

SAN JOAQUIN COUNTY TRAFFIC IMPACT MITIGATION FEE PROGRAM ANNUAL REPORT



FISCAL YEAR ENDING JUNE 30, 2020

PREPARED BY

DEPARTMENT OF PUBLIC WORKS

November 2020

SAN JOAQUIN COUNTY

TRAFFIC IMPACT MITIGATION FEE PROGRAM

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This report is submitted in accordance with Board of Supervisors Resolution 15-180 which amended Section 13 of the TIMF program to read:

In accordance with California Government Code Section 66006(b)(1), the Director of Public Works shall prepare all reports required by law concerning the fees and accounts including a report within 180 days of the close of each fiscal year. The Board of Supervisors shall review this information at the next regularly scheduled public meeting, not less than fifteen (15) days after the availability of the information prepared by the Director.

I. PROGRAM BACKGROUND

The Traffic Impact Mitigation Fee (TIMF) is collected to finance transportation facilities needed to accommodate new or expanded development within the unincorporated areas of San Joaquin County. In January 1989, the Board of Supervisors adopted Ordinance 3452 establishing an infrastructure-financing program for the County TIMF. Since then, the Board of Supervisors has adopted changes to the TIMF program by resolutions as itemized below:

1. Resolution 90-304, adopted February 20, 1990, established the County TIMF program which applies to all new development, residential and commercial/industrial, within the Unincorporated Area of San Joaquin County. The Resolution became effective April 23, 1990.
2. Subsequently, various resolutions were adopted by the Board of Supervisors to enhance the intent of the program, such as providing fee credits, the Deferred Payment Program, and Trip Generation based fees to conform to the County General Plan and to better serve the public.
 - a. Resolution 00-433, adopted August 22, 2000, combined all previous adopted resolutions and included program revisions as a result of adding Mountain House as a TIMF Planning Area.
 - b. Resolution 08-337, adopted June 17, 2008, addressed changes in the TIMF program due to the passage of the Regional Transportation Impact Fee (RTIF) Program, updated land use, consolidation of planning areas, and project cost information.
 - c. Resolution 15-114, adopted August 4, 2015, addressed changes in the TIMF program to conform to the concurrent General Plan update, including updated land use and growth projections.

- d. Resolution 15-180, adopted December 8, 2015, introduced new language for Agricultural Exemptions to be applied to development having minimal impact on county roadways.

A major update of the TIMF program was completed and approved by the Board of Supervisors in June 2008. With the adoption of the Regional Transportation Impact Fee (RTIF) by the County on January 17, 2006, the TIMF program projects were updated to ensure no overlaps exist between the programs. Another significant change included in that update was consolidation of the original twelve (12) Planning Areas, outlined on Figure A, into four (4) Fee Benefit Zones as shown on Figure B. This minimized cross-boundary project limits, allowed for some growth and development in every zone, and simplified the program for the public and administration. To maintain overall program continuity, projects identified prior to the June 2008 update are funded with program fees collected prior to the update, and projects identified in the update will be funded with fees collected after implementation of the update. Fee collections are kept in separate accounts to ensure no overlap occurs.

The most recent update of the TIMF program was completed in 2015. The report was approved by the Board of Supervisors on August 4, 2015 and took effect on November 1, 2015. As a part of this update, the program was further revised by averaging cost across adjacent fee zones in an effort to keep fees balanced throughout the County. Additional language was approved by the Board of Supervisors on December 8, 2015 which introduced Agricultural Exemptions to be applied to development having minimal impact on County Roadways.

The TIMF is based on the estimated cost of infrastructure improvements required to support new development throughout the unincorporated County. The higher priority projects are shown in Tables 6 and 7 of this report. The basis of the fee is the proportionate future cost of the facilities needed attributable to new development based on traffic generation. The TIMF schedule is adjusted annually to reflect market changes in the construction cost of similar projects. The Engineering News-Record Construction Cost Index, in effect on July 1 of each year, is used to adjust the TIMF rate. Table 1 reflects the updated fee schedule that went into effect July 1, 2019.

II. PROGRAM REVENUE AND EXPENDITURES

Table 2 of this report summarizes the TIMF revenue, expenditures, and fund balance as of June 30, 2020. Annual program revenue for fiscal year 2019-20 totals \$1,401,198.10, which is comprised of mitigation fees, administration fees, and accrued interest. During fiscal year 2019-20, a total of \$75,771.00 was expended for project engineering, construction activities, and administration.

A. REVENUE

Total revenue since inception of the TIMF program is \$42,558,682.51, and is detailed in Table 3. Program revenue consists of fee collections on all new developments within the unincorporated area of San Joaquin County and interest that has accrued on the fund balance. Annual revenue for the twelve-month period ending June 30, 2020 totals \$1,401,198.10, which reflects an overall decrease in revenue of 23.0% when compared to fiscal year 2018-19 total TIMF collections of \$1,818,938.31.

The monthly fees collected during this reporting period are depicted on Figure C of this report. The annual fees collected by benefit zone for projects, excluding the administration portion of the fee and interest income, are depicted in Table 4.

B. EXPENDITURES

Total expenditures for the TIMF program, during this reporting period, are \$75,771.00, and consist of approved project funding and distributions of the administration portion of the fee as indicated in Table 2. This amount consisted of project funding, project coordination, and administrative expenses for project planning (Table 5).

1. PROGRAM ADMINISTRATION

The Administrative expenditures reflect distributions to the Department of Public Works to cover the costs to administer the TIMF program. The Administrative fee for the program is set at 5%.

2. PROGRAM PROJECTS

Project expenditures for fiscal year 2019-20 consist of funding for projects. Total project disbursements for 2019-20 equal \$59,008.33, and are reflected in the Expenditures presented in Table 2 of this report. The fund balance of TIMF not disbursed is currently at \$15,952,749.83, and is also reflected in the Ending Fund Balance in Table 2.

Actual disbursements may not have occurred on projects for work that was performed prior to June 30, 2020, and as such, are not reflected in the expenditures covered by this report. Annual project expenditures are detailed in Table 5 of this report.

3. REFUNDS

The TIMF program provides for an appeal of the calculated fee, provided there is proper justification that demonstrates traffic generation of the project is less than the traffic attributed to the land use type as set out by the Engineering Report for the San Joaquin County TIMF adopted by Board of Supervisors Resolution 90-304, and updated through subsequent Program updates. There were no refunds during this reporting period. Refunds are reflected as reduced revenue since they are handled as abatements against the current year revenue.

III. PROGRAM IMPLEMENTATION

A. PROGRAM AMENDMENTS

Per statute, Public Works conducts periodic updates of the TIMF program, with the most recent having been approved by the Board of Supervisors on August 4, 2015. This update took effect on November 1, 2015 and brought the TIMF program into conformance with the current General Plan, including updated land use and growth projections. In addition, a resolution was approved on December 8, 2015 amending regulations to add Agricultural Exemptions for development determined to have minimal impact on County. The previous update of the TIMF program was completed and approved by the Board of Supervisors in June 2008. As part of that update, the previously existing twelve (12) fee areas were consolidated to four (4) Fee Benefit Zones. This minimized cross-boundary project limits, allowed for some growth and development in every zone, and simplified the program for the public and administration. In addition, the June 2008 update addressed the creation of the RTIF by the County in 2006, whereby the TIMF program project list was updated to ensure no overlaps existed between the two programs.

Prior to that, the TIMF program was updated in 2000 to account for the creation of the Mountain House Community Services District. Typically, the TIMF program must be updated approximately every five years.

Due to consolidation of the planning areas and to maintain overall program continuity, projects identified prior to the June 2008 update are funded with program funds collected prior to the update, and projects identified since are funded with fees collected after implementation of the 2008 update. Fee collections are kept in separate accounts to ensure no overlap occurs.

B. PROGRAM ADMINISTRATION GUIDELINES

In order to administer the program effectively and uniformly, guidelines have been established. These guidelines include determination of TIMF fees, procedures for processing agreements, refunds and appeals, applying for fee credits, and general reference items such as current fee schedules, exemptions, and various program resolutions and amendments.

The TIMF guidelines will continue to be revised as necessary to address the needs of the public, improve program efficiency, and clarify the intent of the program.

C. PROJECT PRIORITY

Tables 6 and 7 identify current program priority projects in the near and long-term, respectively. Near-term projects anticipated between 2020 and 2023 are shown in Table 6, while long-term projects scheduled for 2024 through 2030 are shown in Table 7. Planning work for the Grant Line and Kasson Road Improvements Study began Spring 2014 and resulted in the approval of an Environmental Impact Report in December 2018. Further project development focusing on discussion with Union Pacific Railroad began in spring 2019 and is expected to conclude in 2021, at which time final project design and right-of-way acquisition will begin.

The priority list was assembled using program guidelines previously developed to determine project priority funding. The project priority list has been and will continue to be reviewed and revised annually based on updated traffic data, safety measures, and available funding through other sources.

D. ALTERNATIVE MODE COMPONENT

Under the provisions of Resolution 94-179, adopted April 5, 1994, a portion (5%) of the fee collected is allocated to fund alternative transportation mode projects (originally 5% of the Local and Regional fee components). As of June 30, 2020, a total of \$1,217,249.71 has been collected for the alternative transportation mode (Alt Mode) projects since the inception of the fee component (April 1994).

Eligible Alt Mode projects include bicycle and pedestrian facilities, capital improvements for ridesharing, bus and transit, park-and-ride facilities, and other capital-oriented improvements that reduce the use of single occupant vehicles. A total of \$964,616.72 has been disbursed for eligible projects through June 30, 2020. The balance as of June 30, 2020 is \$429,415.17, which includes interest income. Examples of completed projects with an Alt Mode component include the Lower Sacramento Road Improvements

(bicycle facilities, project acceptance in FY 17/18) and the Benjamin Holt Drive Improvements (pedestrian facilities).

TIMF funded projects that include bike routes typically consist of widening the roadway to provide a minimum 4-foot paved shoulder with striping and include bike route signage. These bike route projects are generally combined with roadway rehabilitation and/or capacity increasing improvements to take advantage of economies of scale and administrative efficiencies. The recently completed McHenry Avenue Improvement project constructed bicycle improvements along the project limits. In early 2019, the County began an update to its Countywide Bicycle Master Plan, which is expected to be adopted by the Board of Supervisors in December 2020. Any routes identified during this update will be compared to projects currently listed on both the near-term 2020-2023 and long-term 2024-2030 list, and the TIMF alternative mode project list will be updated accordingly.

FIGURE A

San Joaquin County
Traffic Impact Mitigation Fee Areas (prior to 8/18/08)

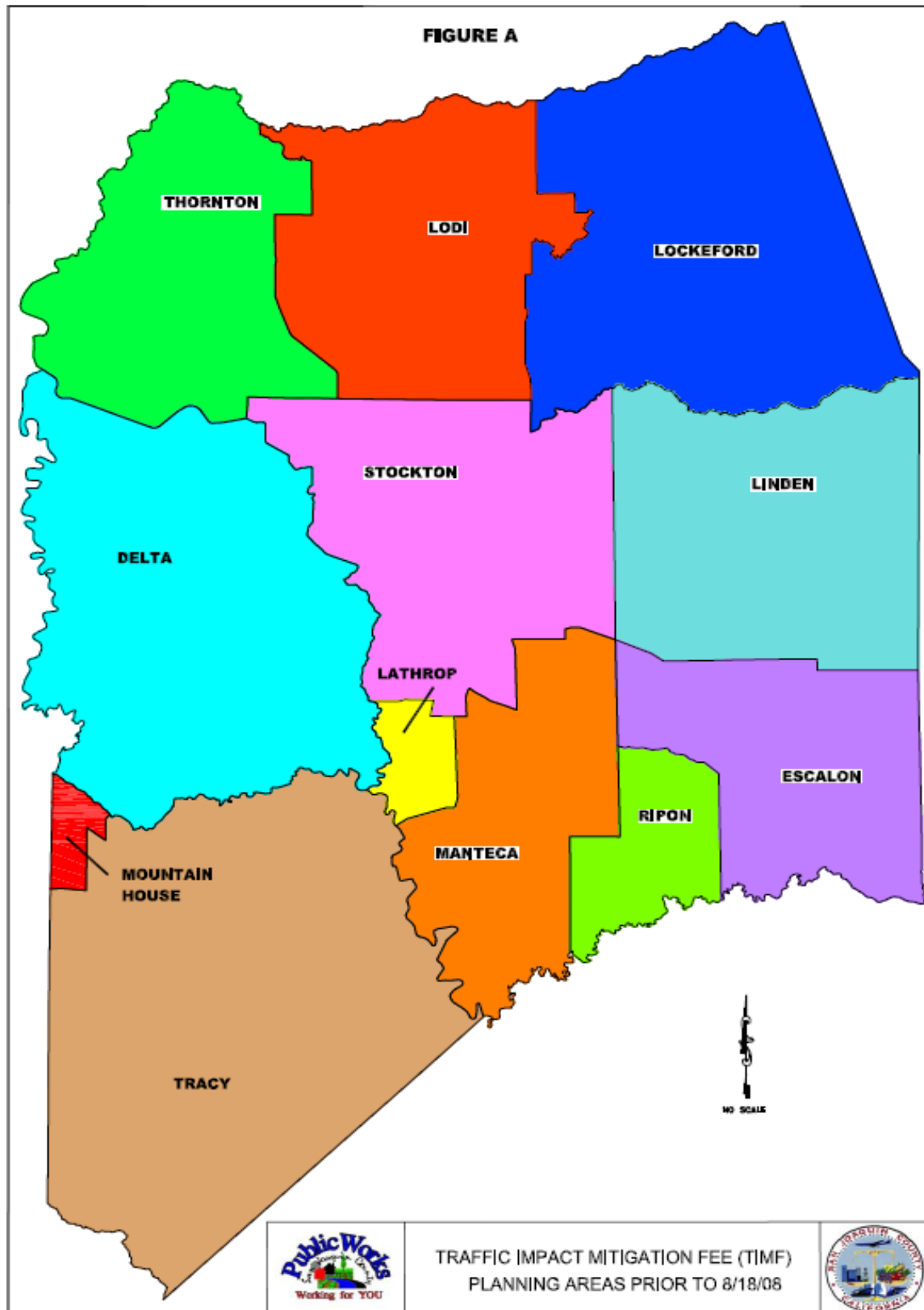


FIGURE B

San Joaquin County
Traffic Impact Mitigation Fee Benefit Zones (after 8/18/08)

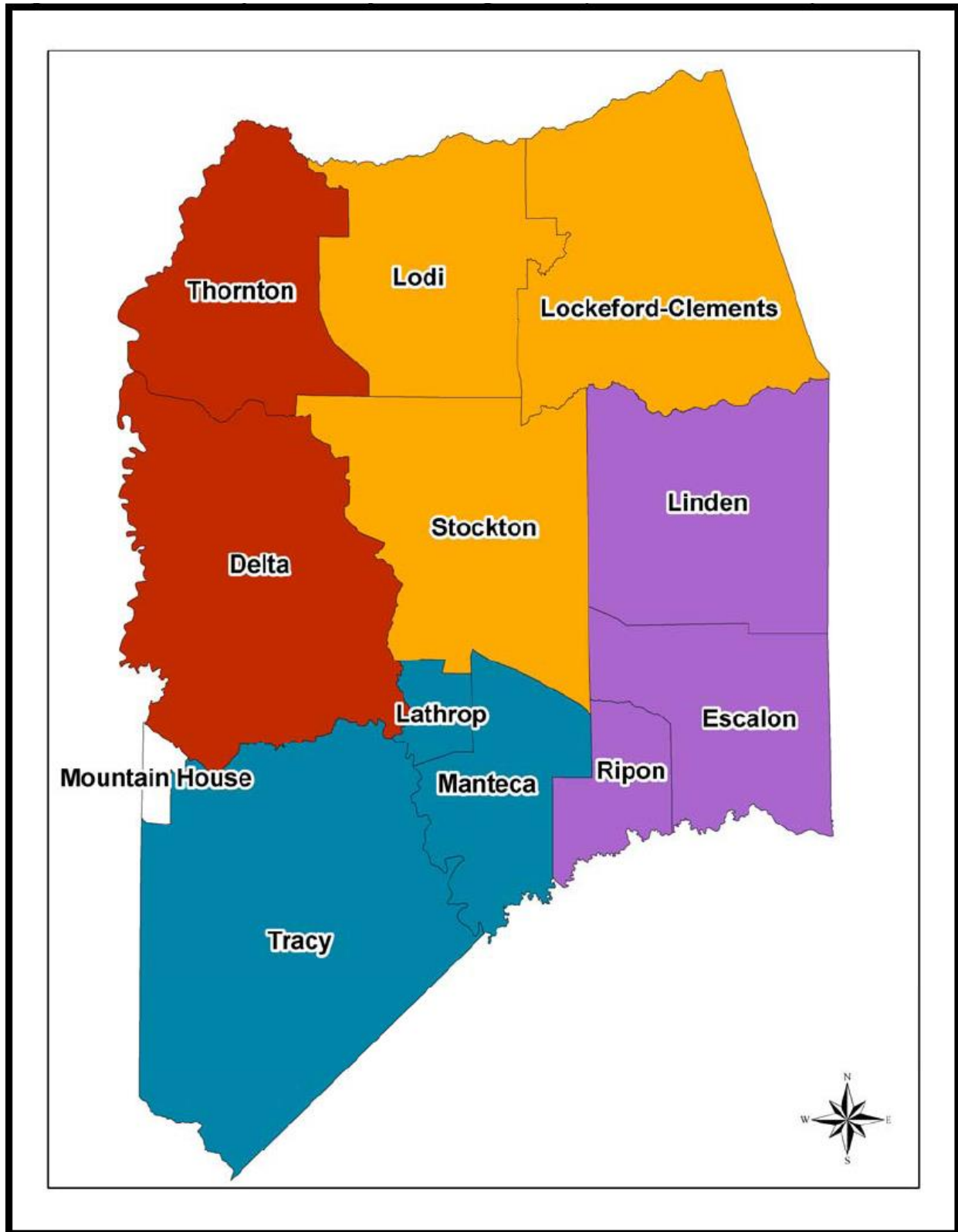


FIGURE C

**San Joaquin County Traffic Impact Mitigation Fees
Monthly Fees Collected
Fiscal Year 2019-20**

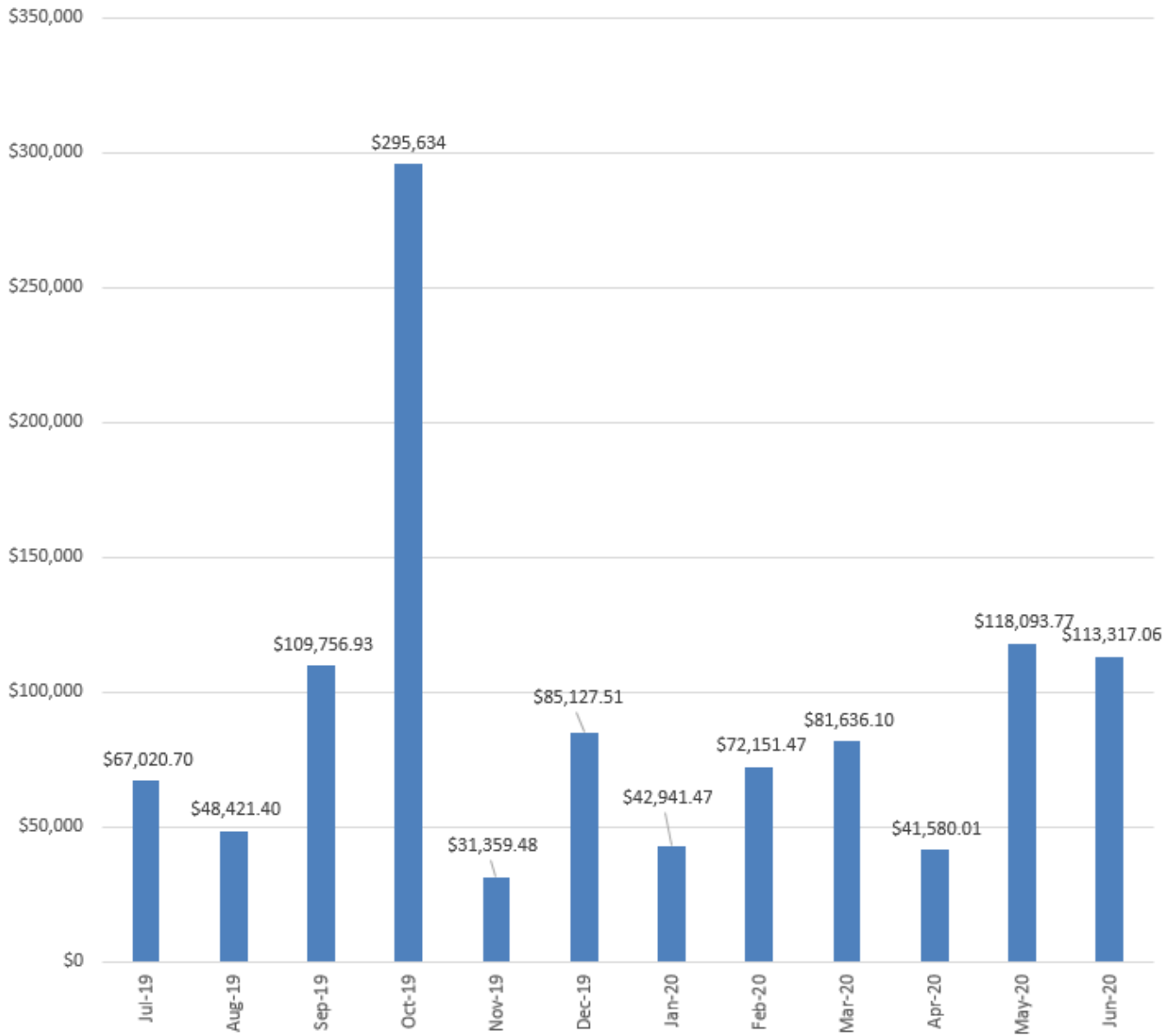


TABLE 1**SAN JOAQUIN TRAFFIC IMPACT MITIGATION FEE SCHEDULE BY USE TYPE**

Effective July 1, 2019 to June 30, 2020

Area		Single Family (DUE)	Multi- Family (DUE)	Office (1KSF)	Retail Service (1KSF)	Ware- House (1KSF)	Service Comm. (1KSF)	Manufac- turing (1KSF)
1	Delta Thornton	1,442	894	1,397	2,675	393	2,541	894
2	Lockeford Lodi Stockton	1,442	894	1,397	2,675	393	2,541	894
3	Escalon Linden Ripon	1,454	902	1,408	2,698	396	2,562	902
4	Lathrop Manteca Tracy	1,454	902	1,408	2,698	396	2,562	902

Fees rounded to nearest whole dollar for graphical purposes only. Actual fees charged are to the nearest cent.

NOTES:

DUE: Dwelling Unit Equivalent

1KSF: 1,000 Square Feet

TABLE 2

San Joaquin County
Traffic Impact Mitigation Fee Program
Revenues and Expenditures
FY 2019-20

<u>FUND BALANCE 6/30/2019 *</u>		\$ 14,627,322.73
<u>REVENUES – FY 19-20</u>		
Local	\$ 263,594.49	
Regional	735,837.59	
Alternative Mode	53,274.11	
Sub-Total Fees **	<u>\$ 1,052,706.19</u>	
Administration	54,333.71	
Earned Interest	294,158.20	
Sub-Total Other	<u>\$ 348,491.91</u>	
Total Revenue		<u>\$ 1,401,198.10</u>
<u>EXPENDITURES – FY 19-20</u>		
Projects	\$ (59,008.33)	
Administration	<u>(16,762.67)</u>	
Sub-Total Expenditure ***	<u>\$ (75,771.00)</u>	
Total		<u>\$ (75,771.00)</u>
ENDING FUND BALANCE 6/30/2020		<u>\$ 15,952,749.83</u>

2019-20 Refunds: \$0.00****

* The beginning Balance as of 6/30/19 includes interest

** Detailed Fee Collections depicted in Table 4

*** Detailed Project Expenditures depicted in Table 5

**** Current year refunds are abated against current revenue totals

Sources: Auditor Controller Reports/Public Works Cost Accounting System

TABLE 3
SAN JOAQUIN COUNTY - TRAFFIC IMPACT MITIGATION FEE PROGRAM
CUMULATIVE REVENUE BY PROGRAM COMPONENT

	Stkn-Lodi						Linden-		Tracy-Mntc		Delta-		Sub-Total
Fiscal Year	Stockton	Lodi	Lockeford	Ripon	Manteca	Tracy	Lockeford	Escln-Ripn	Lathrop	Thornton	Flag City	Locals	
1990-1992	132,959.99	119,056.72	-	1,039.48	72,778.16	3,471.47	-	-	-	-	-	329,305.82	
1992-1993	65,876.75	61,969.32	-	1,053.06	15,438.92	3,381.85	-	-	-	-	-	147,719.90	
1993-1994	31,379.89	74,879.14	-	130.30	37,672.34	7,378.34	-	-	-	-	-	151,440.01	
1994-1995	37,728.67	(3,874.02)	1,527.00	425.52	16,709.41	6,680.48	-	-	-	-	-	59,197.06	
1995-1996	27,934.06	8,070.54	2.00	222.00	11,836.93	15,473.93	-	-	-	-	-	63,539.46	
1996-1997	18,742.48	3,145.04	-	-	4,000.70	20,920.33	-	-	-	-	-	46,808.55	
1997-1998	22,242.31	3,806.83	-	-	5,637.30	9,494.16	-	-	-	-	-	41,180.60	
1998-1999	27,827.92	3,163.50	-	-	5,106.46	19,501.41	-	-	-	-	-	55,599.29	
1999-2000	31,933.37	3,330.36	-	-	39,864.38	42,190.37	-	-	-	-	-	117,318.48	
2000-2001	19,848.27	3,555.28	-	-	3,137.15	9,073.42	-	-	-	-	50,723.25	86,337.37	
2001-2002	49,564.17	4,410.80	-	-	3,595.92	119,253.22	-	-	-	-	13,403.02	190,227.13	
2002-2003	29,756.65	2,277.51	-	-	2,771.22	8,330.78	-	-	-	-	41,764.82	84,900.98	
2003-2004	44,121.58	3,399.80	-	-	3,839.98	28,651.23	-	-	-	-	70,073.22	150,085.81	
2004-2005	42,741.08	3,097.20	-	-	4,283.67	50,845.82	-	-	-	-	25,169.74	126,137.51	
2005-2006	53,035.87	4,659.74	-	-	6,241.29	40,313.14	-	-	-	-	88,557.18	192,807.22	
2006-2007	66,426.47	4,164.07	-	-	29,061.67	17,640.65	-	-	-	-	35,921.65	153,214.51	
2007-2008	39,576.44	3,595.94	-	-	2,589.50	11,200.92	-	-	-	-	-	56,962.80	
2008-2009	(1,147.11)	273.39	-	-	(263.26)	1,542.68	85,937.58	25,161.45	143,516.40	-	3,557.44	258,578.57	
2009-2010	-	204.75	-	-	-	811.23	118,181.98	17,206.78	47,292.82	-	-	183,697.56	
2010-2011	-	150.57	-	-	-	811.23	112,721.74	12,658.53	19,801.64	-	-	146,143.71	
2011-2012	-	150.57	-	-	-	811.23	540,145.30	8,830.60	93,751.23	-	-	643,688.93	
2012-2013	-	150.57	-	-	-	811.23	177,681.34	12,258.54	114,582.17	-	-	305,483.85	
Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	
2013-2014	-	150.57	-	-	-	2,508.48	311,028.23	19,587.28	246,875.90	-	-	580,150.46	
2014-2015	-	150.57	-	-	-	-	6,015.36	15,218.41	87,568.87	-	208,101.51	317,054.72	
2015-2016	-	-	-	-	-	-	85,724.80	18,614.41	77,701.12	2,919.12	-	184,959.45	
2016-2017	-	-	-	-	-	-	67,522.97	21,330.05	35,130.96	1,998.95	-	125,982.93	
2017-2018	-	-	-	-	-	-	39,975.72	46,965.69	131,978.52	1,027.72	-	219,947.65	
2018-2019	-	-	-	-	-	-	60,256.08	18,331.16	64,483.65	4,707.43	-	147,778.32	
2019-2020	-	-	-	-	-	-	59,129.96	16,941.36	186,140.47	1,382.70	-	263,594.49	
Cumulative Total	740,548.86	303,938.76	1,529.00	2,870.36	264,301.74	421,097.60	1,664,321.06	233,104.26	1,248,823.7	12,035.92	537,271.83	5,429,843.14	

Continued Next Page

TABLE 3 (continued)

Fiscal Year	Locals	Regional	Non-CMP	CMP	Alt Mode	Sub-Total	Interest	Admin	TOTALS
1990-1992	329,305.82	1,499,331.40	-	-	-	1,828,637.22	82,280.00	45,646.12	1,956,563.34
1992-1993	147,719.90	785,897.42	-	-	-	933,617.32	72,175.00	24,406.33	1,030,198.65
1993-1994	151,440.01	736,692.03	-	-	14,745.04	902,877.08	91,154.00	23,464.49	1,017,495.57
1994-1995	59,197.06	531,377.40	-	-	35,821.71	626,396.17	183,956.00	13,381.86	823,734.03
1995-1996	63,539.46	208,788.57	254,530.39	140,253.49	26,556.45	693,668.36	260,514.00	20,852.02	975,034.38
1996-1997	46,808.55	733.21	355,735.85	195,714.47	19,360.15	618,352.23	283,095.00	19,385.30	920,832.53
1997-1998	41,180.60	-	387,622.33	221,110.57	21,386.71	671,300.21	323,136.00	36,587.72	1,031,023.93
1998-1999	55,599.29	-	464,713.29	265,570.23	26,079.10	811,961.91	353,506.00	43,420.37	1,208,888.28
1999-2000	117,318.48	-	875,113.64	483,134.99	49,696.09	1,525,263.20	386,560.00	81,294.70	1,993,117.90
2000-2001	86,337.37	-	446,347.99	225,595.24	23,573.99	781,854.59	429,152.00	44,501.59	1,255,508.18
2001-2002	190,227.13	-	1,110,410.33	605,905.66	64,992.88	1,971,536.00	305,001.00	107,388.61	2,383,925.61
2002-2003	84,900.98	-	667,704.85	441,743.47	43,064.99	1,237,414.29	160,703.00	68,351.46	1,466,468.75
2003-2004	150,085.81	-	998,528.60	731,024.29	71,028.76	1,950,667.46	168,807.00	106,484.30	2,225,958.76
2004-2005	126,137.51	300.30	993,996.20	682,979.95	64,625.32	1,868,039.28	205,536.00	95,979.93	2,169,555.21
2005-2006	192,807.22	-	1,327,224.74	996,813.83	97,022.47	2,613,868.26	532,498.71	132,702.49	3,279,069.46
2006-2007	153,214.51	-	1,352,568.39	936,715.01	92,903.26	2,535,401.17	878,994.64	128,220.80	3,542,616.61
2007-2008	56,962.80	-	685,289.07	484,552.57	47,376.91	1,274,181.35	954,880.53	64,629.81	2,293,691.69
2008-2009	258,578.57	130,237.23	48,575.56	35,680.05	23,997.39	497,068.80	485,506.80	25,776.24	1,008,351.84
2009-2010	183,697.56	121,861.61	7,592.86	4,141.07	16,111.09	333,404.19	155,563.71	16,935.61	505,903.51
2010-2011	146,143.71	222,115.63	6,481.12	3,534.66	19,064.82	397,339.94	117,023.87	20,342.83	534,706.64
2011-2012	643,688.93	490,758.52	6,481.12	3,534.66	61,606.81	1,206,070.04	69,108.13	62,925.87	1,338,104.04
2012-2013	305,483.85	740,171.55	6,481.12	3,534.66	56,890.71	1,112,561.89	47,076.66	57,393.29	1,217,031.84
Adjustment	-	1,037.34	-	-	-	1,037.34	-	-	1,037.34
2013-2014	580,150.46	424,644.89	12,315.90	6,768.20	54,802.63	1,078,682.08	40,575.83	55,068.23	1,174,326.14
2014-2015	317,054.72	333,599.71	3,083.26	1,681.54	22,139.44	677,558.67	41,579.63	34,776.50	753,914.80
2015-2016	184,959.45	521,721.85	-	-	37,118.82	743,800.12	61,943.19	38,477.17	844,220.48
2016-2017	125,982.93	520,914.03	-	-	34,288.46	681,185.42	94,796.06	35,072.53	811,054.01
2017-2018	219,947.65	1,066,896.94	-	-	66,828.03	1,353,672.62	153,515.84	69,024.12	1,576,212.58
2018-2019	147,778.32	1,271,712.51	-	-	72,893.57	1,492,384.40	250,849.38	75,704.53	1,818,938.31
2019-2020	263,594.49	735,837.59	-	-	53,274.11	1,052,706.19	294,158.20	54,333.71	1,401,198.10
Cumulative Total	5,429,843.14	10,344,629.73	10,010,796.61	6,469,988.61	1,217,249.71	33,472,507.80	7,483,646.18	1,602,528.53	42,558,682.51

- FY 02-03 includes three quarters interest. FY 03-04 interest includes the final quarter apportionments of FY 02-03 interest due to reporting timing to meet 60-day requirement.
- The June 2008 Update consolidated 12 Planning Areas to 4 Benefit Zones; stopped CMP & Non-CMP due to CMP shifting to RTIF; and shifted regional and Alt. Mode to new respective accounts.
- An adjustment of \$1,037.34 was made by Fiscal April 2014 to rectify an incorrect deposit to RTIF. □ Revenues in Table 3 were adjusted August 2014 per audit by Fiscal Division to reflect revenues received, including Flag City.

Source: Auditor Controller Reports and Public Works Cost Accounting System

TABLE 4

San Joaquin County
Traffic Impact Mitigation Fee Program
Fees Collected By Planning Area
Fiscal Year 2019-20

Planning Area	Local	Alternative Modes	Regional	Total
Mountain House	-	19,126.84	384,781.72	403,908.56
Stkn-Lodi-Lockeford	59,129.96	12,704.96	169,556.89	241,391.81
Linden-Escalon-Ripn	16,941.36	1,764.69	14,823.68	33,529.73
Tracy-Mntca-Lathrop	186,140.47	19,389.56	162,872.89	368,402.92
Regional Countywide	-	-	-	0
Delta-Thornton	1,382.70	288.06	3,802.41	5,473.17
Totals:	\$ 263,594.49	\$ 53,274.11	\$ 735,837.59	\$ 1,052,706.19

Sources: Dept. of Public Works Cost Accounting System and Auditor Controller Fund 20039 Reports

TABLE 5

San Joaquin County
Traffic Impact Mitigation Fee Program
Annual Project Expenditures
Fiscal Year 2019-20

<u>Proj. No.</u>	<u>Project Description</u>	<u>Amount</u>	<u>Total Expenditures</u>
220826	Grant Line Road/Kasson Road Study	\$ 59,008.33	
	<u>Project Subtotal:</u>	\$	<u>59,008.33</u>
730138	TIMF-Administration ¹	\$ 0.00	
730920	TIMF-Admin ²	\$ 16,762.67	
	<u>Admin Subtotal:</u>	\$	<u>16,762.67</u>
			\$ <u>75,771.00</u>

¹ Program administration paid from fees collected from Mountain House.

² Program administration paid from all other fees collected from all other fee benefit zones.

TABLE 6

SAN JOAQUIN COUNTY
DEPARTMENT OF PUBLIC WORKS
TRAFFIC IMPACT MITIGATION FEE – PRIORITY PROJECT LISTING

Projects for 2020-2023

Road Name	Limit	Description	TIMF Participation Cost
Grant Line Road Realignment (PS&E + ROW)	City of Tracy west of Banta Road to Eleventh Street	Prepare plans, specifications and estimates to construct a new four-lane alignment south of the town of Banta. (*)	\$3,417,970
Eleventh Street Phase II	Bird Road	Implement ultimate operational roadway improvements identified in Eleventh Street corridor specific plan, including a roundabout at Bird Road. (**)	\$2,345,190
Jack Tone Road	Intersections at SR 4 and SR 26	Install Roundabout (local match only ***)	\$250,000
			\$6,013,160

* Final TIMF amount TBD after SJCOG Measure K funding amount determined. Per 2015 TIMF report, max TIMF participation cost is 53% of total project cost.

** Work on roundabout at Eleventh Street and Bird Road is anticipated to be delivered with the Grant Line Road Realignment Project.

*** Per Agreements with Caltrans dated October 3, 2018, local match required by CMAQ will be met by Caltrans. CMAQ funds remain budgeted for project contingency costs.

TABLE 7

SAN JOAQUIN COUNTY
DEPARTMENT OF PUBLIC WORKS
TRAFFIC IMPACT MITIGATION FEE – PRIORITY PROJECT LISTING

Projects for 2024-2030

Road Name	Limit	Description	TIMF Participation Cost (2019 dollars)	Total Project Cost (2019 dollars)
Liberty Road	SR99 to SR88	Develop Special Purpose Plan.	\$500,000	\$43,815,418
Mathews Road	I-5 to El Dorado Street	Operational Improvements and widen to 4 lanes.	\$167,750	\$231,832
Lower Sacramento Road	At UPRR south of Woodson Road	Initial work will consist of railroad negotiations, design and R/W acquisition for the roadway/grade separation realignment that will provide increased safety.	\$1,000,000	\$34,925,907
Turner Road	Interstate 5 to Lodi City Limits	Add left-turn pockets and paved shoulders.	\$4,691,291	\$14,660,284
Mariposa Road	Austin Road to Escalon-Bellota Road	Widen to 3 lanes. (*)	\$16,342,458	\$29,713,560
Grant Line Road Realignment (Construction)	City of Tracy west of Banta Road to Eleventh Street	Construct a new four-lane alignment south of the town of Banta. (*)	\$16,330,763	\$30,812,761
Escalon Bellota Road	Escalon City Limits to Mariposa Road	Widen to 3 lanes.	\$53,706	\$5,370,671
			\$46,023,002	\$159,530,433

* Final TIMF amount TBD after SJCOG Measure K funding amount determined and other potential funding sources identified. Per the 2015 TIMF report, maximum TIMF participation costs are 55% of total project cost for Mariposa Road and 53% of total project cost for Grant Line Road.