
TRI-VALLEY TRANSPORTATION COUNCIL STRATEGIC EXPENDITURE PLAN 2011 UPDATE FINAL REPORT

FOR THE TRI-VALLEY TRANSPORTATION DEVELOPMENT FEE

TVTC MEMBER AGENCIES:



IN ASSOCIATION WITH:



PREPARED BY:



MAY 16, 2011

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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.

The TVTC 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. The TVTC and its member jurisdictions subsequently created and adopted the Tri-Valley Transportation Development Fee (TVTDF) in 1998 through a Joint Exercise of Powers Agreement (JEPA). The original Strategic Expenditure Plan (SEP) was adopted in 1999 and was updated in 2004 (Tri-Valley Transportation Council, Strategic Expenditure Plan 2004 Update with Interim Fee Adjustment, 2004).

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 had been substantial changes in the funding, planning, and traffic setting in which the Tri-Valley Transportation Development Fee was originally developed. New funding sources had been established, the TVTC Action Plan had been updated in 2000, projects had been completed, project schedules and/or funding plans had shifted, traffic patterns had changed, and new regional transportation projects had been 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 Tri-Valley Transportation Development Fee. The first 11 were projects that were included in the original program adopted in 1995. The second set of 11 were new projects that were included in the 2008 Nexus Study. As a result of this integrated transportation planning, elected officials have determined that the projects identified in the 2008 Nexus Study constitute the most feasible and effective improvements to reduce traffic congestion caused by new development in the Tri-Valley. The travel demand modeling documented in the 2008 Nexus Study confirms that these projects reduce the congestion caused by new development within the Tri-Valley, but these reductions do not improve conditions below what they are at present.

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 Strategic Expenditure Plan (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 that matched the programmed amounts and priorities as established in the 2004 SEP Update with a revised disbursement timeline to reflect the current Joint TVTD Fee Account balance and projected fee collections over the next five years, and to reaffirm commitment to the high priority projects.

This 2011 update to the SEP incorporates and builds upon each of the updated documents and progress of the TVTDF over the last 15 years. Some of the original list of transportation improvement projects has been completed, and schedules and funding for others have changed. This report summarizes the current status of the 22 projects listed in the 2008 Nexus Study, estimated revenues from the TVTDF over a 10-year horizon, and a proposed funding plan for the 22 projects considered. Adoption of the SEP requires the unanimous approval by the TVTC. Following release of this Final SEP by the TVTC, it will be referred to the member jurisdictions for approval and ultimately referred back to TVTC for final adoption.

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

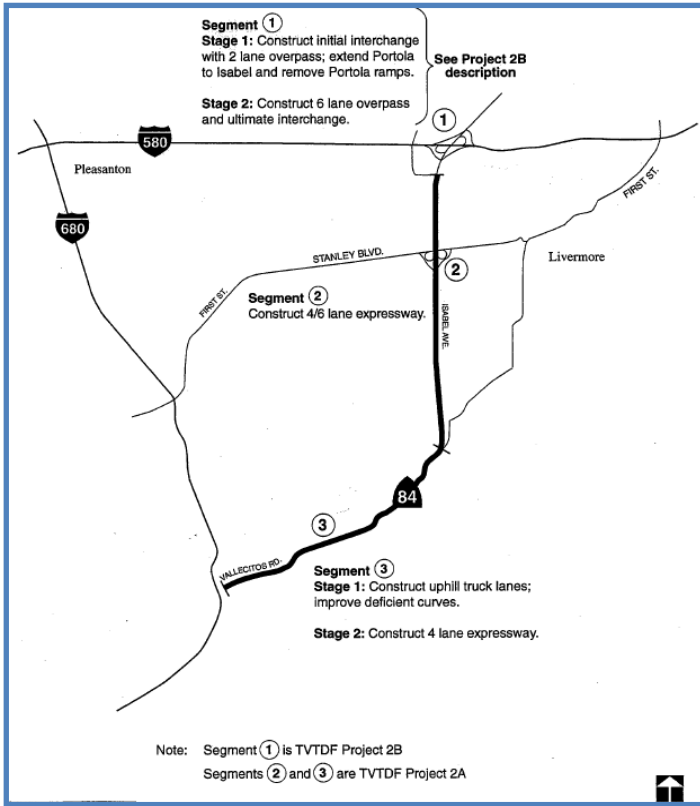
LIST A

- A-1 I-580/I-680 Interchange (southbound to eastbound) – completed, therefore not considered for further funding
- A-2a Route 84 Expressway I-580 to I-680
- A-2b Isabel Route 84/I-580 Interchange
- A-3 I-680 Auxiliary Lanes
- A-4 West Dublin/Pleasanton BART – completed, therefore not considered for further funding
- A-5a I-580 HOV Lane Eastbound
- A-5b I-580 HOV Lane Westbound
- 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/San Ramon Road Interchange
- A-8 I-680/Alcosta 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

LIST B

- B-1 I-580/I-680 Interchange (westbound to southbound)
- B-2 Fifth 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-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 to Livorna
- B-11 I-680 Express Bus/HOV On- and Off-Ramps
- B-11b I-680 Transit Corridor Improvements

A-2a. Route 84 Expressway (I-580 to I-680)



TVTC PROJECT SPONSOR:

City of Livermore

LEAD AGENCY:

Alameda County Transportation Improvement Authority

PROJECT DESCRIPTION:

This project will 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. In addition, Route 84 will be realigned 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 relocate utilities 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.

STATUS:

A Project Study Report of the entire route was completed in 2005 and was funded through a \$1 million allocation of TVTDF funds. The project has been segmented into three primary sections:

- Segment 1 – I-580 to Airway Boulevard. This segment is the I-580/Route 84 Interchange project listed separately as Project A-2B
- Segment 2 – Airway Boulevard to Ruby Hills Drive. This segment will be constructed in three phases:
 - Phase 1 – Isabel Avenue/Vineyard Avenue intersection realignment. This phase was completed in 2008, and was funded with \$2.3 million of TVTDF 20% funds.
 - Phase 2 – Airway Boulevard to Jack London Boulevard. This stage received a \$5.2 million allocation of TVTDF funds. Environmental clearance was obtained in 2007 with the I-580/Route 84 Interchange project. PS&E was completed in 2008. Construction activity commenced in 2009 and will be completed by 2011.

- o Phase 3 – Jack London Boulevard to Ruby Hills Drive. This stage is included as Project 24 in the Alameda County Measure B program. Environmental clearance was obtained in 2008. PS&E development is underway and is scheduled to be complete in 2011. Construction is scheduled from 2011 to 2013.
- Segment 3 – Ruby Hills Drive to I-680. This segment has two stages:
 - o Stage 1 – Ruby Hills Drive to Pigeon Pass. This stage was completed by Caltrans in 2009 and was funded with approximately \$30 million in SHOPP funds.
 - o Stage 2 - Pigeon Pass to I-680, including the I-680/Route 84 interchange and auxiliary lane on I-680 from Route 84 to Andrade Road. This stage has not been developed beyond the PSR. It is expected that the PSR will be updated and environmental work started in 2010. There has been no funding allocated for this stage.

PHASING AND SCHEDULE:

The project is expected to be constructed in several stages.

- Segment 1 – See project A-2B
- Segment 2 – completion in 2013
- Segment 3, stage 1 – completed in 2009
- Segment 3, stage 2 – schedule undetermined

COST ESTIMATE AND FUNDING SOURCES:

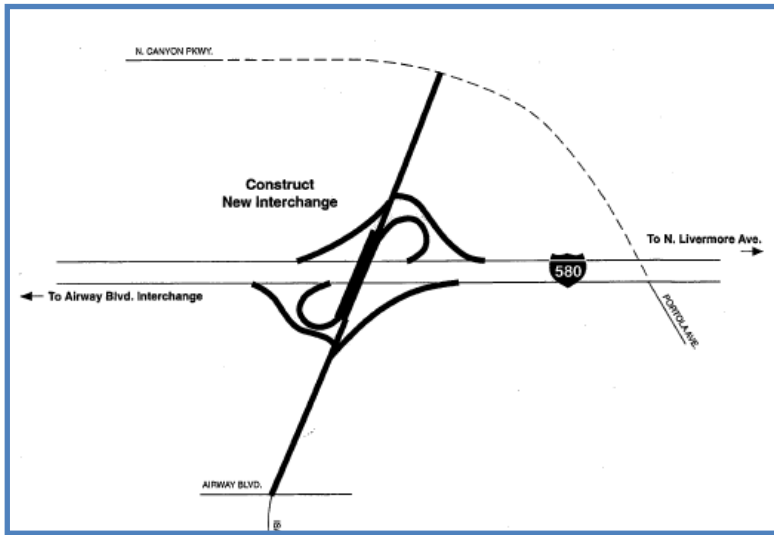
SEGMENT 2

Cost (Millions, 2009)	\$127.11
Funding (Millions, 2009)	
TVTDF	\$10.00
Measure B	\$96.46
CMIA	\$20.00
Other	\$0.65
Total (Millions, 2009)	\$127.11
Funding Shortfall (Millions, 2009)	\$0.00

SEGMENT 3

Cost (Millions, 2009)	\$230.00
Funding (Millions, 2009)	
TVTDF	\$3.00
Measure B	\$0.00
SHOPP	\$30.00
Total (Millions, 2009)	\$33.00
Funding Shortfall (Millions, 2009)	\$197.00

A-2b. State Route 84/I-580 Interchange



TVTC PROJECT SPONSOR:

City of Livermore

LEAD AGENCY:

Caltrans, City of Livermore

PROJECT DESCRIPTION:

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.

STATUS:

The environmental assessment has been completed and certified. Construction of Phase 1 is underway and is expected to be completed in 2012.

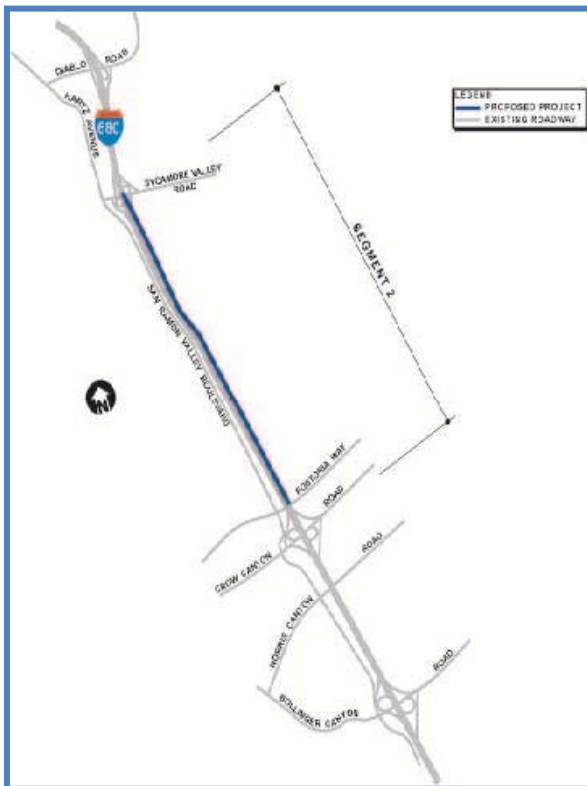
PHASING AND SCHEDULE:

The project will be constructed in 2 phases. The Phase 1 project is fully funded, under construction, and expected to be complete in 2012. The funding shortfall is for the Phase 2 project. The Phase 2 project has completed environmental clearance and right of way certification. Design work for Phase 2 is expected to begin after 2015.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009)	\$165.00
Funding (Millions, 2009)	
Federal	\$11.30
Measure B	\$25.10
I-580 Corridor	\$10.00
Dev. R/W contribution	\$19.30
Livermore TIF	\$25.58
CMIA	\$68.00
Total Funding (Millions, 2009)	\$159.28
Funding Shortfall (Millions, 2009)	\$5.72

A-3. I-680 Auxiliary Lanes (Segment 2)



TVTC PROJECT SPONSOR:

Town of Danville

LEAD AGENCY:

Contra Costa Transportation Authority

PROJECT DESCRIPTION:

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. The entire project consists of construction of auxiliary lanes between Diablo Road to Bollinger Canyon Road. Construction of Segment 1 and 3 has been completed.

STATUS:

The project was environmentally cleared in September 2002 and the project report was

approved in February 2003. Construction of Segment 2 is expected to start in 2012 and be complete in 2014.

PHASING AND SCHEDULE:

Construction is expected to start in 2012 and be complete in 2014.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2012)	\$36.00
Funding (Millions, 2012)	
Prop 1B CMIA Savings	\$6.00
Local Sales Tax Revenue	\$16.40
Local Fees	\$1.60
Total Funding (Millions, 2012)	\$24.00
Funding Shortfall (Millions, 2012)	\$12.00

A-5a. I-580 HOV Lane Eastbound**TVTC PROJECT SPONSOR:**

The City of Pleasanton

LEAD AGENCY:

Alameda County Transportation Commission

PROJECT DESCRIPTION:

This project constructed about 11 miles of HOV lanes on I-580 from

west of Hacienda Boulevard to east of Greenville Road. Completed in November 2010, this freeway segment now has a total of four mixed-flow lanes, and one HOV lane. This project is part of a two-phase project with the first phase consisting of construction HOV lanes on the eastbound segment and the second phase consisting of construction HOV lanes on the westbound segment (refer to Project A-5B for details).

STATUS:

The HOV project was split into three separate contracts for bidding purposes. The first HOV segment, from Airway Boulevard to the Greenville overcrossing, was opened to traffic on October 2, 2009 and the construction contract was accepted on February 2, 2010. Construction of the second HOV segment began on August 2009. The HOV lane from Airway to First Street was opened on July 18, 2010. The remaining portion between Hacienda and Airway opened on November 5, 2010. Alameda County Transportation Commission has initiated design of Phase 3, the eastbound auxiliary lanes project between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street.

PHASING AND SCHEDULE:

The first HOV construction contract was completed in Fall 2009. The second HOV construction contract will be completed in Winter 2011. The auxiliary lanes project is scheduled to go to construction in Summer 2012.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2010)	\$157.56
Funding (Millions, 2009)	
TCRP	\$7.00
RM2	\$11.18
STIP/RIP	\$17.67
CMIA	\$72.20
SHOPP	\$27.00
CMAQ	\$6.00
Earmark	\$14.12
TVTDF	\$2.39
Total Funding (Millions, 2009)	\$157.56
Funding Shortfall (2009)	\$0.00

NOTE:

- RM2 funds (\$ 3M) were used in lieu of TVTDF due to timing.

A-5b. I-580 HOV Lane Westbound**TVTC PROJECT SPONSOR:**

The City of Pleasanton

LEAD AGENCY:

Alameda County Transportation Commission

PROJECT DESCRIPTION:

This project will construct about 13 miles of HOV lanes on I-580 from east of Greenville Road to Foothill Road.

After it is completed, this freeway segment will have a total of four mixed-flow lanes, one HOV lane and auxiliary lanes at various locations. A direct bus-only connection from the HOV lane to Dublin-Pleasanton BART was originally included with the project but has been removed from the scope.

STATUS:

The Environmental Document for the HOV Lane was approved on October 16, 2009 and the Project Report was approved on January 19, 2010. The project has been split into three phases for construction, the east segment (Greenville to Isabel) PS&E is at 95%, the 100% west segment (Isabel to Foothill) PS&E has been submitted to Caltrans District 4 for review. The third segment will consist of and be combined with work in the eastbound direction within the limits of the I-580 eastbound auxiliary lane project. A Program Change Request (PCR) was prepared and approved for the project split, to remove the bus ramp from the project scope, and to add auxiliary lanes from Airway to Fallon (ACTIA Project) and Vasco to First (Livermore Project). A new PCR to add pavement rehabilitation to the scope and to revise the project schedule is being prepared.

PHASING AND SCHEDULE:

A revised project schedule, reflecting the inclusion of pavement rehabilitation, is currently being prepared. Project Approval was completed in October 2009. 100% Design completion is anticipated in Fall 2011. Construction is scheduled to begin in Spring 2012.

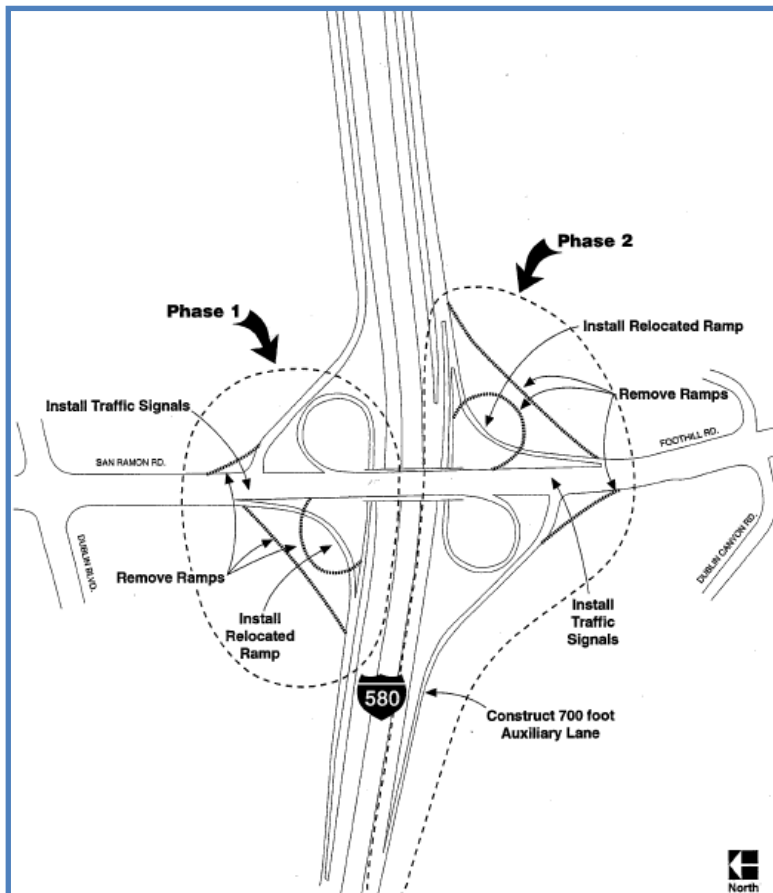
COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2013)	\$138.39
Funding (Millions, 2009)	
RM2	\$13.20
CMIA	\$101.70
LONP	\$18.00
Other Local (Livermore & Measure B)	\$4.49
TVTDF	\$1.00
Total Funding (Millions, 2009)	\$138.39
Funding Shortfall (Millions, 2009)	\$0.00

NOTE:

- Cost and funding were reduced due to elimination of the bus connector ramp (\$12 Million in RM2)
- Rehabilitation cost of \$33.4 Million is not included in either the cost or funding sources listed above, but has been programmed
- RM2 funds were used in lieu of TVTC due to timing
- \$4.49 Million from City of Livermore and Measure B to fund the added Auxiliary Lanes

A-7. I-580/Foothill/San Ramon Road Interchange Modifications



TVTC PROJECT SPONSOR:

City of Pleasanton

LEAD AGENCY:

Caltrans

PROJECT DESCRIPTION:

This project will construct improvements at the I-580 intersection at Foothill Road to improve intersection operations and safety. The project will modify the intersection to remove the direct EB to SB connection and EB to NB "loop" connection so that it terminates into a "T" style intersection at Foothill Road just south of the Foothill Road Bridge. The intersection would be signalized. This project would significantly improve the safety at the intersection, removing three weaving locations at the intersection. The off-ramp would terminate at Foothill and would

include EB left and right turns off the freeway. In addition to intersection operations and safety improvements, the improvements are also being designed to improve bicycle and pedestrian circulation at the intersection and through the corridor.

STATUS:

The improvements on the north side of I-580 (Dublin side) have been completed. The City of Pleasanton began preparing the design package for Caltrans submittal in 2010 and anticipates completing design and commencing construction in 2011.

PHASING AND SCHEDULE:

The project is part of a two phase interchange modification project. Improvements on the north side of I-580 (Dublin side) in Phase 1 have been completed. Construction of Phase 2 improvements, on the south side of I-580, is expected to start in 2011.

COST ESTIMATES AND FUNDING SOURCES (PHASE 2):

Cost (Millions, 2009)	\$3.600
Funding (Millions, 2009)	
TVTDF	\$0.800
CMA Block Grant	\$0.685
Total Funding (Millions, 2009)	\$1.485
Funding Shortfall (Millions, 2009)	\$2.115

A-9a. Crow Canyon Road Improvements Phase 1



TVTC PROJECT SPONSOR:

Alameda County

LEAD AGENCY:

Alameda County

PROJECT DESCRIPTION:

This project is Phase 1 of a multi-phase safety improvement project along Crow Canyon Road between E. Castro Valley Blvd. and the vicinity of Alameda Mile Marker 2.15. The Phase 1 safety improvement project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications. (Please refer to Project A-9B for details on Phase 2.)

Overall, the realignment of various curves, shoulder widening, and retaining wall systems will facilitate traffic safety and operations and

reduce congestion for residents traveling between Alameda and Contra Costa Counties. The modification of the tight curve near Mile Marker 2.15 will reduce the high number of collisions, including fatalities along this high volume inter-regional roadway.

STATUS:

The project is currently in the Preliminary Engineering/Environmental Studies stage. Construction is expected to begin by 2014.

PHASING AND SCHEDULE:

Construction of Phase 1 is expected to begin by 2014.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009)	\$13.5
Funding (Millions, 2009)	
STIP	\$0.50
CMA TIP	\$0.45
Prop 1-B	\$1.00
Local Alameda County	\$0.60
Total Funding (Millions, 2009)	\$2.55
Funding Shortfall (Millions, 2009)	\$10.95

A-9b. Crow Canyon Road Improvements Phase 2



TVTC PROJECT SPONSOR:

Alameda County

LEAD AGENCY:

Alameda County

PROJECT DESCRIPTION:

This project is the second phase of a multi-phase safety improvement project along Crow Canyon Road between Castro Valley Blvd. and the Alameda/Contra Costa County Line. Please refer to Project A-9A for details on Phase 1.

Overall, this safety improvement project includes roadway realignment, shoulder widening, retaining wall systems, two-way left turn lanes (as needed), and guardrail installations or upgrades. 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 retaining wall systems will facilitate 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.

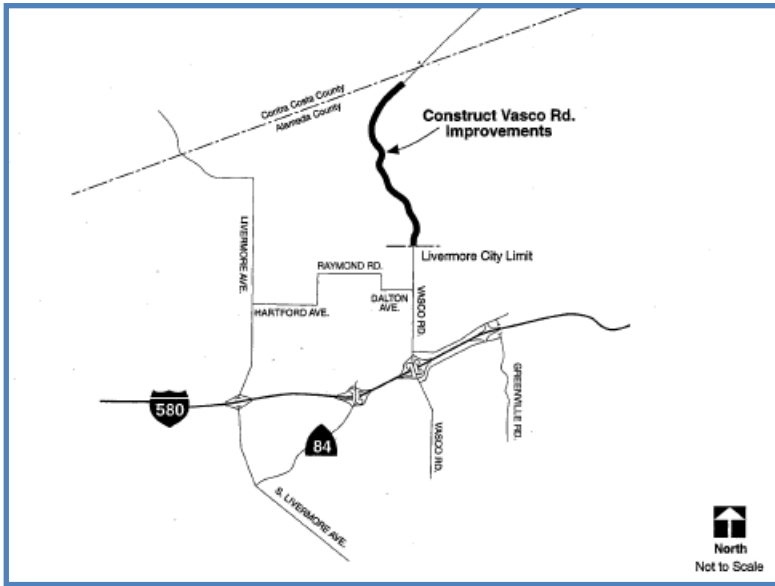
PHASING AND SCHEDULE:

This project is in the scoping stage. Phasing and schedule have not been decided.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009)	\$32.34
Funding (Millions, 2009)	\$0.00
Total Funding (Millions, 2009)	\$0.00
Funding Shortfall (Millions, 2009)	\$32.34

A-10a. Vasco Road Safety Improvements Phase 1



TVTC PROJECT SPONSOR:

Alameda County

LEAD AGENCY:

Alameda County

PROJECT DESCRIPTION:

This project includes roadway realignment, shoulder widening, and median barriers. 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.

A median barrier will be installed between the Contra Costa County line and about 1.8 miles north of the Livermore city limits. 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.

STATUS:

The utility relocation phase of this project has been completed. Construction of the realignment project was completed November 2009. Installation of the median barriers is expected by 2011 with the needed shoulder and striping modifications to be completed by 2014.

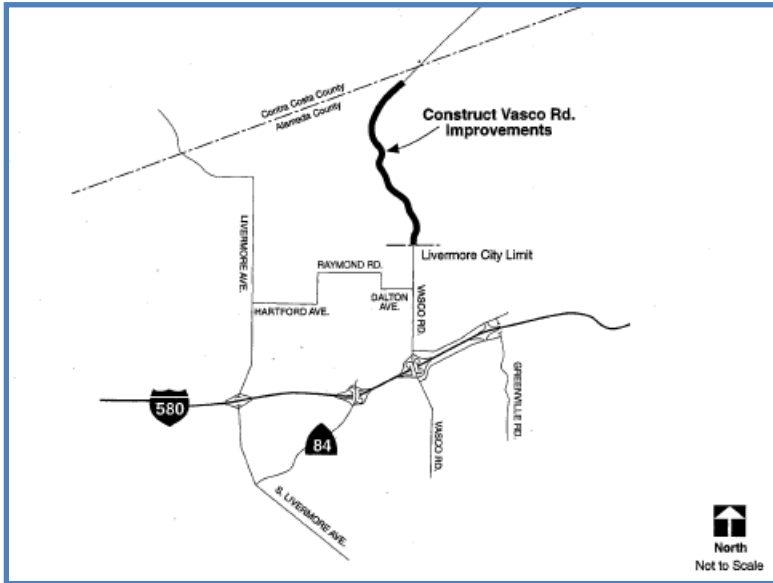
PHASING AND SCHEDULE:

The project is scheduled to be constructed in several stages and is part of a two phase project. The final stage of Phase 1, installation of median barriers, shoulder improvements and striping modifications is expected to be completed by 2014.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009)	\$30.26
Funding (Millions, 2009)	
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 Funding (Millions, 2009)	\$26.11
Funding Shortfall (Millions, 2009)	\$4.15

A-10b. Vasco Road Safety Improvements Phase 2



TVTC PROJECT SPONSOR:

Alameda County

LEAD AGENCY:

Alameda County

PROJECT DESCRIPTION:

This project is part of a two phase safety improvement project along Vasco Road. This second 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. This Phase II 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 cross-over-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 by 2015.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009)	\$25.83
Funding (Millions, 2009)	\$0.00
Total Funding (Millions, 2009)	\$0.00
Funding Shortfall (Millions, 2009)	\$25.83

A-11. Express Bus/Bus Rapid Transit – Phase 2**TVTC PROJECT SPONSOR:**

City of Dublin

LEAD AGENCY:

Livermore Amador Valley Transit Authority

OTHER INVOLVED PARTIES:

Cities of Pleasanton and Livermore

PROJECT DESCRIPTION:

The deployment of LAVTA's Route 10 Rapid Bus Program is underway. The program will implement express bus/bus rapid transit service along the I-580 corridor between Lawrence Livermore Lab, Livermore Transit Center, Dublin-Pleasanton BART via Dublin Boulevard, and to Stoneridge Mall. The proposed bus rapid transit service is termed RAPID. Additionally, transit signal priority will be installed at signalized intersections traversed by Route 10 between downtown Pleasanton and the Dublin/Pleasanton BART station, referred to as the Pleasanton Speed and Efficiency Alignment. Improvements include bus stop upgrades and amenities; passenger information systems; new hybrid, low-floor vehicles; roadway, intersection, and signalization modifications to construct queue jump lanes and provide transit priority at key intersections. Construction and initial implementation ("Phase 1") is fully funded and expected to be completed in 2010.

Phase 2 of LAVTA's express bus/bus rapid transit project includes upgrades to and expansion of the initial program, including the following potential elements in order of prioritization:

1. Completion of the "Rapidization" of buses on the Pleasanton Speed and Efficiency Alignment
2. Addition of more bus queue jump lanes
3. Construction of Park and Ride lots
4. Installation of off-board fare collection equipment at RAPID stops.

1. - Completion of the "Rapidization" of buses on the Pleasanton Speed and Efficiency Alignment - This project element would retrofit 11 existing buses with optical emitters so that the transit signal priority (TSP) equipment installed along the Pleasanton Speed and Efficiency Alignment as part of Phase 1 can be utilized by the existing bus fleet. Such a retrofit would

expedite bus service by allowing buses to obtain signal priority. The total cost for the retrofit is \$33,000.

This project element would also include the installation of bus stop amenities at up to 16 locations along the Pleasanton Speed and Efficiency Alignment. The amenities might include bus shelters, benches, real-time information signs, bus stop flag signs, wayfinding signs, decorative concrete paving and trash and recycle receptacles. These improvements would enhance the passenger experience and potentially attract more riders. The total cost for the bus stop improvements is \$5,400,000.

2. - Addition of More Bus Queue Jump Lanes - With initial deployment of the RAPID and the Pleasanton Speed and Efficiency Alignment, improvements are being completed at three intersections to provide a bus queue jump lane. Phase 2 would install improvements at up to an additional 11 locations: 5 in Pleasanton along the Pleasanton Speed and Efficiency Alignment, 4 in Livermore along the RAPID route, and 2 in Dublin along the RAPID route. Providing queue jump lanes allows for buses to pass through these intersections quicker. The total cost of the bus queue jump improvements is \$9,740,000.

3. - Construction of Park and Ride Lots - Two sites have been identified, one in Livermore and one in Pleasanton, as potential future park-and-ride lots. Further study and coordination with each agency is still required. The estimated cost for land acquisition and construction of both lots is \$1,300,000.

4. - Installation of Off-Board Fare Collection Equipment at RAPID Stops - Off-board fare collection systems provide for faster boarding times, an improved customer experience, and enhanced service branding. Four locations along the RAPID route have been identified as candidate locations for the installation of such a system, including the Livermore Transit Center, Downtown Livermore, East Dublin/Pleasanton BART, and Downtown Dublin/West Dublin BART. The total cost to install the system at four locations is \$140,000 (with annual operations and maintenance around \$87,000).

Alternatively, installing the off-board fare collection system at all RAPID and Pleasanton Speed and Efficiency Alignment bus stops would cost \$1,900,000.

STATUS:

Construction of initial RAPID improvements is expected to be completed in 2010, and is fully funded.

PHASING AND SCHEDULE:

Phase 2, to include Pleasanton Speed and Efficiency Alignment "Rapidization" and additional improvements along the RAPID route, is in the planning stage with actual scope, schedule, cost and funding unknown at this time.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009) (Sum of above-cited costs for items 1-4)	\$18.40
Funding (Millions, 2009)	
Total Funding (Millions, 2009)	\$0.00
Funding Shortfall (Millions, 2009)	\$18.40

B-1. I-580/I-680 Interchange (Westbound to Southbound)**TVTC PROJECT SPONSOR:**

City of Dublin

LEAD AGENCY:Alameda County Transportation
Commission**OTHER INVOLVED PARTIES:**

Caltrans, City of Pleasanton

PROJECT DESCRIPTION:

The project is located at the I-580/I-680 Interchange in Alameda County. The proposed project limits are from 1700 feet east of the Hacienda Drive

Overcrossing (PM 18.50) to 2000 feet 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 discussed below.

Alternative 1. This alternative would provide 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. It would also construct an express bus lane from the East Dublin/Pleasanton BART station to eastbound I-580. The estimated cost for this alternative in current 2008 dollars is \$760 million.

Alternative 2. This alternative would provide 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. It would also construct an express bus lane from the East Dublin/Pleasanton BART station to eastbound I-580. The estimated cost for this alternative in current 2008 dollars is \$640 million.

Alternative 3. This alternative would provide a mixed-flow lane direct connection from northbound I-680 to westbound I-580, and remove the northbound I-680 to westbound I-580 loop ramp connection. It would also construct an express bus lane from the East Dublin/Pleasanton BART station to eastbound I 580. Alternative 3 would provide a potentially fundable early phase to planned ultimate improvements to the I-580/I-680 interchange within the foreseeable future. The estimated cost for this alternative in current 2008 dollars is \$400 million.

STATUS:

A Project Study Report (PSR) was completed and approved by Caltrans in 2009. The next steps toward completion of the project include:

- Project Approval & Environmental Documentation (PA&ED)
- Plans, Specifications & Estimates (PS&E)
- Right of Way Certification
- Construction

Upon final approval of the PSR, funds can be programmed for support costs totaling \$95-100 million (based on most expensive Alternative 1 costs in escalated dollars). The next step, PA&ED, will cost an estimated \$17 million (in escalated dollars).

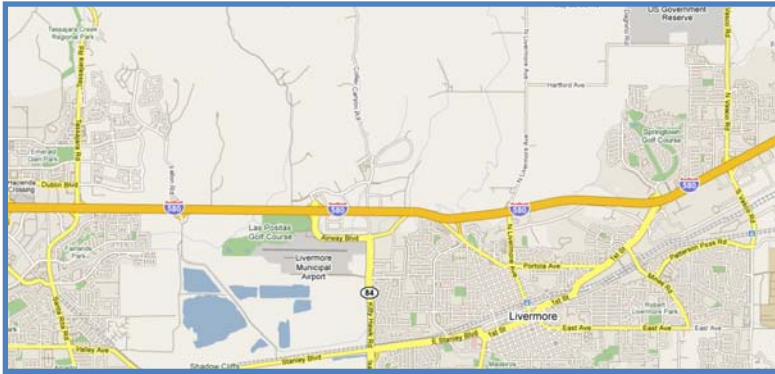
PHASING AND SCHEDULE:

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

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2008)	\$760.00
Funding (Millions, 2008)	
RM2	\$2.50
Total Funding (Millions, 2008)	\$2.50
Funding Shortfall (Millions, 2008)	\$757.50

B-2. Fifth Eastbound Lane on I-580 (Santa Rita to Vasco Road)



TVTC LEAD SPONSOR:

City of Pleasanton

LEAD AGENCY:

Caltrans

PROJECT DESCRIPTION:

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 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.

STATUS:

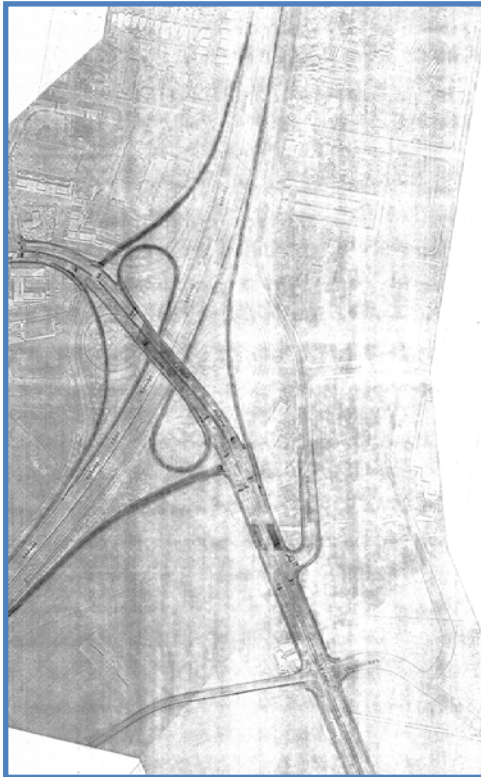
The auxiliary lane components of this project between Fallon Road and Isabel Avenue and between First Street and Vasco Road are funded and will be constructed in conjunction with the I-580 Eastbound HOV Lane project (Project A-5A). The remaining components of the project have not begun.

PHASING AND SCHEDULE:

A portion of this project will be constructed in conjunction with the I-580 eastbound HOV lane project. The Phasing and Schedule for the remaining components is not available at this time.

FUNDING SOURCES:

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

B-3. I-580/First Street Interchange Modification**TVTC LEAD SPONSOR:**

City of Livermore

LEAD AGENCY:

Caltrans

PROJECT DESCRIPTION:

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.

STATUS:

A Project Study Report has been completed.

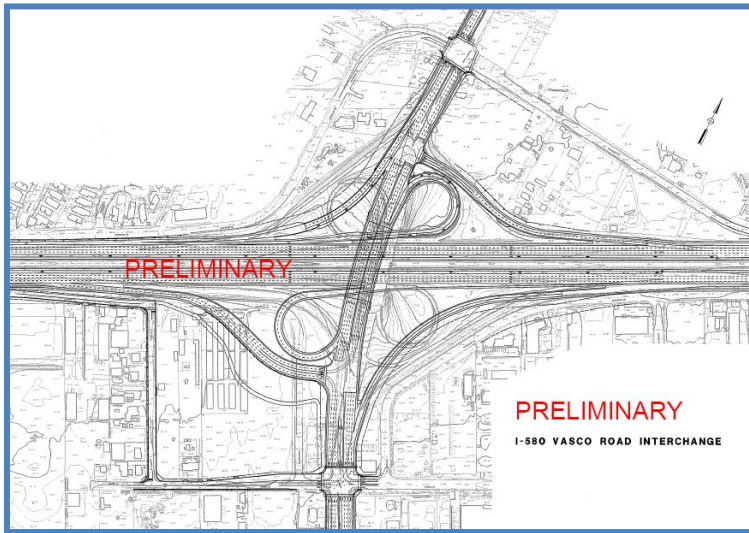
PHASING AND SCHEDULE:

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

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009)	\$32.50
Funding (Millions, 2009)	
Livermore TIF	\$28.30
Total Funding (Millions, 2009)	\$28.30
Funding Shortfall (Millions, 2009)	\$4.20

Local funding will be 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.

B-4. I-580/Vasco Road Interchange Modification

TVTC Lead Sponsor:
City of Livermore

LEAD AGENCY:

Caltrans

PROJECT DESCRIPTION:

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.

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.

PHASING AND SCHEDULE:

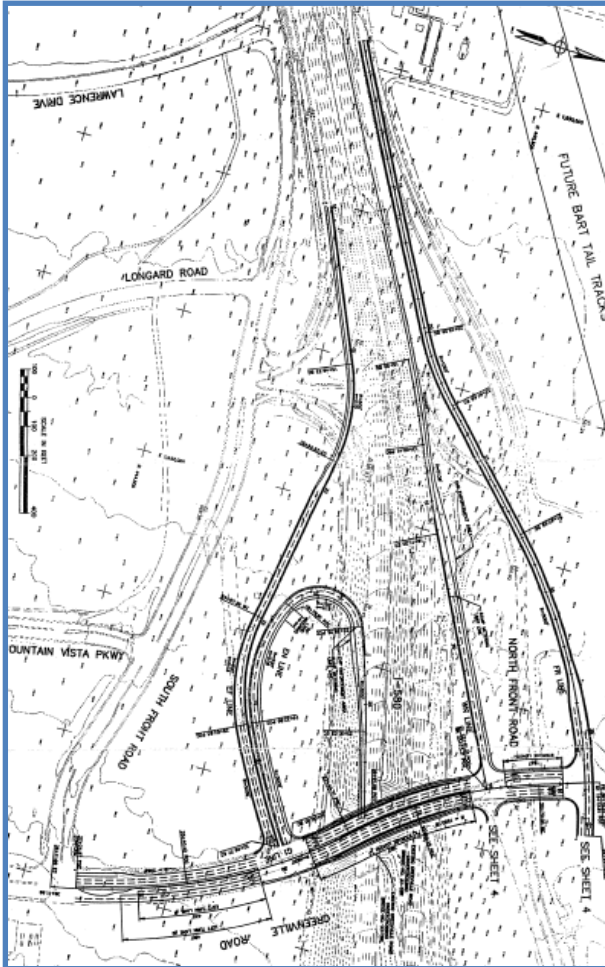
The project phasing and schedule is unavailable.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009)	\$54.23
Funding (Millions, 2009)	
Livermore TIF	\$40.24
Fed HEP	\$2.60
Total Funding (Millions, 2009)	\$42.84
Funding Shortfall (Millions, 2009)	\$11.36

Local funding is 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.

B-5. I-580/Greenville Road Interchange Modification



TVTC LEAD SPONSOR:

City of Livermore

LEAD AGENCY:

Caltrans

PROJECT DESCRIPTION:

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.

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.

PHASING AND SCHEDULE

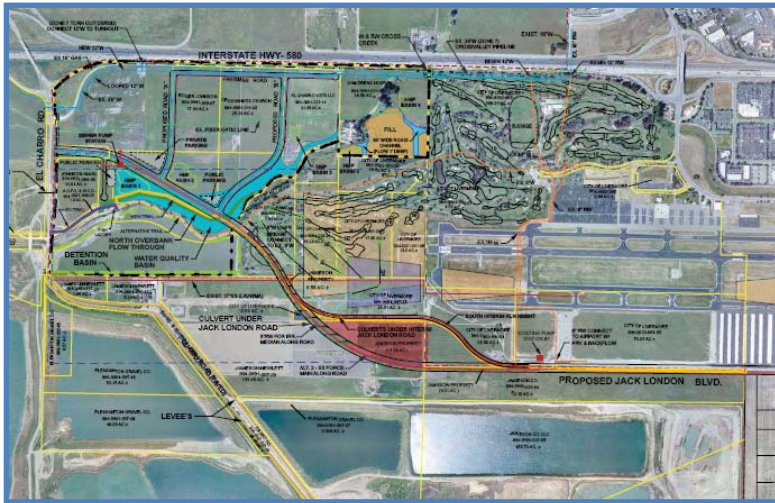
Project Phasing and Schedule is unavailable

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009)	\$38.00
Funding (Millions, 2009)	
Livermore TIF	\$29.64
Total Funding (Millions, 2009)	\$29.64
Funding Shortfall (Millions, 2009)	\$8.36

Local funding is 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.

B-6. Jack London Boulevard Extension



TVTC LEAD SPONSOR:

City of Livermore

LEAD AGENCY:

City of Livermore

PROJECT DESCRIPTION:

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.

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 be completed in 2011.

PHASING AND SCHEDULE:

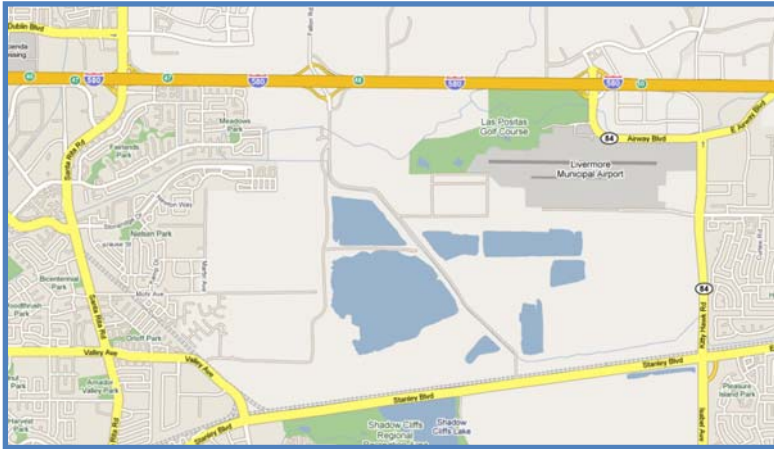
The project is expected to be constructed in several phases. The initial stage is expected to be completed in 2011. The ultimate 4-lane widening will not commence until after the quarries have completed mining operations.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009)	\$29.47
Funding (Millions, 2009)	
Livermore TIF	\$24.24
Total Funding (Millions, 2009)	\$24.24
Funding Shortfall (Millions, 2009)	\$5.23

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 project.

B-7. El Charro Road Extension (Stoneridge Drive/Jack London Boulevard to Stanley Boulevard)



TVTC LEAD SPONSOR:

City of Pleasanton

LEAD AGENCY:

City of Pleasanton

PROJECT DESCRIPTION:

The City of Pleasanton is linked to the City of Livermore by I-580, Stanley Boulevard, and Vineyard Avenue. Currently, any connection between I-580 and Stanley Boulevard must use

Santa Rita Road through Pleasanton, which is very congested in the peak hours. The construction of El Charro Road connecting I-580 and Stanley Boulevard through Pleasanton will relieve congestion along Santa Rita Road, and provide greater mobility between the two Livermore/Pleasanton east-west connecting roadways. This project relates to the construction of the second Phase of El Charro Road extension between I-580 and Stoneridge Drive/Jack London Boulevard and Stanley Boulevard as a 4-lane divided road. This portion is estimated to be about 1.7 miles in length.

STATUS:

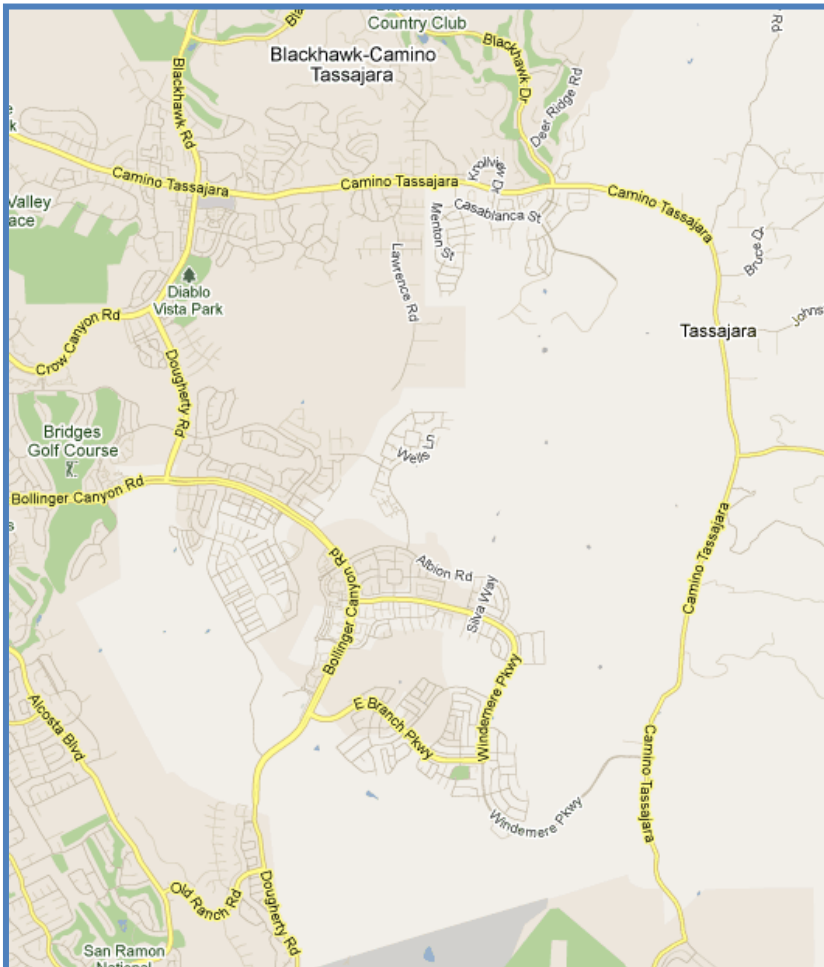
The southern portion of El Charro Road will continue to serve private access only, until the City of Pleasanton completes an East Side Specific Plan (began in 2010). It is anticipated that the project will be constructed with the first stages of the East Side Specific Plan development.

PHASING AND SCHEDULE:

El Charro Road is currently a private roadway. The El Charro Extension project will be completed in two phases. There are development plans approved to construct the northern segment of this roadway (between I-580 and Stoneridge Drive/Jack London Boulevard). Construction of the northern segment of El Charro Road is anticipated to begin in 2011. The 2009 SEP Update, however, only includes the second Phase, which would extend El Charro Road from Stoneridge Drive/Jack London Boulevard to Stanley Boulevard. The timeline for this Phase is dependent on the status an East Side Specific Plan. This plan will identify the land use and circulation along the Future El Charro Road and may 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.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009)	\$43.65
Funding (Millions, 2009)	
Pleasanton TIF	\$13.5
Total Funding (Millions, 2009)	\$13.5
Funding Shortfall (Millions, 2009)	\$30.15

B-8. Camino Tassajara Widening (East Blackhawk Drive to County Line)**TVTC LEAD SPONSOR:**

Contra Costa County

LEAD AGENCY:

Contra Costa County

SAFETY IMPROVEMENT PHASE**DESCRIPTION:**

This phase will widen Camino Tassajara to meet two lane rural road standards with sufficient lane width and shoulder width to improve safety and allow for future bike lanes. The improvements will also include realignment of a horizontal curve approximately 0.5 miles north of Windemere Parkway and another curve just north of the Contra Costa/Alameda County line.

This phase will improve safety on Camino Tassajara. The

realignment of the two horizontal curves and provision for addition of standard paved shoulders will improve safety for motorists and facilitate motorists and bicyclists to share the roadway. These improvements are consistent with the Countywide Bicycle Plan.

STATUS:

Planning Phase with completion of an internal document, Project Study Report.

PHASING AND SCHEDULE:

Phasing and Scheduling for this project is unavailable pending completion of the project study report.

COST ESTIMATES AND FUNDING SOURCES (SAFETY PHASE):

Cost (Millions, 2009)	\$17.00
Funding (Millions, 2009)	
Contra Costa Traffic Mitigation Fees	\$4.25
Total Funding (Millions, 2009)	\$4.25
Funding Shortfall (Millions, 2009)	\$12.75

ROADWAY WIDENING PHASEDESCRIPTION:

This phase will widen Camino Tassajara from two to four lanes from approximately 2,000 feet east of Blackhawk Drive to Windemere Parkway and from two to six lanes from Windemere Parkway to the Contra Costa/Alameda County line. This widening phase of the project will mitigate capacity demands along Camino Tassajara.

These improvements will mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley. An increase in the average daily traffic on Camino Tassajara is anticipated due to improvements on Dougherty Road, Windemere Parkway, Tassajara Road, and Fallon Road.

STATUS:

Planning Phase with completion of an internal document, Project Study Report.

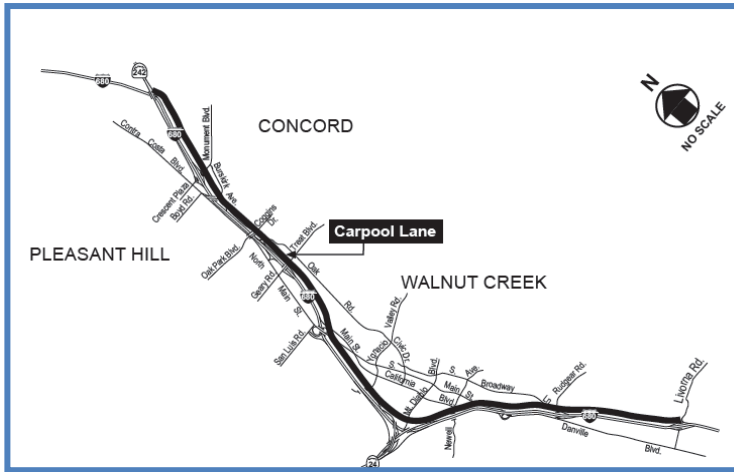
PHASING AND SCHEDULE:

Phasing and Scheduling for this phase is unavailable pending completion of the project study report.

COST ESTIMATES AND FUNDING SOURCES (WIDENING PHASE):

Cost (Millions, 2009)	\$32.00
Funding (Millions, 2009)	
Contra Costa Traffic Mitigation Fees	\$4.75
Total Funding (Millions, 2009)	\$4.75
Funding Shortfall (Millions, 2009)	\$27.25

B-10. I-680 Southbound HOV Lane Gap Closure (North Main to Livorna)



TVTC LEAD SPONSOR:

City of San Ramon

LEAD AGENCY:

TRANSPAC

OTHER INVOLVED PARTIES:

Caltrans/CCTA

PROJECT DESCRIPTION:

Close the High Occupancy Vehicle (HOV) lane gap along Interstate 680 between North Main Street and Livorna

Road in the southbound direction. 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, vanpooling, transit, and provide the necessary infrastructure for express buses in the corridor.

STATUS:

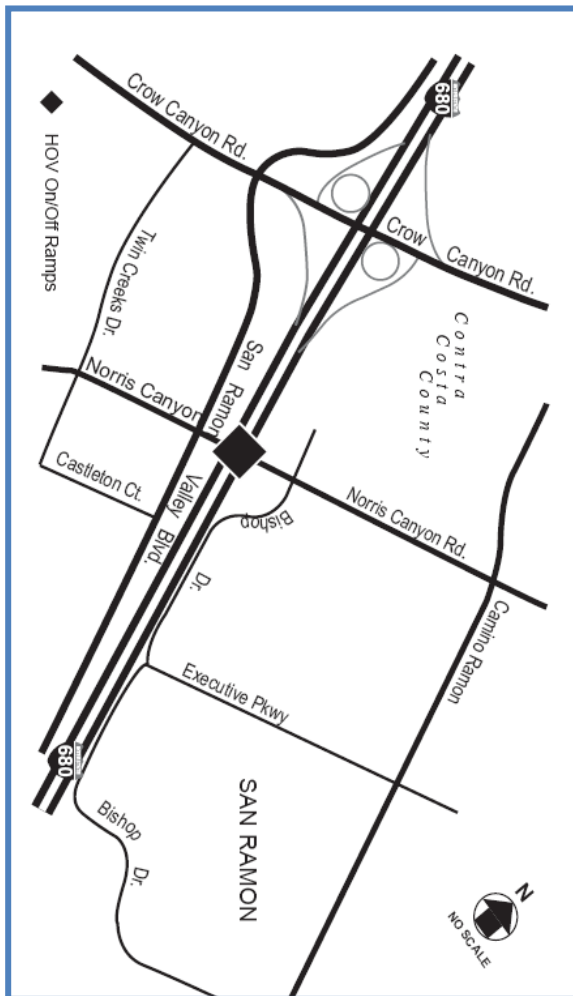
A PSR was completed by Caltrans in May2009. PR/ED will begin in 2011 and construction is planned for 2013 and 2015 timeframe.

PHASING AND SCHEDULE:

Construction is expected to start in 2013 and completed in 2015.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009)	\$80.00
Funding (Millions, 2009)	
RM2	\$14.00
Measure J	\$38.00
Total Funding (Millions, 2009)	\$52.00
Funding Shortfall (Millions, 2009)	\$28.00

B-11a. I-680/Norris Canyon Express Bus/Carpool On- and Off-Ramps**TVTC LEAD SPONSOR:**

City of San Ramon

LEAD AGENCY:

Contra Costa Transportation Authority

OTHER INVOLVED PARTIES:

Caltrans, County Connection, Southwest Area Transportation Committee (SWAT), CCTA

PROJECT DESCRIPTION:

This project would provide exclusive Bus/HOV ramps from the median of I-680 onto Norris Canyon Road in both directions. It will serve the San Ramon Transit Center and the Park & Ride Lot near Bishop Ranch. The project aims to improve travel times for buses, carpoolers, and vanpoolers. This is one of multiple projects intended to provide the infrastructure for enhanced express bus service in the I-680 corridor, as recommended by the I-680 Investment Options Analysis Study (2003).

The PSR was approved by Caltrans on March 16, 2010. One build alternative and the "no-build" alternative were evaluated in the PSR. The build alternative proposes to construct on- and off-ramps

connecting to the I-680 median HOV lanes, in both the northbound and southbound directions, and replace the Norris Canyon Road overcrossing. The direct ramps are assumed to operate as bus-only ramps at all times with HOVs allowed during peak periods when the mainline HOV lanes are in operation. Alternatives to this assumption may be examined during the environmental clearance phase. The proposed on- and off-ramps and the associated auxiliary lanes would be added in the median, and therefore the I-680 mainline lanes would need to be shifted to the outside between Fostoria Way overcrossing and just north of Bollinger Canyon Road overcrossing.

STATUS:

A PSR was approved by Caltrans in March 2010. CCTA is utilizing consultant support for preparing a Project Report/Environmental Document (PR/ED) in 2011. Construction is planned to begin in 2015.

PHASING AND SCHEDULE:

Construction of this project is expected to begin in 2015.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009)	\$102.00
Funding (Millions, 2009)	
Measure J (2009)	\$13.10
Total Funding (Millions, 2009)	\$13.10
Funding Shortfall (Millions, 2009)	\$88.90

B-11b. I-680 Transit Corridor Improvements



TVTC LEAD SPONSOR:

City of San Ramon

LEAD AGENCY:

Central Contra Costa Transit Authority

OTHER INVOLVED PARTIES:

Caltrans, Southwest Area Transportation Committee (SWAT), TRANSPAC, CCTA

PROJECT DESCRIPTION:

The project will provide improvements to address congestion and/or increase person 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.

STATUS:

This project has not started.

PHASING AND SCHEDULE:

Phasing and Schedule are unavailable at this time.

COST ESTIMATES AND FUNDING SOURCES:

Cost (Millions, 2009)	\$100.00
Funding (Millions, 2009)	\$0.00
Total Funding (Millions, 2009)	\$0.00
Funding Shortfall (Millions, 2009)	\$100.00

2004 SEP Funding Plan

In determining the potential allocation of TVTDF funding in this SEP update, the 2004 SEP update was reviewed to understand funding levels for specific projects. Table 1 provides an overview of the original projects included in the 2004 SEP, including total estimated construction costs and fund allocations.

TABLE 1 - 2004 SEP UPDATE SUMMARY

<u>Project</u>	<u>Total Project Cost (in \$ millions)</u>	<u>Programmed Fund (in \$ millions)</u>
1. I-580/I-680 Local Share	\$120	\$5.6
2a. SR 84 - I-580 to I-680 Expressway	\$254	\$24.0
2b. SR 84 - Isabel Rte 84/I-580 Interchange	\$98	\$0.0
3. I-680 Auxiliary Lanes	\$55.6	\$12.0
4. West DPX BART Station	\$53	\$4.0
5. I-580 HOV Lanes	\$80 (Alt 1)/ \$127.8 (Alt 2) / \$200.5 (Alt 3)	\$8.0
6. I-680 HOV Lanes	\$90 (or \$29 for Tri-Valley portion)	\$0.0
7. I-580/Foothill/SR Rd Interchange	\$4	\$1.6
8. I-680/Alcosta Blvd Interchange	\$9.6	\$1.6
9. Crow Canyon Road Improvements	\$25	\$0.0
10. Vasco Road Safety Improvements	\$40	\$0.0
11. Express Bus Service	\$2.5 (capital only)	\$0.0
Source: Tri-Valley Transportation Council Strategic Expenditure Plan 2004 Update		

The projects included in the 2004 Funding Plan were funded between a range of 5% (I-580/I-680 - total project cost of \$120 million) and 40% (I-580/Foothill/San Ramon - total project cost of \$4 million) of the total project cost. A total of five projects received no TVTDF funding.

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 collections from the agencies for years 1998 through 2008. Based on these two datasets, land use projections were adjusted to estimate potential developer fee revenues for the 10-year period starting FY 10/11.

It should be noted that the TVTC has agreed to phase in the new Nexus Study fees, at maximum caps below the new maximum fee amounts. These fee reductions below the allowable 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 development fee will remain at the current rates through December 31, 2011. Between January 1 and December 31, 2012 the development fee will be 25% of the maximum new rate. Starting January 1, 2012 the development fee will be 35% of the maximum new rate. Therefore, Table 2 summarizes the estimated developer fee revenues, developed based on the aforementioned phase in as well as a retail cap of 15% of the new gross retail fee, also agreed on by the TVTC.

TABLE 2 – ESTIMATE OF DEVELOPMENT FEE REVENUE

<u>Fiscal Year</u>	<u>10/11</u>	<u>11/12</u>	<u>12/13</u>	<u>13/14</u>	<u>14/15</u>	<u>15/16</u>	<u>16/17</u>	<u>17/18</u>	<u>18/19</u>	<u>19/20</u>	
<u>Fee Rate</u>	<u>Current Rate</u>	<u>Mixed Current/ 25% New Rate</u>	<u>Mixed 25% New Rate/ 35% New Rate</u>	<u>New Rate @35%</u>							<u>Total</u>
Sub-Total of Revenue	\$3.54	\$7.76	\$8.75	\$11.08	\$7.43	\$5.57	\$6.22	\$6.76	\$7.49	\$8.16	\$72.75
Return to Source (20%)	\$(0.71)	\$(1.55)	\$(1.75)	\$(2.22)	\$(1.49)	\$(1.11)	\$(1.24)	\$(1.35)	\$(1.50)	\$(1.63)	\$(14.55)
Revenue Before Admin (80%)	\$2.84	\$6.21	\$7.00	\$8.87	\$5.94	\$4.46	\$4.97	\$5.41	\$5.99	\$6.53	\$58.20

All revenue calculations shown in Millions of dollars and rounded to nearest hundredth decimal point. Rounding may result in some values not calculating accurately in Table 2.

¹ "Current Rate" refers to the current FY 09/10 TVTDF rate being assessed to development projects. This rate is a reduced rate based on the maximum fee allowed in the 1995 Nexus Study.
² "New Rate" refers to the maximum fee permitted in the 2008 Nexus Study, adjusted for affordable housing and a retail rate cap.
³ Fiscal Year 11/12 "Mixed Current/25% New Rate" refers to the Current Rate utilized July-December 2011, and the New Rate@25% utilized January-June 2012 for revenue estimation.
⁴ Fiscal Year 12/14 "Mixed 25% new Rate/35% New Rate" refers to the New Rate@25% utilized July-December 2012, and the New Rate@35% utilized January-June 2013 for revenue estimation.

2011 SEP Funding Plan

The Joint Exercise of Powers Agreement (JEPA) states that funding priorities should be guided by three criteria: Project Readiness, or the ability of the project to move directly to final design and construction; Project Funding, or the project's ability to leverage outside funding; and Project Effectiveness, or the ability of the project to address congestion and/or safety concerns. Aside from these three prioritization criteria, there are no documented guidelines or standards for determining funding amounts.

The topic of prioritizing projects was discussed with the Technical Advisory Committee (TAC) and the SEP Subcommittee throughout the SEP update process. The feedback received resulted in an overall Project Score for each project based on the equal weighting of Project Readiness, Project Funding, and Project Effectiveness. As discussed below, this project score, as well as other factors, such as the timing of funding needs, were included in the project funding philosophy that resulted in the SEP Update funding table.

Historically, the TAC and TVTC has considered the use of TVTD Fee funds for leveraging other federal or state funds and to move the project to the next stage rather than to fully fund any single project from start to finish. 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 Project Study Report (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.

The TVTC's 2011 SEP Funding Table sets forward a recommendation for funding allocations throughout the next ten fiscal years. Funds were anticipated to vary by year for a total of \$60.35 Million available between FY 10/11 and FY 19/20 (which includes \$2.15 Million in the TVTC account at the start of FY 10/11). \$582,000 (or 1%) was then set aside for administrative/treasurer/consultant costs, averaged annually over the 10 years. The remaining funds were then allocated toward projects in three steps:

1. Fund remaining projects listed in the 2010 Interim Funding Plan previously adopted by TVTC
2. Fund List A projects in the TVTC 2011 Strategic Expenditure Plan to move the project to the next stage or to facilitate completion of construction
3. Fund some List B projects in the TVTC 2011 Strategic Expenditure Plan

Consistent with the TVTC's historical perspective of utilizing the TVTD Fee to attract federal or state funds, or to move the project to the next stage, the recommended funding allocation typically covers the estimated cost to prepare the PS&E or to pay a portion of the estimated construction cost. In some cases, the allocation covered the remaining unfunded balance for construction or another stage of the project, such as preparation of a PSR.

Timing of funding allocation was principally dependent on priority score and timing of when funds were needed to allow projects to keep moving forward toward completion. In general, the funds were prioritized to move each project to the next step in the process rather than fully fund one or two projects on the List A or List B project listing.

A more detailed description of the funding allocation by project follows. The descriptions are listed in funding strategy order rather than by project number.

INTERIM FUNDING PLAN:

Three projects on the TVTC adopted Interim Funding Plan had funding commitments carried forward from the 2004 Strategic Expenditure Plan. They include:

- Project A-7 I-580/Foothill/San Ramon Road Interchange (\$0.75 Million in FY 10/11).
- Project A-5a I-580 HOV Lane Eastbound (\$1.10 Million in FY 10/11).
- Project A-2a Route 84 Expressway I-580 to I-680 (\$12.90 Million from FY 10/11 through FY 12/13).

TABLE 3 - LIST A PROJECTS IN TVTC 2011 SEP

	<u>Project Recommended Funding</u>	<u>Funding Strategy</u>
A-3	Project I-680 Auxiliary Lanes (Segment 2) \$3.23 Million in FY 12/13 \$2.65 Million in FY 13/14	Funding was programmed to help complete construction at 20% of unfunded balance or 13% of the total project cost. Funding was needed earlier in the 10-year horizon to keep the project moving forward. A recent commitment by the Contra Costa Transportation Authority to fund PS&E, in conjunction with anticipated construction cost reductions to align with the current economic climate, the funding gap has been significantly reduced. The project is expected to be "shovel ready" by 2012.
A-2a	Route 84 Expressway I-580 to I-680 \$2.83 Million in FY 13/14 \$4.34 Million in FY 14/15 \$2.83 Million in FY 15/16	This funding was in addition to the \$12.90 previously allocated as part of the 2004 Strategic Expenditure Plan and the Interim Funding Plan commitment. Funding was programmed to get Phase 3 through PS&E.
A-10a	Vasco Rd Safety Improvements Phase 1 \$1.66 Million in FY 13/14 \$1.66 Million in FY 14/15	The project only needs funding for the construction phase. Funding was therefore programmed at 80% of the unfunded balance, or 11% of the total project cost. Funds for the construction phase are not needed until 2014.
A-9a	Crow Canyon Rd Improvements Phase 1 \$1.55 Million in FY 13/14	Funding was programmed for the estimated cost to prepare the PSR.
A-2b	Isabel Route 84/I-580 Interchange \$1.57 Million in FY 15/16 \$3.58 Million in FY 16/17	Funds for the next stage are not needed until after 2015.
A-9b	Crow Canyon Road Improvements Phase 2 \$1.69 Million in FY 17/18	Funding was programmed for the estimated cost to prepare the PSR.
A-10b	Vasco Rd Safety Improvements Phase 2 \$1.33 Million in FY 16/17 \$1.25 Million in FY 17/18	Funding was programmed for the estimated costs to prepare the PS&E (10% of total project cost).
A-11	Express Bus/Bus Rapid Transit Phase 2 \$0.14 Million in FY 19/20	Additional funding may be considered with the next SEP Update upon review of the success of the BRT service (Phase1).

Starting in FY 17/18 it is projected that all List A projects will be partially funded and many are unavailable to fund at an additional level based on their anticipated construction schedules. Some List A projects could receive additional funds but some List B projects also received relatively higher priority ranking scores. Therefore, for the preliminary recommendation List B projects were partially funded in the later fiscal years of the SEP Update.

TABLE 4 - LIST B PROJECTS IN TVTC 2011 SEP

	<u>Project Recommended Funding</u>	<u>Funding Strategy</u>
B-10	I-680 Southbound HOV Lane Gap Closure (North Main to Livorna) \$2.41 Million in FY 17/18 \$3.08 Million in FY 18/19	Funding for B-10 was programmed for partial payment towards unfunded construction costs (20% of unfunded balance).
B-4	I-580/Vasco Road Interchange Modification \$2.85 Million in FY 18/19 \$1.95 Million in FY 19/20	Funding for B-3, B-4, and B-5 was programmed for partial payment towards unfunded construction costs (20% of unfunded balance). Livermore Staff were consulted whether funds should be separate between the three interchange projects and Staff requested all funds to be allocated to the I-580/Vasco Road Interchange Modification as the priority project.
B-8	Project B-8 (SAFETY) Camino Tassajara Widening (East Blackhawk Drive to County Line) \$1.70 Million in FY 19/20	Funding for B-8 was programmed for the estimated costs to prepare the PS&E (10% of total cost).
B-8	Project B-8 (WIDENING) Camino Tassajara Widening (East Blackhawk Drive to County Line) \$2.68 Million in FY 19/20	Funding for B-8 was programmed for the estimated costs to prepare the PS&E (10% of total cost). The full \$3.24 Million of estimated PS&E cost was not available from development fee revenue estimate, but the remaining \$2.68 Million projected revenue was programmed for this project.

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.

TABLE 5 - TVTDF FUNDING PLAN

TABLE 5 - 2011 TVTDF FUNDING PLAN

PROJECTS	TVTC SPONSOR/ LEAD AGENCY	ESTIMATED TVTDF REVENUES BY FY (\$M)											
		[ASSUMES FUND BALANCE JULY 1, 2010 = \$2.15]											
			10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	TOTAL
		Annual	\$ 2.84	\$ 6.21	\$ 7.00	\$ 8.87	\$ 5.94	\$ 4.46	\$ 4.97	\$ 5.41	\$ 5.99	\$ 6.53	\$ 58.20
		Total	\$ 4.99	\$ 11.19	\$ 18.19	\$ 27.06	\$ 33.00	\$ 37.46	\$ 42.43	\$ 47.84	\$ 53.83	\$ 60.35	
List A	A-2a Route 84 Expressway (I-580 to I-680)	Livermore/Alameda CTC	\$ 2.94	\$ 5.00	\$ 5.00	\$ 2.83	\$ 4.34	\$ 2.83					\$ 22.94
	A-2b Isabel Route 84/I-580 Interchange	Livermore/Alameda CTC						\$ 1.57	\$ 3.58				\$ 5.15
	A-3 I-680 Auxiliary Lanes (Segment 2)	Danville/CCTA			\$ 3.23	\$ 2.65							\$ 5.88
	A-5a I-580 HOV Lane Eastbound	Pleasanton/Alameda CTC	\$ 1.10										\$ 1.10
	A-5b I-580 HOV Lane Westbound	Pleasanton/Alameda CTC											\$ -
	A-7 I-580/Foothill/San Ramon Road Interchange	Pleasanton/Caltrans	\$ 0.75										\$ 0.75
	A-9a Crow Canyon Road Improvements Phase 1	Alameda Cty/same				\$ 1.55							\$ 1.55
	A-9b Crow Canyon Road Improvements Phase 2	Alameda Cty/same								\$ 1.69			\$ 1.69
	A-10a Vasco Road Safety Improvements Phase 1	Alameda Cty/same				\$ 1.66	\$ 1.66						\$ 3.32
	A-10b Vasco Road Safety Improvements Phase 2	Alameda Cty/same							\$ 1.33	\$ 1.25			\$ 2.58
	A-11 Express Bus/Bus Rapid Transit Phase 2	Dublin/LAVTA										\$ 0.14	\$ 0.14
	Sub-Total A			\$ 4.79	\$ 5.00	\$ 8.23	\$ 8.69	\$ 6.00	\$ 4.40	\$ 4.91	\$ 2.94	\$ -	\$ 0.14
List B	B-1 I-580/I-680 Interchange (Westbound to Southbound)	Dublin/ACTA											\$ -
	B-2 Fifth Eastbound Lane on I-580 (Santa Rita to Vasco Road)	Pleasanton/Caltrans											\$ -
	B-3 I-580/First Street Interchange Modification	Livermore/Caltrans											\$ -
	B-4 I-580/Vasco Road Interchange Modification	Livermore/Caltrans									\$ 2.85	\$ 1.95	\$ 4.80
	B-5 I-580/Greenville Road Interchange Modification	Livermore/Caltrans											\$ -
	B-6 Jack London Boulevard Extension	Livermore/same											\$ -
	B-7 El Charro Road Extension	Pleasanton/same											\$ -
	B-8 (SAFETY) Camino Tassajara Widening (East Blackhawk to County Line)	Contra Costa Cty/same										\$ 1.70	\$ 1.70
	B-8 (WIDENING) Camino Tassajara Widening (East Blackhawk to County Line)	Contra Costa Cty/same										\$ 2.68	\$ 2.68
	B-10 I-680 Southbound HOV Lane Gap Closure (North Main to Livorna)	San Ramon/CCTA								\$ 2.41	\$ 3.08		\$ 5.49
	B-11a I-680 Express Bus/HOV On- and Off-Ramps	San Ramon/CCTA											\$ -
	B-11b I-680 Transit Corridor Improvements	San Ramon/CCTA											\$ -
Sub-Total B			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2.41	\$ 5.93	\$ 6.33	\$ 14.67
Administrative Costs (averaged)			\$ 0.06	\$ 0.06	\$ 0.06	\$ 0.06	\$ 0.06	\$ 0.06	\$ 0.06	\$ 0.06	\$ 0.06	\$ 0.06	\$ 0.58
TVTDF FUNDING PLAN BY FY (\$M)		Annual	\$ 4.85	\$ 5.06	\$ 8.29	\$ 8.75	\$ 6.06	\$ 4.46	\$ 4.97	\$ 5.41	\$ 5.99	\$ 6.53	\$ 60.35
		Total	\$ 4.85	\$ 9.91	\$ 18.19	\$ 26.94	\$ 33.00	\$ 37.46	\$ 42.43	\$ 47.836	\$ 53.82	\$ 60.35	
		Balance	\$ 0.14	\$ 1.28	\$ (0.00)	\$ 0.12	\$ 0.00	\$ (0.00)	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00