

# **SAN JOAQUIN COUNTY TRAFFIC IMPACT MITIGATION FEE PROGRAM ANNUAL REPORT**

FISCAL YEAR ENDING  
JUNE 30, 2025

PREPARED BY  
DEPARTMENT OF PUBLIC WORKS

November 2025



**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 last update of the TIMF program was completed in 2022. The report was approved by the Board of Supervisors on December 13, 2022 and took effect on February 13, 2023. 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. In addition, this update reflects a transition of residential development fees from a per dwelling unit basis to a per square foot basis to conform with statutory requirements that became effective July 1, 2022.

With this update, the County's long-range planning incorporates the most recent housing and employment growth forecasts within the unincorporated area to help ensure the County's adopted level of service standards are maintained as planned development in the unincorporated County occurs. Per California Government Code Section 66016.5(a)(8), the next full update to the TIMF program will be performed in 2030.

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, 2024.

## **II. PROGRAM REVENUE AND EXPENDITURES**

Table 2 of this report summarizes the TIMF revenue, expenditures, and fund balance as of June 30, 2025. Annual program revenue for fiscal year 2024-25 totals \$ \$2,414,428.36, which is comprised of mitigation fees, administration fees, and accrued interest. During

fiscal year 2024-25, a total of \$129,460.51 was expended for project engineering, construction activities, and administration.

## **A. REVENUE**

Total revenue since inception of the TIMF program is 52,638,860.41, 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, 2025 totals \$ 2,414,428.36, which reflects an overall increase in revenue of 37.5% when compared to the previous fiscal year. TIMF collections in fiscal year 2023-24 totaled \$ 1,511,296.09.

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 \$129,460.51, 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%. Total administrative expenditures for fiscal year 2024-25 equal \$18,093.16.

### **2. PROGRAM PROJECTS**

Project expenditures for fiscal year 2024-25 consist of funding for projects. Total project disbursements for 2024-25 equal \$111,367.35 and are reflected in the Expenditures presented in Table 2 of this report. The fund balance of TIMF not disbursed is currently at \$24,966,369.35 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, 2025, 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 fiscal years 2025-26 and 2027-28 are shown in Table 6, while long-term projects scheduled for fiscal years 2028-29 through 2034-35 are shown in Table 7. Planning work for the Grant Line and Kasson Roads Improvements Study began Spring 2014 and resulted in the approval of an Environmental Impact Report in December 2018. Further project development effort, which focused on project impact discussions with Union Pacific Railroad, concluded in 2024. Final project design and right-of-way acquisition for the Grant Line Road Realignment Project will begin in late 2025. Planning work on Mariposa and Escalon-Bellota Roads Specific Road Plan commenced in Summer 2024, and is anticipated to be completed in Winter 2026.

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. Table 6 has been revised to reflect the ongoing study of the Mariposa Road and Escalon-Bellota Road corridor. Table 7 has been updated to reflect the latest construction cost estimates from current studies.

## **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, 2025, a total of \$ 1,644,926.94 has been collected for the

alternative transportation mode (Alt Mode) projects since the inception of the fee component (April 1994).

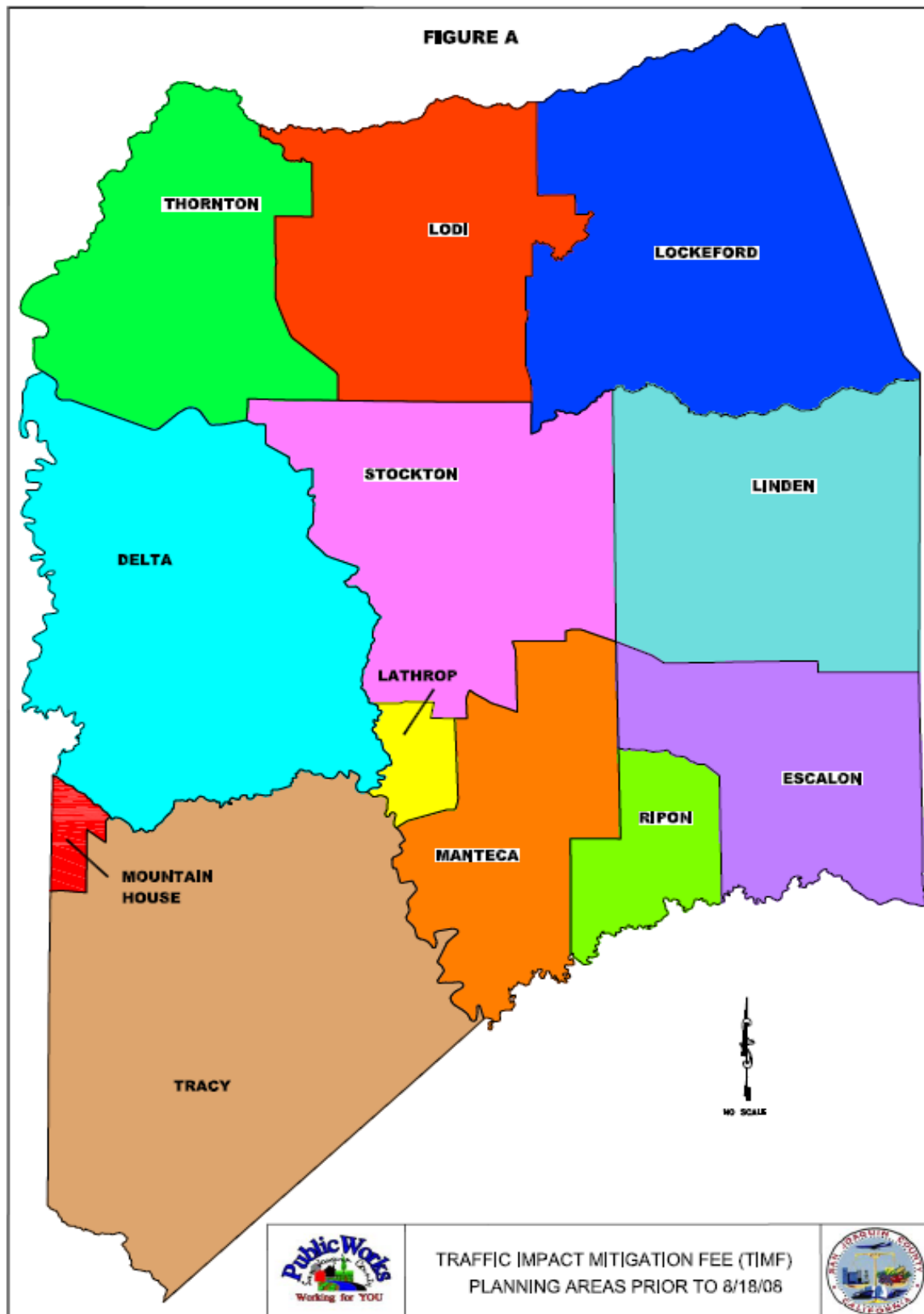
Eligible Alt Mode projects include bicycle and pedestrian facilities, capital improvements for ridesharing, bus and transit, park-and-ride facilities, and other capital-oriented improvements that reduce the use of single occupant vehicles. A total of \$952,178.91 has been disbursed for eligible projects through June 30, 2025. The balance as of June 30, 2025 is \$887,134.83, 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 Countywide Bicycle Master Plan was updated beginning in 2019, with adoption by the Board of Supervisors occurring in December 2020. At the conclusion of the 2022 TIMF update, the following routes were identified on both the Bicycle Master Plan and the near-term 2023-2026 and long-term 2027-2033 list: Jack Tone Road, Grant Line Road, and Escalon-Bellota Road. Planning for bicycle facilities on Escalon-Bellota Road will be further evaluated during the Mariposa Road and Escalon-Bellota Road corridor study currently underway.



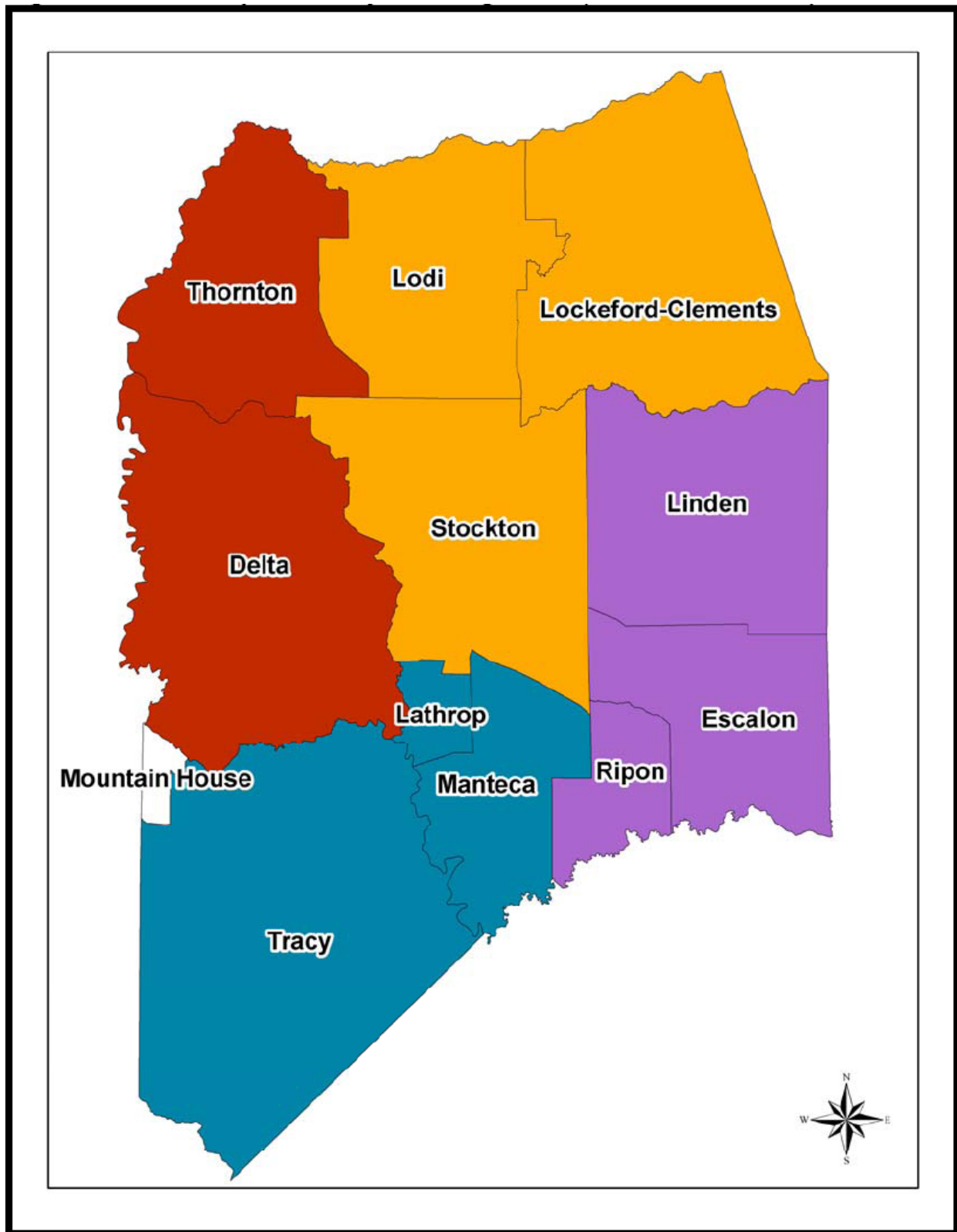
**FIGURE A**

Fee Areas (prior to 8/18/08)



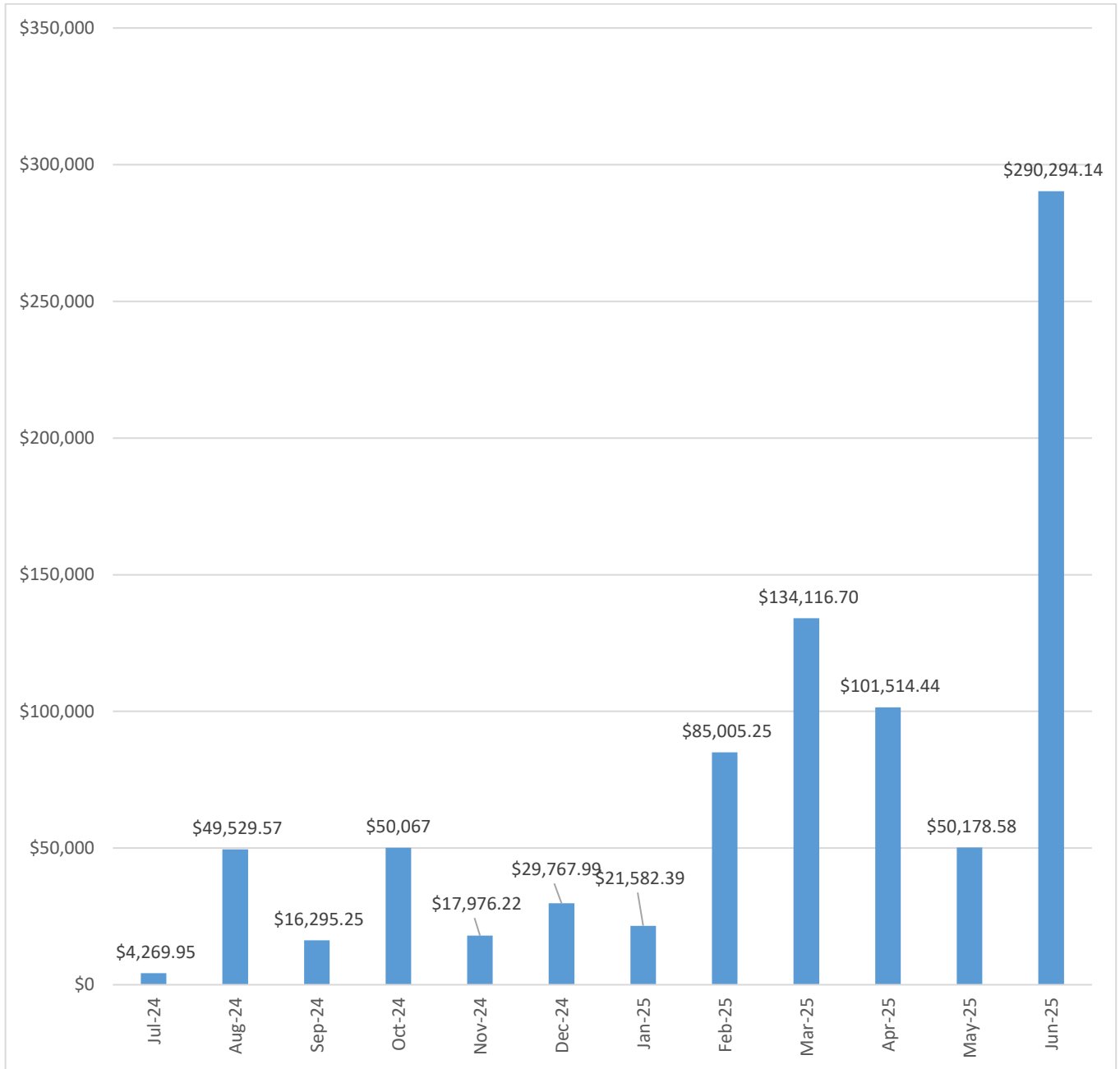
**FIGURE B**

Fee Benefit Zones (after 8/18/08)



**FIGURE C**

**Monthly Fees Collected  
Fiscal Year 2024-25**



**TABLE 1**  
**Fee Schedule by Use Type**

Area		Single Family (SF)	Multi- Family (SF)	Office (1KSF)	Retail Service (1KSF)	Ware- House (1KSF)	Service Comm. (1KSF)	Manufac- turing (1KSF)
1	Delta Thornton	1.34	1.55	2,235	2,202	344	1,896	1,413
2	Lockeford Lodi Stockton	0.90	1.03	1,491	1,469	229	1,265	944
3	Escalon Linden Ripon	1.34	1.55	2,235	2,202	344	1,896	1,413
4	Lathrop Manteca Tracy	0.90	1.03	1,491	1,469	229	1,265	944

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

NOTES:

1KSF: 1,000 Square Feet

**TABLE 2**  
**Revenues and Expenditures**  
**FY 2024-25**

<u>FUND BALANCE 6/30/2024 *</u>		\$ 22,681,401.50
<u>REVENUES – FY 24-25</u>		
Local	\$ 584,004.74	
Regional	117,813.16	
Alternative Mode	85,886.47	
Sub-Total Fees **		<u>\$ 787,704.37</u>
Administration	62,892.96	
Earned Interest	1,563,831.03	
Sub-Total Other		<u>\$ 1,626,723.99</u>
Total Revenue		<u>\$ 2,414,428.36</u>
<u>EXPENDITURES – FY 24-25</u>		
Projects	\$ (111,367.35)	
Administration	(18,093.16)	
Sub-Total Expenditure ***		<u>\$ (129,460.51)</u>
Total		<u>\$ (129,460.51)</u>
ENDING FUND BALANCE 6/30/2025		<u>\$ 24,966,369.35</u>

2024-25 Refunds: \$0\*\*\*\*

\* The beginning Balance as of 6/30/24 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**  
Cumulative Revenue by Program Component

Fiscal Year	Stockton	Lodi	Lockeford	Ripon	Manteca	Tracy	Stkn-Lodi Lockeford	Linden- EscIn-Ripn	Tracy-Mntc Lathrop	Delta- Thornton	Flag City	Sub-Total 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
2020-2021	-	-	-	-	-	-	123,123.30	28,779.62	155,284.71	4,393.79	-	311,581.42
2021-2022	-	-	-	-	-	-	191,811.37	42,561.70	73,966.85	2,259.83	-	310,599.75
2022-2023	-	-	-	-	-	-	357,372.26	46,629.43	320,988.34	1,067.67	-	726,057.70
2023-2024	-	-	-	-	-	-	199,384.54	54,170.10	183,453.89	4,362.05	-	441,370.58
2024-2025	-	-	-	-	-	-	360,251.17	41,186.06	179,561.53	3,005.98	-	584,004.74
Cumulative Total	740,548.86	303,938.76	1,529.00	2,870.36	264,301.74	421,097.60	2,896,263.70	446,431.17	2,162,079.07	27,125.24	537,271.83	7,803,457.33

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
2020-2021	311,581.42	1,580,276.63	-	-	98,855.28	1,990,713.33	122,080.50	101,798.23	2,214,592.06
2021-2022	310,599.75	1,030,114.13	-	-	60,051.73	1,400,765.61	60,190.57	72,840.96	1,533,797.14
2022-2023	726,057.70	1,119,367.26	-	-	117,362.44	1,962,787.40	337,409.57	105,867.28	2,406,064.25
2023-2024	439,191.52	118,140.73	-	-	65,519.36	622,851.61	854,335.00	34,107.53	1,511,294.14
2024-2025	584,004.74	117,813.16	-	-	85,886.47	787,704.37	1,563,831.03	62,892.96	2,414,428.36
<b>Cumulative Total</b>	<b>7,803,457.33</b>		<b>10,010,796.61</b>	<b>6,469,988.61</b>	<b>1,644,926.94</b>	<b>40,239,511.13</b>	<b>10,421,492.85</b>	<b>1,977,856.43</b>	<b>52,638,860.41</b>

- 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.

**TABLE 4**

**Fees Collected by Planning Area  
Fiscal Year 2024-2025**

Planning Area	Local	Alternative Modes	Regional	Total
Mountain House	-	172.81	1,439.82	1,612.63
Stkn-Lodi-Lockeford	360,251.17	51,748.74	51,459.56	463,459.47
Linden-Escalon-Ripn	41,186.06	6,504.23	13,611.71	61,302.00
Tracy-Mntca-Lathrop	179,561.53	26,553.34	46,590.95	252,705.82
Delta-Thornton	3,005.98	907.35	4,711.12	8,624.45
<b>Totals:</b>	<b>\$ 584,004.74</b>	<b>\$ 85,886.47</b>	<b>\$ 117,813.16</b>	<b>\$ \$787,704.37</b>

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



**TABLE 5**

**Annual Project Expenditures  
Fiscal Year 2024-25**

<u>Proj. No.</u>	<u>Project Description</u>	<u>Amount</u>	<u>Total Expenditures</u>
220826	Grant Line Road/Kasson Road Study	\$ 101,144.46	
750290	Airport Way Precise Road Plan	10,222.89	
	<u>Project Subtotal:</u>	\$	<u>111,367.35</u>
730920	TIMF-Admin <sup>1</sup>	\$ 18,093.16	
	<u>Admin Subtotal:</u>	\$	<u>18,093.16</u>
			\$ <u>129,460.51</u>

<sup>1</sup> Program administration paid from all other fees collected from all other fee benefit zones.

**TABLE 6****PRIORITY PROJECT LISTING****Projects for Fiscal Years 2025-26 through 2027-28**

<b>Road Name</b>	<b>Limit</b>	<b>Description</b>	<b>TIMF Participation Cost</b>
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 an intersection improvement at Bird Road. (**)	\$2,345,190
Mariposa Road and Escalon-Bellota Road Specific Plan	City of Stockton to City of Escalon	Develop Specific Road Plan. (***)	\$663,500
Jack Tone Road	Intersection at SR 26	Install Roundabout, which incorporates a Class II Bicycle Lane. (local match only ****)	\$688,200
			\$7,114,860

\* 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 intersection improvements at Eleventh Street and Bird Road is anticipated to be delivered with the Grant Line Road Realignment Project.

\*\*\* Includes contract awarded for \$510,382, plus 30 percent for County project management.

\*\*\*\* Per Agreements with Caltrans dated October 3, 2018, local match required by CMAQ will be met by Caltrans. New Cooperative Agreement with Caltrans to be executed in 2026.

**TABLE 7****PRIORITY PROJECT LISTING****Projects for Fiscal Years 2028-29 through 2034-35**

<b>Road Name</b>	<b>Limit</b>	<b>Description</b>	<b>TIMF Participation Cost</b>	<b>Total Project Cost</b>
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, improve intersections. (*)	\$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 and evaluate bicycle and pedestrian improvements to be installed on the old alignment of Grant Line Road. (*)	\$34,550,700 (*)	\$65,190,000 (***)
Escalon Bellota Road	Escalon City Limits to Mariposa Road	Widen to 3 lanes and install Class III Bicycle Route.	\$756,535 (****)	\$9,456,691 (****)
Jack Tone Road	Ripon City Limits to French Camp Road	Widen to 3 lanes and install Class II Bicycle Lanes.	\$269,457 (****)	\$1,496,985 (****)
			\$57,610,441	\$155,443,427

\* 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.

\*\* Figures from 2019 estimates

\*\*\* Total cost from 2024 preliminary estimate

\*\*\*\* Figures from 2022 TIMF update