



# San Joaquin County Regional Transportation Impact Fee

June 27, 2024

PREPARED FOR:

**San Joaquin Council of  
Governments**



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**Prepared for:**

**San Joaquin Council of Governments**

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## EXECUTIVE SUMMARY

For the purpose of creating a countywide, multi-jurisdictional multimodal capital improvement funding program for San Joaquin County, SJCOG as the agency responsible for regional planning and programming, established the Regional Transportation Impact Fee (RTIF) program in October 2005. In April 2006, SJCOG entered into the RTIF Operating Agreement with its' eight member jurisdictions 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 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.

Every eight years, per Section 66001(d)(1) of the Mitigation Fee Act (MFA), impact fee programs are required to undergo a comprehensive review to ensure the nexus analysis and fee schedule reflect current assumptions for growth projections, analysis tools, transportation system impacts, project costs, and anticipated funding sources. The RTIF program will have completed its 17th year of implementation as of June 30, 2024 (anticipated date of the update approval).

The summary of pertinent technical and program implementation related findings of the San Joaquin County Regional Transportation Impact Fee 2024 Update are as follows:

### DESCRIPTION OF FINDINGS

**1. Revised Growth Assumptions and Analysis Tools**

The growth projections for this RTIF update are for the period 2021 to 2046. New regional growth projections were adopted as part of the 2018 and 2022 Regional Transportation Plan & Sustainable Community Strategy. This resulted in the following growth projection changes:

- ◆ 25% Less Countywide Housing Growth
- ◆ 5% Less Countywide Employment Growth

The baseline land use data available during this RTIF update was SJCOG's 2016 base year travel demand model land use data. This land use data set was grown to reflect 2021 conditions based on local agency permit data spanning 2016-2021. Based on this analysis, new development will generate an estimated 93,766 new evening peak hour trips. These new trips will represent 22 percent of total trips at the time horizon (2046). These estimates are 76.7% of the 2017 RTIF estimates.



New and enhanced operational tools based on the Highway Capacity Manual 7th Edition were developed to determine existing and future deficiencies by roadway facility type. The prior RTIF update was based on a HCM 2010 methodologies.

For the first time, vehicle miles traveled (VMT) was used to weight the trip-based Dwelling Unit Equivalent estimates. This had the effect of lowering fees for retail uses relative to the other non-residential land uses.

## 2. RTIF Capital Project List

The RTIF Capital Project List was updated based on an updated deficiency analysis with input from all jurisdictions. Projects must be in Tier I in SJCOG's 2022 Regional Transportation Plan & Sustainable Community Strategy (RTP/SCS) to be eligible to use RTIF revenue for project delivery. The following project types are proposed:

### 59 RTIF Improvements

- ◆ 9 State Highway Widening Projects
- ◆ 16 Interchange Improvements
- ◆ 25 Local Roadway Widening/Extension Improvements
  - 18 Roadways: Lane Additions/Widenings
  - 3 New Roadways/Extensions
  - 1 Intersection Control Improvement
  - 1 Multimodal Complete Street Project
  - 2 UPRR Grade Separations (Freight)
- ◆ 9 Transit Improvements (Capital Only)
  - 2 Passenger Rail Improvements
  - 4 Transit Capital Improvements
  - 2 UPRR Grade Separations (Passenger)
  - 1 Transit Center Improvement

Eligible projects must also address either an existing or future deficiency on the RTIF network as determined by SJCOG through regional modeling and analysis. As a result of this RTIF update, several improvements will be amended into the RTP.

## 3. Legislative Changes

The following modifications were required as part of the RTIF update to address legislative changes to the California Mitigation Fee Act (MFA).

- ◆ Pursuant to AB 602, residential uses must now be expressed as a fee per square foot (versus per unit). For information purposes and to facilitate comparison of proposed residential fees with past RTIF fees, residential uses will also be presented on a per unit basis. AB 602 also includes the following amendments to the MFA.



- Lengthen public review period (14 days to 30 days)
  - Protracts major updates (from 5 to 8 years)
- ◆ Pursuant to SB 13, if a fee program intends to collect fees for ADUs, the following process must be followed:
- ADUs smaller than 750 sq.ft. are exempt from fees;
  - If larger than 750 sq.ft., then the fee shall be charged proportionately in relation to the square footage of the primary dwelling unit (so an ADU that is half the size of the primary unit will now pay half the fee that the primary unit would pay (if the primary unit was newly constructed).
- These MFA amendments will require like amendments to the RTIF Operating Agreement.

**4. Maximum Justified Fee Structure**

The maximum justified fee schedule was established based on the fair share nexus calculation per eligible RTIF projects in Tier I of the 2022 RTP/SCS. All sources and amounts of RTIF remaining and non-RTIF funding anticipated to complete capital improvements were derived from the 2022 RTP/SCS. The maximum justified fee structure is as follows:

Land Use Category	Maximum Justified Fee	Current RTIF (FY 2023-24)	Difference (Current vs. Max.)	
			Amount	Percent
<b>Residential</b>				
Single Family (per unit)	\$6,007.24	\$4,440.75	(\$1,566.49)	
Single Family (per sq. ft.)	\$2.48	\$1.84	(\$0.64)	73.9%
Multi-Family (per unit)	\$3,484.20	\$2,666.44	(\$817.76)	
Multi-Family (per sq. ft.)	\$3.77	\$2.88	(\$0.89)	76.5%
<b>Nonresidential (per sq. ft.)</b>				
Retail	\$4.99	\$1.76	(\$3.23)	35.3%
Office	\$5.05	\$2.22	(\$2.83)	44.0%
Industrial	\$2.77	\$1.35	(\$1.42)	48.7%
Warehouse	\$0.79	\$0.55	(\$0.24)	69.6%
<b>Other (per trip)</b>				
Other	\$156.96	\$136.94	(\$20.02)	87.2%

Note: Fees include 2.0% charge for program administration (administration costs decline to 1.0% for annual revenues to any single agency over \$1 million).  
Sources: San Joaquin Council of Governments.



## 5. RTIF Discount for Residential Land Uses

Per California Code—Section 66005.1 (effective January 1, 2011), housing development projects that satisfy specific “smart growth” characteristics shall be provided a discounted fee. The technical analysis arrived at a discount of 15% for new residential projects which meet the specific criteria.

## 6. Expansion of the Regional Transportation Network

A project must be on the designated RTIF network to be eligible to receive RTIF revenue. Given its growing importance as a roadway that carries a significant amount of regional traffic – particularly for related to goods movement, the following roadway segment is proposed for addition to the RTIF network.

- ◆ Grant Line Road 11th Street to Tracy City Limit

## 7. Alternative Fee Calculation for Non-Conforming Land Uses

An alternative fee calculation was established for non-residential land uses that impact the regional transportation network. Land uses such as mining and recreational facilities produce significant trip impacts and have little or non-existing square footage. These land uses can also generate typical peaking characteristics. A maximum allowable cost per average daily trip of \$153.51 has been calculated for discretionary use by participating agencies. This finding refines the relationship of the fee levied to the impact of the land use.

## 8. RTIF Collected, Committed, and Expended for Project Delivery

The MFA requires the 8th year update to assess the status of impact fees collected, committed, and expended on eligible capital projects. As a regional program, it complies with the MFA regarding commitment of funds within 5-years from the time collected. The program’s status is based on quarterly, semiannual and annual reports generated by participating agencies.

## 9. Annual Fee Adjustment

Per an addendum to the RTIF and the RTIF Operating Agreement (September 2014), the RTIF must be adjusted by each Participating Agency on an annual basis at the beginning of each fiscal year (July 1). The annual adjustment is calculated as the arithmetic average of the annualized change of the California Construction Cost Index (CCCI) for each of the most recent three years.



### **10. Economic Development Corridor Program**

The RTIF was amended in April 2015 to include a Jobs Balancing Investment Fund (JBIF). The purpose of the program is to provide transportation project funding that may serve as part of a package of economic incentives to encourage job-creating firms to locate in San Joaquin County. Full Implementation of the JBIF program began with the 2017 RTIF update. Due to a lack of applications and nexus concerns, the program was suspended in 2020 pending restructuring by SJCOG Board. This 2024 RTIF update reestablishes the program, renamed as the Economic Development Corridor Program and identifies an eligible project list from 2023 SJCOG Truck Study.



## I. INTRODUCTION AND RESULTS

This report provides the requisite technical documentation and nexus analysis to support the continued implementation of the San Joaquin Council of Governments (SJCOG) Regional Traffic Impact Fee (RTIF) in accordance with state law. It has been developed with input and guidance from SJCOG and the RTIF Technical Committee.

This RTIF update is based on the most recent growth projections and infrastructure requirements available at the time of its development and is consistent with the most recent relevant case law and principles of AB1600 and subsequent legislation as codified in Government Code Section 66000 et seq (“Mitigation Fee Act”).

## BACKGROUND

The San Joaquin County Regional Transportation Impact Fee Program (RTIF Program) is a countywide, multi-jurisdictional capital improvement funding program in San Joaquin County. The RTIF Program enables all local public agencies in the county that regulate land use to collect fees from new development for the purpose of contributing funding to regional transportation improvements necessary to offset the implications of growth.

The San Joaquin County Council of Governments (SJCOG) led establishment of the RTIF Program as the agency responsible for regional planning and programming of the regional transportation network, the countywide network of highways, major arterials, and related transit services.

In October 2005, SJCOG adopted the RTIF Program based on the original nexus study<sup>1</sup> in accordance with the Mitigation Fee Act (MFA), the state enabling statute for developer-based fee programs<sup>2</sup>. In this context “nexus” refers to reasonable relationships between: 1) new development in San Joaquin County; 2) deficient operations on the regional transportation network caused by traffic generated by new development; and, 3) the RTIF funds levied to offset those operational deficiencies.

In April 2006, SJCOG entered into the Regional Transportation Impact Fee Operating Agreement (Operating Agreement) with the eight local jurisdictions in the county (seven cities and the County of San Joaquin) to administer the RTIF Program<sup>3</sup>. The first fiscal year of the RTIF Program was FY 2006-07. A comprehensive update was performed in December 2011 with minor RTIF Addendums in September 2014 and April 2015. The second comprehensive update occurred in April 2017 with minor RTIF Addendums in June 2018 and June 2020. This update represents the third comprehensive update since the inception of the program.

<sup>1</sup> Economic & Planning Systems, *San Joaquin Regional Transportation Impact Fee*, prepared for the San Joaquin Council of Governments, October 2005.

<sup>2</sup> *California Government Code* sections 66000 et seq.

<sup>3</sup> Cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy, the County of San Joaquin, and the San Joaquin Council of Governments, *San Joaquin County Regional Transportation Impact Fee Program Operating Agreement*, April 14, 2006 (amended April 2015).



While the RTIF Program fees are imposed and collected by the participating agencies, the RTIF Program is managed by SJCOG for the benefit of the entire San Joaquin County region. The Operating Agreement defines the terms of the required management procedures including specification regarding:

- ◆ Levy and collection of fees;
- ◆ Administration;
- ◆ Project selection;
- ◆ Fund management;
- ◆ Appropriation of fee funds; and,
- ◆ Technical review and program update requirements.

SJCOG's role is to assist its' participating member agencies with the achievement of RTIF Program objectives and responsiveness to local jurisdiction concerns.

## **PURPOSE FOR UPDATING THE RTIF**

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The purpose of this report is to document the third comprehensive review of the RTIF Program. The RTIF program will complete its 17th year of implementation on June 30, 2024. Impact fee programs are required to undergo a comprehensive review periodically to ensure the nexus analysis and fee schedule reflect current assumptions for growth projections, transportation system deficiencies, project costs, and anticipated funding sources. Similar language in both Section 66001(d)(1) of the MFA and Section 8 of the Operating Agreement (OA) calls for this type of review. Periodic program reviews also provide an opportunity for SJCOG and the participating agencies to identify and possibly address program issues related to administration, implementation and process. The specific goals of this report are to:

- ◆ Identify current RTIF fund balances whether committed to construction of future RTIF capital projects or uncommitted (MFA Sec. 66001(d)(1));
- ◆ Identify the purposes (projects) to which fee revenues including unexpended fund balances are to be put (MFA Sec. 66001(d)(1)(A) and OA Sec 8.1(a)):
  - Update the program analysis horizon – baseline and fee horizon year;
  - Update the RTIF regional transportation network based on regional priorities;
  - Update the fee schedule to reflect the latest growth projections for San Joaquin County, project cost estimates, analysis tools as appropriate;
- ◆ Demonstrate a reasonable relationship between fee revenues including unexpended fund balances and the purpose for which it is charged (MFA Sec. 66001(d)(1)(B) and OA Sec 8.1(b));
- ◆ Identify all sources and amounts of funding anticipated to complete projects to be partially funded by the RTIF, and the timing of receipt of the anticipated funding (MFA Sec. 66001(d)(1)(C) and (D) and OA Sec 8.1(c));
- ◆ Commit RTIF Program funds to RTIF capital projects (OA Sec 8.1(d));
- ◆ Update the list of capital projects to be funded by the RTIF, their current estimated costs, and the estimated share of funding to be provided by the RTIF for each project, and the availability



or lack thereof of other funds to construct the regional transportation network (OA Sec 8.1(e)).

- ◆ Provide information for the participating agencies to modify the RTIF schedule to establish a fair and equitable method of distributing the costs of projects (OA Sec 8.2).
- ◆ Address implementation issues identified over the past seven-year period of RTIF implementation; and,
- ◆ Address any legislative changes or amendments to the MFA.

Both the MFA and the Operating Agreement call for annual reports. These reports provide information about the program for the prior fiscal year including fee revenues, fund balances, interest earned, and expenditure on capital projects. Specific annual reporting requirements include, but are not limited to:

- ◆ A description of the type of fee in the account or fund;
- ◆ The amount of the fee;
- ◆ The beginning and ending balance of the account or fund;
- ◆ The amount of fees collected and interest earned;
- ◆ Identification of the improvements constructed;
- ◆ The total cost of the improvements constructed;
- ◆ The fees expended to construct the improvement; and,
- ◆ The percent of total costs funded by the fee.

In coordination with the participating agencies, SJCOG has completed an annual report for each year of the RTIF Program. While this update summarizes the current status of the program elements listed above, the primary purpose of this update is to take a forward-looking perspective by determining that there is a continuing need for the program, updating nexus analysis assumptions, and adjusting the fee if appropriate. The information contained in this report should be periodically reviewed by SJCOG and the RTIF Technical Committee to ensure its continued accuracy and to enable adequate programming and funding resource availability.

## MAXIMUM JUSTIFIED RTIF FEE SCHEDULE

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The maximum justified fee structure by land use category based on the nexus findings developed in this RTIF update report is shown in **Table 1**. A comparison of the pre-2024 RTIF schedule with the maximum justified fee is also provided. The current RTIF is lower than the updated maximum justified RTIF fee primarily because of SJCOG's policy established at inception of the RTIF Program to reduce the fee below the maximum justified amount<sup>4</sup>.

In addition to the fair share nexus findings, all sources and amounts of remaining RTIF revenue and non-RTIF funding anticipated to complete capital improvements derived from the 2022 Regional Transportation Plan & Sustainable Community Strategy (RTP/SCS) was used for calculating the maximum

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<sup>4</sup> SJCOG's member agencies are required to annually adjust the RTIF for inflation.



justified fee structure. The following sections of this report explain the derivation of the maximum justified fee.

**TABLE 1: MAXIMUM JUSTIFIED VS. CURRENT RTIF**

Land Use Category	Maximum Justified Fee	Current RTIF (FY 2023-24)	Difference (Current vs. Max.)	
			Amount	Percent
<b>Residential</b>				
Single Family (per unit)	\$6,007.24	\$4,440.75	(\$1,566.49)	
Single Family (per sq. ft.)	\$2.48	\$2.39	(\$0.09)	73.9%
Multi-Family (per unit)	\$3,484.20	\$2,666.44	(\$817.76)	
Multi-Family (per sq. ft.)	\$3.77	\$2.88	(\$0.89)	76.5%
<b>Nonresidential (per sq. ft.)</b>				
Retail	\$4.99	\$1.76	(\$3.23)	35.3%
Office	\$5.05	\$2.22	(\$2.83)	44.0%
Industrial	\$2.77	\$1.35	(\$1.42)	48.7%
Warehouse	\$0.79	\$0.55	(\$0.24)	69.6%
<b>Other (per trip)</b>				
Other	\$156.96	\$136.94	(\$20.02)	87.2%
Note: Fees include 2.0% charge for program administration (administration costs decline to 1.0% for annual revenues to any single agency over \$1 million).				
Source: San Joaquin Council of Governments.				

## II. RTIF REVIEW ( 2017 – 2024 )

This section provides an implementation overview of the current RTIF program. Fund balances collected and expenditures made during the last five years of its implementation are provided.

**Table 2** and **Table 3** provide fund balances by agency and project respectively as of June 30, 2022. Fund balances include funds committed to specific projects on the updated RTIF capital projects list as well as funds uncommitted as of that date. A total of \$101.5 million has been collected by the participating agencies. Six of nine agencies have expended a total of approximately \$14.6 million of the \$101.5 million in fees collected to advance ten RTIF projects.

As shown in **Table 2**, \$86.8 million of the RTIF fund balance has not been expended to deliver specific RTIF projects. As a regional program, the RTIF complies with the MFA regarding the commitment of funds collected to eligible projects within an 8-year time period. However, the Operating Agreement requires that all funds be committed to capital projects as part of the eight-year update (Sec 8.1(d)). Six of the nine participating agencies have committed funds to the capital projects listed in **Table 3**. Their remaining uncommitted funds should be committed to the same projects or other RTIF eligible projects given the funding needs of those projects.



**TABLE 2: RTIF FUNDS BY JURISDICTION (THROUGH JUNE 30, 2022)**

Jurisdiction	Committed	Uncommitted	Total
City of Escalon	\$247,842.00	\$113,772.65	\$361,614.65
City of Lathrop	\$667,000.00	\$14,048,118.27	\$14,715,118.27
City of Lodi	\$0.00	\$4,941,442.98	\$4,941,442.98
City of Manteca	\$1,047,819.54	\$15,260,032.30	\$16,307,851.84
City of Ripon	\$0.00	\$1,225,898.63	\$1,225,898.63
City of Stockton	\$41,957.00	\$15,647,887.16	\$15,689,844.16
City of Tracy	\$8,648,905.78	\$4,652,879.11	\$13,301,784.89
San Joaquin County	\$0.00	\$19,041,167.61	\$19,041,167.61
San Joaquin COG	\$3,971,608.29	\$11,917,331.13	\$15,888,939.42
<b>Total</b>	<b>\$14,625,132.61</b>	<b>\$86,848,529.84</b>	<b>\$101,473,662.45</b>

Source: San Joaquin Council of Governments.

**Table 3: RTIF Committed Funds by RTIF Project (June 30, 2022)**

Jurisdiction / 2024 RTIF Project ID & Name	Committed	Uncommitted	Total Fund Balance
City of Escalon			
25 Main St. Ped/Bike Imps (1st to 4th & 3rd to St. John)	\$164,472.00		
26 SR 120/Brennan Intersection Channelization / RAB	\$83,370.00		
Subtotal	\$247,842.00	\$113,772.65	\$361,614.65
City of Lathrop			
10 I-5 @ Roth Road	\$517,000.00		
NA Lathrop Rd. (I-5 to east of UPRR)	\$150,000.00		
Subtotal	\$667,000.00	\$14,048,118.27	\$14,715,118.27
City of Lodi			
Subtotal	\$0.00	\$4,941,442.98	\$4,941,442.98
City of Manteca			
35 Airport Way (SR-120 to Lathrop Road)	\$1,047,819.54		
Subtotal	\$1,047,819.54	\$15,260,032.30	\$16,307,851.84
City of Ripon			
Subtotal	\$0.00	\$1,225,898.63	\$1,225,898.63
City of Stockton			
63 Arch Road (Frontier Way to SR-99)	\$41,957.00		
Subtotal	\$41,957.00	\$15,647,887.16	\$15,689,844.16
City of Tracy			
22 I-205 @ Grant Line Road	\$166,715.00		
23 I-205 @ Mountain House Parkway	\$1,821,247.78		
24 I-580 @ International Parkway/Patterson Pass Road	\$6,660,943.00		
Subtotal	\$8,648,905.78	\$4,652,879.11	\$13,301,784.89
San Joaquin County			
Subtotal	\$0.00	\$19,041,167.61	\$19,041,167.61
San Joaquin Council of Governments			
4 I-205 Widening / HOV (I-580 to Eleventh Street)	\$3,471,608.29		
NA JBIF	\$500,000.00		
Subtotal	\$3,971,608.29	\$11,917,331.13	\$15,888,939.42
<b>Total</b>	<b>\$14,625,132.61</b>	<b>\$86,848,529.84</b>	<b>\$101,473,662.45</b>

Source: San Joaquin Council of Governments.



### III. GROWTH PROJECTIONS

Since completion of the 2017 RTIF update, the following major differences in growth assumptions have occurred:

- ◆ New regional growth projections were adopted as part of the 2018 and 2022 Regional Transportation Plan & Sustainable Community Strategy. This resulted in the following growth projection changes:
  - 25% Less Countywide Housing Growth
  - 5% Less Countywide Employment Growth

The growth projections for this RTIF update are for the period 2021 to 2046. These projections were documented in the recently adopted 2022 Regional Transportation Plan & Sustainable Community Strategy (RTP/SCS). The RTP is the countywide long-range plan for programming federal, state, regional, and local funds to regional transportation improvements and updated every four years.

Growth projections have two key purposes in the nexus analysis:

1. By reflecting these growth projections in the SJCOG Travel Demand Model, they will determine the list of capital projects and related costs that could be funded by the RTIF Program.
2. Growth projections are used to allocate total costs per unit of development as a basis for the fee schedule.

The following sections describe the information sources and analysis approach used to establish the amount of residential and non-residential land use development anticipated to occur in San Joaquin County in 2021 through the year 2046.

#### RTIF PLANNING HORIZON

The RTIF fee update horizon year is 2046. This corresponds to the timeframe used in the recently adopted SJCOG 2022 RTP/SCS which specifies the priority transportation projects in San Joaquin County as well as the forecast horizon of the most recently updated SJCOG regional travel model. A planning horizon spanning 24 years (2021 to 2046) is considered long enough to plan for long-term infrastructure needs, yet short enough to represent reasonably anticipated growth based on current land use policy.

#### RTIF LAND USE CATEGORIES

The RTIF program currently charges fees for the following six land use categories:

- ◆ Single Family (per Square Feet)
- ◆ Multi-Family (per Square Feet)
- ◆ Retail Service (per One Thousand Square Feet)
- ◆ Office (per One Thousand Square Feet)
- ◆ Industrial (per One Thousand Square Feet)



- ◆ Warehouse (per One Thousand Square Feet)

Pursuant to AB 602, residential uses must now be expressed in square footage rather than by per unit. For comparative purposes, this report will document residential fees both in square footage and per unit basis. For non-residential land uses, conversion factors to equate employees to thousands of square feet of building space were consistent with the factors used by SJCOG for making requisite conversions for traffic modeling as well as those used for the current RTIF fee structure. The conversion is required given that SJCOG’s growth forecasts and model land use inputs are expressed in employees rather than floor area.

## RTIF BASELINE LAND USE

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The operative baseline land use data available during this RTIF update was SJCOG’s 2016 base year travel demand model land use data. This land use data set was updated to 2022 conditions based on local agency permit data spanning 2016-2021.

## RTIF FUTURE LAND USE

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The source of household and employment projections for this RTIF update is SJCOG’s 2022 RTP/SCS adopted preferred alternative land use growth projections. The source of these socioeconomic projections is the University of Pacific Center for Business & Policy Research. At the county level, the detailed population and employment forecasts are generated using the regional software model REMI. REMI generates projections informed from a combination of historical trends from past census, Department of Finance estimates, Bureau of Economic Analysis, Office of Economic Development estimates, Census of Employment and Wages (QCEW) data from the Bureau of Labor Statistics, California EDD estimates among other data sources. The county level forecast of population, housing and employment is then allocated to sub-county areas based on historical data and trends with adjustments to account for current conditions and expected development in current plans for sub-county areas. These projections are then apportioned down to the Traffic Analysis Zone (TAZ) level with input from each local agency during SJCOG’s SCS process. This land use allocation reflects the preferred land use scenario adopted as part of SJCOG’s Sustainable Community Strategy required as part of SB 375. The preferred SCS land use projection was reviewed by the SJCOG Technical Advisory Committee and approved by SJCOG Board.

For the two residential land use categories (single family and multi-family) growth projections are expressed in both dwelling units and square foot. The four nonresidential land use categories are expressed in square footage. **Table 4** provides a summary of these projections. As shown, residential uses are projected to grow by just over 29 percent while non-residential uses are projected to grow by approximately 26% over the next 24 years.



**TABLE 4: RTIF UPDATE GROWTH PROJECTIONS**

Land Use Category <i>Fee Schedule Model</i>	Households or Employment			Vacancy or Sq.Ft. per Emp.	Dwelling Units or 1,000 Sq.Ft.		
	2022	2046	Growth		2022	2046	Growth
<b>Single Family</b>							
Single Family - Detached	185,622	225,490	39,868	5.0%	195,392	237,358	41,966
<b>Multi-Family</b>							
All Other Housing Units	<u>49,729</u>	<u>78,753</u>	<u>29,024</u>	5.0%	<u>52,346</u>	<u>82,898</u>	<u>30,552</u>
<b>Total Residential</b>	235,351	304,243	68,892		247,738	320,256	72,518
<b>Retail</b>							
Retail	26,582	31,436	4,854	500	13,291	15,718	2,427
<b>Office/Service</b>							
Office	30,104	52,187	22,083	375	11,289	19,570	8,281
Public / Civic	21,249	24,565	3,316	375	7,968	9,212	1,244
Education	23,231	29,306	6,075	475	11,035	13,920	2,885
Hotel / Hospitality	19,864	30,125	10,261	1,500	29,796	45,188	15,392
Health	<u>31,820</u>	<u>43,314</u>	<u>11,494</u>	<u>500</u>	<u>15,910</u>	<u>21,657</u>	<u>5,747</u>
Subtotal	126,268	179,497	53,229	630	75,998	109,547	33,549
<b>Industrial</b>							
Industrial	56,932	65,192	8,260	1,000	56,932	65,192	8,260
<b>Warehouse</b>							
Agriculture / Other	<u>35,531</u>	<u>36,775</u>	<u>1,244</u>	<u>1,000</u>	<u>35,531</u>	<u>36,775</u>	<u>1,244</u>
<b>Total Nonresidential</b>	245,313	312,900	67,587	673	181,752	227,232	45,480

Sources: San Joaquin Council of Governments, 2022 Regional Transportation Plan & Sustainable Community Strategy; Envision Tomorrow land use model (vacancy rates and employment densities), Processed 2016-2021 building permits by DKS.

## IV. CAPITAL PROJECT SELECTION

This chapter describes the approach used to select transportation improvements for inclusion in the RTIF capital projects list. Any project partially or fully funded by the RTIF must meet the criteria described in this chapter. The following two types of project selection criteria are described in more detail below:

- ◆ Operating Agreement selection criteria; and
- ◆ Mitigation Fee Act nexus criteria.

### OPERATING AGREEMENT SELECTION CRITERIA

A capital project must be in Tier I of the most current RTP before RTIF revenue can be used to support delivery of that project. Section 9 of the Operating Agreement also lists the following criteria for selection of RTIF capital projects:

- ◆ Highway, interchanges, and regional roadway projects must be:
  - located on the adopted RTIF regional transportation network;
  - scheduled for delivery within the time horizon of the RTIF nexus study (i.e., by 2046);



- designed to include a capacity improvement of one or more through travel lanes, passing lanes, or auxiliary (i.e., turn) lanes, except for interchange improvements<sup>5</sup>; and,
- included in the current Regional Transportation Plan (RTP).
- ◆ Public transit improvements must be:
  - scheduled for delivery within the time horizon of the RTIF nexus study (i.e., by 2046); and,
  - a capital expenditure designed to improve an existing or provide a new service or facility<sup>6</sup> that connects at least two or more cities or regions<sup>7</sup>.

The 2024 RTIF update will update specific metrics for the Operating Agreement selection criteria based on the most current information available at the time of this report. The RCMP networks provide additional support for satisfying the nexus requirements of RTIF projects included in the fee schedule.

## RTIF REGIONAL TRANSPORTATION NETWORK

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Since the original RTIF nexus study, the adopted regional transportation network was based on the designated Regional Congestion Management Program (RCMP) network of regionally significant facilities and supplemented with additional major arterials that serve inter-community travel in San Joaquin County. The federalization of SJCOG’s RCMP in 2021 resulted in a reduction to the RCMP network. As such, the RCMP and RTIF networks are no longer identical. The RTIF regional transportation network is illustrated in **Figure 1**. **Figure 2** shows the RCMP network (subset of the RTIF network) and those facilities designated as Multimodal Corridors. **Figure 3** shows RCMP roadways defined as deficient based on speed-based congestion and reliability metrics.

Multimodal Corridors are designated as part of the SJCOG Regional Congestion Management Program. Bicycle or pedestrian facility improvements on a RCMP designated “Multimodal Corridor” may be considered eligible for RTIF funds if shown to address a Multimodal Quality of Service (MMQOS) deficiency. Pedestrian and bicycle improvements/treatments may also be funded through the RTIF as part of any identified RTIF network interchange and roadway improvement project.

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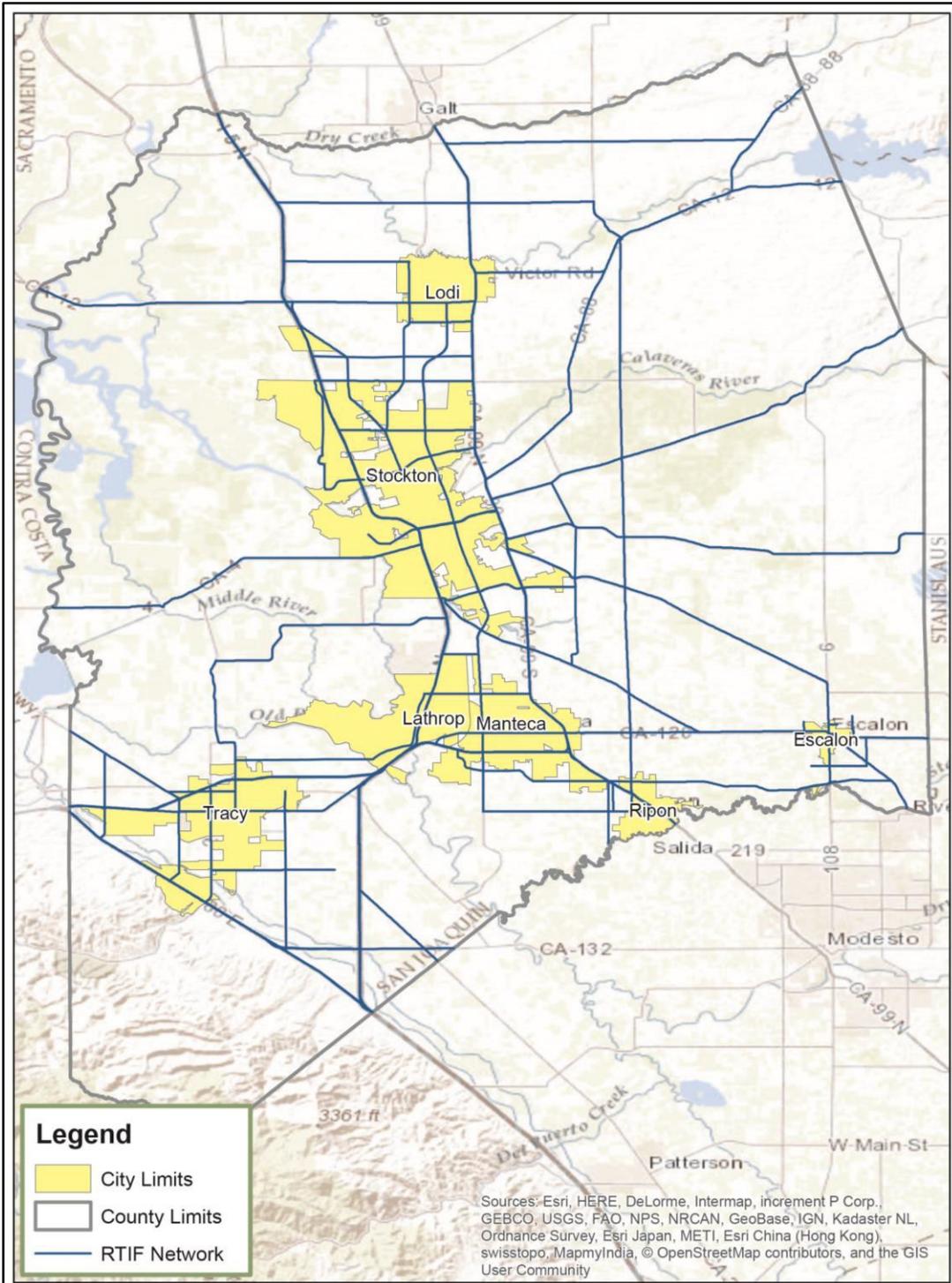
<sup>5</sup> Multimodal Corridors are designated as part of the SJCOG Regional Congestion Management Program. Bicycle or pedestrian facility improvements on a RCMP designated “Multimodal Corridor” may be considered eligible for RTIF funds if shown to address a MMQOS deficiency.

<sup>6</sup> This definition includes park-and-ride lots to facilitate regional transit connections between cities or regions.

<sup>7</sup> Multimodal Corridors are designated as part of the SJCOG Regional Congestion Management Program. New transit lines or more frequent service on a RCMP designated “Multimodal Corridor” may be considered eligible for RTIF funds if shown to address a MMQOS deficiency.

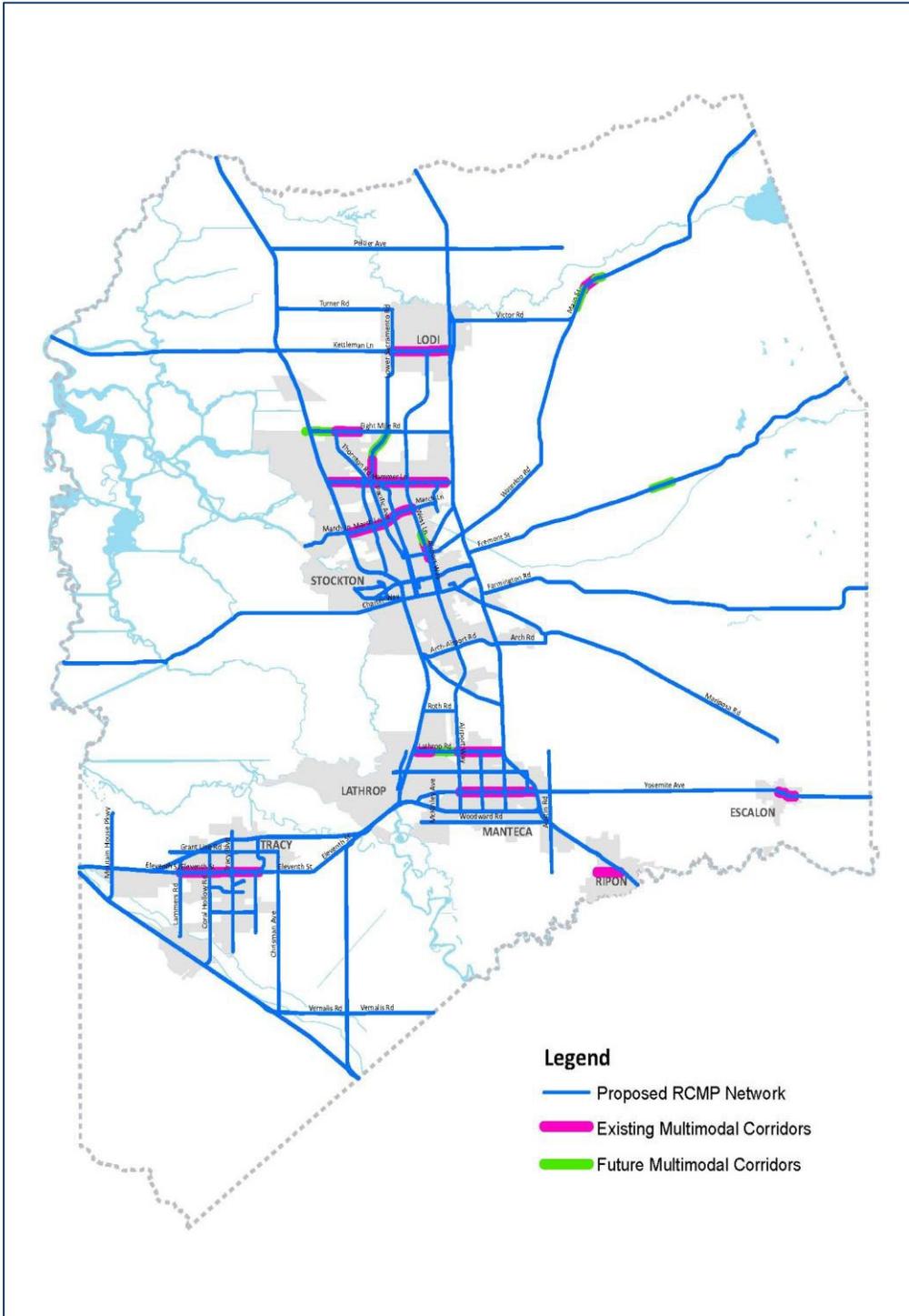


**FIGURE 1: REGIONAL TRANSPORTATION NETWORK**



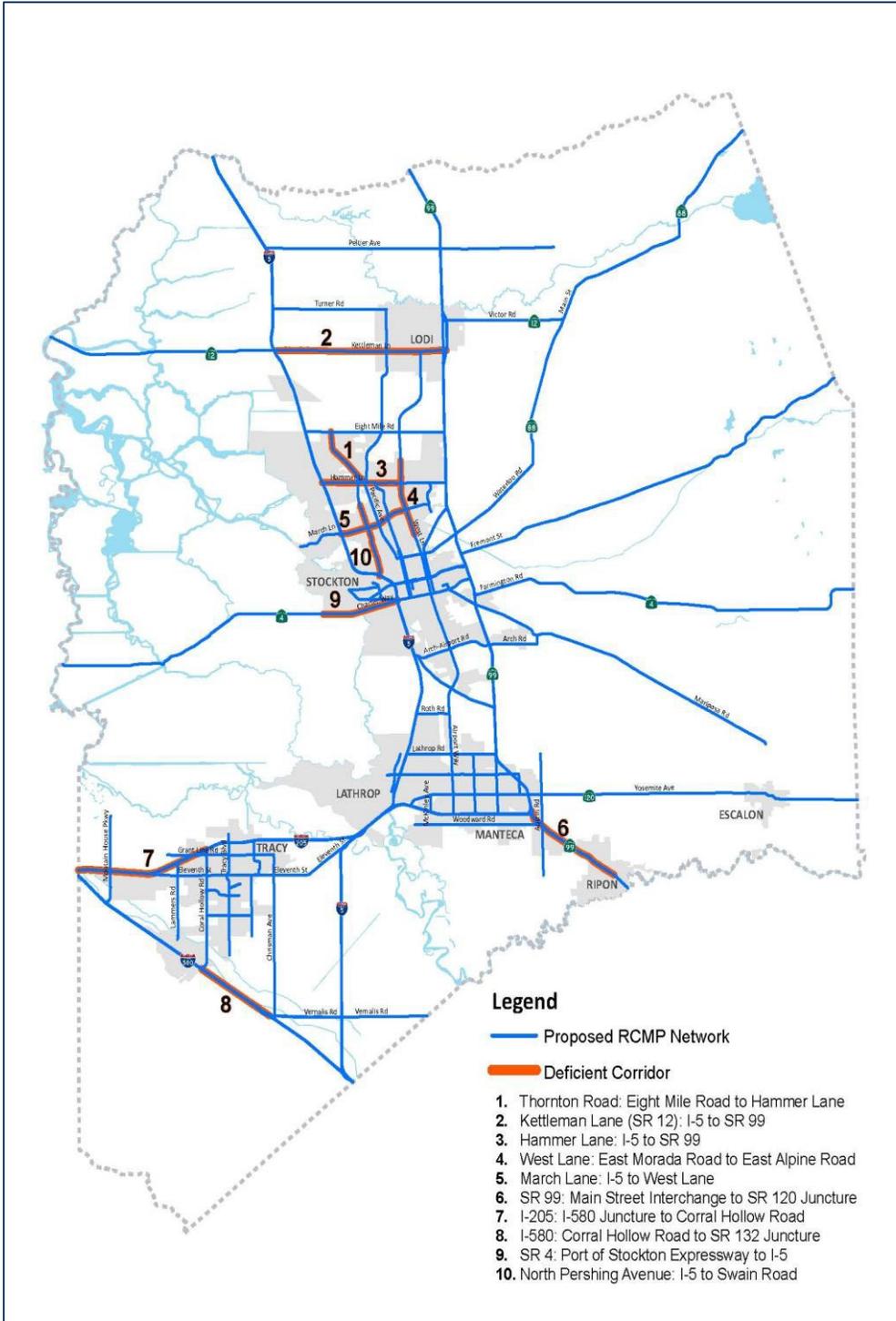


**FIGURE 2: RCMP MULTIMODAL CORRIDORS**





**FIGURE 3. RCMP DEFICIENT CORRIDORS (MARCH 2019 – MARCH 2020)**





## REGIONAL TRANSPORTATION MODEL AND OPERATIONAL TOOLS

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The growth projections described previously are reflected in the SJCOG's 2022 RTP/SCS and its regional transportation demand model (called the VMIP2 Model). The SJCOG VMIP2 Model is the operative analysis tool for identifying the capital projects needed to offset the impacts of growth countywide.

New and enhanced operational tools based on the Highway Capacity Manual 7<sup>th</sup> Edition were developed for this RTIF update. These tools were used for the first time herein to determine existing and future deficiencies by facility type (intersection, freeway, multi-lane highway, two-lane highway, local arterial). Prior operational determinations for the 2017 RTIF were based on HCM 2010.

## MITIGATION FEE ACT NEXUS CRITERIA

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MFA nexus criteria discussed in this section ensures that the RTIF program only funds the share of transportation improvements costs that are reasonably related to the impacts of new development. In this regard RTIF capital projects must conform to the following criteria:

- ◆ **Existing Deficiencies:** An RTIF capital project on roadways determined to be deficient under baseline conditions, can only increase the capacity of a transportation facility or service such that future operating conditions are returned to levels experienced under baseline conditions (i.e., degradation attributable to only new growth is applicable);
- ◆ **Future Deficiencies:** An RTIF capital project must increase the capacity of a transportation facility or service that otherwise would be deficient at the time horizon (2046);
- ◆ **Fair Share:** The RTIF can only fund that share of a capital project reasonably related to the impacts of new development occurring inside San Joaquin County.
- ◆ **Discount Fair Share:** California Government Code section 66005.1 indicates the need to establish a methodology within the program to account for reducing the fee when a housing development meets a set of specific characteristics.

## LEVEL OF SERVICE STANDARD AND METHODOLOGY

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Identifying deficiencies caused by new development requires a level of service (LOS) standard<sup>8</sup>. LOS is represented on a scale of A to F with A representing free flowing traffic and F representing unstable flow conditions (i.e., stop-and-go traffic). An LOS measure provides an indication of the impact of new trips from development on the transportation network. If set to indicate when a facility is operating unacceptably, an LOS threshold establishes the trigger for when a transportation improvement is needed to offset the impacts of growth. In this context, the threshold establishes a reasonable relationship between new development and the need for RTIF capital projects.

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<sup>8</sup> LOS standards may also be referred to as facility standards in other types of nexus studies. LOS is the common term used for transportation planning and nexus studies.



The LOS threshold used for the RTIF nexus assessment is LOS D. Given that transportation improvements are often planned to accommodate traffic during morning and evening peak hours, LOS thresholds are typically applied to these specific times of day i.e., the AM and/or PM peak hour. Hence, the RTIF determines a facility exceed thresholds if it is shown to operate at LOS E or F during either the AM or PM peak hour.

The most recent published 2021 volumes from Caltrans are used to determine baseline LOS for state facilities in San Joaquin County. For locally owned and maintained roadways of regional significance, applicable daily traffic counts collected in 2021-2022 for the County’s TIMF update and the SJCOG Roth Road Corridor Study were applied. For all other roadways, counts performed as part of the 2017 RTIF were factored to reflect 2022 conditions (see: **Appendix A**: Traffic Count Factoring Memorandum). Baseline LOS determinations were made based on the above traffic count sources.

SJCOG applies the Highway Capacity Manual (HCM) 7<sup>th</sup> Edition Operational Analysis methodology for estimating LOS for basic freeway, multi-lane highway, and rural two-lane highway segments. All three methodologies are based on density and expressed in passenger cars per mile per lane (pcpmpl) of roadway. For interchanges (i.e., ramp termini intersections), intersection LOS analysis for signalized intersections, non-signalized all-way stop controlled (AWSC) intersections, and non-signalized two-way stop controlled (TWSC) intersections were based on the HCM 6th Edition Operational Analysis Methodologies <sup>9</sup>. For pedestrian, bicyclist, transit passenger LOS on RCMP designated Multimodal Corridors, the HCM Multimodal Level of Service (MMLoS) methodology was applied. Results are based on SJCOG’s RCMP 2021 Monitoring Report (SJCOG, November 2021).

## EXISTING DEFICIENCIES

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Identification of existing deficiencies is a requisite step in developing a traffic fee program given that the financial responsibility for fully mitigating existing deficiencies cannot be placed on new development. At a maximum, only the degree of future degradation to an existing deficiency, as measured by the share of new peak hour traffic growth impacting the facility is applicable. The existing deficiency analysis was limited to RTIF eligible highway, regional roadways and interchange improvements identified as part of the 2022 RTP/SCS Tier I (financially constrained RTP project list).

## FUTURE DEFICIENCIES

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The SJCOG VMIP2 Model was used to generate future volumes based on adopted 2046 land use growth projections relative to the existing transportation network (i.e., without RTIF capital projects). This model also formed the basis for SJCOG’s 2022 RTP/SCS (SJCOG, August 25, 2022).

Before “raw” model output is considered suitable for operational determinations, post-processing adjustments must be performed. The recommended procedure is based on the NCHRP Report 255, 1982.

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<sup>9</sup> The SYNCHRO operational software was applied to compute the intersection LOS.



NCHRP-255 adjustments entail using model generated link-based growth factors (computed variation between base year and forecast year model link volumes) to adjust baseline traffic counts to reflect future conditions. For each count location, traffic growth estimates were generated using both the Ratio and the Difference method and taking the average between the two methods.

All analysis scenarios reflect AM/PM peak hours during average weekday (Tues-Thurs) traffic conditions. Peak hours are confined to the weekday peak commute hour periods of 7:00 AM to 9:00 AM and between 4:00 PM – 6:00 PM. These forecasts do not reflect peak season or peak weekend traffic conditions which are primarily dominated by interregional traffic which is not appropriate for analysis of a fee program.

Additional sources were also considered for determining existing/future year deficiencies. These included recent traffic analyses performed as part of the State project approval process (i.e., Project Study Reports (PSR) and Project Approval – Environmental Document (PA-ED) including Traffic Operations Assessment Reports (TOAR)), and traffic studies performed for local agency circulation element updates.

Other facility type applications are described below:

**Parallel Routes:** Some deficient facilities cannot be expanded due to right of way constraints. However, it may be possible to expand or construct a parallel facility that would relieve the congestion. In these cases, the LOS criterion applies to the deficient facility and not the facility being improved.

**Existing Interchange:** For interchange projects that modify an existing interchange, the LOS standard is applied to the ramp termini (i.e., intersecting/connecting facilities). An interchange project is considered to address a future deficiency if the ramp termini intersections are not shown as deficient under baseline conditions as documented in SJCOG’s RCMP 2021 Monitoring Report (SJCOG, November 2021).

**New Interchange:** For new interchange projects, the LOS standard is applied to the segment portion of the freeway. An interchange project is considered deficient in either the existing or future condition if the nearest adjacent interchange or the freeway segments that the interchange is providing access to are deficient in either the existing or future condition.

**Transit:** Transit projects on the RTIF capital project list must increase regional transit capacity that provides relief to deficient RTIF roadways or eligible RTIF parallel roadways or address a transit MMLOS deficient RTIF roadway designated as a RCMP Multimodal Corridor.

**Pedestrian/Bicycle:** Pedestrian/bicycle projects on the RTIF capital project list must address a MMQOS deficient RTIF roadway designated as a RCMP Multimodal Corridor.

**Park-and-Ride Lots:** Park-and-Ride lot projects on the RTIF capital project list must serve deficient RTIF eligible roadways.

Pedestrian, bicycle and transit LOS on designated RCMP Multimodal Corridors are shown in **Figure 4**, **Figure 5** and **Figure 6** respectively. Other transit and Transportation System Management RTIF improvements are not shown.

Existing and future roadway operational results are provided **Appendix B**.



**FIGURE 4. MULTIMODAL LOS – PEDESTRIANS**

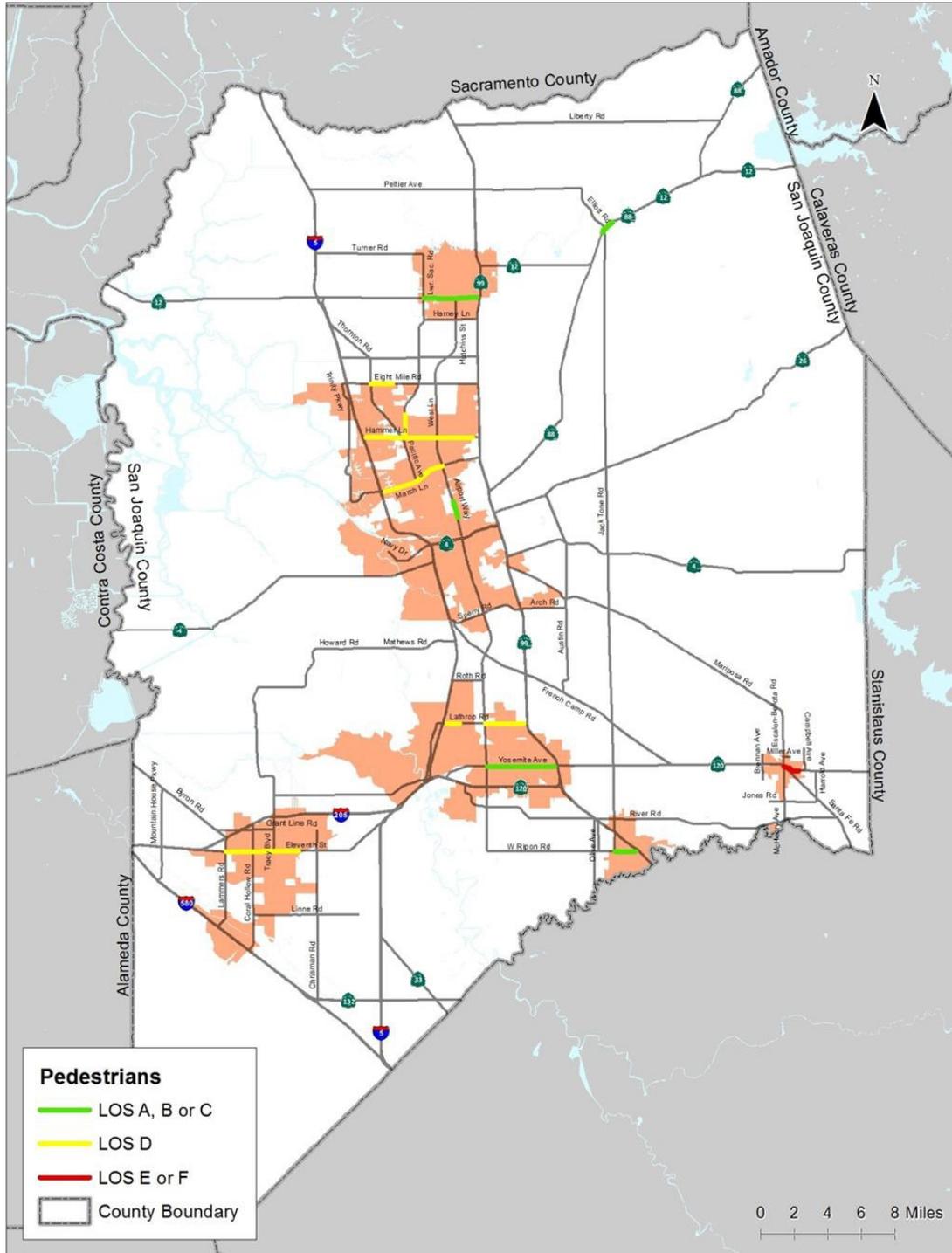
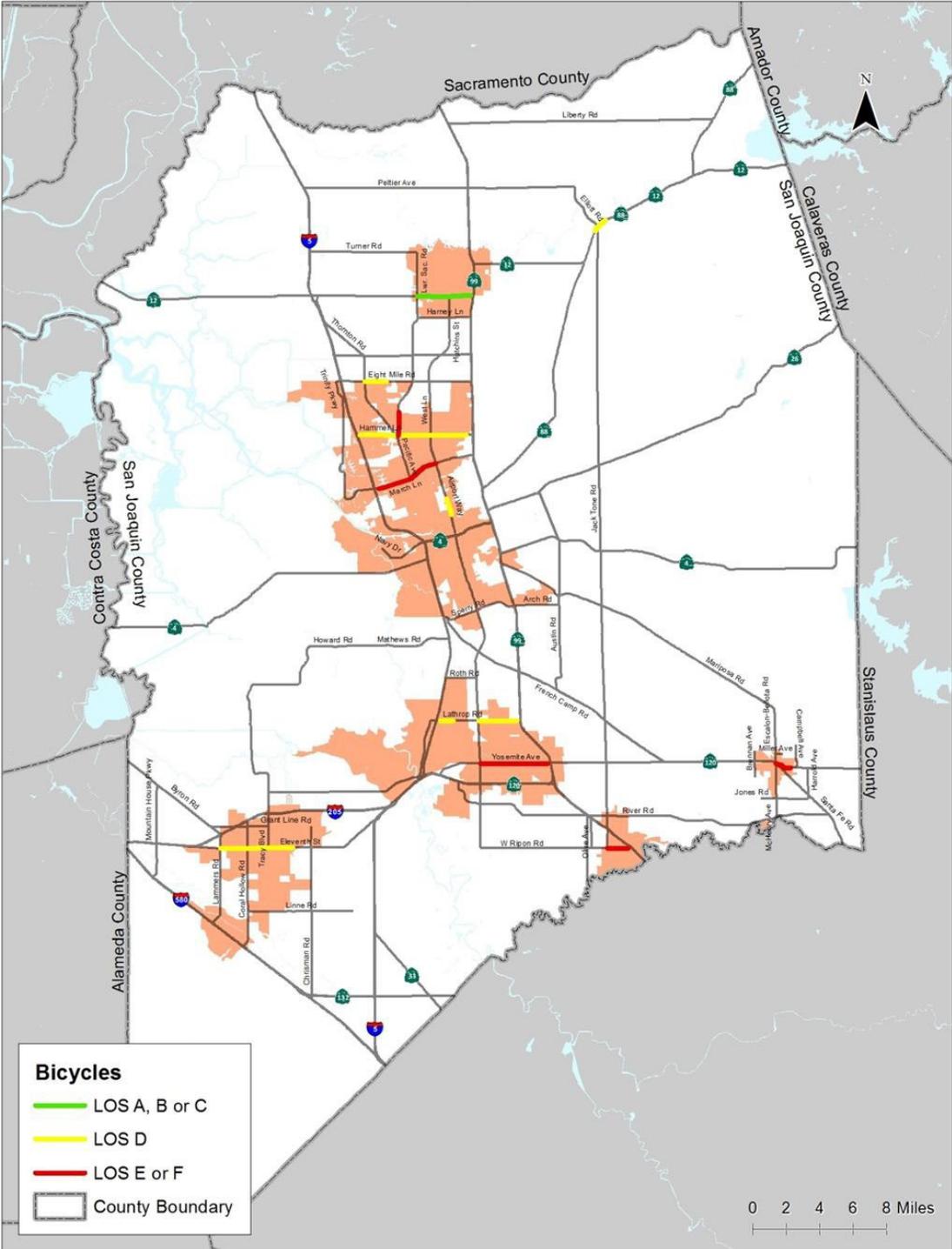


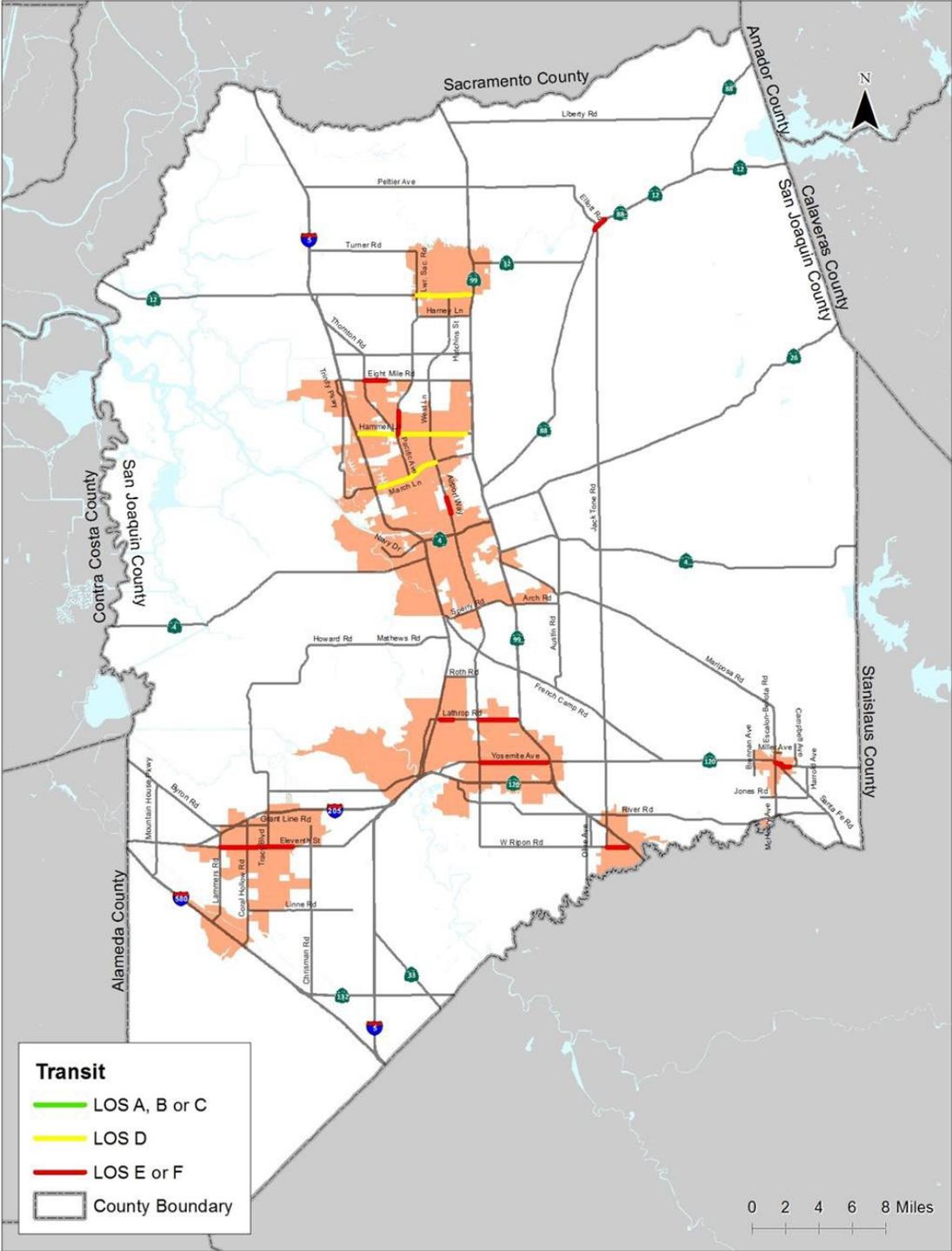


FIGURE 5. MULTIMODAL LOS - BICYCLISTS





**FIGURE 6. MULTIMODAL QOS - TRANSIT**





## RTIF CAPITAL IMPROVEMENT PROGRAM LIST

Results from the deficiency assessment inform the development of the RTIF Capital Improvement Program (CIP) list. Based on the deficiency assessment, the RTIF CIP list of projects was developed and is provided in **Table 5**.

For a project to be eligible for the RTIF CIP, it must be located on the RTIF network and be included in the most recently adopted Regional Transportation Plan (RTP) Tier I financially constrained project list. One project selected for the RTIF CIP is currently not part of the designated RTIF network. As such, it will be amended into the RTIF network as part of this update.

### RTIF Network Amendment

- ◆ Grant Line Road Widening (11th Street to Tracy City Limit)

Four projects listed in the RTIF CIP will also need to be amended into the RTP either as part of a mid-cycle amendment or as part of the 2026 RTP update. These four projects are listed below.

### RTP CIP Amendments

- ◆ Jack Tone Road Widening (Santos Ave to Smit Lane)
- ◆ River Road Extension (Hoff Road to SR 99 Frontage Road)
- ◆ UPRR Roth Road Grade Separation (Fresno Line)
- ◆ UPRR Roth Road Grade Separation (Oakland Line)

The source of the CIP Planning level cost estimates is primarily the 2022 RTP with some refinement depending on the project by the local agencies. These costs will be inputs to the RTIF Fee Schedule model for spreading these costs over future development to generate a fee schedule by land use type.

**TABLE 5. 2024 RTIF ROADWAY PROJECT LIST**

2024 RTIF ID	Project	Project Sponsor	Total Project Cost
<b>Mainline Highway Projects</b>			
1	I-5 Widening (French Camp Road to Charter Way)	SJCOG	\$90,000,000
2	I-5 Widening (SR-120 to French Camp Road)	SJCOG	\$90,000,000
3	SR-120 Widening (I-5 to SR-99)	SJCOG	\$41,376,709
4	I-205 Widening / HOV (I-580 to Eleventh Street)	SJCOG	\$90,000,000
5	I-5 Widening (SR-120 to I-205)	SJCOG	\$200,000,000
6	I-205 Widening / HOV (Eleventh St. to MacArthur Dr.)	SJCOG	\$90,000,000
8.1	SR-99/SR-120 Operational Improvements; Phase 1A	Manteca	\$52,419,765
8.2	SR-99/SR-120 Operational Improvements; Phase 1B	Manteca	\$25,758,534
8.3	SR-99/SR-120 Operational Improvements; Phase 1C	Manteca	\$52,548,860



**TABLE 5 CONT. 2024 RTIF PROJECT LIST**

2024 RTIF ID	Project	Project Sponsor	Total Project Cost
<b>Highway Interchange Projects</b>			
9	I-5 @ Lathrop Road	Lathrop	\$39,146,000
10	I-5 @ Roth Road	Lathrop	\$43,585,864
11	I-205 @ Chrisman Road	Tracy	\$36,056,267
12	SR-99 @ Harney Lane	Lodi	\$35,000,000
13	SR-99 @ SR-12 West (Kettleman Lane)	Lodi	\$35,000,000
15	SR-99 @ Raymus Expressway (Environmental Only)	Manteca	\$3,000,000
17	SR-99 @ Eight Mile Road	Stockton	\$85,836,686
18	I-5 @ Eight Mile Road	Stockton	\$35,000,000
20	I-5 @ Hammer Lane	Stockton	\$35,000,000
21	I-205 @ Lammers/Eleventh Street	Tracy	\$82,580,063
22	I-205 @ Grant Line Road	Tracy	\$32,574,820
23	I-205 @ Mountain House Parkway	Tracy	\$52,858,000
50	I-580 @ Corral Hollow Road	Tracy	\$2,500,000
51	SR-120 @ Airport Way	Manteca	\$40,000,000
52	SR-120 @ Main Street	Manteca	\$40,000,000
<b>Regional Roadway Projects</b>			
25	Main St. Ped/Bike Imps (1st to 4th & 3rd to St. John)	Escalon	\$1,998,760
26	SR 120/Brennan Intersection Channelization / RAB	Escalon	\$513,745
27	Canal Boulevard Extension	Ripon	\$5,297,935
28	Olive Expressway (Environmental Review)	Ripon	\$3,000,000
29	Lower Sacramento Rd. (Marlette Rd. to Pixley Slough)	Stockton	\$29,128,500
32	Eight Mile Rd. (Thornton Rd. to Lower Sacramento Rd.)	Stockton	\$30,000,000
35	Airport Way (SR-120 to Lathrop Road)	Manteca	\$30,000,000
36	Lathrop Road (East of UPRR to SR-99)	Manteca	\$10,000,000
37	Raymus Expressway (Main St to SR-99)	Manteca	\$13,451,584
38	Golden Valley Parkway (Stewart Road to Paradise Rd.)	Lathrop	\$51,827,628
62	Arch Road (Fite Court to Frontier Way)	Stockton	\$1,757,754
63	Arch Road (Frontier Way to SR-99)	Stockton	\$5,524,371
53	Eight Mile Road (I-5 to Thornton)	Stockton	\$12,000,000
64	Eight Mile Rd. (Lower Sacramento Rd. to West Lane)	Stockton	\$9,000,000
67	Airport Way (Roth Road to French Camp Road)	County	\$10,000,000
68	Harney Ln. (Hutchins Ln. to Lower Sacramento Rd.)	Lodi	\$21,181,016
69	Airport Way (Lathrop Road to Roth Road)	Manteca	\$7,559,898
70	Roth Road (UPRR Driveway to Airport)	County	\$5,718,127
71	Roth Road (I-5 to UPRR Driveway)	Lathrop	\$16,945,873
72	Grant Line Road (11th Street to Tracy City Limit)	County	\$31,625,218
73	Corral Hollow Road (Parkside to Linne)	Tracy	\$26,382,359
74	Jack Tone Road (Santos Ave to Smit Lane)**	Ripon	\$18,116,201
76	River Road (Hoff Road to SR 99 Frontage Road)***	Ripon	\$11,775,531
77	Roth Road / UPRR Grade Separation (Oakland Sub.)	Lathrop/County	\$40,730,000
78	Roth Road / UPRR Grade Separation (Fresno Sub.)	Lathrop	\$50,560,000
79	Economic Development Corridor Program (Tiers I & II)	Various	\$671,000
<b>Transit Projects</b>			
80	Rail Cars (ACE Service Expansion)	SJRRRC	\$9,244,803
81	Stockton Track Extension Phases II & III	SJRRRC	\$19,960,370
84	Eight (8) Gillig Electric Hybrid Buses****	SJRTD	\$11,618,000
85	22 Buses for Hopper****	SJRTD	\$3,750,000
86	Two (2) Buses for Commuter Route 150****	SJRTD	\$2,500,000
87	West Lane/UPRR Grade Separation	Stockton	\$44,230,000
88	Airport Way/UPRR Grade Separation	Manteca	\$23,250,000
89	Transit Improvements (Manteca Rolling Stock)	Manteca	\$19,871,181
90	Transit Improvements (Transit Center)	Manteca	\$7,112,953
91	Two Electric Vans with Electric Charger Installation	Escalon	\$800,000

\* For transit projects, fair share based on growth being 22% of total trips at planning horizon (see Table 8).  
 \*\* Parallel facility to SR 99 deficiencies.  
 \*\*\* Parallel facility to SR 120 deficiencies.  
 \*\*\*\* Add capacity (increase frequency) on transit routes.

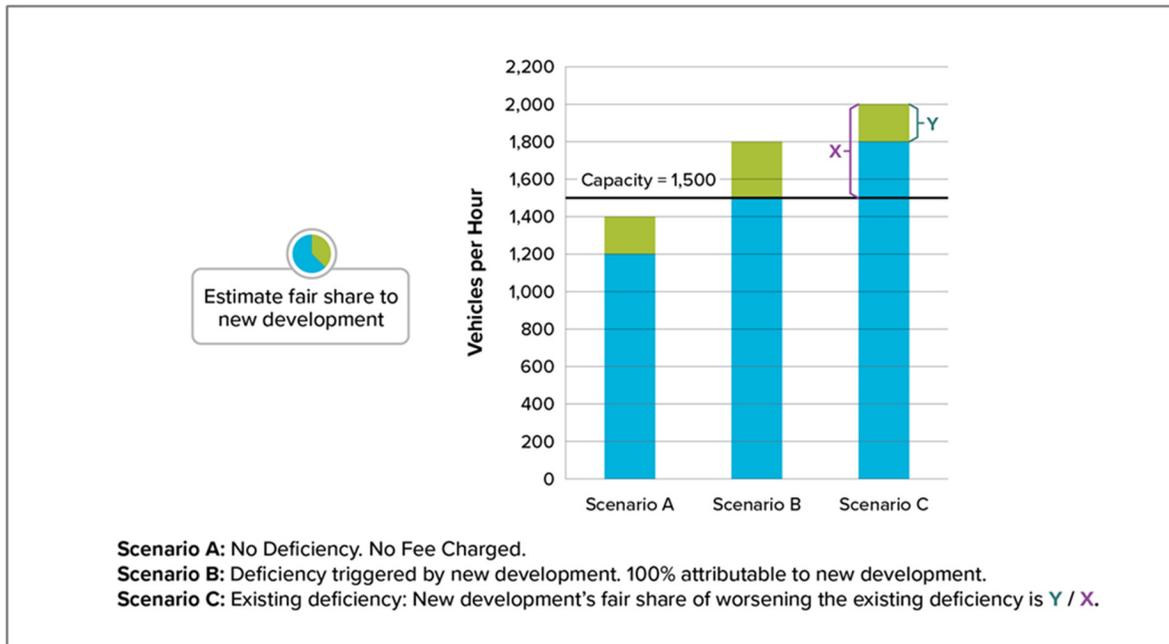


## FAIR SHARE

Fair share refers to the share of the total cost of an RTIF capital project that is related to the impacts of new development occurring inside San Joaquin County. The SJCOG regional travel model developed for SJCOG’s 2022 RTP/SCS will be the operative analysis tool for this RTIF update.

Fair share percentages were developed by performing “select link” analysis for each deficient RTIF roadway segment using the SJCOG model for both the 2021 baseline model and the 2046 forecast respectively. The link volume delta (or difference) between the baseline and horizon year model runs represents “new” trips generated by future growth - thereby allowing trips generated by new growth to be isolated. These results were further adjusted to remove the external traffic to yield a final fair share allocation percentage specific to each identified RTIF deficiency. **Figure 7** below illustrates the fair share process.

**Figure 7. Fair Share Assessment**



Based on the modeling described above, the following adjustments to total project costs were applied to determine the RTIF fair share for highway, interchange, and regional roadway projects.

**External Trip Share:** The SJCOG Travel Demand Model was used to measure the share of total trips on a specific facility that (1) start and end outside the county, (2) start or end outside the county with the other end of the trip occurring inside the county, and (3) start and end inside the county. The share of trips associated with (1) plus half the share of trips associated with (2) represents the total external share of trips not associated with new development within the county. This share of total project costs cannot be funded by the RTIF.



**Existing/Future Development Share:** For capital projects that address an existing (2021) deficiency only the percentage of future degradation to an existing deficiency is applicable. The existing development share of the project cost equals the existing AM/PM peak hour trips on the facility as a share of the total AM/PM peak hour trips on the facility at the time horizon (2046). For an RTIF capital project that addresses a future (2046) deficiency – new development is responsible for 100% of the development share of the project cost. For instances when a given capital improvement addresses a mix of both existing and future deficient segments – a fair share adjustment was applied that computes the weighted average of all existing and future deficient sub-segments based on the proportion of the AM/PM peak hour trip growth relative to segment length.

**Pedestrian/Bicycle/Transit/TSM Share:** Given the difficulty of determining if existing or future development will benefit from transit capital improvements and at what proportion – it is assumed that transit/TSM capital improvements provide benefits to both existing and future development. Based on this premise, the fair share of transit/TSM capital improvement costs is new development’s share of trip growth from 2021 to 2046 expressed in equivalent dwelling units (DUE). This approach could also be applied for pedestrian and bicycle capital improvements. The percent of DUE growth in San Joaquin County between 2021 and 2046 is 22 percent.

### Overlapping Fee Programs

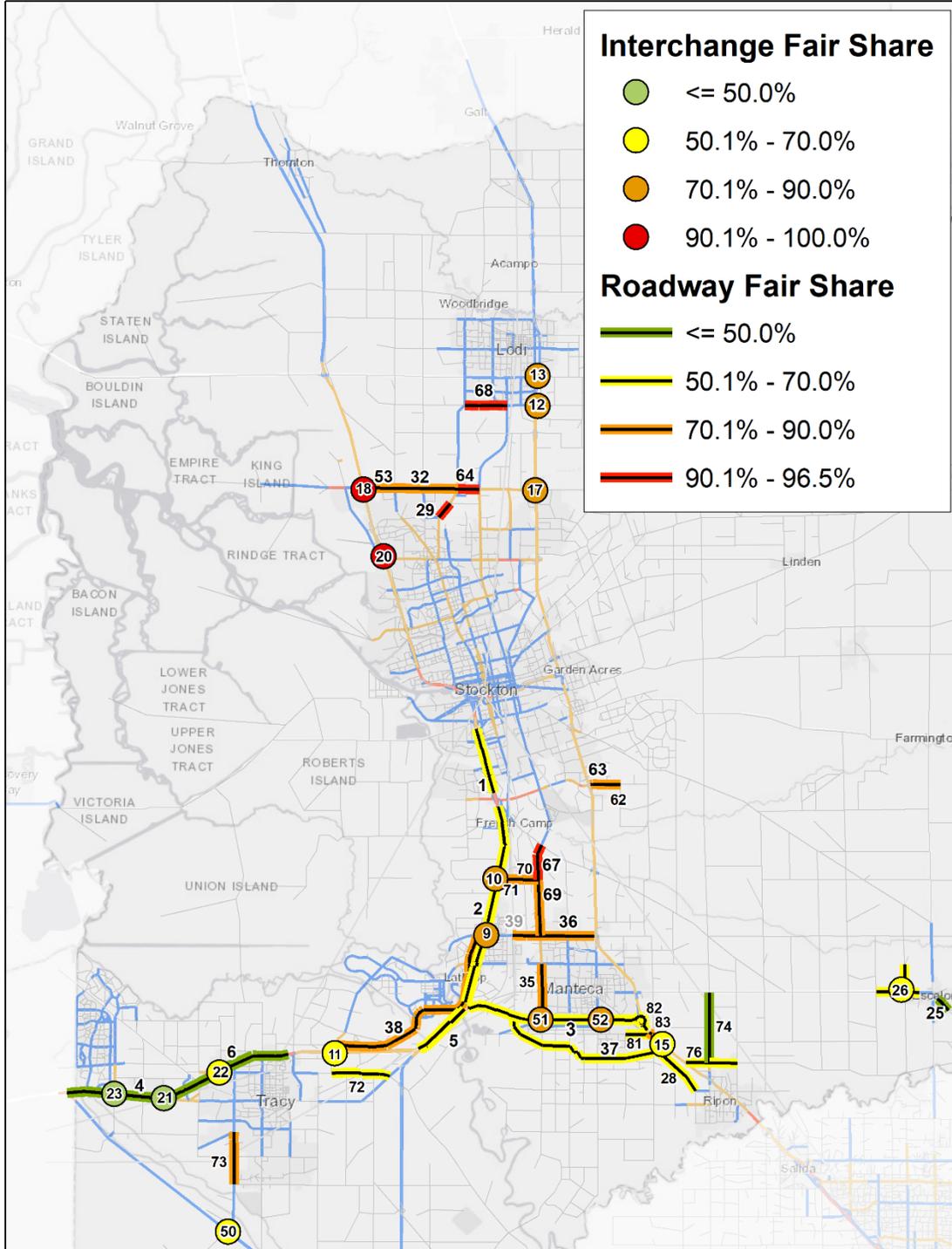
All of SJCOG’s member agencies implement their own developer fee programs. These programs include traffic fees adopted pursuant to the Mitigation Fee Act. If a project is included in both a local traffic fee program and the RTIF, steps must be taken to ensure that the respective programs do not double count fees charged to new development. This can be done in several ways, including but not limited to, having the fee programs fund distinct phases of a given project or have each program apply its respective fair share percentages to a sub-total of the project cost. Although most agencies keep their local traffic fee programs exclusive of the RTIF (i.e., no redundant projects), the cities of Lathrop, Manteca, Ripon, and Lodi to include one or more projects in both programs. In all nine projects fell into this category. SJCOG coordinated with these agencies to divvy up what proportion of the total project cost would be subject to each fee program.

### Fair Share Results

Generalized fair share results for all roadway improvement projects are shown in **Figure 8**. Project reference IDs and more detailed fair share results are provided in **Table 6**. As shown, for projects included in both the RTIF and local agency fee program (see Local Fee Program), the percentage of total project cost excluded from the RTIF is provided. For projects that are addressing existing deficiencies, the incremental percentage of new traffic growth (see Existing Deficiency) excluded from the RTIF is provided. External trips are also excluded from the RTIF fee. The last column provides the share of project cost applicable to the RTIF fee (RTIF Program Fair Share).



**FIGURE 8. RTIF NETWORK DEFICIENCIES AND GENERALIZED FAIR SHARE**





**TABLE 6: RTIF NETWORK DEFICIENCIES AND DETAILED FAIR SHARE**

2024 RTIF ID	Project	Project Sponsor	Total Project Cost	Exclude:			RTIF Program Fair Share
				Local Fee Program	Existing Deficiency	External Trips*	
			a	b	c	d	e= a * (1-b) * (1-c) * (1-d)
<b>Mainline Highway Projects</b>							
1	I-5 Widening (French Camp Road to Charter Way)	SJCOG	\$90,000,000	NA	91.80%	33.59%	\$4,901,608
2	I-5 Widening (SR-120 to French Camp Road)	SJCOG	\$90,000,000	NA	94.07%	40.75%	\$3,159,735
3	SR-120 Widening (I-5 to SR-99)	SJCOG	\$41,376,709	NA	78.39%	42.07%	\$5,178,921
4	I-205 Widening / HOV (I-580 to Eleventh Street)	SJCOG	\$90,000,000	NA	88.17%	66.93%	\$3,520,187
5	I-5 Widening (SR-120 to I-205)	SJCOG	\$200,000,000	NA	13.93%	44.78%	\$95,053,564
6	I-205 Widening / HOV (Eleventh St. to MacArthur Dr.)	SJCOG	\$90,000,000	NA	83.24%	55.18%	\$6,760,486
8.1	SR-99/SR-120 Operational Improvements; Phase 1A	Manteca	\$52,419,765	NA	85.45%	49.91%	\$3,819,272
8.2	SR-99/SR-120 Operational Improvements; Phase 1B	Manteca	\$25,758,534	NA	93.31%	38.11%	\$1,066,675
8.3	SR-99/SR-120 Operational Improvements; Phase 1C	Manteca	\$52,548,860	NA	83.93%	12.90%	\$7,356,094
<b>Highway Interchange Projects</b>							
9	I-5 @ Lathrop Road	Lathrop	\$39,146,000	84.40%	41.02%	12.90%	\$3,137,229
10	I-5 @ Roth Road	Lathrop	\$43,585,864	59.30%	NA	16.14%	\$14,875,420
11	I-205 @ Chrisman Road	Tracy	\$36,056,267	NA	1.65%	38.35%	\$21,860,232
12	SR-99 @ Harney Lane	Lodi	\$35,000,000	NA	NA	12.88%	\$30,493,025
13	SR-99 @ SR-12 West (Kettleman Lane)	Lodi	\$35,000,000	NA	73.77%	15.54%	\$7,753,165
15	SR-99 @ Raymus Expressway (Environmental Only)	Manteca	\$3,000,000	NA	NA	33.27%	\$2,001,860
17	SR-99 @ Eight Mile Road	Stockton	\$85,836,686	NA	73.77%	27.09%	\$16,416,010
18	I-5 @ Eight Mile Road	Stockton	\$35,000,000	NA	NA	9.98%	\$31,505,557
20	I-5 @ Hammer Lane	Stockton	\$35,000,000	NA	NA	7.31%	\$32,440,585
21	I-205 @ Lammers/Eleventh Street	Tracy	\$82,580,063	NA	94.00%	58.37%	\$2,062,511
22	I-205 @ Grant Line Road	Tracy	\$32,574,820	NA	NA	32.20%	\$22,086,306
23	I-205 @ Mountain House Parkway	Tracy	\$52,858,000	NA	78.88%	62.35%	\$4,203,466
50	I-580 @ Corral Hollow Road	Tracy	\$2,500,000	NA	NA	36.69%	\$1,582,701
51	SR-120 @ Airport Way	Manteca	\$40,000,000	24.75%	NA	22.15%	\$23,432,929
52	SR-120 @ Main Street	Manteca	\$40,000,000	24.75%	NA	21.04%	\$23,767,189
<b>Regional Roadway Projects</b>							
25	Main St. Ped/Bike Imps (1st to 4th & 3rd to St. John)	Escalon	\$1,998,760	NA	90.56%	58.36%	\$78,580
26	SR 120/Brennan Intersection Channelization / RAB	Escalon	\$513,745	NA	NA	44.97%	\$282,733
27	Canal Boulevard Extension	Ripon	\$5,297,935	29.00%	NA	38.24%	\$2,323,151
28	Olive Expressway (Environmental Review)	Ripon	\$3,000,000	6.10%	NA	36.74%	\$1,782,154
29	Lower Sacramento Rd. (Marlette Rd. to Pixley Slough)	Stockton	\$29,128,500	NA	NA	4.46%	\$27,827,949
32	Eight Mile Rd. (Thornton Rd. to Lower Sacramento Rd.)	Stockton	\$30,000,000	NA	80.66%	14.13%	\$4,982,328
35	Airport Way (SR-120 to Lathrop Road)	Manteca	\$30,000,000	21.00%	NA	19.09%	\$19,176,751
36	Lathrop Road (East of UPRR to SR-99)	Manteca	\$10,000,000	NA	NA	23.05%	\$7,694,989
37	Raymus Expressway (Main St to SR-99)	Manteca	\$13,451,584	52.28%	NA	40.39%	\$3,826,265
38	Golden Valley Parkway (Stewart Road to Paradise Rd.)	Lathrop	\$51,827,628	37.40%	13.38%	25.15%	\$21,034,667
62	Arch Road (Fite Court to Frontier Way)	Stockton	\$1,757,754	NA	NA	10.47%	\$1,573,664
63	Arch Road (Frontier Way to SR-99)	Stockton	\$5,524,371	NA	NA	10.94%	\$4,920,069
53	Eight Mile Road (I-5 to Thornton)	Stockton	\$12,000,000	NA	91.95%	15.66%	\$814,594
64	Eight Mile Rd. (Lower Sacramento Rd. to West Lane)	Stockton	\$9,000,000	NA	62.83%	62.83%	\$1,243,427
67	Airport Way (Roth Road to French Camp Road)	County	\$10,000,000	NA	NA	7.29%	\$9,271,274
68	Harney Ln. (Hutchins Ln. to Lower Sacramento Rd.)	Lodi	\$21,181,016	14.00%	NA	3.80%	\$17,523,812
69	Airport Way (Lathrop Road to Roth Road)	Manteca	\$7,559,898	0.00%	NA	10.98%	\$6,729,468
70	Roth Road (UPRR Driveway to Airport)	County	\$5,718,127	NA	NA	18.75%	\$4,646,135
71	Roth Road (I-5 to UPRR Driveway)	Lathrop	\$16,945,873	NA	NA	20.94%	\$13,397,388
72	Grant Line Road (11th Street to Tracy City Limit)	County	\$31,625,218	NA	86.00%	34.26%	\$2,910,750
73	Corral Hollow Road (Parkside to Linne)	Tracy	\$26,382,359	NA	NA	50.43%	\$13,078,264
74	Jack Tone Road (Santos Ave to Smit Lane)**	Ripon	\$18,116,201	NA	NA	50.43%	\$8,980,564
76	River Road (Hoff Road to SR 99 Frontage Road)***	Ripon	\$11,775,531	NA	NA	40.03%	\$7,061,766
77	Roth Road / UPRR Grade Separation (Oakland Sub.)	Lathrop/County	\$40,730,000	NA	NA	18.75%	\$33,094,241
78	Roth Road / UPRR Grade Separation (Fresno Sub.)	Lathrop	\$50,560,000	NA	NA	20.94%	\$39,972,679
79	Economic Development Corridor Program (Tiers I & II)	Various	\$671,000	NA	NA	35.04%	\$435,879
<b>Transit Projects</b>							
80	Rail Cars (ACE Service Expansion)	SJRR	\$9,244,803	NA	NA	78.00%	\$2,033,857
81	Stockton Track Extension Phases II & III	SJRR	\$19,960,370	NA	NA	78.00%	\$4,391,281
84	Eight (8) Gillig Electric Hybrid Buses****	SJRTD	\$11,618,000	NA	NA	78.00%	\$2,555,960
85	22 Buses for Hopper****	SJRTD	\$3,750,000	NA	NA	78.00%	\$825,000
86	Two (2) Buses for Commuter Route 150****	SJRTD	\$2,500,000	NA	NA	78.00%	\$550,000
87	West Lane/UPRR Grade Separation	Stockton	\$44,230,000	NA	NA	78.00%	\$9,730,600
88	Airport Way/UPRR Grade Separation	Manteca	\$23,250,000	NA	NA	78.00%	\$5,115,000
89	Transit Improvements (Manteca Rolling Stock)	Manteca	\$19,871,181	NA	NA	78.00%	\$4,371,660
90	Transit Improvements (Transit Center)	Manteca	\$7,112,953	NA	NA	78.00%	\$1,564,850
91	Two Electric Vans with Electric Charger Installation****	Escalon	\$800,000	NA	NA	78.00%	\$176,000

\* For transit projects, fair share based on growth being 22% of total trips at planning horizon (see Table 8).  
 \*\* Parallel facility to SR 99 deficiencies; \*\*\* Parallel facility to SR 120 deficiencies.  
 \*\*\*\* Add capacity (increase frequency) on transit routes.



**Discounted Fair Share**

Per California Code–Section 66005.1 (effective January 1, 2011), housing development projects that satisfy all of the following “Smart Growth” characteristics shall be provided a discounted fee.

- ◆ 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.

As part of the 2017 RTIF update, a discounted fee amount of 15% was established based on Smart Growth Trip Generation Study (SANDAG, June 2010). This discount is continued as part of this update.

The average reduction in trip generation from the SANDAG Study was shown to be approximately 15% relative to the Institute of Transportation Engineers (ITE) based trip generation factors for housing developments without these characteristics<sup>10</sup>.

As used in this section, "housing development" means a development project with common ownership and financing consisting of residential use or mixed use where not less than 50 percent of the floor space is for residential use.

For the purposes of this section, "transit station" has the meaning set forth in paragraph (4) of subdivision (b) of Section 65460.1. "Transit station" includes planned transit stations otherwise meeting this definition whose construction is programmed to be completed prior to the scheduled completion and occupancy of the housing development. Transit headway criteria of 10 minutes or less at a transit hub served by three or more transit service lines is defined as cumulative headway versus individual service line headways.

The applicant/developer will be responsible for conducting the initial analysis of the relationship of the new project to the criteria in order to consider eligibility for the discount. The Participating Agency will need to verify accuracy for final determination of project’s eligibility for the discount. SJCOG has developed a GIS map that shows the current condition of existing transit stations in San Joaquin County with a ½ mile buffer to assist in assessing the eligibility for this discount. The map, along with corresponding criteria, will be periodically updated as information becomes available.

<sup>10</sup> Unless SJCOG adopts findings after a public hearing establishing that the housing development, even with these characteristics, would not generate fewer automobile trips than a housing development without those characteristics.



## V. RTIF PROJECTS AND COSTS

This section describes the RTIF capital project list that is based on the Operating Agreement selection criteria and MFA nexus criteria discussed previously. All projects on the list and the fair share of total costs allocated to the RTIF Program meet the selection criteria presented above. A summary of the RTIF capital project list is shown in **Table 7**. The complete list of RTIF projects is provided in **Table 6**.

**TABLE 7: RTIF CAPITAL PROJECTS SUMMARY**

Facility Type	Total Cost	New Development Fair Share	Maximum Potential RTIF Capital Project Funding
Mainline Highway	\$732,103,868	17.87%	\$130,816,543
Highway Interchanges	598,137,700	39.73%	237,618,186
Regional Roadways	444,765,501	57.05%	253,734,428
Public Transit	142,337,307	22.00%	31,314,208
Total	\$1,917,344,376	34.08%	\$653,483,365

As shown, new development’s share of mainline highway improvements (17.9%) is less than for other improvement types. The lower fair share for interchange improvements is due a lower proportion of internal trips that typically use these facilities. New development’s fair share for transit/TSM improvements is the next lowest. This is due to the assumption that benefits to new development from transit/TSM capital improvements is commensurate with the degree of DUE growth (22%). Conversely, the greatest share to new development is for local roadways of regional significance given that these facilities typically carry the greatest amount of local trips and the lowest proportion of external trips.

## VI. MAXIMUM JUSTIFIED RTIF FEE

The purpose of this chapter is to calculate the maximum justified RTIF fee based on an allocation of the share of total project costs requiring RTIF funding to new development. Costs are calculated per unit of new development and applied to individual development projects based on the size of the project. The size of the project is directly proportional to its’ generation of trips and therefore its’ impact on the regional transportation network. This approach ensures that there is a reasonable relationship between the amount of the fee for a specific project and the share of RTIF capital costs attributable to that project.

### TRIP GENERATION

The RTIF fee will be allocated to different types of development based on a combination of trip generation and average trip length per land use to generate a VMT-based Dwelling Unit Equivalent (DUE). DUE factors compare the amount of roadway utilization (i.e., trip generation and VMT), by land use, to a single-family



dwelling unit as a common metric for analysis. The trip generation factors from the ITE Trip Generation 11th Edition will be applied analysis. Average trip lengths by land use category will be applied as weights.

Land use categories include the two residential and four nonresidential categories used in the current RTIF Program. A non-retail average trip rate is calculated in the table to apply to the growth projections that are attributable to office, industrial, and warehouse. The rates shown are based on averages calculated by ITE from a nationwide collection of trip generation studies. Evening (p.m.) peak hour trips rates are used to be consistent with the approach used to identify future deficiencies. The table also shows an adjustment for primary trips because not all trips represent new demand on the transportation network. Primary trips exclude pass-by and diverted trips that are intermediate stops between an origin and final destination.

The allocation of RTIF capital project costs to individual development projects requires a measure of impact per unit of development. **Table 8** shows trip generation rates by land use category based on rates developed by the Institute for Transportation Engineers (ITE) 11th Edition.

**TABLE 8: DWELLING UNIT EQUIVALENT (DUE) FACTORS**

Land Use <i>Fee Schedule Category</i> <i>Model Category</i>	ITE Trip Generation Manual			Trip Rate per Unit*	Percent Primary Trips	Trip Length (miles)	DUE Factors	
	Code	Land Use	Unit				Calcu- lated	SFD = 1.00
<b>Single Family</b> Single Family Detached (SFD)	210	Single Family Detached	Dwelling Unit	0.99	100%	10.45	10.35	1.00
<b>Multi-Family</b> All Other Housing Units	220	Multifamily Housing (Low-Rise)	Dwelling Unit	0.57	100%	10.45	5.96	0.58
<b>Retail</b> Retail	820	Shopping Center	1,000 Sq. Ft.	4.09	47%	4.47	8.59	0.83
<b>Office/Service</b> Office	710	General Office	1,000 Sq. Ft.	1.44	77%	9.91	10.99	1.06
Public / Civic	730	Government Office Building	1,000 Sq. Ft.	1.71	50%	9.91	8.47	0.82
Education	530	High School	1,000 Sq. Ft.	0.26	75%	9.91	1.93	0.19
Hotel / Hospitality	320	Hotel	1,000 Sq. Ft.	0.55	58%	9.91	3.18	0.31
Health	720	Medical - Dental Office Building	1,000 Sq. Ft.	3.93	60%	9.91	23.37	2.26
<b>Industrial</b> Industrial	110	General Light Industrial	1,000 Sq. Ft.	0.65	79%	9.33	4.79	0.46
<b>Warehouse</b> Agriculture / Other	150	Warehousing	1,000 Sq. Ft.	0.18	79%	9.33	1.33	0.13

\*Evening peak hour trip rate.  
Source: Institute of Transportation Engineers, *Trip Generation 11th Edition*, 2012 (P.M. peak trip rates with hotel rate based on 0.36 trips/room and 650 sq. ft./room); San Joaquin County VMT Thresholds Study, July 2020, with Sacramento County SACSIM model used for land uses not included in Thresholds Study (trip length); San Diego Association of Governments, *Brief Guide of Vehicular Trip Generation Rates*, April 2002 (percent primary trips for nonresidential land uses).

The resulting conversion to Dwelling Unit Equivalents (DUE) based on the growth projects reported in **Table 4** is shown in **Table 9**. Based on this analysis, new development will generate an estimated 93,766 new evening peak hour trips. These new trips represent 22 percent of total trips anticipated in 2046. These estimates are 76.7% of the 2017 DUE estimates.



**TABLE 9: DWELLING UNIT EQUIVALENTS (DUE) PROJECTION**

Land Use <i>Fee Schedule Category</i> <i>Model Category</i>	DUE Factor (per DU or ksf)	Dwelling Unit Equivalent			DUE Growth Comparison	
		2022	2046	Growth	2017 RTIF	2024 vs. 2017 RTIF
<i>Single Family</i>						
Single Family - Detached	1.00	195,392	237,358	41,966	55,294	75.9%
<i>Multi-Family</i>						
All Other Housing Units	0.58	30,361	48,081	17,720	24,141	73.4%
Total Residential		225,753	285,439	59,686	79,435	75.1%
<i>Retail</i>						
Retail	0.83	11,032	13,046	2,014	5,664	35.6%
<i>Office/Service</i>						
Office	1.06	11,966	20,744	8,778	10,617	82.7%
Public / Civic	0.82	6,534	7,554	1,020	1,355	75.3%
Education	0.19	2,097	2,645	548	4,007	13.7%
Hotel / Hospitality	0.31	9,237	14,008	4,771	2,156	221.3%
Health	2.26	35,957	48,945	12,988	12,044	107.8%
Subtotal	0.84	65,791	93,896	28,105	30,179	93.1%
<i>Industrial</i>						
Industrial	0.46	26,189	29,988	3,799	4,253	89.3%
<i>Warehouse</i>						
Agriculture / Other	0.13	4,619	4,781	162	2,646	6.1%
Total Nonresidential		107,631	141,711	34,080	42,742	79.7%
Total Dwelling Unit Equivalents		333,384	427,150	93,766	122,177	76.7%
Share of 2046 DUE		78.0%	100.0%	22.0%		

Source: San Joaquin Council of Governments



## RTP FINANCING PLAN

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As documented, the fair share of total RTIF capital project costs attributable to new development is approximately \$653.5 million out of a total cost of approximately \$1.92 billion. All RTIF capital projects are Tier 1 projects in the 2022 RTP/SCS meaning that they are part of the RTP’s financially constrained financing plan. This financing plan is based solely on reasonably anticipated local, regional, state, and federal revenue sources through 2046. Therefore, all Tier 1 projects are anticipated to be funded by that time horizon.

According to the 2022 RTP/SCS financing plan there are over 40 revenue sources including the RTIF Program when combined will generate \$12.6 billion over the next 25 years. Due to the availability of other funding sources, of the total revenue the RTP financing plan is projected to need, only \$ \$399,317,688 is anticipated from the RTIF Program<sup>11</sup>. Thus the \$399 million RTP revenue estimate is the maximum amount that can be allocated to new development. This amount is substantially less than the \$653.5 million that represents new development’s share of total RTIF project costs.

The MFA and Operating Agreement requires identification of the amounts, sources, and timing of revenues needed to complete projects that are only partially funded by impact fees. The amount and sources of the funds necessary to complete the RTIF capital projects list summarized in the prior chapter are identified by reference to the 2022 RTP/SCS financing plan as discussed above.

## MAXIMUM JUSTIFIED RTIF SCHEDULE

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**Table 10** shows the maximum justified fee relative to the current RTIF Program fee by land use category. The cost per DUE is provided in **Table 11**.

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<sup>11</sup> SJCOG’s 2022 RTP/SCS projects RTIF revenue to be \$399,317,688 through 2046.



**TABLE 10: MAXIMUM JUSTIFIED RTIF SCHEDULE**

Land Use Category	DUE Factor	Cost per DUE	Capital Projects Fee	Program Administration Fee*	Total Fee	
<b>Residential</b>						
Single Family	1.00	\$5,887.10	\$5,887.10	\$120.14	\$6,007.24	per dwelling unit
					\$2.48	per square foot
Multi-Family	0.58	\$5,887.10	3,414.52	69.68	3,484.20	per dwelling unit
					\$3.77	per square foot
<b>Nonresidential</b>						
Retail	0.83	\$5,887.10	\$4.89	\$0.10	\$4.99	per gross building sq. ft.
Office	0.84	5,887.10	4.95	0.10	5.05	per gross building sq. ft.
Industrial	0.46	5,887.10	2.71	0.06	2.77	per gross building sq. ft.
Warehouse	0.13	5,887.10	0.77	0.02	0.79	per gross building sq. ft.
Other**	NA	NA	153.82	3.14	156.96	per average daily primary trip
<p>*Program administration costs are limited to two percent of the total fee based on the RTIF Operating Agreement between participating jurisdictions.</p> <p>**For use in applying the fee schedule to land uses that do not conform to the land use categories in the fee schedule, typically a nonresidential, non-retail development project.</p> <p>Sources: American Housing Survey (for average square feet per multi-family dwelling), Metrosearch USA (for average square feet per single family dwelling), Tables 9 and 11.</p>						

**TABLE 11: COST PER DWELLING UNIT EQUIVALENT**

	Amount
Maximum Potential RTIF Capital Project Funding	\$653,483,365
RTIF Fund Balance (June 30, 2016)	\$101,473,662
Maximum Justified RTIF Capital Project Funding	\$552,009,703
Dwelling Unit Equivalents (25-year growth forecast)	93,766
Cost per Dwelling Unit Equivalent	\$5,887.10

Source: Tables 2, 7, and 9.



## VII. RTIF REVENUE ESTIMATES

This section estimates total RTIF Program resources. **Table 12** compares total estimated funding for the RTIF Program based on the current RTIF schedule plus RTIF revenues collected to date for project delivery, to the maximum justified fee estimate for the RTIF Program. The current RTIF schedule generates approximately \$92 million less in funding compared to the updated maximum justified fee revenue estimate of approximately \$552 million (maximum potential justified fee revenue less RTIF current fund balance). As previously mentioned, this funding difference is primarily caused by SJCOG’s policy established at inception of the RTIF Program to reduce the fee below the maximum justified amount.

**TABLE 12: RTIF CIP REVENUE ESTIMATE**

Land Use Category	Growth  (DU or sq. ft.)	Current FY 2023-24 RTIF	
		Fee Schedule	Estimated CIP Revenue
		(per DU or sq. ft.)	
<b>Residential</b>			
Single Family	41,966	\$4,440.75	\$186,361,000
Multi-Family	30,552	2,666.44	\$81,465,000
<b>Nonresidential</b>			
Retail	2,427,000	\$1.76	\$4,272,000
Office	33,549,000	2.22	\$74,479,000
Industrial	8,260,000	1.35	\$11,151,000
Warehouse	1,244,000	0.55	<u>\$684,000</u>
RTIF Revenue			\$358,412,000
RTIF Fund Balance (June 30, 2022)			<u>\$101,473,662</u>
Revenue Based on Current RTIF			\$459,885,662
Revenue Based on Maximum Justified RTIF			<u>\$552,009,703</u>
Difference (Current vs. Maximum)			(\$92,124,041)
			83.3%

Note: Fee schedules excludes charge for program administration.  
Sources: San Joaquin Council of Governments (current fee schedule); Tables 1, 4, and 11.

The \$92 million funding gap is not a significant share (5 percent) of the total \$1.92 billion RTIF capital project list and 0.7 percent of the total \$12.6 billion 2022 RTP/SCS financing plan<sup>12</sup>. SJCOG has multiple options to address this gap, either by increasing fee levels, reducing the scope or number of RTIF capital projects, and/or adjusting other anticipated revenues in the RTP financing plan. SJCOG may make these adjustments as part of future RTP updates. The results of this revenue projection indicate that given current RTIF levels there remains a reasonable relationship between the RTIF, including revenues collected to date, and development’s allocated share of the total cost of RTIF capital projects.

<sup>12</sup> SJCOG’s 2022 RTP/SCS (June 2022) financing plan projects a total of \$11.5 billion revenue estimate (i.e., results in a 2.5% funding gap)



## VIII. PROGRAM IMPLEMENTATION

SJCOG and the participating local agencies in the RTIF Program have gained experience through implementation of the program over the past sixteen years. Several implementation issues that have been identified by SJCOG and the RTIF Technical Committee are described below. Solutions or guidance to address these implementation issues are provided.

### REVENUE SHORTFALLS AND PROJECT PROGRAMMING

The RTIF update highlights two issues related to revenue shortfalls and project programming. First, as previously documented, if the current schedule is maintained the RTIF Program will have a \$92 million shortfall relative to the 2022 RTP/SCS financing plan. As noted previously, SJCOG has multiple options to address this gap as part of the next RTP update. This includes such strategies as increasing fee levels, reducing the scope or number of RTIF capital projects, and/or adjusting other anticipated revenues in the RTP financing plan. The amount of the shortfall is relatively small compared to RTP resources so eliminating the shortfall is not likely to be a significant challenge.

### DEVELOPMENT PROJECTS NOT CONFORMING TO RTIF LAND USE CATEGORIES

The transportation system impacts of some development projects will not be adequately represented by the six land uses in the RTIF schedule. Typically this occurs when a non-retail nonresidential development projects has minimal or no building area and yet would generate impacts at a level that is significantly more than represented by the RTIF schedule. Participating agencies are likely to continue to have a few development projects of this type that do not conform to the RTIF land use categories. Example development types that may apply include:

- ◆ Mining
- ◆ Intermodal facilities
- ◆ Agriculture
- ◆ Outdoor recreation

To allow the RTIF to be applied to these types of development projects in the future, it is recommended that the RTIF Program be updated to provide direction (i.e. formula for calculation) to participating agencies to calculate the RTIF fee based on local data or ITE trip generation rates more reflective of the proposed development.

To address this issue, a fee per daily trip was calculated based on: 1) daily trip generation and growth data for the three non-retail nonresidential land use categories used in this RTIF update (office, industrial, and warehouse); and, 2) RTIF Program revenues assuming continuation of the current RTIF schedule.

**Table 13** provides a cost per trip based on this approach. The cost per trip shown can be used to calculate a fee for non-retail nonresidential development projects determined to be inconsistent with one of the land use categories in the RTIF schedule. With the administration cost adjustment, the maximum justified fee of \$150.44 is set at \$153.45.



To calculate a fee for a non-retail non-conforming development the project applicant would need to estimate the total number of average daily trips generated by the project. The trip generation estimate should reflect primary trips only (see Chapter VI for explanation). The jurisdiction should maintain authority to adjust the applicant’s trip generation estimate based on other available information to best estimate trips from the development project. To calculate a fee, the number of average daily primary trips would be multiplied by the cost per trip shown in **Table 13**. Given that the cost per daily trip is based on anticipated program revenue, this approach would not result in any development project paying more than the maximum justified fee. The estimated revenue and cost per trip calculation shown in **Table 13** should be adjusted if the RTIF schedule is modified from the current levels.

**TABLE 13: NON-RETAIL COST PER AVERAGE DAILY TRIP**

Nonresidential & Non-Retail Land Use Category	Average Daily Trip Rate	Growth (25 years)	Total Average Daily Trips	Estimated RTIF Revenue 2021-2046	Cost per Average Daily Trip
	per 1,000 sq. ft.	1,000 sq. ft.			
Office/Service					
Office	10.84	8,281	89,766		
Public / Civic	27.59	1,244	34,322		
Education	24.48	2,885	70,622		
Hotel / Hospitality	9.15	15,392	140,762		
Health	<u>31.90</u>	<u>5,747</u>	<u>183,306</u>		
Subtotal / Weighted Avg.	15.46	33,549	518,778	\$74,479,000	
Industrial	4.87	8,260	40,226	\$11,151,000	
Warehouse	<u>1.71</u>	<u>1,244</u>	<u>2,127</u>	<u>\$684,000</u>	
Total / Weighted Avg.	13.03	43,053	561,131	\$86,314,000	\$153.82

Note: Average daily trip rates are not adjusted for pass-by and diverted trips so the cost per average daily trip should be applied to a project’s total average daily trip generation unadjusted for pass-by and diverted trips.  
Note: Trip rate factors for education, hotel, and health land uses are based on weighted average of factors for more detailed categories provided by ITE (see source).  
Sources: Institute of Transportation Engineers, Trip Generation 11th Edition; Table 4 and Table 12

**RTIF OVERLAP WITH LOCAL AGENCY IMPACT FEE PROGRAMS**

In the event that a RTIF capital improvement project is also identified as part of one of a local agency traffic impact fee program, there are several potential implications. The first and most obvious, that development may be double billed by paying into both programs to improve the same roadway segment. Given that the RTIF fee is significantly discounted – and the likelihood that the local agency fee also reflects a discount, payment into both fee programs would likely not violate the fair share requirements of AB 1600. However, this would need to be determined by SJCOG and the affected local agency.

Secondly, consistency in the fair share estimates (local and regional agency) is recommended. In such cases, an MOU can be established between the agencies that supports the collection of both RTIF and local traffic impact fees for that same segment of road. An MOU can be established between the local



agency and SJCOG to establish a process for developing a mini-nexus report per Government Code 66000. The mini-nexus report should describe the differences in technical approaches, assumptions, and proportionate fair share responsibility results between the local fee program and RTIF nexus analyses. It should also include either a new nexus analysis that supersedes the existing fair share assessments or recommend which of the two existing analyses is most applicable. SJCOG typically defers such recommendations to the local agencies.

To avoid the need for such institutional arrangements, it is recommended that RTIF roadways either be removed from the local agency fee programs during normal local agency updates, or alternatively, a determination is made between the local agency, SJCOG, and possibly other affected jurisdictions to define and distinguish what portion of the improvement costs will be funded by each respective program (RTIF & local fee program). This will ensure that the local and regional fee programs remain mutually exclusive in the event a given roadway segment is included in both a local fee program and the RTIF. Although most jurisdictions chose to keep their local fee programs mutually exclusive, the cities of Escalon, Lathrop, Lodi and Manteca opted to include select projects in both programs. The share of total project costs attributable to the local fee program is documented in **Table 6**.

## **RTIF AND THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)**

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Prior to SB 743, payment into the RTIF absolved an applicant’s responsibility to mitigate a CEQA cumulative plus project mitigation requirement for a project impacting an RTIF designated roadway. With the passage of SB 743, the alignment between RTIF program and CEQA was broken. The operative metric for identifying traffic impacts under CEQA is now vehicle miles traveled (VMT). Given that the RTIF program is based on trips (weighted by average trip lengths) and operations, the RTIF program is no longer aligned with CEQA to be a mitigation strategy for development projects under CEQA. Similarly, roadway capacity increasing projects themselves can create VMT impacts that must be mitigated under CEQA. The roadway capacity orientation of the RTIF program further weakens the program’s role as a CEQA mitigation strategy.

SJCOG and its member agencies are examining the feasibility of establishing a VMT Mitigation Bank or VMT Exchange Program. Such a program could provide a means to off-set/mitigate the VMT impact associated with capacity increasing RTIF projects or the program as a whole. Conversely, RTIF improvements that are VMT neutral or VMT reducing projects can be used to off-set VMT impacts associated with land development projects.

## **ANNUAL ADJUSTMENT OF THE RTIF**

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Pursuant to RTIF program policy, the RTIF is adjusted on an annual basis. Section 3.2 from the Operating Agreement states that the fee shall be adjusted by each Participating Agency on an annual basis at the beginning of each fiscal year (July 1) based on the Engineering News Record California Construction Code Index (CCCI). The annual adjustment is calculated as the arithmetic average of the annualized change of the CCCI for each of the most recent three years.



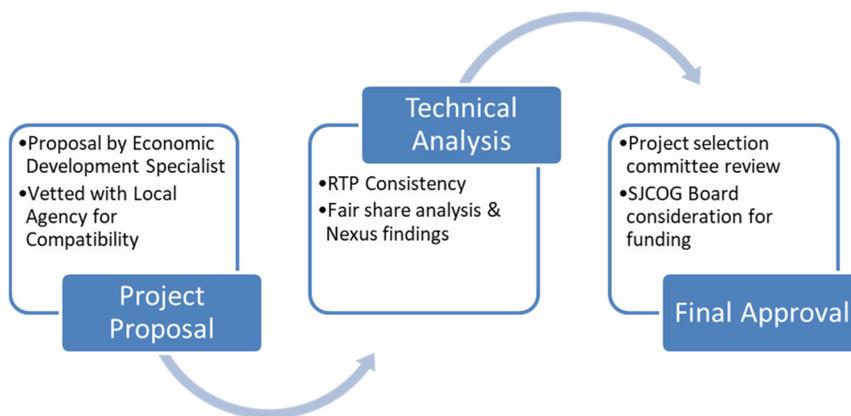
## ECONOMIC DEVELOPMENT CORRIDOR PROGRAM

In October 2014 the SJCOG board approved creating an economic incentive program called the Jobs Balancing Investment Fund utilizing Regional Transportation Impact Fee Program (RTIF) funds. The SJCOG Board adopted the Jobs Balancing Investment Fund Guidelines in April 2015 with full implementation of the program occurring with the adoption of the April 2017 RTIF update. Due to a lack of applications and nexus concerns, the program was suspended in 2020 pending restructuring by SJCOG Board. This 2024 RTIF update reestablishes the program, renamed as the Economic Development Corridor Program.

With the completion of the SJCOG Truck Study (2023, SJCOG), SJCOG and its member agencies established a Surface Transportation Assistance Act (STAA) project list to improve STAA Terminal Access connectivity to the STAA National Network, improve STAA network wayfinding, and facilitate goods movement with San Joaquin County. The Truck Study identified three tiers of improvement types:

- ◆ Tier 1 Signage for STAA T-Route Access
- ◆ Tier 2 Signage – minimal construction
- ◆ Tier 3 Infrastructure Retrofit - requires additional research and coordination with local jurisdictions

This project list provides SJCOG’s member agencies candidate projects to nominate for RTIF funding through the Economic Development Corridor Program. These projects, by definition, serve regional transportation and goods movement needs within the San Joaquin County. A detailed description of the Economic Development Corridor Program including its’ nexus requirements, program structure, RTIF funding limits, project nomination cycle, and project selection process are provided in **Appendix C**.





# **APPENDIX A. TRAFFIC COUNT FACTORING TECHNICAL MEMORANDUM**



## TECHNICAL MEMORANDUM

DATE: June 19, 2023

TO: Joyce Yee, | Assistant Transportation Planner, SJCOG

FROM: Jim Damkowitch, Mike Mauch | DKS Associates

SUBJECT: 2023 RTIF Update: 2016-2023 Traffic Trends in San Joaquin County

### INTRODUCTION

The purpose of this memorandum is to document the growth experience in San Joaquin County between 2016-2023 to determine if existing circa 2016-17 traffic counts collected as part of the 2017 RTIF update can be repurposed for purposes of establishing the presence of existing/baseline deficiencies for the 2023 RTIF update. Two sources of vehicle activity (i.e., vehicle miles of travel) for San Joaquin County were applied for this purpose: Highway Performance Monitoring System; and, Caltrans Performance Monitoring System.

### HIGHWAY PERFORMANCE MONITORING SYSTEM (HPMS) VMT ESTIMATES

The Highway Performance Monitoring System (HPMS) is a national program that includes inventory information for all the Nation's public roads. All roads open to public travel are reported in HPMS regardless of ownership, including Federal, State, county, city, and privately owned roads. The HPMS data is regularly used for performance measurement purposes in National, State and local transportation decision-making to analyze trade-offs among the different modes of transportation as part of the metropolitan and statewide transportation planning process.

The HPMS reporting requirements are documented in the *HPMS Data Collection Field Manual* which was last updated in 2016. One of the HPMS requirements dictates the level of precision for traffic data reliability for HPMS reporting purposes. For San Joaquin County, the HPMS published County-wide VMT estimates will generally fall within the 90-10 precision levels, except for Collector roadways, which will fall within the 80-10 precision level. **Table 1** lists the required HPMS precision levels by Urban Code and roadway Functional Classification code. San Joaquin County falls under "Urbanized ( $\geq 200,000$  population)" HPMS Urban Group designation.



**Table 1: FHWA HPMS Sampling Precision Levels**

HPMS Urban Group	Interstate FC = 1	Principal Arterial (Freeway or Expressway) FC = 2	Principal Arterial (Other) FC = 3	Minor Arterial FC = 4	Major Collector FC = 5	Minor Collector FC = 6
Rural	90-05	90-05	90-05	90-10	80-10	–
Small Urban	90-05	90-05	90-05	90-10	80-10	80-10
Urbanized <200,000 population	80-10	80-10	80-10	80-10 or 70-15*	80-10 or 70-15*	80-10 or 70-15*
Urbanized ≥ 200,000 population	90-10	90-10	90-10	90-10	80-10	80-10

\*These precision levels will be applied if a State has three or more urbanized areas with a population < 200,000. Source: FHWA HPMS Data Collection Field Manual, Table 6.2, page 6-4 (FHWA, December 2016)

The California Public Road Data is a publication that contains statistical information derived from the HPMS data. The California Public Road Data can be obtained online at:

<https://dot.ca.gov/programs/research-innovation-system-information/highway-performance-monitoring-system>.

**Table 2** shows the HPMS (California Public Road Data) estimated Daily Vehicle Miles of Travel (DVMT) for the years of 2016 through 2020. At the time of this analysis, FHWA and/or Caltrans had not yet published HPMS (or California Public Road Data) results for the years 2021 or 2022.

**Table 2: HPMS 2016-2020 Miles, Lane-Miles and Daily Vehicle Miles of Travel for San Joaquin County**

Year	Miles	Lane	DVMT	Annual
2016	3,629.91	8,096.89	18,459.56	--
2017	3,629.91	8,074.27	18,586.81	0.69%
2018	3,626.02	8,116.36	18,619.28	0.17%
2019	3,626.02	8,120.74	20,219.46	8.59%
2020	3,630.22	8,175.44	17,598.44	-12.96%

Source: California Public Road Data - Table 9 (annual change estimated from Table 9 DVMT values)



## CALTRANS PERFORMANCE MEASUREMENT SYSTEM (PEMS) VMT ESTIMATES

Given that the HPMS provides VMT estimates only through 2020, the Caltrans Performance Monitoring System (PeMS) freeway VMT estimates were used to estimate the growth or changes in county-wide VMT for the years 2020 through 2023 for San Joaquin County. For the annual 2023 VMT was estimate, data from January – May 2023 Caltrans PeMS VMT and the monthly trends from the 2022 Caltrans PeMS VMT values were applied.

**Table 3** displays the Caltrans PeMS VMT and estimated DVMT trends for the years 2020 through 2023, and **Table 4** shows the resulting 2016 through 2023 annual DVMT values and growth rates.

**Table 3: PeMS 2020-2023 Annual and Daily Vehicle Miles of Travel for San Joaquin County**

Year	Annual Freeway VMT (thousands)	DVMT (thousands)	Annual Change (percent)
2020	526,967.94	17,598.44	--
2021	569,865.62	19,031.04	8.14%
2022	572,447.81	19,117.27	0.45%
2023 *	568,507.32	18,985.68	-0.69%

Year 2023 VMT estimated from Jan-Jun 2023 VMT and 2022 monthly VMT trends.

Source: Caltrans PeMS (DVMT estimated from PeMS VMT and California Public Road Data DVMT values)



**Table 4: 2016-2023 Daily Vehicle Miles of Travel for San Joaquin County**

Year	Source	DVMT (thousands)	Annual Change (percent)
2016	FHWA HPMS Table 9	18,459.56	--
2017	FHWA HPMS Table 9	18,586.81	0.69%
2018	FHWA HPMS Table 9	18,619.28	0.17%
2019	FHWA HPMS Table 9	20,219.46	8.59%
2020	FHWA HPMS Table 9	17,598.44	-12.96%
2021	PeMS VMT Growth Rates	19,031.04	8.14%
2022	PeMS VMT Growth Rates	19,117.27	0.45%
2023	PeMS VMT Growth Rates	18,985.68	-2.14%
2016-2023	HPMS/PeMS		1.35%
2017-2023	HPMS/PeMS		0.65%

## FINDINGS

To escalate 2016 traffic counts for use in a 2023 base year analysis, DKS recommends escalating 2016 counts by 1.35%, likewise DKS recommends escalating 2017 traffic counts by 0.65%.



## **APPENDIX B.**

### **2024 RTIF Deficiencies**

### **Roadway Segments Only**

Additional sources were also considered for determining existing/future year deficiencies. These included recent traffic analyses performed as part of the State project approval process (i.e., Project Study Reports (PSR) and Project Approval – Environmental Document (PA-ED) including Traffic Operations Assessment Reports (TOAR)), and traffic studies performed for local agency circulation element updates. As a result, additional roadways were determined to be deficient based on these more detailed traffic operations assessments than what are reported in this appendix.







Two Lane Highway Between	Post Mile	Miles	Existing								2046							
			AM				PM				AM				PM			
			Follower Density	LOS NB/EB	Follower Density	LOS SB/WB	Follower Density	LOS NB/EB	Follower Density	LOS SB/WB	Follower Density	LOS NB/EB	Follower Density	LOS SB/WB	Follower Density	LOS NB/EB	Follower Density	LOS SB/WB
CONTRA COSTA/SAN JOAQUIN COUNTY LINE	0.000																	
		6.025	12.7	E	8.7	D	8.2	D	8.8	D	18.4	E	12.6	E	11.9	D	12.7	E
TRACY BLVD	6.025																	
		4.465	2.6	B	7.3	C	3.7	B	10.2	D	5.4	C	15.2	E	7.4	C	10.2	D
INLAND DRIVE	10.490																	
		1.182	6.1	C	9.4	D	8.7	D	12.7	E	11.3	D	17.3	E	15.7	E	12.7	E
MAYBECK ROAD	11.672																	
		2.351	6.8	C	11.6	D	10.0	D	14.3	E	12.7	E	21.7	E	18.3	E	14.3	E
ROBERTS ISLAND ROAD	14.023																	
		6.667	4.1	C	12.2	E	6.0	C	18.3	E	6.3	C	18.8	E	9.3	D	18.3	E
WALKER LANE JACKTONE ROAD	20.690 24.870																	
		8.230	2.2	B	6.5	C	2.7	B	7.9	C	4.9	C	14.6	E	Over-Capacity	F	7.9	C
FARMINGTON/ESCALON-BELLOTA RD	33.100																	
		1.040	0.8	A	2.3	B	4.2	C	1.9	A	2.5	B	7.5	C	12.6	E	1.9	A
SONORA ROAD (TO VALLEY HOME)	34.140																	
SACRAMENTO/SAN JOAQUIN COUNTY LINE	0.000																	
		5.390	3.5	B	3.9	B	14.2	E	12.8	E	4.0	C	4.5	C	16.4	E	12.8	E
33 GLASSCOCK ROAD/TOWER PARKWAY	5.390																	
		3.440	3.2	B	9.6	D	4.7	C	13.7	E	3.6	B	11.0	D	5.3	C	13.7	E
GUARD RD	8.830																	
		1.337	3.0	B	9.1	D	4.4	C	13.2	E	3.5	B	10.6	D	5.1	C	13.2	E
JCT. RTE. 5	10.167																	
		0.287	7.4	C	11.8	D	8.3	D	13.2	E	7.9	C	12.7	E	8.9	D	13.2	E
THORTON RD/STAR ST	10.454																	
STANISLAUS/SAN JOAQUIN COUNTY LINE	0.000																	
		0.818	3.6	B	2.9	B	2.7	B	1.9	A	12.0	E	9.9	D	9.3	D	1.9	A
VERNALIS, JCT. RTE. 132	0.818																	
JACKTONE ROAD	8.840																	
		2.800	1.7	A	3.1	B	8.0	C	6.6	C	2.8	B	5.1	C	12.6	E	6.6	C
FRENCH CAMP ROAD	11.640																	
		6.245	6.6	C	4.2	C	8.1	D	12.5	E	11.1	D	7.0	C	13.2	E	12.5	E
ESCALON, DAVID AVENUE	17.885																	
JCT. RTE. 5	3.240																	
		2.620	3.0	B	4.8	C	6.1	C	5.3	C	6.1	C	9.8	D	12.2	E	5.3	C
VERNALIS, JCT. RTE. 33	5.860																	
		1.248	3.1	B	3.1	B	9.5	D	9.5	D	4.9	C	4.9	C	14.7	E	9.5	D
SAN JOAQUIN/STANISLAUS COUNTY	7.108																	



**LOCAL ROADWAY LEVEL OF SERVICE ANALYSIS (HCM 2010)**

**Local Roadway Segments**

Roadway	Location	Cross Street	Jurisdiction	Existing AADT	Existing LOS	2046 AADT	2046 LOS
SR-120	JWO	Jack Tone Road	County	13,744	D	19,691	F
SR-12/Kettelman Lane	JWO	Hutchins Street	Lodi	28,098	D	28,419	E
SR-12/Kettelman Lane	JEO	Lower Sacramento Road	Lodi	28,098	D	28,419	E
SR-12/Kettelman Lane	JWO	HWY 99 SB Ramps	Lodi	30,880	E	29,836	E
SR-12/Kettelman Lane	JEO	Hutchins Street	Lodi	30,880	E	29,836	E
4		Fresno Ave. / Navy Dr./Stockton St.	Stockton	21,062	F	25,151	F
SR-12/SR-88	JWO	ElliotRoad/Tully Road	County	17,836	E	19,689	F
SR-12/SR-88	JEO	ElliotRoad/Tully Road	County	13,232	D	15,678	E
Arch Airport Road	JEO	Airport Way	Stockton	19,095	F	26,170	F
Arch Road	JEO	99 Frontage/Kingsley Road	Stockton	19,095	F	26,170	F
Arch Road		SR-99 / Austin Road	County/ Stockton	15,064	D	23,113	F
Eight Mile Road	JWO	Lower Sacramento Road	Stockton	19,403	F	18,747	F
Lathrop Road	JEO	I-5 NB Ramps	Lathrop	12,216	D	26,580	F
Lathrop Road	JWO	Airport Way	Manteca	12,216	D	26,580	F
Lathrop Road	JEO	Airport Way	Manteca	14,184	D	25,267	F
Lathrop Road		Golden Valley Parkway / I-5	Lathrop	6,676	C	38,717	F
Lower Sacramento Road	JSO	Eight Mile Road	Stockton	15,035	D	17,184	E
West Lane	JNO	Harding Way	Stockton	34,257	F	39,213	F



## **APPENDIX C.**

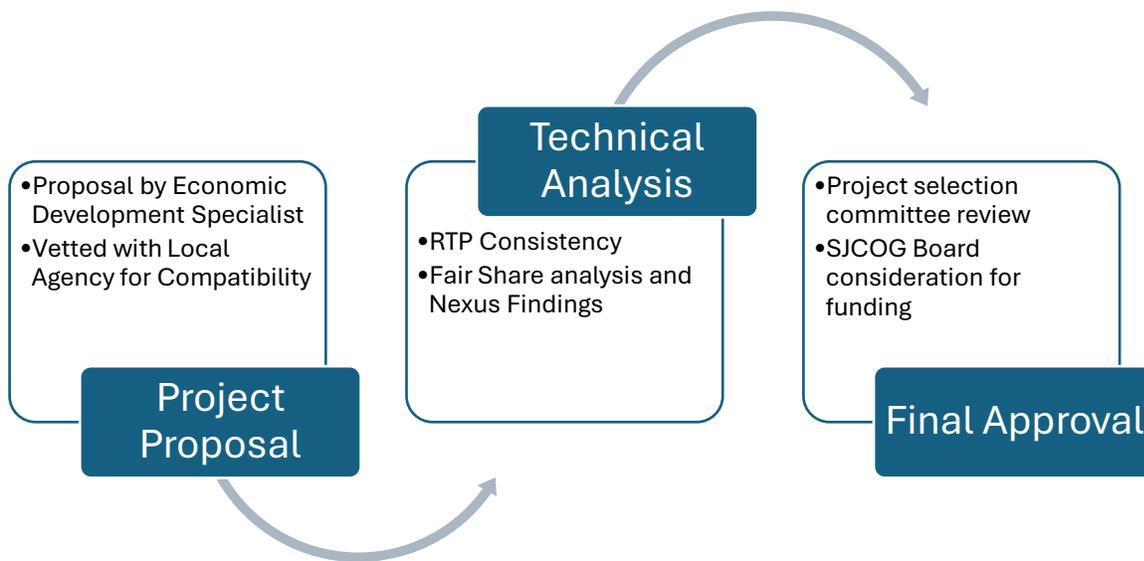
### **Economic Development Corridor Program**

# RTIF ECONOMIC DEVELOPMENT CORRIDOR PROGRAM

## SUMMARY:

In October 2014 the SJCOG board approved creating an economic incentive program called the Jobs Balancing Investment Fund utilizing Regional Transportation Impact Fee Program (RTIF) funds. The SJCOG Board adopted the Jobs Balancing Investment Fund Guidelines in April 2015 with full implementation of the program occurring with the adoption of the April 2017 RTIF update. Due to a lack of applications and nexus concerns, the program was suspended in 2020 pending restructuring by SJCOG Board. This 2024 RTIF update re-establishes the program, renamed as the Economic Development Corridor Program.

The program approval process is summarized in the graphic below.



## FISCAL IMPACT:

The creation of this program may result in the expenditure of up to \$1 million annually in regional share RTIF on eligible projects.

## PROGRAM GUIDELINES:

### Background

The RTIF Economic Development Corridor Program (EDCP) provides an essential strategic funding mechanism to assist in facilitating goods movement and attracting employers to the region. This in turn

provides additional opportunities for San Joaquin County residents to both live and work in the same region, consistent with the policies and strategies in SJCOG’s long range transportation planning document, the Regional Transportation Plan.

These guidelines and concurrent revisions to the RTIF Operating Agreement, form the foundation of the interim implementation of the program.

### **Program Overview**

**Purpose:** The purpose of the program is provide transportation project funding that may serve as part of a package of economic incentives to encourage job-creating firms to locate in San Joaquin County. The new economic incentive program provides the SJCOG Board, in conjunction with the San Joaquin Partnership and other economic development specialists, with a more tactical tool to attract employers to the region. Investments in transportation infrastructure will be made from this fund in order to supplement or enhance capital or capacity enhancing operational improvements needed by firms to locate in the area.

**Annual Program Maximum:** \$1 million

**Individual Project Maximum:** \$500,000

**Eligible Projects:** Only STAA related projects identified in the SJCOG Truck Study (2023) may be funded by the JBIF program. These include: Tier 1 Signage for STAA T-Route Access; Tier 2 Signage – minimal construction; or, Tier 3 Infrastructure Retrofit - construction projects\*

\*requires coordination with local jurisdictions

### **Program Funding:**

SJCOG oversees a “regional share” component of the RTIF funding. The “regional share” is further divided between transit and highway projects. Of the total 15%, 5% is designated for transit and 10% for highway, interchange, and regional roadway projects. Only the 10% for highway, interchange, and regional roadway projects can be used for the Economic Development Corridor Program. The type of project proposed will dictate which category of funding is used. The San Joaquin COG Board has full discretion over the investment of these dollars in transportation projects based upon the adopted RTIF Operating Agreement among all member jurisdictions.

The maximum funding for any single project is \$500,000, up to \$1 million annually. Any funding not utilized during the year will remain in the regional share pool and be available for funding other projects meeting the inclusion criteria as designated in the RTIF Technical Report and the RTIF Operating Agreement.

### **Project Proposal: Project Eligibility**

The projects proposed must meet the following criteria:

- a) The project is listed in the SJCOG Truck Study;
- b) The project is scheduled for delivery within the time frame evaluated in the RTIF Technical Report;
- c) The project has been reviewed and recommended for funding by the RTIF Project Selection Committee to the Board; and,

- d) The project is being funded by the SJCOG 10% regional share available to be programmed to eligible highway, interchange, and regional roadway projects by the SJCOG Board of Directors.

### **Project Proposal: Selecting Employment Opportunities**

SJCOG will biennially circulate a call for applications (every odd numbered year) to its member agencies for the RTIF Economic Development Corridor Program. This means that two years of funding will be available for each application cycle. The format and timing of the application submittals will be determined by SJCOG.

A committee of three professionals with economic development responsibilities and/or experience staffed by a COG staff member will review opportunities for investments brought forward for consideration through the call for application process. The committee chair will be the CEO of the San Joaquin Partnership. The other two members of the committee will be mutually agreed upon by SJCOG staff and the committee chair and confirmed by the SJCOG Board. The committee is known as the RTIF Project Selection Committee. Within the first 30 days of program implementation, the committee will meet and propose minimum economic development/job creation standards for reviewing project proposals. The selection of projects to be funded would proceed as follows:

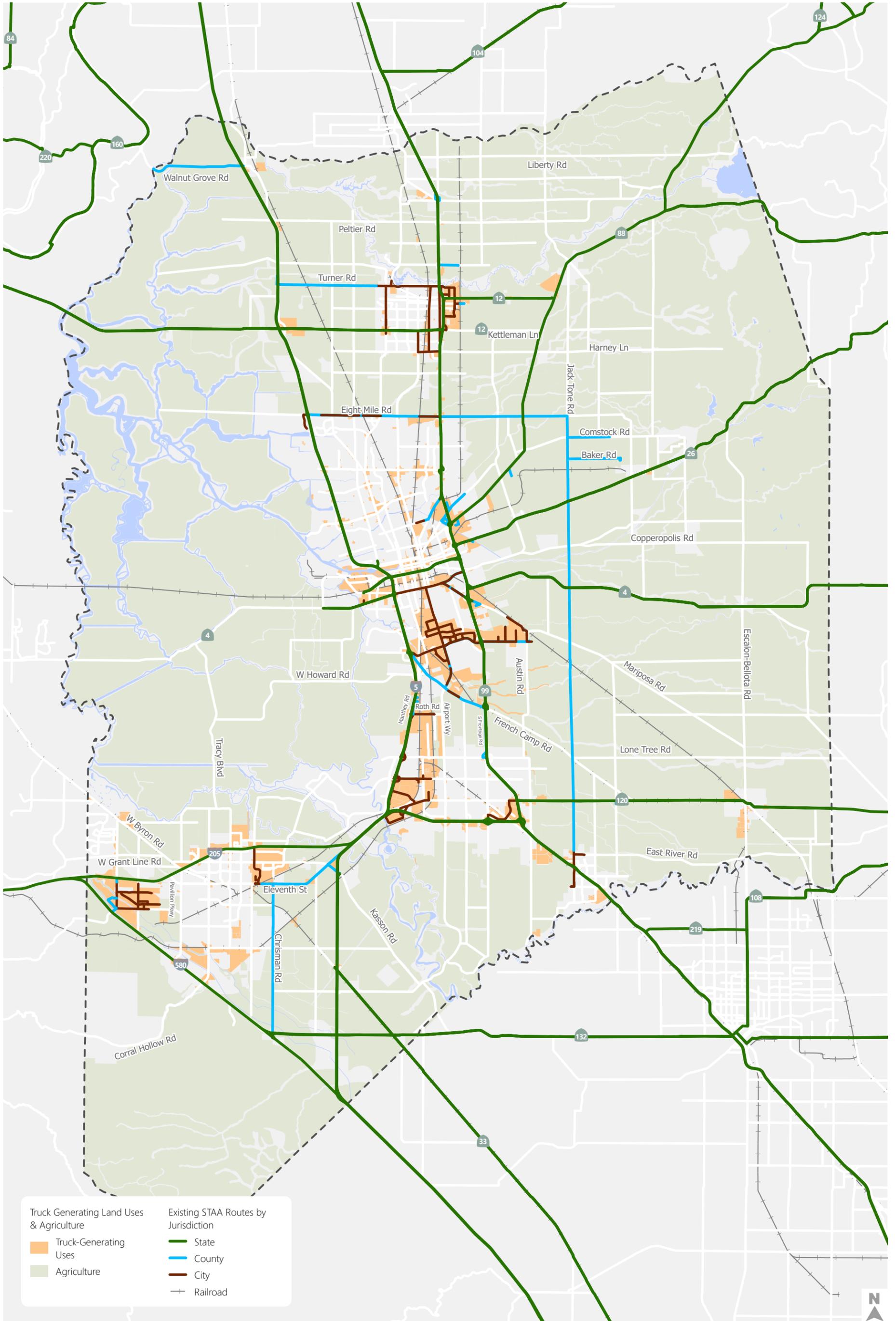
- 1) Project proposal by the San Joaquin Partnership or other Economic Development Specialist
- 2) Project is screened by SJCOG staff for:
  - a. Consistency with the currently adopted Regional Transportation Plan
  - b. Consistency with the affected jurisdiction's currently adopted planning documents
  - c. Consistency with Mitigation Fee Act Fair Share and Nexus Findings as detailed in currently applicable RTIF Technical Report as amended.
- 3) Project proposal is reviewed by the Project Selection Committee and recommended for funding.
- 4) The SJCOG Board considers the project for incentive funding.

### **Program Review**

The full program implementation will occur as part of the ongoing second eight-year update to the RTIF program to be completed in June 2024.

### **ATTACHMENTS:**

- Attachment 1: San Joaquin County Existing STAA Routes
- Attachment 2: STAA Truck Route Improvement Tiered Projects in San Joaquin County



Attachment 1: Figure 3. San Joaquin County Existing STAA Routes





# APPENDIX D

## RTIF COMMENT LETTERS



BUILDERS' EXCHANGE  
OF SAN JOAQUIN SINCE 1924

4561 Quail Lakes Drive, Suite B-2 Stockton, CA 95207

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April 24, 2024

Chair, David Bellinger  
San Joaquin Council of Government  
555 E. Weber Avenue  
Stockton, CA 95202

Chair Bellinger,

Re: Regional Transportation Impact Fee Update

On behalf of the construction businesses in San Joaquin County we ask you to maintain the long-term position of SJCOG of not collecting the maximum fee amount for the RTIF.

The proposed maximum fee of \$6050.61 per Dwelling Unit Equivalent represents a 36% increase over the current fee. An increase of this magnitude will have a crippling effect on the local construction industry at a time when cost inputs are already making it difficult for most projects to remain profitable. We recognize that cost inputs for COG projects are also subjected to the same increases as private sector projects and therefore we request a simple inflation adjustment in line with the industry standard Engineering News Record. This adjustment would allow COG to continue meeting the growing transportation demands of San Joaquin County and at the same time not do harm to the local construction industry.

The business community has a long relationship of working hand-in-hand with COG and finding reasonable solutions to the issues that arise. We hope you agree with us that a simple inflation adjustment at this time, is better for all stakeholders.

Respectfully,

A handwritten signature in blue ink, appearing to read 'S. Hurles', with a long, sweeping underline.

Shannon Hurles  
CEO  
Builders Exchange of San Joaquin

# FEE SCHEDULE: MAXIMUM ALLOWABLE FEE

Land Use Category	DUE Factor	Cost per DUE	Capital Project Fee	Program Administration Fee *	Total Fee	
<b>Residential</b>						
Single Family	1.00	\$5,929.60	\$5,929.60	\$121.01	\$6,050.61	per dwelling unit
					\$3.26	per square foot
Multi-Family	0.58	\$5,929.60	3,439.17	70.19	3,509.36	per dwelling unit
					\$3.79	per square foot
<b>Nonresidential</b>						
Retail	0.83	\$5,929.60	\$4.92	\$0.10	\$5.02	per gross building sq. ft.
Office	0.84	5,929.60	4.98	0.10	5.08	per gross building sq. ft.
Industrial	0.46	5,929.60	2.73	0.06	2.79	per gross building sq. ft.
Warehouse	0.13	5,929.60	0.77	0.02	0.79	per gross building sq. ft.
Other**	NA	NA	150.44	3.07	153.51	per average daily primary trip

\*Program administration costs are limited to two percent of the total fee based on the RTIF Operating Agreement between participating jurisdictions.

\*\*For use in applying the fee schedule to land uses that do not conform to the land use categories in the fee schedule, typically a non-residential, non-retail development project.

Sources: Tables 8 and 10.

	Amount
Maximum Potential RTIF Capital Project Funding	\$657,468,886
RTIF Fund Balance (June 30, 2016)	\$101,473,662
Maximum Justified RTIF Capital Project Funding	\$555,995,224
Dwelling Unit Equivalents (25-year growth forecast)	93,766
Cost per Dwelling Unit Equivalent	\$5,929.60



SIERRA  
CLUB  
FOUNDED 1892

Delta-Sierra Group  
Mother Lode Chapter  
P.O. Box 9258, Stockton CA 95208

Nguyen, Diane  
Executive Director SJCOG  
555 East Weber Avenue  
Stockton, CA 95202

June 3, 2024

Re: RTIF and Bikeway funding,

As a member of the Citizen's Advisory Committee of the San Joaquin Council of Governments I follow very carefully transportation funding issues. For all practical purposes San Joaquin County and the cities within it have a Regional Transportation Infrastructure Fee (RTIF) that is funding multimodal transportation projects in two modes, roadway and public transit (rail and bus). There is no evidence on the SJCOG-RTIF web page that the Regional Transportation Infrastructure Fee has provided funding for bikeways in San Joaquin County.

There is an exception that is being used. Cities may use their RTIF apportionment for bikeways and sidewalks if they so choose. The only example I am aware of this type is the City of Escalon which has a Capital Project Listing for funding a bikeway project, that project did not get funded thru the most recent cycle of the Active Transportation Program (ATP) program.

Bikeways are incorporated into Congestion Management Plans.

Funding sources like (CMAQ, Measure K, ATP local and State) are used to build bikeways on the RTIF roadway network.

Sierra Club questions that new development is paying its fair share of the bikeway network.

RTIF provides no regular funding for bikeways on the RTIF roadway network.

Sierra Club suggests establishing a structured program of using RTIF monies for bikeways planned on the RTIF roadway network.

Paul Plathe  
Sierra Club Representative to SJCOG-CAC

CC- SJCOG-CAC, Isaiah Anderson, Kim Anderson



3127 Transworld Drive  
Suite 100  
Stockton, CA 95206

209.948.1553  
800.526.1555  
Fax 209.948.3554  
frcsj.org

Chair, David Bellinger  
San Joaquin Council of Government  
555 E. Weber Avenue  
Stockton, CA 95202

Chair Bellinger,

Family Resource Center is the 211 Information and Referral provider for San Joaquin County. In 2023, 211 responded to 90,842 calls, texts and emails. Of those, 40,297 were for housing related needs and many of those callers were families with young children. It is extremely important that the RTIF amount is reasonable so that it does not prevent the construction industry from building much needed housing in San Joaquin County.

We ask you to maintain the long-term position of SJCOG of not collecting the maximum fee amount for the Regional Transportation Impact Fee. The proposed maximum fee of \$6050.61 per Dwelling Unit Equivalent represents a 36% increase over the current fee. An increase of this magnitude will have a crippling effect on the local construction industry at a time when cost inputs are already making it difficult for most projects to remain profitable. We recognize that cost inputs for COG projects are also subjected to the same increases as private sector projects and therefore we request a simple inflation adjustment in line with the industry standard Engineering News Record. This adjustment would allow COG to continue meeting the growing transportation demands of San Joaquin County and at the same time not do harm to the local construction industry. Thank you for your consideration of this information and the impact on families and children as you update the RTIF.

In Partnership,

Kay G. Ruhstaller, CEO, Family Resource Center



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*Grupe Huber Company*

April 24, 2024

Chair, David Bellinger  
San Joaquin Council of Government  
555 E. Weber Avenue  
Stockton, CA 95202

Chair Bellinger,

Re: Regional Transportation Impact Fee Update

On behalf of the construction businesses in San Joaquin County we ask you to maintain the long-term position of SJCOG of not collecting the maximum fee amount for the RTIF.

The proposed maximum fee of \$6050.61 per Dwelling Unit Equivalent represents a 36% increase over the current fee. An increase of this magnitude will have a crippling effect on the local construction industry at a time when cost inputs are already making it difficult for most projects to remain profitable. We recognize that cost inputs for COG projects are also subjected to the same increases as private sector projects and therefore we request a simple inflation adjustment in line with the industry standard Engineering News Record. This adjustment would allow COG to continue meeting the growing transportation demands of San Joaquin County and at the same time not do harm to the local construction industry.

The business community has a long relationship of working hand-in-hand with COG and finding reasonable solutions to the issues that arise. We hope you agree with us that a simple inflation adjustment at this time is better for all stakeholders.

Respectfully,  
***Betty Wilson***  
Betty Wilson  
Executive Director



## Building Industry Association of the Greater Valley

1701 W. March Ln., Ste. F  
Stockton, CA 95207  
(209) 235-7831 • (209) 235-7837 fax

### OFFICERS

**Brian Cutting**  
Woodside Homes  
**David Best**  
Shea Homes  
**Jeremy Goulart**  
Meritage Homes  
**Keith Jones**  
George Reed, Inc.

April 24, 2024

Chair, David Bellinger  
San Joaquin Council of Government  
555 E. Weber Avenue  
Stockton, CA 95202

Chair Bellinger,

Re: Regional Transportation Impact Fee Update

On behalf of the construction businesses in San Joaquin County we ask you to maintain the long-term position of SJCOG of not collecting the maximum fee amount for the RTIF.

The proposed maximum fee of \$6050.61 per Dwelling Unit Equivalent represents a 36% increase over the current fee. An increase of this magnitude will have a crippling effect on the local construction industry at a time when cost inputs are already making it difficult for most projects to remain profitable. We recognize that cost inputs for COG projects are also subjected to the same increases as private sector projects and therefore we request a simple inflation adjustment in line with the industry standard Engineering News Record. This adjustment would allow COG to continue meeting the growing transportation demands of San Joaquin County and at the same time not do harm to the local construction industry.

The business community has a long relationship of working hand-in-hand with COG and finding reasonable solutions to the issues that arise. We hope you agree with us that a simple inflation adjustment at this time, is better for all stakeholders.

Respectfully,

John R. Beckman  
Chief Executive Officer

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John Looper  
Terry Miles  
George Petrulakis  
Toni Raymus  
Keith Schneider  
Bob Taylor  
Dennis Wann

223 East Tenth Street, Tracy, CA 95376  
[www.tracychamber.org](http://www.tracychamber.org)

Phone: (209) 835-2131

Chair, David Bellinger  
San Joaquin Council of Government  
555 E. Weber Avenue  
Stockton, CA 95202

Chair Bellinger,

Re: Regional Transportation Impact Fee Update

On behalf of the construction businesses in The City Of Tracy and San Joaquin County we ask you to maintain the long-term position of SJCOG of not collecting the maximum fee amount for the RTIF.

The proposed maximum fee of \$6050.61 per Dwelling Unit Equivalent represents a 36% increase over the current fee. An increase of this magnitude will have a crippling effect on the local construction industry at a time when cost inputs are already making it difficult for most projects to remain profitable. We recognize that cost inputs for COG projects are also subjected to the same increases as private sector projects and therefore we request a simple inflation adjustment in line with the industry standard Engineering News Record. This adjustment would allow COG to continue meeting the growing transportation demands of San Joaquin County and at the same time not do harm to the local construction industry.

Moreover, we wish to express our dissatisfaction that the complete roadway segment for Corral Hollow Road south to I 580 (Item 73 – Regional Roadway Projects) and the full costs and more significant allocation for the Corral Hollow Road/I580 interchange (Item 50-Highway Interchange Projects) are not included in the SJCOG Fair Share Assessment. There needs to be an equitable distribution of the RTIF funds across all cities and transportation improvements in the County. Tracy, in particular, has been allocated minimal funding the projects stated above which have been identified as the City's regional transportation improvement priorities. This discrepancy not only undermines the principles of fairness but also overlooks the pressing needs of our community.

The business community has a long relationship of working hand-in-hand with COG and finding reasonable solutions to the issues that arise. We hope you agree with us that a simple inflation adjustment at this time, is better for all stakeholders.

Sincerely,

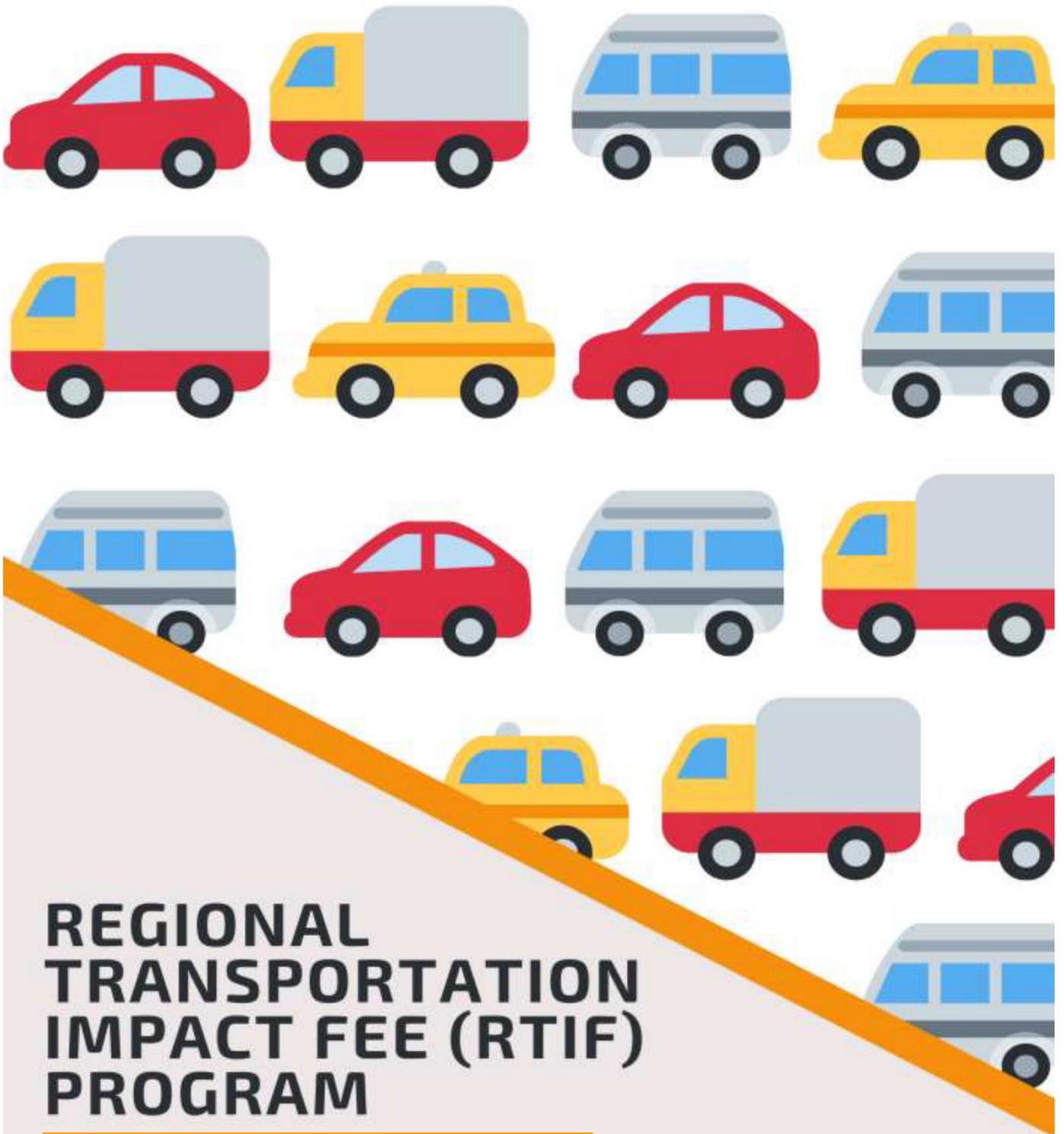
Maria Valenzuela, CEO  
Tracy Chamber



# **APPENDIX E**

## **FY 2022 / 2023**

### **ANNUAL REPORT**



**REGIONAL  
TRANSPORTATION  
IMPACT FEE (RTIF)  
PROGRAM**

**FY 2022 / 2023  
ANNUAL REPORT**

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# Introduction

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## Background

The Regional Transportation Impact Fee (RTIF) program was established in October 2005. In April 2006, the San Joaquin Council of Governments (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. The third comprehensive update will be considered for adoption in June 2024.

## Purpose

The RTIF program 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 has collected approximately \$150 million since its inception. Of which approximately \$109 million was retained after deducting project and program administrative costs for FY2022-2023. Jurisdictions retain 75% of RTIF funds collected and distribute 10% to San Joaquin County and 15% to SJCOG. In FY 2022-23, \$5,523,465 of RTIF funding was expended on four regionally significant transportation projects. These projects are:

- Golden Valley Parkway (Lathrop)
- Airport Way (SR-120 to Lathrop Road) regional roadway project (Manteca)

- Interstate 205 & Mountain House Parkway highway interchange project (Tracy)
- Interstate 580 & Mountain House Parkway/Patterson Pass Road highway interchange project (Tracy)

## 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 eight 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 and expending RTIF funds on projects within their jurisdiction, and reporting their activities semi-annually. This document serves as an overview of all participating agencies' activities during fiscal year 22/23.

## 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. Is located 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 RTP.
3. Modeled and screened consistent with the requirements of the Mitigation Fee Act criteria for establishing a rational nexus.
  1. The Jobs Balancing Investment Fund (JBIF), created in 2015, was suspended in 2020 pending restructuring by SJCOG Board. A new program will be included as part of the 2024 RTIF program update.

## RTIF Capital Project List

The adopted April 2017 RTIF update, as amended in 2018 and 2020, includes a capital project list of forty-nine projects. These projects include a mix of mainline highway expansions, highway interchange, regional roadway, and public transit projects. The current project list, included 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 next comprehensive update of the project list began during the AB 1600 RTIF update will be completed in June 2024.

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 includes designated highways and local roadways of regional significance that are eligible to receive RTIF revenue. The adopted 2017 RTIF update illustrates the current RTIF regional roadway network (Figure 1).

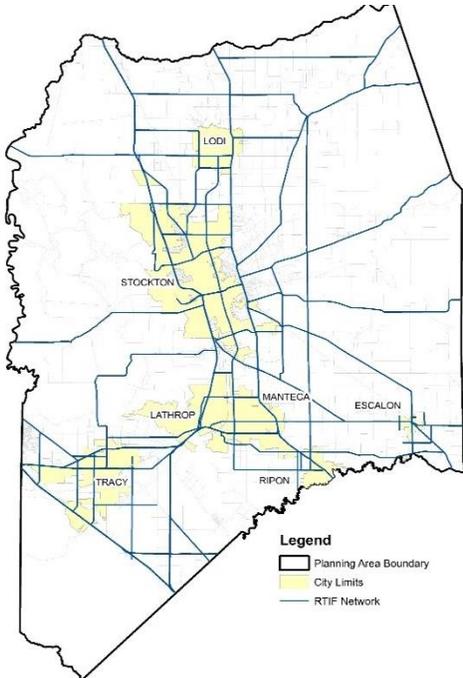


Figure 1: RTIF Regional Roadway Network

### FY 2022/2023 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 transportation projects 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 form the basis of the maximum justified fee schedule. The required analysis is detailed in the 2005 RTIF technical analysis, and subsequent updates.

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 FY 22/23 RTIF fee structure (Table 1) below was approved in May 2022.

Land Use Type	FY 21/22 Fee Structure	Annual Change + 9.66%	FY 22/23 Fee Schedule
Residential (Single Family DUE)	\$3,696.21	\$357.05	\$4,053.26
Residential (Multi-Family DUE)	\$2,217.72	\$214.23	\$2,431.95
Retail (Sq. Ft.)	\$1.47	\$0.14	\$1.61
Office (Sq. Ft.)	\$1.85	\$0.18	\$2.03
Commercial/Industrial (Sq. Ft.)	\$1.12	\$0.11	\$1.23
Warehouse (Sq. Ft.)	\$0.46	\$0.04	\$0.50
Other (per Trip)	\$113.98	\$11.01	\$124.99

Table 1: 2022/2023 Fee Schedule

The FY 23/24 RTIF fee structure (Table 2), below, was approved in May 2023. During the past two years, the CCCI increase was much higher than previous years as shown in Table A. The CCCI increase for 2023 year was slightly lower than 2022’s, but still much higher than for previous years.

Year	2023	2022	2021	2020
CCCI (April - April)	9026	8903	7150	6955
Average % Change	1.38%	24.52%	2.80%	N/A
3 Year Average	9.56%			

Table A: CCCI 3YR Average

Land Use Type	FY 22/23 Fee Structure	Annual Change + 9.56%	FY 23/24 Fee Schedule
Residential (Single Family DUE)	\$4,053.26	\$387.49	\$4,440.75
Residential (Multi-Family DUE)	\$2,431.95	\$232.49	\$2,664.44

Retail (Sq. Ft.)	\$1.61	\$0.15	\$1.76
Office (Sq. Ft.)	\$2.03	\$0.19	\$2.22
Commercial/Industrial (Sq. Ft.)	\$1.23	\$0.12	\$1.35
Warehouse (Sq. Ft.)	\$0.50	\$0.05	\$0.55
Other (per Trip)	\$124.99	\$11.95	\$136.94

Table 2: 2023/2024 Fee Schedule

A 15% RTIF discount can apply to housing projects that satisfy all the following criteria:

- 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

Residential permit activity is reported per dwelling unit equivalent (DUE). There were 2,241 single

family residential permits in FY 22/23 (Figure 2). The City of Tracy reported the highest single-family permit activity with 631, followed by the Cities of Manteca and Lathrop with 545 and 528 permits respectively. The remaining jurisdictions reported FY 22/23 single-family permit activity: 389 (City of Stockton), 89 (City of Lodi), 55 (San Joaquin County), 3 (City of Ripon), and 1 (City of Escalon).

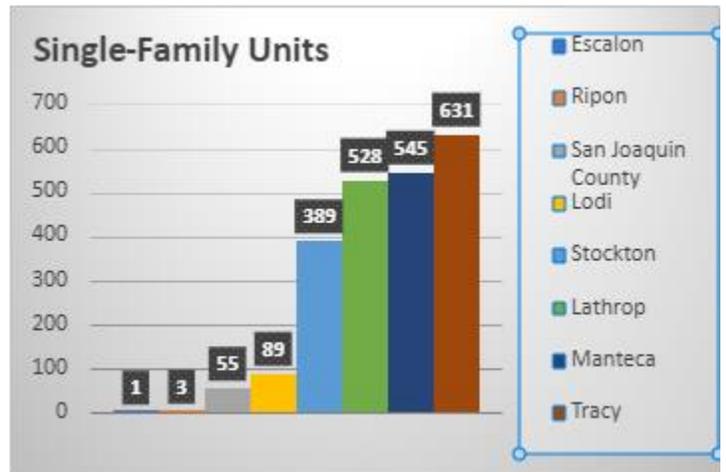


Figure 2: FY 22-23 New Single-Family Residential Activity (In Units)

There were 368 multi-family residential permits in FY 22/23 (Figure 3). The City of Manteca reported the highest multi-family permit activity with 136, followed by the City of Ripon with 82, and San Joaquin County with 78. The city of Escalon reported 0 multi-family permit activity. The remaining jurisdictions reported FY 22/23 multi-family permit activity: 37 (Stockton), 18 (City of Lathrop), 13 (City of Tracy), and 4 (City of Lodi).

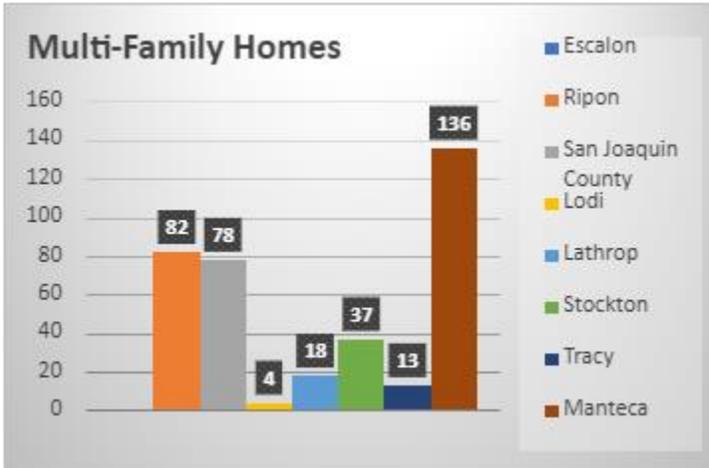


Figure 2: FY 22/23 New Multi-Family Residential Activity (In Units)

The total residential permit activity for all San Joaquin County jurisdictions were 2,609 units for FY 22/23 fiscal year, as illustrated in Figure 4, below.

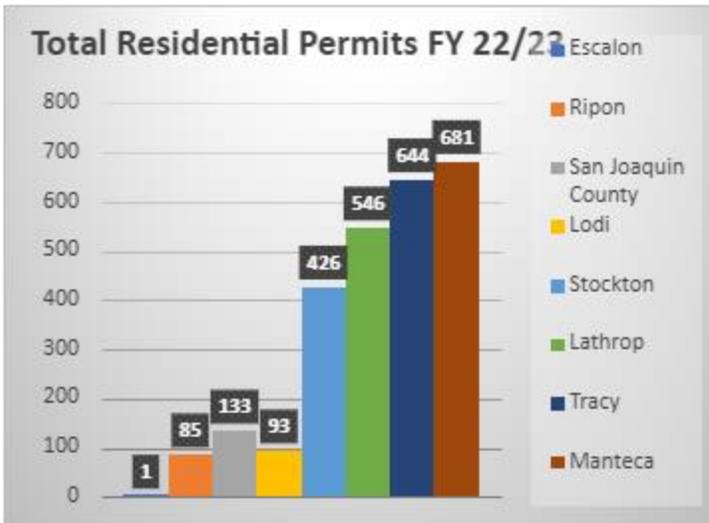


Figure 4: FY 22/23 Total Residential Permit Activity (In Units)

There were 30,692 residential permits issued by local jurisdictions in San Joaquin County since the RTIF program's inception in 2006: 25,054 single family units and 5,638 multi-family units.

## Non-Residential

Non-residential permit activity is reported per square foot. FY 22/23 total non-residential permits accounted for 2,664,676 square feet of retail, office, commercial, industrial, and warehouse land uses (figure 5). Jurisdictions reported 52,759 square feet of retail, 183,451 square feet of office, 2,318,665 square feet of warehousing, and 105,001 square feet of commercial/industrial.

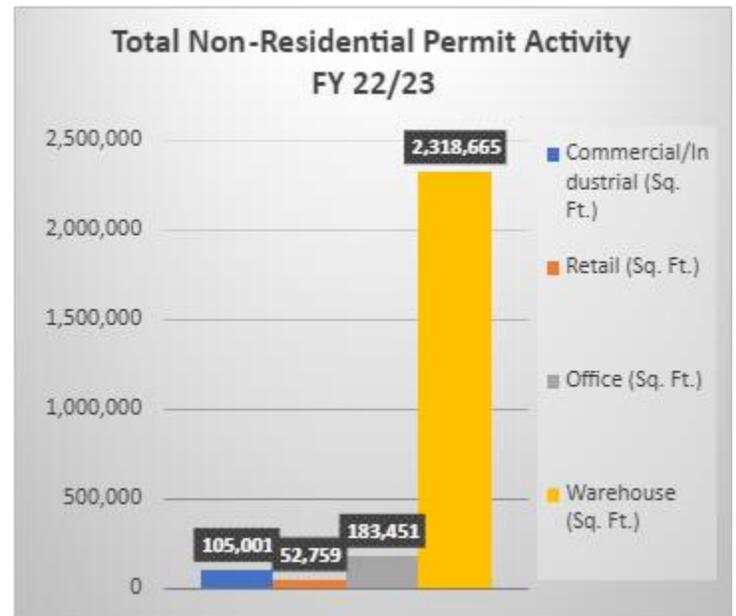


Figure 5: FY 22/23 RTIF Non-Residential Activity

Since the RTIF program's inception, the total non-residential permit activity in San Joaquin County is 63,720,129 square feet: 3,544,917 square feet of retail, 3,492,590 square feet of office, 33,073,971 square feet of warehousing, and 23,608,651 square feet of commercial/industrial (Figure 6).

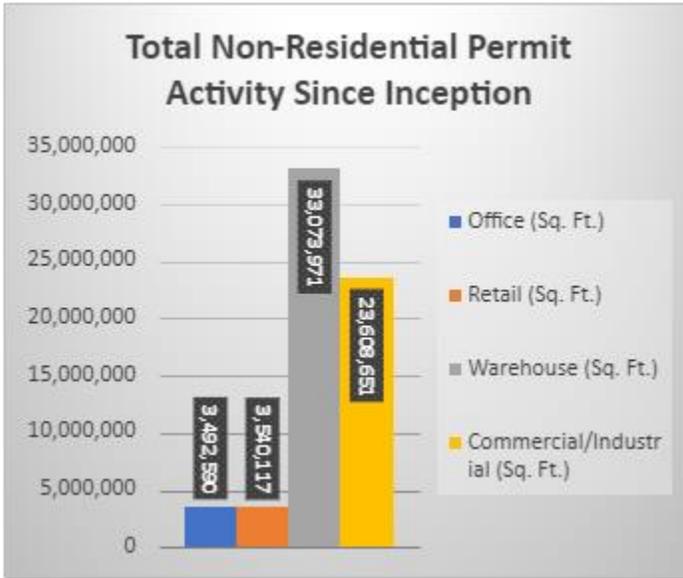


Figure 6: RTIF Non-Residential Activity Since Program Inception

### RTIF Collected

There has been approximately \$150 million of RTIF collected by all the incorporated cities and the County of San Joaquin since program inception (Figure 7).

The total amount of RTIF collected from fees reported this fiscal year of \$11.9 million was lower than the previous 21/22 fiscal year of \$22.4 million.

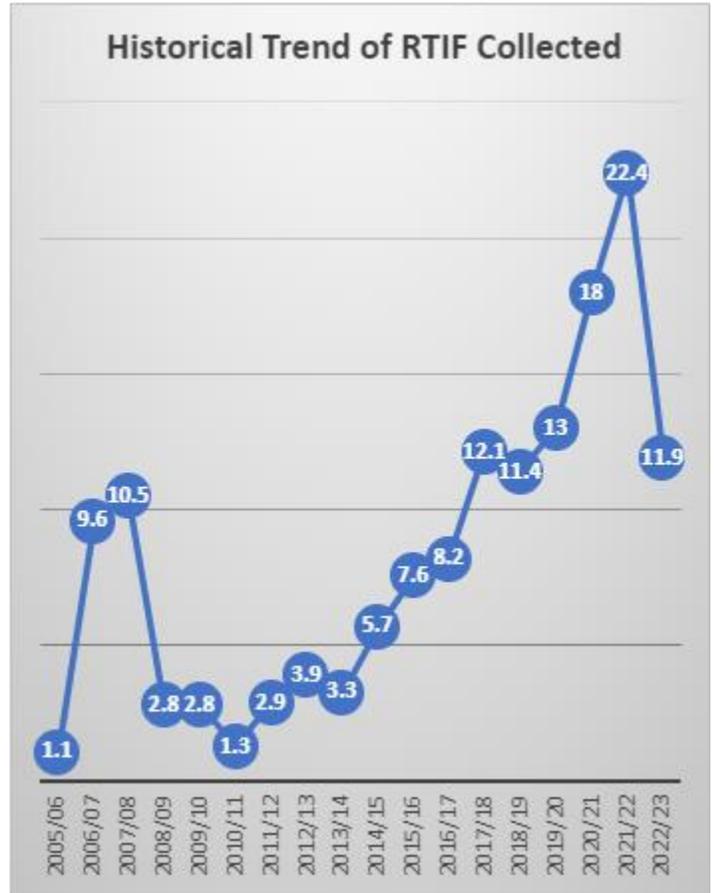


Figure 7: Historical Trend of RTIF Collected (in millions of dollars)

The City of Stockton collected the largest share of RTIF in FY 22/23 (\$2.8 million), followed by the cities of Tracy (\$2.6 million) and Lathrop (\$2.2 million). Figure 8 displays RTIF fees collected by local jurisdictions in San Joaquin County for FY 22/23. (Escalon: \$8K; Ripon: \$377K; San Joaquin County: \$1.7 million; Lodi: \$568K; Manteca: \$1.5 million)

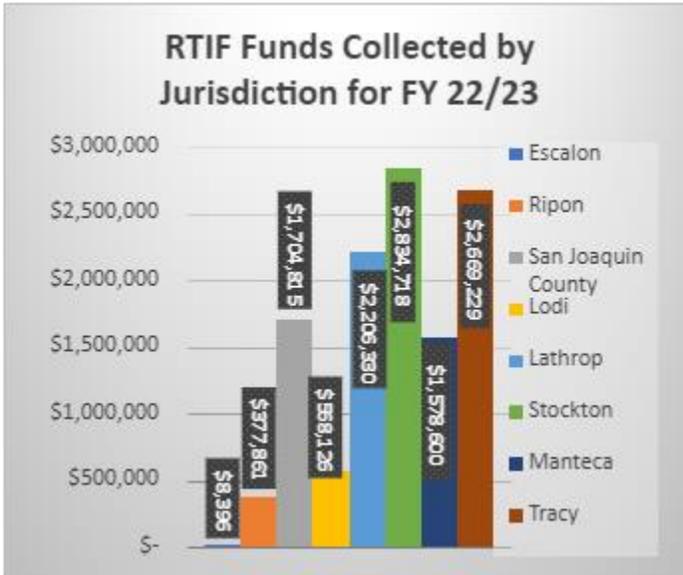


Figure 8: RTIF Funds Collected by Jurisdiction, FY 22/23

## 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 SJCOG. San Joaquin County also distributes 15% of total collections to SJCOG.

For FY 22/23, these distributions consisted of \$1,117,742 distributed to the County and \$1,932,974 distributed to SJCOG.

## Expenditures

Jurisdictions and SJCOG reported a total of \$5,959,031 in expenditures in FY 22/23, which are deducted from their collected RTIF funds (see table 3 Expenditures). SJCOG collected administrative cost fees and Third-party cost fees from local jurisdictions, and expended RTIF funds on project 4 on the RTIF project list.

- **Third-Party Costs** – These are costs for professional services consultants, legal fees, auditors, and other costs outside of administrative staff time, Costs are reviewed and billed annually.
  - **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 <sup>rd</sup> Party Costs	Total
Escalon	\$168	\$0	\$186	\$354
Lathrop	\$33,047	\$883,826	\$7,553	\$924,426
Lodi	\$7,774	\$0	\$2,536	\$10,310
Manteca	\$0	\$3,196,143	\$8,371	\$3,204,514
Ripon	\$0	\$0	\$629	\$629
Stockton	\$38,244	\$0	\$8,054	\$46,297
Tracy	\$39,911	\$1,443,496	\$6,828	\$1,490,235
SJ County	\$32,815	\$0	\$9,774	\$42,589
SJCOG	\$0	\$239,677	\$0	\$0
<b>Totals</b>	<b>\$151,958</b>	<b>\$5,763,142</b>	<b>\$43,931</b>	<b>\$5,959,031</b>

Table 3: Expenditures, FY 22/23

## Net Balance

After distributions, operational deductions, and project expenditures, the 2022/23 net RTIF retained across participating agencies for this report period was \$6,958,012 (figure 9).

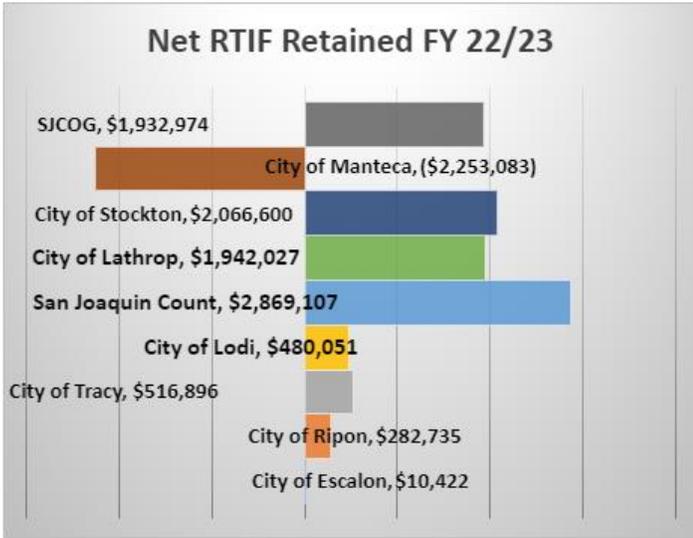


Figure 9: FY 22/23 Net RTIF Retained

The cumulative net RTIF retained through fiscal year 2022/23 by all participating agencies was \$109,319,361 (figure 10).

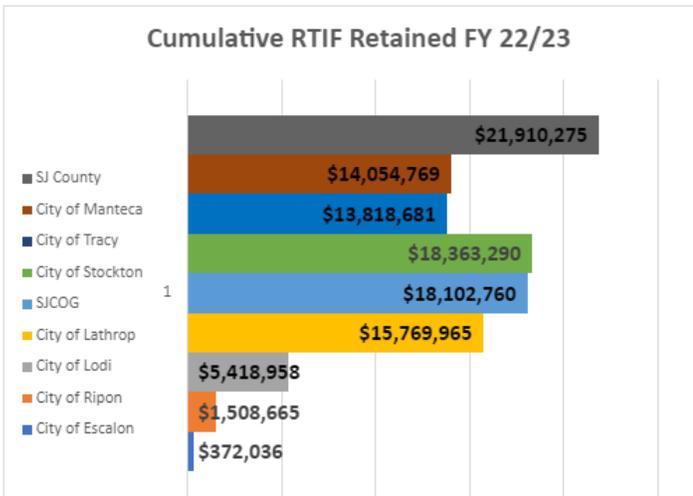


Figure 10: Cumulative RTIF Retained, including FY 22/23

## SJCOG Regional Share

Of the RTIF revenue collected by participating agencies from residential and non-residential

permits issued in San Joaquin County, 15% is distributed to SJCOG to manage and program on RTIF eligible projects at the regional level. Of the total 15% of RTIF revenues collected by SJCOG, 10% or two thirds is to be expended on highway, interchange, or regional roadway projects and the remaining 5% or one third 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 the end of FY 22/23, \$18,102,760 has been retained by SJCOG for allocation to regional projects. Per the calculation described above, \$12,069,110 is available for highway and interchange-related projects and \$6,154,938 is available for transit-related projects. Of the funds available for highway/interchange projects, **\$4,000,000** has been committed by SJCOG to regional highway projects.

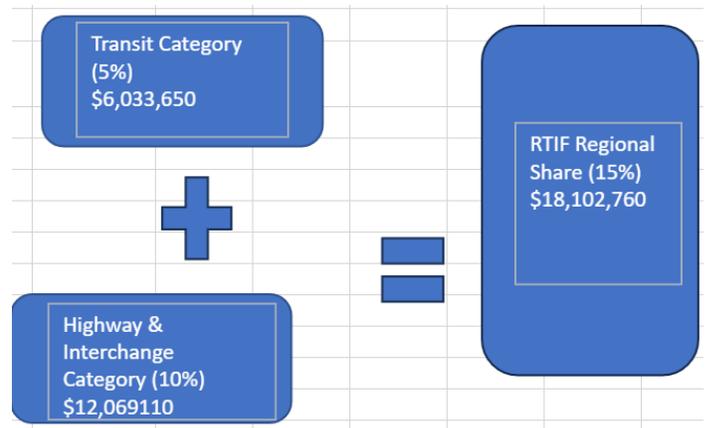


Figure 11: Cumulative SJCOG 15% RTIF Funds Distribution

Table 4 identifies programmed projects and funds to be expended within the transit subcategory and the unprogrammed funding

available for future projects. Currently, there are no programmed transit projects.

Project	Project Sponsor	Board approved Funding Amount
No funds have been committed		
Programmed Transit Share		\$0
<b>Remaining Transit Share Balance</b>		<b>\$6,033,650</b>

Table 4: Transit Regional Share Balances

Table 5, below, provides details on current programming in the highway, interchange, and regional roadway sub-category. During FY 18/19 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.” Subsequently, SJCOG has expended \$763,068.71 toward the project. Thus, for this project, \$3,231,931.29 remains in committed funds. To find out how much SJCOG has in remaining uncommitted Highway interchange, Regional Roadway funds, the amount of remaining funds committed to the I-205 Widening (\$3,231,931.29) was subtracted from the amount of funds shown in figure 11 available for Highway and interchange projects from the total \$18,102,760 retained by SJCOG in FY22/23. This leaves a share balance of uncommitted funds of \$8,837,178.

Project	Project Sponsor	Board approved Funding Amount/ Remaining Committed Funds
I-205 Widening	SJCOG	\$4,000,000/ \$3,231,931.29
Programmed Highway, Interchange, Regional Roadway Share		\$4,000,000
Current Balance FY22/23 Project I-205 Widening		\$3,231,931.29
<b>Uncommitted Highway, Interchange, Regional Roadway Share Balance</b>		<b>\$8,837,178</b>

Table 5: Regional Roadway Share Balances

## Program Changes During FY 2022/2023

A comprehensive AB 1600 required update was begun as detailed below.. Staff engaged in routine activities including updating the fee schedule, and billing local jurisdictions for third-party costs..

### Upcoming Tasks

#### Update of RTIF Program

During FY 22/23, the following tasks were completed to conduct a full update of the RTIF program as required by AB1600. This update is anticipated to be completed in June 2024:

- SJCOG hired a consultant through an RFP process to manage the update. The update will consider a replacement for the Jobs

Balancing Investment Fund (JBIF) program.

- Complete the process of updating the RTIF program with a new nexus analysis as required by the Mitigation Fee Act.
- 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.
- Further Information

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

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