TRI-VALLEY TRANSPORTATION COUNCIL

Monday, January 23, 2017
3:00pm

Livermore Amador Valley Transit Authority (LAVTA) Board Room
1362 Rutan Dr # 100, Livermore, CA 94551

AGENDA

1. Call to Order, Roll Call, and Self Introductions
2. Public Comment
3. APPROVE Meeting Minutes from July 18, 2016 (Action)*
4. Consent Calendar - none
5. Old Business
    1. ACCEPT Bank Institution Research, as recommended by the TVTC Finance Subcommittee (Action)*
6. New Business
    1. ACCEPT Fiscal Year 2014/15 and Fiscal Year 2015/16 Audit, as recommended by the TVTC Finance Subcommittee (Action)*
    2. APPROVE Validation Review of the 2008 Nexus Study (Action)*
    3. APPROVE TVTC Strategic Expenditure Plan 2017 Update (Action)*
7. Other Business - none
8. Adjournment

***** *Attachment(s)*

Upcoming Meetings:

TVTC TAC: Tuesday, February 7, 9:00 a.m., 100 Civic Plaza, Public Works Front Room, Dublin, CA 94568

TVTC: Monday, April 17, 2017
Monday, July 17, 2017
Monday, October 16, 2017

Steven Spedowfski
TVTC Chair
Vice Mayor
Livermore
(925) 960-4016

Arne Olson
TVTC Vice-Chair
Councilmember
Pleasanton
(925) 200-8579

Scott Perkins
Councilmember
San Ramon
(925) 973-2530

David Haubert
Mayor
Dublin
(925) 833-6634

Karen Stepper
Councilmember
Danville
(925) 275-2412

Scott Haggerty
Supervisor District 1
Alameda County
(510) 272-6691

Candace Andersen
Supervisor District 2
Contra Costa County
(925) 957-8860

The Tri-Valley Transportation Council meetings are wheelchair accessible. If you have any questions related to the Tri-Valley Transportation Council meeting agenda, please contact Debbie Bell, TVTC Administrative staff at (925) 960-4541 or email at dlbell@cityoflivermore.net

Item 3

MINUTES

TRI-VALLEY TRANSPORTATION COUNCIL

Livermore Airport Administration Building Conference Room
680 Terminal Circle, Livermore CA 94551
July 18, 2016 at 4:00 p.m.

1) CALL TO ORDER, ROLL CALL, AND SELF-INTRODUCTIONS

The Tri-Valley Transportation Council (TVTC) was called to order at 4:00 p.m. by the Vice Chair, Councilmember Steven Spedowfski, City of Livermore.

TVTC Members in Attendance:
Candace Andersen, Chair, Supervisor District 2, Contra Costa County
Steven Spedowfski, Vice-Chair, Councilmember, Livermore
Arne Olson, Vice Mayor, Pleasanton
David Haubert, Mayor, City of Dublin
Karen Stepper, Mayor, Danville
Scott Haggerty, Supervisor, District 1, Alameda County

TVTC Staff in Attendance:
Bob Vinn, City of Livermore
Andy Dillard, Town of Danville
Obaid Khan, City of Dublin
Jamar Stamps, Contra Costa County
Ruben Izon, Alameda County

Others in Attendance:
John McPartland, Director, District 5, BART
Dawn Argula, Supervisor Haggerty's Office, Alameda County
Kevin Schwartz, Mechanics Bank
Zidong Ren, Contra Costa County

2) APPOINTMENT OF TVTC CHAIR, VICE CHAIR, AND TVTC ADMINISTRATOR

Chair: Motion by Mayor Stepper to elect Councilmember Spedowfski as TVTC Chair; Second by Councilmember Haubert.
Unanimously Approved (Ayes 6: Noes 0: Abstain 0)

Vice Chair: Motion by Chair Spedowfski to elect Councilmember Olson as TVTC Vice-Chair; Second by Mayor Haubert.
Unanimously Approved (Ayes 6: Noes 0: Abstain 0)

Administrator: Motion by Chair Spedowfski to appoint the City of Livermore as TVTC Administrator; Second by Vice-Chair Olson.
Unanimously Approved (Ayes 6: Noes 0: Abstain 0)

3) PUBLIC COMMENT

None.

4) APPROVAL OF MEETING MINUTES FOR MAY 16, 2016

Motion by Supervisor Andersen to approve the Minutes of May 16, 2016; Second by Mayor Stepper.
Unanimously Approved (Ayes 6; Noes 0; Abstain 0)

5) ORAL COMMUNICATION

None.

6) CONSENT CALENDAR

None.

7) OLD BUSINESS

None.

8) NEW BUSINESS

a. TVTC Audit

(1) ADOPT Resolution 2016-06 amending the Fiscal Year 2016/17 budget to increase audit services from $5,000 to $7,000 and approving the appropriation of the additional $2,000 to fund the performance of audits for Fiscal Year 2014/15 and Fiscal Year 2015/16.

Staff gave a brief presentation on the item. Vice-Chair Olson indicated he would like to see both a management letter and an audit report.

Motion by Mayor Stepper to adopt Resolution 2016-06; Second by Supervisor Andersen. Unanimously Approved (Ayes 6; Noes 0; Abstain 0)

(2) **ADOPT Resolution 2016-17 approving a professional services agreement with Cropper Accountancy Corporation for audit services through July 18, 2018 with the possibility of three 1-year extensions.**

Staff gave a brief presentation on the item.

Motion by Supervisor Haggerty to adopt Resolution 2016-07; Second by Vice-Chair Olson. Unanimously Approved (Ayes 6; Noes 0; Abstain 0)

b. APPROVE 2017 TVTC Board Meeting Schedule

Supervisor Haggerty indicated he has a conflict on January 23, 2017 due to a LAVTA Board meeting. Chair Spedowfski indicated he had the same conflict. Supervisor Haggerty suggested moving the meeting time to 3 pm and meeting at LAVTA's office.

Motion by Supervisor Anderson to approve the 2017 TVTC Board Meeting Schedule with direction to staff to move the January 23, 2017 meeting to 3 PM at LAVTA's office if possible; Second by Vice-Chair Olson.

Unanimously Approved (Ayes 6; Noes 0; Abstain 0)

9) OTHER BUSINESS/ANNOUNCEMENTS

Vice-Chair Olson reiterated his request from May 16th directing staff to develop an analysis of alternative banking institutions for the TVTC. Chair Spedowfski, Supervisor Haggerty, Supervisor Andersen and Mayor Stepper concurred with the direction. Staff replied that this analysis has not been completed and will be brought forth to the Finance Committee in the fall at a date to be determined.

10) ADJOURNMENT

The meeting was adjourned by Chair Spedowfski at 4:22 p.m.

Item 5.1

TRI-VALLEY TRANSPORTATION COUNCIL

To: Tri-Valley Transportation Council (TVTC)

From: TVTC Finance Subcommittee
TVTC Technical Advisory Committee (TAC)

Date: January 23, 2017

Subject: TVTC Banking Institution Research

BACKGROUND

On September 22, 2010, TVTC Resolution 2010-05 authorized the TVTC to establish an account at a private banking institution for the purposes of depositing TVTD Fees from member agencies and disbursing TVTD Fees as authorized by resolution of the TVTC. Subsequently the TVTC established an account with Mechanics Bank on June 30, 2011.

On May 16, 2016, the TVTC directed the TAC to research the minimum account balance required at Mechanics Bank in order to have bank fees waived. The TVTC also asked the TAC to investigate other banks with branches in the TVTC's jurisdiction that may allow lower minimum balances while waiving bank fees. The TVTC directed the Finance Subcommittee to review this matter and provide a recommendation.

DISCUSSION

The TAC researched fees and services at various Tri-Valley banks based on the TVTC's past annual budgets, banking history, and anticipated future efforts. The TAC requested proposals from Mechanics, Fremont, Union, Heritage, and Tri Valley Bank and asked each bank to provide fee information based on the following:

- three average ledger balances ($100,000, $250,000, and $500,000)
- publically analyzed account
- includes on-line banking
- pay as you go Automated Clearing House payments
- pay as you go wire transfers
- approximately 140 disbursements
- approximately 35 deposits

The chart below shows each banks' response to the inquiry including anticipated monthly fees. The TVTC Finance Subcommittee met in October 2016 and January 2017 to discuss the bank proposals.

Tri-Valley Transportation Council Banking Institution Research

	Branch Locations	Monthly Fees with $100,000 Average Ledger Balance	Monthly Fees with $250,000 Average Ledger Balance	Monthly Fees with $500,000 Average Ledger Balance
Mechanics Bank	Oakland (3), Berkeley (3), Danville, Albany, El Cerrito, Kensington, Richmond (2), San Pablo, El Sobrante, Pinole, Rodeo, Orinda, Moraga, Lafayette, Concord, Walnut Creek (2), Pittsburg	$14.77	$0	$0
Tri-Valley Bank	Livermore, San Ramon	$0	$0	$0
Fremont Bank	Declined to Submit Proposal			
Union Bank	Declined to Submit Proposal			
Heritage Bank	Declined to Submit Proposal			

Three of the five banks declined to provide a proposal to TVTC for the reasons included below:

- Union Bank explained that TVTC volumes as proposed do not fit within their analyzed account profile and suggested a local community bank may be more appropriate. They declined to submit a proposal.

- Heritage Bank explained that they are not accepting publically analyzed accounts at this time and declined to submit a proposal.

- Fremont Bank explained they do not offer analyzed accounts, which is a requirement for public accounts per California Law[1], and therefore declined to submit a proposal.

Tri Valley Bank

Tri Valley Bank (TVB) expressed an interest to manage the TVTC funds and offers a no monthly fee account for balances at and over $100,000.

A significant reason the TVTC's account would not incur monthly fees at TVB is due to their generous earnings credit. Earnings credits are a calculation of interest paid on idle funds that reduce bank service charges. A calculated amount is then used to pay for banking fees. TVB's has a significantly higher earnings credit than the other banks contacted.

The TAC has no experience working with TVB and therefore cannot evaluate customer service beyond the limited but positive interactions incurred during this discovery process. TVB has limited

[1] California Law (including Government Code 53652) requires banks and savings and loan institutions to pledge government securities with a Market value of 110% of the entities' cash on deposit, or first trust deed mortgage notes with a market value of 150% of the deposit, as collateral for these deposits. Under California Law this collateral is held in a separate investment pool by another institution in the jurisdiction's name and the jurisdiction is placed ahead of general creditors of the institution

public sector accounts, totaling approximately $24 million. Additionally, TVB only has two branches, fewer than all other banks considered. Their two branches are located in San Ramon and Livermore; this may prove to be logistically challenging for required in-branch transactions such as wire transfers to TVTC's LAIF account.

Mechanics Bank

Mechanics Bank expressed interest to maintain TVTC's existing account. Given a $100,000 balance, the TVTC would pay $14.77 in monthly account fees. With an account balance of $250,000 or more the TVTC would pay no monthly fees.

The TAC has received exceptional customer service from Mechanics Bank over the last five years since account inception. The TVTC has not paid any monthly fees over the last two years and the TAC is confident Mechanics Bank provided accurate fee estimates for this analysis. Additionally, Mechanics Bank has over $138 million in public sector accounts. Finally, Mechanics Bank is heavily represented within both Alameda and Contra Costa Counties, with eight branches in Alameda County and 16 branches in Contra Costa County (currently there is one branch in Danville and plans to open a branch in Pleasanton). Twenty-four branches throughout Alameda and Contra Costa Counties makes it more convenient for the rotating TVTC administrative staff to perform required in-branch transactions.

RECOMMENDATION

The Finance Subcommittee recommends the TVTC remain with Mechanics Bank due to their no fees account, exceptional customer service, significant experience managing public sector accounts, and substantial number of branches in Alameda and Contra Costa Counties.

Item 6.1

TRI-VALLEY TRANSPORTATION COUNCIL

To: Tri-Valley Transportation Council (TVTC)

From: TVTC Finance Subcommittee
TVTC Technical Advisory Committee (TAC)

Date: January 23, 2017

Subject: Audit for Fiscal Year 2014/15 and Fiscal Year 2015/16

BACKGROUND

The TVTC Joint Exercise of Powers Agreement ("JEPA") requires a designated, independent certified accountant perform an annual audit of accounts and records of the TVTC. The TVTC acquired the services of Cropper Accountancy ("auditor") to review the TVTC's financial statements and prepare a Fiscal Year (FY) 2014/15 and FY 2015/16 Audit Report ("report").

DISCUSSION

The TVTC Finance Subcommittee reviewed the report and received a presentation from Cropper Accountancy on January 17, 2017. Overall, the report was deemed satisfactory by the Subcommittee.

The report included one recommendation regarding the TVTC's basis of accounting. Currently, the TVTC's bookkeeper Franklin Management ("bookkeeper") is maintaining the majority of the TVTC's general ledger on a cash basis; accruals are not entered into the general ledger and revenue is recorded on a cash basis. This is a result of inadequate information regarding the fiscal year TVTC member agencies receive revenues.

The TAC and bookkeeper plan to remedy the situation by creating a standard template for jurisdictions to complete when submitting TVTDF Funds into the TVTC account. The template will include the jurisdiction's name, deposit dollar amount, and the deposit's appropriate fiscal year. On a quarterly basis, each jurisdiction will send the completed template to the bookkeeper and TVTC administrator. This will allow the bookkeeper to journal entry the funds in the appropriate fiscal year.

Additionally, when reviewing the TVTC's internal control over financial reporting the auditor identified three areas of concern. Below are the concerns and a response to each:

1. Cash balance: As of June 30, 2016, the TVTC's cash balance in Mechanic's Bank was over $8.6 Million.
   Auditor Recommendation: Amounts over $500,000 be held in LAIF.
   Response: Each TVTC member agency is required to transmit TVTDF Funds within 30-days of the end of each quarter (JEPA Section 6.e.ii). The TVTC administrator will transfer funds to LAIF at that time. Subsequent to the end-audit date, the following transactions occurred which reduced the TVTC's cash balance below $500,000: In September 2016, the TVTC transmitted $5.88 Million for Project A3 (I-680 Auxiliary Lanes). In December 2016, the TVTC transferred $4.13 Million to LAIF.

2. QuickBooks Year End: The TVTC's QuickBooks file has a year-end date of May 31 but the TVTC's year-end is June 30.
   Auditor Recommendation: Change closing date in QuickBooks to June 30.
   Response: The TVTC bookkeeper has already made this change.

3. QuickBooks Account Closed: QuickBooks showed the TVTC's bank account as closed before all transactions were complete.
   Auditor Recommendation: Do not label a bank account as closed until the balance is zero.
   Response: In August 2016, a TVTC member agency transmitted a TVTDF payment to Mechanics Bank in a clear window envelope, which exposed the TVTC account number. This could potentially compromise the account. In this situation, Mechanics Bank's policy is to close the account and reopen a new account. The TVTC administrator authorized the account closure, opened a new account, and subsequently communicated the appropriate procedures of transmitting TVTDF funds (including no window envelopes) with all member agencies to avoid this situation in the future. In reviewing the QuickBooks file, the auditor found the bookkeeper's QuickBooks notes about the account closure to be unclear. The bookkeeper has since updated the QuickBooks file for clarity. While this is a highly unusual event, if this happens in the future the bookkeeper will not label the account as closed until all transactions are complete and the balance is brought to zero.

Based on the auditor's concern about the TVTC's cash balance (item #1 above), the Finance Subcommittee requested a subsequent subcommittee meeting to review the TVTC's cash balance policy including the allocation and transfer of funds. This review must take into consideration the nuances of funding receipts, timeline of programmed funds and upcoming disbursements, considerations for administrative burden, and risk management.

RECOMMENDATION

ACCEPT FY 2014/15 and 2015/16 Audit Report as recommended by the TVTC Finance Subcommittee. Request the Finance Subcommittee review and consider the TVTC's cash balance policy.

ATTACHMENT

1. Fiscal Year 2014/15 and 2015/16 Annual Financial Report and Independent Auditor's Reports

Attachment 1

CROPPER
an accountancy corporation
CERTIFIED PUBLIC ACCOUNTANTS

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)

ANNUAL FINANCIAL REPORT

AS OF JUNE 30, 2016 and 2015

WITH

INDEPENDENT AUDITORS' REPORTS

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TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
ANNUAL FINANCIAL REPORT
JUNE 30, 2016 and 2015

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INDEPENDENT AUDITORS' REPORT

Board Members
Tri-Valley Transportation Council
Alameda, California

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities of the Tri-Valley Transportation Council (TVTC), as of and for the years ended June 30, 2016 and 2015, and the related notes to the financial statements, which collectively comprise the TVTC's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

TVTC's management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities of the TVTC, as of June 30, 2016 and 2015, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis on pages 3-4 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Cropper Accountancy Corporation

CROPPER ACCOUNTANCY CORPORATION

Walnut Creek, CA
January 18, 2017

THE PURPOSE OF THE TRI-VALLEY TRANSPORTATION COUNCIL:

In 1991, the seven jurisdictions of Alameda County, Contra Costa County, Dublin, Pleasanton, Livermore, Danville, and San Ramon signed a Joint Powers Agreement (JPA) that established the Tri-Valley Transportation Council (TVTC). The purpose of the JPA was the joint preparation of a Tri-Valley Transportation Plan/Action Plan (TVTC Action Plan) for Routes of Regional Significance (RRS) and cost sharing of recommended improvements. The TVTC Action Plan was prepared and presented to all member jurisdictions in April 1995 and updated in 2000. The TVTC Action Plan marked a common understanding and agreement on the Tri-Valley's transportation concerns and directions for improvements. Among its specific recommendations, the TVTC Action Plan presented 11 transportation improvement projects to be given high priority for funding and implementation.

A second set of 11 projects were included in a 2008 Nexus Study and subsequent 2011 Strategic Expenditure Plan. In October 2013, TVTC signed a Joint Exercise of Powers Agreement (JEPA). The purpose of this agreement was to establish the TVTC as a separate agency responsible for planning, coordinating, and receiving disbursement of traffic impact fee revenues from member agencies to help implement transportation improvement projects within the Tri-Valley Area.

THE BASIC FINANCIAL STATEMENTS

The Basic Financial Statements comprise the *Statement of Net Position* and *Statement of Activities* for the Combined Government-wide and Fund Financial Statements. These statements present the TVTC financial activities as a whole. The *Statement of Net Position* and *Statement of Activities* include all assets and liabilities using the full accrual basis of accounting similar to the accounting model used by private sector firms.

Statement of Net Position

The *Statement of Net Position* (Basic Financial Statements, page 5) is a snapshot of TVTC's financial position at the end of the Fiscal Year (FY) 2016. TVTC's assets are all current assets, i.e. cash and receivables. TVTC has no capital assets. For the year ended June 30, 2016, net position totaled $12,852,407.

Table 1. Statement of Net Position as of June 30:

	2016	2015	$ Change	% Change
Assets				
Cash and equivalents	$ 11,546,374	$ 5,620,678	$ 5,925,696	105.4%
Interest receivable	3,948	-	3,948	100%
Developer fee receivables	1,306,942	1,690,891	(383,949)	-22.7%
	$ 12,857,264	$ 7,311,569	$ 5,545,695	75.8%
Net Position				
Liabilities	$ 4,857	$ 27,238	(22,381)	-82.2%
Unrestricted Net Position	12,852,407	7,284,331	5,568,076	76.4%
	$ 12,857,264	$ 7,311,569	$ 5,545,695	75.8%

Statement of Activities

The Statement of Activities (Basic Financial Statements, page 7) presents TVTC's revenue and incurred expenses for the year ended June 30, 2016. All financial activities incurred for TVTC are recorded here, including operational expenses, capital project costs, depreciation and accrued liabilities, when applicable. Since revenues are dependent on new construction, the Council's financial position is generally subject to the same fluctuations as the economy.

Table 2. Statement of Activities for the Fiscal Years Ended June 30:

	2016	2015	$ Change	% Change
General expenditures/expenses				
Transportation improvements	$ -	$ 5,000,000	$(5,000,000)	-100%
Accounting fees	1,770	6,605	(4,835)	-73.2%
Legal fees	9,233	8,021	1,212	15.1%
Development fee refunds	7,786	-	7,786	100%
Administrative	61,922	31,761	30,161	95.0%
Total general expenditures	80,711	5,046,387	(4,965,676)	-98.4%
General revenues				
Investment income	5,567	-	5,567	100%
Development fees				
Alameda County	3,800	9,174	(5,374)	-58.6%
Town of Danville	141,858	53,748	88,110	163.9%
City of Dublin	2,021,497	2,084,763	(63,266)	-3.0%
City of Livermore	1,301,434	3,806,295	(2,504,861)	-65.8%
City of Pleasanton	1,360,317	1,468,137	(107,820)	-7.3%
City of San Ramon	34,379	328,227	(293,848)	-89.5%
Contra Costa County	779,935	576,942	202,993	35.2%
Total general revenues	5,648,787	8,327,286	(2,678,499)	-32.2%
Change in Net Position	5,568,076	3,280,899	2,287,177	69.7%
Beginning Net Position	7,284,331	4,003,432	3,280,899	82.0%
Ending Net Position	$12,852,407	$ 7,284,331	$ 5,568,076	76.4%

CONTACTING THE COUNCIL'S FINANCIAL MANAGEMENT

This Management's Discussion and Analysis is intended to provide the reader with a narrative overview of TVTC's financial statements for the year ended June 30, 2016. Questions concerning any information provided in this report or requests for additional financial information should be directed to:

Tri-Valley Transportation Council
Debbie Bell, TVTC Administrator
1052 S. Livermore Ave.
Livermore, CA 94550

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Combined Government-Wide and Fund Financial Statements
Statement of Net Position and Governmental Funds Balance Sheet
June 30, 2016

ASSETS

	General Fund	Adjustments (Note 2)	Statement of Net Position
Cash and cash equivalents (Note 3)	$11,546,374	$ -	$11,546,374
Interest receivable	3,948	-	3,948
Development fees receivable (Note 1E)	1,129,213	177,729	1,306,942
Total assets	$12,679,535	$ 177,729	$12,857,264

LIABILITIES AND NET POSITION

	General Fund	Adjustments (Note 2)	Statement of Net Position
Accounts payable	$ 4,857	$ -	$ 4,857
Total liabilities	4,857	-	4,857
Fund Balance [Net Position] (Note 4)			
Committed [Restricted]	5,880,000	(5,880,000)	-
Assigned [Unrestricted]	6,794,678	6,057,729	12,852,407
Total liabilities and fund balance [net positi	$12,679,535	$ 177,729	$12,857,264

The accompanying notes are an integral part of these financial statements.

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Combined Government-Wide and Fund Financial Statements
Statement of Net Position and Governmental Funds Balance Sheet
June 30, 2015

ASSETS

	General Fund	Adjustments (Note 2)	Statement of Net Position
Cash and cash equivalents (Note 3)	$ 5,620,678	$ -	$ 5,620,678
Development fees receivable (Note 1E)	1,208,593	482,298	1,690,891
Total assets	$ 6,829,271	$ 482,298	$ 7,311,569

LIABILITIES AND NET POSITION

	General Fund	Adjustments (Note 2)	Statement of Net Position
Accounts payable	$ 27,238	$ -	$ 27,238
Total liabilities	27,238	-	27,238
Net position			
Assigned (Note 4)	6,802,033	482,298	7,284,331
Total liabilities and net position	$ 6,829,271	$ 482,298	$ 7,311,569

The accompanying notes are an integral part of these financial statements.

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Combined Government-Wide and Fund Financial Statements
Statement of Activities and
Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance
For the Year Ended June 30, 2016

	General Fund	Adjustments (Note 2)	Statement of Activities
General expenditures/expenses			
Accounting fees	$ 1,770	$ -	$ 1,770
Legal fees	9,233	-	9,233
Development fees refunded	7,786	-	7,786
Administrative	61,922	-	61,922
Total general expenditures/expenses	80,711	-	80,711
General revenues:			
Investment income	5,567	-	5,567
Development fees			
Alameda County	3,800	-	3,800
Town of Danville	141,858	-	141,858
City of Dublin	2,021,497	-	2,021,497
City of Livermore	1,301,434	-	1,301,434
City of Pleasanton	1,360,317	-	1,360,317
City of San Ramon	34,379	-	34,379
Contra Costa County	1,084,504	(304,569)	779,935
Total development fees	5,947,789	(304,569)	5,643,220
Total general revenues	5,953,356	(304,569)	5,648,787
Change in fund balance/net position	5,872,645	(304,569)	5,568,076
Fund balance/net position July 1, 2015	6,802,033	482,298	7,284,331
Fund balance/net position June 30, 2016	$ 12,674,678	$ 177,729	$ 12,852,407

The accompanying notes are an integral part of these financial statements.

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Combined Government-Wide and Fund Financial Statements
Statement of Activities and
Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance
For the Year Ended June 30, 2015

	General Fund	Adjustments (Note 2)	Statement of Activities
General expenditures/expenses			
Transportation improvements (Note 5)	$ 5,000,000	$ -	$ 5,000,000
Accounting fees	6,605	-	6,605
Legal fees	8,021	-	8,021
Administrative	31,761	-	31,761
Total general expenditures/expenses	5,046,387	-	5,046,387
General revenues:			
Development fees			
Alameda County	9,174	-	9,174
Town of Danville	53,748	-	53,748
City of Dublin	2,084,763	-	2,084,763
City of Livermore	3,806,295	-	3,806,295
City of Pleasanton	1,468,137	-	1,468,137
City of San Ramon	336,959	(8,732)	328,227
Contra Costa County	213,745	363,197	576,942
Total general revenues	7,972,821	354,465	8,327,286
Change in fund balance/net position	2,926,434	354,465	3,280,899
Fund balance/net position July 1, 2014	3,875,599	127,833	4,003,432
Fund balance/net position June 30, 2015	$ 6,802,033	$ 482,298	$ 7,284,331

The accompanying notes are an integral part of these financial statements.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Reporting Entity

The Tri-Valley Transportation Council (TVTC; Council) is a joint powers authority (JPA) organized by the Counties of Alameda and Contra Costa, the Town of Danville, and the Cities of Dublin, Livermore, Pleasanton, and San Ramon. The TVTC accounting records are currently administered by the City of Livermore. The Council was created to administer development fees for the planning and implementation of sub-regional transportation facilities. This fee was adopted by the seven jurisdictions pursuant to Government Code 6502, and is paid to each of the member agencies by project developers. There are no separate legal entities that are a part of the Council's reporting entity.

The Council applies all applicable GASB pronouncements for certain accounting and financial reporting guidance. In December of 2010, GASB issued GASBS No. 62, *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements*. This statement incorporates pronouncements issued on or before November 30, 1989 into GASB authoritative literature. This includes pronouncements by the Financial Accounting Standards Board (FASB), Accounting Principles Board Opinions (APB), and the Accounting Research Bulletins of the American Institute of Certified Public Accountants' (AICPA) Committee on Accounting Procedure, unless those pronouncements conflict with or contradict with GASB pronouncements..

B. Basis of Presentation

Government-wide Financial Statements:

The Statement of Net Position and Statement of Activities display information about the reporting government as a whole. They include all funds of the reporting entity except for fiduciary funds. Governmental activities generally are financed through taxes, intergovernmental revenues, and other nonexchange revenues. The Council has one governmental activity as described below:

Governmental Funds

General Fund – The General Fund is the general operating fund of the Council and is always classified as a major fund. It is used to account for all activities except those legally or administratively required to be accounted for in other funds.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Financial Statements:

Fund financial statements of the reporting entity are organized into funds, each of which is considered to be separate accounting entities. Each fund is accounted for by providing a separate set of self-balancing accounts that constitute its assets, liabilities, fund equity, revenues, and expenditures/expenses. Funds are organized into three major categories: governmental, proprietary, and fiduciary. An emphasis is placed on major funds within the governmental and proprietary categories. A fund is considered major if it is the primary operating fund of the Council or meets the following criteria:

1. Total assets, liabilities, revenues or expenditures/expenses of that individual governmental or enterprise fund are at least 10 percent of the corresponding total for all funds of that category or type; and

2. Total assets, liabilities, revenues, or expenditures/expenses of the individual governmental fund or enterprise fund are at least 5 percent of the corresponding total for all governmental and enterprise funds combined.

C. Measurement Focus and Basis of Accounting

Measurement focus is a term used to describe “which” transactions are recorded within the various financial statements. Basis of accounting refers to “when” revenues and expenditures or expenses are recognized in the accounts and reported in the financial statements regardless of the measurement focus applied.

Measurement Focus
On the government-wide Statement of Net Position and the Statement of Activities, governmental activities are presented using the economic resources measurement focus. The accounting objective of this measurement focus is the determination of operating income, changes in net position (or cost recovery) and financial position. All assets and all liabilities (whether current or noncurrent) associated with the operation of these funds are reported.

In the fund financial statements, the "current financial resources" measurement focus is used for all Governmental Funds; with this measurement focus, only current assets and current liabilities generally are included on their balance sheets. Their operating statements present sources and uses of available spendable financial resources during a given period. These funds use fund balance as their measure of available spendable financial resources at the end of the period.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Basis of Accounting

In the government-wide Statement of Net Position and Statement of Activities, governmental activities are presented using the accrual basis of accounting. Under the accrual basis of accounting, revenues are recognized when earned and expenses are recorded when the liability is incurred or economic asset used. Revenues, expenses, gains, losses, assets and liabilities resulting from exchange and exchange-like transactions are recognized when the exchange takes place.

In the fund financial statements, governmental funds are presented on the modified accrual basis of accounting. Under this modified accrual basis of accounting, revenues are recognized when "measurable and available". Measurable means knowing or being able to reasonably estimate the amount. Available means collectible within the current period or soon enough thereafter to pay current liabilities. The Council defines available to be within 60 days of year-end.

D. Cash and Investments

The Council does not commingle its cash and investments with the City or County JPA members. The funds are invested in accordance with the State Investment Policy established pursuant to the State Law. All monies not required for immediate expenditure are invested or deposited to earn maximum yield consistent with safety and liquidity.

Investments are carried at fair value, which is based on quoted market price if applicable. Otherwise, the fair value hierarchy is as follows:

Level 1 – Values are unadjusted quoted prices ion active markets for identical assets or liabilities at the measurement date.

Level 2 – Inputs, other than quoted prices, included within Level 1 that are observable for the asset or liabilities at the measurement date.

Level 3 – Certain inputs are unobservable inputs (supported by little or no market activity, such as the Council's best estimate of what hypothetical market participants would use to determine a transaction price for the asset or liability at the reporting date).

The Council invests in the California Local Agency Investment Fund (LAIF), which is part of the Pooled Money Investment Account operated by the California State Treasurer. LAIF funds are invested in high quality money market securities and are managed to insure the safety of the portfolio. A portion of LAIF's investments are in structured notes and asset-backed securities.

LAIF determines fair value on its investment portfolio based on market quotations for these securities where market quotations are readily available, and on amortized cost or best estimate for those securities where market value is not readily available.

E. Receivables

Receivables recorded in the financial statements are net of any allowance for doubtful accounts. Any doubtful accounts at June 30, 2016 and 2015 were not considered material.

F. Revenue Recognition - Development Fees

Development fees are assessed according to a set fee schedule for new construction. The fees collected under the Council from new construction will be used to mitigate the increased traffic congestion.

G. Budget Comparison

Under GASB No. 34, budgetary comparison information is required to be presented for the general fund and each major special revenue fund with a legally adopted budget. The Council is not legally required to adopt a budget for the general fund. Therefore, budget comparison information is not included in the Council's financial statements.

H. Equity Classifications

Government-wide Statements

Net position is the excess of all the Council's assets over all its liabilities, regardless of fund. Net position is divided into three categories under GASB Statement 34. These categories apply only to net position, which is determined at the Government-wide level, and are described below:

1. Invested in capital assets, net of related debt - Consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.

2. Restricted net position - Consists of net position with constraints place on the use either by (1) external groups such as creditors, grantors, contributors, or laws or regulations of other governments; or (2) law through constitutional provisions or enabling legislation.

3. Unrestricted net position - All other components of net position that do not meet the definition of "restricted" or "invested in capital assets, net of related debt."

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Statements

The governmental fund financial statements present fund balances based on classifications that comprise a hierarchy that is based primarily on the extent to which the Council is bound to honor constraints on the specific purposes for which amounts in the respective governmental funds can be spent. The classifications used in the governmental fund financial statements are as follows:

1. Nonspendable- Amounts that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact.

2. Restricted - Amounts that are restricted for specific purposes when constraints placed on the use of resources are either (a) externally imposed by creditors, grantors, contributors, laws, or regulations of other governments or (b) imposed by law through constitutional provisions or enabling legislation.

3. Committed - Amounts that can only be used for specific purposes pursuant to constraints imposed by formal action of the government's highest level of decision-making authority.

4. Assigned - Amounts that are constrained by the government's intent to be used for specific purposes, but are neither restricted or committed.

5. Unassigned - Amounts that do not meet classifications 1 – 4 above.

Further detail about the Council's fund balance classification is described in Note 4.

NOTE 2. ADJUSTMENTS FROM FUND BASIS TO GOVERNMENT-WIDE BASIS

The following is a summary of adjustments to the financial statements to comply with GASB 34.

	2016	2015
Development fees receivable		
Fund basis	$ 1,129,213	$ 1,208,593
Adjustment	177,729	482,298
Government-wide basis	$ 1,306,942	$ 1,690,891
Development fee revenue		
Fund basis	$ 5,953,356	$ 7,972,821
Adjustment	(304,569)	354,465
Government-wide basis	$ 5,648,787	$ 8,327,286

NOTE 3. CASH AND INVESTMENTS

The cash and investments of the Council are maintained separately from with the funds of the City or County JPA members. The Council considers cash and investment amounts with original maturities of three months or less to be cash equivalents.

Cash and Investments consisted of the following at June 30:

	2016	2015
Cash in banks	$ 8,644,755	$ 5,620,678
Local Agency Investment Fund	2,901,619	-
Total cash and investments	$ 11,546,374	$ 5,620,678

Investments Authorized by the Council's Investment Policy
The Council is authorized to invest in obligations of the U.S. Treasury, agencies, commercial paper with certain minimum ratings, certificates of deposit, bankers' acceptances, repurchase agreements and the State Treasurer's Investment pool ("LAIF").

Deposits/Credit Risk
The California Government Code requires California banks and savings and loan associations to secure Public Agencies' deposits by pledging government securities as collateral. The market value of pledged securities must equal at least 110% of deposits. California law also allows financial institutions to secure such deposits by pledging first trust deed mortgage notes having a value of 150% of the total deposits. The first $250,000 of each institution's deposits are covered by FDIC insurance.

Disclosures Relating to Credit Risk
Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization.

Custodial Credit Risk
Custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The California Government Code and the Council's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies.

NOTE 3. CASH AND INVESTMENTS (continued)

Custodial credit risk for *investments* is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover its deposits or will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the Council's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for investments. With respect to investments, custodial credit risk generally applies only to direct investments in marketable securities. Custodial credit risk does not apply to a local government's indirect investment in securities through the use of mutual funds or government investment pools.

Investment Fair Value
The Council is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by California Government Code under the oversight of the Treasurer of the State of California. The fair value of the Council's investment in this pool is reported in the accompanying financial statements at amounts based upon the Council's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis.

NOTE 4: FUND BALANCE

The Council has implemented GASB Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*. This Statement provides more clearly defined fund balance categories to make the nature and extent of the constraints placed on a government's fund balances more transparent.

The Tri-Valley Transportation Council have established the following fund balance policies:

- Assigned Fund Balance: The Council exists to fund Tri-Valley transportation projects, therefore, all amounts not committed in the fund balance at year-end are assigned for this purpose.
- Committed Fund Balance: Amounts that have been designated for payment by the Council prior to year end. At June 30, 2015 there were no commitments, and at June 30, 2016, $5,880,000 had been approved for payment to Contra Costa Transportation Authority for construction of the I-680 Auxiliary Lanes, Segment 2.

The accounting policies of the Council consider restricted fund balance to have been spent first when an expenditure is incurred for purposes for which both restricted and unrestricted fund balance is available. Similarly, when an expenditure is incurred for purposes for which amounts in any of the unrestricted classifications of fund balance could be used, the Council considers committed amounts to be reduced first, followed by assigned amounts, and finally, unassigned amounts.

NOTE 5: TRANSPORTATION IMPROVEMENT PROJECTS

During the fiscal year ended June 30, 2015, $5,000,000 was disbursed to the City of Livermore for the State Route 84 Corridor Improvement Project, who will pass these funds through to Alameda County. These monies were disbursed after it was determined that sufficient funds were available in the joint Tri-Valley Transportation Development Fund bank account.

For the year ended June 30, 2016. No funds for transportation improvements were disbursed, however, $5.88 million was committed (see Note 4).

NOTE 6: SUBSEQUENT EVENTS

Management has evaluated subsequent events through January 18, 2017, the date on which the financial statements were available to be issued. On August 17, 2016, the $5.88 million which was committed for payment to the Contra Costa Transportation Authority was remitted.

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REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

The Board Members
Tri-Valley Transportation Council
Alameda, California

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities of the Tri-Valley Transportation Council (TVTC) as of and for the years ended June 30, 2016 and 2015, and the related notes to the financial statements, which collectively comprise TVTC's basic financial statements, and have issued our report thereon dated January 18, 2017.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered TVTC's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of TVTC's internal control. Accordingly, we do not express an opinion on the effectiveness of TVTC's internal control.

Our consideration of internal control over financial reporting was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control over financial reporting that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. However, as described in the accompanying Schedule of Findings and Responses, we identified certain deficiencies in internal control that we consider to be material weaknesses and significant deficiencies.

A *deficiency in internal* control exists when the design or operation of a control does not allow management or employees in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. We consider the

A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether TVTC's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Tri-Valley Transportation Council's Response to Findings

TVTC's response to the findings identified in our audit are described in the separate letter, Communication to the Entity with Significant Deficiencies and Material Weaknesses. TVTC's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Cropper Accountancy Corporation

CROPPER ACCOUNTANCY CORPORATION

Walnut Creek, CA
January 18, 2017

SCHEDULE OF FINDINGS AND RESPONSES

Finding 2016-001

Material Weakness in Internal Control over Financial Reporting—Basis of Accounting

Criteria: Maintaining the general ledger on an accrual basis is an important control activity needed to adequately protect the entity's assets and ensure accurate financial reporting. Additionally, management should be tracking those items needed to convert the fund basis financial statements to the government-wide full accrual basis.

Condition: Presently, the general ledger is largely being maintained on a cash basis, with accruals being made for small payable amounts. Accounts receivable are not being entered into the general ledger, and revenue is recorded on a cash basis.

Context: We audited entity accounts receivable by confirming with each of the member agencies about the amount of revenue paid for the fiscal years ended June 30, 2015 and 2016. This data was compared to the data provided by management, and a spreadsheet was set up to determine what amounts should be journaled to reflect both fund basis and government-wide basis revenues and accounts receivable.

Effect or Potential Effect: By not entering the accounts receivable from member agencies, the entity could potentially materially understate both revenues and accounts receivable.

Cause: Due to geographic distribution, and that each member agency deposits funds directly to the entity account, it is difficult for the bookkeepers to know which fiscal year payment are applicable to.

Recommendation: Member agencies should communicate with the administrator and bookkeeper about amounts collected but not remitted to the entity at the end of the fiscal year.

When member agency anticipates depositing funds to the TVTC bank account, they should inform both the administrator and the bookkeepers about both the amount, and which fiscal year the deposit is related to. At this point, the bookkeepers can create a general journal dated June 30 to account for the receivable from the member agency (debit accounts receivable and credit revenue). When the money is deposited, a reversing journal should be made to debit the cash and credit accounts receivable.

Views of Responsible Official(s) and Planned Corrective Actions: Management agrees with auditor findings and will discuss this with the member agencies.

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January 18, 2017

Tri-Valley Transportation Council
1052 S. Livermore Ave
Livermore, CA 94550

In planning and performing our audit of the basic financial statements of Tri-Valley Transportation Council as of and for the years ended June 30, 2015 and 2016, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, we considered Tri-Valley Transportation Council 's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we do not express an opinion on the effectiveness of Tri-Valley Transportation Council's internal control over financial reporting.[1]

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be significant deficiencies or material weaknesses and therefore, significant deficiencies or material weaknesses may exist that have not been identified. However, as discussed below, we identified certain deficiencies in internal control that we consider to be material weaknesses and other deficiencies that we consider to be significant deficiencies.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. We consider the following deficiencies in Tri-Valley Transportation Council's internal control to be material weaknesses:

<u>Fund and Government-Wide Basis of Accounting</u>
Maintaining the general ledger on an accrual basis is an important control activity needed to adequately protect the entity's assets and ensure accurate financial reporting. Additionally, management should be tracking those items needed to convert the fund basis financial statements to the government-wide full accrual basis.

Presently, the general ledger is largely being maintained on a cash basis, with accruals being made for small payable amounts. Accounts receivable are not being entered into the general ledger, and revenue is recorded on a cash basis

Other Matters

Cash Balance
During the July 20, 2015 meeting, the Board approved a motion that no more than $500,000 should be held in the bank account. At June 30, 2016, the cash balance in the Mechanics Bank account was $8,677,623.85, which exceeds the board motion by $8,177,623.85.

We recommend that amounts over $500,000 be held in LAIF rather than in the bank. If large amounts are approved for disbursement, a transfer can be made to cover the expense.

QuickBooks
The QuickBooks file has a year end date of May 31. The fiscal year end of the Council is June 30, and the closing date in QuickBooks should be to the same. Additionally, accounts should not be labeled as CLOSED until such time as all transactions have been completed, and the balance brought to zero.

The purpose of this communication, which is an integral part of our audit, is to describe for management and those charged with governance the scope of our testing of internal control and the results of that testing. Accordingly, this communication is not intended to be and should not be used for any other purpose.

Cropper Accountancy Corporation
CROPPER ACCOUNTANCY CORPORATION
Walnut Creek, CA

Item 6.2

TRI-VALLEY TRANSPORTATION COUNCIL

To: Tri-Valley Transportation Council (TVTC)

From: TVTC Technical Advisory Committee (TAC)

Date: January 23, 2017

Subject: Validation Review of the 2008 TVTC Nexus Study

BACKGROUND

The California Mitigation Fee Act law (Government Code § 66001) requires jurisdictions to identify certain information and make certain statutory findings when establishing, increasing or imposing a development impact fee. Specifically, jurisdictions are required to:

1. Identify the purpose for collecting development impact fees;
2. Identify the use to which the fee is to be put, including identifying the facilities to be built;
3. Determine that there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed;
4. Determine that there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed; and
5. Determine that there is a reasonable relationship (proportionality) between the amount of the fee and the cost of public facilities or portion of the public facilities attributable to the development on which the fee is imposed.

In addition, Government Code § 66001(d)(1) requires jurisdictions to make the following statutory findings every five years in relation to any unexpended funds collected pursuant to the fee:

1. Identify the purpose to which the fee is to be put;
2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged;
3. Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements;
4. Designate the approximate dates on which the funding referred to in subsection (3) above is expected to be deposited into the appropriate account or fund.

In 1998, the Tri-Valley Transportation Council (TVTC) adopted the Tri Valley Transportation Development Fee (TVTDF) Nexus Study and in January 2008, the TVTC adopted the TVTC Nexus Study Fee Update. Both the adoption and the update of the TVTC Nexus Study were completed in compliance with the California Mitigation Fee Act.

In April 2015, TVTC entered into a contract with Kimley Horn Associates for consultant services to review and analyze the 2008 Nexus Study Fee Update and determine its continued validity in light of the statutory requirements (“Validation Review”).

DISCUSSION

Kimley Horn analyzed the 2008 Nexus Study Fee Update and compared it with current traffic conditions, forecasted growth, and project updates. Kimley Horn found that the relationship between the unexpended fees and the purpose of which those fees were collected remains valid, and that the Nexus Study adequately complies with the California Mitigation Fee Act (see Validation Review of the 2008 Nexus Study, Attachment 1 Exhibit A).

A number of conditions have changed since the completion of the 2008 Nexus Study. Growth projections are lower in recent forecasts than at the time of the 2008 Nexus Study. This translates to lower trip generation from new development. In addition, a number of the projects in the Nexus Study have been completed or had a change in project description or cost estimate. However, due to inflation and updated cost estimates, the total unfunded project cost has only decreased by 9 percent.

The TVTC elected to set the fee amount well below the maximum allowable fee justified by the 2008 Nexus Study. Consequently, even with the 9 percent decrease in unfunded project costs, the current fee is below the maximum amount that is justified under the 2008 Nexus Study. Thus, it can be safely presumed that the current fee is well below a revised Nexus Fee maximum amount that would be calculated based on current project costs and projected growth. Given that the TVTC has never collected a fee greater than 35% of the maximum allowable fee amount, a revised Nexus Fee can be assumed to be well under the maximum allowable amount. Therefore, a reasonable nexus remains valid for the existing fee level, despite the lower current growth projections.

As stated above, in order to comply with the California Mitigation Fee Act, the TVTC must make the following findings every five years to confirm that there remains a reasonable relationship between the unexpended fees and the purpose for which those fees were collected. Below are the required findings and response to each:

1. Identify the purpose to which the fee is to be put.

   Response: TVTC policy, as expressed through the TVTC Action Plan and Strategic Expenditure Plan, is that new development shall contribute for mitigation of their impacts on Routes of Regional Significance, and that the cost sharing of recommended improvements will be implemented through the Tri-Valley Transportation Development Fee regional impact fee program. The fee advances a legitimate public interest by enabling the TVTC to fund improvements to transportation infrastructure required to accommodate new development. This finding is documented by the analysis of the projected increase in future travel generated by the new development that is projected to occur in the Tri-Valley.

Growth in new residents and employees is projected to increase cumulative average daily delay on the Tri-Valley regional roadways in the morning and evening peak hours, excluding effects from more cut-through traffic. This finding is also demonstrated in the analysis in the Validation Review of the 2008 Nexus Study.

2. Demonstrate a reasonable relationship between the fee and purpose for which it is charged.

   Response: The TVTDF is used to expand capacity and mitigate the impacts of additional congestion on Routes of Regional Significance to serve new development as designated in the Strategic Expenditure Plan. New dwelling units and building square footage are indicators of the demand for transportation improvements needed to accommodate growth. As additional dwelling units and building square footage are created, the occupants of these structures generate additional vehicle trips and place additional burdens on the transportation system. The need for the TVTDF is based on transportation model projections of growth that show an increase in vehicle hours of delay on Routes of Regional Significance, primarily as a result of new development, even with planned improvements to that system. The model estimates impacts from new development based on trip generation rates that vary by land use category, providing a reasonable relationship between the type of development and the need for the improvements. This finding is also demonstrated in the analysis in the Validation Review of the 2008 Nexus Study.

3. Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements.

   Response: The TVTC's 2017 Strategic Expenditure Plan Update identifies sources and amounts of funding anticipated to finance incomplete projects.

4. Designate the approximate dates on which the funding referred to in subsection (3) above is expected to be deposited into the appropriate account or fund.

   Response: The TVTC's 2017 Strategic Expenditure Plan Update identifies anticipated funding timelines for TVTDF funds and funds from other sources. Funds will be deposited into the appropriate account after being programmed by the appropriate governing body and as funding becomes available.

The TAC and Legal Counsel reviewed the Validation Review of the 2008 Nexus Study and concur with the determination that the analysis under the 2008 Nexus Study remains valid and that a reasonable relationship exists between the unexpended fees and the purpose for which those fees were collected.

RECOMMENDATION

The TVTC TAC recommends that the TVTC adopt a resolution adopting the Validation Review of the 2008 Nexus Study and make the required findings.

TRI-VALLEY TRANSPORTATION COUNCIL

ATTACHMENTS

1. Resolution 2017-01

   Resolution 2017-01 Exhibit A: Validation Review of the 2008 Nexus Study

Attachment 1

TRI-VALLEY TRANSPORTATION COUNCIL
RESOLUTION NO. 2017-01

A RESOLUTION ADOPTING THE TRI-VALLEY TRANSPORTATION COUNCIL VALIDATION REVIEW OF THE 2008 NEXUS STUDY

WHEREAS, on January 28, 2008, the Tri-Valley Transportation Council (“TVTC”) adopted the Tri-Valley Transportation Council Nexus Study Fee Update ("Nexus Study") pursuant to Resolution 2008-01; and

WHEREAS, the Nexus Study considered the following projects (“Projects”) and the number of trips generated by each of the land use types and determined the Maximum Fee Rate for each of the land uses:

Projects from Table 4.1, Exhibit A of the Study:

A-2a	Route 84 Expressway 1-580 to I-680
A-2b	Isabel Route 84/I-580 Interchange
A-3	1-680 Auxiliary Lanes
A-5a	I-580 HOV Lane Eastbound
A-5b	I-580 HOV Lane Westbound
A-7	I-580/Foothill/San Ramon Road Interchange
A-9a	Crow Canyon Road Improvements Phase 1
A-9b	Crow Canyon Road Improvements Phase 2
A-10a	Vasco Road Safety Improvements Phase 1
A-10b	Vasco Road Safety Improvements Phase 2
A-11	Express Bus/Bus Rapid Transit

Projects from Table 4.2, Exhibit B of the Study:

B-1	I-580/I-680 interchange (westbound to southbound)
B-2	5th eastbound lane on I-580 from Santa Rita to Vasco Road
B-3	I-580/First Street interchange modification
B-4	I-580/Vasco Road interchange modification
B-5	I-580/Greenville Road interchange modification
B-6	Jack London Boulevard extension
B-7	El Charro Road Extension
B-8	Camino Tassajara widening: East Blackhawk Drive to County line
B-10	I-680 SB HOV lane Gap Closure, Livorna to North Main
B-11b	I-680 Transit Corridor Improvements

WHEREAS, in April 2015, TVTC entered into a contract with Kimley Horn Associates (“Consultant”) to review and analyze the Nexus Study and determine its continued validity in light of the requirements of the California Mitigation Fee Act;

WHEREAS, the Technical Advisory Committee and Consultant reviewed forecasts of new development in the Tri-Valley, and updated the status, scope, costs, and funding of the Projects; and

WHEREAS, Consultant documented the analysis and results in a report titled Validation Review of the 2008 Nexus Study, which determined that a reasonable relationship exists between the unexpended fees and the purpose for which those fees were collected and that the analysis under the Nexus Study remains valid; and

WHEREAS, the Projects listed above reflects the removal of the Danville Boulevard/Stone Valley Road I-680 Interchange Improvement project at the request of Contra Costa County at the June 30, 2008 TVTC meeting; and

WHEREAS, the Projects listed above reflects the removal of the I-680 Express Bus/HOV On-and Off- Ramps project at the request of the City of San Ramon per a March 23, 2016 letter; and

WHEREAS, the TVTC has reviewed the Validation Review of the 2008 Nexus Study and has determined, based on its independent judgment and analysis, that a reasonable relationship exists between the unexpended fees and the purpose for which those fees were collected and that the analysis under the Nexus Study remains valid; and

WHEREAS, the Mitigation Fee Act (California Government Code § 66001(d)(1)) requires jurisdictions to make certain statutory findings every five years in relation to any unexpended funds collected pursuant to a fee to ensure that a reasonable relationship exists between the unexpended funds and the purpose for which the fees were collected.

NOW THEREFORE, BE IT RESOLVED THAT in accordance with Government Code § 66001(d)(1)) and based on the information presented in the Validation of the 2008 Nexus Study, the TVTC makes the following findings:

1. Identify the purpose to which the fee is to be put.

   Response: TVTC policy, as expressed through the TVTC Action Plan and Strategic Expenditure Plan, is that new development shall contribute for mitigation of their impacts on Routes of Regional Significance, and that the cost sharing of recommended improvements will be implemented through the Tri-Valley Transportation Development Fee regional impact fee program. The fee advances a legitimate public interest by enabling the TVTC to fund improvements to transportation infrastructure required to accommodate new development. This finding is documented by the analysis of the projected increase in future travel generated by the new development that is projected to occur in the Tri-Valley. Growth in new residents and employees is projected to increase cumulative average daily delay on the Tri-Valley regional roadways in the morning and evening peak hours, excluding effects from more cut-through traffic. This finding is also demonstrated in the analysis in the Validation Review of the 2008 Nexus Study.

2. Demonstrate a reasonable relationship between the fee and purpose for which it is charged.

Response: The TVTDF is used to expand capacity and mitigate the impacts of additional congestion on Routes of Regional Significance to serve new development as designated in the Strategic Expenditure Plan. New dwelling units and building square footage are indicators of the demand for transportation improvements needed to accommodate growth. As additional dwelling units and building square footage are created, the occupants of these structures generate additional vehicle trips and place additional burdens on the transportation system. The need for the TVTDF is based on transportation model projections of growth that show an increase in vehicle hours of delay on Routes of Regional Significance, primarily as a result of new development, even with planned improvements to that system. The model estimates impacts from new development based on trip generation rates that vary by land use category, providing a reasonable relationship between the type of development and the need for the improvements. This finding is also demonstrated in the analysis in the Validation Review of the 2008 Nexus Study.

3. Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements.

   Response: The TVTC's 2017 Strategic Expenditure Plan Update identifies sources and amounts of funding anticipated to finance incomplete projects.

4. Designate the approximate dates on which the funding referred to in subsection (3) above is expected to be deposited into the appropriate account or fund.

   Response: The TVTC's 2017 Strategic Expenditure Plan Update identifies anticipated funding timelines for TVTDF funds and funds from other sources. Funds will be deposited into the appropriate account after being programmed by the appropriate governing body and as funding becomes available.

NOW THEREFORE BE IT FURTHER RESOLVED THAT the Tri Valley Transportation Council finds that the foregoing recitals are true and adopts the Validation Review of the 2008 Nexus Study, attached hereto and incorporated herein as Exhibit A.

PASSED, APPROVED, AND ADOPTED at the meeting of January 23, 2017 by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

____

Steven Spedowfski, Chair
Tri-Valley Transportation Council

ATTEST:

____

Debbie Bell, TVTC Administrative Staff

EXHIBIT A
Validation Review of the 2008 Nexus Study

MEMORANDUM

To: Tri-Valley Transportation Council Technical Advisory Committee

From: Mike Mowery, P.E. and Adam Dankberg, P.E.

Kimley-Horn and Associates, Inc.

Date: November 20, 2015

Subject: *Validation Review of the 2008 Nexus Study*

INTRODUCTION

The Tri-Valley Transportation Council Nexus Study (Nexus Study)[1] was completed in 2008 and provided a nexus analysis consistent with the California Mitigation Fee Act (Government Code Sections 66000-66025). Based on the findings of the Nexus Study, the individual local agencies in the Tri-Valley sub region updated the Tri-Valley Transportation Development Fee (TVTDF).

As part of the overall 2015 Strategic Expenditure Plan (SEP) update effort, Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained to review the 2008 Nexus Study and to determine if a reasonable relationship between the unexpended fees and the purpose for which those fees were collected remains valid, and that the nexus study adequately complies with the Mitigation Fee Act. The results of the review and the recommendation on the appropriate course of action in relation to the 2008 Tri-Valley Transportation Council Nexus Study are detailed herein.

JOINT EXERCISE OF POWERS AGREEMENT

The most recent TVTC Joint Exercise of Powers Agreement (JEPA), adopted in 2013, grants the TVTC the power to enact the TVTDF in its member jurisdictions. According to the agreement, the TVTC 2008 Nexus Study (and any subsequent nexus study) establishes the maximum allowable traffic impact fees and shall be used as a legal basis for the TVTC to recommend impact fee amounts. The TVTC has elected to set the fee amount at only a fraction of the maximum allowable fee included in the Nexus Study. The fee is to be collected on a uniform basis within the party jurisdictions. The revenues from collected fees may only be used to fund transportation improvement projects identified in the SEP, as well as any administrative costs for the TVTC. The SEP is required to be adopted or updated every five years.

---

[1] Cambridge Systematics, Inc. *Tri-Valley Transportation Council Nexus Study Fee Update*, January 2008 (see **Exhibit A**).

Per the JEPA, the impact fee may be adjusted as of July 1 of each year based on the increase or decrease in the Engineering News Record Construction Cost Index (CCI) for the San Francisco Bay Area for the previous year. Fees may also be adjusted to reflect revisions in the project list, program revenue, and other factors. Member agencies may only receive TVTD fees if they have adopted the uniform TVTDF schedule, as adopted by the TVTC with a six-vote supermajority.

CALIFORNIA MITIGATION FEE ACT COMPLIANCE

The California Mitigation Fee Act requires that a "reasonable relationship" exist between the impacts of types of development and the facilities needed to mitigate their impact. It must be legislatively adopted by a jurisdiction as findings in support of the impact fees it enacts.

Per the Mitigation Fee Act, for a jurisdiction to enact impact fees a nexus determination is required to be made to identify the following statutory findings:

- Purpose for collecting development impact fees;
- Specific use of the fee and the facilities to be built;
- Reasonable relationship between the facility funded by fees and the type of development project paying the fee;
- Reasonable relationship between the need for the public facility and the type of development project paying the fee; and
- Reasonable relationship (proportionality) between the amount of the fee and the cost of public facilities.

The nexus determination for the 2008 TVTDF Nexus Study and the requirements of the Mitigation Fee Act as related to this determination could be affected by the changes in the growth projections that drive the impact fee calculation, changes to the project lists due to projects being completed and the planning of new projects, and a change in relationship between the unexpended fees and the purpose for which they were collected.

In addition to the required nexus determination, the Mitigation Fee Act requires an update of this nexus determination every five years as stated in California Government Code Section 66001:

> *For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the local agency shall make all of the following findings with respect to that portion of the account or fund remaining unexpended, whether committed or uncommitted:*
>
> *A. Identify the purpose to which the fee is to be put.*
> *B. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged*
> *C. Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements identified in paragraph (2) of subdivision (a).*

CHANGE IN PROJECT LIST

The 2008 Nexus Study includes 22 projects that were considered for TVTDF funding. Of these projects, 11 were original projects funded through the fee program adopted in 1995 and are referred to as Exhibit A projects in the Nexus Study. In addition, 11 other projects were proposed to be added to the fee program in 2007 and are referred to as Exhibit B projects.

Nearly all of the Exhibit A projects have been completed since the 2008 Nexus Study and a number of the Exhibit B projects are in the planning or design process. As a result, the total unfunded cost of identified fee program projects is lower than what was included in the 2008 Nexus Study.

FEE SCHEDULE HISTORY

A record of the fees charged per unit (shown as either density unit, thousand square feet, or peak hour trip) is shown in **Figure 1**. Included in this graph is the planned increase of the TVTDF to 25% of the maximum in the fiscal year 2015-2016, followed by an increase to 35% of the maximum in the following fiscal year.

Figure 1: Fee Schedule History 1998-2017

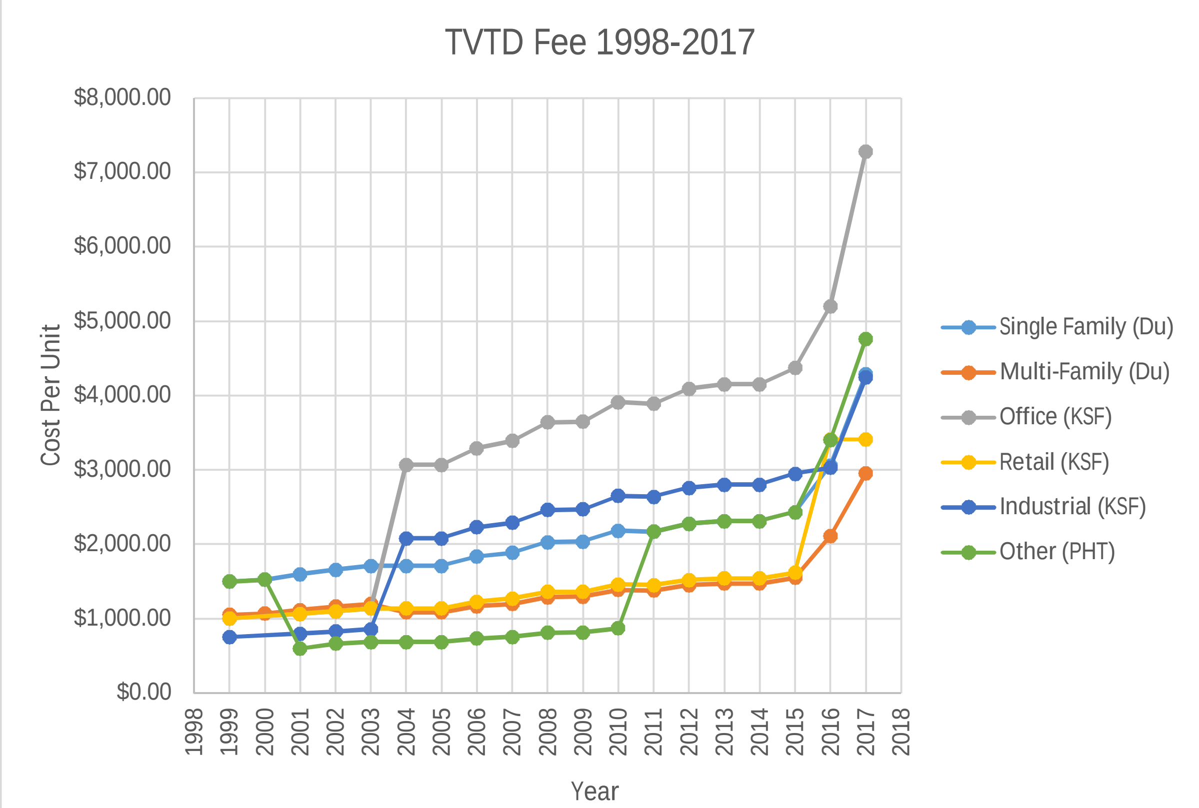

Table 1 indicates the maximum fee by land use category included in the 2008 Nexus Study. As shown in the table, the maximum fee is much higher than the fee that has been charged by the TVTC.

Table 1: 2008 TVTDF Nexus Study Maximum Fee

Land Use	Unit	Maximum Fee (2008 $)
Single Family	Du	$12,238
Multifamily	Du	$8,430
Retail	KSF	$22,708
Office	KSF	$20,804
Industrial	KSF	$12,102
Other	PHT	$13,597

EXPECTED GROWTH

The intent of this study is to determine if the calculations supporting the Nexus Study fee determination remain valid. The calculation of these fees are based on the improvements needed to mitigate the impact of future development, the cost of implementing those improvements, and the amount of development among which those costs will be distributed.

The impact fees developed as part of the 2008 Nexus Study were based on a set of population and employment projections from 2003. Since that time the Bay Area has gone through significant economic changes that have greatly impacted development activities and transportation funding. The first step in validating the impact fees developed for the 2008 Nexus Study is to compare the growth projections in the current Nexus Study to current growth projections for the Tri-Valley region.

2008 Nexus Study Growth Projections

The 2008 Nexus Study is predicated upon the 2003 Association of Bay Area Governments Projections forecast for population and employment growth for year 2030. These household and employment projections and the calculated annual growth rates are shown in **Table 2** and **Table 3**, respectively.

Table 2: 2008 TVTDF Nexus Study Household Forecasts

Land Use	2007	2030	2007-2030 Growth	Annual Growth Rate
Single Family	91,136	129,818	38,682	1.55%
Multifamily	21,959	41,042	19,083	2.76%
Total Households	113,095	170,860	57,765	1.81%

Table 3: 2008 TVTDF Nexus Study Employment Forecasts

Land Use	2007	2030	2007-2030 Growth	Annual Growth Rate
Retail	36,806	48,927	12,121	1.25%
Service	83,608	129,427	45,819	1.92%
Other	54,076	69,459	15,383	1.09%
Agricultural	1,483	1,182	-301	-0.98%
Manufacturing	20,048	30,895	10,847	1.90%
Trade/Wholesale	10,986	14,371	3,385	1.17%
Total Employment	207,007	294,261	87,254	1.54%

Plan Bay Area Projections

Since the TVTDF Nexus Study was released in 2008, new projections that incorporate more current economic, land use and demographic factors have been developed, vetted and approved by the cities and counties within the greater San Francisco Bay Area. In 2013 the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) adopted Plan Bay Area, an integrated long-range transportation, land-use and housing plan for the nine-county San Francisco Bay Area. As part of Plan Bay Area, the region's demographics and economic trends were tracked and forecast in order to inform and guide Plan Bay Area investments and policy decisions. For this study, the published Plan Bay Area forecast for jobs, population and housing were used as the basis of comparison for the Nexus Study forecasts.

Household and employment forecasts within Tri-Valley jurisdiction are shown in **Table 4** and **Table 5**, respectively.

Table 4: 2013 Plan Bay Area Household Forecasts

City	2010	2040	2010-2040 Growth	Annual Growth Rate
Danville	15,420	16,920	1,500	0.31%
Dublin	14,910	23,610	8,700	1.54%
Livermore	29,130	38,940	9,810	0.97%
Pleasanton	25,250	32,300	7,050	0.82%
San Ramon	25,280	30,730	5,450	0.65%
Alameda Unincorporated	812	2,430	1,618	3.72%
Contra Costa Unincorporated	9,832	10,270	438	0.15%
Total Tri-Valley	120,634	155,200	34,566	0.84%

Table 5: 2013 Plan Bay Area Employment Forecasts

City	2010	2040	2010-2040 Growth	Annual Growth Rate
Danville	13,460	17,620	4,160	0.90%
Dublin	16,810	31,650	14,840	2.13%
Livermore	38,450	53,210	14,760	1.09%
Pleasanton	54,340	69,640	15,300	0.83%
San Ramon	43,960	58,320	14,360	0.95%
Alameda Unincorporated	8,790	11,650	2,860	0.94%
Contra Costa Unincorporated	5,440	6,960	1,520	0.82%
Total Tri-Valley	181,250	249,050	67,800	1.06%

Growth Projection Comparison

The comparison of the annual growth rates of the household and employments forecasts used in the 2008 Nexus Study to those released as part of Plan Bay Area are shown in **Table 6**.

Table 6: Household Forecast Comparison

Forecast Source	Household Annual Growth Rate	Employment Annual Growth Rate
2003 ABAG Forecasts	1.81%	1.54%
2013 Plan Bay Area Forecasts	0.84%	1.06%
Δ in Growth Rate	-0.97%	-0.48%

Both the household and employment annual growth rates from 2003 ABAG forecasts are significantly higher than those of the 2013 Plan Bay Area forecasts. Thus, current projections are indicating a slower build-out of the Tri-Valley area.

TRIP GENERATION COMPARISON

Household Growth

For this study, the growth in households was calculated based on Plan Bay Area forecasts; however, the household data collected for that study was not broken down into single and multi-family categories. To estimate this breakdown, the same ratios of single and multi-family households used in the Nexus Study's start and end years were applied to 2013 Plan Bay Area forecasts. Estimated dwelling unit growth in the Tri-Valley area is shown in **Table 7**.

Table 7: Projected Dwelling Unit Growth, 2010-2040

Land Use Type	2010	2040	Δ in Dwelling Units
Single Family	97,216	117,920	20,704
Multifamily	23,424	37,280	13,856
Total Residential	120,640	155,200	34,560

Employment Growth

Using 2013 Plan Bay Area forecasts, employment growth was classified into Retail, Office, Industrial, and Other land use types. Employee density assumptions from the 2008 Nexus Study were used to convert employment growth into additional building square footage. These conversions are shown in **Table 8** below.

Table 8: Employment Growth Converted to Square Feet of Commercial Building space

Land Use Type	Employee Growth 2010-2040	Employee Density (Sq. Ft/Employee)	Δ in Building Square Footage 2010-2040
Retail	2,910	500	1,455,000
Office	30,120	300	9,036,000
Industrial	2,630	900	2,367,000
Other	32,140	600	19,284,000
Total	67,800		32,142,000

Estimated Trip Generation

The ABAG household and employment growth forecasts were converted into peak hour trips by multiplying the growth in housing units and square footage by the AM and PM peak-hour trip generation rates included in the 2008 Nexus Study. Note that the Nexus Study is based on the Institute of Transportation Engineers (ITE) industry manual, *Trip Generation Manual, 7th Edition*. The current version of the *Trip Generation Manual* is the 9th Edition.

Table 9 shows that 64,870 new peak hour trips are expected to be added to the transportation network between 2010 and 2040 due to new development in the Tri-Valley area.

Table 9: Travel Demand from New Residential and Commercial Development

Land Use Type	Land Use Growth	Trip Generation Rate	New Trips
Residential (dwelling units)			
Single Family	20,704	0.9	18,633
Multi-Family	13,856	0.62	8,591
Total Residential	32,504	-	27,224
Nonresidential (thousand square feet)			
Retail	1,455	1.67	2,430
Office	9,036	1.53	13,825
Industrial	2,367	0.89	2,107
Other	19,284	1	19,284
Total Non-Residential	32,142		37,646
Grand Total			64,870

Nexus Study Comparison

The 2008 Nexus Study, using 2003 forecasts, determined that 98,427 new trips would be added between 2007 and 2030. A comparison of the trip generation increase utilized by the 2008 Nexus Study against the trip generation increase forecast by Plan Bay Area is shown in **Table 10**. This comparison shows that travel demand growth assumed in the 2008 Nexus Study is significantly higher than growth forecast today.

Table 10: Comparison of New Trips Generated

Land Use Type	Nexus Study New Trips, 2007-2030	Plan Bay Area New Trips, 2010-2040
Residential	46,645	27,224
Non-Residential	51,782	37,646
Total	98,427	64,870

As shown in the table, projected growth out to the forecast horizon year has decreased by approximately 34 percent. However, the 2003 forecast was out to 2030, while the Plan Bay Area forecast is out to 2040. Thus, even with a projection ten years further into the future, traffic growth is now projected to be much lower than previously forecast. As a result, traffic congestion is currently projected to be much lower than was forecast and analyzed in the 2008 Nexus Study. The 2008 Nexus Study included an improvement project list that was designed to address the development impacts projected at the time. With a lower growth forecast, it is possible that development would no longer cause one or more of those impacts. Detailed travel demand modeling and analysis would be required to identify if there would be any change in the mitigations required to address impacts caused by future developments.

FEE PROGRAM PROJECTS

In addition to changes in growth rates, the total unfunded project cost has changed since the latest Nexus Study. Projects have been completed and thus no longer need funding from the fee program, while cost estimates and project definitions have been refined. Project status and current cost estimates, where available, were obtained from the Tri-Valley cities, online search, the previous SEP update, and other available sources. For a number of projects, cost estimates have not been updated, adjusted for current dollars, or current project information was not available. Rough estimates were made to tabulate total unfunded costs for projects not yet constructed.

A comparison of the total unfunded cost is shown in **Table 11**. The 2015 costs shown in the table are approximate and based on rough calculations. A more detailed analysis would be required prior to developing any updated fee maximum estimates. As in the 2008 Nexus Study, the unfunded cost totals were then reduced by 10% to account for the uncertainty of the project cost estimates. Note that the Nexus and updated estimates are listed in 2008 and 2015 dollars, respectively. All numbers were rounded to the nearest million.

Table 11: Unfunded Cost Comparison

	Unfunded Cost (Millions)	
	Nexus Study (2008)	Updated Forecast (2015)
List A	$389	$47
List B	$1,098	$1,307
Total	$1,487	$1,354
Reduced Total	$1,338	$1,219

COMPARISON OF MAXIMUM FEE AMOUNTS

As shown in **Table 11**, the total unfunded project cost has decreased, although not nearly to the degree that projected growth has decreased. The maximum fee amount is a calculation of the total unfunded cost divided by the amount of projected growth. With the unfunded cost only marginally decreasing (by about 9%), and the projected growth significantly decreasing, it is expected that the total cost per new trip would increase. Note that this assumes that a nexus still remains for all of the improvements included in the previous SEP. The total unfunded cost of listed projects was divided by the peak-hour trips to calculate the average cost per peak-hour trip and compared against the 2008 study. This calculation should be considered a rough estimate. A more detailed calculation with current trip generation rates and project costs would be required to calculate a new fee maximum. The roughly estimated unfunded cost per trip is shown in **Table 12**.

Table 12: Maximum Fee Per Trip Calculation

	Nexus Study (2008)	Updated Forecast (2015)
Unfunded Cost (Millions)	$1,338	$1,219
New Trips	98,427	64,870
Cost Per Trip	$13,597	$18,791

As shown in the table, the cost per trip is much higher based on current project status and growth projections. With the actual fees charged only a fraction of the Nexus Study maximum, they would represent an even smaller fraction based on the updated cost per trip calculation. Thus, based on this calculation, the fee program would continue to be collecting revenue that would be far lower than the total cost of the improvement program. It should be noted that the priorities for the SEP update have not changed,

CONCLUSION

This memo identifies that a number of conditions have changed since the completion of the Nexus Study. Growth projections are much lower in recent forecasts than at the time of the Nexus Study. This translates to much lower trip generation from new development. In addition, a number of the projects in the Nexus Study have been completed or had a change in project description or cost estimate. However, due to inflation and updated cost estimates, the total unfunded project has only decreased by 9 percent.

This minor decrease in unfunded cost, paired with a significant decrease in expected new peak hour trips to which the fee will be applied, means that the maximum fee determined in the 2008 Nexus Study would be much higher in an updated calculation. In light of the current fee representing only a small fraction of the maximum amount, it can be safely presumed that the current fee is well below the maximum amount that would be calculated based on current project costs and projected growth.

It must be noted however that with expectations of less growth, it is possible that one or more of the impacts mitigated by current fee program projects would no longer be caused by future growth, or the proposed mitigation would need to be scaled back so as to not exceed the impact caused strictly by future development. New development cannot be charged for mitigations to address deficiencies that are existing and mitigations funded through the fee program must be limited to addressing only the deficiency caused by future development. If development were to no longer cause an impact that is mitigated by a project currently included on the fee program improvement list or a mitigation is greater than necessary to address a deficiency caused by future development, there would no longer be a reasonable relationship between the need for the improvement and future development, and thus no nexus for the fee program. In order to ensure that the nexus remains, a reexamination of projects included in the funding program outlined in the SEP may be warranted to verify that they are all associated with an impact projected to be caused by future development. Given the substantial difference between the current fee amount and the maximum fee amount, even if one or two projects were no longer associated with mitigating the impact of future development, the fee would still be well under the maximum allowable amount. Therefore, it can be presumed that a nexus would remain for the existing fee level, despite the much lower current growth projections.

Finally, in order to comply with the California Mitigation Fee Act, TVTC must issue a finding every five years that identifies the purpose to which the fee is to be put, that a reasonable relationship between the fee and the purpose for which it is charged still exists, and must identify all sources and amounts of funding anticipated to complete financing in incomplete improvements identified in the fee program. Given the length of time since the previous SEP update, that will be required for this current SEP update. Additionally, once this update is finalized, the next SEP update is quickly approaching and this process will need to begin soon.

EXHIBIT A

Tri-Valley Transportation Council Nexus Study

Fee Update

final

report

prepared for

Tri-Valley Transportation Council

prepared by

Cambridge Systematics, Inc.

with

Dowling Associates, Inc.

Adopted January 30,2008
Amended February 26, 2008

January 2008

www.camsys.com

final report

Tri-Valley Transportation Council Nexus Study

Fee Update

prepared for

Tri-Valley Transportation Council

prepared by

Cambridge Systematics, Inc.
555 12th Street, Suite 1600
Oakland, California 94607

with

Dowling Associates, Inc.

date

January 18, 2008

Adopted January 30,2008
Amended February 26, 2008

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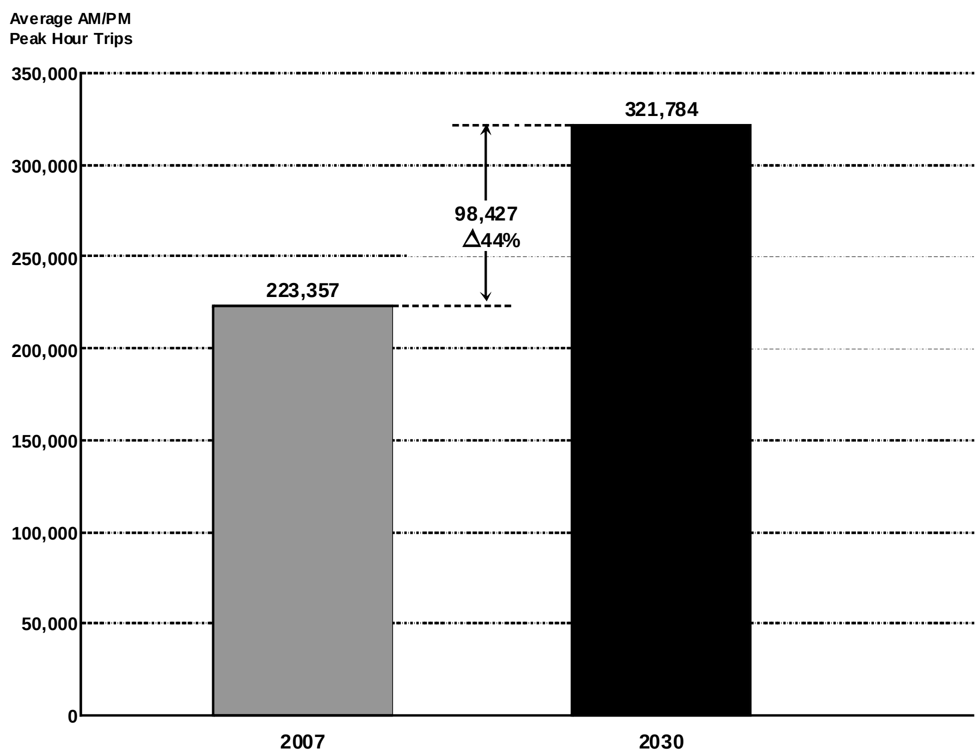
1.0 Summary

New development within the Tri-Valley is forecast to add 57,766 new households and 87,555 additional employees between 2007 and 2030. This growth will produce an increase of just under 100,000 new peak-hour trip-ends (average of AM and PM) or just about a 44 percent increase above the present volume of over 223,000 trip-ends.

Figure 1.1 Increase in Average AM/PM Peak Hour Trips
*2005 and 2030**



Sources: Cambridge Systematics, Inc., and Dowling Associates.

* The current (2005) and projected trips are based on converting ABAG P'03 residential land and employment projection to trips

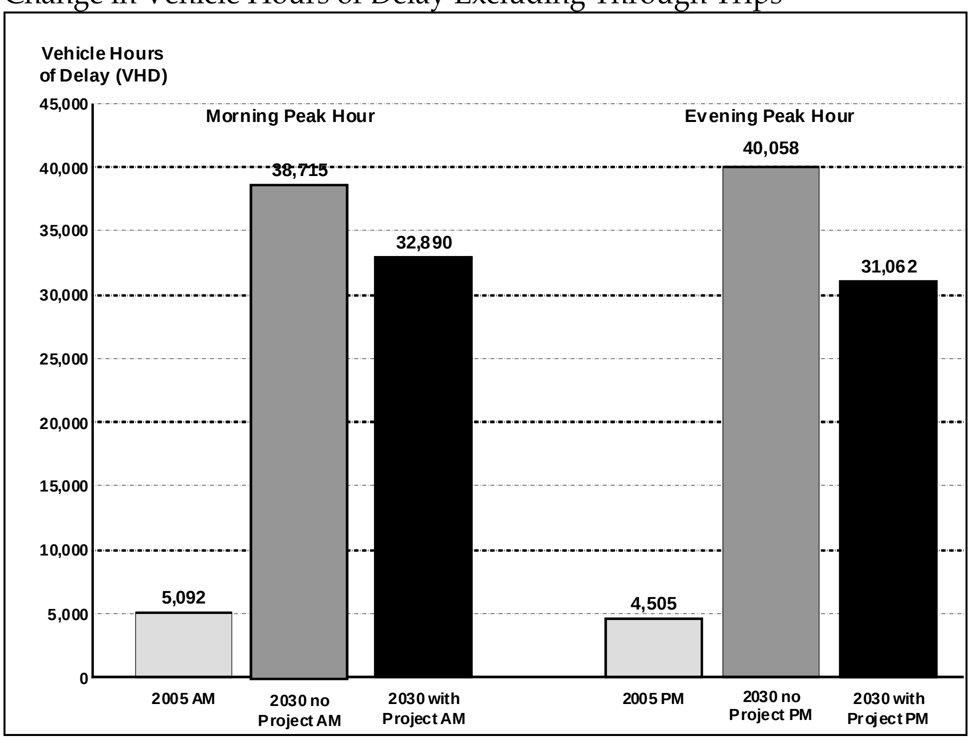
The Tri-Valley Transportation Council (TVTC), therefore, has initiated this update to its existing development impact fee. This update includes seven of the original 11 projects from the first fee program adopted in 1995 (see Table 4.1), which have not been fully funded. Of the estimated $1 billion cost for the seven remaining projects, $389 million remains unfunded. In addition, the update now includes 11 additional projects (see Table 4.2) with a total cost of approximately

$1.3 billion, of which just under $1.1 billion is unfunded. Added together, these 23 projects require roughly $1.5 billion in additional funding.

These cost estimates represent the most extensive engineering analysis available at this time. Nevertheless, as the detailed engineering for each project progresses and actual costs of right-or-way acquisition, environmental clearance, construction materials, etc. become better understood, these costs will change. Nearly universal experience indicates that cost estimates increase as more information becomes available. To account for some uncertainty in the preliminary estimates used to estimate project costs, the TVTC chose to reduce the costs by 10 percent across all projects as a conservative assumption. This reduced the total unfunded cost from $1.5 billion to $1.3 billion.

The analysis of the effects of this growth on roadway congestion shows that, if no further roadway improvements are undertaken, delay is expected to increase from 5,092 vehicle hours of delay (VHD) in 2005 to 40,058 VHD in 2030 or 660 percent in the morning peak hour and 789 percent in the evening peak hour (Figure 1.2). These increases exclude the effects of increases in traffic transiting the Tri-Valley (i.e., through trips with neither an origin nor a destination in the Tri-Valley).

Figure 1.2 Tri-Valley Average Change in Congestion form 2005 to 2030 Change in Vehicle Hours of Delay Excluding Through Trips*



Sources: Cambridge Systematics, Inc., and Dowling Associates.

* The current (2005) and projected vehicle hours of delay (VHD) are estimated using the Contra Costa County Travel Demand Model and exclude through trips with neither an origin nor a destination in the Tri-Valley.

If all of these projects are completed, the number of AM peak hours of delay would decrease 15 percent compared to the No-Build scenario; whereas, the number of PM peak hour of delay would decrease 22 percent. This 22 percent improvement falls well below the 100 percent mitigation, meaning the fee program will not solve existing traffic congestion problems, only a portion of the future problem. Thus new development may be required to fund the full $1.3 billion unfunded balance of these designated transportation improvements to fully mitigate its impact on the regional transportation system within the Tri-Valley.

This $1.3 billion cost is allocated equitably across all types of new development by first dividing the $1.3 billion by the 98,427 average of new AM and PM peak-hour trip-ends, producing a cost per peak-hour trip-end of $13,598. The maximum fee schedule for the five land use types that would fund the full $1.3 billion unfunded balance is shown below (Table 1.1). This maximum fee schedule is derived by multiplying the $13,598 per average peak-hour trip-end by the average peak-hour trip generation rate for each of the five land use types. The TVTC may set fee rates for each land use category at or below the rates shown in Table 1.1.

Table 1.1 2007 Maximum Fee Per Land Use Type

	Average AM & PM Peak-Hour Trips-Ends	Fee (Cost Per Dwelling Unit or Square Feet)
Single family dwelling unit	0.90	$12,238
Multifamily dwelling unit	0.62	$8,430
Square foot of retail	1.67	$22.71
Square foot of office	1.53	$20.80
Square foot of industrial	0.89	$12.10
Other – cost per average AM and PM peak-hour trip-end*	1.00	$13,598

Source: Cambridge Systematics, Inc.

* This fee amount may be applied to land use that does not conform with the five included in this schedule.

This maximum fee schedule shown in the last column would generate sufficient revenues to fund the total unfunded cost of all selected projects. Nevertheless, Tri-Valley jurisdictions are not obligated to apply this fee schedule. For instance, the existing fee schedule, which was adopted in 1995, embodies the judgment of Tri-Valley jurisdictions to set fee rates at approximately two-thirds of the maximum fee rates calculated in the 1995 nexus study. The 1995 fees were reduced by two-thirds to help foster economic growth within the Tri-Valley while providing a regional funding source that could be used to match and help compete for Federal and State transportation grants and funding programs.

2.0 Introduction and Background

The purpose of this study is to provide a single nexus analysis that all local agencies in Tri-Valley subregion can use to update their existing Tri-Valley Transportation Development Fee (TVTDF). In addition, the three Contra Costa County jurisdictions may use this update to fulfill their requirement under the Growth Management Program of the original Measure C Expenditure Plan, which applies only to Contra Costa County jurisdictions.

This report documents the following[1]:

- **Section 2.0 – Introduction and Background**. This section provides a summary of the study's results and explains the background and purpose for the study, including the decisions leading up to this update of the TVTDF.
- **Section 3.0 – Tri-Valley Growth.** Subsection 3.1 presents projected growth in population, employment, and land use based on the Association of Bay Area Governments' (ABAG) Projections 2003 (P'03) forecast of Tri-Valley's growth in population and employment to year 2030. Subsection 3.2 converts the P'03 socioeconomic forecast into trips and summarizes the future travel demand throughout the Tri-Valley. It also presents the results of travel demand modeling, demonstrating to what degree new development within the Tri-Valley will increase congestion (i.e., vehicle hours of delay) in the year 2030.
- **Section 4.0 – Project Descriptions and Cost Estimates.** This section lists the 22 projects that the TVTC has elected to receive funding from the TVTDF, and provides total cost estimates. Detailed descriptions are provided in Appendix A and Appendix B.
- **Section 5.0 – Nexus Findings.** This final section summarizes the relevant statutory findings for the imposition of development impact fees, and demonstrates how the entire unfunded cost of the selected projects may be assigned to new development over the next 23 years (2007 to 2030). It also presents alternative fee schedules that would fund some percentage of the unfunded cost.
- **Appendix A.** This section provides brief descriptions for each of the ongoing projects that were part of the existing fee program, including a cost estimate, a portfolio of likely funding sources, and brief descriptions of its intended benefit.

[1] California Government Code, Sections 66000 to 66025. This code covers the required statutory findings under California's *Mitigation Fee Act*.

- **Appendix B.** This section provides brief descriptions for each new project which have been added with this update, including a cost estimate, a portfolio of likely funding sources, and brief descriptions of its intended benefit.

In November 1988, 55 percent of the voters in Contra Costa County passed Measure C, which authorized a 20-year, one-half-cent sales tax increase designed to fund improvements to the County's transportation system. Measure C had two main elements:

1. The **Expenditure Plan** governs the distribution of sales tax revenues to transportation projects and programs in the County ($740 million); and
2. A **Growth Management Program (GMP)** attempts to preserve the expenditure plan's investments by laying out certain requirements that cities and the County must meet in order to receive their share of Measure C's *Local Street Maintenance and Improvement* funding.

The overall goal of the Growth Management Program called for in Measure C is to achieve a cooperative process for Growth Management on a countywide basis, while maintaining local authority over land use decisions and the establishment of performance standards. The program has several components, which are outlined in the Contra Costa Transportation Authority's (CCTA) implementation documents. A key component of the Growth Management Program requires local jurisdictions to adopt a development mitigation program that ensures that new development pays its fair share of the costs of additional facilities needed to support it.

In 1991, the seven jurisdictions of Alameda County, Contra Costa County, Dublin, Pleasanton, Livermore, Danville, and San Ramon signed a Joint Powers Agreement (JPA) that established the TVTC. The purpose of the JPA was the joint preparation of a Tri-Valley Transportation Plan/Action Plan (TVTC Action Plan) for Routes of Regional Significance (RRS) and cost sharing of recommended improvements. The TVTC Action Plan was prepared and presented to all member jurisdictions in April 1995 and updated in 2000 (see Exhibit A). The TVTC Action Plan marked a common understanding and agreement on the Tri-Valley's transportation concerns and directions for improvements. Among its specific recommendations, the TVTC Action Plan presented 15 specific transportation improvements to be given high priority for funding and implementation.

This Action Plan also recommended the development of a Tri-Valley Transportation Development Fee to allocate a fair share of the costs of needed regional infrastructure to new development. The nexus study for the fee program, completed in 1995, justified allocating the unfunded cost needed to complete all of the 11 projects identified in the TVTC Action Plan to new development. The TVTC, however, recommended scaling back by roughly two-thirds the total amount the fee program would collect from the maximum funding needed.

Nevertheless, the Joint Exercise of Powers Agreement (JEPA) for the Tri-Valley Transportation Development Fee specifies that the fee amounts are to be adjusted automatically on an annual basis to reflect changes in regional construction costs.[2] These annual adjustments in fee amounts have maintained purchasing parity with current construction costs. Since the fee implementation in September 1998, approximately $30 million in fees and interest were collected to fund transportation investments.

In addition, the JEPA calls for a periodic update of the fee program to reflect any significant changes in population growth, project status, and other conditions that would require revisions to the fee program. Since 1995, there have been substantial changes in the funding, planning, and traffic setting in which the Tri-Valley Transportation Development Fee was originally developed. New funding sources have been established, the TVTC Action Plan has been updated, projects have been completed, project schedules and/or funding plans have shifted, traffic patterns have changed, and new regional transportation projects have been identified through various traffic studies. The TVTC responded to these changes by directing the Technical Advisory Committee (TAC) in 2003 to conduct a new fee nexus study to update the fee, and potentially the project list. In 2004, the TVTC decided to update the Fee Nexus Study to incorporate new regional improvement projects.

In November 2006, 70.6 percent of the voters in Contra Costa County passed Measure J, which authorized a 25-year extension to Measure C, a program designed to fund improvements to the County's transportation system first initiated in 1988. The program is an extension of a one-half-cent sales tax increase that is projected to raise $2 billion for improvements through 2034. Expenditure of Measure J funds is implemented through the CCTA's *Transportation Sales Tax Expenditure Plan* (TEP).

[2] The amount of the adjustment is based on the change in the Construction Cost Index (CCI) for the San Francisco Bay Area, as reported annually in the Engineering News Record (ENR).

3.0 Forecast of New Development and Travel Demand

This section consists of two subsections: Subsection 3.1 describes the ABAG Projections '03 forecast for population and employment, and converts these into land use in terms of dwelling units and nonresidential building square feet. In Subsection 3.2, the increase in travel demand from new development is determined from the land use forecasts.

3.1 Forecast of New Development

The planning horizon for this analysis is 2030, consistent with current land use and transportation forecasts adopted by TVTC. The nexus analysis uses forecasts of dwelling units and employment to estimate new development demand for transportation improvements. Population forecasts for 2030 are ABAG Projections 2003 (P'03), which were fully vetted by the Tri-Valley jurisdictions. While the slightly more recent Projections 2005 (P'05) is now available, these forecasts had not been fully vetted at the time this study was initiated. After comparing the differences between the P'03 and P'05 projections, the TVTC TAC directed the consultant team to proceed with the fully vetted P'03 version of the CCTA model.

The CCTA travel demand model converts the ABAG household (Table 3.1) and employment (Table 3.2) forecasts into peak hour trips and assigns them to the transportation network.

Table 3.1 Household Forecasts
2007 and 2030

	2007*	2030	2007-2030 Growth	Percent Change
Single family	91,136	129,818	38,682	42%
Multifamily	21,959	41,042	19,083	87%
Total Households	113,095	170,860	57,765	51%

Source: Association of Bay Area Governments Projections, 2003.

* Dwelling units for 2007 were estimated by interpolating between P'03 estimates for 2000 and 2010.

ABAG employment forecasts are converted into square feet of nonresidential building space. The projected number of new residential units and nonresidential square footage is then multiplied by standard trip generation rates to calculate the total number of traffic trips generated by new development in the Tri-Valley.

Table 3.2 Employment Forecasts
2007 and 2030

Employee Categories	2007*	2030	2007-2030 Growth	Percent Change
Retail	36,806	48,927	12,121	33%
Service	83,608	129,427	45,819	55%
Other	54,076	69,459	15,383	28%
Agricultural	1,483	1,182	-301	-20%
Manufacturing	20,048	30,895	10,847	54%
Trade/Wholesale	10,986	14,371	3,385	31%
Total Employment	207,006	294,261	87,254	42%

Source: Association of Bay Area Governments Projections, 2003.

* Employment for 2007 was estimated by interpolating between P'03 estimates for 2000 and 2010.

The method for converting the six categories of net employment growth (as shown in Table 3.2) into four categories of commercial building square feet (office, retail, industrial, and other) involves two steps. First, the six categories of employment are consolidated into four categories of commercial land use based on an analysis of employment by land use known as the Natelson Report.[3] Second, these consolidated employment forecasts are converted to building square footage using employee densities. The results are shown in Table 3.3.

[3] The Natelson Company, Inc., *Employment Density Study Summary Report*, prepared for the Southern California Association of Governments (SCAG), October 31, 2001. The density factors were derived from a random sample of 2,721 parcels drawn from across five counties (Los Angeles, Orange, Riverside, San Bernardino, and Ventura). Such a study could not be identified for Contra Costa County. The SCAG study's density factors are based on the largest sample of properties and are used in development impact fee studies throughout the State.

Table 3.3 Conversion of Employment Growth to Square Feet of Commercial Building Space
2007 to 2030

Land Use	Employee Growth 2007-2030	Employee Density (Square Feet/Employee)	Building Square Feet 2007-2030
Retail	12,121	500	6,060,500
Office/services	45,819	300	13,745,700
Industrial*	14,232	900	12,808,800
Other	15,383	600	9,229,800

Source: The Natelson Company, Inc., *Employment Density Study Summary Report,* prepared for the Southern California Association of Governments; October 31, 2001, Table 2-A, page 15.

Note: Source data based on random sample of 2,721 developed parcels across five Los Angeles area counties (Los Angeles, Orange, Riverside, San Bernardino, and Ventura). MuniFinancial estimated weighting factors by land use categories used in the survey to calculate average employment densities by major category (commercial, office, and industrial).

*Adjusted to correct for over-sampling of industrial parcels in Ventura County.

The results of this conversion (shown in Table 3.2) are applied in Section 5.0 to calculate an updated fee schedule. As a brief preview, this calculation involves four steps. First, the net increase in commercial square footage is converted into total trip generation from new commercial development. Second, these net new trips are added to the trip generated from new residential growth. Third, this total amount of new trip generation is divided into the total unfunded cost of the improvements described in Section 4.0 to calculate the cost per new trip. Fourth, this cost is used to generate the updated fee schedule.

3.2 Total Travel Demand by Land Use Category

Tables 3.1 and 3.3 show forecasts of new development broken out to the number of dwelling units for single and multi-unit residential units and square feet of four types of commercial development. The amount of new travel demand (i.e., trip generation) that this new development will produce is determined by multiplying these net increases in residential units and new commercial building space by corresponding trip generation rates shown in Table 3.4. These trip generation rates are the average of AM and PM peak-hour trip generation rates from the Institute of Traffic Engineers (ITE) *Trip Generation, Seventh Edition*. Table 3.4 and Figure 3.5 shows that all types of new development will increase number of peak-hour trips by approximately 100,000 new peak-hour trips or 44 percent between 2007 and 2030.

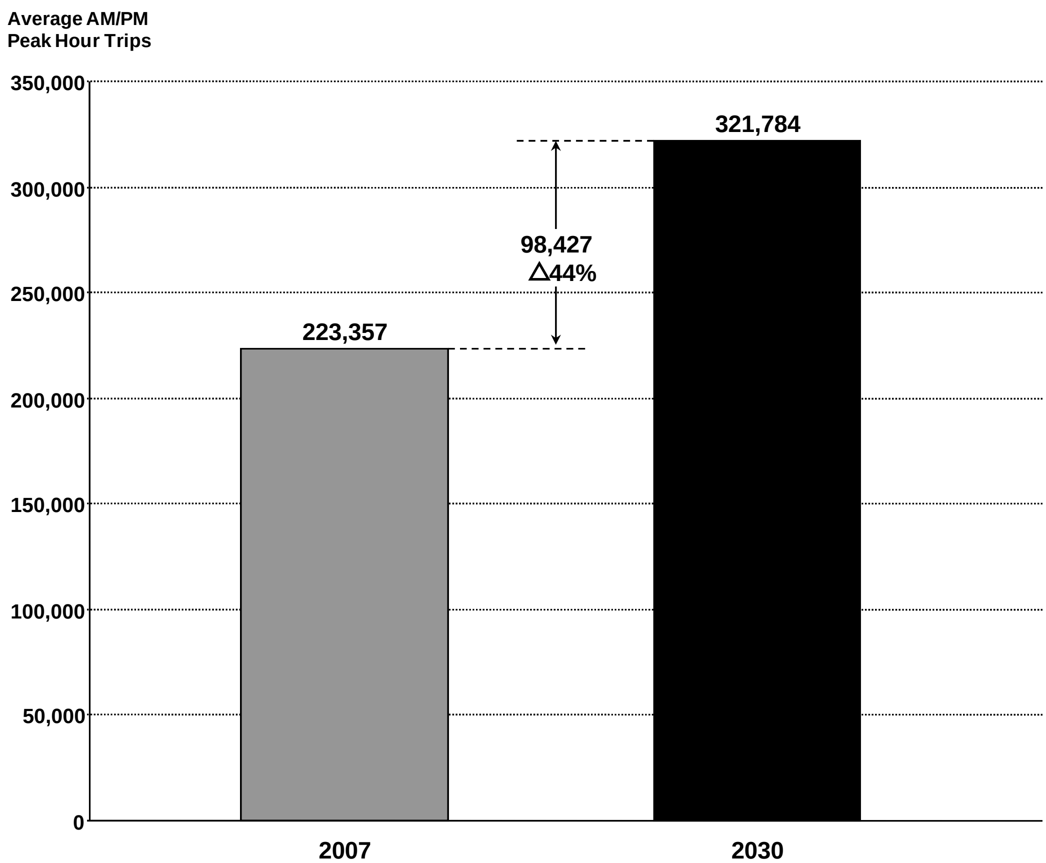
Table 3.4 Travel Demand from New Residential and Commercial Development
2007 to 2030

Land Use	Land Use Growth	Trip Generation Rate*	New Trips*
Residential (dwelling units)			
Single family	38,682	0.90	34,814
Multifamily	19,083	0.62	11,831
Total Residential	57,765		46,645
Nonresidential (thousand square feet)			
Retail	6,060,500	1.67	10,118
Office	13,745,700	1.53	20,962
Industrial	12,808,800	0.89	11,400
Other	9,229,800	1.0	9,230
Total Nonresidential	41,844,800		51,782
Grand Total			98,427

* Average AM and PM daily trips.

The 98,427 increase in new trips does not include any change in the trips that transit Tri-Valley (i.e., through trips or external-external trips). This increase is roughly 31 percent of the 322,500 total trips that have an origin and or destination in Tri-Valley (Figure 3.5).

Figure 3.5 Travel Demand from New Development
Average AM/PM Peak Hour Trip Ends, 2007 to 2030



4.0 Improvement Projects and Cost Estimates

This section identifies the 22 projects that the TVTC has elected to receive funding from the Tri-Valley Transportation Development Fee. The first 11 are projects that were included in the original program adopted in 1995 (Appendix A). The second set of 11 is new projects that are being in included in this update (Appendix B).

4.1 PROJECT SELECTION

The most common approach for selecting transportation projects involves a comprehensive planning process to develop a project list that mitigates the impacts of new development where projects are most feasible, but also may be implemented with reasonable expectations of community support. This approach integrates the planning to accommodate growth with ongoing state, regional, and local planning efforts. This approach has been followed in the preparation of the TVTC Action Plan for Routes of Regional Significance and cost sharing of recommended improvements. The other planning efforts over the past 20-plus years have included (but are not limited to) the following:

- Contra Costa Countywide Transportation Plan;
- Alameda Countywide Transportation Plan;
- Contra Costa County Sales Tax Measures (Measures B, C, and J);
- Tri-Valley Triangle Traffic Study;
- I-680 corridor studies; and
- General plan updates for Tri-Valley jurisdictions, including Alameda and Contra Costs Counties.

As a result of this integrated transportation planning, elected officials have determined that the projects identified in Appendices A and B constitute the most feasible improvements to reduce traffic congestion caused by new development in the Tri-Valley. The travel demand modeling documented in Section 5.0 confirms that these projects do reduce the congestion caused by new development within Tri-Valley, but these reductions do not improve conditions below what they are at present.

4.2 Selected Projects and Unfunded Costs

The 22 selected projects are a combination of 11 of the original projects (often referred to as Exhibit A) funded through the fee program adopted in 1995 and an additional 11 projects (Exhibit B list). Three out of the 22 projects have been completed, and thus do not need additional funds from the current fee update. Such is the case of I-580/I-680 Interchange (southbound to eastbound), I-680/ Alcosta Boulevard Interchange, and I-680 HOV Lanes from SR 84 to Top of Sunol Grade, all under Exhibit A. Tables 4.1 and 4.2 show the total investment cost and unfunded amount of projects described in Appendices A and B, respectively.

Table 4.1 Existing TVTC Projects – Exhibit A
(Millions of 2007 Dollars)

	Project	Total Cost	Unfunded Cost	Comments
A-1	I-580/I-680 Interchange (southbound to eastbound)	–	–	Project completed.
A-2a	Route 84 Expressway I-580 to I-680	$336.57	$221.77	Project study report complete.
A-2b	Isabel Route 84/I-580 Interchange	$180.00	$15.00	Environmental complete.
A-3	I-680 Auxiliary Lanes	$47.00	$38.33	Segments 1 and 3 complete.
A-4	West Dublin/Pleasanton BART Station	–	–	Under construction.
A-5a	I-580 HOV Lane Eastbound	$161.87	$8.00	Project split into phases. Project study report complete.
A-5b	I-580 HOV Lane Westbound	$165.40	$20.00	
A-6	I-680 HOV Lanes, SR 84 to Top of Sunol Grade	–	–	Southbound complete. Northbound not considered for funding.
A-7	I-580/Foothill/San Ramon Road Interchange	$0.81	$0.81	North half complete.
A-8	I-680/Alcosta Interchange	–	–	Project complete.
A-9a	Crow Canyon Road Improvements Phase 1	$15.50	$10.95	Project split into phases.
A-9b	Crow Canyon Road Improvements Phase 2	$32.34	$32.34	
A-10a	Vasco Road Safety Improvements Phase 1	$23.25	$4.15	Project split into phases.
A-10b	Vasco Road Safety Improvements Phase 2	$25.83	$25.83	
A-11	Express Bus/Bus Rapid Transit	$20.36	$12.16	BRT added to scope.
	Total	$1,008.93	$389.34	

Table 4.2 Additional TVTC Projects – Exhibit B
(Millions of 2007 Dollars)

	Project	Total Cost	Unfunded Cost
B-1	I-580/I-680 interchange (westbound to southbound)	$705.00	$700.00
B-2	5th eastbound lane on I-580 from Santa Rita to Vasco Road	$131.30	$131.30
B-3	I-580/First Street interchange modification	$30.30	$4.20
B-4	I-580/Vasco Road interchange modification	$50.50	$14.60
B-5	I-580/Greenville Road interchange modification	$35.35	$7.77
B-6	Jack London Boulevard extension	$27.78	$3.54
B-7	El Charro Road Extension	$18.50	$5.00
B-8	Camino Tassajara widening: East Blackhawk Drive to County line	$49.43	$44.92
B-9	Danville Boulevard/Stone Valley Road I-680 Interchange Improvements	$2.70	$2.60
B-10	I-680 SB HOV lane Gap Closure, Livorna to North Main	$55.00	$36.50
B-11a	I-680 Express Bus/HOV on- and Off-Ramps	$80.00	$47.30
B-11b	I-680 Transit Corridor Improvements	$100.00	$100.00
Total		$1,285.86	$1,097.73

The total investment cost of projects from Exhibits A and B, excluding completed projects, totals approximately $2,295 million, of which amount almost $1,487 million or 65 percent are currently unfunded. Given that many of the project costs have been estimated using only preliminary engineering, the TVTC has reduced the total cost of all 22 projects by 10 percent to account for some degree of uncertainty. This discount reduces the total unfunded cost to $1,338 million (in 2007 dollars).

Appendices A and B provide the descriptions of each project. Each description includes a cost estimate, a portfolio of likely funding sources, and a brief description of its intended benefit.

5.0 Nexus Findings

This section documents a reasonable relationship between increased travel demand from new development on the Tri-Valley regional transportation system, the cost of the improvements needed to accommodate that growth, and an impact fee to fund those investments. Section 5.1 explains the overall approach to establishing a legal nexus. Section 5.2 steps through the findings required by state statutes to demonstrate how the entire unfunded cost of the selected projects can be assigned to new development over the next 23 years (2007 through 2030). Finally, Section 5.3 presents a maximum cost per trip that would fund the unfunded cost.

5.1 Overall Approach

Impact fees may be calculated using a purely technical method that would fund the cost of facilities required to accommodate growth. The four steps followed in any development impact fee study include the following:

1. Prepare growth projections;
2. Identify facility standards;
3. Determine the amount and cost of facilities required to accommodate new development based on facility standards and growth projections; and
4. Calculate the public facilities fee by allocating the total cost of facilities per unit of development.

As stated in Section 4.1, the final set of improvements was determined through the planning efforts of the CCTA; the Tri-Valley jurisdictions; and other stakeholders (including the Tri-Valley Business Council, developers, and other private- and public-sector participants). TVTC directed the consultants to conduct the nexus study and calculate a maximum fee based on the list of projects identified in Section 4.0 (and described in Appendices A and B) to the greatest extent technically defensible under the *Mitigation Fee Act*. Consistent with the TVTC's directions, the full cost of funding these improvements is used to calculate the maximum fee rates the TVTC could apply to all new residential and nonresidential development in the Tri-Valley between 2007 and 2030. Since the final list of projects was developed through a long inclusive process with stakeholders and policy-makers at the table, the projects represent the most feasible capacity enhancements to Tri-Valley's transportation system.

5.2 Mitigation Fee Act Findings

Development impact fees are one-time fees typically paid when a building permit is issued and imposed on development projects by local agencies responsible for regulating land use (cities and counties). To guide the widespread imposition of public facilities fees, the State Legislature adopted the Mitigation Fee Act (Act) with Assembly Bill 1600 in 1987 and subsequent amendments. The Act, contained in California Government Code Sections 66000 through 66025, establishes requirements on local agencies for the imposition and administration of fee programs. The Act requires local agencies to document five findings when adopting a fee.

The five statutory findings required for adoption of the TVTC impact updated fee have already been adopted when the first TVTC fee was adopted in 1995. They are presented here and supported by the Nexus Analysis section (Section 5.0) of this report. All statutory references below are to the Act. This sample framework for the Mitigation Fee Act findings is only to provide local agencies with guidance, and is not a substitute for legal advice. Local agencies should customize the findings for their jurisdiction and consult with their legal counsel prior to adoption of the updated TVTC impact fee.

Purpose of Fee

For the first finding, the local agency must identify the purpose of the fee (Section 66001(a)(1)). The TVTC policy, as expressed through the TVTC Action Plan, is that new development shall contribute for mitigation of their impacts on the Routes of Regional Significance, and that the cost sharing of recommended improvements will be implemented through the Tri-Valley Transportation Development Fee (TVTDF) regional impact fee program. This is administered by the seven jurisdictions of Alameda County, Contra Costa County, Dublin, Pleasanton, Livermore, Danville, and San Ramon, which all signed a joint powers authority (JPA). The fee advances a legitimate public interest by enabling the TVTC to fund improvements to transportation infrastructure required to accommodate new development.

This finding is documented by the analysis of the projected increase in travel over the next 23 years generated by the new development that is projected to be occupied in the Tri-Valley. This growth in new residents and employees is projected to increase cumulative average daily delay on the Tri-Valley regional roadways by over six and one-half fold (660 percent) in the morning peak and almost eight fold (789 percent) in the evening peak. This increase in congestion excludes any effects from more through traffic, (i.e., trips the transit the Tri-Valley but neither start nor end there). Table 5.1 shows the current average daily vehicle hours of delay (VHD) and the projected increase by the year 2030 (see Figure 5.1).

Table 5.1 Projected Increase in Congestion Related to New Development*
Vehicle Hours of Delay, 2007 to 2030

	2007 Current	2030	Change 2007-2030
AM peak	5,092	38,715	660%
PM peak	4,505	40,058	789%

* Through traffic (external-external trips) was removed and its effects of VHD have been excluded.

Use of Fee Revenues

For the second finding, the local agency must identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan, as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged (Section 66001(a)(2)). The Tri-Valley Transportation Development Fee will fund expanded facilities on the Routes of Regional Significance to serve new development. These facilities include the following:

- Roadway widening;
- Roadway extension;
- Traffic signal coordination and other traffic improvements;
- Freeway interchanges and related freeway improvements;
- Safety improvements needed to mitigate the higher volume of traffic generated by new development on a major arterial or other regional facility; and
- Improvements required for regional express bus and rail transit.

The TVTC has restricted spending fee revenues to capital projects that expand capacity on the Routes of Regional Significance to serve new development or mitigate its impact of the safety of the facility. Costs for planned traffic facilities are identified in Section 4.0 of this report. Costs funded by the Tri-Valley Transportation Development Fee may include project administration and management, design and engineering, right-of-way acquisition, and construction. More detailed descriptions of planned facilities, including their specific location, if known at this time, are shown in Appendices A and B attached to this report, the TVTC Action Plan, and other documents. The seven agencies implementing the Tri-Valley Transportation Development Fee may use fee revenues for the purposes of expanding capacity and mitigating the impacts of more congestion on the Routes of Regional Significance to accommodate new development as designated in the Strategic Expenditure Plan.

Benefit Relationship

For the third finding, the local agency must determine how there is a reasonable relationship or nexus between the fee's use and the type of development project on which the fee is imposed (Section 66001(a)(3)). In other words, the objective this nexus analysis is to show how the improvements will mitigate the impact of new development on a facility standard. The facility standard determines new development's need to provide additional capacity in order to maintain existing levels of service (LOS) as measured by systemwide delay on regional transportation facilities. Thus, the current LOS provides a benchmark that is used to compare the existing conditions (2007 Base Year LOS) on the transportation system with two future year scenarios (2030).[4]

Both future scenarios include all of the travel associated with new development within the Tri-Valley, but do not include the new travel associated through trips (i.e., trips that have origins and destinations outside the Tri-Valley. The first scenario (i.e., Future No-Build) is based on a year 2030 transportation network that will carry all of the locally produced or attracted new trips, but will only include improvements that are expected to be funded under at the LOS for the financially-constrained Regional Transportation Plan (RTP) without the proposed Tri-Valley Transportation Development Fee projects (No-Build Scenario).

The second scenario (i.e., Future Build) is based on a year 2030 transportation network that includes all of the additional improvements that are expected to be funded with the updated Tri-Valley Transportation Development Fee. These three comparisons must show that: 1) the *Base Year* conditions are better than the *Future No-Build* conditions; 2) the *Future Build* conditions are better than the *Future No-Build*; and 3) the *Future Build* conditions are not better than the *Base Year* conditions. These comparisons ensure that new development does not fund infrastructure needed to serve existing development. These comparisons also demonstrate a nexus between the impacts of new development and their share of the funding for the TVTC Action Plan projects.

This nexus may be demonstrated at a systemwide level. The systemwide nexus is measured using the aggregate regional peak-hour average weekday vehicle hours of delay on all the significant roadways (includes freeways, expressways arterials, and major collectors) in the Tri-Valley on the 2005 *Base Year* networks and the two 2030 *No-Build* and *Build* networks. The aggregate vehicle hours of delay provides a reasonable systemwide measure of the impact of new development on congestion and mobility, and is sufficient as the measure of nexus.

The CCTA travel demand model is the certified model being used to establish a technical nexus between the proposed projects and the impacts of new development on congestion (measured as recurrent delay). The model is based on the

[4] The 2005 and 2030 year benchmarks were chosen, because these calculations are based on the CCTA travel demand model that has only these years available.

spatial interrelationships among economic factors, housing and population factors, land use patterns, and the transportation system. The model generates 2030 forecasts for small geographic areas, including the traffic analysis zones (TAZ) used in the transportation modeling process. The CCTA travel demand model complies with Federal mandates that transportation plans consider the long-range effects of the interaction between land uses and the transportation system.

According to the CCTA travel demand model, between 2005 and 2030, if no projects are undertaken, the number of AM peak hours of delay is expected to increase 660 percent from 5,092 to 38,715 hours, while the number of PM peak hours of delay is expected to escalate 789 percent from 4,505 to 40,058 hours. If the projects are undertaken, the number of AM peak hours of delay would decrease 15 percent compared to the No-Build scenario; whereas, the number of PM peak hour of delay would decrease 22 percent. This modest improvement demonstrates that the funding of the designated new transportation improvements (i.e., the construction of projects shown in Tables 4.1 and 4.2) by new development only partially mitigates their contribution to future congestion.

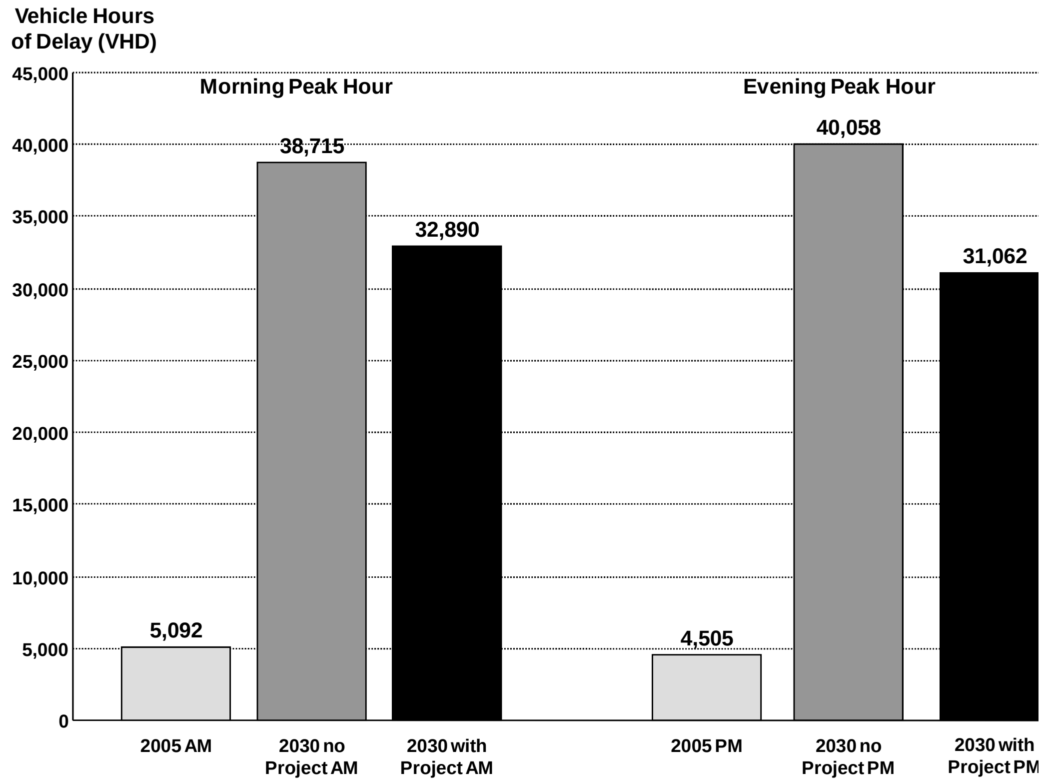
Table 5.2 and Figure 5.1 show the comparison between the *Future Build* and *Future No-Build* scenarios.

Table 5.2 Build vs. No-Build Scenario
*Vehicle Hours of Delay, 2005 to 2030**

		2030		Difference	
Hours of Delay	2005	No-Build	Build	2005 – 2030 No-Build	Built vs. No Built
AM Peak	5,092	38,715	32,890	660%	-15%
PM Peak	4,505	40,058	31,062	789%	-22%

* The through trips have been excluded from these figures and, therefore, their affects on delay have been removed.

Figure 5.1 Tri-Valley Average Change in Congestion from 2005 to 2030
*Change in Vehicle Hours of Delay Excluding Through Trips**



Sources: Cambridge Systematics, Inc., and Dowling Associates.

* The current (2005) and projected vehicle hours of delay (VHD) are estimated using the Contra Costa County Travel Demand Model and exclude through trips with neither an origin nor a destination in the Tri-Valley.

This analysis has determined that the planned projects identified in this report will expand the capacity of the Routes of Regional Significance to accommodate the increased trips generated by new development. Thus, there is a reasonable relationship between the use of fee revenues and the residential and nonresidential types of new development that will pay the fee.

Burden Relationship

For the fourth finding the local agency must determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed (Section 66001(a)(4)). New dwelling units and building square footage are indicators of the demand for transportation improvements needed to accommodate growth. As additional dwelling units and building square footage are created, the occupants of these structures generate additional vehicle trips and place additional burdens on the transportation system.

The need for the Tri-Valley Transportation Development Fee is based on the CCTA transportation model projections of growth that show an increase in vehicle hours of delay on the Routes of Regional Significance, primarily as a result of new development, even with planned improvements to that system. The model estimated impacts from new development based on trip generation rates that varied by land use category, providing a reasonable relationship between the type of development and the need for improvements.

The trip generation rates applied in this nexus study are an average of AM and PM peak-hour vehicle trips rates from the ITE to estimate travel demand by type of land use. These were the same rates used in the initial 1994 TVTCDF calculation. Vehicle trips can be calculated in a consistent manner across land use categories based on population and employment estimates by land use category. This enables the impact of development to be distinguished between land use categories, a key requirement of the Mitigation Fee Act. This method is preferred to the most common alternative using vehicle miles traveled (VMT). VMT, on the other hand, is available from transportation models only for a limited number of *production* and *attraction* categories: home-work, home-school, home-college, home-other, and nonhome.

Table 5.3 shows the calculation of travel demand factors by land use category based on the adjustments described above.

Table 5.3 Trip Generation Characteristics by Land Use Type
Average AM/PM Peak Hour

Land Use	Gross Trip Rate	Percentage of Capture Trips (Pass by Trips)	Net Trip Rate
Single Family Household	0.90	0%	0.90
Multifamily Household	0.62	0%	0.62
Retail (1,000 sq ft)*	2.39	30%	1.67
Office (1,000 sq ft)	1.53	0%	1.53
Industrial (1,000 sq ft)	0.89	0%	0.89
Other (1,000 sq ft)	1.00	0%	1.00

Source: Cambridge Systematics, Inc., with data from the ITE Traffic Generator Manual and Minnesota Department of Transportation.

* Institute of Traffic Engineers has estimated that 30 percent of trips to and from retail land use are intermediate stops on a longer trip made of other purposes.

Proportionality

For the fifth finding, the local agency must determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility, or portion of the public facility attributable to the development on which the fee is imposed (Section 66001(b)). This reasonable relationship between the Tri-Valley

Transportation Development Fee for a specific development project and the cost of the facilities attributable to that project is based on the estimated vehicle trips the project will add to the Routes of Regional Significance. The total fee for a specific residential development is based on the number and type of new dwelling units multiplied by the trip generation rate for the applicable residential land use category. The fee for a specific nonresidential development is based in a similar manner on the amount of building square footage by land use category. Larger projects generate more vehicle trips and pay a higher fee than smaller projects of the same land use category. Thus, the fee schedule ensures a reasonable relationship between the Tri-Valley Transportation Development Fee for a specific development project and the cost of the transportation improvements attributable to the project.

5.3 Maximum Fees by Type of Land Use

The following steps describe how the fees are calculated for each of the six different types of land uses:

1. Section 4.0 documents the investment cost for projects proposed and not yet built or under construction (described in Appendices A and B) totals $2,295 million, of which $1,487 million remains unfunded from other sources. This unfunded amount has been reduced by 10 percent to $1,338 million to account for some uncertainty in the preliminary engineering used to estimate project costs. The amount corresponds to the cost that new development is expected to cover to mitigate future congestion.
2. Forecast peak-hour trips generated by new development per type of land use using an average of AM and PM peak-hour vehicle trip rates from the ITE. According to estimates shown in Table 3.4, a total of 98,427 new average AM and PM peak-hour trips-ends will be generated between 2007 and 2030.
3. Divided the 98,427 new peak-hour trips by the total unfunded cost of $1,338 million. This produces an average cost per peak-hour trip of $13,598.

$$\frac{\$1{,}338{,}363{,}000}{98{,}427} = \$13{,}598$$

4. This cost per average AM and PM trip-end amount is then multiplied by the trip generation rates for each of the six land use types, which produces a maximum fee for each land use. For, example the equation used to calculate the fee for a single family home is:

$\$13{,}598 \times 0.90 = \$12{,}238$ per single family home

Where: 0.90 is the average of AM and PM peak-hour trips generated from a single family dwelling unit.

The fee for a multifamily dwelling unit is:

$$\$13{,}598 \times 0.62 = \$8{,}430$$

Where: 0.62 is the average of AM and PM peak-hour trips generated from a multifamily dwelling unit.

The fee per square foot of retail space is:

$$\$13{,}598 \times 1.67 = \$22.71 \text{ per thousand square feet of retail development}$$

Where: 1.67 is the average of AM and PM peak-hour trips generated from a square foot of retail development.

Table 5.4 presents the results of these calculations for each of the six land use types. Note that the trip generation rates for two residential land use types are expressed as average AM and PM peak-hour trip-ends per dwelling unit, while the trip generation rates for the four commercial land use types are expressed as average AM and PM peak-hour trip-ends per square foot. The "other" commercial land use applies a rate of one average AM and PM trip-end, so the corresponding fee amount is the cost per average AM and PM trip-end calculated above. This fee may be applied to any commercial land use that does not conform to the three types specified in Table 5.4.

Table 5.4 2007 Maximum Fee Rate Per Land Use Type

	Average AM & PM Peak Hour Trips-Ends*	Fee (Fee Rate per Dwelling Unit or Square Feet)
Single family (units)	0.90	$12,238
Multifamily (units)	0.62	$8,430
Retail (sq ft)	1.67	$22.71
Office (sq ft)	1.53	$20.80
Industrial (sq ft)	0.89	$12.10
Other (trip)	1.00	$13,598

Source: Cambridge Systematics, Inc.

* TVTC and the Institute of Traffic Engineers *Trip Generation, Seventh Edition.*

The fees shown in the last column would generate sufficient revenues to fund the total unfunded cost of all selected projects. Nevertheless, Tri-Valley jurisdictions are not obligated to apply this fee schedule. The existing fee schedule embodies the judgment of Tri-Valley jurisdictions to reduce the maximum fee amounts determined in the first nexus analysis by roughly two-thirds. This type of adjustment may be applied to the maximum fee schedule shown in Table 5.4.

5.4 Next Steps

This nexus report documents the technical findings needed to adopt a fee schedule to fund the projects listed in Tables 4.1 and 4.2. The next step will be for the

TVTC to adopt a fee schedule they believe will be the most appropriate for their needs. If the final fees adopted by the TVTC were below the maximums calculated in Subsection 5.5, the resulting revenue shortfall will require the TVTC to take one or both of the two following actions:

1. **Increase funding from other sources to fill shortfalls in specific projects.** These may include Federal earmarks, state funding, local general fund; development agreements that include direct funding, dedication of right-of-way; or in-kind construction, assessment districts, tolling, environmental mitigation through CEQA, and value capture techniques.
2. **Full funding for only selected projects.** The TVTC has used this practice by prioritizing funding through the Strategic Expenditure Plan (SEP) to complete a subset of the projects identified in the first impact fee program adopted in 1995. If applied to this update of the fee program, the TVTC may need to rank the list of projects accordingly through an update to the SEP.

Regardless of what final fee schedule is adopted, the implementation of the project will require the TVTC to set priorities for which projects are funded first. This may be best accomplished through an update to the Strategic Expenditure Plan (SEP).

A. Existing TVTC Projects

The following projects were included in the 1995 Tri-Valley Action Plan for Routes of Regional Significance, and the original fee nexus study for the Tri-Valley Transportation Development Fee, adopted in 1998. These projects continue to be a priority for the Tri-Valley. Project scopes, cost estimates, and status have been updated based on the most recent data available.

Table A.1 Projects Adopted for Fee Program in 1998

	Project	Total Cost	Unfunded Cost	Comments
A-1	I-580/I-680 Interchange (southbound to eastbound)	–	–	Project completed
A-2a	Route 84 Expressway I-580 to I-680	$336.57	$221.77	Project study report complete
A-2b	Isabel Route 84/I-580 Interchange	$180.00	$15.00	Environmental complete
A-3	I-680 Auxiliary Lanes	$47.00	$30.00	Segments 1 and 3 complete. Cost shown is for Segment 2
A-4	West Dublin/Pleasanton BART Station	–	–	Under construction
A-5a	I-580 HOV Lane Eastbound	$161.87	$8.00	Project split into phases, project study report complete
A-5b	I-580 HOV Lane Westbound	$165.40	$20.00	
A-6	I-680 HOV Lanes, SR 84 to Top of Sunol Grade	–	–	Southbound complete, northbound not considered for funding
A-7	I-580/Foothill/San Ramon Road Interchange	$0.81	$0.81	North half complete
A-8	I-680/Alcosta Interchange	–	–	Project complete
A-9a	Crow Canyon Road Improvements Phase 1	$15.50	$10.95	Project split into phases
A-9b	Crow Canyon Road Improvements Phase 2	$32.34	$32.34	
A-10a	Vasco Road Safety Improvements Phase 1	$23.25	$4.15	Project split into phases
A-10b	Vasco Road Safety Improvements Phase 2	$25.83	$25.83	
A-11	Express Bus/Bus Rapid Transit	$20.36	$12.16	BRT added to scope

The pages below provide details about each project including scope, benefit, cost, and funding.

Project No. A-1, I-580/I-680 Interchange (Southbound to Eastbound)

Involved Agencies: Caltrans and the Alameda County Transportation Authority.

Project Type: Freeway-freeway interchange modifications.

Project Scope: The project constructed the southbound to eastbound flyover, a northbound to eastbound direct connector, southbound on and off hook ramps, and a northbound on ramp.

Need/Purpose: This project was needed to improve safety and reduce congestion on southbound and northbound I-680 near I-580, and mitigate the impacts of local and regional growth in housing and employment. This project was approved by the voters of Alameda County as a portion of the Measure B sales tax program.

Current Status: This project has been completed.

Project funding and cost: Most of the project was funded by Measure B. TVTC initially appropriated $5.6 million in TVTDF match funds, including approximately $4.2 million in funds provided to the project to fulfill its funding needs and $1.4 million in reimbursements to the Cities of Dublin and Pleasanton for prior contributions.

Project No. A-2a, Route 84 Expressway I-580 to I-680

Involved Agencies: Caltrans, Alameda County Transportation Improvement Authority, City of Livermore, City of Pleasanton, and Alameda County.

Project Type: Expressway.

Project Scope: This project will be widen and reconstruct Route 84 as an expressway in several stages using a variety of funding sources. The ultimate configuration is expected to consist of six lanes from I-580 to Stanley Boulevard and four lanes from Stanley Boulevard to I-680. A TVTC-funded project study report was completed in 2003. A Caltrans SHOPP-funded project is under construction to realign Route 84 to expressway standards between Ruby Hill Drive and south of Pigeon Pass. Other near-term projects will relocate utilities between Airway Boulevard and Jack London Boulevard, and widen and utility relocation between Jack London Boulevard and Ruby Hill Drive. Subsequent stages include realignment, relocation, and widening between Pigeon Pass and I-680, ramp improvements at the Route 84/I-680 interchange, and construction of a southbound auxiliary lane on I-680 from Route 84 to Andrade Road.

Need/Purpose: This project is needed to improve safety and reduce congestion on Route 84, I-580, and I-680 between Livermore and Sunol, and mitigate the impacts of local and regional growth in housing and employment. The project also will improve access to regional routes for portions of Livermore and Pleasanton. The existing two-lane roadway between Livermore and I-680 is operating at capacity at certain locations during the peak periods. This project is identified in the TVTC Strategic Expenditure Plan, and the Alameda Countywide

Transportation Plan. Portions of the project are included in the voter-approved Alameda County Measure B sales tax program. The Tri-Valley Triangle study, completed in 2007, included this project as an important part of the proposed regional transportation network for the Tri-Valley. This project will reduce regional traffic volumes from local Pleasanton roadways.

Current Status: A project study report was completed in 2003. A Caltrans SHOPP-funded project is under construction to realign Route 84 to expressway standards between Ruby Hill Drive and south of Pigeon Pass. Other near-term projects will relocate utilities between Airway Boulevard and Jack London Boulevard, and widen and utility relocation between Jack London Boulevard and Ruby Hill Drive. Subsequent stages include realignment, relocation, and widening between Pigeon Pass and I-680, ramp improvements at the Route 84/I-680 interchange, and construction of a southbound auxiliary lane on I-680 from Route 84 to Andrade Road.

Cost Estimates and Funding (2006 dollars): The total cost for this project is estimated at $336.57 million.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
TVTDF	$4.80		
Measure B	$80.00		
SHOPP	$30.00		
Total	$114.80	$336.57	$221.77

Project No. A-2b, State Route 84/I-580 Interchange

Involved Agencies: City of Livermore, Caltrans, Alameda County Transportation Improvement Authority, and Alameda County Congestion Management Agency.

Project Type: New freeway-expressway interchange.

Project Scope: This project will construct a new partial cloverleaf interchange on the extension of Isabel Avenue (State Route 84) and I-580. This project will be built in two phases. Initially a four-lane overcrossing will be constructed. The ultimate project would widen Isabel Avenue and the I-580 overcrossing to six lanes. The project also includes removal of the Portola Avenue Interchange, construction of a new overcrossing, and extension of Portola Avenue north of I-580 to Isabel Avenue.

Need/Purpose: This project is needed to improve access between I-580 and State Route 84, and mitigate the impacts of local and regional growth in housing and employment. It will reduce regional traffic volume from local Livermore roadways. The Tri-Valley Triangle study, completed in 2007, included this project as an important part of the proposed regional transportation network for the Tri-Valley. This project also is included in the TVTC Strategic Expenditure Plan, the City of Livermore General Plan, and the expenditure plan for the State's CMIA program.

Current Status: The environmental assessment has been completed and certified. Right-of-way acquisition and design is underway. Construction is scheduled to begin in 2009 and be completed by 1012.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2010)	Funding Shortfall (Millions, 2006)
Federal	$11.30		
Measure B	$25.10		
I-580 Corridor	$15.00		
Dev. R/W contribution	$19.30		
Livermore TIF	$7.30		
Bike/Ped Grant	$1.00		
CMIA	$68.00		
STIP	$18.00		
Total	$165.00	$180.00	$15.00

Project No. A-3, I-680 Auxiliary Lanes Project – Segment 2

Involved Agencies: City of San Ramon, Town of Danville, and Contra Costa Transportation Authority.

Project Type: Freeway

Project Scope: The I-680 Auxiliary Lanes Project Segment 2 is from the Sycamore Valley Road interchange in the Town of Danville to the Crow Canyon Road interchange in the City of San Ramon on I-680. Segment 2 will add two auxiliary lanes, one each, to both northbound and southbound direction of I-680.

Need/Purpose: Auxiliary lanes are lanes that run along the freeway from the on-ramp of one interchange to the off-ramp of the next interchange, but do not continue through the interchange area.

The purpose of the I-680 Auxiliary Lanes Project is to improve the overall freeway performance and enhance motorist's safety by relieving congestion due to merging and weaving, and mitigate the impacts of local and regional growth in housing and employment. In addition, the project will reduce congestion by eliminating backups that occur when cars merge on and off the freeway between interchanges. Construction will reduce friction, conflicts, capacity constraints, and congestion on the on and off ramps; reduce average travel times (as much as 10 percent) and increase average travel speeds (as much as 4 percent) for the peak traffic period; reduce vehicle hours of delay during peak traffic (as much as 24 percent); and reduce the duration of peak traffic periods (by as much as 20 percent). This project was identified in TVTC Strategic Expenditure Plan, Measure C Strategic Plan, and the General Plans of the City of San Ramon and Town of Danville.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Measure C	$17.00		
Total	$17.00	$47.00	$30.00

Current Status: Segments 1 and 3 were completed in April 2007 and provide auxiliary lanes from Diablo Road to Sycamore Valley (Danville) and Crow Canyon Road to Bollinger Canyon Road (San Ramon). Segment 2 construction will complete the entire project. Construction is expected to start in 2011 and be complete in 2013.

Project No. A-4, West Dublin/Pleasanton BART Station

Involved Agencies: BART, City of Dublin, and City of Pleasanton.

Project Type: Rail Transit.

Project Scope: This project is the construction of the West Dublin-Pleasanton BART station and related transit improvements. The project is a joint public and private venture to build a station on the active BART line in the median of I-580. The related transit improvements, such as patron parking garages and kiss-ride and bus drop-offs, will be located on both the north (Dublin) and south (Pleasanton) sides of the freeway on property owned by BART.

Need/Purpose: The construction of the West Dublin-Pleasanton BART station will address existing demand within the west section of the Tri-Valley for BART service. This project was identified in TVTC Strategic Expenditure Plan, BART's plan for system expansion, West Dublin Specific Plan, and the City of Pleasanton General Plan.

Current Status: This project is under construction and is expected to be completed in 2010.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
TVTC	$4.00		
Other	$54.00		
Total	$58.00	$58.00	–

Project No. A-5a, I-580 HOV Lane Eastbound

Involved Agencies: Caltrans, Alameda County Congestion Management Agency, Alameda County Transportation Improvement Authority, City of Livermore, City of Dublin, City of Pleasanton, and Alameda County.

Project Type: Freeway.

Project Scope: This project will construct about 10 miles of HOV lanes on I-580 from west of Hacienda Boulevard to east of Greenville Road. After it is completed, this freeway segment will have a total of four mixed-flow lanes and one HOV lane in each direction. The project will be completed in two stages. The first stage is eastbound.

Current Status: A PSR has been completed. Environmental clearance for the eastbound project is expected by the end of 2007. Design is nearly complete. Construction is expected to begin in late 2008, and be completed in 2011.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2010)	Funding Shortfall (Millions, 2006)
TCRP	$25.00		
RM2	$6.00		
STIP	$17.67		
CMIA	$72.20		
SHOPP	$27.00		
Fed	$6.00		
Total	$153.87	$161.87	$8.00

Need/Purpose: This project is needed to increase overall person-trip capacity in the I-580 corridor to help improve safety, reduce traffic congestion, and mitigate the impacts of local and regional growth in housing and employment. This project will reduce eastbound traffic congestion and delay, decrease travel times, reduce accident rates, encourage use of HOVs, and help attain air quality goals. This project is identified in the TVTC Strategic Expenditure Plan, Alameda County Transportation Plan, and the City of Livermore General Plan. The

Tri-Valley Triangle study, completed in 2007, included this project as an important part of the proposed regional transportation network for the Tri-Valley.

Project No. A-5b, I-580 HOV Lane Westbound

Involved Agencies: Caltrans, Alameda County Congestion Management Agency, Alameda County Transportation Improvement Authority, City of Livermore, City of Dublin, City of Pleasanton, and Alameda County.

Project Type: Freeway.

Project Scope: This project will construct about 10 miles of HOV lanes on I-580 from west of Hacienda Boulevard to east of Greenville Road. After it is completed, this freeway segment will have a total of four mixed-flow lanes and one HOV lane in each direction. The HOV project will be completed in two stages. The second stage is westbound. A direct bus-only connection from the HOV lane to Dublin-Pleasanton BART is included with the westbound project.

Need/Purpose: This project is needed to increase overall person-trip capacity in the I-580 corridor to help improve safety, reduce traffic congestion, and mitigate the impacts of local and regional growth in housing and employment. This project will reduce westbound traffic congestion and delay, decrease travel times, reduce accident rates, encourage use of HOVs, and help attain air quality goals. This project is identified in the TVTC Strategic Expenditure Plan, Alameda County Transportation Plan, and the City of Livermore General Plan. The Tri-Valley Triangle study, completed in 2007, included this project as an important part of the proposed regional transportation network for the Tri-Valley.

Current Status: A PSR has been completed. Environmental studies have begun. Construction is expected to begin in 2012 and be completed in 2014.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2013)	Funding Shortfall (Millions, 2006)
RM2	$34.10		
CMIA	$101.70		
Fed	$9.60		
Total	$145.40	$165.40	$20.00

Project No. A-6, I-680 HOV Lanes, SR 84 to Top of Sunol Grade

Involved Agencies: Caltrans, Alameda County Congestion Management Agency, and City of Pleasanton.

Project Type: Freeway.

Project Scope: Construct approximately 3.5 miles of HOV lanes on I-680 from State Route 84 to the top of Sunol Grade.

Need/Purpose: This project is identified in the TVTC Strategic Expenditure Plan and the Alameda Countywide Transportation Plan. The Tri-Valley Triangle study, completed in 2007, included this project as an important part of the proposed regional transportation network for the Tri-Valley. However, the northbound project was a low priority.

Current Status: Southbound interim HOV project is completed. Ultimate southbound HOV/HOT lane is under design.

Project Funding and Cost: It is anticipated that this project will be funded by sources other than the TVTDF.

Project No. A-7, I-580/Foothill/San Ramon Road Interchange Modifications

Involved Agencies: City of Dublin, City of Pleasanton, and Caltrans.

Project Type: Freeway/Arterial Interchange Modification,

Project Scope: To enhance safety and improve traffic operation at the interchange, the design of the existing four quadrant cloverleaf interchange will be modified, replacing the westbound and eastbound off loops with diagonal ramps. The two remaining off-ramps would be signalized at their intersections with the local street. In addition, the eastbound diagonal off-ramp will be widened to two lanes, and a 700-foot eastbound auxiliary lane on I-580 will be constructed.

Need/Purpose: The project is needed to ensure adequate access to and from the West Dublin-Pleasanton BART station, and mitigate the impacts of local and regional growth in housing and employment. In addition, the Pleasanton side of the freeway experiences safety issues due to off-ramp traffic weaving and merging onto Foothill Road.

This project is identified in the TVTC Strategic Expenditure Plan and in the General Plans of the City of Dublin and the City of Pleasanton.

Current Status: The improvements on the north side of I-580 (Dublin side) have been completed. The Pleasanton side to the south has not been improved.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Total	$0.00	$0.81	$0.81

Project No. A-8, I-680/Alcosta Boulevard Interchange

Involved Agencies: Caltrans and City of San Ramon.

Project Type: Freeway/Arterial Interchange Modification**.**

Project Scope: Reconstructed the southbound off ramp and added a new on-ramp at the I-680/Alcosta Boulevard interchange to improve operations at the interchange. This project closed the southbound off-ramp and built new on- and off-ramps north of Alcosta Boulevard.

Need/Purpose: This project was needed to eliminate traffic congestion in the vicinity of the interchange, and mitigate the impacts of local and regional growth in housing and employment.

Current Status: This project has been completed.

Cost Estimates and Funding: This project cost approximately $12 million and was funded by various sources, including $1.6 million in TVTDF allocations.

Project No. A-9a, Crow Canyon Road Improvements Phase 1

Involved Agencies: Alameda County.

Project Type: Arterial Road Improvement.

Project Scope: This safety improvement project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications in the vicinity of Mile Marker 2.15.

Need/Purpose: This project will increase safety for motorists traveling along this major arterial roadway between Castro Valley residents in Alameda County and San Ramon residents in Contra Costa County.

The realignment of various curves, shoulder widening, and retaining wall systems will facilitate traffic operations and reduce congestion for residents traveling between Alameda and Contra Costa Counties. Roadway improvements will reduce traffic collisions and, therefore, improve traffic flow along this roadway. The modification of this tight curve (Mile Marker 2.15) will reduce the high number of collisions, including fatalities along this congested roadway.

Current Status: Preliminary Engineering and Environmental Studies.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
STIP	$0.50		
CMA TIP	$0.45		
Prop 1-B	$3.00		
Local Alameda County	$0.60		
Total	$4.55	$15.50	$10.95

Project No. A-9b, Crow Canyon Road Improvements Phase 2

Involved Agencies: Alameda County.

Project Type: Arterial Road Improvement.

Project Scope: This safety improvement project includes roadway realignment, shoulder widening, retaining wall systems, two-way left turn lane as needed, and guardrail modifications.

Need/Purpose: This project will increase safety for motorists traveling along this major arterial roadway between Castro Valley residents in Alameda County and San Ramon residents in Contra Costa County. The realignment of various curves, shoulder widening, and retaining wall systems will facilitate traffic operations and reduce congestion for residents traveling between Alameda and Contra Costa Counties. Roadway improvements will reduce traffic collisions and, therefore, improve traffic flow along this roadway.

Current Status: Not started.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Total	$0	$32.34	$32.34

Project No. A-10a, Vasco Road Safety Improvements Phase 1

Involved Agencies: Alameda County.

Project Type: Arterial Road Improvement.

Project Scope: This project includes roadway realignment, shoulder widening, and installation of truck and bus climbing lanes and median barriers. As a result of a number of traffic collision fatalities that had occurred along this roadway, the installation of median barriers had been added to this project. This phase of the project will straighten the alignment of Vasco Road at about 1.8 miles north of the Livermore city limits to about 1.6 miles south of the Alameda/Contra Costa county line.

Need/Purpose: This project will increase safety for motorists traveling along this roadway. The realignment of Vasco Road, shoulder widening, and barrier installations will improve traffic operations and reduce congestion for residents traveling between Alameda and Contra Costa Counties. Roadway improvements will reduce traffic collisions and, therefore, improve traffic flow along this roadway. The installation of median barriers will eliminate cross-over-type collisions that resulted in fatalities in the past. The realignment of tight curves will facilitate Tri-Delta bus services between Alameda and Contra Costa Counties.

Current Status: The utility relocation phase of this project has been awarded in June 2007 and expected for completion by end of December 2007. Construction of the project will be awarded by May 2008.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Measure B	$1.50		
STIP	$4.60		
TCRP	$6.50		
Local Alameda County	$2.81		
STP/CMAQ	$3.90		
Prop 1-B	$6.00		
Fed demo	$0.80		
Total	$26.11	$30.26	$4.15

Project No. A-10b, Vasco Road Safety Improvements Phase 2

Involved Agencies: Alameda County.

Project Type: Arterial Road Improvement.

Project Scope: This phase of the Vasco Road project includes roadway realignment, shoulder widening, and installation of median barriers. This phase of the project will install median barriers along Vasco Road within Alameda County on portions of the roadway not covered by Phase 1. In addition, this phase will include shoulder widening and curve modifications, as needed.

Need/Purpose: This phase of the Vasco Road project will increase safety for motorists traveling along this roadway. The realignment of Vasco Road, shoulder widening, and barrier installations will facilitate traffic operations and reduce congestion for residents traveling between Alameda and Contra Costa Counties. Roadway improvements will reduce traffic collisions and, therefore, improve traffic flow along this roadway. Contra Costa County is working towards the installation of median barriers in the Contra Costa County portion of Vasco Road. This Phase II of Vasco Road will provide continuous median barrier protection between Contra Costa County and Phase I of the Vasco Road project. The installation of median barriers will eliminate cross-over-type collisions that resulted in fatalities in the past.

Current Status: Preliminary Engineering.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Total	$0	$25.83	$25.83

Project No. A-11, Express Bus/Bus Rapid Transit

Involved Agencies: LAVTA, City of Livermore, City of Dublin, and City of Pleasanton.

Project Type: Bus Transit.

Project Scope: Develop express bus/bus rapid transit service along I-580 corridor. Project may be completed in stages. First stage is to develop bus rapid transit along No. 10 route between Lawrence Livermore Lab and Dublin-Pleasanton BART. Future stages of express bus may be implemented after I-580 HOV lanes have been completed. Improvements include stop upgrades, passenger information systems, new rolling stock, roadway, intersection, and signalization modifications to construct queue jump lanes and provide transit priority at key intersections.

Need/Purpose: Express bus/bus rapid transit will provide the Tri-Valley with a flexible alternative to heavy rail or auto facilities. Flexibility is a benefit, allowing for changes in the access of successful employment centers. As development in and beyond the Tri-Valley continues, congestion and commute times will grow and frustrated commuters will continue to seek out alternate ways to get to work. Express bus/bus rapid transit can transport riders efficiently to job sites; and they can link people to fixed transit lines, such as BART and the Altamont Commuter Express.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Measure B	$0.30		
FTA	$4.90		
STIP	$2.00		
Local	$1.00		
Total	$8.20	$20.36	$12.16

Current Status: Initial bus rapid transit improvements along the No. 10 route are expected to be completed in 2010.

B. Additional TVTC Projects

The following projects in Table B.1 are being considered for Tri-Valley Transportation Development Fee funding, along with the projects shown in Table A.1. The Table B.1 projects were selected because they are important transportation projects to help address the impacts of growth within the Tri-Valley. While some of these projects are more sub-regional than regional in nature (e.g. Projects B-6 and B-7, they have been included such that a local jurisdiction may elect to utilize its 20 percent local share funds (as provided for in the TVTC JEPA) to implement these projects. Project scopes, cost estimates, and status have been developed based on the most recent data available.

Table B.1 Projects Proposed To Be Added To Fee Program in 2007

	Project	Total Cost	Unfunded Cost
B-1	I-580/I-680 interchange (westbound to southbound)	$705.00	$700.00
B-2	5th eastbound lane on I-580 from Santa Rita to Vasco Road	$131.30	$131.30
B-3	I-580/First Street interchange modification	$30.30	$4.20
B-4	I-580/Vasco Road interchange modification	$50.50	$14.60
B-5	I-580/Greenville Road interchange modification	$35.35	$7.77
B-6	Jack London Boulevard extension	$27.78	$3.54
B-7	El Charro Road Extension	$18.50	$5.00
B-8	Camino Tassajara widening: East Blackhawk Drive to County line	$49.43	$44.92
B-9	Danville Boulevard/Stone Valley Road I-680 Interchange Improvements	$2.70	$2.60
B-10	I-680 SB HOV lane Gap Closure, North Main to Livorna	$55.00	$36.50
B-11a	I-680 Express Bus/HOV On- and Off-Ramps	$80.00	$47.30
B-11b	I-680 Transit Corridor Improvements	$100.00	$100.00

The pages below provide details about each project, including scope, benefit, cost, and funding.

Project No. B-1, I-580/I-680 Interchange (Westbound to Southbound)

Involved Agencies: Caltrans, Alameda County Congestion Management Agency, Alameda County, City of Pleasanton, and City of Dublin.

Project Type: Freeway-freeway interchange improvements.

Project Scope: The project is located at the I-580/I-680 Interchange in Alameda County. The proposed project limits are from 1700 LF east of the Hacienda Drive Overcrossing (PM 18.50) to 2000 LF west of the San Ramon Road Overcrossing (PM 21.81) along I-580, and from the Amador Valley Boulevard Undercrossing (PM 20.73) to 3400 LF south of the Stoneridge Drive Overcrossing (PM 19.94) along I-680.

Three project alternatives have been identified as follows:

- **Alternative 1.** Provides a mixed-flow lane direct connection from westbound I-580 to southbound I-680, and a combined westbound I-580 to southbound I-680 and northbound I-680 to eastbound I-580 HOV lane direct connection. Construct an express bus lane from the East Dublin/Pleasanton BART station to eastbound I-580.
- **Alternative 2.** Provides a combined mixed-flow lane and HOV lane direct connection from westbound I-580 to southbound I-680 and a northbound I-680 to eastbound I-580 HOV lane direct connection. Construct an express bus lane from the East Dublin/Pleasanton BART station to eastbound I-580.
- **Alternative 3.** Provides a mixed-flow lane direct connection from northbound I-680 to westbound I-580, and removes the northbound I-680 to westbound I-580 loop ramp connection. Construct an express bus lane from the East Dublin/Pleasanton BART station to eastbound I-580. Alternative 3 provides a potentially fundable early phase to planned ultimate improvements to the I-580/I-680 I/C within the foreseeable future.

Need/Purpose: The purpose of the modification to the I-580/I-680 Interchange is the following:

- Improve capacity, operations, and safety on westbound I-580 between the Hacienda Drive Interchange and the I-580/I-680 interchange in the Tri-Valley area;
- Meet increasing transportation demand and enhance modal interrelationships in the corridor, which is the only major transportation corridor providing a commute route between San Francisco, Oakland, San Jose (via I-680) and the Tri-Valley (Dublin, Pleasanton, and Livermore), and growing Central Valley areas (Tracy, Stockton, and the I-5 Corridor); and
- Enhance both mixed-flow and HOV system connectivity between I-580 and I-680.

Regional connectivity and people carrying capacity are very important to the movement of passengers, goods, and freight. Some local access may be removed as part of the project in need of maintaining that regional connectivity. Specifically, current freeway agreements call for the elimination of Stoneridge Drive and I-580 connections due to the close proximity of the connections to the I-580/I-680 interchange. In addition, the movement of northbound and southbound I-680 to San Ramon Road/Foothill Road may be removed in

Alternative 3 in order to fit the proposed connections into existing and planned constraints, including pedestrian access between the new West Dublin/ Pleasanton BART station and the adjacent parking garage.

I-580 currently experiences serious congestion while carrying substantial traffic volumes through the project area during peak hours. Long-range projections indicate an increase in person trips along this freeway section associated with the continuing development within the project corridor and in the Central Valley. Travel demands and urban growth projections indicate that, if no improvements are made, unacceptable levels of service will extend for longer periods of time during peak travel periods. The No-Build alternative would continue to extend the periods of unacceptable delays and congestion, as well as perpetuate existing safety issues.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
RM2	$5.00		
Total	$5.00	$705.00	$700.00

As traffic volumes increase, per forecasted projections, traffic issues will continue to worsen and become intolerable within the foreseeable timeframe. In addition, it is critical to reduce the number of accidents that take place in the project location due to the weaving problems associated with interchange spacing. Therefore, there is a critical need to decrease existing and projected freeway congestion by improving the people-carrying capacity, as well as meeting the increasing transportation demands of route I-580 and the I-580/I-680 interchange.

Current Status: Preparation of a project study report is in progress.

Project No. B-2, Fifth Eastbound Lane on I-580 Between Santa Rita and Vasco Road

Involved Agencies: Caltrans, Alameda County Congestion Management Agency, Alameda County, City of Pleasanton, City of Dublin, and City of Livermore.

Project Type: Freeway

Project Scope: The project would construct a fifth eastbound lane on I-580 between Santa Rita Road and Vasco Road, eliminating the lane drop at Santa Rita Road. This project may be constructed in stages. Completion of eastbound auxiliary lanes between Fallon Road and Vasco Road may be an initial stage.

Need/Purpose: This project is needed to improve safety and reduce congestion on eastbound I-580 between I-680 and Vasco Road, and help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley. The existing main line lane drop on eastbound I-580 at Santa Rita Road is a bottleneck that causes significant peak-hour congestion, and results in level of service "F" conditions during the PM peak hour, with queuing that often extends back to I-680 and beyond. The Tri-Valley Triangle Study, completed in 2007, included this project as an important part of the proposed regional transportation network for the Tri-Valley. This project will reduce regional traffic volumes from local roads in Pleasanton, Dublin, and Livermore.

Current Status: The auxiliary lane components of this project between Fallon Road and Isabel Avenue and between First Street and Vasco Road are funded and will be constructed in conjunction with the I-580 eastbound HOV lane project. The cost and funding data shown below is for the remaining components. The remaining components of the project have not begun.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Total	$0.00	$131.30	$131.30

Project No. B-3, I-580/First Street Interchange Modification

Involved Agencies: City of Livermore and Caltrans.

Project Type: Freeway-arterial interchange modification.

Project Scope: This project will modify the I-580/First Street interchange, including widening the overcrossing to provide six lanes, and reconstructing the ramps to achieve a partial cloverleaf interchange design. The project would also construct segments of auxiliary lanes in the vicinity of the interchange.

Need/Purpose: This project is needed to reduce anticipated congestion at the I-580/First Street interchange, and help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley. This project is included in the Alameda Countywide Transportation Plan and the City of Livermore General Plan.

Current Status: A project study report has been completed.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Livermore TIF	$26.10		
Total	$26.10	$30.30	$4.20

Local funding provided through the City of Livermore Traffic Impact Fee program. Funding shortfall represents the proportion of project cost related to forecasted regional traffic using the interchange.

Project No. B-4, I-580/Vasco Road Interchange Modification

Involved Agencies: City of Livermore, Caltrans.

Project Type: Freeway-arterial interchange modification.

Project Scope: This project will modify the I-580/Vasco Road interchange, including widening the overcrossing to provide eight lanes, and reconstructing the ramps to achieve a modified partial cloverleaf interchange design. The project would also construct segments of auxiliary lanes in the vicinity of the interchange.

Need/Purpose: This project is needed to reduce existing and future congestion at the I-580/Vasco Road interchange, and help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley. This project would eliminate weaving and merging required under the current design that causes queuing on both I-580 and on Vasco Road. This project is included in the Alameda Countywide Transportation Plan and the City of Livermore General Plan.

Current Status: A PSR has been completed. A programmatic environmental impact report for right-of-way protection has been completed. Right-of-way acquisition is underway.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Livermore TIF	$35.90		
Total	$35.90	$50.50	$14.60

Local funding provided through the City of Livermore Traffic Impact Fee program. Funding shortfall represents the proportion of project cost related to forecast regional traffic using the interchange.

Project No. B-5, I-580/Greenville Road Interchange Modification

Involved Agencies: City of Livermore, Caltrans.

Project Type: Freeway-arterial interchange modification.

Project Scope: This project will modify the I-580/Greenville Road interchange, including widening the undercrossing to provide six lanes, and reconstructing the ramps to achieve a modified partial cloverleaf interchange design. The project would also construct segments of auxiliary lanes in the vicinity of the interchange.

Need/Purpose: This project is needed to reduce existing and future congestion at the I-580/Greenville Road interchange, and help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley. This project is included in the Alameda Countywide Transportation Plan and the City of Livermore General Plan.

Current Status: A project study report has been completed. A programmatic environmental impact report for right-of-way protection has been completed. Right-of-way acquisition is underway.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Livermore TIF	$27.58		
Total	$27.58	$35.35	$7.77

Local funding provided through the City of Livermore Traffic Impact Fee program. Funding shortfall represents the proportion of project cost related to forecast regional traffic using the interchange.

Project No. B-6, Jack London Boulevard Extension

Involved Agencies: City of Livermore.

Project Type: Arterial extension.

Project Scope: This project will extend Jack London Boulevard to El Charro Road as a four-lane arterial roadway. The project will be constructed in stages. The initial stage will be a two-lane extension. Future stages will relocate a portion of the roadway away from the Livermore Airport to its ultimate alignment on lands currently being mined for aggregate, after the quarry operations have been completed.

Need/Purpose: This project is needed to improve access to I-580 and Route 84 from the El Charro Specific Plan area, and to provide a parallel freeway reliever route south of I-580. This project will reduce congestion on I-580 between Route 84 and El Charro Road, and help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley. This project is included in the City of Livermore General Plan.

Current Status: An environmental impact report has been completed. Design and right-of-way acquisition is underway. Construction of the two-lane extension is scheduled to begin in 2008 and be completed in 2009.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Livermore TIF	$24.24		
Total	$24.24	$27.78	$3.54

Local funding provided through the City of Livermore Traffic Impact Fee program. Funding shortfall represents the proportion of project cost related to forecast regional traffic using the interchange.

Project No. B-7, El Charro Road Extension

Involved Agencies: City of Pleasanton.

Project Type: Arterial extension.

Project Scope: This project will extend El Charro Road to Stanley Boulevard as a four-lane arterial roadway.

Need/Purpose: The City of Pleasanton is linked to the City of Livermore by I-580, Stanley Boulevard, and Vineyard Avenue. These primary east-west corridors have a connecting north-south corridor in State Route 84, which runs along Livermore's western boundary, but do not have a similar connection. The purpose of this project would be to provide a link between I-580 and Stanley Boulevard to allow greater movement between the east-west corridors. This project is identified in the 1996 General Plan as a necessary circulation element to maintain the safe and efficient movement of goods and services in and around the City of Pleasanton. Currently, any connection between I-580 and Stanley Boulevard must use Santa Rita Road through Pleasanton, which is very congestion in the peak hours. The construction of this arterial will relieve congestion along Santa Rita Road, and provide greater mobility between the two Livermore/Pleasanton east-west connecting roadways.

Current Status: This roadway currently is a private roadway that extends from Busch Road to I-580. There are development plans approved to construct the northern segment of this roadway (between I-580 and Stoneridge Drive/Jack London Boulevard). The remaining roadway will continue to serve private access only.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Pleasanton TIF	$13.50		
Total	$13.50	$18.50	$5.00

Construction of the northern segment of El Charro Road is anticipated to be constructed in 2008 to 2009. The segment between Stoneridge Drive and Stanley Boulevard is dependent upon the construction timeline of the East Pleasanton Specific Plan developers. The East Side Specific Plan will be completed in 2008 to 2009. It is anticipated that the project will be constructed with the first stages of the East Side Specific Plan development.

Project No. B-8, Camino Tassajara Widening, East Blackhawk Drive to County Line

Involved Agencies: Contra Costa County.

Project Type: Arterial widening.

Project Scope: This project will widen Camino Tassajara from two to four lanes from 1,500 feet east of Blackhawk Drive to Windemere Parkway; and widen Camino Tassajara from two to six lanes from Windemere Parkway to the Contra Costa/Alameda county line.

Need/Purpose: This project will increase capacity on Camino Tassajara, and will help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley.

Current Status: Not started.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
SCC D. JEPA	$3.97		
SCC SUB-REG JEPA	$0.44		
Tass JEPA	$0.10		
Total	$4.51	$49.43	$44.92

Project No. B-9, Danville Boulevard/Stone Valley Road, I-680 Interchange Improvements

Involved Agencies: Caltrans and Contra Costa County.

Project Type: Freeway-Arterial interchange modification.

Project Scope: Widen Stone Valley Road, including the bridge over San Ramon Creek to improve access to and from the ramps to I-680. Signalize both northbound and southbound ramp intersections. Modify the Stone Valley Road/Danville Boulevard intersection to provide left-turn channelization westbound to southbound and southbound to eastbound.

Need/Purpose: The capacity of these intersections needs to be improved and upgraded to handle the projected traffic movements. This project will increase capacity and provide enhanced traffic circulation. This project will help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley.

Current Status: Not started.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Local	$0.10		
Total	$0.10	$2.70	$2.60

Project No. B-10, I-680 SB HOV Lanes, North Main to Livorna

Involved Agencies: Caltrans and Contra Costa Transportation Authority.

Project Type: Freeway,

Project Scope: Close the HOV lane gap along I-680 between North Main Street and Livorna Road in the southbound direction.

Need/Purpose: Closing this gap will provide a continuous HOV lane from the Benicia-Martinez Bridge to the Contra Costa/Alameda County line. Project is necessary to encourage carpooling and provide the necessary infrastructure for express buses in the corridor.

Current Status: A PSR is currently being completed by Caltrans. Construction is planned for 2010 to 2012 timeframe.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
RM2	$14.00		
Measure J	$4.50		
Total	$18.50	$55.00	$36.50

Project No. -11a, I-680/Norris Canyon Express Bus/Carpool On- and Off-Ramps

Involved Agencies: City of San Ramon and Contra Costa Transportation Authority.

Project Type: Freeway/Transit.

Project Scope: The project is one component of a multiple planned I-680 corridor improvements. The project will improve transit/carpool/vanpool accessibility to existing transit center located in the San Ramon Valley. The project will construct HOV/express bus on- and off-ramps at Norris Canyon Road.

Need/Purpose: The HOV project will deliver the following needed improvements to help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley:

- Improved access for express bus service, carpools, and vanpools traveling to and from the San Ramon Valley;
- Improve accessibility to regional transit network;
- Provide linkage to adjoining HOV lanes;
- Flexibility to service out-of-corridor locations; and
- Reduce traffic conflicts by decreasing the amount of weaving by HOVs entering or exiting the freeway.

Current Status: A project study report is underway and is expected to be completed by July 2008. Construction is expected to begin in 2013.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Measure J	$32.70		
Total	$32.70	$80.00	$47.30

Project No. B-11b, I-680 Transit Corridor Improvements

Involved Agencies: City of San Ramon, Town of Danville, Contra Costa County, Central Contra Costa Transit Authority, and Contra Costa Transportation Authority.

Project Type: Freeway/Transit.

Project Scope: The project will provide improvements to address congestion and/or increase people throughput along the I-680 corridor. Improvements could include additional express bus service on I-680, necessary infrastructure to encourage use of transit and reduce transit travel time, and expansion of park-and-ride lots.

Need/Purpose: The project will help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley by providing an alternative mode of transportation; improved access for express bus service, carpools, and vanpools traveling to and from the San Ramon Valley; and improved accessibility to regional transit network.

Current Status: Not started.

Project Funding and Cost:

Sources	Funding (Millions, 2006)	Cost (Millions, 2006)	Funding Shortfall (Millions, 2006)
Total	0	$100.00	$100.00

Item 6.3

TRI-VALLEY TRANSPORTATION COUNCIL

To: Tri-Valley Transportation Council (TVTC)

From: TVTC Technical Advisory Committee (TAC)

Date: January 23, 2017

Subject: TVTC Strategic Expenditure Plan 2017 Update for the Tri-Valley Transportation Development Fee

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BACKGROUND

The Tri-Valley Transportation Council Joint Exercise of Powers Agreement (JEPA) states that the TVTC shall adopt or update a Strategic Expenditure Plan (SEP) every five years. The SEP shall include a list of projects, estimated project costs, revenue estimates for the Tri-Valley Transportation Development Fee (TVTDF), a prioritization plan, and a timeline for project delivery.

In February 2011, the TVTC adopted the 2011 SEP Update. The 2011 SEP included 22 projects, separated into List A and List B, and programmed funding to 14 of these projects between Fiscal Year (FY) 10/11 and FY 19/20.

In 2014 the TVTC authorized an update to the 2011 SEP to reflect updated project schedules and budgets, development projections, fee projections, and funding allocations.

DISCUSSION

To complete the 2017 SEP Update, each of the TVTC's seven-member agencies provided project updates for the 22 projects included in the 2011 SEP. Each agency also provided updated development projections. This information was used to update the fee projections over a 10-year horizon and establish a new funding program.

The 2017 SEP Update (Exhibit A) summarizes the status of the 22 projects included in the 2011 SEP, provides updated TVTDF revenue estimates from FY 16/17 to FY 25/26, and provides an updated funding plan for the remaining projects. The following are the most notable changes to the 2017 SEP as compared with the 2011 SEP:

- Updates to various projects' names, descriptions, status, phasing, schedules, cost estimates, and funding sources.
- Updates to project sponsor, lead agency, or other involved parties as follows:
  - Project A2a (SR84 Expressway): added City of Pleasanton as a project sponsor
  - Project B2 (Fifth Eastbound Lane on I-580):

        - added City of Livermore as a project sponsor
        - removed Alameda County Transportation Commission as lead agency
    - Project B8 (Camino Tassajara/Tassajara Road Widening): added City of Dublin as a project sponsor and a lead agency
    - Project B11a (I-680 HOV Direct Access Ramps):
        - changed lead agency from TRANSPAC to Contra Costa County Transportation Commission (CCTA)
        - changed other involved parties from CCTA to Caltrans
    - Project B11b (I-680 Transit Corridor Improvements): removed CCTA from list of other involved parties
- Updates the project limits for Project B-8 (Camino Tassajara/Tassajara Road Widening) to include the portion of the project in Alameda County and the City of Dublin. The updated project limits include improvements that were included in the 2008 Nexus study traffic demand model network but were not added to the TVTC project description in 2008. This project, therefore was analyzed as part of the Nexus study and satisfies findings from the 2008 Nexus Report.
- Removes Project B11a (I-680 Express Bus/HOV On-and Off- Ramps) at the request of the City of San Ramon (Attachment 2)
- Updates development projections, fee projections, and funding allocations (as discussed below).

<u>Development and Fee Projections</u>

The 2017 SEP reflects an update to Tri-Valley development projections. TVTC member agencies provided updated land use forecast data to derive a composite land use forecast from FY 15/16 through FY25/26. The Tri-Valley is expected to add more than approximately 13,000 dwelling units and five million square feet of non-residential development by 2026. Using the existing fee schedule and the updated land use forecasts, approximately $61.1 million in TVTDF revenue is expected in the upcoming 10-year horizon.

<u>Programming of Funds</u>

Of the $61.1 million anticipated TVTDF revenue, 20% is “return to local source” funds and 1% is programmed to TVTC administration. Therefore, $48.27 million is available to fund projects. Additionally, as of June 30, 2016 there was a fund balance of $2.29 million, resulting in $50.56 million available to fund projects. Given that no new projects can be added until the next Nexus Study is completed (in five years), the TVTC is charged with programming the anticipated TVTDF Funds to projects currently identified in the 2011 SEP.

In October 2016 the TAC presented a proposed programming schedule to the Finance Subcommittee for review (Table 5 of the 2017 SEP Update). The Finance Subcommittee concurred with the TAC’s recommendations. The following summarizes the programming schedule methodology and recommendations:

- The TAC and Finance Subcommittee recommend carrying forward $39.10 million in funding commitments from the 2011 SEP that have not yet been disbursed. Therefore, of the $50.56

million available to fund projects, $11.46 million of new funding is available to program to projects.

- The TAC considered multiple methods to distribute the $11.46 million, and recommends funding projects that meet the following:

  A. Only fund projects moving forward in the ten-year SEP horizon
  B. Only fund projects with TVTDF Funds less than 10% of the total project budget
  C. Consider project readiness, project funding, and project effectiveness when establishing funding proprieties, as required by the JEPA

  The following seven projects are expected to move forward in the ten-year SEP horizon and TVTDF Funds comprise less than 10% of the total project budget:

  1. A-2a: Route 84 Expressway I-580 to I-680
  2. A-11: Express Bus/Bus Rapid Transit "Phase 2"
  3. B-1: I-580/I-680 Interchange (westbound to southbound)
  4. B-4: I-580/Vasco Road Interchange Modification
  5. B-8: Camino Tassajara/Tassajara Road Widening (Widening Project)
  6. B-10: I-680 Southbound HOV Lane Gap Closure, North Main to Rudgear Road
  7. B-11b: I-680 Transit Corridor Improvements

  The TAC and Finance Subcommittee recommend programming $1 million to each of the seven projects with the exception of redistributing funds from project B8 Widening to B8 Safety per the project sponsor’s request.

- For the remaining $4.46 million, the TAC then evaluated and ranked the seven projects based on the following criteria as stated by the TVTC JEPA and as done with the 2011 SEP:

  - Project Readiness
  - Project Funding
  - Project Effectiveness

  The TAC identified the following top four ranked projects:

  1. A-2a: Route 84 Expressway I-580 to I-680
  2. B-4: I-580/Vasco Road Interchange Modification
  3. B-8: Camino Tassajara/Tassajara Road Widening (Widening Project)
  4. B-10: I-680 Southbound HOV Lane Gap Closure, North Main to Rudgear Road

  The TAC and the Finance Subcommittee recommend programming $1 million to each of the four top ranked projects with the exception of redistributing funds from projects B10 to B11b and from B8 Widening to B8 Safety per the project sponsor’s requests.

- The TAC and the Finance Subcommittee propose the remaining $0.46 million be set aside for reserves.

- The TAC recommended programming funds based on their anticipated availability and in coordination with each project's updated schedule. The proposed 10-year programming plan is shown in Table 5 of the 2017 SEP Update. The SEP Finance Subcommittee concurred with these recommendations in October 2016.

RECOMMENDATION

The TVTC TAC recommends the TVTC adopt a resolution adopting the TVTC SEP 2017 Update for the Tri-Valley Transportation Development Fee.

ATTACHMENTS

1. Resolution 2017-02

   Resolution 2017-02 Exhibit A: Tri-Valley Transportation Council Strategic Expenditure Plan 2017 Update for the Tri-Valley Transportation Development Fee

2. Letter from City of San Ramon withdrawing support from Project B11a – Interstation 680 Direct Access Ramp Project

Attachment 1

TRI-VALLEY TRANSPORTATION COUNCIL
RESOLUTION NO. 2017-02

A RESOLUTION ADOPTING THE TRI-VALLEY TRANSPORTATION COUNCIL STRATEGIC EXPENDITURE PLAN (SEP) 2017 UPDATE FOR THE TRI-VALLEY TRANSPORTATION DEVELOPMENT FEE

WHEREAS, on January 28, 2008, the Tri-Valley Transportation Council (TVTC) adopted the findings of the Tri-Valley Transportation Council Nexus Study Fee Update ("Study"); and

WHEREAS, the Study considered the following projects (“Projects”) and the number of trips generated by each of the land use types and determined the Maximum Fee Rate for each of the land uses:

Projects from Table 4.1, Exhibit A of the Study:

A-2a	Route 84 Expressway 1-580 to I-680
A-2b	Isabel Route 84/I-580 Interchange
A-3	1-680 Auxiliary Lanes
A-5a	I-580 HOV Lane Eastbound
A-5b	I-580 HOV Lane Westbound
A-7	I-580/Foothill/San Ramon Road Interchange
A-9a	Crow Canyon Road Improvements Phase 1
A-9b	Crow Canyon Road Improvements Phase 2
A-10a	Vasco Road Safety Improvements Phase 1
A-10b	Vasco Road Safety Improvements Phase 2
A-11	Express Bus/Bus Rapid Transit

Projects from Table 4.2, Exhibit B of the Study:

B-1	I-580/I-680 interchange (westbound to southbound)
B-2	5th eastbound lane on I-580 from Santa Rita to Vasco Road
B-3	I-580/First Street interchange modification
B-4	I-580/Vasco Road interchange modification
B-5	I-580/Greenville Road interchange modification
B-6	Jack London Boulevard extension
B-7	El Charro Road Extension
B-8	Camino Tassajara widening: East Blackhawk Drive to County line
B-10	I-680 SB HOV lane Gap Closure, Livorna to North Main
B-11b	I-680 Transit Corridor Improvements

WHEREAS, the Projects listed above reflects the removal of the Danville Boulevard/Stone Valley Road I-680 Interchange Improvement project at the request of Contra Costa County at the June 30, 2008 TVTC meeting; and

WHEREAS, the Projects listed above reflects the removal of the I-680 Express Bus/HOV On-and Off- Ramps project at the request of the City of San Ramon per a March 23, 2016 letter; and

WHEREAS, in November 2015, the TVTC conducted a validation review of the 2008 Nexus Study and determined that a reasonable relationship between the unexpended fees and the purpose for which those fees were collected remains valid; and

WHEREAS, on January 23, 2017 the TVTC adopted a resolution adopting the Validation Review of the 2008 Nexus Study and made the required findings; and

WHEREAS, the TVTC last adopted the Strategic Expenditure Plan ("SEP") Update pursuant to Resolution No. 2011-02; and

WHEREAS, Section 8(a) of the Joint Exercise of Power Agreement establishing the TVTC ("JEPA") requires the TVTC to adopt or update the SEP every five years and such update must include a list of projects, the estimated project cost of each project, revenue estimates for the TVTC Development Fee ("TVTDF"), as well as a prioritization plan and a timeline for project delivery; and

WHEREAS, in accordance with the requirements of Section 8(a) of the JEPA, the TVTC prepared a SEP 2017 Update for the Tri-Valley Transportation Development Fee ("Update"), attached hereto and incorporated herein as Exhibit A; and

WHEREAS, the SEP 2017 Update includes minor revisions to Project information including updated Project names, descriptions, status, phasing, schedules, cost estimates, and funding sources; and

WHEREAS, the SEP 2017 Update includes estimated revenues from the TVTDF over a 10-year horizon and provides a funding plan for the remaining Projects yet to be completed.

NOW THEREFORE BE IT RESOLVED THAT the Tri-Valley Transportation Council adopts the Strategic Expenditure Plan 2017 Update, attached hereto and incorporated herein as Exhibit A.

PASSED, APPROVED, AND ADOPTED at the meeting of January 23, 2017 by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

____

Steven Spedowfski, Chair
Tri-Valley Transportation Council

ATTEST:

____
Debbie Bell, TVTC Administrative Staff

EXHIBIT A
STRATEGIC EXPENDITURE PLAN 2017 UPDATE

TRI-VALLEY TRANSPORTATION COUNCIL STRATEGIC EXPENDITURE PLAN 2017 UPDATE

For the Tri-Valley Transportation Development Fee

TVTC MEMBER AGENCIES

IN ASSOCIATION WITH

JANUARY 23, 2017 | FINAL REPORT

Prepared By:

Contents

Tables

ACRONYM LIST

ABAG	Association of Bay Area Governments
Alameda CTC	Alameda County Transportation Commission
BART	Bay Area Rapid Transit
BRT	Bus Rapid Transit
CCTA	Contra Costa Transportation Authority
CHP	California Highway Patrol
CTC	California Transportation Commission
EIR	Environmental Impact Report
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
I-580	Interstate 580
I-680	Interstate 680
JEPA	Joint Exercise of Powers Agreement
JPA	Joint Power Agreement
LAVTA	Livermore Amador Valley Transit Authority
MTC	Metropolitan Transportation Commission
PM	Post Mile
PSR	Project Study Report
PSR-PDS	Project Study Report-Project Development Support
RRS	Routes of Regional Significance
SEP	Strategic Expenditure Plan
SHOPP	State Highway Operation Protection Program
SR 84	State Route 84
STIP	State Transportation Improvement Program
SWAT	Southwest Area Transportation
TAC	Technical Advisory Committee
TBD	To Be Determined
TEP	Transportation Expenditure Plan
TIF	Transportation Improvement Fee
TRANSPAC	Transportation Partnership and Cooperation
TSP	Transit Signal Priority
TVTC	Tri-Valley Transportation Council
TVTDF	Tri-Valley Transportation Development Fee
TVTP/AP	Tri-Valley Transportation Plan/Action Plan

CHAPTER 1: INTRODUCTION

BACKGROUND AND HISTORY

In 1991, the seven jurisdictions of Alameda County, Contra Costa County, Dublin, Pleasanton, Livermore, Danville, and San Ramon signed a Joint Powers Agreement (JPA) that established the Tri-Valley Transportation Council (TVTC). The purpose of the JPA was for the joint preparation of a Tri-Valley Transportation Plan/Action Plan (TVTC/AP) for Routes of Regional Significance (RRS) and cost sharing of recommended improvements. The TVTC/AP was prepared and presented to all member jurisdictions in April 1995, and updated in 2000. The TVTC/AP created a common understanding and agreement on the Tri-Valley's transportation concerns regarding prioritizing projects for funding and implementation.

In addition to the project priorities, the TVTC/AP also recommended the development of a Tri-Valley Transportation Development Fee (Fee or TVTDF) to allocate a fair share of regional infrastructure cost to go towards new development. The nexus study for the fee program, completed in 1995, justified allocating the unfunded cost needed to complete all of the 11 projects identified in the TVTC/AP to new development. The TVTC, however, recommended scaling back by roughly two-thirds the total amount the fee program would collect from the maximum funding needed. The TVTC and its member jurisdictions subsequently created and adopted the TVTDF in 1998 through a Joint Exercise of Powers Agreement (JEPA). The original Strategic Expenditure Plan (SEP) was adopted in 1999.

The JEPA called for a periodic update of the fee program to reflect any significant changes in population growth, project status, and other conditions that would require revisions to the fee program. Since 1995, there had been substantial changes in the funding, planning, and traffic setting in which the TVTDF was originally developed. New funding sources were established; the TVTC/AP was updated in 2000; projects were completed, project schedules and/or funding plans shifted, traffic patterns changed; and new regional transportation projects were identified through various traffic studies. The TVTC responded to these changes by directing the Technical Advisory Committee (TAC) to conduct a new fee nexus study to update the fee, and potentially the project list.

Completed and adopted in early 2008, the TVTC Nexus Study: Fee Update ("2008 Nexus Study") identified 22 projects that the TVTC elected for eligibility to receive funding from the TVTDF. The first 11 projects were adopted into the original program in 1995. The second set of 11, were new projects that were included in the 2008 Nexus Study. The travel demand modeling documented in the 2008 Nexus Study projected that these projects would reduce the congestion created by new development within the Tri-Valley.

A revised fee structure was released by TVTC for consideration by each member agency in late 2008. While each member agency communicated support for the revised fee structure, it was not approved by all member agencies pending preparation and approval of a corresponding SEP. A TVTC SEP Subcommittee was therefore formed to commence preparation of an SEP.

To facilitate the progress of existing projects while an update to the SEP was underway, an Interim Funding Plan was approved by TVTC in April 2010. The Interim Funding Plan matched the programmed amounts and priorities established in the 2004 SEP Update. It also included a revised disbursement timeline to reflect the current Joint TVTDF account balance and projected fee collections over the next five years—which reaffirmed TVTC's commitment to high priority projects.

PREVIOUS SEP UPDATE

In 2011, an update to the SEP incorporated estimated TVTDF revenues over a 10-year horizon. The SEP 2011 Update recommended allocating funding to all of projects on List A and several projects on List B, at an approximate total of $60 million between FY10/11 and FY 19/20. The TVTC SEP 2011 Update was adopted on February 10, 2011.

RECENT ACTIONS AND CURRENT SEP UPDATE

In October 2013, TVTC signed a Joint Exercise of Powers Agreement comprised of seven member agencies: the County of Alameda, the County of Contra Costa, the City of Livermore, the City of Pleasanton, the City of San Ramon, the City of Dublin, and the Town of Danville. The purpose of this agreement was to establish the TVTC as a separate agency that is responsible for planning, coordinating, and receiving disbursement of traffic impact fee revenues from member agencies to help implement transportation improvement projects within the Tri-Valley Area. One of the primary duties of the TVTC is the preparation of a TVTP/AP and cost sharing of recommended improvements. As previously noted, the TVTCP/AP was prepared and presented to all member jurisdictions in April 1995. The TVTP/AP has been subsequently updated in 2004, 2009, and 2013.

In November 2015 a review of the 2008 Nexus Study was conducted to determine if a reasonable relationship between the unexpended fees and the purpose for which those fees were collected remain valid. This comparison analyzed the 2008 Nexus Study Fee Update with current traffic conditions, forecasted growth, and project updates and found that the unexpended fees and the purpose of which those fees were collected remains valid[1]. The comparison also identified a number of conditions that have changed since the completion of the 2008 Nexus Study. Growth projections are lower in recent forecasts than at the time of the 2008 Nexus Study. This translates to lower trip generation from new development. In addition, a number of the projects in the Nexus Study have been completed or had a change in project description or cost estimate. However, due to inflation and updated cost estimates, the total unfunded project cost has only decreased by 9 percent. This minor decrease in unfunded cost, paired with a decrease in expected new peak hour trips to which the fee will be applied means that the maximum fee determined in the 2008 Nexus Study would be higher in an updated calculation.

The TVTC has elected to set the fee amount well below the maximum allowable fee justified by the Nexus Study. Since the fee is below the Nexus Fee maximum amount, it can be safely presumed that the current fee is well below a revised Nexus Fee maximum amount that would be calculated based on current project costs and projected growth. Given that the TVTC has never collected a fee greater than 35% of the maximum allowable fee, a revised Nexus Fee can be assumed to be well under the maximum allowable amount. Therefore, a reasonable nexus remains valid for the existing fee level, despite the lower current growth projections.

This report constitutes the 2017 SEP Update and incorporates and builds upon the updated project descriptions, funding programs, and progression of the TVTDF over the last six years. Some of the transportation improvement projects on the original list have been completed, and schedules and funding for others have changed.

This report summarizes the status of the 22 projects listed in the 2008 Nexus Study, estimates revenues from the TVTDF over a 10-year horizon, and provides a funding plan for the remaining projects. Adoption

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[1] Kimley-Horn. *Validation Review of the 2008 Nexus Study*. Nov 2015.

of the SEP requires approval by a supermajority of the TVTC. The proposed 10-year funding allocations and project disbursements were approved by the SEP Finance Subcommittee in October 2016 prior to full review and adoption by the TVTC Board in January 2017.

CHAPTER 2: PROJECT DESCRIPTIONS

This section includes project summaries for each of the 22 projects identified in the 2008 Nexus Study. The summaries are based on information obtained from various member agencies acting as project sponsors and include a project description, phasing details, funding sources, schedule, and status. The 22 projects are categorized in two lists, “A” and “B,” representing the original 11 projects and the 11 projects included in the 2008 Nexus Study, respectively, as discussed below.

LIST A

- A-1 Interstate 580 (I-580)/Interstate 680 (I-680) Interchange (southbound to eastbound) – completed, therefore not considered for further funding
- A-2a State Route 84 (SR 84) Expressway (I-580 to I-680)
- A-2b SR 84/I-580 Interchange
- A-3 I-680 Auxiliary Lanes (Segment 2) – completed, therefore not considered for further funding
- A-4 West Dublin/Pleasanton Bay Area Rapid Transit (BART) Station – completed, therefore not considered for further funding
- A-5a I-580 Eastbound Auxiliary Lane – completed, therefore not considered for further funding
- A-5b I-580 High Occupancy Vehicle (HOV) Lane Westbound – completed, therefore not considered for further funding
- A-6 I-680 HOV Lanes, SR 84 to Top of Sunol Grade – southbound completed, northbound not considered for funding
- A-7 I-580/Foothill Road/San Ramon Road Interchange Modifications – completed, therefore not considered for further funding
- A-8 I-680/Alcosta Boulevard Interchange – completed, therefore not considered for further funding
- A-9a Crow Canyon Road Improvements Phase 1
- A-9b Crow Canyon Road Improvements Phase 2
- A-10a Vasco Road Safety Improvements Phase 1
- A-10b Vasco Road Safety Improvements Phase 2
- A-11 Express Bus/Bus Rapid Transit (BRT) – Phase 2

LIST B

- B-1 I-580/I-680 Interchange (westbound to southbound)
- B-2 Fifth Eastbound Lane on I-580 from Santa Rita Road to Vasco Road
- B-3 I-580/First Street Interchange Modification
- B-4 I-580/Vasco Road Interchange Modification
- B-5 I-580/Greenville Road Interchange Modification
- B-6 Jack London Boulevard Extension
- B-7 El Charro Road Extension (Stoneridge Drive/Jack London Boulevard to Stanley Boulevard)
- B-8 Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive)
- B-9 Danville Boulevard/Stone Valley Road I-680 Interchange Improvements – removed from project list and no longer considered for funding
- B-10 I-680 Southbound HOV Lane Gap Closure (North Main Street to Rudgear Road)
- B-11a I-680 HOV Direct Access Ramps – removed from project list and no longer considered for funding
- B-11b I-680 Transit Corridor Improvements

A-1. I-580/I-680 INTERCHANGE (SOUTHBOUND TO EASTBOUND)

TVTC PROJECT SPONSOR

Alameda County

LEAD AGENCY

Caltrans

PROJECT DESCRIPTION

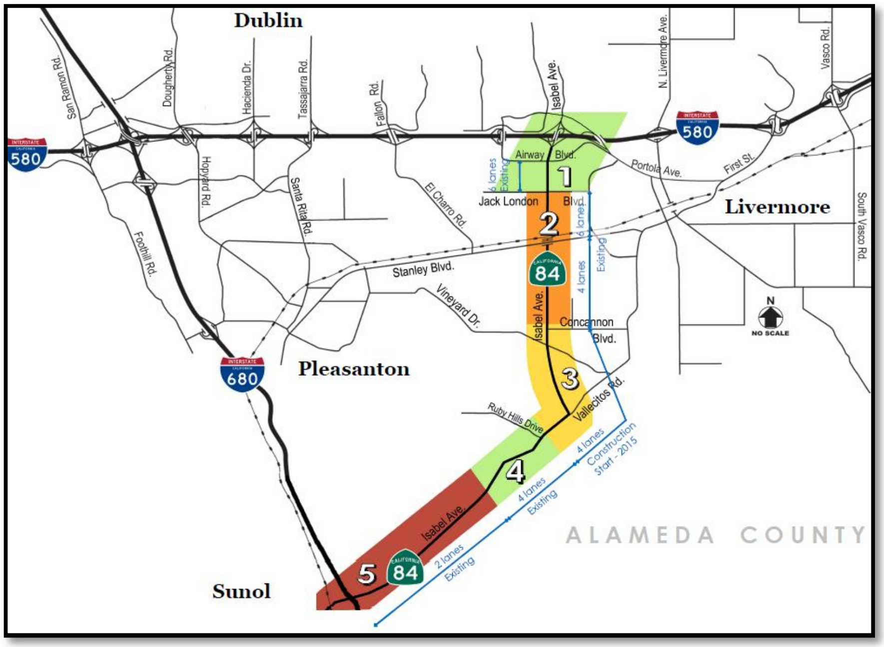
Project A-1 was located at the I-580 and I-680 interchange. The project constructed the southbound to eastbound flyover, northbound to eastbound direct connector, southbound on- and off- loop ramps, and a northbound on-ramp.

The project was needed to improve safety and reduce congestion on southbound and northbound I-680 near I-580, and mitigate the impacts of local and regional growth in housing and employment. This project was approved by the voters of Alameda County, as a portion of the Measure B sales tax program.

STATUS

This project has been completed.

A-2A. SR 84 EXPRESSWAY (I-580 TO I-680)



TVTC PROJECT SPONSOR

City of Livermore, City of Pleasanton

LEAD AGENCY

Alameda County Transportation Commission (Alameda CTC)

PROJECT DESCRIPTION *(UPDATED SPRING 2016)*

Project A-2a is located along SR 84 between I-580 and I-680 in Livermore and Pleasanton. The project will widen and reconstruct SR 84 to expressway standards. The ultimate configuration is expected to consist of six lanes from I-580 to Stanley Boulevard and four lanes from Stanley Boulevard to I-680.

The project has been segmented into five primary sections:

- Segment 1 (I-580 to Jack London Boulevard) – widening and Phase I of the I-580/SR 84 Interchange project (Project A-2b).
- Segment 2 (Jack London Boulevard to a point roughly halfway between Concannon Boulevard and Stanley Boulevard) – widening existing configuration from two lanes to four lanes and from four lanes to six lanes.
- Segment 3 (Halfway between Concannon Boulevard and Stanley Boulevard to Ruby Hill Drive) – widening from two lanes to four lanes.
- Segment 4 (Ruby Hill Drive to Pigeon Pass) – straightening the roadway alignments and adding truck climbing lanes.
- Segment 5 (Pigeon Pass to I-680) – widening the roadway from two lanes to four lanes and improvements at the SR 84/I-680 interchange.

STATUS

A Project Study Report (PSR) of the entire route was completed in 2002 and was funded through a $1 Million allocation of TVTDF funds.

Segment 1

Segment 1 improvements cost $113 Million with funding from Alameda CTC's 2000 Measure B, State bond, and local and federal funds. <u>Improvements were completed and opened to traffic in March 2012.</u>

Segment 2

Segment 2 improvements cost $36 Million with funding from Alameda CTC's 2000 Measure B, State bond, and local funds. <u>Improvements were completed and opened to traffic in June 2014.</u>

Segment 3

In March 2015, the California Transportation Commission (CTC) approved the allocation of $47 Million in State Transportation Improvement Program (STIP) funds to construct improvements for Segment 3. Caltrans awarded the construction contract in September 2015, and construction activities are currently underway. Construction is anticipated to be completed by the end of 2017. $10 Million in TVTDF Funding was spent on this project. Segment 3 improvements also include the Isabel Avenue/Vallecitos Road intersection realignment, which was completed in 2008 and was funded with $2.3 Million of TVTDF 20% funds.

Segment 4

Segment 4 improvements cost $32 Million with funding from State Highway Operation Protection Program (SHOPP) funds. <u>Improvements were completed and opened to traffic in October 2008.</u>

Segment 5

Traffic operations analysis, preliminary engineering, and environmental technical studies for Segment 5 began in Spring of 2015, and will be completed in early 2018. $2.94 Million in TVTD Funding was spent on this effort. Design is anticipated to begin in Summer of 2018 and completed by early 2021. Construction is anticipated to begin in 2021 and completed by 2023. Funding for this segment includes an additional $12 Million from TVTC, $122 Million from Alameda CTC's Measure BB, and $1 Million from Alameda CTC's Measure B.

PHASING AND SCHEDULE

Project A-2a will be constructed in five segments. Below is the schedule for each segment.

- Segment 1 – Completed and opened to traffic in March 2012
- Segment 2 – Completed and opened to traffic in June 2014.
- Segment 3 – Construction activities are in progress and expected to be completed in 2017.
- Segment 4 – Completed and opened to traffic in October 2008.
- Segment 5 – Preliminary engineering and environmental technical studies began in Spring of 2015, with anticipated completion in early 2018. Construction anticipated in 2021.

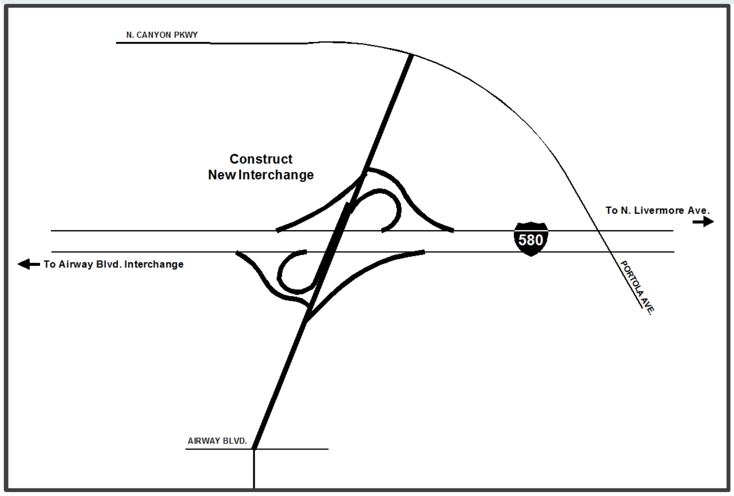
Segment 3:

Cost (Millions, 2015)	**$105.40**
Funding (Millions, 2015)	
Measure B	$34.87
Measure BB	$10.00
State	$47.03
Local (CMA-TIP)	$2.00
Local (City)	$1.50
TVTDF	$10.00
Total Funding (Millions, 2015)	**$105.40**
Total Funding Shortfall (Millions, 2015)	**$0.00**

Segment 5:

Cost (Millions, 2015)	**$220.00**
Funding (Millions, 2015)	
Measure B	$1.00
Measure BB	$122.00
TVTDF	$14.94
Total Funding (Millions, 2015)	**$137.94**
Total Funding Shortfall (Millions, 2015)	**$82.06**

A-2B. SR 84/I-580 INTERCHANGE



TVTC PROJECT SPONSOR

City of Livermore

LEAD AGENCY

Caltrans and City of Livermore

PROJECT DESCRIPTION *(UPDATED SPRING 2016)*

Project A-2b is located in Livermore, at the intersection of I-580 and Isabel Avenue including Portal Avenue.

The project consists of two phases:

- Phase 1 – The Isabel Avenue Interchange project which included replacing the I-580/Portola Avenue interchange with the I-580/Isabel Avenue-SR 84 interchange. Phase I also included realignment of Isabel Avenue and the realignment and extension of Portola Avenue from East Airway Boulevard to Isabel Avenue.
- Phase 2 – The ultimate improvements at the I-580/Isabel Avenue-SR 84 Interchange are to provide six lanes over I-580 at the Isabel Avenue-SR 84 Interchange and four lanes over I-580 at the Portola Avenue overcrossing.

STATUS

A programmatic environmental assessment and right-of-way acquisition is complete.

Phase 1

Construction of Phase I of the project was completed in March 2012.

Phase 2

Conceptual design is approved. Project development activities are anticipated to begin in 2023.

PHASING AND SCHEDULE

The project is expected to be constructed in the following stages:

- Phase 1 – Completed and opened to traffic in March 2012.
- Phase 2 – Project development to begin in 2023.

Phase 2:

Cost (Millions, 2015)	**$35.70**
Funding (Millions, 2015)	
Measure BB	$0.05
Livermore Traffic Impact Fee (TIF)	$20.45
TVTDF	$5.15
Total Funding (Millions, 2015)	**$25.65**
Total Funding Shortfall (Millions, 2015)	**$10.05**

A-3. I-680 AUXILIARY LANES (SEGMENT 2)

TVTC PROJECT SPONSOR

Town of Danville

LEAD AGENCY

Contra Costa Transportation Authority (CCTA)

PROJECT DESCRIPTION

Project A-3 was located along I-680 in Danville and constructed auxiliary lanes in both directions between Crow Canyon Road in San Ramon and Sycamore Valley Road in Danville. The project was the last segment of auxiliary lanes in both directions of I-680 between Bollinger Canyon Road in San Ramon and Diablo Road in Danville.

STATUS

This project has been completed.

A-4. WEST DUBLIN/PLEASANTON BART STATION

TVTC PROJECT SPONSOR

City of Dublin, City of Pleasanton

LEAD AGENCY

BART

PROJECT DESCRIPTION

Project A-4 was located in Dublin and Pleasanton and constructed the West Dublin/Pleasanton BART station and related transit improvements. The project was a joint public and private venture to build a station on the active BART line in the median of I-580. The related transit improvements were located on both the north (Dublin) and south (Pleasanton) sides of the freeway on property owned by BART and included patron parking garages, passenger pick-up and drop-offs, and bus drop-offs.

STATUS

This project has been completed.

A-5A. I-580 EASTBOUND AUXILIARY LANE

TVTC PROJECT SPONSOR

City of Pleasanton

LEAD AGENCY

Alameda CTC

PROJECT DESCRIPTION

Project A-5a was located along eastbound I-580 from Hacienda Drive in Pleasanton and Greenville Road in Livermore. The project constructed eastbound auxiliary lanes between Isabel Avenue and North Livermore Avenue and between North Livermore Avenue and First Street in Livermore. In addition, the project included widening two eastbound bridges at Arroyo-Los Positas Road and adding final asphalt concrete pavement across all lanes in the eastbound direction from Hacienda Drive to Greenville Road.

STATUS

This project has been completed.

A-5B. I-580 HOV LANE WESTBOUND

TVTC PROJECT SPONSOR

City of Pleasanton

LEAD AGENCY

Alameda CTC

PROJECT DESCRIPTION

Project A-5b was located along westbound I-580 from Greenville Road in Livermore to Foothill Road overcrossing in Dublin and Pleasanton. The project constructed westbound HOV lanes and rehabilitated existing pavement.

The project increased capacity, safety, and efficiency for commuters and freight along the primary trade corridor connecting the Bay Area with the Central Valley.

The project was completed in two segments:

- East Segment – Greenville Road overcrossing to Isabel Avenue in Livermore
- West Segment – Isabel Avenue to Foothill Road overcrossing

STATUS

This project has been completed.

A-6. I-680 HOV LANES, SR 84 TO TOP OF SUNOL GRADE

TVTC PROJECT SPONSOR

City of Pleasanton

LEAD AGENCY

Caltrans and Alameda CTC

PROJECT DESCRIPTION

Project A-6 was located along southbound I-680 between SR-84 and the top of the Sunol Grade. The project constructed HOV lanes along approximately a 3.5-mile segment of I-680.

STATUS

The southbound interim HOV project is completed. Ultimate southbound HOV/(High Occupancy Tolling (HOT) lane is under design.

A-7. I-580/FOOTHILL ROAD/SAN RAMON ROAD INTERCHANGE MODIFICATIONS

TVTC PROJECT SPONSOR

City of Pleasanton

LEAD AGENCY

Caltrans

PROJECT DESCRIPTION

Project A-7 was located at the intersection of the I-580 ramps and Foothill Road in Pleasanton. The project constructed improvements to improve intersection operations and safety. The project modified the intersection to remove the direct eastbound to southbound connection and eastbound to northbound loop connection so that it terminates into a "T" style signalized intersection at Foothill Road just south of the Foothill Road Bridge.

STATUS

This project has been completed.

A-8. I-680/ALCOSTA BOULEVARD INTERCHANGE

TVTC PROJECT SPONSOR

City of San Ramon

LEAD AGENCY

Caltrans

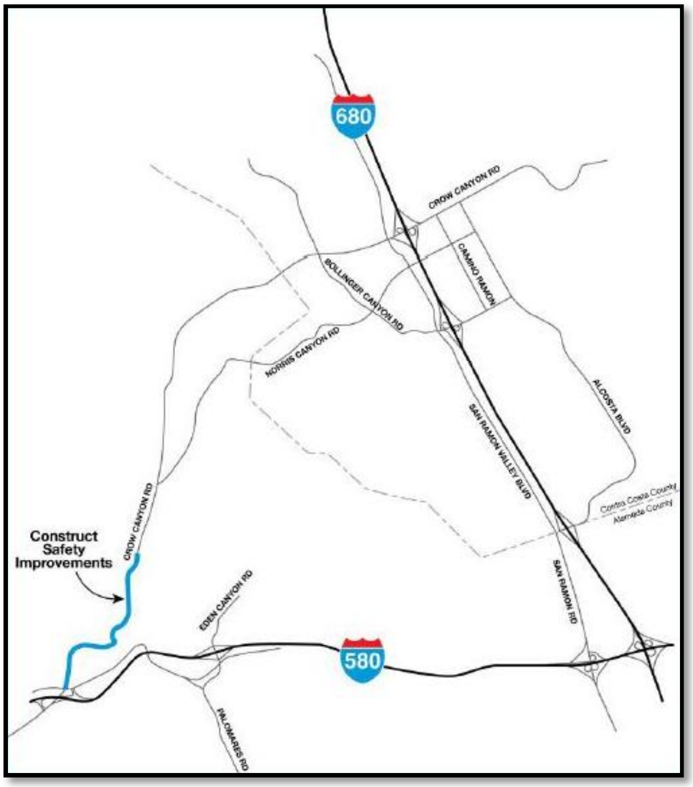
PROJECT DESCRIPTION

Project A-8 was located at the I-680/Alcosta Boulevard interchange in San Ramon. The project reconstructed the southbound off-ramp and added a new on-ramp to improve operations at the interchange. This project closed the southbound off-ramp and built new on- and off-ramps north of Alcosta Boulevard.

STATUS

This project has been completed.

A-9A. CROW CANYON ROAD IMPROVEMENTS PHASE 1



TVTC PROJECT SPONSOR

Alameda County

LEAD AGENCY

Alameda County

PROJECT DESCRIPTION
(UPDATED SPRING 2016)

Project A-9a is located along Crow Canyon Road between E. Castro Valley Boulevard and the Alameda/Contra Costa County line.

Project A-9a is Phase 1 of a two-phase safety improvement project along Crow Canyon Road. Please refer to Project A-9b for details on Phase 2.

Phase 1 safety improvements include speed feedback signs, shoulder widening, California Highway Patrol (CHP) enforcement areas, and guard rail modifications.

Overall, the short-term safety improvements will facilitate traffic safety and operations, while reducing congestion for residents traveling between Alameda and Contra Costa Counties.

STATUS

The project is currently in the Preliminary Engineering/Environmental Studies stage.

PHASING AND SCHEDULE

Construction of Phase 1 is expected to begin by 2019.

COST ESTIMATE AND FUNDING SOURCES

Cost (Millions, 2015)	**$9.00**
Funding (Millions, 2015)	
CMA TIP	$0.45
Local Alameda County	$0.45
TVTDF	$1.55
Total Funding (Millions, 2015)	**$2.45**
Total Funding Shortfall (Millions, 2015)	**$6.55**

A-9B. CROW CANYON ROAD IMPROVEMENTS PHASE 2

TVTC PROJECT SPONSOR

Alameda County

LEAD AGENCY

Alameda County

PROJECT DESCRIPTION
(UPDATED SPRING 2016)

Project A-9b is located along Crow Canyon Road between E. Castro Valley Boulevard and the Alameda/Contra Costa County Line.

Project A-9b is Phase 2 of the two-phase safety improvement project along Crow Canyon Road. Please refer to Project A-9a for details on Phase 1.

Phase 2 safety improvements include roadway realignment, shoulder widening, roundabouts, two-way left turn lanes (as needed), and tunnels at post mile (PM) 2.15.

This project will increase safety for motorists traveling along this major arterial roadway between Castro Valley in Alameda County and San Ramon in Contra Costa County. The realignment of various curves, shoulder widening, and tunnels at PM 2.15 will facilitate improved traffic operations and reduce congestion for residents traveling between Alameda and Contra Costa Counties.

STATUS

This project is in the scoping stage. Construction is expected to begin after completion of Phase 1 (Project A-9a).

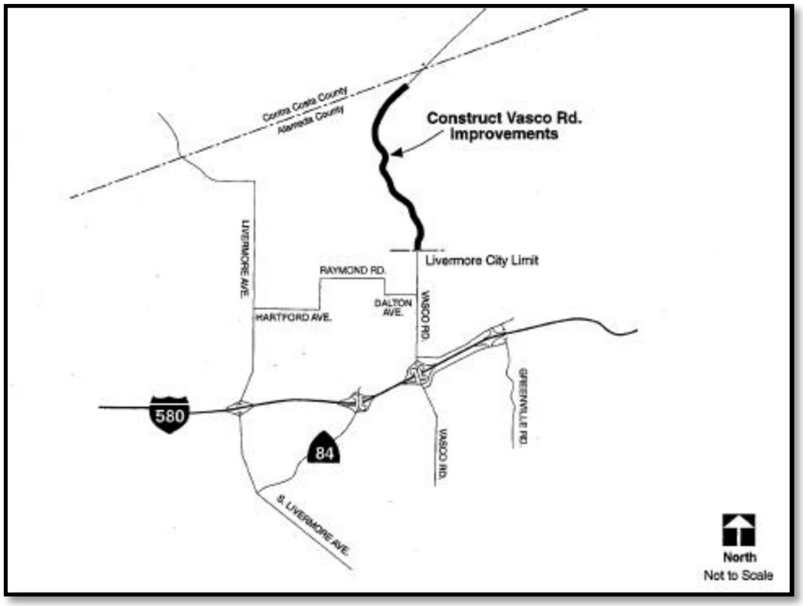
PHASING AND SCHEDULE

Phasing and schedule have not yet been determined.

COST ESTIMATE AND FUNDING SOURCES

Cost (Millions, 2015)	**$48.65**
Funding (Millions, 2015)	
TVTDF	$1.69
Total Funding (Millions, 2015)	**$1.69**
Total Funding Shortfall (Millions, 2015)	**$46.96**

A-10A. VASCO ROAD SAFETY IMPROVEMENTS PHASE 1



TVTC PROJECT SPONSOR

Alameda County

LEAD AGENCY

Alameda County

PROJECT DESCRIPTION
(UPDATED SPRING 2016)

Project A-10a is located along Vasco Road in Alameda County.

Project A-10a is Phase 1 of the Vasco Road Safety Improvements, a two-phase safety improvement project along Vasco Road. The project includes roadway realignment, shoulder widening, and installment of median barriers along Vasco Road. Please refer to Project A-10b for details on Phase 2.

Roadway realignments have been completed and consisted of straightening the alignment of Vasco Road at about 1.8-miles north of the Livermore city limits to the Alameda/Contra Costa county line. A median barrier has been installed between the Contra Costa County line and about 1.8-miles north of the Livermore city limits. The installation of median barriers eliminates crossover-type collisions that resulted in fatalities in the past. The realignment of tight curves facilitates Tri Delta bus services between Alameda and Contra Costa Counties.

The remaining components of Phase 1 includes sub-standard shoulder modifications.

STATUS

The utility relocation phase of this project has been completed. Construction of the realignment project was completed in November 2009. Installation of the median barriers was also completed.

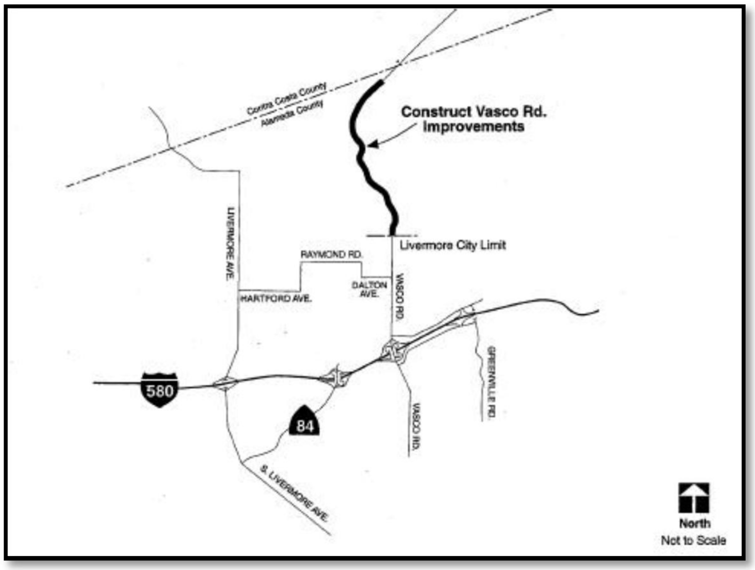
PHASING AND SCHEDULE

The Vasco Road Safety Improvement Project is scheduled to be constructed in two stages. Shoulder improvements for Phase 1 are expected to be completed by 2020.

COST ESTIMATE AND FUNDING SOURCES

Cost (Millions, 2015)	**$33.58**
Funding (Millions, 2015)	
Measure B	$1.50
STIP	$4.60
TCRP	$6.50
Local Alameda County	$2.81
STP/CMAQ	$3.90
Prop 1-B	$6.00
Fed demo	$0.80
TVTDF	$3.32
Total Funding (Millions, 2015)	**$29.43**
Total Funding Shortfall (Millions, 2015)	**$4.15**

A-10B. VASCO ROAD SAFETY IMPROVEMENTS PHASE 2



TVTC PROJECT SPONSOR

Alameda County

LEAD AGENCY

Alameda County

PROJECT DESCRIPTION
(UPDATED SPRING 2016)

Project A-10b is located along Vasco Road in Alameda County.

Project A-10b is Phase 2 of the Vasco Road Safety Improvements, a two-phase safety improvement project along Vasco Road. Please refer to Project A-10a for details on Phase 1.

Phase 2 includes roadway realignment, shoulder widening, and installation of median barriers. This phase of the project will install median barriers along Vasco Road within Alameda County on portions of the roadway not covered by Phase 1. In addition, this phase will include shoulder widening and curve modifications, as needed. Phase 2 of Vasco Road will provide continuous median barrier protection between Contra Costa County and the City of Livermore. The installation of median barriers will eliminate crossover-type collisions that resulted in fatalities in the past.

STATUS

The Phase 2 project is in the scoping stage.

PHASING AND SCHEDULE

The Phase 2 project is expected to begin PSR in 2016. Alameda County is in progress to retain consultant services.

COST ESTIMATE AND FUNDING SOURCES

Cost (Millions, 2015)	**$25.83**
Funding (Millions, 2015)	
TVTDF	$2.58
Total Funding (Millions, 2015)	**$2.58**
Total Funding Shortfall (Millions, 2015)	**$23.25**

A-11. EXPRESS BUS/BUS RAPID TRANSIT (BRT) – PHASE 2

TVTC PROJECT SPONSOR

City of Dublin

LEAD AGENCY

Livermore Amador Valley Transit Authority (LAVTA)

OTHER INVOLVED PARTIES

City of Livermore, City of Pleasanton

PROJECT DESCRIPTION *(UPDATED FALL 2015)*

Project A-11 is Phase 2 of the Express Bus/BRT, which consists of two phases. The express bus route associated with Phase 1 of the project has been operating since January 2011.

Phase 2 includes upgrades to and expansion of the initial Rapid Project, as well as some project refinements, updates, and maintenance/replacement of original project elements and equipment based on evaluation of the existing components and conditions at the time of funding. The transit system priorities include the following elements:

- A technologically advanced transit system
- A multi-modal transportation system that supports the local economy
- Prioritized regional transfers and connections
- Reliability and efficiency that maximizes value to taxpayers and the community

Phase 2 will consist of five key potential elements (based upon conditions at time of funding):

1. **Advanced Technology** – Design and installation of advanced technologies and road features allowing rapid transit to operate quickly and efficiently, and help to mitigate delay in dwell times, boardings, and travel times. Some of the advanced technologies and road features that LAVTA is considering for Phase 2 are: transit signal priority, enhanced stations, queue jumps, environmentally friendly coaches and advanced onboard technology, advanced fare collection systems, level boarding, dedicated travel lanes, and better integrated park and ride facilities and transit centers. Element 1 is currently budgeted at $2 Million.
2. **North/South Express Bus/Rapid Service** – In keeping with the Alameda Countywide Transit Plan, and in order to provide a strong foundation for LAVTA's System, I-680 service expansion, North/South Express Bus/BRT service, and other Express/Rapid service options, will be explored and considered. Element 2 is currently budgeted at $6.5 Million.
3. **Dublin Extension** – Continued study and planning will be done on how best to integrate the planned extension of Dublin Boulevard and the planned Livermore BART Extension into LAVTA's Express Bus/BRT service. Element 3 is currently budgeted at $6.5 Million.

4. **Pleasanton Alignment** – Complete "Rapidization," of the Livermore to Pleasanton alignment will be evaluated, with advanced technology and improved service elements planned for the south side of I-580, and possible connection to the existing Rapid service. Element 4 is currently budgeted at $1.5 Million.
5. **Park and Ride Lots** – In working with local cities and Alameda County, LAVTA will consider improved park and ride elements to support bus, biking, and walking access in the Tri-Valley, and to improve the accessibility of transportation alternatives that would ease congestion on I-580. These options might include: construction of new lots, smart signage, improved bicycle storage, increased pedestrian accessibility and safety, enhanced multi-modal elements on coaches, and increased or revised bus service to rail stations and regional transit connections. Element 5 is currently budgeted at $2 Million.

STATUS

Phase 1 is fully completed and operational, as of January 2011.

Phase 2 is in the research, design, and planning stage. In August 2016, LAVTA realigned the Express Bus/BRT Route (Route 30R) to serve Las Positas College, and transformed existing Route 10 into an Express Bus/BRT (Route 10R) operating through Pleasanton to BART. The transformation of Route 10 into Route 10R was the first step in implementation of the Phase 2 Pleasanton Alignment. LAVTA intends to implement additional items from Phase 2 (Advanced Technology) to both Routes 10R and 30R in 2017, which includes upgrading the traffic signal priority onboard the buses and at key intersections along both Rapid routes.

PHASING AND SCHEDULE

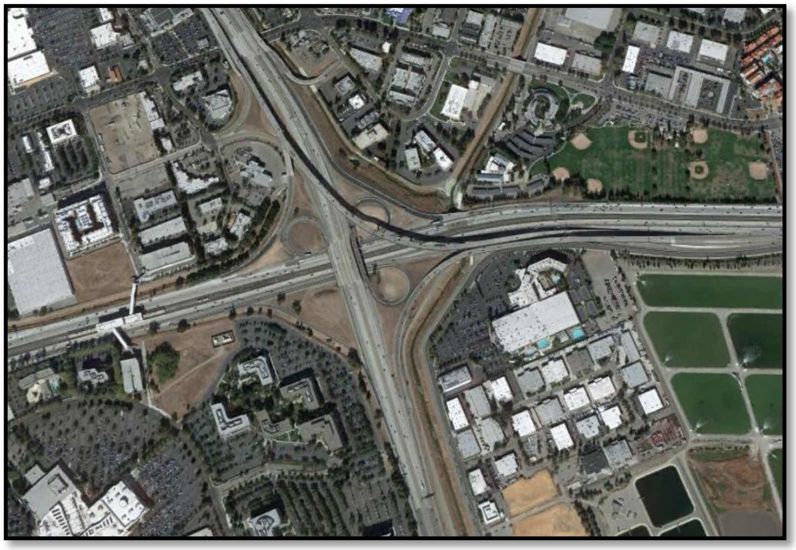
Costs for Phase 2 have been updated to reflect current pricing for the project elements listed above. Phase 2 Scope of work, schedule, and full funding parameters are not known at this time.

COST ESTIMATE AND FUNDING SOURCES

Phase 2:

Cost (Millions, 2015)	**$18.50**
Funding (Millions, 2015)	
TVTDF	$1.14
Total Funding (Millions, 2015)	**$1.14**
Total Funding Shortfall (Millions, 2015)	**$17.36**

B-1. I-580/I-680 INTERCHANGE (WESTBOUND TO SOUTHBOUND)



TVTC PROJECT SPONSOR

City of Dublin

LEAD AGENCY

Alameda CTC

OTHER INVOLVED PARTIES

Caltrans and City of Pleasanton

PROJECT DESCRIPTION
(UPDATED FALL 2015)

Project B-1 is located at the I-580/I-680 Interchange in Alameda County. The proposed project limits are from 1,700 feet east of the Hacienda Drive Overcrossing to 2,000 feet west of the San Ramon Road Overcrossing along I-580, and from the Amador Valley Boulevard Undercrossing to 3,400 feet south of the Stoneridge Drive Overcrossing along I-680.

STATUS

A Project Study Report-Project Development Support (PSR-PDS) was completed and approved by Caltrans in 2009.

The next steps in project development will be to:

- Review the existing PSR-PDS to validate the information
- Identify the need for updates/revisions to identify financially feasible improvements to address the latest safety, operational, and congestion issues

The Alameda CTC's 2014 Transportation Expenditure Plan (TEP), approved as part of Measure BB, includes $20 Million in funding for I-580/I-680 Interchange improvements. Further project development is being explored. Alameda CTC is working with local, regional, and state agencies in identifying funding.

PHASING AND SCHEDULE

The phasing and schedule for this project have not been defined.

COST ESTIMATE AND FUNDING SOURCES

(To be updated based on further project development work)

Cost (Millions, 2015)	**$1,478.15**
Funding (Millions, 2015)	
Measure BB	$20.00
TVTDF	$1.00
Total Funding (Millions, 2015)	**$21.00**
Total Funding Shortfall (Millions, 2015)	**$1,457.15**

B-2. FIFTH EASTBOUND LANE ON I-580 (SANTA RITA ROAD TO VASCO ROAD)

TVTC PROJECT SPONSOR

City of Pleasanton, City of Livermore

LEAD AGENCY

To Be Determined (TBD)

PROJECT DESCRIPTION *(UPDATED SPRING 2016)*

Project B-2 is located along eastbound I-580 between Santa Rita Road and Vasco Road. The project would construct a fifth eastbound mixed flow lane and would eliminate the lane drop at Santa Rita Road.

STATUS

The auxiliary lane components of this project between Isabel Avenue and North Livermore Avenue and between North Livermore Avenue and First Street were constructed in conjunction with the I-580 Eastbound Aux Lane project (Project A-5a). The remaining components of the project have not begun.

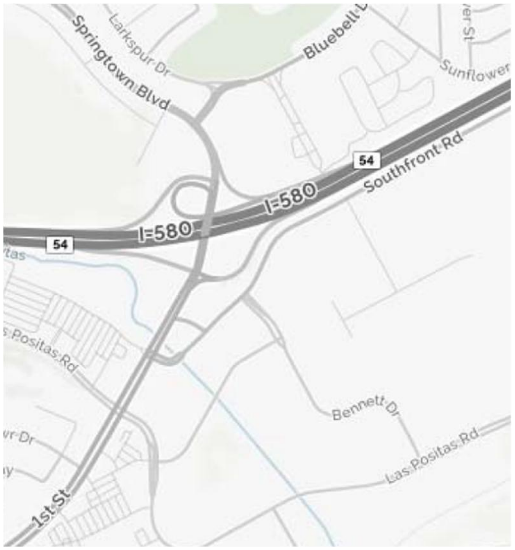
PHASING AND SCHEDULE

A portion of this project was constructed in conjunction with the I-580 eastbound HOV lane project (Project A-5a). The Phasing and Schedule for the remaining components are not available at this time.

COST ESTIMATE AND FUNDING SOURCES

To be created based on further project development work.

B-3. I-580/FIRST STREET INTERCHANGE MODIFICATION



TVTC PROJECT SPONSOR

City of Livermore

LEAD AGENCY

Caltrans

PROJECT DESCRIPTION *(UPDATED SPRING 2016)*

Project B-3 is located at the I-580/First Street interchange in Livermore. The project would modify the interchange by widening the overcrossing to six lanes and reconstructing the ramps to achieve a partial cloverleaf interchange design.

STATUS

A PSR has been completed.

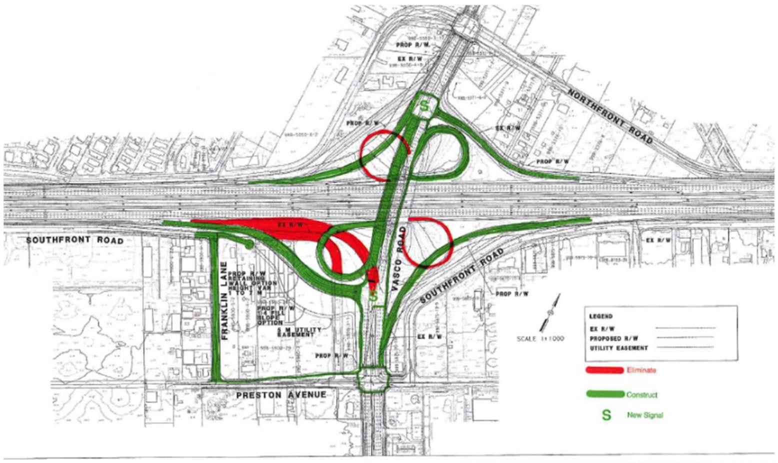
PHASING AND SCHEDULE

The project schedule and phasing are not available at this time.

COST ESTIMATE AND FUNDING SOURCES

Cost (Millions, 2015)	**$52.08**
Funding (Millions, 2015)	
Livermore TIF	$39.00
Measure BB	$0.05
Total Funding (Millions, 2015)	**$39.05**
Total Funding Shortfall (Millions, 2015)	**$13.03**

B-4. I-580/VASCO ROAD INTERCHANGE MODIFICATION



TVTC PROJECT SPONSOR

City of Livermore

LEAD AGENCY

Caltrans

PROJECT DESCRIPTION
(UPDATED SPRING 2016)

Project B-4 is located at the I-580/Vasco Road interchange in Livermore. The project would modify the interchange by widening the overcrossing to eight lanes and reconstructing the ramps to achieve a modified partial cloverleaf interchange design.

STATUS:

A PSR and programmatic environmental impact report (EIR) for right-of-way protection has been completed. Right-of-way acquisition is underway.

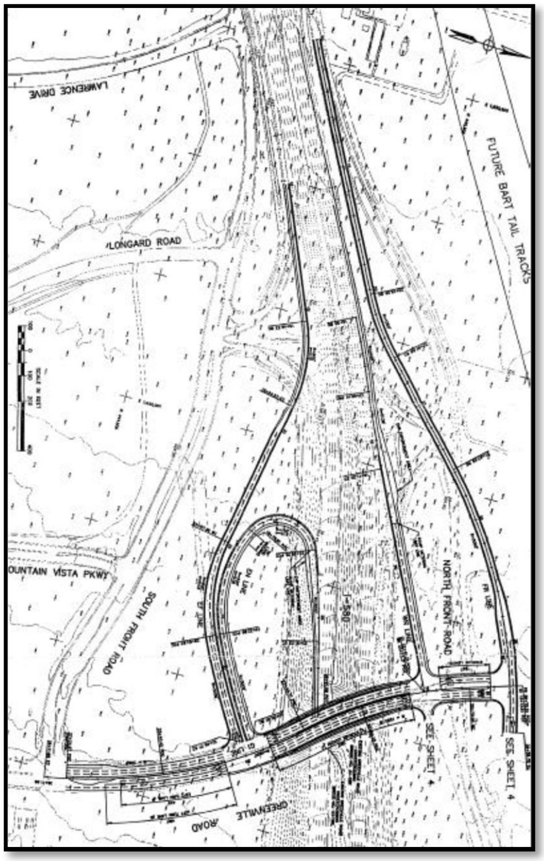
PHASING AND SCHEDULE:

Environmental assessment, project development activities, and design are anticipated to begin in 2018.

COST ESTIMATE AND FUNDING SOURCES:

Cost (Millions, 2015)	**$69.30**
Funding (Millions, 2015)	
Livermore TIF	$45.00
Measure BB	$0.05
TVTDF	$6.80
Total Funding (Millions, 2015)	**$51.85**
Total Funding Shortfall (Millions, 2015)	**$17.45**

B-5. I-580/GREENVILLE ROAD INTERCHANGE MODIFICATION



TVTC PROJECT SPONSOR

City of Livermore

LEAD AGENCY

Caltrans

PROJECT DESCRIPTION
(UPDATED SPRING 2016)

Project B-5 is located at the I-580/Greenville Road interchange in Livermore. The project would modify the interchange by widening the undercrossing to six lanes and reconstructing the ramps to achieve a modified partial cloverleaf interchange design. The project would also construct segments of auxiliary lanes in the vicinity of the interchange.

STATUS

A PSR and programmatic EIR for right-of-way protection has been completed. Right-of-way acquisition is underway.

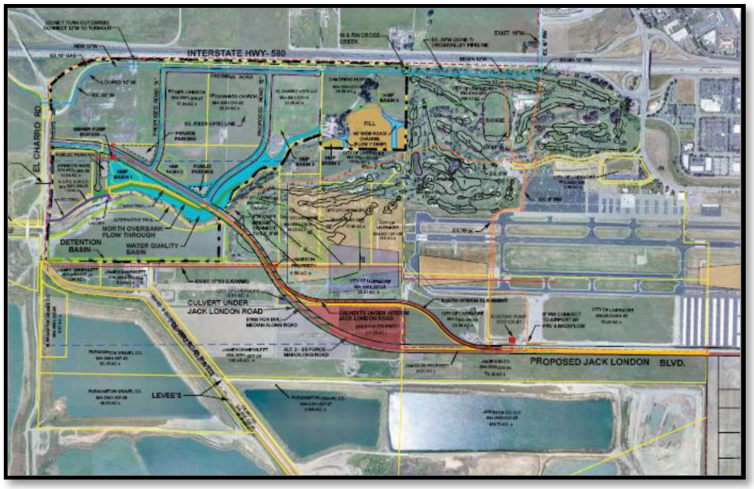
PHASING AND SCHEDULE

The project phasing and schedule is unavailable.

COST ESTIMATE AND FUNDING SOURCES

Cost (Millions, 2015)	**$57.97**
Funding (Millions, 2015)	
Livermore TIF	$41.35
Measure BB	$0.05
Total Funding (Millions, 2015)	**$41.40**
Total Funding Shortfall (Millions, 2015)	**$16.57**

B-6. JACK LONDON BOULEVARD EXTENSION



TVTC PROJECT SPONSOR

City of Livermore

LEAD AGENCY

City of Livermore

PROJECT DESCRIPTION
(UPDATED SPRING 2016)

Project B-6 is located along Jack London Boulevard in Livermore. The project would widen Jack London Boulevard to El Charro Road as a four-lane arterial roadway.

The project will be constructed in two phases.

- Phase 1 - two lane extension
- Phase 2 – relocate a portion of the roadway south of the Livermore Airport to its ultimate alignment

STATUS

An EIR, design, right-of-way acquisition, and construction of the two-lane extension (Phase 1) has been completed.

PHASING AND SCHEDULE

The project is expected to be constructed in two phases.

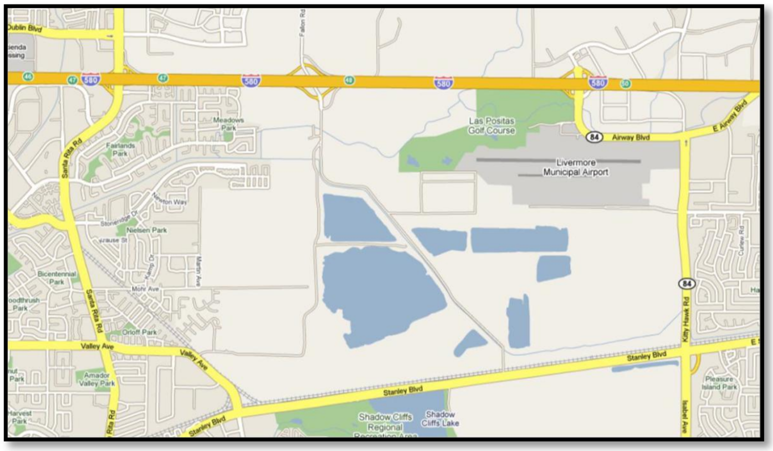
- Phase 1 – Completed 2009.
- Phase 2 - Will not commence until after the quarries have completed mining operations.

COST ESTIMATE AND FUNDING SOURCES

Phase 2:

Cost (Millions, 2015)	**$23.31**
Funding (Millions, 2015)	
Livermore TIF	$18.08
Total Funding (Millions, 2015)	**$18.08**
Total Funding Shortfall (Millions, 2015)	**$5.23**

B-7. EL CHARRO ROAD EXTENSION (STONERIDGE DRIVE/JACK LONDON BOULEVARD TO STANLEY BOULEVARD)



TVTC PROJECT SPONSOR

City of Pleasanton

LEAD AGENCY

City of Pleasanton

PROJECT DESCRIPTION
(UPDATED SPRING 2016)

Project B-7 is located along El Charro Road in Pleasanton. The project would extend El Charro Road south from its current terminus at Stoneridge Drive/Jack London Boulevard to connect with Stanley Boulevard. Currently, this section of El Charro Road is a private roadway, but the El Charro extension will be open for public use.

The El Charro Road Extension project consists of two phases.

- Phase 1 – between I-580 and Stoneridge Drive-Jack London Boulevard
- Phase 2 – between Stoneridge Drive-Jack London Boulevard and Stanley Boulevard, approximately 1.7 miles

STATUS

Phase 1 was completed and open for public use in 2012 with the construction of the Livermore Outlets.

Phase 2 is dependent on the status/development of the East Pleasanton Specific Plan. This plan will identify the land use and circulation along the future El Charro Road and will identify a timeline for opening of this roadway for public use. It is anticipated that the project will be constructed with the first stages of the East Side Specific Plan development. The City of Pleasanton began the East Pleasanton Specific Plan in 2013 and the Pleasanton City Council, in 2015, determined that the completion of the Plan would occur at a later date and the Plan adoption was placed on hold.

PHASING AND SCHEDULE

The project is expected to be constructed in several stages.

- Phase 1 – Completed and opened to traffic in 2012.
- Phase 2 – Schedule is undetermined at this time.

COST ESTIMATE AND FUNDING SOURCES

Cost (Millions, 2015)	**$60.00**
Funding (Millions, 2015)	$0.00
Total Funding (Millions, 2015)	**$0.00**
Total Funding Shortfall (Millions, 2015)	**$60.00**

B-8. CAMINO TASSAJARA/TASSAJARA ROAD WIDENING PROJECT (EAST OF BLACKHAWK DRIVE TO NORTH DUBLIN RANCH DRIVE)

TVTC PROJECT SPONSOR

Contra Costa County, City of Dublin

LEAD AGENCY

Contra Costa County, City of Dublin

PROJECT DESCRIPTION

(UPDATED FALL 2016)

Project B-8 is located along Camino Tassajara-Tassajara Road. This project consists of two project phases:

- Safety Improvement Project – Blackhawk Drive in Contra Costa County to Moller Ranch (Palisades Drive) in the City of Dublin
- Roadway Widening Project – Windemere Parkway to County Line (Contra Costa County) and Quarry Lane School/Wallis Ranch Drive to North Dublin Ranch Drive (City of Dublin)

Safety Improvement Project

The safety improvement project will widen Camino Tassajara from two to four lanes from East of Blackhawk Drive to Moller Ranch (Palisades Drive) in the City of Dublin. The project may also include realignment of various horizontal curves along the roadway. Interim improvements may include roadway widening to meet two-lane rural road standards with sufficient lane width and shoulder width to improve safety and allow for future bike lanes. The project will improve safety for motorists and create bicycle facilities consistent with the Contra Costa Countywide Bicycle and Pedestrian Plan and the City of Dublin Bicycle and Pedestrian Master Plan. The ultimate improvements will increase capacity along Camino Tassajara to help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley.

Roadway Widening Project

The roadway widening project consist of two segments:

- Segment A – Windemere Parkway to County line
- Segment B – Quarry Lane School/ Wallis Ranch Drive to North Dublin Ranch Drive

Segment A will widen and realign Camino Tassajara from two to four lanes. The horizontal curves at the Contra Costa/Alameda County Line will be realigned to increase safety along the roadway. Roadway shoulders will be widened to create bicycle facilities consistent with the Contra Costa Countywide Bicycle and Pedestrian Plan. The ultimate improvements will increase capacity along Camino Tassajara/Tassajara Road to help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley.

Segment B will widen Tassajara Road from two to four lanes and will improve safety for motorists, bicyclists, and pedestrians, by providing sidewalks, bike lanes, and widening from two to four lanes. Roadway improvements will be consistent with the City of Dublin Bicycle and Pedestrian Master Plan. The ultimate improvements will increase capacity along Tassajara Road to help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley.

The segment of Tassajara Road from the County line to North Dublin Ranch Drive in the City of Dublin is a RRS and was modeled in the 2008 Nexus Study. However, the segment was not included in previous TVTDF funding plans to receive funding. By identifying this segment of the project in the project description, this will enable the City of Dublin to utilize various revenue sources, including the 20% TVTDF return-to-source funds on this segment. This will not impact the projected revenue allocation or resulting benefit of the 2008 Nexus Study.

STATUS

Safety Improvement Project

The PSR for the project has been completed. The City of Dublin and Contra Costa County are coordinating on various aspects of the Camino Tassajara/Tassajara Road safety improvements near the Contra Costa/Alameda County line.

Roadway Widening Project

The PSR for the project has been completed. The City of Dublin and Contra Costa County are coordinating on various aspects of the Camino Tassajara/Tassajara Road widening phase.

PHASING AND SCHEDULE

Safety Improvement Project

Contra Costa County and the City of Dublin are beginning design of Phase 1 improvements of the safety project limits from Windermere Parkway to Moller Ranch (Palisades Drive).

Roadway Widening Project

Contra Costa County and the City of Dublin are conducting initial preliminary engineering for the Segment A and B roadway widening project within their respective jurisdictions.

Safety Improvement Project

Contra Costa County:

Cost (Millions, 2015)	**$17.00**
Funding (Millions, 2015)	
Contra Costa Traffic Mitigation Fees	$4.25
TVTDF	$3.70*
Total Funding (Millions, 2015)	**$7.95**
Total Funding Shortfall (Millions, 2015)	**$9.05**

City of Dublin:

Cost (Millions, 2015)	**$28.60**
Funding (Millions, 2015)	
Dublin EDTIF	$2.49
Dublin Dougherty Valley Contributions	$0.50
TVTD (City of Dublin 20% Local Funding)	$1.00
TVTDF	$0.00*
Total Funding (Millions, 2015)	**$3.99**
Total Funding Shortfall (Millions, 2015)	**$24.61**

*The City of Dublin and Contra Costa to share $2.0 Million from the 2017 SEP Update for project segment between Windermere Parkway and Moller Ranch (Palisades Drive). Remaining $1.70 Million to be used in Contra Costa County.

Roadway Widening Project

Segment A:

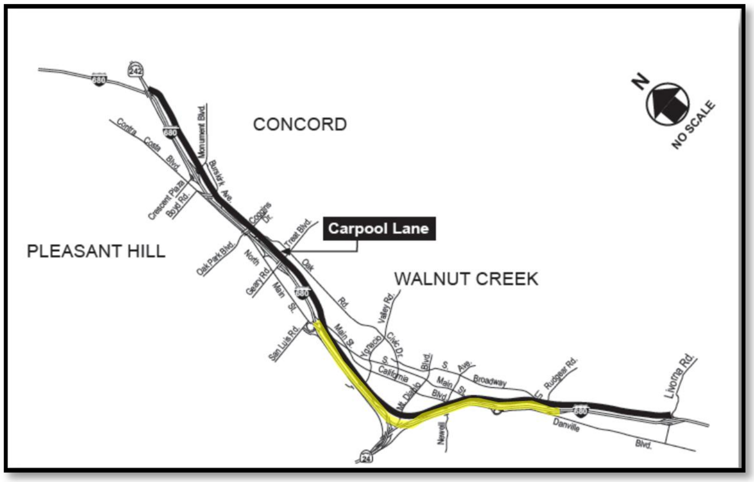
Cost (Millions, 2015)	**$20.0**
Funding (Millions, 2015)	
Contra Costa Traffic Mitigation Fees	$8.80
TVTDF	$2.68**
Total Funding (Millions, 2015)	**$11.48**
Total Funding Shortfall (Millions, 2015)	**$8.52**

Segment B:

Cost (Millions, 2015)	**$12.70**
Funding (Millions, 2015)	
Dublin TIF Program	$1.00
Dublin Dougherty Valley Contributions	$1.63
TVTD (City of Dublin 20% Local Funding)	$1.80
Total Funding (Millions, 2015)	**$4.43**
Total Funding Shortfall (Millions, 2015)	**$8.27**

**$2.68 Million to be used in Contra Costa County.

B-10. I-680 SOUTHBOUND HOV LANE GAP CLOSURE (NORTH MAIN STREET TO RUDGEAR ROAD)



TVTC PROJECT SPONSOR

City of San Ramon

LEAD AGENCY

CCTA

OTHER INVOLVED PARTIES

Caltrans

PROJECT DESCRIPTION *(UPDATED SPRING 2016)*

Project B-10 is located along southbound I-680 between North Main Street and Rudgear Road. The project would close the HOV lane gap along this segment of I-680 and provide a continuous HOV lane from the Benicia-Martinez Bridge to the Contra Costa/Alameda County line.

The project is necessary to encourage carpooling, vanpooling, and transit; while providing the necessary infrastructure for express buses in the corridor. When completed, the HOV lane is planned to be converted to an Express Lane as part of the I-680 Express Lanes Project.

STATUS

Environmental clearance for the southbound HOV Lane Completion was completed on August 12, 2014.

Design work on the I-680 southbound HOV Lane Completion started in March 2015.

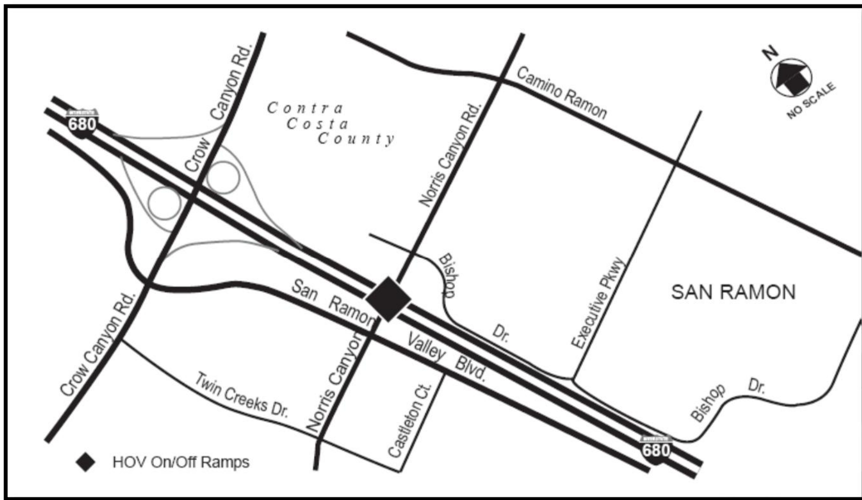
PHASING AND SCHEDULE

Construction is expected to start in 2018 and completed in 2020.

COST ESTIMATE AND FUNDING SOURCES

Cost (Millions, 2015)	$81.70
Funding (Millions, 2015)	
RM2	$14.1
Measure J	$30.4
STIP/RP	$15.6
BAIFA	$15.1
TVTDF	$6.49
Total Funding (Millions, 2015)	**$81.69**
Total Funding Shortfall (Millions, 2015)	**$0.01**

B-11A. I-680 HOV DIRECT ACCESS RAMPS



TVTC PROJECT SPONSOR

City of San Ramon

LEAD AGENCY

CCTA

PROJECT DESCRIPTION *(UPDATED SUMMER 2016)*

Project B-11a is located along I-680 in San Ramon. The project would construct dedicated HOV on- and off-ramps in the median of I-680, in both the northbound and southbound directions at Norris Canyon Road or at Executive Parkway in San Ramon. The project received a high level of community interest, with a number of local residents voicing strong oppositions about the direct HOV ramps at Norris Canyon. An alternative location for the direct ramps is also being evaluated at Executive Parkway.

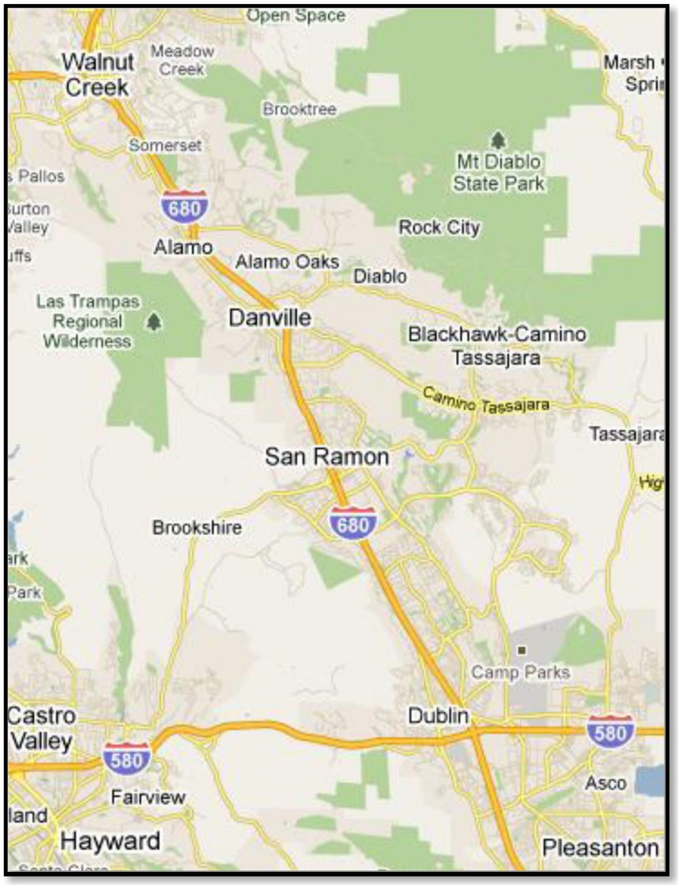
STATUS

March 2016, a letter from the City of San Ramon to CCTA was submitted and stated that the City of San Ramon withdrew support for the project. Subsequently, the CCTA has suspended work on the project.

PHASING AND SCHEDULE

The project has been removed from the project list and is no longer considered for funding.

B-11B. I-680 TRANSIT CORRIDOR IMPROVEMENTS



TVTC PROJECT SPONSOR

City of San Ramon

LEAD AGENCY

CCTA

OTHER INVOLVED PARTIES

Caltrans, Southwest Area Transportation (SWAT) Committee, Transportation Partnership and Cooperation (TRANSPAC)

PROJECT DESCRIPTION
(UPDATED SUMMER 2016)

Project 11-B is located along I-680 in San Ramon. The project would fund a corridor express lane and operational improvements to facilitate carpools and increase transit use in the corridors as an alternative to single occupant vehicle travel. Funding may also be used to implement high capacity transit improvements along I-680. These improvements may include an express lane, relevant transit projects, advanced traffic management programs, and/or autonomous or connected vehicles.

STATUS

A Project Study "I-680 Transit Investment Congestion Relief Study" was completed in 2015 with Measure J funds. Specific details for this project will be further developed when additional funding is identified.

PHASING AND SCHEDULE

Phasing and schedule are unavailable at this time.

COST ESTIMATE AND FUNDING SOURCES:

Cost (Millions, 2015)	**$230.00**
Funding (Millions, 2015)	
Measure J	$1.00
TVTDF	$2.00
Total Funding (Millions, 2015)	**$3.00**
Total Funding Shortfall (Millions, 2015)	**$227.00**

CHAPTER 3: PROJECT FUNDING

2011 SEP FUNDING PLAN

In determining the potential allocation of TVTDF funding in this SEP update, the updated project cost, the programed funds in 2011 SEP Update[3] and the funds disbursements made between FY 10/11 and FY 15/16 were reviewed. **Table 1** provides the updated project cost, the programmed funds from the 2011 SEP update, the disbursement made between FY 10/11 and FY 15/16, and the remaining funds to be distributed.

Of the remaining projects considered for funding in this SEP update, the 2011 SEP Update programed funds between a range of 3% (Project A-9b Crow Canyon Road Improvements Phase 2 – total project cost of $48.65 Million) and 17% (Project A-9a Crow Canyon Road Improvements Phase 1 – total project cost of $9.0 Million) of the total project cost. A total of seven projects received no TVTDF funding.

Since the 2011 SEP Update, distributions were made to three projects. Project A-3 and Project A-5a received the full funding amount, while Project A-2a received $12.94 Million of the total $22.94 Million programed in the 2011 SEP Update. A total of ten projects have not received the total fund amount identified in the 2011 SEP Update.

[3] Kimley-Horn. *Tri-Valley Transportation Council Strategic Expenditure Plan 2011 Update.* May 2011

Table 1 – 2011 SEP Update Summary (in $ Millions)

Project	Updated Total Project Cost	Programmed Funds (2011 SEP Update)	Disbursement Made between FY 10/11 & FY 15/16	Remaining Funds Needed to be Distributed
A-1. I-580/I-680 Interchange (southbound to eastbound)	Project Completed			
A-2a. SR 84 Expressway (I-580 to I-680)	$325.40	$22.94	$12.94	$10.00
A-2b. SR 84/I-580 Interchange	$35.70	$5.15	$0.00	$5.15
A-3. I-680 Auxiliary Lanes (Segment 2)	Project Completed	$5.88	$5.88	$0.00
A-4. West Dublin/Pleasanton BART Station	Project Completed			
A-5a. I-580 Eastbound Auxiliary Lane	Project Completed	$1.10	$1.10	$0.00
A-5b. I-580 HOV Lane Westbound	Project Completed			
A-6. I-680 HOV Lanes, SR 84 to Top of Sunol Grade	Project Completed			
A-7. I-580/Foothill Road/San Ramon Road Interchange Modifications	Project Completed			
A-8. I-680/Alcosta Boulevard Interchange	Project Completed			
A-9a. Crow Canyon Road Improvements Phase 1	$9.00	$1.55	$0.00	$1.55
A-9b. Crow Canyon Road Improvements Phase 2	$48.65	$1.69	$0.00	$1.69
A-10a. Vasco Road Safety Improvements Phase 1	$33.58	$3.32	$0.00	$3.32
A-10b. Vasco Road Safety Improvements Phase 2	$25.83	$2.58	$0.00	$2.58
A-11. Express Bus/Bus Rapid Transit (BRT) - Phase 2	$18.50	$0.14	$0.00	$0.14
B-1. I-580/I-680 Interchange (westbound to southbound)	$1,478.15	$0.00	$0.00	$0.00
B-2. Fifth Eastbound Lane on I-580 from Santa Rita Road to Vasco Road	TBD	$0.00	$0.00	$0.00
B-3. I-580/First Street Interchange Modification	$52.08	$0.00	$0.00	$0.00
B-4. I-580/Vasco Road Interchange Modification	$69.30	$4.80	$0.00	$4.80
B-5. I-580/Greenville Road Interchange Modification	$57.97	$0.00	$0.00	$0.00
B-6. Jack London Boulevard Extension	$23.31	$0.00	$0.00	$0.00
B-7. El Charro Road Extension (Stoneridge Drive/ Jack London Boulevard to Stanley Boulevard)	$60.00	$0.00	$0.00	$0.00
B-8. Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive)				
Safety Improvement Project	$45.60	$1.70	$0.00	$1.70
Roadway Widening Project	$32.70	$2.68	$0.00	$2.68
B-9. Danville Boulevard/Stone Valley Road I-680 Interchange Improvements	Removed from Project List			
B-10. I-680 Southbound HOV Lane Gap Closure (North Main Street to Rudgear Road)	$81.70	$5.49	$0.00	$5.49
B-11a. I-680 HOV Direct Access Ramps	Removed from Project List			
B-11b. I-680 Transit Corridor Improvement	$230.00	$0.00	$0.00	$0.00

ESTIMATION OF DEVELOPER FEE REVENUES

To best understand the available revenue to fund the 22 projects identified in the Nexus Study, fee estimates were developed based on the most current land use projections of the TVTC member agencies. Land use forecast data and opinions were sought and obtained from member agencies and were utilized to derive a composite land use forecast. In addition, the land use information provided was compared to developer fee projections from the agencies for years 2015 through 2025. Based on these two datasets, land use projections were adjusted to estimate potential developer fee revenues for the 10-year period starting FY 16/17.

It should be noted that the TVTC phased in the new Nexus Study fees and have capped the fees below the maximum fee amounts allowed in the Nexus Study. These fee reductions below the allowable 2008 Nexus Study maximum embody the judgment of the Tri-Valley agencies to help foster development growth within the Tri-Valley. Therefore, based on TVTC guidance, the FY 16/17 development fee is based on 35% of the maximum rate, as well as a retail cap of 15% of the new gross retail fee. **Table 2** summarizes the estimated developer fee revenues based on the maximum cap rates.

Table 2 – Estimate of Development Fee Revenue

Fiscal Year	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	Total
Fee Rate	35% Rate Cap, 15% Cap for Retail										
Sub-Total of Revenue	$13.12	$ 5.86	$ 7.92	$ 5.57	$ 5.48	$ 4.36	$ 4.51	$ 4.65	$ 4.83	$ 4.81	$61.10
Return to Source (20%)	$ 2.62	$ 1.17	$ 1.58	$ 1.11	$ 1.10	$ 0.87	$ 0.90	$ 0.93	$ 0.97	$ 0.96	$12.22
Administrative Costs (1%)	$ 0.13	$ 0.06	$ 0.08	$ 0.06	$ 0.05	$ 0.04	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.61
Revenue for TVTDF Allocation (79%)	$12.66	$17.29	$23.55	$27.94	$32.27	$35.71	$39.28	$42.95	$46.76	$50.56	$48.27

All revenue calculations shown in Millions of dollars and rounded to the nearest hundredth decimal point. Rounding may result in some values not calculating accurately in Table 2.
"New Rate" refers to the maximum fee permitted in the 2008 Nexus Study, adjusted for affordable housing and a retail rate cap.

Based on **Table 2**, between FY 16/17 and FY 25/26, there will be $48.27 million available to fund projects. As of June 30, 2016, there was a fund balance of $2.29 million, resulting in $50.56 million for allocation to projects.

2017 SEP FUNDING PLAN

Historically, the TAC and TVTC has prioritized the use of TVTDF funds for leveraging other federal or state funds to move the project to the next stage, rather than to fully fund any single project from start to finish with the general goal of approximately 10% the total project cost to come from TVTDF funds. For example, the funds could be used as the local match for other grant money. Or, the money could be used to fund the next project development phase, such as a PSR, which is typically assumed to cost 5% of the total project cost, or the project design phase (PS&E), which is typically assumed to cost about 10% of the total project cost.

Out of the $50.56 million available to program to projects, $39.10 million was identified as committed to projects in the 2011 SEP but not yet disbursed. These funding commitments were carried forward with the 2017 SEP along with $11.46 million of new funding. The $11.46 million was programmed to projects based on the following methodology:

1. Fund projects moving forward in the ten-year SEP horizon
2. Fund projects with a TVTD Fee allocation less than 10% of the total project budget
3. Consider project readiness, project funding, and project effectiveness when establishing funding proprieties, as required by the JEPA

Following the first two criteria above, seven projects are expected to move forward in the ten-year SEP horizon and have an allocation of TVTDF less than 10% of the total project budget. These projects were programed for $1 million each with the exception of redistributing funds from project B-8 Roadway Widening Project to B-8 Safety Improvement Project per the project sponsor's request:

1. A-2a: SR 84 Expressway (I-580 to I-680)
2. A-11: Expressway Bus/Bus Rapid Transit (BRT) - Phase 2
3. B-1: I-580/I-680 Interchange (westbound to southbound)
4. B-4: I-580/Vasco Road Interchange Modification
5. B-8: Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive)
6. B-10: I-680 Southbound HOV Lane Gap Closure, North Main Street to Rudgear Road
7. B-11b: I-680 Transit Corridor Improvements

Consideration of the third criteria resulted in an evaluation and ranking of the seven projects to allocate the remaining $4.46 million. The following top four ranked projects were programmed $1 million each with the exception of redistributing funds from projects B-10 to B-11b and from B-8 Roadway Widening Project to B-8 Safety Improvement Project per the project sponsor's request:

1. A-2a: SR 84 Expressway (I-580 to I-680)
2. B-4: I-580/Vasco Road Interchange Modification
3. B-8: Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive)
4. B-10: I-680 Southbound HOV Land Gap Closure, North Main Street to Rudgear Road

The remaining $0.46 million was set aside for reserves.

A more detailed description of the funding allocation by project are shown in **Table 3** and **4**. These tables only include projects that have TVTDF funds programmed in the 2017 SEP Update 10-year horizon (FY 16/17 – FY 25/26).

Table 3 – List of A Projects in TVTC 2017 SEP

	Project Recommended Funding	Funding Strategy
A-2a	SR 84 Expressway (I-580 to I-680) $6.00 Million FY 17/18 $6.00 Million FY 18/19	Funding is programmed for detailed design and construction plans of Segment 5 (I-680 to Pigeon Pass).
A-2b	SR 84/I-580 Interchange $2.00 Million in FY 23/24 $1.50 Million in FY 24/25 $1.65 Million in FY 25/26	Funding is programmed for project development activities including environmental assessment and design.
A-9a	Crow Canyon Road Improvements Phase 1 $0.50 Million in FY 18/19 $1.05 Million in FY 19/20	Funding is programmed for the estimated cost to prepare the PSR and implement short-term improvements.
A-9b	Crow Canyon Road Improvements Phase 2 $1.69 Million in FY 22/23	Funding is programmed for the estimated cost to prepare the PSR.
A-10a	Vasco Road Safety Improvements Phase 1 $0.50 Million in FY 18/19 $1.41 Million in FY 19/20 $1.41 Million in FY 20/21	Funding is programmed for the construction phase. Funds for the construction phase are not needed until 2019 to implement the sub-standard shoulder improvements.
A-10b	Vasco Road Safety Improvements Phase 2 $2.58 Million in FY 21/22	Funding is programmed for the estimated costs to prepare the PS&E.
A-11	Express Bus/Bus Rapid Transit (BRT) - Phase 2 $0.14 Million in FY 16/17 $1.00 Million in FY 17/18	Funding is programmed to upgrade the Transit Signal Priority (TSP) on all the Rapid buses (on the revised 30R corridor in Dublin, and along the new 10R corridor in Pleasanton) in FY 16/17. Additional funds may be used to implement additional TSP enhancements/queue jumps and/or upgrade to BRT bus stops in Pleasanton.

Table 3 only includes projects that have TVTDF funds programmed in the 2017 SEP Update 10-year horizon (FY 16/17 – FY 25/26)

Table 4 – List of B Projects in TVTC 2017 SEP

	Project Recommended Funding	Funding Strategy
B-1	I-580/I-680 Interchange (westbound to southbound) $1.00 Million in FY 18/19	Funding is programmed to begin project development/scoping.
B-4	I-580/Vasco Road Interchange Modification $1.00 Million in FY 18/19 $1.50 Million in FY 19/20 $4.30 Million in FY 20/21	Funding is programmed for project development activities including environmental assessment and design.
B-8	Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive) (Safety Improvement Project) $3.70 Million in FY 18/19	Funding is programmed for the estimated costs for the PS&E and Construction.
B-8	Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive) (Roadway Widening Project) $2.68 Million in FY 18/19	Funding is programmed for the estimated costs for the PS&E and Construction.
B-10	I-680 Southbound HOV Lane Gap Closure (North Main Street to Rudgear Road) $3.00 Million in FY 23/24 $3.49 Million in FY 24/25	Funding is programmed for partial payment towards unfunded construction costs.
B-11b	I-680 Transit Corridor Improvements $2.00 Million in FY 25/26	Funding is programmed for partial payment towards operational improvements to facilitate carpools and increase transit use and to implement high capacity transit improvements along the corridor. Improvements may also include advanced traffic management programs and/or autonomous connected vehicles.

Table 4 only includes projects that have TVTDF funds programmed in the 2017 SEP Update 10-year horizon (FY 16/17 – FY 25/26)

Table 5 provides a summary of estimated TVTDF revenues throughout the 10-year SEP horizon, project funding allocations, and the overall fund balance to prevent overdrawing the account. The funding plan balances the Project Readiness, Project Funding, and Project Effectiveness to prioritize projects to attract federal or state funds, or to move the project to the next stage.

2017 TVTDF FUNDING PLAN

Previous Disbursements

	PROJECTS	TVTC SPONSOR/ LEAD AGENCY	Pre 10/11	Funding amount identified in 2011 SEP Update	10/11	11/12	12/13	13/14	14/15	15/16	Total Disbursement Made btw FY10/11 & FY15/16	Remaining funding that need to be Distributed	DRAFT new SEP funds for Distributions
	Refund Local Account		$ 2.02								$ -		
	Administrative Costs		$ 0.57	$ 0.58							$ -		
List A	A-1 I-580/I-680 Interchange (southbound to eastbound)[1]	Alameda County/Caltrans	$5.65	$ -							$ -	$ -	
List A	A-2a SR 84 Expressway (I-580 to I-680)	Livermore & Pleasanton/Alameda CTC	$11.06	$ 22.94				$ 7.94	$ 5.00		$ 12.94	$ 10.00	$ 2.00
List A	A-2b SR 84/I-580 Interchange	Livermore/Caltrans & Livermore		$ 5.15							$ -	$ 5.15	
List A	A-3 I-680 Auxiliary Lanes (Segment 2)[1]	Danville/CCTA	$12.00	$ 5.88						$ 5.88	$ 5.88	$ -	
List A	A-4 West Dublin/Pleasanton BART Station[1]	Dublin & Pleasanton/BART	$4.00								$ -	$ -	
List A	A-5a I-580 Eastbound Auxiliary Lane[1]	Pleasanton/Alameda CTC	$6.90	$ 1.10	$ 1.10						$ 1.10	$ -	
List A	A-5b I-580 HOV Lane Westbound[1]	Pleasanton/Alameda CTC		$ -							$ -	$ -	
List A	A-6 I-680 HOV Lanes, SR 84 to Top of Sunol Grade[1]	Pleasanton/Caltrans & Alameda CTC		$ -							$ -	$ -	
List A	A-7 I-580/Foothill Road/San Ramon Road Interchange Modifications[1]	Pleasanton/Caltrans	$1.60	$ -							$ -	$ -	
List A	A-8 I-680 Alcosta Boulevard Interchange[1]	San Ramon/Caltrans	$1.60	$ 0.75							$ -	$ -	
List A	A-9a Crow Canyon Road Improvements Phase 1	Alameda County		$ 1.55							$ -	$ 1.55	
List A	A-9b Crow Canyon Road Improvements Phase 2	Alameda County		$ 1.69							$ -	$ 1.69	
List A	A-10a Vasco Road Safety Improvements Phase 1	Alameda County		$ 3.32							$ -	$ 3.32	
List A	A-10b Vasco Road Safety Improvements Phase 2	Alameda County		$ 2.58							$ -	$ 2.58	
List A	A-11 Express Bus/Bus Rapid Transit (BRT) - Phase 2	Dublin/LAVTA		$ 0.14							$ -	$ 0.14	$ 1.00
List A	Sub-Total A		$ 42.81	$ 45.10	$ 1.10	$ -	$ -	$ 7.94	$ 5.00	$ 5.88	$ 19.92	$ 24.43	$ 3.00
List B	B-1 I-580/I-680 Interchange (westbound to southbound)	Dublin/Alameda CTC		$ -							$ -	$ -	$ 1.00
List B	B-2 Fifth Eastbound Lane on I-580 from Santa Rita Road to Vasco Road	Pleasanton/Alameda CTC		$ -							$ -	$ -	
List B	B-3 I-580/First Street Interchange Modification	Livermore/Caltrans		$ -							$ -	$ -	
List B	B-4 I-580/Vasco Road Interchange Modification	Livermore/Caltrans		$ 4.80							$ -	$ 4.80	$ 2.00
List B	B-5 I-580/Greenville Road Interchange Modification	Livermore/Caltrans		$ -							$ -	$ -	
List B	B-6 Jack London Boulevard Extension	Livermore		$ -							$ -	$ -	
List B	B-7 El Charro Road Extension (Stoneridge Drive/Jack London Boulevard to Stanley Boulevard)	Pleasanton		$ -							$ -	$ -	
List B	B-8 Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive) (Safety Improvement Project)[2]	Contra Costa County & Dublin		$ 1.70							$ -	$ 1.70	$ 2.00
List B	B-8 Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive) (Roadway Widening Project)[3]	Contra Costa County & Dublin		$ 2.68							$ -	$ 2.68	
List B	B-10 I-680 Southbound HOV Lane Gap Closure (North Main Street to Rudgear Road)	San Ramon/CCTA		$ 5.49							$ -	$ 5.49	$ 1.00
List B	B-11a I-680 HOV Direct Access Ramps[4]	San Ramon/CCTA		$ -							$ -	$ -	
List B	B-11b I-680 Transit Corridor Improvements	San Ramon/CCTA		$ -							$ -	$ -	$ 2.00
List B	Sub-Total B		$ -	$ 14.67	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 14.67	$ 8.00
	Total		$ 45.40	$ 60.35	$ 1.10	$ -	$ -	$ 7.94	$ 5.00	$ 5.88	$ 19.92	$ 39.10	$ 11.00

Projected Disbursement (Assumes Fund Balance June 30, 2016 = $2.29 M)

PROJECTS		16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	TOTAL
	July 1st FY Balance (+)	$ 2.29	$ 12.52	$ 10.15	$ 1.03	$ 1.46	$ 0.08	$ 0.94	$ 2.82	$ 1.49	$ 0.31	
	Projected FY Revenue (+)	$ 13.12	$ 5.86	$ 7.92	$ 5.57	$ 5.48	$ 4.36	$ 4.51	$ 4.65	$ 4.83	$ 4.81	$ 61.10
	Return to Local Source (20%) (-)	$ 2.62	$ 1.17	$ 1.58	$ 1.11	$ 1.10	$ 0.87	$ 0.90	$ 0.93	$ 0.97	$ 0.96	$ 12.22
	Admin Cost (1%) (-)	$ 0.13	$ 0.06	$ 0.08	$ 0.06	$ 0.05	$ 0.04	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.61
	Revenue for TVTDF Allocation	$ 12.66	$ 17.15	$ 16.41	$ 5.42	$ 5.79	$ 3.52	$ 4.51	$ 6.49	$ 5.30	$ 4.11	$ 48.27
A-1 I-580/I-680 Interchange (southbound to eastbound)[1]		Project Completed										$ -
A-2a SR 84 Expressway (I-580 to I-680)			$ 6.00	$ 6.00								$ 12.00
A-2b SR 84/I-580 Interchange									$ 2.00	$ 1.50	$ 1.65	$ 5.15
A-3 I-680 Auxiliary Lanes (Segment 2)[1]		Project Completed										$ -
A-4 West Dublin/Pleasanton BART Station[1]		Project Completed										$ -
A-5a I-580 Eastbound Auxiliary Lane[1]		Project Completed										$ -
A-5b I-580 HOV Lane Westbound[1]		Project Completed										$ -
A-6 I-680 HOV Lanes, SR 84 to Top of Sunol Grade[1]		Project Completed										$ -
A-7 I-580/Foothill Road/San Ramon Road Interchange Modifications[1]		Project Completed										$ -
A-8 I-680 Alcosta Boulevard Interchange[1]		Project Completed										$ -
A-9a Crow Canyon Road Improvements Phase 1				$ 0.50	$ 1.05							$ 1.55
A-9b Crow Canyon Road Improvements Phase 2								$ 1.69				$ 1.69
A-10a Vasco Road Safety Improvements Phase 1				$ 0.50	$ 1.41	$ 1.41						$ 3.32
A-10b Vasco Road Safety Improvements Phase 2							$ 2.58					$ 2.58
A-11 Express Bus/Bus Rapid Transit (BRT) - Phase 2		$ 0.14	$ 1.00									$ 1.14
Sub-Total A		$ 0.14	$ 7.00	$ 7.00	$ 2.46	$ 1.41	$ 2.58	$ 1.69	$ 2.00	$ 1.50	$ 1.65	$ 27.43
B-1 I-580/I-680 Interchange (westbound to southbound)				$ 1.00								$ 1.00
B-2 Fifth Eastbound Lane on I-580 from Santa Rita Road to Vasco Road												$ -
B-3 I-580/First Street Interchange Modification												$ -
B-4 I-580/Vasco Road Interchange Modification				$ 1.00	$ 1.50	$ 4.30						$ 6.80
B-5 I-580/Greenville Road Interchange Modification												$ -
B-6 Jack London Boulevard Extension												$ -
B-7 El Charro Road Extension (Stoneridge Drive/Jack London Boulevard to Stanley Boulevard)												$ -
B-8 Camino Tassajara/Tassajara Road Widening Project (Safety Improvement Project)[2]				$ 3.70								$ 3.70
B-8 Camino Tassajara/Tassajara Road Widening Project (Roadway Widening Project)[3]				$ 2.68								$ 2.68
B-10 I-680 Southbound HOV Lane Gap Closure (North Main Street to Rudgear Road)									$ 3.00	$ 3.49		$ 6.49
B-11a I-680 HOV Direct Access Ramps[4]		Project Eliminated										$ -
B-11b I-680 Transit Corridor Improvements											$ 2.00	$ 2.00
Sub-Total B		$ -	$ -	$ 8.38	$ 1.50	$ 4.30	$ -	$ -	$ 3.00	$ 3.49	$ 2.00	$ 22.67
Total	Fiscal Year Distribution	$ 0.14	$ 7.00	$ 15.38	$ 3.96	$ 5.71	$ 2.58	$ 1.69	$ 5.00	$ 4.99	$ 3.65	$ 50.10
	Remaining Balance	$ 12.52	$ 10.15	$ 1.03	$ 1.46	$ 0.08	$ 0.94	$ 2.82	$ 1.49	$ 0.31	$ 0.46	

Note
[1] Project is complete and is not considered for further funding.
[2] $1.70 Millions to be used in Contra Costa County. $2.0 Million to be shared by Contra Costa County and City of Dublin for project segment between Windemere Parkway and Moller Ranch (Palisades Drive).
[3] $2.68 Millions to be used in Contra Costa County.
[4] Project has been eliminated from funding plan.

Attachment 2

CITY OF SAN RAMON

2226 CAMINO RAMON
SAN RAMON, CALIFORNIA 94583
PHONE: (925) 973-2500
www.sanramon.ca.gov

March 23, 2016

Randy Iwasaki
Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: City of San Ramon Request to Shift Priority Emphasis to the Bollinger Canyon Road/I-680 Interchange Improvements and Discontinue Efforts Related to the Direct Access Ramp Project in San Ramon

Dear Mr. Iwasaki:

At its meeting on Tuesday, March 22, 2016, the San Ramon City Council adopted Resolution No. 2016-027 requesting to shift priority emphasis to the San Ramon Bollinger Canyon Road/I-680 Interchange Improvements and discontinue all efforts related to the Direct Access Ramp Project in San Ramon. Resolution No. 2016-027 is attached.

The City Council withdraws support for the Norris Canyon/Executive Parkway Direct Access (DAR) project, as described in Measure J, and withdraws support for construction of HOV/DAR ramps at any other location on the I-680 corridor in San Ramon, including the Executive Parkway location. In addition, the City Council rescinds all letters submitted to the Transportation Authority in support of High Occupancy Vehicle (HOV)/Direct Access Ramp (DAR) construction on the I-680 corridor in San Ramon.

Furthermore, the City Council requests to reallocate funds from the HOV/DAR project to the I-680 Bollinger Canyon Improvements; and that the Transportation Authority acknowledges receipt of the City's request and supports the Council decisions and actions.

We would appreciate receiving your acknowledgment that the above described actions by the City Council are sufficient to the end the Norris Canyon DAR project. Thank you very much.

Sincerely,

Bill Clarkson
Mayor
City of San Ramon

San Ramon
CALIFORNIA
INCORPORATED 1983

CITY OF SAN RAMON

2226 CAMINO RAMON
SAN RAMON, CALIFORNIA 94583
PHONE: (925) 973-2500
www.sanramon.ca.gov

CC: San Ramon City Council
Contra Costa Transportation Authority Commissioners
Southwest Area Transportation Committee (SWAT)
Tri-Valley Transportation Council (TVTC)
Contra Costa County Board of Supervisors
Metropolitan Transportation Commission (MTC)

CITY COUNCIL: 973-2530
CITY MANAGER: 973-2530
CITY ATTORNEY: 973-2549
CITY CLERK: 973-2539
ADMINISTRATIVE SERVICES: 973-2500
PLANNING/COMMUNITY DEVELOPMENT: 973-2560
ENGINEERING SERVICES: 973-2670
POLICE SERVICES: 973-2700
PUBLIC SERVICES: 973-2800
PARKS & COMMUNITY SERVICES: 973-3200
ECONOMIC DEVELOPMENT: 973-2554

RESOLUTION NO. 2016-027

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN RAMON REQUESTING THE CONTRA COSTA TRANSPORTATION AUTHORITY SHIFT PRIORITY EMPHASIS TO THE BOLLINGER CANYON ROAD/ I-680 INTERCHANGE IMPROVEMENTS AND DISCONTINUE EFFORTS RELATED TO THE DIRECT ACCESS RAMP PROJECT IN SAN RAMON

WHEREAS, in 2004, Contra Costa voters approved Measure J, which continued the Contra Costa half-cent transportation sales tax program to 2035; and

WHEREAS, the Measure J Expenditure Plan included a project titled I-680 Carpool Lane Gap Closure/Transit Corridor Improvements and one component of the Project included adding High Occupancy Vehicle (HOV), also known as Direct Access Ramps (DAR) project; and

WHEREAS, the Measure J Expenditure Plan did not approve the Direct Access Ramp Project; it provided funding to initiate the required studies, including Project Study Report and the Environmental Impact Report; and

WHEREAS, today, the Project Environmental Impact Report is underway and has not been released for review and comment by the public and San Ramon staff; and

WHEREAS, since approval of the Measure J Expenditure Plan in 2004, changes in State and Federal funding have occurred and priorities within San Ramon have changed; and

WHEREAS, The DAR project is a regional transportation project that requires collaboration among multiple agencies. Simultaneously, the Project is competing for very limited funding from a variety of sources; and ultimately requires consensus from a large contingency of stakeholders with very diverse goals and objectives. In today's environment, regional projects, such as the DAR project, can take a significant amount of time, resources and funding to complete; and

WHEREAS, There are a number of project/studies currently underway along the I-680 corridor from Walnut Creek to Dublin, including: (1) Express Lanes Construction; (2) I-680 SB Carpool Lane Completion/Express Lanes (environmental/design); (3) I-680 NB Design Alternative Analysis (study) Completing these projects is critical to providing improvements along the I-680 corridor and San Ramon has supported these regional efforts; and

WHEREAS, In December 2015, the Contra Costa Transportation Authority approved the I-680 Transit/Congestion Relief Options Study. The Study outlines a range of alternatives for the I-680 corridor including: a) Enhanced Bus Service; b) Connected and Automated Vehicle Support; c) Active Traffic Management; and d) Demand-Responsive Transit Service (using connected Shared Autonomous Vehicles on local streets). These recommendations, when approved and funding becomes available, would implement a suite of advanced technologies and techniques known as Innovation Transportation Systems Management; and

WHEREAS, The DAR project is a regional transportation project that requires collaboration among multiple agencies. Simultaneously, the Project is competing for very limited funding from a variety of sources; and ultimately requires consensus from a large contingency of stakeholders with very diverse goals and objectives. In today's environment, regional projects, such as the DAR project, can take a significant amount of time, resources and funding to complete; and

WHEREAS, regional projects are critical to the freeway network, improvements along local arterial roadways in San Ramon are equally as important. Because regional projects will not provide immediate relief on local arterials in San Ramon; staff has begun to examine operational options that can be implemented sooner than improvements proposed as part of the DAR project; thereby providing relief on local arterial roadways particularly at the Bollinger Canyon Road/I-680 Interchange; and

WHEREAS, ending the efforts related to the Direct Access Ramp (DAR) project provides San Ramon with an opportunity to advocate for funding through the development of a Countywide Transportation Expenditure Plan, for improvements on arterial roadways, such as the Bollinger Canyon Road/I-680 Interchange; rather than advocate for limited dollars for a regional project, such as the Direct Access Ramps, that may not provide immediate traffic congestion relief for San Ramon.

NOW THEREFORE IT BE RESOLVED, that the City of San Ramon does hereby Request the Contra Costa Transportation Authority shift emphasis to funding improvements to the Bollinger Canyon Road/I-680 Interchange and discontinue work efforts related to the Direct Access Ramp Project.

NOW, THEREFORE IT BE FURTHER RESOLVED,

1. The City Council withdraws support for the Norris Canyon/Executive Parkway Direct Access Ramps (DAR) project, as described in Measure J, and withdraws support for construction of HOV/DAR ramps at any other location on the I-680 corridor in San Ramon, including the Executive Parkway location.

2. The City Council withdraws support for any and all studies, past, present, or future, related to HOV/DAR ramp construction on the I-680 corridor in San Ramon. Specifically included are the completed CCTA Project Study Report (PSR) and the ongoing CCTA Environmental Impact Report (EIR) related to HOV/DAR ramp construction at Norris Canyon/Executive Parkway.

3. The City Council rescinds any and all letters written to the CCTA in support of HOV/DAR ramp construction on the I-680 corridor in San Ramon.

4. The City Council requests that the CCTA, the CCC Board of Supervisors, the MTC, CalTrans, TVTC, SWAT and all other relevant agencies and municipalities re-allocate funds currently assigned to HOV/DAR ramp construction on the I-680 corridor in San Ramon to a new project focused on the study of traffic improvements

at the Bollinger Canyon/I-680 interchange and end all funding for any and all activities related to HOV/DAR ramp construction on the I-680 corridor in San Ramon.

5. The City Council shall post a copy of this Resolution on the City website.

6. A copy of this Resolution shall be forwarded to the CCTA, the CCC Board of Supervisors, the MTC, Cal Trans, TVTC, SWAT and all other relevant agencies and municipalities.

PASSED, APPROVED AND ADOPTED at the meeting of March 22, 2016 (by the following votes):

AYES: *Cm. Hudson, O'loane, Perkins, Sachs, and Mayor Clarkson*

NOES:

ABSENT:

ABSTAIN:

Bill Clarkson, Mayor

ATTEST:

Renée Beck, City Clerk

TRI-VALLEY TRANSPORTATION COUNCIL

Monday, January 23, 2017
3:00pm

SUPPLEMENT TO THE JANUARY 23, 2017 TVTC PACKET

Please note the following changes to the January 23, 2017 TVTC Packet:

1. Validation Review of the 2008 Nexus Study

   Page 44 of the packet updated to include Project A6: I-680 HOV Lanes, SR84 to Top of Sunol Grade

2. TVTC Strategic Expenditure Plan 2017 Update

   Page 117 of the packet updated to include Project A6: I-680 HOV Lanes, SR84 to Top of Sunol Grade

   Page 171 of the packet updated Project B2 Fifth Eastbound Lane on I-580 from Santa Rita Road to Vasco Road to add Livermore as sponsor and remove ACTC as Lead Agency

TRI-VALLEY TRANSPORTATION COUNCIL
RESOLUTION NO. 2017-01

A RESOLUTION ADOPTING THE TRI-VALLEY TRANSPORTATION COUNCIL VALIDATION REVIEW OF THE 2008 NEXUS STUDY

WHEREAS, on January 28, 2008, the Tri-Valley Transportation Council (“TVTC”) adopted the Tri-Valley Transportation Council Nexus Study Fee Update ("Nexus Study") pursuant to Resolution 2008-01; and

WHEREAS, the Nexus Study considered the following projects (“Projects”) and the number of trips generated by each of the land use types and determined the Maximum Fee Rate for each of the land uses:

Projects from Table 4.1, Exhibit A of the Study:

A-2a	Route 84 Expressway 1-580 to I-680
A-2b	Isabel Route 84/I-580 Interchange
A-3	1-680 Auxiliary Lanes
A-5a	I-580 HOV Lane Eastbound
A-5b	I-580 HOV Lane Westbound
A-6	I-680 HOV Lanes, SR84 to Top of Sunol Grade
A-7	I-580/Foothill/San Ramon Road Interchange
A-9a	Crow Canyon Road Improvements Phase 1
A-9b	Crow Canyon Road Improvements Phase 2
A-10a	Vasco Road Safety Improvements Phase 1
A-10b	Vasco Road Safety Improvements Phase 2
A-11	Express Bus/Bus Rapid Transit

Projects from Table 4.2, Exhibit B of the Study:

B-1	I-580/I-680 interchange (westbound to southbound)
B-2	5th eastbound lane on I-580 from Santa Rita to Vasco Road
B-3	I-580/First Street interchange modification
B-4	I-580/Vasco Road interchange modification
B-5	I-580/Greenville Road interchange modification
B-6	Jack London Boulevard extension
B-7	El Charro Road Extension
B-8	Camino Tassajara widening: East Blackhawk Drive to County line
B-10	I-680 SB HOV lane Gap Closure, Livorna to North Main
B-11b	I-680 Transit Corridor Improvements

WHEREAS, in April 2015, TVTC entered into a contract with Kimley Horn Associates (“Consultant”) to review and analyze the Nexus Study and determine its continued validity in light of the requirements of the California Mitigation Fee Act;

WHEREAS, the Technical Advisory Committee and Consultant reviewed forecasts of new development in the Tri-Valley, and updated the status, scope, costs, and funding of the Projects; and

TRI-VALLEY TRANSPORTATION COUNCIL
RESOLUTION NO. 2017-02

A RESOLUTION ADOPTING THE TRI-VALLEY TRANSPORTATION COUNCIL STRATEGIC EXPENDITURE PLAN (SEP) 2017 UPDATE FOR THE TRI-VALLEY TRANSPORTATION DEVELOPMENT FEE

WHEREAS, on January 28, 2008, the Tri-Valley Transportation Council (TVTC) adopted the findings of the Tri-Valley Transportation Council Nexus Study Fee Update ("Study"); and

WHEREAS, the Study considered the following projects ("Projects") and the number of trips generated by each of the land use types and determined the Maximum Fee Rate for each of the land uses:

Projects from Table 4.1, Exhibit A of the Study:

A-2a	Route 84 Expressway 1-580 to I-680
A-2b	Isabel Route 84/I-580 Interchange
A-3	1-680 Auxiliary Lanes
A-5a	I-580 HOV Lane Eastbound
A-5b	I-580 HOV Lane Westbound
A-6	I-680 HOV Lanes, SR84 to Top of Sunol Grade
A-7	I-580/Foothill/San Ramon Road Interchange
A-9a	Crow Canyon Road Improvements Phase 1
A-9b	Crow Canyon Road Improvements Phase 2
A-10a	Vasco Road Safety Improvements Phase 1
A-10b	Vasco Road Safety Improvements Phase 2
A-11	Express Bus/Bus Rapid Transit

Projects from Table 4.2, Exhibit B of the Study:

B-1	I-580/I-680 interchange (westbound to southbound)
B-2	5th eastbound lane on I-580 from Santa Rita to Vasco Road
B-3	I-580/First Street interchange modification
B-4	I-580/Vasco Road interchange modification
B-5	I-580/Greenville Road interchange modification
B-6	Jack London Boulevard extension
B-7	El Charro Road Extension
B-8	Camino Tassajara widening: East Blackhawk Drive to County line
B-10	I-680 SB HOV lane Gap Closure, Livorna to North Main
B-11b	I-680 Transit Corridor Improvements

WHEREAS, the Projects listed above reflects the removal of the Danville Boulevard/Stone Valley Road I-680 Interchange Improvement project at the request of Contra Costa County at the June 30, 2008 TVTC meeting; and

WHEREAS, the Projects listed above reflects the removal of the I-680 Express Bus/HOV On-and Off- Ramps project at the request of the City of San Ramon per a

2017 TVTDF FUNDING PLAN

Previous Disbursements

	PROJECTS	TVTC SPONSOR/ LEAD AGENCY	Pre 10/11	Funding amount identified in 2011 SEP Update	10/11	11/12	12/13	13/14	14/15	15/16	Total Disbursement Made btw FY10/11 & FY15/16	Remaining funding that need to be Distributed	DRAFT new SEP funds for Distributions
	Refund Local Account		$ 2.02								$ -		
	Administrative Costs		$ 0.57	$ 0.58							$ -		
List A	A-1 I-580/I-680 Interchange (southbound to eastbound)[1]	Alameda County/Caltrans	$5.65	$ -							$ -	$ -	
List A	A-2a SR 84 Expressway (I-580 to I-680)	Livermore & Pleasanton/Alameda CTC	$11.06	$ 22.94				$ 7.94	$ 5.00		$ 12.94	$ 10.00	$ 2.00
List A	A-2b SR 84/I-580 Interchange	Livermore/Caltrans & Livermore		$ 5.15							$ -	$ 5.15	
List A	A-3 I-680 Auxiliary Lanes (Segment 2)[1]	Danville/CCTA	$12.00	$ 5.88						$ 5.88	$ 5.88	$ -	
List A	A-4 West Dublin/Pleasanton BART Station[1]	Dublin & Pleasanton/BART	$4.00								$ -	$ -	
List A	A-5a I-580 Eastbound Auxiliary Lane[1]	Pleasanton/Alameda CTC	$6.90	$ 1.10	$ 1.10						$ 1.10	$ -	
List A	A-5b I-580 HOV Lane Westbound[1]	Pleasanton/Alameda CTC		$ -							$ -	$ -	
List A	A-6 I-680 HOV Lanes, SR 84 to Top of Sunol Grade[1]	Pleasanton/Caltrans & Alameda CTC		$ -							$ -	$ -	
List A	A-7 I-580/Foothill Road/San Ramon Road Interchange Modifications[1]	Pleasanton/Caltrans	$1.60	$ -							$ -	$ -	
List A	A-8 I-680 Alcosta Boulevard Interchange[1]	San Ramon/Caltrans	$1.60	$ 0.75							$ -	$ -	
List A	A-9a Crow Canyon Road Improvements Phase 1	Alameda County		$ 1.55							$ -	$ 1.55	
List A	A-9b Crow Canyon Road Improvements Phase 2	Alameda County		$ 1.69							$ -	$ 1.69	
List A	A-10a Vasco Road Safety Improvements Phase 1	Alameda County		$ 3.32							$ -	$ 3.32	
List A	A-10b Vasco Road Safety Improvements Phase 2	Alameda County		$ 2.58							$ -	$ 2.58	
List A	A-11 Express Bus/Bus Rapid Transit (BRT) - Phase 2	Dublin/LAVTA		$ 0.14							$ -	$ 0.14	$ 1.00
	Sub-Total A		$ 42.81	$ 45.10	$ 1.10	$ -	$ -	$ 7.94	$ 5.00	$ 5.88	$ 19.92	$ 24.43	$ 3.00
List B	B-1 I-580/I-680 Interchange (westbound to southbound)	Dublin/Alameda CTC		$ -							$ -	$ -	$ 1.00
List B	B-2 Fifth Eastbound Lane on I-580 from Santa Rita Road to Vasco Road	Pleasanton & Livermore		$ -							$ -	$ -	
List B	B-3 I-580/First Street Interchange Modification	Livermore/Caltrans		$ -							$ -	$ -	
List B	B-4 I-580/Vasco Road Interchange Modification	Livermore/Caltrans		$ 4.80							$ -	$ 4.80	$ 2.00
List B	B-5 I-580/Greenville Road Interchange Modification	Livermore/Caltrans		$ -							$ -	$ -	
List B	B-6 Jack London Boulevard Extension	Livermore		$ -							$ -	$ -	
List B	B-7 El Charro Road Extension (Stoneridge Drive/Jack London Boulevard to Stanley Boulevard)	Pleasanton		$ -							$ -	$ -	
List B	B-8 Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive) (Safety Improvement Project)[2]	Contra Costa County & Dublin		$ 1.70							$ -	$ 1.70	$ 2.00
List B	B-8 Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive) (Roadway Widening Project)[3]	Contra Costa County & Dublin		$ 2.68							$ -	$ 2.68	
List B	B-10 I-680 Southbound HOV Lane Gap Closure (North Main Street to Rudgear Road)	San Ramon/CCTA		$ 5.49							$ -	$ 5.49	$ 1.00
List B	B-11a I-680 HOV Direct Access Ramps[4]	San Ramon/CCTA		$ -							$ -	$ -	
List B	B-11b I-680 Transit Corridor Improvements	San Ramon/CCTA		$ -							$ -	$ -	$ 2.00
	Sub-Total B		$ -	$ 14.67	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 14.67	$ 8.00
	Total		$ 45.40	$ 60.35	$ 1.10	$ -	$ -	$ 7.94	$ 5.00	$ 5.88	$ 19.92	$ 39.10	$ 11.00

Projected Disbursement (Assumes Fund Balance June 30, 2016 = $2.29 M)

PROJECTS		16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	TOTAL
	July 1st FY Balance (+)	$ 2.29	$ 12.52	$ 10.15	$ 1.03	$ 1.46	$ 0.08	$ 0.94	$ 2.82	$ 1.49	$ 0.31	
	Projected FY Revenue (+)	$ 13.12	$ 5.86	$ 7.92	$ 5.57	$ 5.48	$ 4.36	$ 4.51	$ 4.65	$ 4.83	$ 4.81	$ 61.10
Refund Local Account	Return to Local Source (20%) (-)	$ 2.62	$ 1.17	$ 1.58	$ 1.11	$ 1.10	$ 0.87	$ 0.90	$ 0.93	$ 0.97	$ 0.96	$ 12.22
Administrative Costs	Admin Cost (1%) (-)	$ 0.13	$ 0.06	$ 0.08	$ 0.06	$ 0.05	$ 0.04	$ 0.05	$ 0.05	$ 0.05	$ 0.05	$ 0.61
	Revenue for TVTDF Allocation	$ 12.66	$ 17.15	$ 16.41	$ 5.42	$ 5.79	$ 3.52	$ 4.51	$ 6.49	$ 5.30	$ 4.11	$ 48.27
A-1		Project Completed										$ -
A-2a			$ 6.00	$ 6.00								$ 12.00
A-2b									$ 2.00	$ 1.50	$ 1.65	$ 5.15
A-3		Project Completed										$ -
A-4		Project Completed										$ -
A-5a		Project Completed										$ -
A-5b		Project Completed										$ -
A-6		Project Completed										$ -
A-7		Project Completed										$ -
A-8		Project Completed										$ -
A-9a				$ 0.50	$ 1.05							$ 1.55
A-9b								$ 1.69				$ 1.69
A-10a				$ 0.50	$ 1.41	$ 1.41						$ 3.32
A-10b							$ 2.58					$ 2.58
A-11		$ 0.14	$ 1.00									$ 1.14
Sub-Total A		$ 0.14	$ 7.00	$ 7.00	$ 2.46	$ 1.41	$ 2.58	$ 1.69	$ 2.00	$ 1.50	$ 1.65	$ 27.43
B-1				$ 1.00								$ 1.00
B-2												$ -
B-3												$ -
B-4				$ 1.00	$ 1.50	$ 4.30						$ 6.80
B-5												$ -
B-6												$ -
B-7												$ -
B-8 (Safety Improvement Project)				$ 3.70								$ 3.70
B-8 (Roadway Widening Project)				$ 2.68								$ 2.68
B-10									$ 3.00	$ 3.49		$ 6.49
B-11a		Project Eliminated										$ -
B-11b											$ 2.00	$ 2.00
Sub-Total B		$ -	$ -	$ 8.38	$ 1.50	$ 4.30	$ -	$ -	$ 3.00	$ 3.49	$ 2.00	$ 22.67
Total	Fiscal Year Distribution	$ 0.14	$ 7.00	$ 15.38	$ 3.96	$ 5.71	$ 2.58	$ 1.69	$ 5.00	$ 4.99	$ 3.65	$ 50.10
	Remaining Balance	$ 12.52	$ 10.15	$ 1.03	$ 1.46	$ 0.08	$ 0.94	$ 2.82	$ 1.49	$ 0.31	$ 0.46	

Note

[1] Project is complete and is not considered for further funding.

[2] $1.70 Millions to be used in Contra Costa County. $2.0 Million to be shared by Contra Costa County and City of Dublin for project segment between Windemere Parkway and Moller Ranch (Palisades Drive).

[3] $2.68 Millions to be used in Contra Costa County.

[4] Project has been eliminated from funding plan.