor
9/20/11	Orangeburg ave. from tully rd. to mchenry
8/22/11	Glenn Ave & Frazier St city side, no ramp for crosswalk
8/16/11	Joann Ave. neighborhood
3/23/11	requested ramp at crosswalk to make bus stop usable on Paradise
3/22/11	June Dr./ Judith Ln. no ramps to mcHenry/neighborhood
3/18/11	7th and J St needs curb ramps to get to church
10/22/10	Judith Way- June Dr. to Mchenry Ave.
8/19/10	Magnolia & Greswald NE/SW corners
8/19/10	shasta ave./ Sharp Park
8/12/10	Oakshire Ave. & Encina Ave. NE corner
4/30/10	2 curb ramps located on the west side of College Avenue at the driveway located between W. Morris Avenue and Stoddard Avenue South of the driveway between W. Morris Avenue and Stoddard Avenue there are sidewalk obstructions. Portions of the Sidewalk have cross slopes in excess of 2% along College Avenue.
1/19/10	Corner of Jefferson and Maple

**Curb Ramp Requests List
Maintained by TED Division**

Date	ADA Curb Ramp Request
1/4/10	along J St. between 15th St. and 11th St. - the ramps are not the issue, but the poor condition of the pavement is causing problems for an electric wheel chair.
1/4/10	on 9th Street in front of the McDonalds - storm water ponding around the curb ramps.
12/1/09	Martin Luther King Dr. (south side) from California to Paradise
9/27/09	Coyado Way & Campus Way corners with no ramps
8/21/08	The new curb-cuts at the Gallo Arts Center at 11th & "I", and 10th & "H" don't have truncated domes as required by Title 24.
6/25/08	along 9th St. between I St. and O St.
3/16/07	Wylie Drive / Gemini Ct., Wylie Dr./ Muirswood Way and Wylie Dr. / Strathmore Dr.
10/18/06	Corner of Desertaire Dr. & Shiprock Ct.
8/13/06	Calaveras/Sierra, C St/6th St, C & Sierra, Calaveras & 6th St.
8/9/06	NE corner of Sharon/Pharlap (at Freedom School) and Sharon/Millbrook
1/18/06	NE corner of Sharon/Pharlap (at Freedom School) and Sharon/Millbrook.
10/20/05	Pedestrian Crossings over MID Canals
10/20/05	Call - location to be determined
10/20/05	Paradise/Carpenter
10/17/05	MID Lateral No. 3 - City Crossings
7/6/05	2 curb ramps-NE/SE corners of intersection of Scenic Drive/Wycliffe Drive
6/1/05	7th St Bridge on the southwest corner

Appendix F: Fact Sheets Proposed Projects FY2019-20



Fact Sheet

Coffee Road Pavement Rehabilitation Project Phase I (Norwegian Avenue to Sylvan Avenue)

Project Description:

Pavement rehabilitation project on Coffee Road from Norwegian Avenue to Sylvan Avenue. The length of the project is approximately 1.3 miles. Anticipated project improvements include roadway resurfacing, new signage and striping, ADA upgrades, signal upgrades (including detection cameras) and storm drainage system improvements.

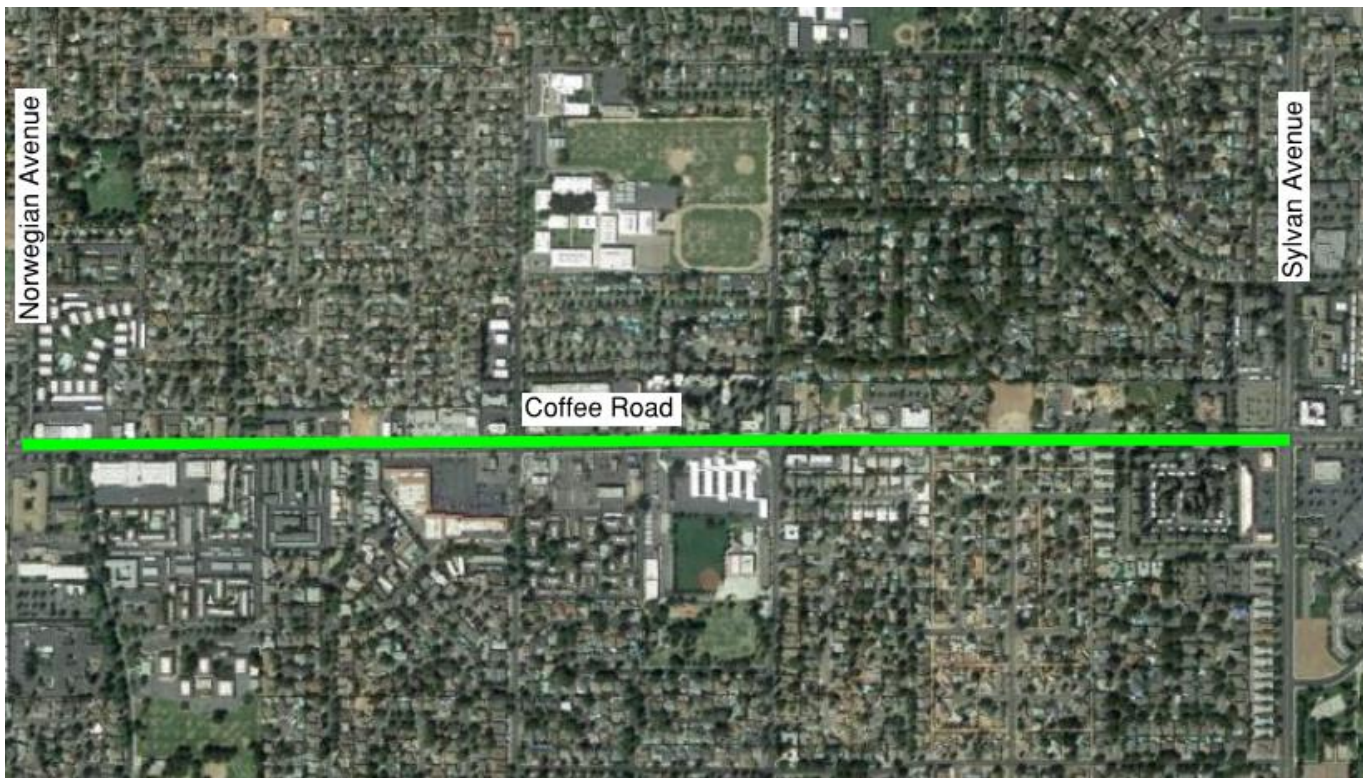
❖ Actual project limits are subject to change

Funding Source:

Measure L Funds – Local Street & Roads (Fiscal Year 2019-20) - \$2,500,000

Project Budget:

Engineering/Design/Administration	\$326,087
Construction (Total)	\$2,173,913
TOTAL	\$2,500,000



Fact Sheet

Scenic Drive Phase I Pavement Rehabilitation Project (Lakewood Avenue to Claus Road)

Project Description:

Pavement rehabilitation on Scenic Drive from Lakewood Avenue to Claus Road. The length of the project is approximately 1.0 mile. Anticipated project improvements include roadway resurfacing and/or reconstruction, new signage and striping, signal upgrades (including detection cameras) where needed, ADA upgrades and storm drainage system improvements.

❖ Actual project limits are subject to change

Funding Source:

Measure L Funds – Local Street & Roads (Fiscal Year 2019-20) - \$1,552,500

Project Budget:

Engineering/Design/Administration	\$202,500
Construction (Total)	\$1,350,000
TOTAL	\$1,552,500



Fact Sheet

Scenic Drive Phase II Pavement Rehabilitation Project (Downey Avenue to Lakewood Avenue)

Project Description:

Pavement rehabilitation on Scenic Drive from Downey Avenue to Lakewood Avenue. The length of the project is approximately 3.0 miles. Anticipated project improvements include roadway resurfacing and/or reconstruction, new signage and striping, ADA upgrades, and storm drainage system improvements. Excludes high friction treatment near the Modesto Pioneer Cemetery.

❖ Actual project limits are subject to change

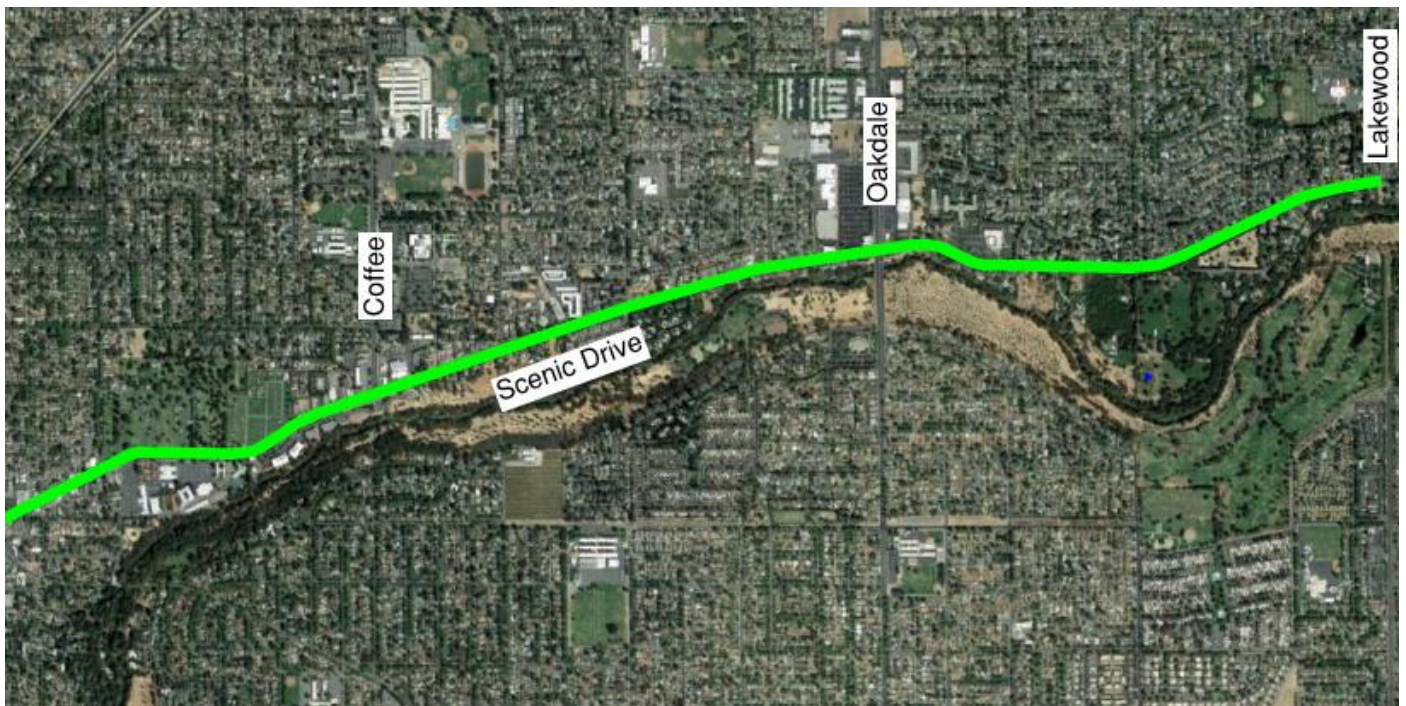
Funding Source:

Measure L Funds – Local Street & Roads (Fiscal Year 2019-20) - \$404,348

Measure L Funds – Local Street & Roads (Fiscal Year 2020-21) - \$2,695,652

Project Budget:

Engineering/Design/Administration	\$404,348
Construction (Total)	\$2,695,652
TOTAL	\$3,100,000



Fact Sheet

Tully Road Pavement Rehabilitation Project (Yale Avenue to Briggsmore Avenue)

Project Description:

Pavement rehabilitation project on Tully Road from Yale Avenue to Briggsmore Avenue. The length of the project is 1.1 mile. Anticipated project improvements include roadway resurfacing, new signage and striping, ADA upgrades, vehicle detection cameras at Roseburg Avenue, Orangeburg Avenue, Granger Avenue and Briggsmore Avenue, and storm drainage system improvements.

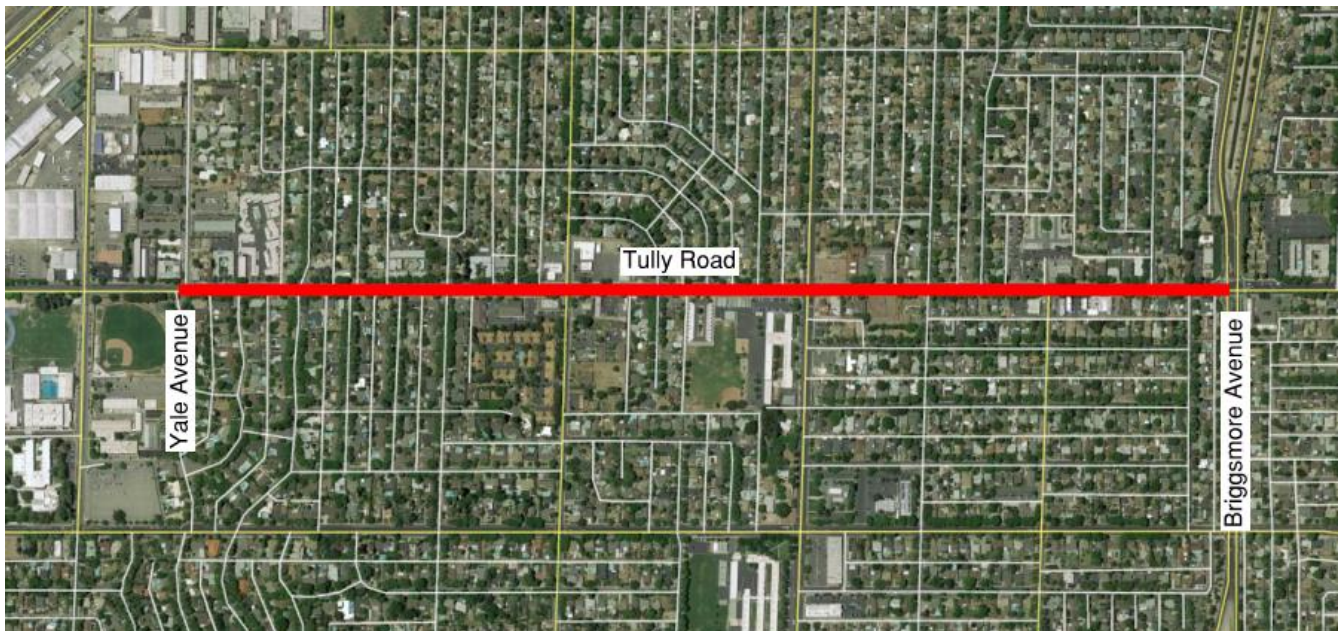
❖ Actual project limits are subject to change

Funding Source:

Measure L Funds – Local Street & Roads (Fiscal Year 2019-20) - \$2,400,000

Project Budget:

Engineering/Design/Administration	\$313,043
Construction (Total)	\$2,086,957
TOTAL	\$2,400,000





Fact Sheet

Advance School Zone Beacons at 13 School Locations

Project Description

Install advance school zone beacons at approximately 13 school locations within the City of Modesto

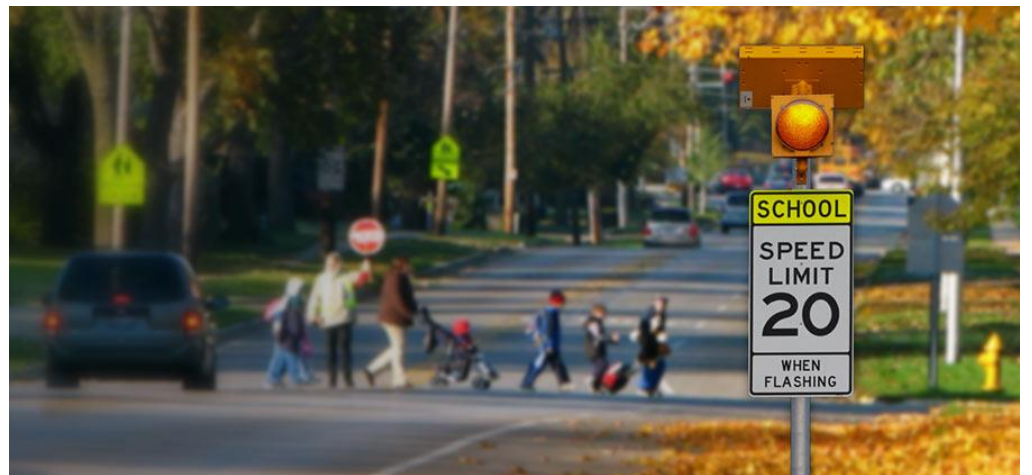
❖ Actual project limits are subject to change

Funding Source

Measure L – Traffic Management (Fiscal Year 2019-2020) - \$130,000

Project Budget

Construction (Total)	\$130,000
TOTAL	\$130,000





Fact Sheet

Installation of HAWK System at Hetch-Hetchy on Tully and Prescott

Project Description

Installation of High Intensity Activated Cross Walk (HAWK) at:

- Tully Road and Hetch-Hetchy Trail
- Prescott Road and Hetch-Hetchy Trail

❖ Actual project limits are subject to change

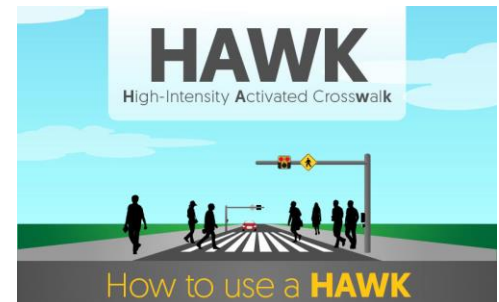
Funding Source

Measure L – Traffic Management (Fiscal Year 2019-2020) - \$50,000

Measure L – Traffic Management (Fiscal Year 2020-2021) - \$450,000

Project Budget

Engineering/Design/Administration	\$50,000
Construction	\$450,000
TOTAL	\$500,000



DRIVER INSTRUCTIONS	PEDESTRIAN INSTRUCTIONS
Proceed with caution	Push Button to activate system
Slow Down Pedestrian has activated the push button	Don't Cross
Prepare to Stop	Don't Cross
STOP! Pedestrians in crosswalk	Start Crossing watch for vehicles
STOP! Proceed with caution if crosswalk is clear	Finish Crossing
Proceed if crosswalk is clear	Push Button to activate system



Fact Sheet

School Area All-Way Stop Beacons Near Standiford, Orchard, Marshall, and Robertson Schools

Project Description

Installation of all-way stop beacons at:

- Sunrise Avenue and Tokay Avenue (Standiford Elementary School)
- Merle Avenue and Bailey Drive (Orchard Elementary School)
- Sutter Avenue and South Avenue (James Marshall Elementary School)
- Robertson Road and Hammond Street (Robertson Road Elementary School)

❖ Actual project limits are subject to change

Funding Source

Measure L – Traffic Management (Fiscal Year 2019-2020) - \$48,000

Project Budget

Construction (Total)	\$48,000
TOTAL	\$48,000





Fact Sheet

School Crosswalk Beacons – Rectangular Rapid Flashing Beacons at Everett School and Sylvan Elementary

Project Description

Installation of two Rectangular Rapid Flashing Beacons and upgrade ADA improvements at:

- Mt. Vernon Drive (mid-block in front of Everett Elementary School)
- Rumble Road and Bay Lane

❖ Actual project limits are subject to change

Funding Source

Measure L – Traffic Management (Fiscal Year 2019-2020) - \$345,000

Project Budget

Engineering/Design/Administration	\$45,000
Construction (Total)	\$300,000
TOTAL	\$345,000





Fact Sheet

Upgrade Lighted Crosswalks to Rectangular Rapid Flashing Beacons Near Davis High School, Our Lady of Fatima School, and Modesto Junior College

Project Description

Replace in-roadway lighted cross-walks with rectangular rapid flashing beacons at:

- Rumble Road and Wales Street
- Granger Avenue and Carlton Avenue
- College Avenue and Terminal Avenue
- Stoddard Avenue and Terminal Avenue

❖ Actual project limits are subject to change

Funding Source

Measure L – Traffic Management (Fiscal Year 2019-2020) - \$460,000

Project Budget

Engineering/Design/Administration	\$60,000
Construction (Total)	\$400,000
TOTAL	\$460,000





Fact Sheet

Upgrade Rectangular Rapid Flashing Beacons Near Elliot School

Project Description

Replace old beacons with rectangular rapid flashing beacons at:

- Sunrise Avenue and Coolidge Avenue
- ❖ Actual project limits are subject to change

Funding Source

Measure L – Traffic Management (Fiscal Year 2019-2020) - \$20,000

Project Budget

Construction (Total)	\$20,000
TOTAL	\$20,000



Fact Sheet

Neighborhood Traffic Calming Program

Project Description:

This program will provide traffic calming improvements to residential neighborhoods. Citizen participation will be strongly encouraged in identifying neighborhood needs. Following public outreach efforts, projects will be prioritized and developed by City Staff to improve traffic flow and safety in residential neighborhoods. Anticipated improvements include traffic calming measures (chicanes, curb extensions, medians, pedestrian refuges, pedestrian crossing, speed cushions), signage and striping, ADA improvements, signal upgrades (detection cameras, ADA push buttons, beacons) where needed.

❖ Actual project limits are subject to change

Funding Source:

Measure L Funds – Traffic Management (Fiscal Year 2019-20) - \$50,000

Project Budget:

Public Outreach	\$50,000
TOTAL	\$50,000

Project Status:

Outreach will begin in July 2019, ranking criteria related to project benefits will be developed, anticipate project submissions from the public due in November 2019. Projects will be evaluated, and each year a project will be selected for Measure L funding, and proposed with the next fiscal year's projects.



Fact Sheet

School Safety Program Study

Project Description:

Hire a consultant to evaluate safety and traffic flow around schools throughout Modesto. Anticipated deliverables include identification of needs, prioritization of schools, recommendations for future projects.

❖ Actual project limits are subject to change

Funding Source:

Measure L Funds – Traffic Management (Fiscal Year 2019-20) - \$250,000

Project Budget:

Consultant	\$250,000
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Project Status:

Anticipate posting Request for Qualifications on Planet Bids in July 2019.



Fact Sheet

School Safety Program Projects

Project Description:

Improve pedestrian safety and traffic flow around schools based on the recommendations of the School Safety Program Study. Design for the first project will start in FY2019-20 and conclude in FY2020-21. A project will be identified and reviewed for each Fiscal Year. Four projects are anticipated to be designed and constructed during the next five years.

❖ Actual project limits are subject to change

Funding Source:

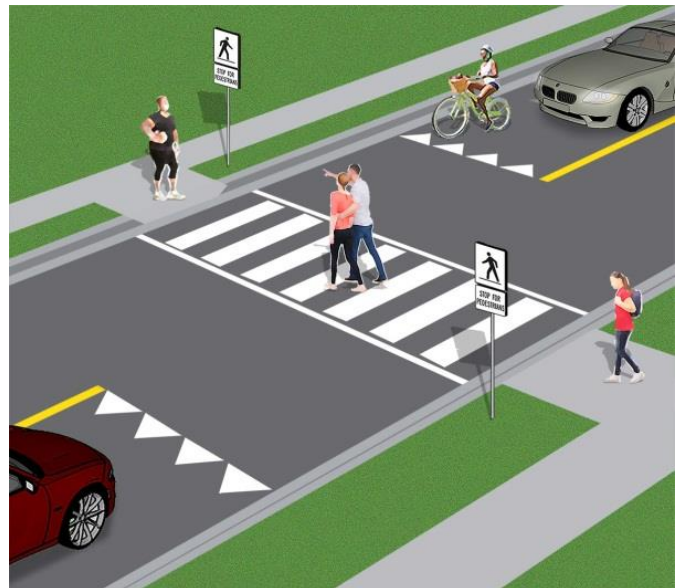
Measure L Funds – Traffic Management (Fiscal Year 2019-20) - \$25,000

Project Budget:

Engineering, Design & Administration	\$25,000
TOTAL	\$25,000

Project Status:

Design and outreach for the first project identified in the School Safety Program Study will begin in spring of 2019, construction is anticipated in FY20-21.





Fact Sheet

Dry Creek Trail Pavement Rehabilitation & ADA Upgrade Project (Kewin Park to Thousand Oaks Park)

Project Description:

Pavement rehabilitation project on Dry Creek Bike Path from Kewin Park to Thousand Oaks Park. The length of the project is 0.6 miles. This is the second part of a multi-year effort to rehabilitate the Dry Creek Trail from La Loma to El Vista Avenue. Anticipated project improvements include bike path widening and resurfacing, new striping, new signage, shoulder improvements and ADA upgrades.

❖ Actual project limits are subject to change

Funding Source:

Measure L Funds – Local Street & Roads (Fiscal Year 2019-2020) - \$687,704

Project Budget:

Engineering/Design/Administration	\$94,856
Construction (Total)	\$592,848
TOTAL	\$687,704

