

STAFF REPORT

SUBJECT: Fiscal Year 2018/2019 Regional
Transportation Impact Fee (RTIF)
Program Annual Report

RECOMMENDED ACTION: Information Only

DISCUSSION:

SUMMARY:

The Regional Transportation Impact Fee (RTIF) program's objective is to mitigate new development's impacts on the Regional Transportation Network and to integrate RTIF funds with federal, state, and other local funding to implement transportation improvements identified in the RTIF Program. This Annual Report highlights the expenditure amounts and projects paid for by the RTIF Program.

This RTIF Annual Report represents the period of July 1, 2018, through June 30, 2019 and satisfies the requirements under the Mitigation Fee Act (Gov. Code §§ 66000 et seq.). The report was developed based on annual RTIF activity reported to SJCOG from all participating agencies. SJCOG staff continues to work with partner agency staff to ensure that the information reported is accurate. All activity involving individual submissions and supplementary information submitted to SJCOG by participating agencies is subject to an annual fiscal audit conducted by an outside independent consulting firm.

The report includes all necessary information regarding the RTIF program funds distributed to the County and SJCOG from other Participating Agencies under section 5.2 of the program's executed Operating Agreement. The report documents the collection and expense activities, and land use activities subject to the RTIF for the reporting period and summarizes activities since program inception.

RECOMMENDATION:

Information only.

FISCAL IMPACT:

Staff time related to program administration and annual reporting are covered by the allowable 2% administrative fee calculated on the RTIF funds forwarded to SJCOG by member jurisdictions as called out in the RTIF Operating Agreement and Local Transportation Funds (LTF). These funding

sources are outlined in the adopted Overall Work Program for FY 2018/2019. Professional audit activities, consultants, and legal services are funded through billing of third-party costs to each participating agency.

DISCUSSION:

San Joaquin County Jurisdictions accepted permits for 1,886 single-family homes and 374 multi-family residential units in FY 18/19, for a total of 2,260 residential units. The greatest total residential permit activity was seen in the City of Tracy (548 units), followed by Manteca (471 units) and Lathrop (430 units). In addition, permits were accepted for approximately 7,056,497 square feet of retail, office, commercial, industrial, and warehouse. These residential and non-residential permits resulted in approximately \$12 million dollars in RTIF funds collected by participating agencies for FY 18/19.

Of the approximately \$12 million dollars in RTIF funds, 10% of funds collected by Cities (\$1,077,840.08) were allocated to San Joaquin County and 15% of funds collected by the Cities and the County (\$1,684,076.98) was allocated to SJCOG. RTIF fund expenditures may include 3rd party costs (i.e. environmental documents, consultant fees, etc.), 2% administrative cost, RTIF project expenditures, and miscellaneous (i.e. credits, reimbursements, etc.) After expenditures and fund allocations, the net retained RTIF funds is approximately \$7,593,650.18 for FY 18/19. The cumulative retained since program inception is approximately \$56.8 million dollars.

During FY 18/19 approximately \$5 million of RTIF funds were expended on six regionally significant projects. The most significant expenditures were \$2.8 million on the SR-120 @ McKinley Avenue Interchange (City of Manteca), \$508,000 on Thornton Road from Pershing Avenue to Bear Creek Bridge (San Joaquin County), and \$503,000 on Golden Valley Parkway (City of Lathrop).

Fifteen percent of all RTIF dollars collected by cities and San Joaquin County are forwarded to SJCOG for expenditure on regional projects. This fiscal year SJCOG made a significant new commitment of \$4 million to the I-205 Widening Project in May 2019, as part of a Board-approved package of “Programming Recommendations to Avoid Loss of Funding from the Fixing America’s Surface Transportation (FAST) Act Rescission.” This infusion of funds will kickstart the project by advancing it to the Project Approval and Environmental Document (PA&ED) phase.

NEXT STEPS:

The next comprehensive five-year update of the program per AB 1600 (Mitigation Fee Act) is scheduled for 2022. In the immediate term, SJCOG anticipates engaging in routine annual maintenance tasks such as updating the fee schedule, third-party cost billing, and processing requests to update the RTIF Capital Project List for specific projects (if needed).

SJCOG plans to reevaluate the Jobs Balancing Investment Fund (JBIF), a funding category under the Regional Share that was established in 2015 but not utilized to date. SJCOG brought an informational staff report on available options for the program to the Executive Committee in September 2018 and plans to reengage these discussions in the coming fiscal year. See the

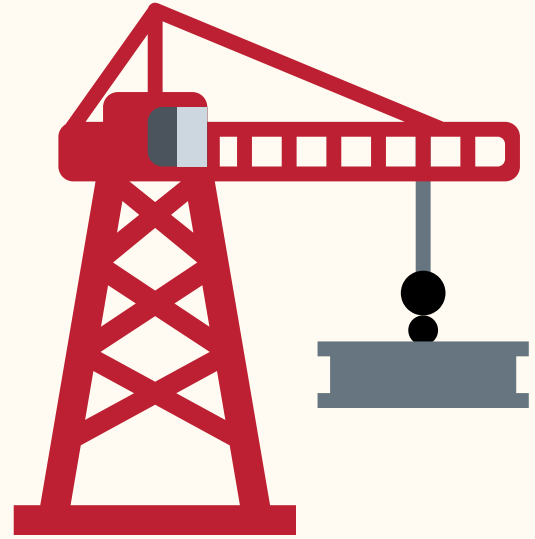
“Upcoming Tasks” section of the Annual Report (Attachment A) for more details.

ATTACHMENTS:

- A. Attachment: FY 2018-2019 RTIF Annual Report

Prepared by: Michelle Prince, Assistant Regional Planner

FISCAL YEAR 2018-2019



REGIONAL TRANSPORTATION IMPACT FEE (RTIF)

ANNUAL REPORT NOVEMBER 2019



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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 10/11, 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 \$83 million since its inception; of which approximately 57 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 2018-19, \$4 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).

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 18/19.

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 is updated during the RTIF AB 1600 update or by amendment. Collected RTIF funds can be committed and expended on projects in the Capital Project List.

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. See “Upcoming Tasks,” below.

RTIF Capital Project List

The Capital Project List 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 Capital Project List. 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 List’s next comprehensive update will occur during the next AB 1600 RTIF update in 2022.

Each project on the Capital Project List 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)

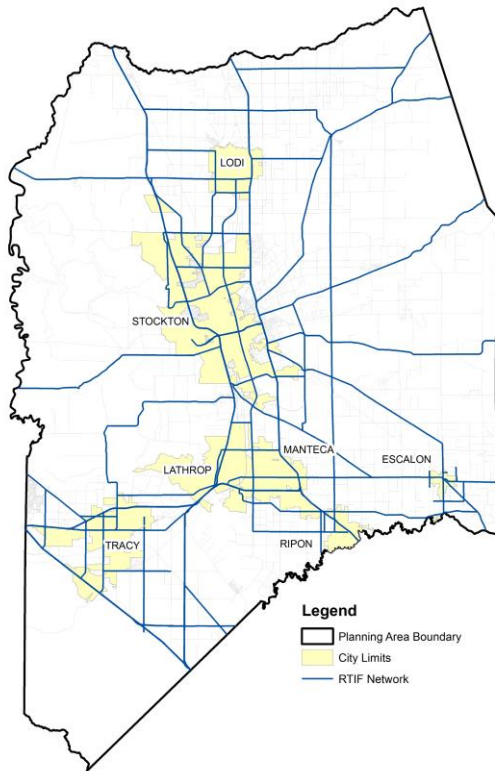


Figure 1: RTIF Regional Roadway Network

FY 2018/2019 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 18/19 RTIF fee structure (Table 1), 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

The FY 19/20 RTIF fee structure (Table 2), below, was approved in May 2019.

Land Use Type	FY 18/19 Fee Structure	Annual Change + 3.07%	FY 19/20 Fee Structure
Residential (Single Family Due)	\$3,406.35	\$104.57	\$3,510.92
Residential (Multi-Family Due)	\$2,043.81	\$62.74	\$2,106.55
Retail (Sq. Ft.)	\$1.36	\$0.04	\$1.40
Office (Sq. Ft.)	\$1.71	\$0.05	\$1.76
Commercial/Industrial (Sq. Ft.)	\$1.03	\$0.03	\$1.06
Warehouse (Sq. Ft.)	\$0.43	\$0.01	\$0.44
Other (Per Trip)	\$105.04	\$3.22	\$108.26

Table 1: 2019/2020 Fee Schedule

A 15% RTIF discount can apply to housing projects that satisfy all 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 1,886 single family residential permits in FY 18/19 (Figure 2). City of Tracy reported the highest single family permit activity with 539, followed by City of Manteca with 416 permits. The remaining jurisdictions reported FY 18/19 single family permit activity; as follows: 346 (City of Lathrop), 286 (City of Stockton), 173 (City of Lodi), 56 (City of Ripon and San Joaquin County), and 14 (City of Escalon).

Single Family Homes

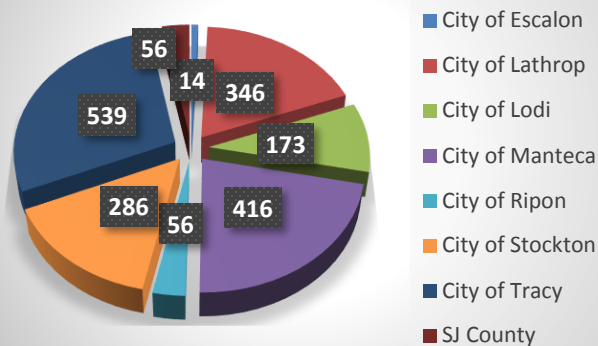


Figure 2: FY 18-19 New Single Family Residential Activity (In Units)

There were 374 multi-family residential permits in FY 18/19. City of Stockton reported the highest multifamily permit activity with 126, followed by City of Lathrop with 84. City of Escalon reported zero multifamily permit activity. The remaining FY 18/19 multi-family permit activity was reported; as follows: 55 (City of Manteca), 48 (City of Ripon), 45 (San Joaquin County), 9 (City of Tracy), and 7 (City of Lodi). The total permit activity for all San Joaquin County jurisdictions were 2,260 units for FY 18/19 fiscal year, as illustrated in Figure 3, below.

Total Residential Permit Activity for FY 18/19

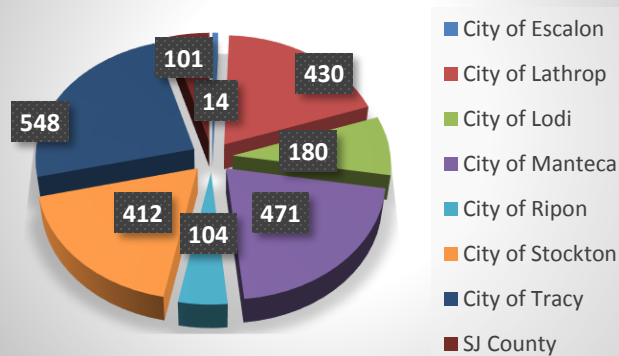


Figure 3: FY 18/19 Total Residential Permit Activity (In Units)

There were 16,064 residential permits since the RTIF’s inception, 13,439 single family units and 2,625 multi-family units.

Non-Residential

FY 18/19 non-residential permits accounted for 7,056,497 square feet of retail, office, commercial, industrial, and warehouse land uses. Jurisdictions reported 65,483 square feet of retail, 242,785 square feet of office, 5,230,556 of warehousing, and 1,517,187 square feet of commercial/industrial.

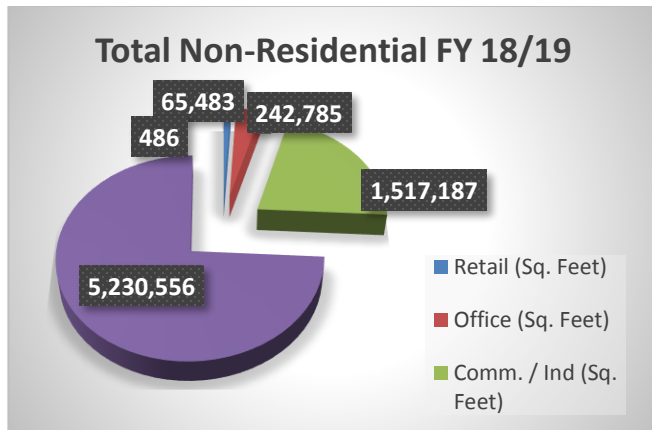


Figure 4: FY 18/19 RTIF Non-Residential Activity

Since RTIF's inception, the total non-residential permit activity is 3,029,752 square feet of retail, 2,422,460 square feet of office, 13,789,199 square feet of warehousing, and 21,503,380 square feet of commercial/industrial. The grand total non-residential permit activity is 40,746,782 square feet.

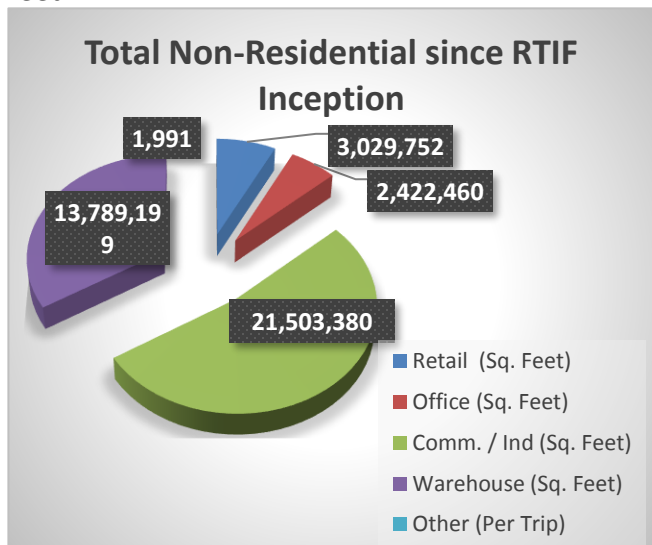


Figure 5: RTIF Non-Residential Activity Since Program Inception

RTIF Collected

There has been over \$82.6 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.

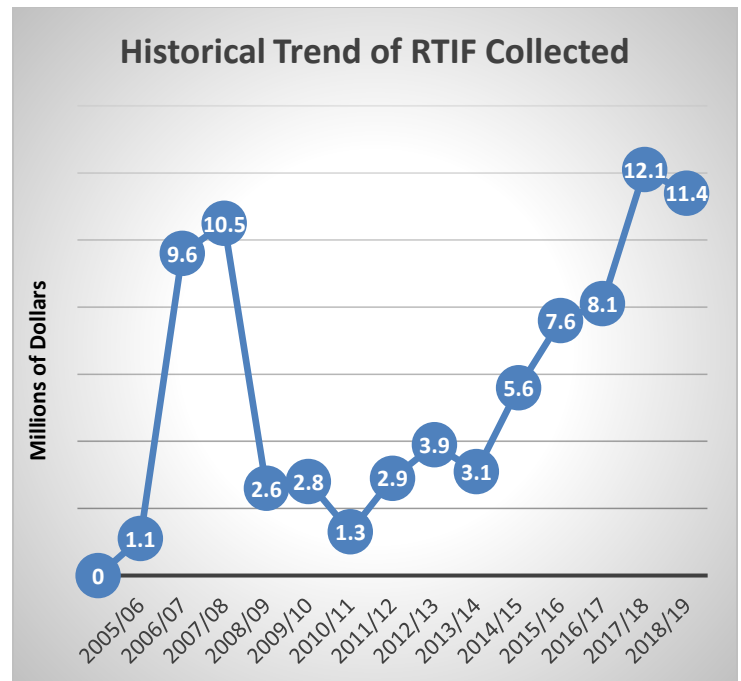


Figure 6: Historical Trend of RTIF Collected (in millions)

The City of Tracy collected the largest share of RTIF in FY 18/19, followed by the Cities of Manteca and Tracy. Figure 7 displays RTIF collected by jurisdiction.

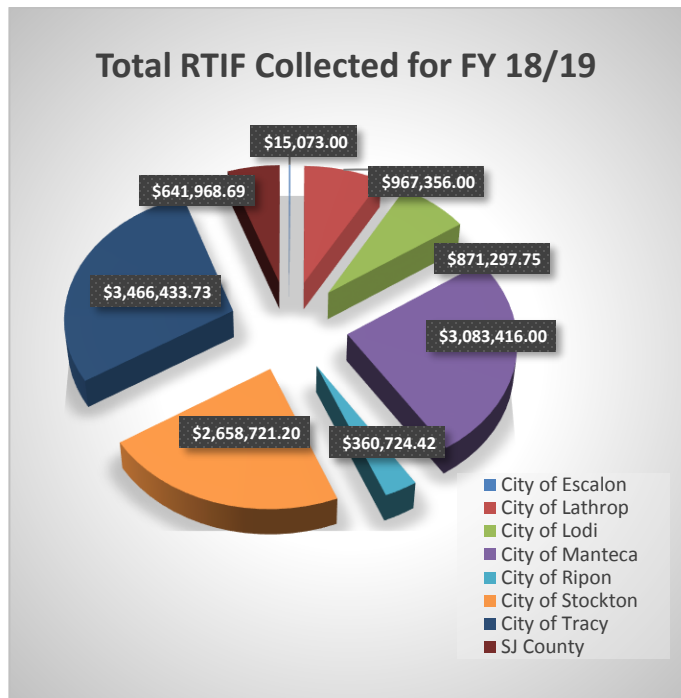


Figure 7: RTIF Funds Collected by Jurisdiction

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 FY 18/19, these distributions consisted of \$1,077,840.08 distributed to the County¹ and \$1,684,076.98 distributed to SJCOG.

Expenditures

Jurisdictions reported a total of \$5,062,742.75 in expenditures in FY 18/19, which are deducted from their collected RTIF funds.

¹ County reports a quarter behind (4/2018-4/2019)

- **3rd Party Cost** – Consultants, environmental document, etc. Jurisdictions were billed during FY 18/19.
 - **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
Escalon	\$ 891	\$0	\$47	\$938
Lathrop	\$37,378	\$503,406	\$872	\$541,656
Lodi	\$16,940	\$6,757	0	\$23,697
Manteca	\$0	\$2,810,949	0	\$2,810,949
Ripon	\$0	\$0	\$107	\$107
Stockton	\$28,794	\$0	\$2,751	\$31,546
Tracy	\$48,227	\$137,228	\$1,340	\$186,795
SJ County	\$15,040	\$508,306	\$2,026	\$525,372
SJCOG	\$26,903	\$0	\$1,767	\$28,670
Totals	\$174,172	\$3,966,647	\$8,910	\$4,149,730

Table 3: Expenditures

Net Balance

After distributions, operational deductions, and project expenditures, the 2018/19 net RTIF retained across participating agencies for this report period was \$7,593,650.18.

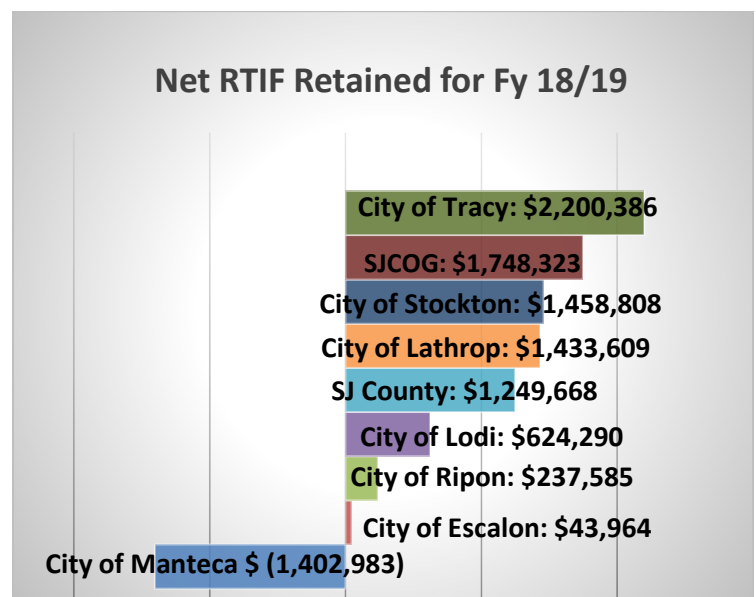


Figure 8: FY 18/19 Net RTIF Retained

The cumulative net RTIF retained through fiscal year 201/2018 by all participating agencies was \$56,890,222.

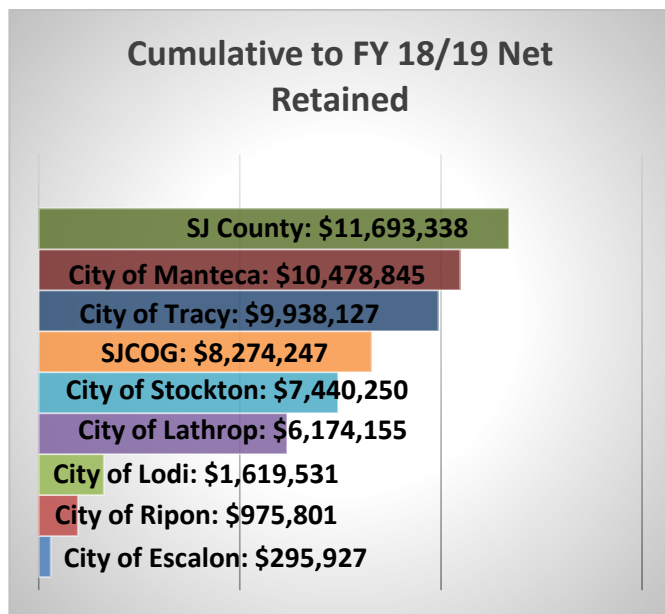


Figure 9: Cumulative to FY 18/19 Net RTIF Retained

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 18/19, \$12,298,260 has been retained by SJCOG for allocation to regional projects. Per the calculation described above, \$8,198,840.20 is available for highway and interchange-related projects and \$4,099,420.10 is available for transit-related projects. Of these totals, \$5,957,615 has already been committed to highway projects and \$2,067,902 has been committed to transit projects.

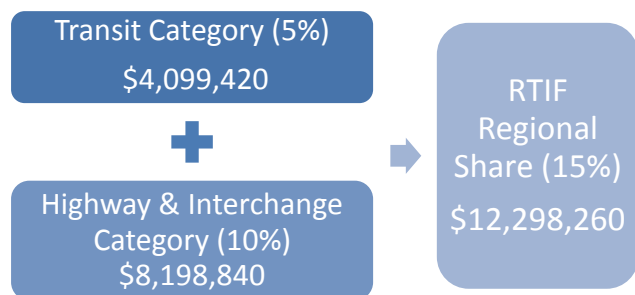


Figure 10: Cumulative SJCOG 15% RTIF Funds Distribution

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		2,031,518

Table 4: Transit Regional Share Balances

Table 5, below, provides details on current programming in the highway, interchange, and regional roadway sub-category. SJCOG made a significant new commitment of \$4,000,000 to the I-205 Widening Project in May 2019, as part of a package of "Programming Recommendations to Avoid Loss of Funding from FAST Act Rescission."

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
I-205 Widening	SJCOG	\$4,000,000
Programmed Highway, Interchange, Regional Roadway Share		\$5,957,615
Remaining Highway, Interchange, Regional Roadway Share Balance		\$2,241,225

Table 5: Regional Roadway Share Balances

Program Changes During FY 2018/2019

FY 18/19 was primarily an “operations and maintenance” year for the RTIF program, with no major program updates. Staff engaged in routine activities, including updating the Fee Schedule and billing Third Party Costs consistent with the Operating Agreement. SJCOG engaged in discussions on updating the Jobs Balancing Investment Fund (JBIF), as detailed below.

Upcoming Tasks

During FY 2019-2020, 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 JBIF (see below)

Jobs Balancing Investment Fund (JBIF)

In April 2015, the SJCOG Board approved a new funding category within the RTIF program. Known as the Jobs Balancing Investment Fund (JBIF), up to \$1 million annually from the 15% SJCOG regional share can be utilized for the funding category. The intention of the program was 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 four 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.

The Executive Committee agreed there was a need to restructure the JBIF program but felt that the discussion should be delayed until the Board took action on the Local Transportation Fund (LTF)

Policy, thus giving a clearer picture of future transportation funding. Given that the LTF Policy was approved by the Board in September 2019, SJCOG expects the JBIF discussion to resume in 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, 2018 through June 30, 2019

Summary of Land Use Approvals

Agencies	FY 18/19							Cumulative (Program Inception through FY 18/19)						
	Land Use Type							Land Use Type						
	Single Family Homes	Multi-Family Homes	Retail (Sq. Feet)	Office (Sq. Feet)	Comm. / Ind (Sq. Feet)	Warehouse (Sq. Feet)	Other (Trips)	Single Family Homes	Multi-Family Homes	Retail (Sq. Feet)	Office (Sq. Feet)	Comm. / Ind (Sq. Feet)	Warehouse (Sq. Feet)	Other (Trips)
City of Escalon	14	0	0	0	0	0	0	70	0	73,026	24,461	97,346	0	0
City of Lathrop	346	84	13,156	8,405	881,094	1,135,653	0	1,994	107	331,170	66,112	3,078,284	1,150,053	0
City of Lodi	173	7	24,482	112,646	0	7,920	0	756	400	631,173	686,433	1,122,215	291,860	0
City of Manteca	416	55	0	18,829	0	746,790	0	5,600	329	1,069,311	598,892	539,809	2,624,204	0
City of Ripon	56	48	0	8,178	18,000	0	0	218	151	54,951	68,702	99,681	6,690	0
City of Stockton	286	126	25,067	17,661	14,740	1,790,492	0	2,630	570	485,679	414,532	7,344,936	4,295,114	0
City of Tracy	539	9	0	70,384	590,344	1,407,742	0	1,463	440	245,392	183,226	6,747,043	5,214,515	0
SJ County	56	45	2,778	6,682	13,009	141,959	486	708	628	139,050	380,102	2,474,066	206,763	1,991
SJCOG														
Totals	1,886	374	65,483	242,785	1,517,187	5,230,556	486	13,439	2,625	3,029,752	2,422,460	21,503,380	13,789,199	1,991

Summary of Revenue, Expenditure, and Net Retained RTIF

Agencies	RTIF Revenue / Interest / Distribution / Cost											Net Total		
	RTIF Funds Collected from fees	RTIF Funds from Cities (SJC & SJCOG only)	RTIF Funds Collected	Earned Interest on Account	RTIF Funds +Interest	10% w/ Interest	15% SJCOG w/ Interest	Credits, Reimbursements, Refunds, Adj.	3rd Party Cost	2% Admin. Cost	Project Costs	Report Period Net Total	Previous Balance (FY 17/18)	Total Program Net
City of Escalon	\$ 47,688.90		\$ 47,688.90	\$ 9,342.82	\$ 57,031.72	\$ 4,851.69	\$ 7,277.54	\$ -	\$ 47.39	\$ 890.62	\$ -	\$ 43,964.48	\$ 251,962	\$ 295,927
City of Lathrop	\$ 2,491,878.31		\$ 2,491,878.31	\$ 112,934.23	\$ 2,604,812.54	\$ 251,819.23	\$ 377,728.47	\$ -	\$ 871.66	\$ 37,378.25	\$ 503,406.00	\$ 1,433,608.93	\$ 4,740,546	\$ 6,174,155
City of Lodi	\$ 846,977.78		\$ 846,977.78	\$ 13,644.63	\$ 860,622.41	\$ 85,054.23	\$ 127,581.35	\$ -	\$ -	\$ 16,939.56	\$ 6,757.25	\$ 624,290.02	\$ 995,241	\$ 1,619,531
City of Manteca	\$ 1,877,287.65		\$ 1,877,287.65	\$ -	\$ 1,877,287.65	\$ 187,728.76	\$ 281,593.15	\$ -	\$ -	\$ -	\$ 2,810,948.85	\$ (1,402,983.11)	\$ 11,881,829	\$ 10,478,845
City of Ripon	\$ 321,382.86		\$ 321,382.86	\$ -	\$ 321,382.86	\$ 38,363.09	\$ 41,982.64	\$ 3,344.83	\$ 107.12	\$ -	\$ -	\$ 237,585.18	\$ 738,216	\$ 975,801
City of Stockton	\$ 2,089,906.35		\$ 2,089,906.35	\$ 89,817.57	\$ 2,179,723.92	\$ 188,512.87	\$ 282,769.30	\$ 218,088.40	\$ 2,751.43	\$ 28,794.36	\$ -	\$ 1,458,807.56	\$ 5,981,443	\$ 7,440,250
City of Tracy	\$ 3,188,156.96		\$ 3,188,156.96	\$ 2,800.02	\$ 3,190,956.98	\$ 321,510.21	\$ 482,265.31	\$ -	\$ 1,340.27	\$ 48,226.52	\$ 137,228.47	\$ 2,200,386.20	\$ 7,737,740	\$ 9,938,127
SJ County	\$ 553,352.83	\$ 1,103,675.85	\$ 1,657,028.68	\$ 204,296.62	\$ 1,861,325.30		\$ 82,879.22	\$ 3,406.35	\$ 2,025.92	\$ 15,040.09	\$ 508,306.10	\$ 1,249,667.62	\$ 10,443,671	\$ 11,693,338
SJCOG		\$1,684,076.98	\$1,684,077	\$ 92,916.03	\$1,776,993			\$ -	\$1,766.69	\$26,903.02	\$ -	\$ 1,748,323.30	\$ 6,525,924	\$ 8,274,247
Totals	\$ 11,416,631.64	\$ 2,787,752.83	\$ 14,204,384.46	\$ 525,751.92	\$ 14,730,136.38	\$ 1,077,840.08	\$1,684,076.98	\$224,839.58	\$8,910.48	\$174,172.42	\$3,966,646.67	\$ 7,593,650.18	\$ 49,273,661	\$ 56,890,222

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
<p>* Formerly McKinley Expressway</p> <p>** Formerly Grider to Eight Mile Road - Updated for consistency with RTP</p> <p>*** Component of the ACE Forward Project</p> <p>**** Project under construction as of adoption date of RTIF Update. RTIF collected prior to April 27, 2017 eligible for expenditure.</p>				

Exhibit C: RTIF Project Commitments & Expenditures, FY 18-19

ID #	Sponsor	Project	Gross Project Cost	RTIF Eligible Cost	Total RTIF Committed	RTIF Expended in Prior FY	RTIF Expended FY 18/19	Balance of Funds Committed
9	Lathrop	I-5 @ Lathrop Road	\$33,000,000	\$15,938,470	\$1,004,970	\$124,970	\$880,000	\$0
14	Manteca	SR-120 @ McKinley Avenue	\$37,850,000	\$5,872,320	\$5,872,320	\$2,822,986	\$2,810,889	\$12,097
21	Tracy	I-205 @ Lammers/Eleventh St.	\$82,580,063	\$10,860,752	\$1,287,774	\$1,126,671	\$7,627	\$153,475
23	Tracy	I-205 @ Mountain House Parkway (Environmental Only)	\$4,000,000	\$256,715	\$256,715	\$0	\$129,601	\$127,114
38	Lathrop	Golden Valley Parkway (Lathrop Road to Paradise)	\$15,000,000	\$4,311,047	\$1,024,357	\$520,951	\$503,406	\$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	\$1,465,772	\$957,416	\$508,306	\$0
G-2*	Lodi	Harney Lane (SR-99 to Lower Sacramento Road)	\$22,000,000	\$20,200,000	\$2,206,510	\$2,199,753	\$6,757	\$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 18/19	RTIF Expended To Date	Net RTIF as of FY 18/19	Committed, Unexpended Funds	Net RTIF Uncommitted
Escalon	\$0	\$0	\$295,927	\$0	\$295,927
Lathrop	\$503,406	\$2,054,827	\$6,174,155	\$950,000	\$5,224,155
Lodi	\$6,757	\$2,870,785	\$1,619,531	\$0	\$1,619,531
Manteca	\$2,810,889	\$5,860,223	\$10,478,845	\$12,097	\$10,466,748
Ripon	\$0	\$0	\$975,801	\$0	\$975,801
Stockton	\$0	\$7,018,923	\$7,440,250	\$41,957	\$7,398,294
Tracy	\$137,228	\$1,277,758	\$9,938,127	\$447,304	\$9,490,822
SJ County	\$508,306	\$3,011,250	\$11,693,338	\$0	\$11,693,338
SJCOG	\$0	\$0	\$4,272,743	\$0	\$4,272,743
Total	\$5,062,743	\$22,238,486	\$46,247,340	\$9,146,568	\$37,100,771