
TRI-VALLEY TRANSPORTATION COUNCIL

Finance Subcommittee

Monday, October 17, 2016
2:00 p.m.

San Ramon City Hall
7001 Bollinger Canyon Road
2nd Floor small conference room
San Ramon, CA 94583

AGENDA

1. Introductions and Overview
2. Monthly Account Reconciliation*
3. Banking Institution Research*
4. Strategic Expenditure Plan Update*

* Attachments

Upcoming Meetings:

TVTC TAC: Wednesday, November 9, 2016, 9:30am, Dublin City Hall

TVTC: Monday, January 23, 2017, 3pm, LAVTA Board Room,
1362 Rutan Drive #100, Livermore, CA 94551

Item 2



Mechanics Bank®

P.O. Box 5610
Hercules, CA 94547-5610

September 2016

Reporting Activity 09/01 - 09/30

Page 1 of 4

RETURN SERVICE REQUESTED

>008058 2013014 0001 092387 10Z 023

TRI-VALLEY
TRANSPORTATION COUNCIL
DEBRA BELL / CITY OF LIVERMORE
1052 S LIVERMORE AVE
LIVERMORE CA 94550-4813

Managing Your Accounts



24-Hour Tele Banking 888.400.6324



Client Services 800.797.6324



Online www.mechanicsbank.com



Mobile Download Our Mobile Apps



Summary of Accounts

Account Type	Account Number	Beginning Balance	Ending Balance
ANALYZED PUBLIC	XXXXXXXXX5586	\$9,772,017.98	\$4,065,782.21

ANALYZED PUBLIC - XXXXXXXXX5586

Account Summary

Date	Description	Amount
09/01/2016	Beginning Balance	\$9,772,017.98
	6 Debit(s) This Period	\$5,883,964.52
	1 Credit(s) This Period	\$177,728.75
09/30/2016	Ending Balance	\$4,065,782.21

Checks Cleared

Check Nbr	Date	Amount	Check Nbr	Date	Amount	Check Nbr	Date	Amount
2001	09/12/2016	\$375.00	2041*	09/28/2016	\$450.00	2043	09/27/2016	\$1,286.00
2012*	09/13/2016	\$5,880,000.00	2042	09/27/2016	\$1,728.52	2044	09/29/2016	\$125.00

* Indicates skipped check number

Deposits

Date	Description	Amount
09/06/2016	DEPOSIT	\$177,728.75

Daily Balances

Date	Amount	Date	Amount	Date	Amount
09/06/2016	\$9,949,746.73	09/13/2016	\$4,069,371.73	09/28/2016	\$4,065,907.21
09/12/2016	\$9,949,371.73	09/27/2016	\$4,066,357.21	09/29/2016	\$4,065,782.21

Overdraft and Returned Item Fees

	Total for this period	Total year-to-date
Total Overdraft Fees	\$0.00	\$0.00
Total Returned Item Fees	\$0.00	\$0.00





September 2016

Reporting Activity 09/01 - 09/30

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TRI-VALLEY TRANSPORTATION COUNCIL
1052 S. LIVERMORE AVE
LIVERMORE, CA 94550

Date 8/11/16 2001
9/28/2011

PAY TO THE ORDER OF Planetaria \$ 375.00
Three Hundred Seventy Five and 00/100 Dollars

Memo Inv # 13934-13975-14017 [Signature]
MEMO INVOICE

⑆121102036⑆2001 042⑆085586⑆

Chk No. 2001 Amt \$375.00 Paid 09/12/16

TRI-VALLEY TRANSPORTATION COUNCIL
1052 S. LIVERMORE AVE
LIVERMORE, CA 94550

Date 8/22/16 2012
9/28/2011

PAY TO THE ORDER OF Contra Costa Transportation Authority \$ 5,880,000.00
FIVE MILLION EIGHT HUNDRED EIGHTY THOUSAND Dollars

Memo TMTC Project A-3 [Signature]
MEMO INVOICE

⑆121102036⑆2012 042⑆085586⑆

Chk No. 2012 Amt \$5,880,000.00 Paid 09/13/16

TRI-VALLEY TRANSPORTATION COUNCIL
1052 S. LIVERMORE AVE
LIVERMORE, CA 94550

Date 9/14/2016 2041
9/28/2011

PAY TO THE ORDER OF Franklin Management System, Inc \$ **450.00
Four Hundred Fifty and 00/100 DOLLARS

Memo Invoice 7094 [Signature]
MEMO INVOICE

⑆002041⑆⑆121102036⑆ 042⑆085586⑆

Chk No. 2041 Amt \$450.00 Paid 09/28/16

TRI-VALLEY TRANSPORTATION COUNCIL
1052 S. LIVERMORE AVE
LIVERMORE, CA 94550

Date 9/14/2016 2042
9/28/2011

PAY TO THE ORDER OF Smiley-Horn & Associates, INC \$ **1,728.62
One Thousand Seven Hundred Twenty Eight and 62/100 DOLLARS

Memo Inv#097170010710 [Signature]
MEMO INVOICE

⑆002042⑆⑆121102036⑆ 042⑆085586⑆

Chk No. 2042 Amt \$1,728.62 Paid 09/27/16

TRI-VALLEY TRANSPORTATION COUNCIL
1052 S. LIVERMORE AVE
LIVERMORE, CA 94550

Date 9/14/2016 2043
9/28/2011

PAY TO THE ORDER OF Meyers Nave professional law Corp \$ **1,286.00
One Thousand Two Hundred Eighty Six and 00/100 DOLLARS

Memo 505 12th st, suite 1500
Oakland, CA 94607 [Signature]
MEMO INVOICE

⑆002043⑆⑆121102036⑆ 042⑆085586⑆

Chk No. 2043 Amt \$1,286.00 Paid 09/27/16

TRI-VALLEY TRANSPORTATION COUNCIL
1052 S. LIVERMORE AVE
LIVERMORE, CA 94550

Date 9/14/2016 2044
9/28/2011

PAY TO THE ORDER OF Planetaria Media LLC \$ **125.00
One Hundred Twenty Five and 00/100 DOLLARS

Memo Planetaria Media LLC
1211 B Duffon Ave Ste D
Santa Rosa, CA 95401 [Signature]
MEMO INVOICE

⑆002044⑆⑆121102036⑆ 042⑆085586⑆

Chk No. 2044 Amt \$125.00 Paid 09/29/16

2000/2010 512530 957410 410E102 85190

Tri_Valley Transportation Council
Profit & Loss
July through August 2016

	Jul 16	Aug 16	TOTAL
Ordinary Income/Expense			
Income			
Development Fees	0.00	1,131,755.96	1,131,755.96
Investments			
Interest-Savings, Short-term CD	3,947.95	0.00	3,947.95
Total Investments	<u>3,947.95</u>	<u>0.00</u>	<u>3,947.95</u>
Total Income	<u>3,947.95</u>	<u>1,131,755.96</u>	<u>1,135,703.91</u>
Expense			
Bank Service	2.00	-12.00	-10.00
Contract Services			
Accounting Fees	0.00	450.00	450.00
Legal Fees	196.00	1,286.00	1,482.00
Total Contract Services	<u>196.00</u>	<u>1,736.00</u>	<u>1,932.00</u>
Miscellaneous Expense			
Nexus Study/Startegic Exp plan	1,728.52	0.00	1,728.52
Total Miscellaneous Expense	<u>1,728.52</u>	<u>0.00</u>	<u>1,728.52</u>
Operations			
Budget Expense	0.00	600.00	600.00
Total Operations	<u>0.00</u>	<u>600.00</u>	<u>600.00</u>
Transportaion Improvements	0.00	5,880,000.00	5,880,000.00
Website Development	125.00	125.00	250.00
Total Expense	<u>2,051.52</u>	<u>5,882,449.00</u>	<u>5,884,500.52</u>
Net Ordinary Income	<u>1,896.43</u>	<u>-4,750,693.04</u>	<u>-4,748,796.61</u>
Net Income	<u><u>1,896.43</u></u>	<u><u>-4,750,693.04</u></u>	<u><u>-4,748,796.61</u></u>

Item 3

TRI-VALLEY TRANSPORTATION COUNCIL

Steven Spedowski
TVTC Chair
Councilmember
Livermore
(925) 960-4016

To: Tri-Valley Transportation Council Financial Subcommittee

From: TVTC Technical Advisory Committee

Date: October 17, 2016

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

Subject: TVTC Banking Institution Research

Scott Perkins
Councilmember
San Ramon
(925) 973-2530

BACKGROUND

The TVTC Financial Subcommittee and TVTC TAC received a referral from the TVTC Board to investigate the possibility of changing banking institutions. TVTC TAC researched fees and services at three Tri-Valley banks and compiled data for review.

David Haubert
Mayor
Dublin
(925) 833-6634

DISCUSSION

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.

Karen Stepper
Mayor
Danville
(925) 275-2412

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

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

The TVTC TAC requested fee information from Mechanics, Fremont, and Union Banks based on the TVTC's past annual budgets, banking history, and anticipated future efforts. The TVTC TAC asked each bank to provide fee information based on two options (Option A and Option B) for three possible average ledger balances (\$100,000, \$250,000, and \$500,000) as follows:

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

Option A: includes on-line banking, Automatic Clearing House payments, 20 annual wire transfers, 100 disbursements, 35 deposits, and 40 direct deposits.

Option B: includes on-line banking, no Automated Clearing House payments, no wire transfers (pay as you go), 140 disbursements, and 35

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deposits. (Direct deposits paid through on-line banking and accounted for in the 140 disbursements.)

The chart below shows the monthly fees associated with this inquiry.

Tri-Valley Transportation Council Banking Institution Research

	Branch Locations	\$100,000 Average Ledger Balance	\$250,000 Average Ledger Balance	\$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	Option A: \$128.77 Option B: \$14.77	Option A: \$104.57 Option B: \$0	Option A: \$64.23 Option B: \$0
Fremont Bank	Dublin, Livermore, Pleasanton, Danville, San Ramon, Castro Valley, Walnut Creek, San Leandro, Hayward, Fremont (4), Union City, Newark	Option A: \$110.01 Option B: No proposal	Option A: \$89.05 Option B: No proposal	Option A: \$60.28 Option B: No proposal
Union Bank	Pleasanton (2), San Ramon (2), Danville, Oakland, San Leandro, Berkeley, Moraga, Orinda, Pleasant Hill, Walnut Creek, Alamo, Fremont, Hayward	Option A: No proposal Option B: No proposal	Option A: No proposal Option B: No proposal	Option A: No proposal Option B: No proposal

After speaking with all three banks it became clear that the TVTC does not need the additional services contained in Option A and that the TVTC can effectively function with Option B.

Union Bank

Union Bank provided a general fee schedule but did not provide a proposal for services as requested. 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.

Fremont Bank

Fremont Bank repeatedly provided proposals with incomplete and conflicting information. For Option A, Fremont Bank's fees identified in the table above include corrections manually calculated by the TVTC TAC. For Option B, Fremont Bank did not provide a proposal for services but instead provided a general fee schedule. Via email, Fremont Bank stated that Option B incurred no monthly fees but the fee schedule identifies a \$9.95 monthly fee for online banking.

Mechanics Bank

The TVTC TAC is confident in the information provided by Mechanic's Bank. The TVTC TAC received exceptional personal attention from Mechanics Bank throughout this discovery process. Additionally, Mechanic's Bank has provided consistently strong customer service over the last five years since account inception. For Option B, Mechanics Bank results in no monthly fees with an average ledger balance of \$250,000.

TRI-VALLEY TRANSPORTATION COUNCIL

RECOMMENDATION

TVTC TAC recommends the Finance Subcommittee recommend the TVTC remain with Mechanics Bank and pursue Option B maintaining a ledger balance resulting in no monthly account fees.

Item 4

TRI-VALLEY TRANSPORTATION COUNCIL

Steven Spedowski
TVTC Chair
Councilmember
Livermore
(925) 960-4016

To: Tri-Valley Transportation Council Financial Subcommittee

From: TVTC Technical Advisory Committee

Date: October 17, 2016

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

Subject: TVTC Strategic Expenditure Plan Update

Scott Perkins
Councilmember
San Ramon
(925) 973-2530

David Haubert
Mayor
Dublin
(925) 833-6634

Karen Stepper
Mayor
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

BACKGROUND

On April 20, 2015, TVTC entered into a contract with Kimley-Horn Associates for consultant services to update the 2011 TVTC Strategic Expenditure Plan (SEP). As a first step of this project, Kimley Horn validated the existing 2008 Nexus Study. This validation reconfirms that revenues from the Tri-Valley Transportation Development Fee (TVTDF) may be used to fund transportation improvement projects as identified in the SEP. Given that no new projects can be added until the next Nexus Study is completed (in five years), the TVTC is charged with allocating the projected TVTDF Funds to projects over a 10-year period (FY 16/17 to FY 25/26).

DISCUSSION

Based on updated development projections provided by all member agencies, the TVTD Fee is expected to raise \$61.10M in revenue over the next ten years. However, 20% of this revenue is "return to local source" funds and 1% is allocated to TVTC administration. Therefore, \$48.27M will be available to fund projects currently identified in the 2011 SEP. Additionally, as of June 30, 2016 there was a fund balance of \$2.29M, resulting in \$50.56M available for allocation to projects.

Of this, \$39.10M was previously committed to projects in the 2011 SEP but not disbursed. The TVTC TAC recommends keeping these previous funding commitments with no changes. As a result, an additional \$11.46M is available to allocate to projects.

The TVTC TAC considered multiple methods to distribute the \$11.46M. Options included:

1. distribute a percentage of available funds to all remaining projects
2. prioritize fund distributions to A list projects before B list projects
3. only fund projects moving forward in the ten-year SEP horizon

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4. only fund projects with a TVTD Fee allocation less than 10% of the total project budget
5. evaluate projects and distribute funds based on project rankings
6. a combination of the above methods

Based on these options, the TVTC TAC recommends distributing funds to projects based on a combination of options 3, 4, and 5, with minimal staff recommended adjustments.

Analysis

Of the 22 projects identified in the 2011 SEP, many are either complete or eliminated from further consideration (see Attachment 4 for recent request to eliminate project B11a from the SEP), not expected to move forward in the ten-year SEP horizon, or have a TVTD Fee allocation at or greater than 10% of the total project budget.

The TVTC TAC recommends allocating \$1M to each of the seven remaining projects (options 3 & 4) which includes the following:

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: (WIDENING) Camino Tassajara Widening: East Blackhawk Drive to County Line
6. B-10: I-680 Southbound HOV Lane Gap Closure, North Main to Rudgear Road
7. B-11b: I-680 Transit Corridor Improvements

The TVTC TAC evaluated these remaining projects for additional funding considerations based on the following criteria as stated by the TVTC JEPA and as done with the 2011 SEP:

1. Project Readiness
2. Project Funding
3. Project Effectiveness

The TAC considered allocating the remaining \$4M to the top four ranked projects at \$1M each (option 5). However, two of the project sponsors requested the additional \$1M be allocated to a different SEP project within their jurisdiction. Attachment 1 shows the final recommended distribution of the \$11.46M.

Next, the TVTC TAC analyzed the projected availability of funds each fiscal year over the 10-Year horizon (Attachment 2). The TVTC TAC then allocated funds to projects based on project schedules and the projected availability of funds. Attachment 3 shows the TVTC TAC's funding recommendations to the Finance Subcommittee.

RECOMMENDATION

The TVTC TAC recommends the TVTC Finance Subcommittee approve the SEP's TVTD Fee 10-Year funding allocations and project disbursements as shown in Attachment 3. The final funding

TRI-VALLEY TRANSPORTATION COUNCIL

allocations and disbursements will be incorporated into the Draft 2017 Strategic Expenditure Plan for adoption at the January 23, 2017 TVTC Board meeting.

ATTACHMENTS

1. Recommended Allocation of \$11.46M
2. Projected Disbursement of TVTD Funds (FY16/17- FY25/26)
3. Recommended TVTD Fee Funding Plan
4. Letter from City of San Ramon withdrawing support from Project B11a – Interstation 680 Direct Access Ramp Project

Attachment 1
Recommended Allocation of TVTD Fee \$11.46M

Draft allocations based on: \$11.46 new TVTD Funds to allocate

Allocate \$ to projects ready for funds within 10 year SEP window (projects listed below)

Allocate \$1M to every project with less than 10% TVTF Funds (do not allocate more than 10% of total project cost)

Allocate remaining \$4 million to top 4 ranked projects (\$1 million to each project)

TVTC TAC recommends redistributing funds from B10 to B11 and from B8 Widening to B8 Safety

Allocate \$11M and keep \$0.46M in reserves

	Priority Score	Total Project Cost (\$Million)	10% of Cost	TVTDF Prior Commitment	Allocation needed to get to 10% TVTD funded	Allocate \$1M to all Projects with <10% TVTD Funding	Allocate additional \$1M to top 4 ranked projects	Proposed Allocation as amended by TAC	Notes for Proposed Allocation as amended by TAC	Cummulative DRAFT Proposed Allocation
B-10 I-680 Southbound HOV Lane Gap Closure, North Main to Rudgear Road	8.00	\$ 81.70	\$ 8.17	\$ 5.49	\$ 2.68	\$ 1.00	\$ 1.00	\$ -	moved \$1M from B10 to B11	\$ 1.00
A-2a Route 84 Expressway I-580 to I-680	6.54	\$ 305.40	\$ 30.54	\$ 22.94	\$ 7.60	\$ 1.00	\$ 1.00	\$ 1.00		\$ 2.00
B-4 I-580/Vasco Road Interchange Modification	5.76	\$ 69.30	\$ 6.93	\$ 4.80	\$ 2.13	\$ 1.00	\$ 1.00	\$ 1.00		\$ 2.00
B-8 (SAFETY) Camino Tassajara Widening: East Blackhawk Drive to County Line	5.15	\$ 17.00	\$ 1.70	\$ 1.70	\$ -			\$ 1.00	\$1M moved from B10 to B11	\$ 1.00
B-8 (WIDENING) Camino Tassajara Widening: East Blackhawk Drive to County Line	4.17	\$ 75.70	\$ 7.57	\$ 2.68	\$ 4.89	\$ 1.00	\$ 1.00		moved \$1M from B8 Widening to B8 Safety	\$ 1.00
B-1 I-580/I-680 Interchange (westbound to southbound)	3.94	\$ 1,478.15	\$ 147.82	\$ -	\$ 147.82	\$ 1.00				\$ 1.00
A-11 Express Bus/Bus Rapid Transit "Phase 2"	2.22	\$ 18.50	\$ 1.85	\$ 0.14	\$ 1.71	\$ 1.00				\$ 1.00
B-11b I-680 Transit Corridor Improvements	1.90	\$ 140.00	\$ 14.00	\$ -	\$ 14.00	\$ 1.00		\$ 1.00	\$1M moved from B10 to B11	\$ 2.00
TOTAL ALLOCATIONS						\$ 7.00	\$ 4.00	\$ 4.00		\$ 11.00

Attachment 2

TVTD Funds Projected Disbursement for 10-Year Strategic Expenditure Plan Horizon

Projected Disbursements	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	\$ 12.66	\$ 17.29	\$ 23.55	\$ 27.94	\$ 32.27	\$ 35.71	\$ 39.28	\$ 42.95	\$ 46.76	
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	\$ 17.29	\$ 23.55	\$ 27.94	\$ 32.27	\$ 35.71	\$ 39.28	\$ 42.95	\$ 46.76	\$ 50.56	\$ 48.27

Based on updated development projections provided by all member agencies, the TVTD Fee is expected to raise \$48.27M in revenue over ten years.

Additionally, there is a current fund balance of \$2.29M (as of 6/30/16).

Therefore, \$50.56M available for allocation.

\$50.56M available - \$39.10M previously committed = \$11.46M additional funds for projects



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



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)

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:



Renee Beck, City Clerk