

TRI-VALLEY TRANSPORTATION COUNCIL

REQUEST FOR PROPOSALS

UPDATE OF TRI-VALLEY FEE NEXUS STUDY

JULY 2005

REV: 7/28/2005

PURPOSE

The Tri-Valley Transportation Council adopted the Tri -Valley Transportation/Action Plan for Routes of Regional Significance (TVTP/AP) in 1995. The Plan marked a common understanding and agreement on the Tri-Valley's transportation concerns and directions for improvements. Among other things, the TVTP/AP presented eleven specific transportation improvements to be given high priority for funding and implementation.

Within this Plan are recommendations to develop a Tri-Valley Transportation Development Traffic Impact Fee (TVTDF) to defray the costs of needed regional infrastructure and a further study of critical intersections which fail to meet the desirable transportation service objectives of meeting Level of Service "D" or better on arterial streets.

Since 1995 there have been substantial changes in the funding, planning and traffic setting in which the TVTDF was originally developed. New funding sources have been established, the TVTP/AP has been updated, projects have been completed, project schedules and/or funding plans have shifted and traffic patterns have changed.

The TVTC responded to these changes by directing the TAC in 2003 to conduct a new Fee Nexus Study to update the fee and potentially the project list. The TVTC has set a schedule of 12 months from award of contract to completion of the study

In 2004 the TVTC decided to:

- A. Use an updated list of projects (**Exhibits A & B**) in the Fee Nexus Update Study. and
- B. Use the Contra Costa Transportation Authority (CCTA) travel forecasting model to identify Tri-Valley regional bottlenecks in 2030.
- C. Define areas of congestion and prioritize regional improvement projects.
- D. Estimate total trip generation from new developments within Tri-Valley by 2030, using output from the CCTA model.
- E. Estimate the total cost of improvements and the proportional fair share of the cost attributed to new Tri-Valley developments.
- F. Adopt a revised Fee Schedule for various land use categories to construct the proposed improvements.
- G. Update the Strategic Expenditure Plan (SEP) and amend the Joint Exercise of Powers Agreement (JEPA) to reflect the new list of improvement projects and revised Fee Schedule.

BACKGROUND

In 1991, a Joint Powers Agreement was signed by the seven jurisdictions comprising the Tri-Valley area including Alameda County, Contra Costa County, Dublin, Pleasanton, Livermore, Danville, and San Ramon. The purpose of the JPA is the joint preparation of a

Tri-Valley Transportation Plan/Action Plan (TVTP/AP) and cost sharing of recommended improvements. The TVTP/AP was prepared and presented to all member jurisdictions in April 1995. The TVTP/AP was updated in 2000 and is attached as **Exhibit C**.

DRAFT SCOPE OF WORK - TRI-VALLEY NEXUS STUDY FOR FEE UPDATE

The goal of this study is to update Tri-Valley Transportation Development Fee (TVTDF). The Technical Advisory Committee (TAC) to the Tri-Valley Transportation Council (TVTC) will be the primary oversight body, with TVTC TAC staff acting as the lead point of contact. The TVTC will be the policy body ultimately responsible for the study.

The following scope of work defines the primary task and subtasks of the study.

The study must meet the requirements of AB 1600 et seq. and relative court rulings, including the U.S. Supreme Court's Nolan and Dolan rulings.

The objective of this effort is to prepare an updated TVTDF that the TVTC can approve for circulation to the local jurisdictions for approval and implementation of an updated fee schedule.

A series of public hearings in front of each adopting local jurisdiction may be necessary to review the updated TVTDF. However, these additional rounds of hearings, after the initial approval of the updated TVTDF concept by the TVTC, would be at the expense of the requesting jurisdiction.

A public workshop will be held by the TVTC to solicit public, private industry, and local jurisdiction input on the proposed updated TVTDF. The TVTC will be responsible for obtaining the meeting room, advertising the meeting, and conducting the meeting. The consultant will be responsible for the technical presentation of the fee program update at the meeting and responding to technical questions.

The consultant will advise the TVTC TAC on the development of an agenda for the public workshop. The TVTC will have a meeting record made of the workshop.

TASK 1.0 PRE-STUDY MEETING & TASK: FINALIZE SCOPE OF WORK AND SCHEDULE

Immediately after contract award consultant will meet with TAC to present and review final Scope of Work and Final Schedule. CONSULTANT will recommend changes to the scope of work (with rationale for changes) that they believe would better provide a study that meets the TVTC's objectives and federal and State requirements.

The results of this Task will be a *Final Scope of Work*.

TASK 2.0 REFINE GROWTH FORECAST

In this task, the consultant will refine the population and employment forecast to calculate the increase in traffic demand attributable to forecast new growth within the Tri-Valley. The total growth forecast must also be converted into land use types to ease the administration of the impact fee at the local level.

The amount of development that is expected to occur between 2005 and 2030 will be determined based upon ABAG Projections 2003 as defined in CCTA's travel forecasting model per guidance in this RFP. The implications of local growth management policies

will be noted in the evaluation. Input from local jurisdictions, through the TAC, will be used to verify accuracy of projections.

A portion of this task will be for the consultant to review, with the TVTC TAC, the adequacy/accuracy of the zone level data and network and update it as necessary.

The consultant will aggregate the growth forecasts by jurisdiction and land use type. Projections of employment will be translated into four types of non-residential land use.

The results of this analysis will be summarized in Technical Memorandum 1.0, *Refined Growth Forecast*. Memorandum will include summary of updates to the land use tables.

TASK 3.0: CONFIRM PROJECT LIST

The purpose of this task is to define the list of projects that the updated TVTDF would fund. In this task, the consultant, using the CCTA Travel Demand Model and the refined growth forecasts developed in Task 2.0, would quantify the improvements in congestion that would result from the development of the projects listed in **Exhibits A and B**, identify remaining areas of congestion on freeways and routes of regional significance, and suggest additional projects that could be funded through the TVTDF to address future demand.

The end product of this task will be: Technical Memorandum 2.0, "Existing and 2030 Tri-Valley Congestion Areas". Memorandum will include documentation of any changes to the network and:

- Existing peak hour and Average Daily Traffic (ADT) Plots
- 2030 without projects peak hour and ADT plots.
- 2030with projects peak hour and ADT plots.

TASK 4.0: REFINE PROJECT LIST

The purpose of this task is to refine the description of each project, identify its benefits to the region through defined measures of effectiveness, update and/or validate its cost estimate, determine each project's likely construction date and use this information to tentatively prioritize the projects on a technical basis.

For each of the projects, the consultant will work with sponsor jurisdictions to prepare a matrix of project characteristics covering such items as a description, its current development status, number of daily trips benefited, estimated cost, and committed funds. The project matrix will not only describe the pertinent characteristics, but will indicate each project's feasibility for inclusion in the fee program. Taken collectively, the evaluations will provide relative cost/utility scores that will be used to determine recommended project priorities.

Cost data for projects currently under construction will be used to update cost estimates for the remaining candidate projects as identified in the Action Plan.

The consultant will contact the lead agencies to obtain the project completion timetable for each of the projects with currently available funding. If a completion schedule is not available, the consultant will work with the involved agencies (Caltrans, ACTA, CCTA,

and/or local agencies) to determine a probable timetable for the purpose of projecting cash flow needs.

The results of this task will be summarized in Technical Memorandum 4.0 "Refined Project List". This memorandum will provide improved descriptions of each project, an estimate of the project benefits, updated cost estimates, and an estimate of each project's construction date.

TASK 5.0 REFINE NON-FEE FUNDING FORECAST

This task evaluates the potential of non-fee funding sources for the refined project list developed in Task 4.

The consultant will investigate existing and alternative sources of funding for the refined project list. An assessment of known funding sources and the availability of new funding will be made with the assistance of TVTC TAC members, MTC, and the County congestion management agencies. The estimate of new funding sources will identify the likely share that might be secured by Tri-Valley projects and how a regional impact fee might improve the chances of securing this additional funding.

The results of this task will be summarized in Technical Memorandum 5.0, "Refined Non-Fee Funding Forecast". This memorandum will discuss the committed and potential funding for the projects.

TASK 6.0 FEE REVENUE ESTIMATION

Growth forecasts (from Task 2) will be used in combination with projected areas of congestion (from Task 3) and the project list (from Task 4) to develop an estimation of fees.

Vested development rights will be evaluated as to the feasibility of levying a regional impact fee on these developments. Previous contributions and current commitments of these developments towards improving the regional transportation system will be taken into account in determining the feasibility of levying an added fee or establishing credits.

The extent of vested development in each jurisdiction will be determined based upon discussions with the local jurisdiction's planning director. The local jurisdiction's attorney will be consulted regarding the legal feasibility of levying any new fees on vested development. Those developments for which a new fee is determined to be infeasible will be subtracted from the total growth forecast for the purpose of computing fee revenues.

The results of this task will be summarized in Technical Memorandum 6.0, "Fee Revenue Estimation".

TASK 7.0 NEXUS AND BURDEN ANALYSIS

The purpose of this task is to allocate the expected unfunded costs of the transportation improvement projects in the draft project list by land use type and jurisdiction type. A

portion of each project's cost must be allocated to the correction of existing deficiencies (if appropriate) and to growth in through trips.

There are four sub-steps required to formulate an equitable allocation of the costs:

- separate the cost of remedying existing deficiencies from the cost of accommodating growth;
- give credit to new development for dedications, exactions, special assessments, use fees, sales tax (optional), or other in-lieu payments toward its share of new capacity;
- identify the share of costs and benefits attributable to through traffic, and,
- distribute the net costs for the projects among different types of development (i.e., residential, retail, office, and industrial) and across geographical areas.

Once the project list is refined (in Task 4) the allocated project costs will be used to construct a fee schedule by jurisdiction and land use type.

Recommendations will be provided on different strategies for allocating the fees among residential, retail, and other commercial development, and across geographic boundaries.

A preliminary, proposed fee schedule will then be assessed in terms of its relative economic burden placed upon each local jurisdiction's residential and commercial development markets. This assessment will be based upon discussions with planning directors and other local experts on the strength of each jurisdiction's residential and commercial development markets.

The end product of this task will be Technical Memorandum 7.0, "Nexus and Burden Analysis" which will document the analysis methods, summarized quantification of the nexus and burden, preliminary fee schedule, and an assessment of the relative economic burden imposed by the preliminary fee schedule on local residential and commercial markets.

TASK 8.0 RECOMMEND REGIONAL TRAFFIC IMPACT FEE PROGRAM

This task combines the efforts of the previous tasks into a single combined recommended Regional Traffic Impact Fee Program for the Tri-Valley.

The Recommended Fee Program Report will cover the following topics:

1. A brief statement of the need for and purpose of a regional traffic impact fee.
2. A description of the decision making and public input process used to arrive at the recommended fee program.
3. A brief summary of the state rules and regulations for impact fees and how they have been complied with for the Tri-Valley fee program.
4. The list of regional projects, their costs, their implementation schedule, and the rationale and need for including them in the regional impact fee program.
5. An estimate of the current balance in fee revenues available for these projects.
6. Estimates of the non-fee revenues that may be available for these projects,

7. Tabulation of the unfunded shortfall that must be covered by impact fees.
8. The estimated growth (after allowing for vested development rights) that would be subject to the fee in each jurisdiction.
9. The nexus analysis allocating the unfunded regional project costs to new development by land use category and justifying the “proportionality” of the fee.
10. An assessment of the ability of the local residential and commercial markets to absorb a fee increase (economic burden analysis).
11. Summary of current procedures for collecting, administering and expending fee revenues. Either confirmation as to the appropriateness of continuing with this procedures or recommendations for modifications to the procedures.
12. Recommended policies for granting exemptions and credits
13. Recommended Strategic Expenditure Plan & Fee Schedule
14. Recommendations regarding financing and cash flow.

PRODUCTS

This task will contain the following products:

Technical Memorandum 1.0: “Refined Growth Forecast”

Technical Memorandum 2.0 “Existing and 2030 Tri-Valley Congestion Areas”

Technical Memorandum 3.0: “Nexus and Burden Analysis”

Technical Memorandum 4.0: “Refined Project List”

Technical Memorandum 5.0 “Refined Non-Fee Funding Forecast”

Technical Memorandum 6.0 “Fee Revenue Estimation”

Technical Memorandum 7.0 “Nexus and Burden Analysis”

Final Report: “Recommended Regional Traffic Impact Fee
Program Report.”

Final Report will include an updated Strategic Expenditure Plan and Joint Exercise of Powers Agreement specifically prepared and formatted for adoption by TVTC.

MEETING REQUIREMENTS

CONSULTANT will be required to be present at the following meetings (scheduling to be determined at the Pre-Study Meeting):

- 4 TAC Meetings
- 2 TVTC Meetings

BUDGET & SCHEDULE

A budget of \$100,000 has been allocated for this study. No additional funds are or will be available to supplement this amount. The Study must be completed within 12 months of contract award.

PROPOSAL CONTENTS

To demonstrate its qualifications and its ability to perform the services described in Draft Scope of Work, CONSULTANT shall submit a proposal containing the following information:

- 1.0 *Cover Letter* A cover letter of transmittal, duly signed by an officer or other person empowered to commit the CONSULTANT to the terms and conditions of the proposal, shall be included. This letter should briefly introduce the reader to the proposal and should indicate the total proposal cost and that it remains in effect for a period of not less than 90 days from the transmittal date.
- 2.0 *Introduction* An introduction containing highlights of CONSULTANT's proposed technical and management approach to the services contemplated in this RFP, reflecting its understanding of the services required.
- 3.0 *Discussion of Issues* The CONSULTANT should discuss the issues that must be addressed in updating the TVTDF and preparing the Fee Nexus Study. This discussion should set the context for the scope of work proposed. The discussion of issues should be concise, but should also provide significant insight into the course of action recommended by CONSULTANT.
- 4.0 *Detailed Approach* A detailed presentation of the proposed approach for performing the services, describing how the firm would be organized and an approach structured to ensure: (a) quality performance, and (b) completion within budget and schedule. The presentation should include the following:
 - 4.1. A *detailed narrative* explaining how the services would be performed and what deliverables would be submitted.
 - 4.2. A *schedule* to illustrate where key milestones would be set, and showing the anticipated duration for each activity.
 - 4.3. A *management plan* describing how the services would be organized, including:

- 4.3.1. An organization chart (including subconsultants) showing the proposed relationships among key personnel and support staff who would be assigned to the work.
 - 4.3.2. Name, position, summary of qualifications and related experience, and proposed responsibilities of the personnel on the organization chart.
 - 4.4. A *staffing plan* consisting of a matrix showing number of person hours allotted to each individual on the consultant team. The left-hand column of the matrix should list key tasks for the project. The top row of the matrix should contain the names of the key personnel who would be assigned to the work (including subconsultants). The bottom row of the matrix should show total person hours allotted to each person on the consultant team. The right-hand column of the matrix should show total person hours for each task, including subtotals and a Grand Total for all phases of work.
 - 4.5. A *description of subconsultant services*, and the percentage of total services proposed, that would be performed by subconsultants, together with the following information about the subconsultants:
 - 4.5.1. Name, address, and telephone number
 - 4.5.2. Location(s) where the work would be performed
 - 4.5.3. Principal contact
 - 4.5.4. DBE and small business status
 - 4.5.5. Key personnel names and professional qualifications
 - 4.6. *Supplemental tasks* deemed necessary, any proposed modifications to Scope of Work and suggestions or proposed alternatives that might enhance the services, reduce costs or speed delivery.
- 5.0 *Consultant Firm Information* CONSULTANT shall present the information requested below, demonstrating its experience on work similar to that contemplated in this RFP. Information presented should be brief, should not include unnecessary promotional material, and should be presented in the sequence listed herein.
 - 5.1. Legal name of firm
 - 5.2. Location(s) and telephone number(s)
 - 5.3. Name of parent company, if any
 - 5.4. Date firm established
 - 5.5. Type of organization (partnership, corporation, etc.), and where incorporated, if applicable
 - 5.6. Current size of firm and size variation during the past five years
 - 5.7. Types of services normally performed by subconsultants

- 5.8. A brief description of similar projects for which CONSULTANT has provided services during the past five years, including the following information:
 - 5.8.1. Client
 - 5.8.2. Project description and location
 - 5.8.3. Description of services provided by CONSULTANT
 - 5.8.4. Total value of services provided by CONSULTANT
- 6.0 *Affirmative Action and DBE Participation* CONSULTANT shall present the documentation listed below to describe its compliance with Federal and State nondiscrimination laws and regulations, and its DBE activities and proposed DBE commitment for this Project:
 - 6.1. A description of firm's affirmative action plan and a record of firm's compliance with the plan.
 - 6.2. A description of (1) CONSULTANT's activities undertaken to comply with provisions of the RFP concerning DBE participation, and (2) CONSULTANT's proposed DBE commitments.
- 7.0 *Compensation* Detailed information shall be provided with requests for compensation including itemization of staff and subconsultant hours by task.
- 8.0 *Standard Terms and Conditions* CONSULTANT shall state its willingness to accept the terms and conditions in a TVTC approved agreement for consulting services or shall list those to which it takes exception, and provide proposed alternative wording. It is not TVTC's intention to make substantial changes to the standard agreement.

PROPOSAL SUBMITTAL PROCEDURE

CONSULTANT shall submit its proposal in accordance with the following requirements:

The proposal shall be transmitted with a cover letter as described in the "*Proposal Contents*" section of this RFP.

The proposal shall be dispatched in order to be received at the above address no later than 3:00 p.m. on **Wednesday, August 31, 2005**. Late proposals will not be accepted.

The TVTC TAC will notify CONSULTANT of its selection or selection for interview on or after **September 16, 2005**.

Questions pertaining to this RFP, the Scope of Services, or the CONSULTANT's proposal should be directed to John Cunningham, current TVTC Staff. (TVTC has rotating staff assignments, Livermore (Bob Vinn) will take over staffing duties in January 2006.)

Questions, one digital (Acrobat format) and fourteen (14) copies of the proposal should be submitted to:

John Cunningham - TVTC Staff
CC County, Comm. Development
651 Pine Street, 4th Floor-N.Wing
Martinez, CA 94553

925-335-1243
jcunn@cd.cccounty.us

CONSULTANT SELECTION PROCESS

The consultant selection process will be administered by the TVTC TAC.

The following criteria will be used to evaluate proposals and to select a consultant team to conduct the study:

- 1.0 Approach to the project and work scope
- 2.0 Ability to assume responsibility in a timely manner
- 3.0 Qualifications and experience of the firm(s) and its individual staff in similar undertakings, including experience preparing similar studies, a current TransCAD license, familiarity with the TransCAD software, and GISDK computer language.
- 4.0 Qualifications and experience of the designated project manager
- 5.0 Proposed management plan, including allocation of resources among tasks and project team members
- 6.0 Quality of the response to this RFP
- 7.0 DBE participation
- 8.0 References from comparable past work

The proposals will be ranked to reflect the TVTC TAC's assessment of each firm's proposal against the evaluation criteria. If, in the TVTC TAC's assessment, one of the proposals is clearly superior to the others, and if reference checks confirm this assessment, the TVTC may elect not to interview firms. If two or more firms are ranked highly, the top two or three most highly ranked teams will be asked to an interview. Each interviewed firm will be ranked to reflect the TVTC TAC's assessment of each firm's ability to perform the required scope of services, as evidenced in its response to this RFP, its references and its performance at the interview. Following selection of a consultant team, the TVTC TAC would recommend to the TVTC that a contract be entered into with the selected consultant.

At its sole discretion, the TVTC reserves the right to amend this RFP, to withdraw all or a portion of this RFP, to award a contract for only a portion of the scope of work described herein, or to decline to award a contract.

The cost of preparing, submitting, and presenting a proposal is at the sole cost and expense of the CONSULTANT.

It is the responsibility of the CONSULTANT to inquire about and clarify any requirement of this RFP that is not understood. Inquiries can be made in writing, by telephone, fax, or e-mail to the **John Cunningham, TVTC staff**, at the address listed above.

TVTC staff anticipates that they will negotiate with the top ranked firm to provide services in accordance with the scope of work herein. At the conclusion of successful negotiations, the TVTC will enter into a contract with that firm. If negotiations with the top ranked firm are not successful, the TVTC may elect to negotiate with the next qualified firm in order of numerical ranking.

Consultants that propose on or are selected for this study shall not be barred from proposing on or being selected for the performance of subsequent modeling work for the TVTC.

EXHIBIT A

TABLE 2
PROJECT REVENUE SOURCES (in \$ millions)⁽¹⁾

	PROJECT COST	TVTD FEE ⁽²⁾	NEW MEASURE B	MEASURE C	SCC JEP A FEE	TEA 21	LOCAL FUNDS	OTHER FUNDS	UNFUNDED COST
1. I-580/I-680 Local Share (PROJECT COMPLETE)		\$5.6 ⁽⁶⁾							
2a. SR 84 - I-580 to I-680 Expressway	\$254.0	\$24.0	\$70.0				\$1.5		\$158.5
2b. SR 84 - Isabel Rte 84/I-580 Interchange	\$92.0		\$20.0			\$10.4	\$25.6	STIP \$31.0	\$5.0
3. I-680 Auxiliary Lanes Contra Costa County	\$55.6	\$12.0		\$14.6	\$8.5			STIP \$9.0	\$11.5
4. West DPX BART Station	\$53.0 ⁽⁶⁾	\$4.0	\$38.4 (Tier 2)					STIP/CMA-TIP \$10.0 Bond Sale	
5. I-580 HOV Lanes	\$127.8 ⁽⁶⁾	\$8.0					\$0.1	TCRP \$25.0 ⁽⁶⁾	\$94.7
6. I-680 HOV Lanes, Sunol	\$90.0 ⁽⁷⁾							STIP, Federal, TCRP, ACTIA	
7. I-580/Foothill/SR Blvd Interchange	\$4.0	\$1.6						20% Set-Aside TVTDF \$1.2	\$1.2
8. I-680/Alcosta Blvd. Interchange	\$13.5 ⁽⁸⁾	\$1.6			\$2.66		\$4.34	STIP \$3.5	\$1.4
9. Crow Canyon Road Improvements	\$25.0							STIP \$3.4	\$21.6
10. Vasco Road Safety Improvements	\$40.0	\$0.5 ⁽⁹⁾	\$1.5				\$3.5 ⁽¹⁰⁾	TCRP \$6.5 STIP \$3.9	\$28.1
11. Express Bus Service	\$8.0		\$5.0						\$3.0
Update Fee Nexus Study	\$0.1	\$0.1							
PROJECTS TOTAL	\$763.0	\$56.9⁽¹¹⁾	\$134.9	\$14.6	\$11.16	\$10.4	\$31.54	\$184.1	\$325

(1) 2002 dollars

(2) Projected revenue to year 2013 (80% of TVTD revenue)

(3) Does not include an additional \$72.7 million for median widening for future BART extension

(4) Other potential funds include STIP (\$16.0) and ITIP (\$60.0)

(5) \$58 million-escalated to mid-point of construction

(6) Includes reimbursements of approximately \$1.4 to the Cities of Dublin and Pleasanton for prior contributions

(7) Includes the cost for southbound HOV lanes to Calaveras Boulevard in Milpitas

(8) Includes the cost of improvements to the northbound on and off ramps

(9) Reflects a loan of up to \$0.5 million from the I-580 HOV Lane Project to be repaid in the future

(10) Reflects a potential allocation of \$2.5 million in East Contra Costa County developer fees and \$1.0 million in Gas Tax Subventions to Alameda County

(11) \$51.3 without the \$5.6 local share for Project 1

EXHIBIT B

Proposed Project Additions for Updated Fee Program

	Project Cost (Millions)	TYTD Fee	New Measure B	Measure C	SCC JEP FEE	TEA 21	LOCAL FUNDS	OTHER FUNDS	UNFUNDED COST
1. I-580/1680 Westbound to Southbound Flyover	\$								
2. Jack London Blvd. Extension to El Charro Road	\$								
3. El Charro Road Extension	\$								
4. Dublin Blvd. Extension to North Canyons Parkway	\$								
5. I-580 Corridor On-Ramp and Connector Metering, Foothill Road to Greenville Road	\$								
6. I-580/Greenville Rd. Interchange Improvements	\$								
7. I-580/First Street Interchange Improvements	\$								
8. I-580 Eastbound Express Lanes	\$								
9. Camino Tassajara Rd. Widening Windemere Pkwy to County Line	\$								
10. 5th Eastbound I-580 Through Lane, Santa Rita Rd. to Vasco Rd.	\$								
11. I-580 Eastbound Lane Restriping, I-680 to Santa Rita Rd.	\$								
12. Stone Valley Rd/Danville Blvd. Intersection Improvements	\$								
13. I-680 HOV Lanes, Livornia Rd. to North Main Street	\$								
14. I-680 Advanced Transit Way (Light Rail, Bus Rapid Transit or the like)	\$								
15. Light Rail Transit, Dublin/Pleasanton BART to 1680 via Dougherty Valley	\$								
PROJECTS TOTAL									