



This chapter describes the general responsibilities of the City, other public agencies, and organizations, for policy implementation described in the General Plan.

The primary implementation tool for the land use proposals will be administration of the Zoning Ordinance through the Zoning Map. Public improvements will be prioritized through the Capital Improvements Program. This chapter also describes financing mechanisms for funding infrastructure and other public facility improvements. The implementing policies listed in each Plan element represent the implementation programs and will be used as the basis for the annual review of the General Plan.

A.1 RESPONSIBILITIES

Implementing the General Plan will involve the City Council, the Planning Commission, other City boards and commissions, and City departments. The City also will need to consult with San Joaquin County departments, adjacent cities, and other public agencies about implementation proposals that affect their respective areas of jurisdiction. The principal responsibilities that City officials and staff have for Plan implementation are briefly summarized below.

City of Lodi

City Council

The City Council establishes local laws, sets policies, approves programs, appropriates funds, and supervises the operations of City government. The City Council appoints the City Manager who is its key staff advisor and has overall responsibility for the day-to-day implementation of the Plan. The City Council also appoints the Planning Commission and other boards and commissions established under the Municipal Code.

The City Council is responsible for adoption of the General Plan and any amendments to it. The City Council will set implementation priorities and approve the Zoning Map and Zoning Ordinance, consistent with the General Plan, and a Capital Improvement Program and budget to carry out the Plan. The Council also approves development projects consistent with the General Plan.

Planning Commission

Acting as the City zoning body, the Planning Commission has the power to advise the City Council on many critical actions related to the General Plan including to: prepare, review, and revise the General Plan; implement the General Plan through the administration of specific plans and Zoning and Subdivision ordinances; annually review the City's Capital Improvement Program for consistency with the General Plan; promote the public awareness of the Plan and relevant regulations; consult with and advise public officials and agencies, public

utility companies, civic, educational, professional, and other organizations, and community members concerning implementation of the Plan; and promote the coordination of local plans and programs with those of other public agencies.

City Attorney Office

The City Attorney is the legal advisor for the City Council, the City Manager, City officials, and department heads. The City Attorney represents the City in litigation and reviews all legal documents, including ordinances, resolutions, leases, contracts, and deeds, and approves each as to form.

Community Development Department

The Community Development Department has primary responsibility for administering the laws, regulations and requirements that pertain to the physical development of the city. Tasks include administering planning and building permit procedures, providing public information, performing building and code enforcement inspections, maintaining complete public records on planning and building projects and issuing necessary permits, certificates, approvals and enforcement citations. Finally, the Department will have the primary responsibility for preparing the annual report on the General Plan. (These reporting requirements are described in Chapter 1: Introduction.)

Planning Division

The Planning Division performs two major activities: current and advanced planning. Specific duties related to General Plan implementation include preparing zoning and subdivision ordinance amendments, reviewing development applications, making reports and recommendations on planning and land use, zoning, subdivisions, design review, development plans and environmental controls. Planning staff work with developers to help them meet the standards adopted by the City Council. The Planning Division provides staff to the Planning Commission and the Site Plan & Architectural Review Committee.

Building Division

This Division provides implementation assistance with regard to the Uniform Building, Plumbing, and Electrical Codes for contractors, developers, and property owners. The Division guides people in meeting the requirements for building construction. The Division will also be responsible for advising code changes, such as enabling green building and sustainability measures.

Neighborhood Services Division

The efforts of this Division provide for the overall coordination of services and programs for neighborhood improvement. Particular emphasis is focused on the improvement and maintenance of housing. A major effort of this division is the administration of the City's Community Development Block Grant program and related federal and state housing initiatives. The staff works closely with the Lodi Improvement Committee in developing programs to improve the quality of life for Lodi residents.

Electric Utility Department

The Electric Utility Department is responsible for acquiring power supply and managing a system of poles, transformers, and lines to distribute that supply throughout the City. The Department will lead implementation of energy conservation programs and renewable energy policies as specified in the General Plan.

Internal Services Department

The Finance Division is responsible for managing all financial aspects of City finance operations. The Division provides financial and other support services including: financial planning, preparation of the Financial Plan and Budget document, accounting, cashier services, investment, billing and tax administration, purchasing, collection services and mail processing. The Division is responsible for preparation and management of the Annual Budget and Annual Financial Report. The Division also complies with state and federal requirements involving filing of reports and information regarding City finances.

Fire Department

The Lodi Fire Department provides a wide range of emergency and non-emergency services to the citizens of the community. These services include: fire suppression, emergency medical services, hazardous materials response, technical rescue, fire prevention, public education, and related safety services. Along with the Police Department, the Fire Department is responsible for implementing public safety policies described in the Growth Management and Infrastructure, and Safety elements.

Parks and Recreation

The Parks and Recreation Department manages the City's parks, open space, and recreation facilities and operates year-round leisure, and community services programs. The Department will have the lead role in programming of park and open spaces and other implementing policies outlined in the Parks, Open Space, and Recreation Element. Assisting the Department in an advisory capacity is the Council-appointed Parks and Recreation Commission.

Police Department

The Police Department's basic responsibility is to protect and serve the public and property within Lodi. The Department has several specialized units, such as investigations, narcotics, gang intelligence, drug suppression, crime prevention, K-9, Special Weapons and Tactics, and traffic units. Along with the Fire Department, the Police Department is responsible for implementing public safety policies described in the Growth Management and Infrastructure, and Safety elements.

Public Works Department

The Public Works Department is composed of five divisions providing a variety of services in the City in terms of infrastructure, utilities, and transit. The Department also oversees the solid waste collection franchise and manages most property acquisitions. The Department will take the lead in the implementation of many of the General Plan's sustainability initiatives. It will also have specific implementation

responsibilities for portions of the Land Use; Growth Management and Infrastructure; Transportation; Conservation; Community Design and Livability; and Safety elements.

Engineering Division

The Engineering Division plans, designs, prepares plans and specifications, and oversees the construction of streets, traffic signals, storm drains, sanitary sewers, City wells, and water lines.

Street Division

The Street Division is responsible for the street and storm drain facilities, which includes general maintenance and repairs to streets, curbs, gutters, sidewalks, storm drain lines, pumping stations, traffic and street name signs, and traffic signals. This division is also responsible for street sweeping, graffiti removal, and tree planting and trimming.

Water/Wastewater Division

The Water/Wastewater Division maintains the City wells, water mains, water meters, wastewater mains, and pumping stations. The City's White Slough Water Pollution Control Facility on Thornton Road is also part of this Division. The Division also conducts public education on water quality and conservation.

Fleet and Facilities Division

The Fleet and Facilities Division has the responsibility of maintaining City Hall, Carnegie Forum, the Public Safety Building, the Municipal Service Center, and other public buildings. It oversees all phases of remodeling and construction projects on these buildings and does the general maintenance and repair of heating, air conditioning, electrical, and mechanical systems within most City buildings. This Division also maintains most City vehicles and major equipment.

Transit Division

The Transit Division is responsible for the City's transit system, which is operated by a contractor, and for obtaining transportation funding.

Other Boards and Committees

The City has established several other boards and committees, some of which will be involved in Plan implementation in their respective areas of expertise. These may include: Greater Lodi Area Youth Commission, Library Board of Trustees, Lodi Arts Commission, Lodi Improvement Committee, Lodi Senior Citizens Committee, Parks and Recreation Commission, and Site Plan and Architectural Review Committee. The General Plan does not envision any substantive change in the responsibilities assigned to these boards and committees. Each body may be administering new or amended regulations adopted pursuant to Plan policies; actions will need to be consistent with the General Plan.

Lodi Unified School District

The Lodi Unified School District, led by the School Board, manages the public schools in the Lodi, as well as North Stockton, Woodbridge, Victor, Lockeford, and Clements. Within the School District, the Facilities and Planning Department identifies the need for new schools, determines school site locations, plans and constructs modernization projects and additions to existing schools, and builds new facilities as approved by the Board of Education. The department is also responsible for enrollment projections and school attendance boundaries. Joint-use of parks and playgrounds, as proposed in the Parks, Open Space, and Recreation Element, and school facility needs and precise locations discussed in the Growth Management and Infrastructure Element will require coordination between the School District and the Planning Division.

Regional, State, Federal, and Private

San Joaquin County

San Joaquin County contains seven cities, including Lodi, as well as unincorporated land. Its Board of Supervisors has jurisdiction only in the unincorporated portions of the county. The County initiates a variety of programs, including health and human services, emergency management, and recreation. Beginning in 2008, the County initiated a General Plan Update. This Plan will include broad goals, policies and implementation actions on subjects including land use, economic development, transportation, infrastructure, agriculture, and environmental resources. Coordination with San Joaquin County will be important regarding any regional planning implications and the establishment and maintenance of an agricultural/open space buffer in the Armstrong Road Agricultural/Cluster Study Area.

San Joaquin County Council of Governments

The San Joaquin County Council of Governments (SJCOG) serves as the regional transportation planning agency (a State designation), the region's metropolitan planning organization (a federal designation), and the local transportation authority. SJCOG is responsible for the Regional Transportation Plan, a comprehensive plan covering transit, roads, airports, ports, rail, bicycle and pedestrian facilities. It administers funds to local jurisdictions and transit agencies, including the local transportation sales tax program (Measure K), based on this Plan. SJCOG also oversees the Multi-Species Habitat and Open Space Conservation Plan for San Joaquin County. Lastly, SJCOG collaborated with each of the region's eight counties, the San Joaquin Valley Air Pollution Control District, and the Great Valley Center on the San Joaquin Valley Blueprint Planning Process, a regional land use program projected through the year 2050.

Woodbridge Irrigation District

The Woodbridge Irrigation District (WID) provides water to agricultural customers in Woodbridge, Thornton and areas west and south of Lodi. WID has

water rights to 60,000 acre-feet per year, provided that Pardee Reservoir has sufficient inflow. In addition to agricultural customers, the City has an agreement with WID to purchase 6,000 acre-feet per year of surface water to supplement groundwater supplies; and to maintain the Storm Drainage Discharge Agreement governing City drainage discharges to the WID. The District owns and operates a canal that runs through the city, which the General Plan identifies as a potential walking and biking trail. It will be essential that the City coordinate with the District about this amenity, surface water supplies, and storm drainage discharge, as described in the Growth Management and Infrastructure Element.

San Joaquin Regional Transit District

San Joaquin Regional Transit District provides public transit services in the county, including bus routes offering service between downtown Lodi and Stockton.

Union Pacific Railroad and Central California Traction Company

Union Pacific owns the right-of-way along the north-south railroad tracks adjacent to Sacramento Street. The rail line serves 23 western states as well as Mexico and Canada. The Central California Traction Company is the short line operator for the Port of Stockton. Located along the eastern edge of the city, the line operates 52 miles of freight service between Stockton and Lodi. The City must coordinate with Union Pacific and the Central California Traction Company about crossings and noise mitigations that the City pursues as part of the General Plan.

Amtrak

Amtrak provides national passenger rail service and serves Lodi with a station located downtown, on Sacramento Street. The San Joaquin route serves Lodi Station, with destinations in Oakland, Sacramento, and Bakersfield. In 2009, six trains (or thruway motorcoach buses) operated each day.

California Department of Transportation

The Department of Transportation, or “Caltrans”, is the State agency that owns and operates freeways and state routes that provide access to and through the city, including I-5, State Route (SR) 99 and SR-12 (Kettleman Lane). Coordination between the City and Caltrans is critical, particularly along Kettleman Lane and highway interchanges.

California Environmental Protection Agency

The California Environmental Protection Agency is charged with developing, implementing and enforcing the state’s environmental protection laws that ensure clean air, clean water, clean soil, safe pesticides, and waste recycling and reduction. It includes several sub agencies that have jurisdiction over environmental elements in Lodi, including:

- Department of Toxic Substance Control;
- Regional Water Quality Control Board (RWQCB): Lodi is part of the Central Valley RWQCB;
- Air Resources Board; and
- California Integrated Waste Management Board.

A.2 THE PLAN AND REGULATORY SYSTEM

The City will use a variety of regulatory mechanisms and administrative procedures to implement the General Plan. Under California law, Lodi is required to have the Zoning Ordinance be consistent with the General Plan. In fact, the consistency requirement is the keystone of Plan implementation. Without a consistency requirement, there is no assurance that Plan policies will be implemented and that environmental resources earmarked for protection in the Plan will be preserved. Other regulatory mechanisms, including subdivision approvals, building and housing codes, capital improvement programs, and environmental review procedures will be used to implement Plan policies. The General Plan will also serve as a basis for action on individual development applications, which must be found to be consistent with the General Plan if they are to be approved.

Zoning Regulations

The City’s Zoning Ordinance (contained in Title 17 of the Municipal Code) will translate plan policies into specific use regulations, development standards, and performance criteria that will govern development on individual properties. The General Plan establishes the policy framework, while the Zoning Ordinance prescribes standards, rules, and procedures for development. The Zoning Map will provide more detail than the General Plan Diagram.

The use regulations and development standards for existing zoning districts will need to be amended to conform to Plan policies. The City will bring both the Zoning Ordinance and the Zoning Map into conformance with the General Plan. When the General Plan is amended in the future, the Zoning Ordinance and Zoning Map also may need to be amended to maintain consistency between the Plan and zoning.

Subdivision Regulations

No subdivision of land may be approved under California law and the City's Subdivision Regulations unless its design and proposed improvements are found to be consistent with the General Plan. The City's Subdivision Regulations (contained in Title 16 of the Municipal Code) will need to be updated to conform to the updated General Plan policies.

Building and Housing Codes

No building permit may be issued under California law (Gov. Code Section 65567) unless the proposed development is consistent with the City's open space plan (contained in the Parks, Open Space, and Recreation Element and the Conservation Element).

A.3 POLICIES

GUIDING POLICIES

IMPLEMENTING GOALS

[TO COME]

A.4 FINANCING STRATEGIES

This section evaluates potential approaches to funding capital costs. There are a variety of mechanisms public agencies can use to collect funds for capital improvements. Selection of the appropriate mechanism depends on the nature of the improvement. For example, development impact fees place the burden on developers (and ultimately the occupant of the home or business being constructed); whereas assessment districts place the financial burden on existing and new property owners; and funding through the Capital Improvements Program (CIP) shares the burden citywide. The City must determine who benefits from the improvement to determine appropriate funding streams. Capital improvements proposed for the General Plan and the various funding approaches that could be tapped for implementation are identified in the text below and in Table A-1.

Capital Improvements Programming

The CIP is a discretionary infrastructure funding plan for the city. It includes a list of public works projects that the City intends to design and construct in coming years. As a capital plan, the CIP represents one-time expenditures, as opposed to ongoing funding for operations expenses. [Add detail about current CIP when available in August]

The City Council reviews and adjusts the CIP every XX years to reflect changes in priority, funding availability and need, and the general economy. With input from other departments the Finance Department and City Manager prepare and update the CIP. The Public Works Department has the lead role in carrying out the capital improvements.

Impact Fees

The City of Lodi already collects development impact mitigation fees on residential, commercial, and industrial projects for capital improvements. These funds are levied for water, storm drain, and street improvements; police and fire facilities; parks and recreation facilities; and general City facilities. Additional fees

could be collected for a variety of services such as water connections.

Schools impact fees are subject to the requirements of Education Code Section 17620 and the limitations set forth in Chapter 4.9 (commencing with Section 65995) of the Government Code. This regulation provides no other method of mitigation other than the assessment of development fees for schools construction. The current maximum fee that may be assessed is \$2.97 per square foot for residential and \$0.47 per square foot for commercial or industrial development).¹

County and regional agencies may also assess impact fees. For example, SJCOG manages the Regional Transportation Impact Fee, a one-time fee on new residential and non-residential development to mitigate impacts from increased congestion and fund improvements. Similarly, as part of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan, the County assesses a fee to mitigate the impacts of land conversion and habitat loss.

Developer Contributions

Developer contributions are payments made in addition to normal impact fees as part of the development approval process for specific projects; these most often apply to larger developments with significant associated impacts. Contributions fund infrastructure and improvements such as dedications of right-of-way for streets and utilities; and the provision of open space, parks or landscape improvements. Where developers provide parks as part of their developments, they could be exempted from or given credit against park and recreation impact fees at the discretion of the City.

Special Assessment Districts

Individuals and businesses can cooperate to create special assessment districts in which they tax themselves (outside the limitations of Proposition 13) or collect fees in order to fund specific benefits, such as landscaping, infrastructure improvements, and parking facilities.

¹ Report of the Executive Officer, State Allocation Board Meeting, January 30, 2008. The fee is updated every two years.

Community Facilities District

Under the Mello-Roos law, passed in 1982 in response to Proposition 13, local cities, counties, and school districts may create community facilities districts (CFD) to finance the construction of needed community infrastructure. The CFD is empowered to levy additional property taxes on land located inside the district, thus creating a dependable revenue stream that can be used in issuing bonds to pay for new infrastructure. Lodi has implemented CFDs to pay for infrastructure in the past and will continue to use districts as needed in order to fund infrastructure for the proposed General Plan.

Landscape and Lighting District

Permitted by the Landscape and Lighting Act of 1972, local governments may form a Landscape and Lighting District (LLD) to finance elements such as the landscaping and lighting of public areas (e.g. parks and plazas). In order to approve an LLD, a majority vote of affected property owners is required through an assessment balloting procedure. Assessments are added to property tax bills based on a benefit formula established for the district, such that properties are assessed according to the benefit received from the services and improvements. Approved uses for the funds include installation and maintenance of landscaping, public art, fountains, general lighting, traffic signals, recreational and playground courts and equipment, and public restrooms. In addition, the Act allows the funds to be used toward the acquisition of land for parks and open spaces, and the construction of community centers, municipal auditoriums, or other public halls.

Business Improvement District

Business or property owners within a defined geographic area may agree to assess themselves annual fees, as part of a Business Improvement District (BID). The BID may then fund activities and programs to enhance the business environment; these may include marketing and promotion, security, streetscape improvements, and special events. Once established, the annual BID fees are mandatory for business/properties located within the BID. Lodi already has two BIDs: the Downtown

Lodi Business Partnership, designed to advance revitalization and beautification efforts downtown; and the Lodi Tourism Business Improvement District, established to promote tourism throughout the city.

In a business-based BID (BBID), fees are assessed to businesses, with the amount of the fees varying by location, type and size of business. With a property-based BID (PBID), assessments may vary by location, size of lot/building, and linear footage. Generally, this mechanism is most frequently used in existing commercial retail districts and is not used to fund infrastructure due both to the limited revenue base and the short-term nature of the BID structure, which makes issuance of debt infeasible.

Infrastructure Finance District

Infrastructure Finance Districts (IFD) are financing entities created in order to fund regional public facilities and infrastructure. IFDs can divert property tax increment revenues for 30 years to finance highways, transit, water systems, sewer projects, flood control, child care facilities, libraries, parks, and solid waste facilities. IFDs may not be used to pay for maintenance, repairs, operating costs, and services. Although this is a tax increment financing tool, there is no blight test necessary; moreover, an IFD may not be part of a redevelopment project area. However, IFDs can be challenging to create, since they require 2/3 approval by the voters to form and issue bonds.

Parking District and In-Lieu Fee

Local governments may form a special district to finance parking-related activities, including acquisition of land for parking facilities, construction of parking lots and garages, funding of operating costs, and issuance of bonds to fund similar activities. The majority of affected property owners must vote in favor of the district formation. A possible approach to funding is imposition of an in-lieu fee, whereby developers pay the fee (e.g. a uniform fee per space) instead of providing on-site parking, thereby reducing the cost of development and potentially increasing the efficient use of development sites.

Redevelopment and Tax Increment Financing

The City of Lodi has established a Redevelopment Agency, but does not have redevelopment areas defined. Efforts to establish a redevelopment area most recently failed in election in March 2009. Redevelopment offers a financial tool that could allow the City to designate target areas for special investment in order to stimulate development. This tool, tax increment financing, allows the Redevelopment Agency to issue bonds against the future property tax revenue expected to be generated, in order to finance public investment within the redevelopment area. The Redevelopment Agency obtains the additional “increment” of property tax growth following the inception of the redevelopment area, which typically increases as the public improvements are put in place and initial investments are made from the public and private sectors. Redevelopment funds may be used to pay for affordable housing, parks, schools, utility upgrades, and other public facilities. Although under State law redevelopment agencies have eminent domain powers, Lodi has an ordinance that forbids this action to seize property for a private party’s benefit.

Grants and Loans

Federal

Community Development Block Grant

The Community Development Block Grant (CDBG) program is a long-running U.S. Department of Housing and Urban Development (HUD) initiative to fund local community development activities such as affordable housing, anti-poverty programs, and infrastructure development. Some or all of the cities’ annual allotment of CDBG funds from the federal government could be capitalized into a Section 108 loan, to increase the immediate ability to fund improvements. HUD’s Section 108 Loan Guarantee Program provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects. CDBG funds may be challenging to use for public improve-

ments, since the grants are competitive and the City often has competing priorities for these funds.

Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users

This measure, also known as SAFETEA-LU, provides a variety of funding options for smaller, neighborhood-based projects relating to streetscape improvements and bicycle and pedestrian facilities. Programs include the Surface Transportation Program; Congestion Management Air Quality funds; Transportation Enhancements; State Transportation Improvement Program/Regional Transportation Improvement Program; and the Bicycle Transportation Account, which is available to cities and counties with Caltrans-approved bicycle plans.

State

Infrastructure Bonds

Statewide bonds approved by the voters can provide valuable funds for local governments to make improvements to roads, housing, and public facilities. For example, in recent years, several bond measures have been approved, with monies distributed to local governments:

- In 2006, voters approved Proposition 1B, which allocated \$20 billion to a variety of transportation-related projects. The City of Lodi received allocations of nearly \$2 million in total for local street improvements in fiscal years 2007-2008 and 2008-2009.
- Also in 2006, voters approved Proposition 1C which allocated \$2.9 billion to fund three new programs aimed at increasing development projects in existing urban areas and near public transportation.
- Also in 2006, voters approved Proposition 84 which allocates \$5.4 billion for a variety of water-related measures, including floodplain mapping, flood control and prevention projects, and parks and nature education facilities.

California Infrastructure and Economic Development Bank (CIEDB)

The California Infrastructure and Economic Development Bank provides low-cost financing to public agencies for a wide variety of infrastructure projects. Infrastructure State Revolving Fund Program funding is available in amounts ranging from \$250,000 to \$10 million, with loan terms of up to 30 years. Interest rates are set on a monthly basis. Relevant eligible project categories include city streets, drainage, flood control, and environmental mitigation, educational facilities, parks and recreational facilities, public transit, sewage collection and treatment, solid waste collection and disposal, water treatment and distribution, public safety facilities, and power and communications facilities.

Clean Water State Revolving Fund

The Clean Water State Revolving Fund provides financial assistance for the construction of facilities or implementation of measures necessary to address water quality problems and to prevent pollution. The program is funded by federal grants, State funds, and Revenue Bonds. The City of Lodi's White Slough Wastewater Treatment Plant expansion project was listed in the Fund's 2009-2010 project priority list, as eligible for funding.

Safe Drinking Water State Revolving Fund

The Safe Drinking Water State Revolving Fund, operated by the Department of Public Health, provides financial assistance to public water systems for infrastructure improvements. These improvements may include: technical assistance to small public water systems, source water assessment and protection, water system capacity development, and program administration. The City of Lodi's proposed Surface Water Treatment Facility was listed in the Fund's 2009-2010 project priority list, as being eligible for funding.

California Energy Commission

The American Recovery and Reinvestment Act of 2009 will provide \$787 billion in economic investment nationally. The goals of this plan are to jump start the economy

and create jobs for Americans in an accountable, transparent manner. The California Energy Commission has been allocated \$275.6 million for energy efficiency and renewable energy programs. The Energy Commission's two main areas of responsibility are the State Energy Program and the Energy Efficiency and Conservation Block Grant Program. The City of Lodi was allocated over \$586,000 under the latter program to use for projects and programs that reduce total energy use.

School Bonds

Public school operations and construction are funded in part by State bonds. The Kindergarten-University Public Education Facilities Bond Act of 2002 (Proposition 47) provided \$11.4 billion in general obligation bonds for K-12 facilities through the School Facility Program, as well as funding for new programs; charter school facilities, overcrowded schools, joint-use projects and small high schools. LUSD received over \$82 million in funds for new construction and rehabilitation projects.

The Kindergarten-University Public Education Facilities Bond Act of 2006 (Proposition 1D) provided an additional \$7.3 billion for the construction of new schools, modernization of existing schools, and creation of new charter, joint-use, and small high school facilities. In addition, new funding was provided for the creation of career technical education facilities; reduction of severely overcrowded sites; incentives for the construction of high performance "green" schools; and, the seismic mitigation of the most vulnerable school facilities. About half of these funds have been distributed as of 2009. LUSD was allocated over \$23 million in funds for new construction and rehabilitation projects.

For both bond measures, districts were required to pay 40 percent of project costs from local resources, which LUSD was able to raise through the passage of local school bonds (see below.)

Regional

Measure K (Transportation Tax)

Measure K is the ½-cent sales tax dedicated to transportation projects in San Joaquin County. The program is aimed at remedying the existing over \$1.0 billion

deficiency in transportation funding in San Joaquin County while promoting improved air quality and quality of life. Eligible improvements include highways and local streets, passenger rail service, regional and interregional bus routes, park-and-ride lots, new bicycle facilities, railroad crossings, and smart growth initiatives. The Measure K program is administered by SJCOG. The City of Lodi received over \$900,000 in fiscal year 2007-2008 for local street repairs. The Measure was renewed by the voters in 2006, extending the tax for an additional 30 years.

San Joaquin County Regional Transportation Impact Fee Program

The City is a participating agency in the San Joaquin County Regional Transportation Impact Fee (RTIF) Program. Other participating agencies include the cities of Escalon, Manteca, Lathrop, Ripon, and Stockton as well as San Joaquin County. The program was established in 2006 to collect funds to be used in conjunction with other funding mechanisms to provide for the construction of improvements to help mitigate the impact of new development on the regional transportation network. A list of RTIF capital projects has been established and includes highway, interchange and regional roadway improvements as well as public transit improvements. Each participating agency is responsible for managing and delivering RTIF projects located within its boundaries. The program is administered by SJCOG. To date, the City has collected over \$660,000 that can be used for approved RTIF projects.

Local

School Bond

In 2002, voters of the LUSD passed the Measure K School Bond to raise money for new schools, school expansions, and improvements. State funds have matched over \$133 million of the bond funds, almost double the original \$77 million goal. The top priorities were to build seven new schools and complete seven additions.

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