

FISCAL YEAR 2017-2018



REGIONAL TRANSPORTATION IMPACT FEE (RTIF)

ANNUAL REPORT
NOVEMBER 8, 2018



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Introduction

Background

The Regional Transportation Impact Fee (RTIF) program was established in October 2005. In April 2006, SJCOG entered into the RTIF Operating Agreement with the eight local jurisdictions in the county to administer the RTIF program. The first full fiscal year of the RTIF program was 2006-2007. A revised Operating Agreement was adopted April 2015 and fully executed during the 2015-2016 fiscal year. The first comprehensive update per AB 1600 was adopted in FY 2010/11, and the second in FY 16/17.

Purpose

The RTIF program's objective is to generate funding from new development projects that impact the Regional Transportation Network and integrate these funds with federal, State, and other local funding to make transportation improvements identified in the RTIF Program.

Fund Generation/Expenditures

The RTIF generated approximately \$71 million since its inception; of which approximately 43 million was retained after deducting project and program administrative costs. Jurisdictions retain 75% of RTIF funds collected and distribute 10% to San Joaquin County and 15% to SJCOG. In FY 2017-19, \$5 million of RTIF funding was expended on 6 regionally significant transportation projects. Project examples include SR-120 @ McKinley Avenue and the Thornton Road (Pershing Ave to Bear Creek Bridge) Study.

Responsibilities

SJCOG led the establishment of the RTIF program as the agency responsible for regional planning

and programming of the regional transportation network, the countywide network of highways, regional arterials, and related transit services. Program maintenance includes preparing the AB 1600 RTIF Update every five years, introducing any amendments to the RTIF capital project list, requesting necessary fee increases, and proposing projects to receive SJCOG RTIF funds. Jurisdictions are responsible for collecting fees, committing/expending RTIF funds on projects within their jurisdiction, and reporting their activities annually. This document serves as an overview of all participating agencies' activities during fiscal year 2017 to 2018.

Sample Projects Funded:

SR-120 @ McKinley Avenue



Thornton Road (Pershing Ave to Bear Creek Bridge)



RTIF Overview

The RTIF serves as a countywide, multi-jurisdictional multimodal capital improvement funding program for San Joaquin County. The RTIF Capital Project List (RCPL) is updated during the RTIF AB 1600 update or by amendment. Projects must be eligible to be included in RCPL. Collected RTIF funds can be committed and expended on projects in the RCPL.

Project Eligibility Criteria

RTIF funding can be expended on regionally significant capital improvement projects that have met approved criteria. The criteria for highway, interchange, and regional roadway projects include:

1. Falls on the adopted RTIF regional roadway network.
2. Identified in the fiscally constrained project list of the most recent Regional Transportation Plan (RTP).
3. Excluding interchanges, involves a capacity improvement of one or more through travel or passing lanes, auxiliary lanes, or turn lanes.
4. Modeled and screened consistent with the requirements of the Mitigation Fee Act criteria for establishing a rational nexus.

The criteria for public transit improvement projects include:

1. Must involve an improvement to an existing or a new service/facility which connects at least two (2) or more cities or regions.
2. Identified in the fiscally constrained project list of the most recent Regional Transportation Plan (RTP).
3. Modeled and screened consistent with the requirements of the Mitigation Fee Act criteria for establishing a rational nexus.

The Jobs Balancing Investment Fund (JBIF), created in 2015, expanded RTIF eligible projects to include

job creation projects in San Joaquin County, reducing the need to travel into an adjacent county for work. The criteria for JBIF include:

1. Transportation projects that support economic development policy objectives.
2. The project must be an RTIF Capital Project or must meet the criteria set forth in the RTIF Operating Agreement, if not an RTIF Capital Project.
3. Modeled and screened consistent with the requirements of the Mitigation Fee Act criteria for establishing a rational nexus.

SJCOG is considering restructuring the JBIF program in FY 2018-19. See “Upcoming Tasks,” below, for more details.

RTIF Capital Project List (RCPL)

The RCPL includes forty-nine projects, based on the adopted April 2017 RTIF Update and 2018 Amendment. These projects include a mix of mainline highway expansions, highway interchange, regional roadway, and public transit projects. The current RCPL, attached as **Exhibit B**, provides greater detail regarding each project’s description and limits.

SJCOG is responsible for establishing and maintaining the RCPL. As needs and priorities change over time, a jurisdiction can request modifications to an existing project or exchange another project from the fiscally constrained RTP project list for one or more existing projects on the RTIF Project List. This process takes into consideration the comments received from each participating jurisdiction consistent with the project eligibility criteria. The RCPL’s next comprehensive update will occur during the next AB 1600 RTIF update in 2022.

Each project on the RCPL undergoes a “fair share” nexus calculation, which identifies the percentage share of the project cost related to the network impacts of new development. These total “fair

share” costs form the basis of the maximum RTIF fee schedule.

The RTIF Roadway Network

The RTIF Regional Roadway Network is part of designated Regional Congestion Management Program (RCMP) network and includes designated highways and local roadways of regional significance to be eligible to receive RTIF revenue. The adopted 2017 RTIF Update illustrates the current RTIF Regional Roadway Network (Figure 1)

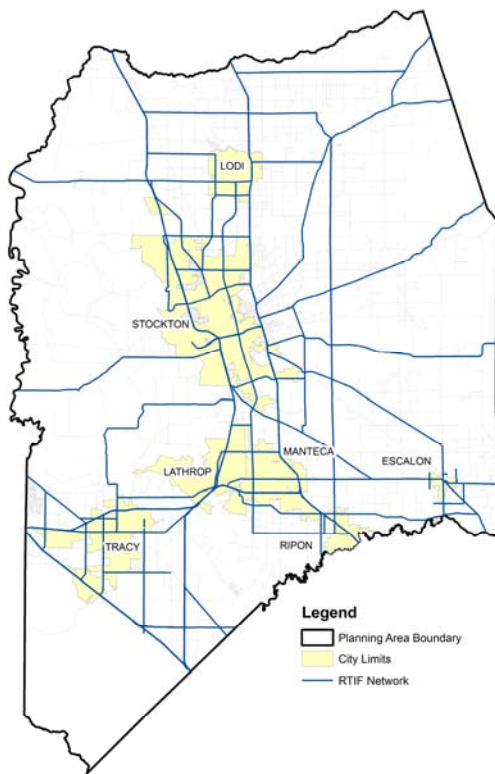


Figure 1: RTIF Regional Roadway Network

FY 2017/2018 RTIF Structure

The RTIF program fee structure is set according to a nexus analysis that links the transportation impacts of new development projects to a “fair share” of the cost of projects designed to mitigate those impacts. The fee is uniform across all participating agencies. As noted previously, the “fair share” nexus findings from the 2017 RTIF Update forms the basis of the maximum justified

fee schedule. The required analysis is detailed in the 2005 RTIF Technical Analysis and the 2017 RTIF Update.

The fee schedule in effect at the time of the 2017 RTIF update was lower than the calculated maximum allowed, thus the existing fee schedule was maintained, subject to an annual fee adjustment based on a three-year rolling average of the California Construction Cost Index (CCCI). The 2017 Update reexamined the “Other” category and reduced the maximum fee. The 18/19 fee schedule reflects the maximum fee reduction.

The FY 17/18 RTIF fee structure (Table 1), below, was approved in May 2017.

Land Use Type	FY 16/17 Fee Structure	Annual Change + 2.75%	FY 17/18 Fee Structure
Residential (Single Family Due)	\$3,223.01	\$88.63	\$3,311.64
Residential (Multi-Family Due)	\$1,933.80	\$53.18	\$1,986.98
Retail (Sq. Ft.)	\$1.28	\$0.04	\$1.32
Office (Sq. Ft.)	\$1.62	\$0.04	\$1.66
Commercial/Industrial (Sq. Ft.)	\$0.97	\$0.03	\$1.00
Warehouse (Sq. Ft.)	\$0.41	\$0.01	\$0.42
Other (Per Trip)	\$142.20	(\$40.08)	\$102.12

Table 1: 2017/2018 Fee Schedule

The FY 18/19 RTIF fee structure (Table 2), below, was approved in May 2018.

Land Use Type	FY 17/18 Fee Structure	Annual Change + 2.86%	FY 18/19 Fee Structure
Residential (Single Family Due)	\$3,311.64	\$94.71	\$3,406.35
Residential (Multi-Family Due)	\$1,986.98	\$56.83	\$2,043.81
Retail (Sq. Ft.)	\$1.32	\$0.04	\$1.36
Office (Sq. Ft.)	\$1.66	\$0.05	\$1.71
Commercial/Industrial (Sq. Ft.)	\$1.00	\$0.03	\$1.03
Warehouse (Sq. Ft.)	\$0.42	\$0.01	\$0.43
Other (Per Trip)	\$102.12	(\$2.92)	\$105.04

Table 1: 2018/2019 Fee Schedule

A 15% RTIF discount can apply to housing projects that satisfy all of the following “Smart Growth” characteristics:

- The housing development is located within one-half mile of a transit station and there is direct access between the housing development and the transit station along a barrier-free walkable pathway not exceeding one-half mile in length.
- Convenience retail uses, including a store that sells food, are located within one-half mile of the housing development.
- The housing development provides either the minimum number of parking spaces required by the local ordinance, or no more than one onsite parking space for zero to two-bedroom units, and two onsite parking spaces for three or more-bedroom units, whichever is less.

Financial Reporting

The RTIF Annual Activity Report, **Exhibit A**, provides most of the information within this Financial Reporting section.

Development Permit Activity

Residential

There were 1,655 single family residential permits in FY 17/18 (Figure 2). City of Manteca reported the highest single family permit activity with 643, followed by City of Tracy with 429 permits. City of Lathrop reported zero single family permit activity. The remaining jurisdictions reported FY 17/18 single family permit activity; as follows: 173 (City of Lodi), 53 (City of Ripon), 288 (City of Stockton), 4 (City of Escalon), and 65 (San Joaquin).

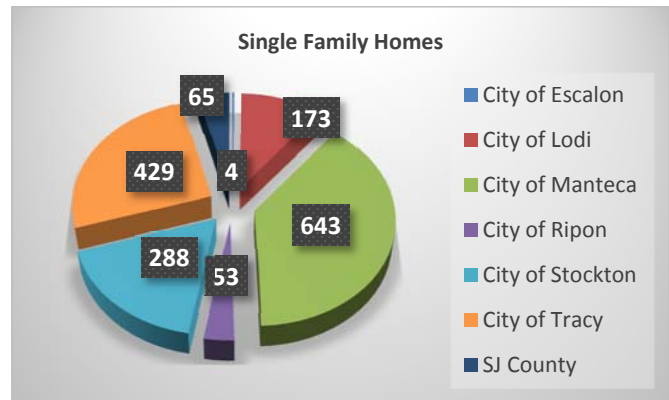
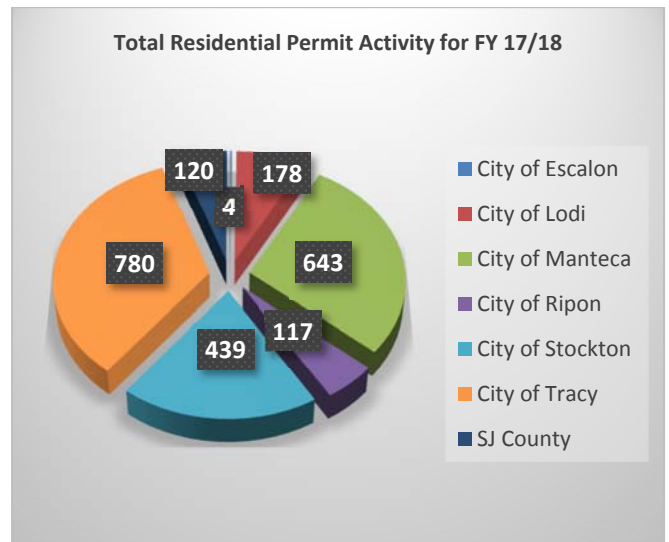


Figure 2: FY 16-17 New Single Family Residential Activity (In Units)

There were 626 multi-family residential permits in FY 17/18. City of Tracy reported the highest multifamily permit activity with 351, followed by City of Stockton with 151. City of Escalon, City of Lathrop, and City of Manteca reported zero multifamily permit activity. The remaining FY 17/18 multi-family permit activity was reported; as follows: 5 (Lodi), 64 (Ripon), and 55 (San Joaquin County). The total permit activity for all San Joaquin County jurisdictions were 2,281 units for FY 17/18 fiscal year, as illustrated in Figure 3, below.



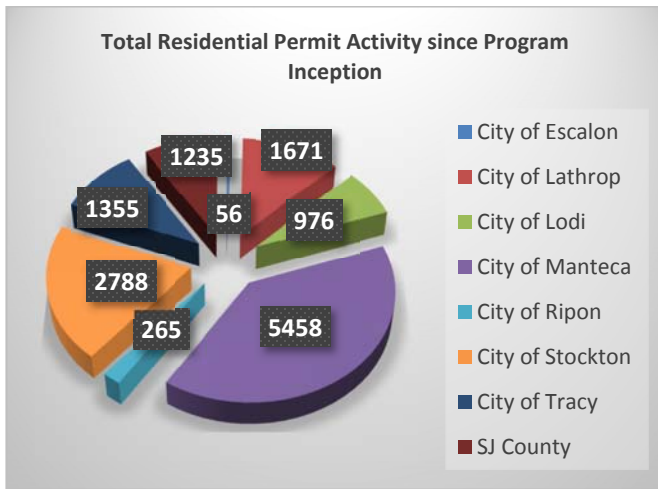


Figure 3: Total Residential Permit Activity (In Units) FY 17/18

There were 13,804 residential permits since the RTIF's inception, 11,553 single family units and 2,251 mult-family units.

Non-Residential

FY 17/18 non-residential permits accounted for 6,037,119 square feet of retail, office, commercial, industrial, and warehouse land uses. Jurisdictions reported 123,088 square feet of retail, 122,213 square feet of office, 5,749,993 of warehousing, and 41,825 square feet of commercial/industrial.

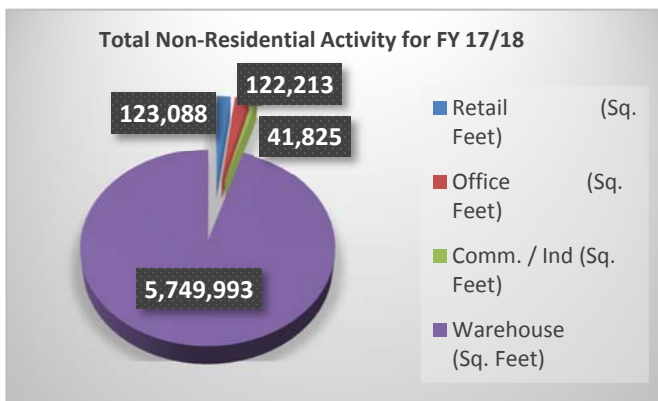


Figure 4: FY 17-18 RTIF Non-Residential Activity

Since RTIF's inception, the total non-residential permit activity is 2,841,181 square feet of retail, 2,057,462 square feet of office, 2,808,650 square feet of warehousing, and 19,944,368 square feet of commercial/industrial. The grand total non-residential permit activity is 27,615,661 square feet.

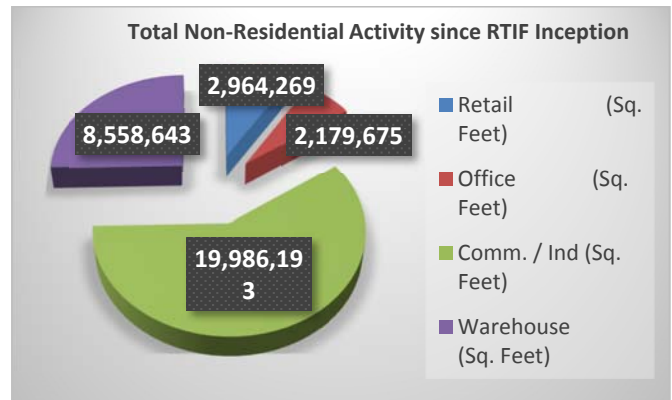


Figure 5: RTIF Non-Residential Activity Since Program Inception

RTIF Collected

There has been over \$71 million of RTIF collected by all the incorporated cities and the County of San Joaquin since program inception (Figure 6). Since this is an impact fee program imposed on new development projects, it comes as no surprise that revenue was substantially reduced during the economic downturn, with revenue falling precipitously between 2008 and 2009, followed by a slow and steady recovery.

The total amount of RTIF collected this year of \$12 million is the highest amount of RTIF collected since program inception.

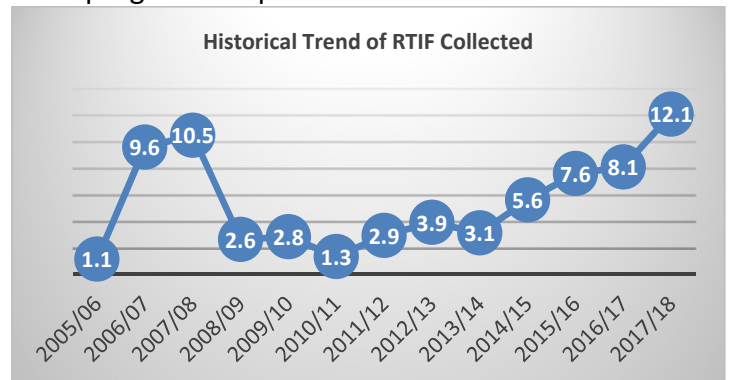


Figure 6: Historical Trend of RTIF Collected (in millions)

The City of Tracy collected the largest share of RTIF in FY 17/18, followed by the Cities of Manteca and Tracy. Figure 7 displays RTIF collected by jurisdiction.

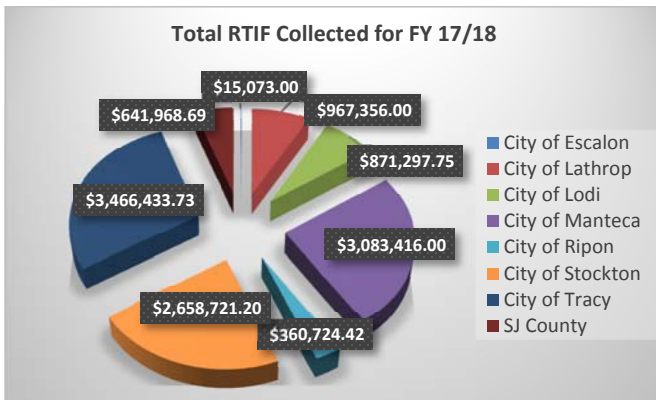


Figure 7: RTIF Funds Collected by Jurisdiction

Revenue Distribution/Expenditures

San Joaquin County / SJCOG

Each jurisdiction is responsible for collecting RTIF fees at the time a building permit is issued. Of the total RTIF collected, jurisdictions retain 75%, 10% is distributed to San Joaquin County and 15% is distributed to the San Joaquin Council of Governments. San Joaquin County also distributes 15% of total collections to SJCOG.

For FY17/18, these distributions consisted of \$952,206.12 distributed to the County¹ and \$1,785,355.84 distributed to SJCOG.

Expenditures

Jurisdictions reported a total of \$5,259,091.38 in expenditures in FY 17/18, which are deducted from their collected RTIF funds.

- **3rd Party Cost** – Consultants, environmental document, etc. Jurisdictions were billed during FY 17/18.
- **Administration Cost** – Staff time to monitor this program. *Up to 2% of the first million dollars and 1% of the amount over one million each fiscal year.*
- **Project Costs** – Costs spent on the projects within the Project List (**Exhibit B**).

	Admin. Cost	Project Costs	3 rd Party Costs	Total
City of Escalon	\$ 365	\$0	\$63	\$428
City of Lathrop	\$ 14,510	\$937,350	\$1,078	\$15,588
City of Lodi	\$16,020	\$883,247	\$672	\$899,939
City of Manteca	\$0	\$2,273,509	\$3,488	\$2,276,998
City of Ripon	\$0	\$0	\$113	\$113
City of Stockton	\$29,226	\$0	\$3,118	\$32,344
City of Tracy	\$52,111	\$11,220	\$1,794	\$65,126
SJ County	\$40,248	\$957,416	\$3,137	\$1,000,801
SJCOG	\$27,868	\$0	\$2,536	\$30,404
Totals	\$180,349	\$5,062,742	\$16,000	\$5,259,091

Table 2: Expenditures

FY 2017/2018 RTIF Activity Summary

Net Balance

After distributions, operational deductions, and project expenditures, the 2017/18 net RTIF retained across participating agencies for this report period was \$6,825,393.

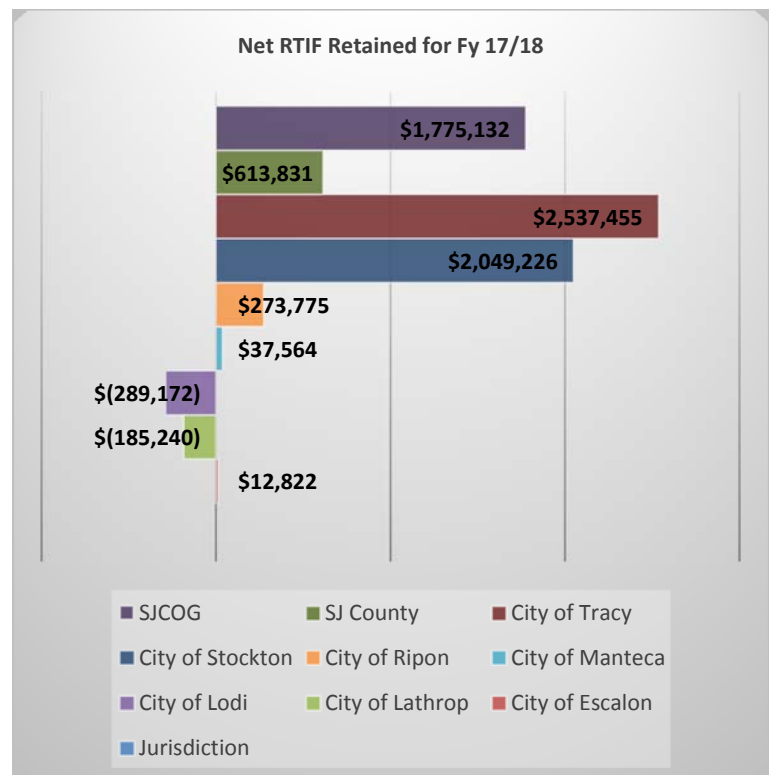


Figure 8: FY 17/18 Net RTIF Retained

¹ County reports a quarter behind (4/2017-4/2018)

The cumulative net RTIF retained through fiscal year 2017/2018 by all participating agencies was \$49,366,032

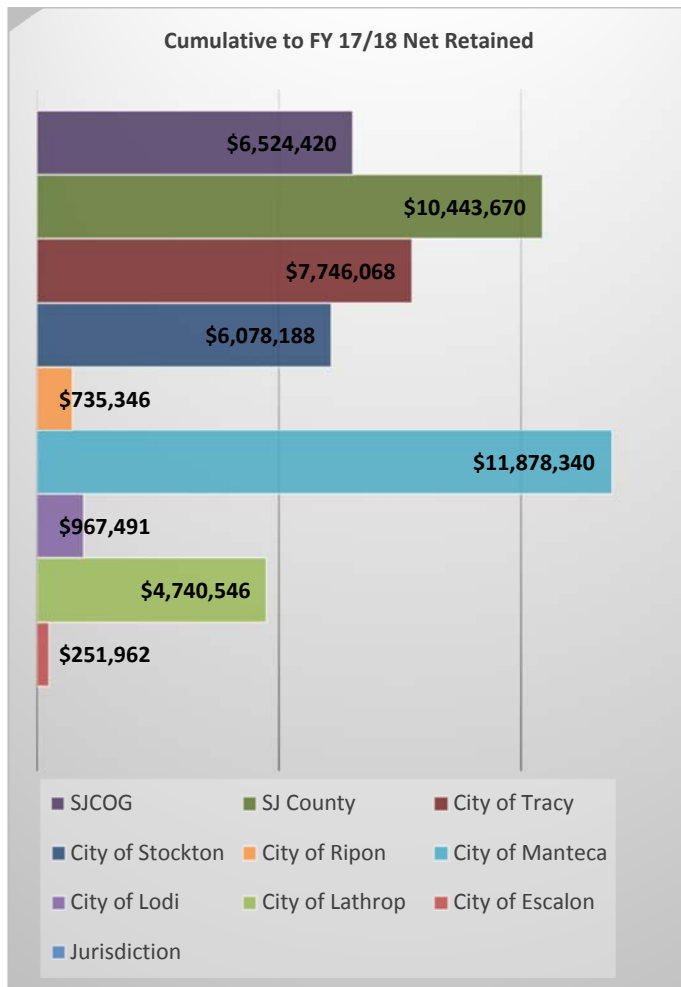


Figure 9: Cumulative to FY 17/18 Net RTIF Retained

SJCOG Regional Share

Of the RTIF collected by participating agencies, 15% is distributed to SJCOG to manage and program on RTIF eligible projects at the regional level. Of the total 15%, 10% is to be expended on highway, interchange, or regional roadway projects and the remaining 5% is to be expended on public transit projects. Up to \$500,000 for a single project and \$1 million annually may be programmed to JBIF projects within either category.

As of FY 17/18, \$10,549,937 has been retained by SJCOG for allocation to regional projects. Per the

calculation described above, \$7,033,291.20 is available for highway and interchange-related projects and \$3,516,645.60 is available for transit-related projects. Of these totals, \$1,957,615 has already been committed to highway projects and \$2,067,902 has been committed to transit projects.

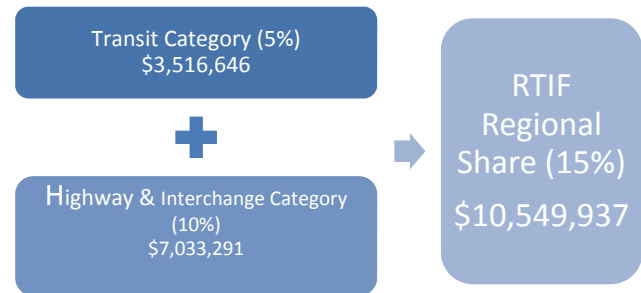


Figure 10: Cumulative SJCOG 15% RTIF Funds Distribution

Table 4, below, identifies programmed projects and funds expended within the transit subcategory and the unprogrammed funding available for future projects:

Project	Project Sponsor	Board approved Funding Amount
Bus Rapid Transit (BRT) Hammer Triangle Project	SJRTD	\$800,000
Cabral Station Improvement Project	ACE	\$173,410
Regional Transit Center	SJRTD	\$350,000
Ripon Multi-Modal Station	City of Ripon	\$744,492
Programmed Transit Share		\$2,067,902
Remaining Transit Share Balance		\$1,448,744

Table 3: Transit Regional Share Balances

Table 5, below, provides details on current programming in the highway, interchange, and regional roadway sub-category:

Project	Project Sponsor	Board approved Funding Amount
Navy Drive/BNSF Undercrossing Project	Port of Stockton	\$1,673,000

I-205 AUX Lane Study	Caltrans	\$284,615
Programmed Highway, Interchange, Regional Roadway Share		\$1,957,615
Remaining Highway, Interchange, Regional Roadway Share Balance		\$5,075,676

Table 4: Regional Roadway Share Balances

In April 2015, the SJCOG Board approved a new funding category within the RTIF program. Known as the Jobs Balancing Investment (JBIF) Fund, up to \$1 million annually from the 15% SJCOG regional share can be utilized for the funding category. JBIF funds projects that encourage job growth within San Joaquin County. JBIF projects may be programmed within the Transit or Highway categories. SJCOG is considering restructuring the JBIF program in FY 2018-19 to encourage more usage of the program. See “Upcoming Tasks,” below, for more details.

Program Changes During FY 2017/2018

AB 1600 Five-Year Update

In April 2017, SJCOG approved the RTIF Update, as required by Section 66001(d)(1) of the Mitigation Fee Act (MFA). FY 2017-18 was the first full fiscal year of the updated RTIF Program.

Impact fee programs are required to undergo a comprehensive review every five years to ensure the nexus analysis and fee schedule reflect current assumptions for transportation system impacts, growth projections, project costs, and anticipated funding sources.

Government Code 66001 (d) (1) states that “For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the local agency shall make all the following findings with respect to that portion of the account or fund remaining unexpended, whether committed or uncommitted:

1. Identify the purpose to which the fee is to be put;
2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged;
3. Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements identified in paragraph (2) of subdivision (a); and,
4. Designate the approximate dates on which the funding referred to in paragraph (3) is expected to be deposited into the appropriate account or fund.”

Tasks Completed

During FY 2017-2018, the following tasks were completed:

- FY 17/18 Third Party Costs were billed.
- Updated RTIF costs for specific projects to align with adopted 2018 RTP
- Updated FY 18/19 fee schedule
- Identified eligible projects for City of Escalon

Upcoming Tasks

During FY 2018-2019, the following tasks will be completed:

- Update fee schedule and third-party costs
- Update RTIF costs and eligibility for specific projects consistent with the Mitigation Fee Act, if requested by participating agencies
- Evaluate potential updates to the Jobs Balancing Investment Fund (JBIF)

The JBIF program was created in 2015 as a tool for local economic development professionals to, as part of a package of incentives, fund the transportation improvements needed to attract job-creating firms to San Joaquin County.

Over the past three years, despite proactive promotion of the program on the part of SJCOG staff, no projects have received funds from the program. Two projects were approved for funding

but ultimately did not utilize the funds due to timing and other constraints.

When the JBIF Program was proposed, it was recognized that it was an innovative approach for a development fee program, and a departure from the way regional agencies usually get involved in economic development. As such, there were few existing models for implementation, and it was envisioned that the program would undergo an evaluation to assess its effectiveness and identify any barriers for success.

SJCOG staff began this discussion at the September 2018 meeting of the Executive Committee, suggesting the following potential options to update the program:

- Development of a more formal “checklist” of program requirements and/or a regular call for projects, similar to other SJCOG funding programs.
- Expand the program eligibility criteria to include corridor, sub-regional, or multi-jurisdictional improvements to enhance the overall attractiveness of an area for economic development.
- Proactively look for representative projects or programs with funding gaps and strong ties to economic development and the required program nexus.
- Remove the JBIF from the RTIF and include it in the Measure K Program instead, which could allow for fewer restrictions on the use of funds.

SJCOG expects to continue these discussions and propose a preferred approach for revising the JBIF to the SJCOG Board over the coming fiscal year.

Further Information

Documents referenced in this report and other RTIF program information may be accessed here: <http://www.sjcog.org/RTIF>

Questions regarding this report may be directed to Michelle Prince (SJCOG Assistant Regional Planner) at (209) 235-0563 or prince@sjcog.org.

Exhibit A: RTIF Annual Activity: July 1, 2017 through June 30, 2018

Summary of Land Use Approvals

Agencies	FY 17/18							Cumulative (Program Inception through FY 17/18)						
	Land Use Type							Land Use Type						
	Single Family Homes	Multi-Family Homes	Retail (Sq. Feet)	Office (Sq. Feet)	Comm. / Ind (Sq. Feet)	Wareh. (Sq. Feet)	Other (Trips)	Single Family Homes	Multi-Family Homes	Retail (Sq. Feet)	Office (Sq. Feet)	Comm. / Ind (Sq. Feet)	Wareh. (Sq. Feet)	Other (Trips)
City of Escalon	4	0	320	0	1,404	0	0	56	0	73,026	24,461	97,346	0	0
City of Lathrop	0	0	0	0	7,452	14,400	0	1,648	23	318,014	57,707	2,197,190	14,400	0
City of Lodi	173	5	13,236	55,480	0	136,326	0	583	393	606,691	573,787	1,122,215	283,940	0
City of Manteca	643	0	0	19,416	0	1,403,127	0	5,184	274	1,069,311	580,063	539,809	1,877,414	0
City of Ripon	53	64	35,996	6,341	0	0	0	162	103	54,951	60,524	81,681	6,690	0
City of Stockton	288	151	35,198	31,597	12,861	1,318,473	0	2,344	444	460,612	396,871	7,330,196	2,504,622	0
City of Tracy	429	351	36,559	2,135	10,000	2,867,120	0	924	431	245,392	112,842	6,156,699	3,806,773	0
SJ County	65	55	1,779	7,244	10,108	10,547	1,505	652	583	136,272	373,420	2,461,057	64,804	1,505
Totals	1,655	626	123,088	122,213	41,825	5,749,993	1,505	11,553	2,251	2,964,269	2,179,675	19,986,193	8,558,643	1,505

Summary of Revenue, Expenditure, and Net Retained RTIF

Agencies	RTIF Revenue / Interest / Distribution / Cost										Net Total		
	RTIF Collected from fees	RTIF from Cities	Earned Interest on Account	RTIF Funds +Interest	10% SJC w/ Interest	15% SJCOG w/ Interest	Credits, Reimb., Adj.	3rd Party Cost	2% Admin. Cost	Project Costs	Report Period Net Total	Previous Balance (FY 16/17)	Total Program Net
City of Escalon	\$15,073		\$1,951	\$17,024	\$1,509	\$2,264	\$0	\$63	\$365	\$0	\$12,822	\$239,140	\$251,962
City of Lathrop	\$967,356		\$43,031	\$1,010,387	\$97,075	\$145,613	\$0	\$1,078	\$14,510	\$937,350	(\$185,240)	\$4,925,786	\$4,740,546
City of Lodi	\$871,298		\$10,299	\$881,597	\$80,214	\$120,322	\$70,293	\$672	\$16,020	\$883,247	(\$289,172)	\$1,256,663	\$967,491
City of Manteca	\$3,083,416		\$0	\$3,083,416	\$306,342	\$462,512	\$0	\$3,488	\$0	\$2,273,509	\$37,564	\$11,840,776	\$11,878,340
City of Ripon	\$360,724		\$0	\$360,724	\$36,072	\$54,109	(\$3,345)	\$113	\$0	\$0	\$273,775	\$461,571	\$735,346
City of Stockton	\$2,658,721		\$65,054	\$2,723,776	\$257,484	\$384,722	\$0	\$3,118	\$29,226	\$0	\$2,049,226	\$4,028,962	\$6,078,188
City of Tracy	\$3,466,434		\$4,664	\$3,471,098	\$347,407	\$521,111	\$0	\$1,794	\$52,111	\$11,220	\$2,537,455	\$5,208,614	\$7,746,068
SJ County	\$641,969	\$952,206	\$127,657	\$1,721,832		\$94,703	\$12,496	\$3,137	\$40,248	\$957,416	\$613,831	\$9,829,839	\$10,443,670
SJCOG		\$1,785,356	\$20,180	\$1,805,536			\$0	\$2,536	\$27,869	\$0	\$1,775,132	\$4,749,288	\$6,524,420
Totals	\$12,064,991	\$2,737,562	\$272,837	\$15,075,389	\$1,126,104	\$1,785,356	\$79,444	\$16,000	\$180,349	\$5,062,742	\$6,825,393	\$42,540,639	\$49,366,032

Exhibit B: RTIF Capital Project List

RTIF ID	RTIF Sponsor	Project	Gross Project Cost	RTIF Eligible Project Cost
Mainline Highway Projects				
1	SJCOG	I-5 Widening (French Camp Road to Charter Way)	\$97,880,000	\$17,651,499
2	SJCOG	I-5 Widening (SR-120 to French Camp Road)	\$193,880,000	\$100,999,749
3	SJCOG	SR-120 Widening (I-5 to SR-99)	\$95,191,000	\$34,386,660
4	SJCOG	I-205 Widening / HOV (I-580 to Eleventh Street)	\$103,689,000	\$12,119,043
5	SJCOG	I-5 Widening (SR-120 to I-205)	\$207,970,000	\$32,205,088
6	SJCOG	I-205 Widening / HOV (Eleventh Street to MacArthur Drive)	\$143,450,000	\$70,352,306
7	SJCOG	SR-4 Ops Improvements (Dagget Road to I-5)	\$600,000	\$109,104
8	SJCOG	SR-99/SR-120 Operational Improvements*	\$20,000,000	\$10,702,013
Highway Interchange Projects				
9	Lathrop	I-5 @ Lathrop Road	\$33,000,000	\$15,938,470
10	Lathrop	I-5 @ Roth Road	\$16,800,000	\$14,064,884
11	Tracy	I-205 @ Chrisman Road	\$36,056,267	\$4,647,359
12	Lodi	SR-99 @ Harney Lane	\$39,183,247	\$29,447,397
13	Lodi	SR-99 @ SR-12 West (Kettleman Lane)	\$16,164,463	\$2,104,926
14	Manteca	SR-120 @ McKinley Avenue	\$37,850,000	\$5,872,320
15	Manteca	SR-99 @ Raymus Expressway (Environmental Only)*	\$3,000,000	\$297,168
16	Ripon	SR-99 @ Main Street	\$10,000,000	\$2,225,882
17	Stockton	SR-99 @ Eight Mile Road	\$65,900,000	\$10,985,789
18	Stockton	I-5 @ Eight Mile Road	\$51,400,000	\$50,514,389
19	Stockton	I-5 @ Otto Drive	\$92,800,000	\$45,511,983
20	Stockton	I-5 @ Hammer Lane	\$37,200,000	\$35,560,869
21	Tracy	I-205 @ Lammers/Eleventh Street	\$82,580,063	\$10,860,752
22	Tracy	I-205 @ Grantline Road	\$32,574,820	\$28,074,403
23	Tracy	I-205 @ Mountain House Parkway (Environmental Only)	\$4,000,000	\$256,715
24	Tracy	I-580 @ International Parkway/Patterson Pass Road	\$9,000,000	\$1,486,298
Regional Roadway Projects				
25	Escalon	Main Street Ped/Bike Improvements (1st to 4th and 3rd to St. John)	\$1,100,000	\$293,700
26	Escalon	SR 120/Brennan intersection Channelization	\$446,066	\$83,370
27	Ripon	Canal Boulevard Extension	\$4,600,000	\$454,720
28	Ripon	Olive Expressway (Environmental Only)	\$3,000,000	\$296,556

29	Stockton	Lower Sacramento Road (Marlette Road to Pixley Slough)**	\$23,200,000	\$22,893,463
30	Stockton	Lower Sacramento Road (Grider Way to Armor Drive)	\$7,000,000	\$6,907,511
31	Stockton	Lower Sacramento Road (Armor Drive to Morada Lane)	\$4,100,000	\$4,045,828
32	Stockton	Eight Mile Road (Thornton Road to Lower Sacramento Road)	\$22,400,000	\$6,460,841
33	Stockton	Hammer Lane (Alexandria Place to Thornton Rd/Pershing Avenue)	\$12,700,000	\$12,474,872
34	Stockton	Arch Airport Road (SR-99 to Pock Lane)	\$4,000,000	\$849,416
35	Manteca	Airport Way (SR-120 to Lathrop Road)	\$15,367,400	\$11,357,064
36	Manteca	Lathrop Road (East of UPRR to SR-99)	\$5,850,662	\$3,937,682
37	Manteca	Raymus Expressway (SR-120 to SR-99)*	\$23,259,958	\$7,690,692
38	Lathrop	Golden Valley Parkway (Lathrop Road to Paradise Road)	\$15,000,000	\$4,311,047
39	Lathrop	Lathrop Road (I-5 to east UPRR)	\$2,771,026	\$1,864,989
40	SJ County	Eleventh St (Tracy City Limits to I-5)	\$19,347,000	\$12,318,055
Transit Projects				
41	SJCOG	Purchase 6 BRT Buses and Corridor Enhancement	\$12,425,087	\$3,317,498
42	SJCOG	BRT Project (West Lane Corridor)	\$29,000,000	\$7,743,000
43	SJCOG	BRT Project (March Lane Corridor)	\$14,500,000	\$3,871,500
44	SJCOG	BRT Project (Arch Road/Sperry Corridor)	\$15,000,000	\$4,005,000
45	SJCOG	BRT Project (Eight Mile Road Corridor)	\$15,000,000	\$4,005,000
46	SJCOG	Acquisition of ACE Corridor (Stockton to Niles Junction)	\$45,000,000	\$12,015,000
47	SJCOG	Purchase rail cars for ACE service expansion	\$8,800,000	\$2,349,600
48	SJCOG	Ripon Multi-Modal Station***	\$5,800,000	\$1,548,600
49	SJCOG	Park and Ride Lots (Various Locations)	\$1,450,000	\$387,150
Grandfathered Projects****				
G-1	SJ County	Thornton Road (Pershing Ave to Bear Creek Bridge)	\$15,000,000	\$14,700,000
G-2	Lodi	Harney Lane (SR-99 to Lower Sacramento Road)	\$22,000,000	\$20,200,000

* Formerly McKinley Expressway

** Formerly Grider to Eight Mile Road - Updated for consistency with RTP

*** Component of the ACE Forward Project

**** Project under construction as of adoption date of RTIF Update. RTIF collected prior to April 27, 2017 eligible for expenditure.

Exhibit C: RTIF Project Commitments & Expenditures

ID #	Sponsor	Project	Gross Project Cost	RTIF Eligible Cost	Total RTIF Committed	RTIF Expended in Prior FY	RTIF Expended FY 17/18	Balance of Funds Committed
9	Lathrop	I-5 @ Lathrop Road	\$33,000,000	\$15,938,470	\$1,004,970	\$124,970	\$880,000	\$0
10	Lathrop	I-5 @ Roth Road	\$16,800,000	\$14,064,884	\$800,000	\$0	\$0	\$800,000
11	Tracy	I-205 @ Chrisman Road	\$36,056,267	\$4,647,359	\$3,037	\$0	\$3,037	\$0
14	Manteca	SR-120 @ McKinley Avenue	\$37,850,000	\$5,872,320	\$5,872,320	\$775,824	\$2,273,509	\$2,822,986
21	Tracy	I-205 @ Lammers/Eleventh St.	\$82,580,063	\$10,860,752	\$1,287,774	\$1,118,488	\$8,183	\$161,103
22	Tracy	I-205 @ Grantline Road	\$32,574,820	\$28,074,403	\$166,715	\$0	\$0	\$166,715
25	Escalon	Main Street Ped/Bike Improvements	\$1,100,000	\$293,700	\$164,472	\$0	\$0	\$164,472
26	Escalon	SR 120/Brennan intersection	\$446,066	\$83,370	\$83,370	\$0	\$0	\$83,370
34	Stockton	Arch Airport Road (SR-99 to Pock Lane)	\$4,000,000	\$849,416	\$85,000	\$43,043	\$0	\$41,957
38	Lathrop	Golden Valley Parkway (Lathrop Road to Paradise Road)	\$15,000,000	\$4,311,047	\$520,951	\$463,601	\$57,350	\$0
39	Lathrop	Lathrop Road (I-5 to east UPRR)	\$2,771,026	\$1,864,989	\$175,500	\$25,500	\$0	\$150,000
G-1*	San Joaquin County	Thornton Road (Pershing Ave to Bear Creek Bridge)	\$15,000,000	\$14,700,000	\$957,416	\$0	\$957,416	\$0
G-2*	Lodi	Harney Lane (SR-99 to Lower Sacramento Road)	\$22,000,000	\$20,200,000	\$2,199,753	\$1,316,506	\$883,247	\$0

* Grandfathered projects under construction as of adoption date of RTIF Update. RTIF collected prior to April 27, 2017 eligible for expenditure.

Summary by Agency:

Agency	RTIF Expended FY 17/18	RTIF Expended To Date	Net RTIF as of FY 17/18	Committed, Unexpended Funds	Net RTIF Uncommitted
Escalon	\$0	\$0	\$251,962	\$247,842	\$4,120
Lathrop	\$937,350	\$1,551,421	\$4,740,546	\$950,000	\$3,790,546
Lodi	\$883,247	\$2,864,028	\$967,491	\$0	\$967,491
Manteca	\$2,273,509	\$3,049,334	\$11,878,340	\$2,822,986	\$9,055,354
Ripon	\$0	\$0	\$735,346	\$0	\$735,346
Stockton	\$0	\$7,104,714	\$6,078,188	\$41,957	\$6,036,231
Tracy	\$11,220	\$1,140,529	\$7,746,068	\$327,818	\$7,418,251
SJ County	\$957,416	\$2,502,944	\$10,443,670	\$0	\$10,443,670
SJCOG	\$0	\$4,025,517	\$6,524,420	\$0	\$6,524,420
Total	\$5,062,743	\$22,238,486	\$46,247,340	\$9,146,568	\$37,100,771