

TRI-VALLEY TRANSPORTATION COUNCIL

Contra Costa County, Department of Conservation and Development

30 Muir Road, Martinez, CA 94553

*Attachment(s), ** Handouts

Candace Andersen
TVTC Chair
Supervisor District 2
Contra Costa County
(925) 944-6492

MONDAY, April 20, 2015

4:00 p.m.

Danville Community Center – Las Trampas Room
420 Front Street, Danville, CA 94526

AGENDA

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

Arne Olson
Councilmember
Pleasanton
(925) 200-8579

Scott Perkins
Councilmember
San Ramon
(925) 973-2530

David Haubert
Mayor
Dublin
(925) 833-6634

Newell Arnerich
Councilmember
Danville
(925) 314-3329

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

The Tri-Valley Transportation Council meetings are wheelchair accessible. If you have any questions related to the Tri-Valley Transportation Council meeting agenda, please contact Jamar Stamps, TVTC Administrative staff at (925) 674-7832 or email at jamar.stamps@dcd.cccounty.us.

1. Call to Order, Roll Call, and Self Introductions
2. Public Comment
3. Approval of Meeting Minutes January 26, 2015*
4. Oral Communication
5. Consent Calendar
 - a. APPROVE Southwest Area Transportation Committee's (SWAT) proposed edit to the Tri-Valley Action Plan for Routes of Regional Significance (*Action*)*
6. Old Business
 - a. RECEIVE presentation from Planeteria Media on proposed TVTC Website (*Information*)
7. New Business
 - a. APPROVE contract with Kimley-Horn Associates for consultant services to update the TVTC Strategic Expenditure Plan ("SEP") and AUTHORIZE TVTC Chair to ministerially approve non-substantial edits (*Action*)*
 - b. APPOINT TVTC representative to serve on the I-680 Transit Investment/Congestion Relief Options Study Oversight Committee (*Action*)*
 - c. ACCEPT 2014 TVTC Audit Report, as recommended by the TVTC Financial Subcommittee (*Action*)*
 - d. ACCEPT 2014 TVTC Financial Report, as recommended by the TVTC Financial Subcommittee (*Action*)*
 - e. ADOPT TVTC Resolution No. 2015-05 and APPROVE Fiscal Year 2015/2016 TVTC Budget, as recommended by the TVTC Financial Subcommittee (*Action*)*
 - f. ADOPT TVTC Resolution No. 2015-06 and APPROVE City of Livermore Tri-Valley Transportation Development Fee Allocation Request. (*Action*)*
8. Other Business/Announcements
9. Adjournment

Upcoming Meetings:

TVTC TAC: Monday, May 4, 2015, 10:00 a.m., Danville Town Offices, Large Conference Room, 510 La Gonda Way, Danville, CA 94526

TVTC: Monday, July 20, 2015, 4:00 p.m., Danville Library, Mount Diablo Room, 400 Front St, Danville, CA 94526

Item 3

MINUTES

TRI-VALLEY TRANSPORTATION COUNCIL

Danville Community Center – Las Trampas Room
420 Front Street, Danville, CA 94526
January 26, 2015 at 4:00 p.m.

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

The Tri-Valley Transportation Council (TVTC) was called to order at 4:00 p.m. by the Chair, Supervisor Candace Andersen, Contra Costa County.

Members in Attendance:

	<u>Present</u>
Candace Andersen, Chair, Supervisor District 2, Contra Costa County	X
Steven Spedowski, Vice Chair, Councilmember, Livermore	X
Arne Olson, Vice Mayor, Pleasanton	X
Scott Perkins, Councilmember, San Ramon	X
David Haubert, Mayor, Dublin	
Newell Arnerich, Councilmember, Danville	X
Scott Haggerty, Supervisor District 1, Alameda County	X

TVTC Staff:

Debbie Bell, City of Livermore	X
Bob Vinn, City of Livermore	X
Mike Tassano, City of Pleasanton	X
Lisa Bobadilla, City of San Ramon	X
Paul Keener, Alameda County	X
Obaid Khan, City of Dublin	X
Tai Williams, Town of Danville	X
Jamar Stamps, Contra Costa County	X

Others in Attendance:

Martin Engelmann, Contra Costa Transportation Authority	X
Saravana Suthanthira, Alameda County Transportation Commission	X
Steven Mattas, Meyers Nave	X
Bill Loudin, DKS Associates	X
Gary Mello, San Joaquin Regional Rail Commission	X
Roxanne Lindsay, Altamont Corridor Express (ACE)	X
Susan Chang, Alameda County Transportation Commission	X
Ramsay Hissen, AECOM	X
Steve Kiefer, City of Livermore	X

2) PUBLIC COMMENT

None.

3) APPROVAL OF MEETING MINUTES FOR SEPTEMBER 17, 2014

Motion by Councilmember Arnerich; Second by Supervisor Haggerty; abstentions by Vice-Chair Spedowfski and Councilmember Olson.

Unanimously Approved (Ayes 5; Noes 0; Abstain 2)

4) ORAL COMMUNICATION

None.

5) OLD BUSINESS

a. ADOPT Tri-Valley Transportation Council resolution number 2015-01, Tri-Valley Transportation Development Fee (TVTDF) Schedule (*Action Item*)

TVTC Board unanimously approved on motion by Councilmember Arnerich; Second by Councilmember Perkins.

b. ADOPT Tri-Valley Transportation Council resolution number 2015-02, Fiscal Year 2014/2015 Budget (*Action Item*)

TVTC Board unanimously approved on motion by Councilmember Olson; Second by Vice-Chair Spedowfski. Following action, Councilmember Perkins advised beginning process of developing next FY's audit report.

c. APPROVE Tri-Valley Action for Routes of Regional Significance "Proposal for Adoption" (*Action Item*)

TVTC Board received a presentation from Bill Loudin (DKS) on the Action Plan Update. TVTC Board unanimously approved on motion by Councilmember Arnerich; Second by Councilmember Perkins.

6) NEW BUSINESS

a. APPROVE City of Livermore Tri-Valley Transportation Development Fee Allocation Request, ADOPT Tri-Valley Transportation Resolution number 2015-03 (*Action Item*)

TVTC Board received a presentation from Debbie Bell (Livermore) on the subject item. TVTC Board unanimously approved on motion by Vice-Chair Spedowfski; Second by Supervisor Haggerty.

b. APPROVE City of Livermore Proposed Tri-Valley Transportation Development Fee Consideration as "Other" Use for Proposed Development, ADOPT Tri-Valley Transportation Resolution number 2015-04 (*Action item*)

TVTC Board received a presentation from Debbie Bell (Livermore) on the subject item. TVTC Board unanimously approved on motion by Supervisor Haggerty; Second by Councilmember Arnerich.

7) OTHER BUSINESS/ANNOUNCEMENTS

TVTC Board appointed Vice-Chair Spedowfski to the Finance Committee to replace former TVTC Board member Doug Horner.

8) ADJOURNMENT

The meeting was adjourned by Supervisor Candace Andersen at 4:45 p.m.

Item 5.a.



SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

February 10, 2015

Martin Engelmann, Deputy Executive Director, Planning
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: Approvals of "Proposal for Adoption" Lamorinda Action Plan and "Proposal for Adoption" Tri-Valley Transportation and Action Plan for Routes of Regional Significance

Dear Mr. Engelmann:

At its February 2nd, 2015 regularly scheduled meeting, the Southwest Area Transportation Committee ("SWAT") unanimously approved the "Proposal for Adoption" Lamorinda Action Plan. SWAT also discussed the "Proposal for Adoption" Tri-Valley Transportation and Action Plan for Routes of Regional Significance and respectfully requests that the following edit be incorporated into the final document:

Section 5.3, paragraph 2, (pg.47)

- *"If transit is to serve a much greater role than it does today, development densities ~~will~~ would need to increase."*

With the comment incorporated, SWAT unanimously approved the "Proposal for Adoption" Tri-Valley Transportation and Action Plan for Routes of Regional Significance. At this time, SWAT respectfully forwards both documents to the Authority for incorporation into the 2014 Countywide Comprehensive Transportation Plan Update.

Thank you for the opportunity to comment. If you have any questions or would like additional information on this matter, please feel free to contact me at (925) 314-3384, or adillard@danville.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Andy Dillard". The signature is fluid and cursive, with the first name "Andy" and last name "Dillard" clearly legible.

Andy Dillard
Traffic Engineering Associate/SWAT Administrator
Town of Danville

Attachments: SWAT Comment on “Proposal for Adoption” Tri-Valley Transportation
Plan and Action Plan for Routes of Regional Significance (pg. 47)

cc: SWAT
SWAT TAC
D. Bodon, CCTA
W. Loudon, DKS Associates

5.3 Transit

The key transit improvements in the Tri-Valley, since the previous Plan update, have been the implementation of LAVTA's Rapid route in January of 2011, providing a frequent and efficient alternative to the congested I-580 Corridor, and the construction of a new BART Station at



Dublin/Pleasanton. All Tri-Valley transit operators have increased regional connectivity between counties, and modes of transit. LAVTA's

Route 70x and County Connection's Bishop Ranch Express are excellent examples of this improved regional access.

The development pattern in the Tri-Valley is one of overall low density, making the extensive use of transit or cost-effective transit operations more challenging. If transit is to serve a much greater role than it does today, development densities ~~will~~ need to increase. Some plans for higher residential or commercial densities around BART Stations are planned or under development. There is also an increasing awareness among local cities of Sustainable Communities and Transit Oriented Development principles, as evidenced by the plans for a dense commercial and residential mixed-use development around the West Dublin BART Station and the future BART extension to Livermore at Isabel Avenue/I-580.

The TVTC Plan recommends the following public transit improvements: enhanced ACE commuter service; additional park-and-ride lots; additional express bus service in heavily traveled corridors; additional local bus service to new development areas; reoriented local bus service to serve BART and park-and-ride lots, and decreased headways on existing routes. Future public transit projects and improvements will be guided with input from representatives of LAVTA, County Connection, ACE, and BART. The planning and coordination for Tri-Valley transit service should also be guided by an Alameda Countywide Transit Plan, now under development by the Alameda CTC, and the Countywide Transportation Plan being developed by CCTA.

BART. The San Francisco Bay Area Rapid Transit District is preparing a project-level Draft Environmental Impact Report (DEIR) for a BART-to-Livermore Extension Project. The proposed project is being developed in partnership with the City of Livermore. It consists of a 4.8-mile BART extension along I-580 to a station in the vicinity of the Isabel Avenue/I-580 Interchange incorporating a bus-to-BART transfer opportunity. It also includes express bus services linking inter-regional rail service at the Vasco Road ACE Station, Priority Development Areas

2-2-15 SWAT
Comment 1:
Replace "will" with
"would".

Item 7.a.

Candace Andersen
TVTC Chair
Supervisor District 2
Contra Costa County
(925) 944-6492

To: Tri-Valley Transportation Council (TVTC)
From: TVTC Technical Advisory Committee (TAC)
Date: April 20, 2015

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

Subject: TVTC Strategic Expenditure Plan Update Consultant Services Contract

Arne Olson
Councilmember
Pleasanton
(925) 200-8579

BACKGROUND

On December 12, 2014, TVTC published a Request for Proposals (“RFP”) for consultant services for the TVTC Strategic Expenditure Plan (“SEP”) Update. TVTC received one proposal by the RFP response deadline, January 30, 2015 from Kimley-Horn Associates (Kimley-Horn developed the 2011 TVTC SEP).

Scott Perkins
Councilmember
San Ramon
(925) 973-2530

A sub-committee of the TAC was created for the purpose of evaluating proposals. The sub-committee included: Debbie Bell, City of Livermore; Andy Dillard, Town of Danville; Obaid Khan, City of Dublin; and Jamar Stamps, Contra Costa County/TVTC staff.

David Haubert
Mayor
Dublin
(925) 833-6634

DISCUSSION

The sub-committee convened to review the proposal on February 12, 2015 and unanimously agreed to recommend the TVTC Board award Kimley-Horn the consultant services contract largely based on their work experience within the Tri-Valley (over 20 years), and familiarity with TVTC member agencies and TVTC SEP. The subcommittee met with Kimley-Horn to discuss the contract and scope of work on February 23, 2015 at the Town of Danville offices.

Newell Arnerich
Councilmember
Danville
(925) 314-3329

The standard contract (attached) has been reviewed by Kimley-Horn and TVTC General Counsel. Both parties have agreed to the terms of the contract. However, the TVTC TAC is still working with Kimley-Horn to finalize the scope of work, which should be complete before the end of April. Therefore, the listed exhibits will be included upon completion. Due to the fact TVTC only meets quarterly, to prevent significant delay TVTC staff would recommend the TVTC Board approve the contract and authorize the TVTC Chair to ministerially approve non-substantial edits, if necessary.

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

RECOMMENDATION

APPROVE contract with Kimley-Horn Associates for consultant services to update the TVTC Strategic Expenditure Plan (“SEP”) and AUTHORIZE TVTC Chair to ministerially approve non-substantial edits.

Att: Consultant Services Contract

STRATEGIC EXPENDITURE PLAN UPDATE CONSULTANT SERVICES AGREEMENT

The Tri-Valley Transportation Council, a joint powers authority formed under the Joint Exercise of Powers Act (Gov. Code §§ 6500 *et seq.*) (“TVTC”) and Kimley-Horn, a professional engineering, planning and environmental services firm, (“Consultant”), hereby agree as follows:

1. **Scope of Work:** Consultant shall provide the following services (“Work”) transportation planning services and professional opinions to support the development of the Strategic Expenditure Plan (“SEP”) Update (“Update”) for TVTC. The scope of the work for Consultant is more specifically described in **Exhibit A** of this Agreement. Consultant will start working on this project within 1 day after Consultant receives a signed copy of this Agreement. If the scope of work changes after signing this Agreement, TVTC and Consultant agree to negotiate and sign an amended **Exhibit A**.

2. **Term:** The term of this Agreement shall begin on April 20, 2015 and continues until April 12, 2016.

3. **Compensation Rate:** The hourly rate of compensation shall be as described in **Exhibit B**, attached hereto and by this reference made a part hereof. The parties have agreed on a “Not to Exceed” Amount of Sixty Thousand dollars (\$60,000) for SEP Update services as described in the Consultant’s Proposal dated March 20, 2015 (“Proposal”). In the event of a conflict or inconsistency between the text of the main body of this Agreement and Proposal, the text of the main body of this Agreement shall prevail. Amounts approved for any additional length of time beyond this Agreement are subject to the limits of Paragraph H, subpart 3 of the Tri-Valley Transportation Council Bylaws.

4. **Project Milestones:** Consultant and TVTC have agreed that Consultant will work on this project in phases. **Exhibit C** to this Agreement lists the milestones that Consultant and TVTC have agreed on will apply to each phase of Consultant’s work for TVTC. If the scope of work changes after Consultant and TVTC sign this Agreement, TVTC and Consultant agree to negotiate and sign an amended **Exhibit C**.

5. **Final Deliverables:** Consultant will deliver to TVTC, within seven calendar days after TVTC approves the final deliverable(s), digital files containing Consultant work for TVTC under this Agreement. Specifically, Consultant will provide TVTC with the following:

- a. On or before April 12, 2016 (or 53 weeks from the date this contract is fully executed, whichever comes first) Consultant agrees to provide to TVTC a fully updated SEP based upon the specifications provided by TVTC (See **Exhibit A**).
- b. The SEP provided by Consultant will be finalized and accessible by the general public (known as “users”). TVTC is informed and understands that Consultant will use its best efforts to perform hereunder.
- c. However, TVTC understands that collaborative, multi-jurisdictional efforts can be complicated. Consultant will attempt to cure and remedy any unforeseen conflicts, but those efforts will be based upon the original specifications, including agreed upon modifications by TVTC.

6. Original Work/Conflicts/Confidentiality: Consultant promises that work does not violate the patent, copyright, trade secrets or other property right of any person, firm or entity. Consultant promises that this Agreement does not conflict with any other contract, agreement or understanding to which Consultant is a party. Finally, Consultant promises to hold and maintain in strict confidence any confidential information that TVTC provides (such as proprietary technical or business information), and Consultant will not disclose such information to any third party except as may be required by a court or governmental authority.

7. Payment: TVTC promises to pay Consultant a sum (“Fee”) not to exceed \$60,000 (U.S. Dollars) for the full and satisfactory completion of the Work in accordance with the terms and conditions of this Agreement. The billing statements should be provided on approximately a monthly basis (or as otherwise agreed to in writing by the Consultant and TVTC) detailing each person performing service and a brief description of the work performed and the hours charged per person. Payment will be made using check, cashier’s check, or wire transfer. All billing statements should be directed to the TVTC Administrator for review and approval. The final Fee payment will be due immediately after TVTC has a fully updated SEP as described in Proposal hereto.

8. Compensation: Consultant agrees that the total not to exceed sum (“Fee”) of \$60,000 (U.S. Dollars) will cover in full all of the work listed in **Exhibit A** and **Exhibit B** of this Agreement. TVTC agrees that if TVTC asks Consultant to provide additional work for TVTC that is not covered by this Agreement, TVTC will pay an amount for these supplemental services that is agreed upon in writing and signed by both parties, in addition to all other amounts TVTC owes Consultant under this Agreement.

9. Feedback and Acceptance: TVTC agrees to give Consultant timely feedback so that Consultant can understand and incorporate TVTC concerns, objections or corrections, and TVTC promises not to unreasonably withhold acceptance of the deliverables Consultant will provide TVTC at each milestone.

Consultant and TVTC agree to the acceptance process outlined in **Exhibit A**. In turn, TVTC promises to evaluate the contract deliverables at each milestone listed in **Exhibit C** to this Agreement. If TVTC rejects a deliverable, Consultant will correct any errors and ask TVTC to accept or reject the corrected deliverable – which TVTC promises to do within reasonably timely manner after TVTC receives the corrected deliverable.

When Consultant delivers the final product to TVTC and completes work for TVTC under this Agreement, TVTC agrees to review the updated SEP in its entirety to determine if Consultant completed the Work per Proposal. TVTC promises to let Consultant know within a reasonably timely manner after Consultant delivers the final product whether TVTC accepts or rejects the final product. If TVTC rejects the final product, Consultant will correct any errors and again ask TVTC to accept or reject the corrected deliverable – which TVTC promises to do within reasonably timely manner after TVTC receives the corrected deliverable. This process shall continue until TVTC accepts the deliverable. Finally, TVTC agrees that Consultant work on this project will be complete and the Agreement will end after TVTC has approved the final product.

10. Rights To The TVTC Content: TVTC promises that: (a) Consultant has the right to use anything TVTC gives Consultant (“TVTC Content”) for purposes of work as part of this contract; and (b) using such TVTC Content does not violate the patent, copyright, trade secret

or other property right of any person, firm or entity. TVTC grants Consultant a nonexclusive, nontransferable license to use, reproduce, modify, display and publish the TVTC Content solely in connection with Consultant's work for TVTC under this Agreement. TVTC also affirms and represents that this Agreement does not conflict with any other contract, agreement or understanding to which TVTC is a party.

11. Termination. TVTC may terminate or suspend this Agreement at any time and without cause upon written notification to Consultant. Upon receipt of notice of termination or suspension, Consultant shall immediately stop all work in progress under this Agreement. TVTC's right of termination shall be in addition to all other remedies available under law to the TVTC

12. Indemnification. To the fullest extent permitted by law, Consultant shall indemnify, defend (with counsel acceptable to TVTC), and hold harmless the TVTC and its elected and appointed officers, officials, employees, agents, contractors and consultants (collectively, the "TVTC Indemnitees") from and against any and all liability, loss, damage, claims, expenses and costs (including, without limitation, attorneys' fees and costs of litigation) (collectively, "Liability") of every nature to the extent arising out of or in connection with Consultant's negligent performance of the Work or Consultant's failure to comply with this Agreement, except such Liability caused by the gross negligence or willful misconduct of the TVTC Indemnitees.

13. Rights After Payment Made In Full: After TVTC pays Consultant in full for the SEP Update, Consultant assigns to TVTC the Consultant's right, title and interest in the final product that Consultant creates for TVTC under this Agreement – contained in the final deliverables that Consultant will send to TVTC for approval. TVTC agrees that Consultant will retain and TVTC will not receive any right, title or interest to the preliminary work that is included with the work Consultant creates for TVTC. If TVTC needs additional documentation, Consultant will sign any further documents reasonably necessary to make sure that the rights Consultant is giving TVTC under this Agreement are properly assigned to TVTC. TVTC agrees that Consultant may use TVTC's name/company name and trademarks as a reference in Consultant's promotional materials. TVTC also agrees that Consultant may include, when referencing Consultant's work for TVTC, a general description of the work under this Agreement.

14. Right To Make Changes: Consultant agrees that after TVTC pays Consultant in full for the SEP Update, TVTC may make any changes or additions to the SEP Update Consultant creates for TVTC under this Agreement. TVTC may engage others to make any changes or additions, without further payments to Consultant. TVTC agrees that if TVTC asks Consultant to make changes or additions to the SEP Update after TVTC approves the final product, TVTC and Consultant will negotiate and agree in writing for a separate additional payment for Consultant's time to make such changes.

15. Insurance. Prior to beginning the Work and continuing throughout the term of this Agreement, Consultant (and any subcontractors) shall, at Consultant's (or subcontractor's) sole cost and expense, furnish TVTC with certificates of insurance evidencing that Consultant has obtained and maintains insurance in the following amounts:

A. Workers' Compensation that satisfies the minimum statutory limits.

B. Commercial General Liability and Property Damage Insurance in an amount not less than ONE MILLION DOLLARS (\$1,000,000) combined single limit per occurrence, TWO MILLION DOLLARS (\$2,000,000) annual aggregate, for bodily injury, property damage, products, completed operations and contractual liability coverage. The policy shall also include coverage for liability arising out of the use and operation of any TVTC-owned or TVTC-furnished equipment used or operated by the Consultant, its personnel, agents or subcontractors.

C. Comprehensive automobile insurance in an amount not less than ONE MILLION DOLLARS (\$1,000,000) per occurrence for bodily injury and property damage including coverage for owned and non-owned vehicles.

All insurance policies shall be written on an occurrence basis and shall name the TVTC Indemnitees as additional insureds with any TVTC insurance shall be secondary and in excess to Consultant's insurance. If the Consultant's insurance policy includes a self-insured retention that must be paid by a named insured as a precondition of the insurer's liability, or which has the effect of providing that payments of the self-insured retention by others, including additional insureds or insurers do not serve to satisfy the self-insured retention, such provisions must be modified by special endorsement so as to not apply to the additional insured coverage required by this agreement so as to not prevent any of the parties to this agreement from satisfying or paying the self-insured retention required to be paid as a precondition to the insurer's liability. Additionally, the certificates of insurance must note whether the policy does or does not include any self-insured retention and also must disclose the deductible. The certificates shall contain a statement of obligation on the part of the carrier to notify TVTC of any material change, cancellation, termination or non-renewal of the coverage at least thirty (30) days in advance of the effective date of any such material change, cancellation, termination or non-renewal. TVTC's Risk Manager may waive or modify any of the insurance requirements of this section.

16. Compliance with all Applicable Laws; Nondiscrimination. Consultant shall comply with all applicable local, state and federal laws, regulations and ordinances in the performance of this Agreement. Consultant shall not discriminate in the provision of service or in the employment of persons engaged in the performance of this Agreement on account of race, color, national origin, ancestry, religion, gender, marital status, sexual orientation, age, physical or mental disability in violation of any applicable local, state or federal laws or regulations.

17. Severability. If any term or portion of this Agreement is held to be invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions of this Agreement shall continue in full force and effect.

18. Entire Agreement: This Agreement constitutes the complete and exclusive agreement between TVTC and Consultant concerning the work on this project, and it supersedes all other prior agreements, proposals, and representations, whether stated orally or in writing. Consultant and TVTC can modify this agreement in writing, if both TVTC and Consultant sign that modification.

19. Independent Contractor: TVTC agrees that Consultant is an independent contractor and not TVTC's employee. Although TVTC will provide general direction to

Consultant, Consultant will determine, in Consultant's sole discretion, the manner and ways in which Consultant will update the SEP for TVTC. The work that Consultant creates for TVTC under this Agreement will not be deemed a "work-for-hire," as that term is defined under U.S. Copyright Law. Whatever rights Consultant grants TVTC are contained in this Agreement.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first written below.

TRI-VALLEY TRANSPORTATION COUNCIL

DATED: _____

By _____

Candace Andersen
Chair
Tri-Valley Transportation Council

DATED: _____

By _____

Consultant
Kimley-Horn and Associates, Inc.
(Authorized Executive of Company)

2418767.1

Item 7.b.

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

To: Tri-Valley Transportation Council (TVTC)
From: TVTC Technical Advisory Committee (TAC)
Date: April 20, 2015

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

Subject: Appointment of TVTC representative to serve on the I-680 Transit Investment/Congestion Relief Options Study Oversight Committee

Arne Olson
Councilmember
Pleasanton
(925) 200-8579

BACKGROUND

The Contra Costa Transportation Authority ("CCTA") is kicking off the Interstate-680 ("I-680") Transit Investment/Congestion Relief Options Study. This 6-month study will evaluate short and long-range transit and congestion relief alternatives along the I-680 corridor. The study area will cover the I-680 corridor from the Benicia-Martinez Bridge to State Route 84. A staff report from CCTA is attached for additional background.

Scott Perkins
Councilmember
San Ramon
(925) 973-2530

DISCUSSION

CCTA seeks the appointment of one TVTC elected official and two TAC members to serve on the committees that will guide the study. Two committees are proposed: 1) a Policy Advisory Committee (PAC) that will provide policy guidance for the study; and 2) a Technical Advisory Committee that will provide technical guidance for the study.

David Haubert
Mayor
Dublin
(925) 833-6634

Newell Arnerich
Councilmember
Danville
(925) 314-3329

Each committee will include members of TVTC, South West Area Transportation Planning Committee ("SWAT"), and TRANSPAC (Central Contra Costa County Regional Transportation Planning Committee) as appropriate. The PAC and TAC will include a representative from each jurisdiction along the I-680 corridor. The TAC will also include representatives from the transit operators and Caltrans.

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

SWAT has appointed an elected official from a Contra Costa County jurisdiction. Therefore, it is recommended TVTC select a representative from an Alameda County jurisdiction to serve on the PAC since the Sub-Regional Transportation Planning Committees overlap (San Ramon & Danville for SWAT/TVTC). The TVTC TAC appointed Obaid Khan (Dublin) and Mike Tassano (Pleasanton) to serve on the I-680 TAC.

RECOMMENDATION

APPOINT one TVTC representative to serve on the I-680 Transit Investment/Congestion Relief Options Study Oversight Committee, as recommended by the TVTC TAC.

Att: 12/3/14 CCTA staff report

Subject	Preliminary Discussion of Options for Preparing a High-Capacity Transit Study for the I-680 Corridor
Summary of Issues	<p>In response to direction from the Authority Board and in conjunction with comments received on the Draft 2014 Countywide Transportation Plan (CTP), staff has begun exploring options for preparing a high-capacity transit study for the I-680 corridor. Through the Authority’s web-based public engagement tool, members of the public were able to submit their “bright ideas” for transportation improvements in Contra Costa. The site also allowed participants to voice their support for ideas submitted by others. Initial review of the input received indicates a very high level of support for a transit connection from Walnut Creek to Dublin. The last time this was studied was in 2003, prior to the Measure C reauthorization effort, with specific intent to develop viable projects and programs for consideration in the Measure J Expenditure Plan (2004). Staff proposes preparing a scope, schedule, and budget for possible update to the previous study or initiation of an entirely new review and analysis of corridor options.</p>
Recommendations	<p>Provide direction to staff regarding next steps for the development of a high-capacity transit study for the I-680 corridor.</p>
Financial Implications	<p>The cost of the study could range from \$250,000 (for an update of the previous study), to over \$1,000,000 for a comprehensive, quantitative study involving preliminary concepts and cost estimating.</p>
Options	<ol style="list-style-type: none"> 1. Postpone development of the study scope, schedule and budget.
Attachments	<ol style="list-style-type: none"> A. Excerpts from the <i>I-680 Investment Options Analysis</i> Final Report, May 19, 2003.
Changes from Committee	

Background

During public review of the Draft 2014 Countywide Transportation Plan (CTP), the Authority received strong support for improvements along the I-680 corridor between Walnut Creek and Dublin. Many stakeholders and participants voiced concern about the increasing levels of congestion on I-680, and the lack of viable transit options.

The public's concern about I-680 is well documented. Recent studies of I-680 indicate recurring congestion, with average delay in the range of 1,500 to 1,800 hours per day (per direction). On a daily basis, long queues form in the a.m. peak period on southbound I-680, and in the p.m., the northbound commute is highly congested and continues to increase.

In 2000, the I-680/SR 24 interchange project was completed, virtually doubling the capacity of the interchange. Shortly thereafter, I-680 was widened from the Benicia-Martinez Bridge to the I-580 interchange in Alameda County, expanding the freeway from four to six lanes, and adding carpool lanes where feasible. Bus service and transit options are limited. Approximately 232 buses per day traverse the corridor within Contra Costa, with service primarily concentrated between Walnut Creek BART and Bishop Ranch in San Ramon.

Public Input Received

The public outreach effort for the 2014 Countywide Transportation Plan (CTP) update, included use of an innovative new web-based tool that allowed members of the public to submit their "bright ideas" for transportation improvements through the "keepcontracostamoving.net" website. To date, of the 350 bright ideas received through the website portal, 37 of them sought improvements along I-680. In addition, improvements to I-680 received strong support from members of the public across all public input mediums including paper surveys, emails and the in-person public workshops held in Walnut Creek and Lafayette.

To be responsive to the comments we received, and the Board's direction, Authority staff recommends further study of transit options along the I-680 corridor. This call for action will also be captured in both the Central County and the Tri-Valley Action Plans, which support "further study of high-capacity transit options for the I-680 corridor" in both Contra Costa and Alameda counties.

In West County, a similar study is taking shape to evaluate high-capacity transit options for the I-80 corridor. The cost of the West County study is estimated at \$1.2 million. While the West County study includes the existing BART corridor and points north, the I-680 study would focus

primarily on the Walnut Creek to Dublin corridor, which currently has only limited express bus service.

Previous Studies

In 2003, the Authority funded the *I-680 Investment Options Analysis*. This study involved the qualitative analysis of a number of potential investment options, including BART, Light Rail, busways, Express Bus, and Express lanes. In response to community concerns, the options did not include the addition of mixed-flow lanes on I-680, or the construction of facilities along the Iron Horse Trail. The cost of this study was \$140,000 (in 2002 dollars). Attachment A provides excerpts from the Final Report.

Prior to the 2003 study, the Authority conducted a corridor analysis of I-680 in the early 1990's. In parallel, Caltrans developed a series of studies for the corridor, including the I-680 Corridor Concept Report, published in 1985 and again in 2002. The latest one of these Caltrans studies is called the Corridor System Management Program (CSMP), and is scheduled for completion by the end of 2014. The current CSMP examines programmed projects, which include additional express bus service in the I-680 corridor, but BART and other rail services are not included in the analysis.

Another study along the corridor was the I-680 HOV/Express Bus Access Study. Completed in June 2010 using Regional Measure (RM) 2 funding, this study examined ways of providing direct connector ramps from the HOV lanes into the Walnut Creek and Pleasant Hill BART stations.

Options

The Authority has the following options:

1. Do Nothing
2. Build upon the 2003 *I-680 Investment Options Analysis*
3. Prepare an entirely new study, taking a fresh look at all available modes and technologies
4. In parallel with Options 2 and 3, implement modern day community outreach techniques, by asking the general public and the private sector for their ideas on how best to improve the corridor.

Regarding Option 4, opening the door for new ideas from the public could spawn innovative solutions to a problem that has not gone away, despite the significant investments in highway

improvements along the corridor. A similar yet more traditional route would be to issue a “Request for Information” to transit providers, design -engineering firms, and other stakeholders to seek their suggestions on how to address the issue of congestion on I-680.

Staff seeks Authority direction on how to proceed.

Item 7.c.

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

To: Tri-Valley Transportation Council (TVTC)
From: TVTC Financial Subcommittee (Subcommittee)
TVTC Technical Advisory Committee (TAC)

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

Date: April 20, 2015
Subject: **2014 TVTC Audit Report**

Arne Olson
Councilmember
Pleasanton
(925) 200-8579

BACKGROUND

The TVTC Joint Exercise of Powers Agreement (“JEPA”) requires a designated, independent certified accountant perform the annual audit of accounts and records of TVTC. TVTC acquired the services of Cropper Accountancy (“auditor”) to review TVTC’s financial statements and prepare the 2014 Audit Report (“report”). The auditor’s review disclosed no instances of noncompliance or other matters that are required to be reported under Government Auditing Standards.

Scott Perkins
Councilmember
San Ramon
(925) 973-2530

DISCUSSION

The TVTC Financial Subcommittee reviewed the report on March 13, 2015, and received a presentation from Cropper Accountancy on the report. Overall, the report was deemed satisfactory by the Subcommittee. The Subcommittee recommended TVTC staff investigate whether any TVTC Developer Fees were authorized for disbursement in Fiscal Year (FY) 2013/14, but not allocated until FY 2014/15. Staff’s review revealed no instances of this occurring, and the auditor was subsequently informed of such.

David Haubert
Mayor
Dublin
(925) 833-6634

Newell Arnerich
Councilmember
Danville
(925) 314-3329

The Subcommittee directed TVTC staff to research and report back to the Subcommittee on obtaining a Local Agency Investment Fund (“LAIF”) account to hold the majority of the TVTC Developer Fees, and how such an account compares to the account services of TVTC’s current financial institution, Mechanics Bank. LAIF is a voluntary program created by statute that offers local agencies the opportunity to participate in a major portfolio, which invests hundreds of millions of dollars, using the investment expertise of the State Treasurer's Office investment staff at no additional cost to the taxpayer. Staff will provide a full report to the Subcommittee at the next Financial Subcommittee meeting (tentatively scheduled for June 2015).

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

RECOMMENDATION

ACCEPT 2014 TVTC Audit Report, as recommended by the TVTC Financial Subcommittee.

Att: 2014 TVTC Audit Report



TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
ANNUAL FINANCIAL REPORT
AS OF JUNE 30, 2014
WITH
INDEPENDENT AUDITORS' REPORT



TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
ANNUAL FINANCIAL REPORT
JUNE 30, 2014

TABLE OF CONTENTS

<u>Financial Section</u>	<u>Page</u>
Independent Auditors' Report	1 – 2
Management's Discussion and Analysis	3 – 4
Financial Statements:	
Combined Government-wide and Fund Financial Statements:	
Statement of Net Position and Governmental Funds Balance Sheet	5
Statement of Activities and Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance	6
Notes to the Financial Statements	7 – 14
<u>Other Report</u>	
Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	15 – 16

INDEPENDENT AUDITORS' REPORT

Board Members
Tri-Valley Transportation Council
Martinez, California

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities of the Tri-Valley Transportation Council (TVTC), as of and for the year ended June 30, 2014, and the related notes to the financial statements, which collectively comprise the TVTC's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

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

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities of the TVTC, as of June 30, 2014, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

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


CROPPER ACCOUNTANCY CORPORATION

Walnut Creek, CA
February 13, 2015

TRI-VALLEY TRANSPORTATION COUNCIL
 (A JOINT POWERS AUTHORITY)
 Management's Discussion and Analysis
 For the Year Ended June 30, 2014

THE PURPOSE OF THE TRI-VALLEY TRANSPORTATION COUNCIL:

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

THE BASIC FINANCIAL STATEMENTS

The Basic Financial Statements comprise the *Statement of Net Position* and *Statement of Activities* for the Combined Government-wide and Fund Financial Statements.

The statements present the TVTC financial activities as a whole. The *Statement of Net Position* and *Statement of Activities* include all assets and liabilities using the full accrual basis of accounting similar to the accounting model used by private sector firms.

Statement of Net Position

The *Statement of Net Position* (Basic Financial Statements, page 5) is snapshot of TVTC's financial position at the end of the Fiscal Year (FY) 2013 – 2014. TVTC's assets are all current assets, i.e. cash and receivables. TVTC has no capital assets. For the year ended June 30, 2014, net position totaled \$4,003,432.

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

Assets	2014	2013
Cash and equivalents	\$ 3,074,118	\$ 8,084,011
Developer fee receivables	929,464	784,483
	\$ 4,003,582	\$ 8,868,494
Fund Balance/Net Position		
Liabilities	\$ 150	\$ -
Unrestricted Net Position	4,003,432	8,868,494
	\$ 4,003,582	\$ 8,868,494

TRI-VALLEY TRANSPORTATION COUNCIL
 (A JOINT POWERS AUTHORITY)
 Management's Discussion and Analysis
 For the Year Ended June 30, 2014

Statement of Activities

The Statement of Activities (Basic Financial Statements, page 6) presents TVTC's revenue and incurred expenses for the year ended June 30, 2014. All financial activities incurred for TVTC are recorded here, including operational expenses, capital project costs, depreciation and accrued liabilities, when applicable. Since revenues are dependent on new construction, the Council's financial position is generally subject to the same fluctuations as the economy.

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

Expenditures/expenses	2014	2013
Transportation improvements	\$ 7,943,428	\$ -
Accounting fees	7,170	-
Administrative	80	138
Total expenditures	<u>7,950,678</u>	<u>138</u>
Revenues		
Development fees		
Alameda County	13,848	23,093
Town of Danville	135,417	-
City of Dublin	1,394,256	1,633,764
City of Livermore	327,745	1,146,716
City of Pleasanton	307,300	307,559
City of San Ramon	104,762	-
Contra Costa County	488,237	548,193
Total revenues	<u>2,771,565</u>	<u>3,659,325</u>
Change in Net Position	<u>(5,179,113)</u>	3,659,187
Beginning Net Position	8,868,494	<u>5,209,307</u>
Prior period adjustment	314,051	
Beginning Net Position, as restated	<u>9,182,545</u>	
Ending Net Position	<u>\$ 4,003,432</u>	<u>\$ 8,868,494</u>

CONTACTING THE COUNCIL'S FINANCIAL MANAGEMENT

This Management's Discussion and Analysis is intended to provide the reader with a narrative overview of TVTC's financial statements for the year ended June 30, 2014. Questions concerning any information provided in this report or requests for additional financial information should be directed to:

Tri-Valley Transportation Council
 Jamar Stamps, TVTC Administrator
 30 Muir Road, 2nd Floor
 Martinez, CA 94553

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
 Combined Government-Wide and Fund Financial Statements
 Statement of Net Position and Governmental Funds Balance Sheet
 June 30, 2014

	<u>ASSETS</u>		
	<u>General Fund</u>	<u>Adjustments (Note 2)</u>	<u>Statement of Net Position</u>
Cash and cash equivalents (Note 4)	\$ 3,074,118	\$ -	\$ 3,074,118
Development fees receivable (Note 5)	<u>801,631</u>	<u>127,833</u>	<u>929,464</u>
 Total assets	 <u>\$ 3,875,749</u>	 <u>\$ 127,833</u>	 <u>\$ 4,003,582</u>

LIABILITIES AND FUND BALANCE/NET POSITION

Accounts payable	\$ <u>150</u>	\$ <u>-</u>	\$ <u>150</u>
 Total liabilities	 <u>150</u>	 <u>-</u>	 <u>150</u>
 Fund Balance/Net Position			
Unassigned/Unrestricted (Note 1H)	<u>3,875,599</u>	<u>127,833</u>	<u>4,003,432</u>
 Total liabilities and net position	 <u>\$ 3,875,749</u>	 <u>\$ 127,833</u>	 <u>\$ 4,003,582</u>

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

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
 Combined Government-Wide and Fund Financial Statements
 Statement of Activities and
 Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance
 For the Year Ended June 30, 2014

	<u>General Fund</u>	<u>Adjustments (Note 3)</u>	<u>Statement of Activities</u>
Expenditures/expenses			
Transportation improvements (Note 6)	\$7,943,428	\$ -	\$ 7,943,428
Accounting fees	7,170	-	7,170
Administrative	80	-	80
Total expenditures/expenses	<u>7,950,678</u>	<u>-</u>	<u>7,950,678</u>
Program revenues			
Charges for services - development fees			
Alameda County	13,848	-	13,848
Town of Danville	135,417	-	135,417
City of Dublin	1,394,256	-	1,394,256
City of Livermore	327,745	-	327,745
City of Pleasanton	307,300	-	307,300
City of San Ramon	96,030	8,732	104,762
Contra Costa County	999,084	(510,847)	488,237
Total revenues	<u>3,273,680</u>	<u>(502,115)</u>	<u>2,771,565</u>
Change in fund balance/net program expenses	<u>(4,676,998)</u>	<u>(502,115)</u>	<u>(5,179,113)</u>
Fund balance/net position July 1, 2013	8,552,597	315,897	8,868,494
Prior period adjustment (Note 8)	<u>-</u>	<u>314,051</u>	<u>314,051</u>
Fund balance, as restated, July 1, 2013	<u>8,552,597</u>	<u>629,948</u>	<u>9,182,545</u>
Fund balance/net position June 30, 2014	<u>\$3,875,599</u>	<u>\$ 127,833</u>	<u>\$ 4,003,432</u>

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

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Notes to the Financial Statements
June 30, 2014

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Reporting Entity

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

The financial statements of the TVTC have been prepared in conformity with generally accepted accounting principles (GAAP). The Governmental Accounting Standards Board (GASB) is responsible for establishing GAAP for state and local governments through its pronouncements (Statements and Interpretations). Governments are also required to follow the pronouncements of the Financial Accounting Standards Board (FASB) issued through November 30, 1989 (when applicable) that do not conflict with or contradict GASB pronouncements. The accounting and reporting framework and the more significant accounting policies are discussed in subsequent subsections of these notes.

B. Basis of Presentation

Government-wide Financial Statements:

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

Governmental Funds

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

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Notes to the Financial Statements
June 30, 2014

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Financial Statements:

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

1. Total assets, liabilities, revenues or expenditures/expenses of that individual governmental or enterprise fund are at least 10 percent of the corresponding total for all funds of that category or type; and
2. Total assets, liabilities, revenues, or expenditures/expenses of the individual governmental fund or enterprise fund are at least 5 percent of the corresponding total for all governmental and enterprise funds combined.

C. Measurement Focus and Basis of Accounting

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

Measurement Focus

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

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

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Notes to the Financial Statements
June 30, 2014

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Basis of Accounting

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

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

D. Cash and Investments

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

E. Receivables

Receivables recorded in the financial statements are net of any allowance for doubtful accounts. Any doubtful accounts at June 30, 2014, were not considered material.

F. Revenue Recognition - Development Fees

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

G. Budget Comparison

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

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Notes to the Financial Statements
June 30, 2014

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

H. Equity Classifications

Government-wide Statements

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

1. Invested in capital assets, net of related debt - Consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.
2. Restricted net position - Consists of net position with constraints place on the use either by (1) external groups such as creditors, grantors, contributors, or laws or regulations of other governments; or (2) law through constitutional provisions or enabling legislation.
3. Unrestricted net position - All other components of net position that do not meet the definition of "restricted" or "invested in capital assets, net of related debt."

Fund Statements

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

1. Nonspendable- Amounts that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact.
2. Restricted - Amounts that are restricted for specific purposes when constraints placed on the use of resources are either (a) externally imposed by creditors, grantors, contributors, laws, or regulations of other governments or (b) imposed by law through constitutional provisions or enabling legislation.
3. Committed - Amounts that can only be used for specific purposes pursuant to constraints imposed by formal action of the government's highest level of decision-making authority.
4. Assigned - Amounts that are constrained by the government's intent to be used for specific purposes, but are neither restricted nor committed.

TRI-VALLEY TRANSPORTATION COUNCIL
 (A JOINT POWERS AUTHORITY)
 Notes to the Financial Statements
 June 30, 2014

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

H. Equity Classifications (continued)

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

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

NOTE 2. RECONCILIATION OF GOVERNMENTAL FUND BALANCE SHEET WITH THE STATEMENT OF NET POSITION

The adjustments to the financial statements to comply with GASB 34 are as follows:

Reconciling adjustments are as follows:

Total fund balance, governmental funds	\$ 3,875,599
Accounts receivable not reported in governmental funds	127,833
Net Position, per the Statement of Net Position	\$ 4,003,582

NOTE 3. RECONCILIATION OF GOVERNMENTAL FUND STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE WITH THE STATEMENT OF ACTIVITIES

Reconciling adjustments are as follows:

Change in fund balance	\$ (4,676,998)
Accounts receivable not reported in governmental funds	127,833
Prior year accounts receivable under GASB 34	(629,948)
Change in Net Position, per the Statement of Activities	\$ (5,179,113)

NOTE 4. CASH AND INVESTMENTS

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

Cash and Investments as of June 30, 2014, consisted of the following:

Cash in banks	\$ 3,074,118
Total cash and investments	\$ 3,074,118

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Notes to the Financial Statements
June 30, 2014

NOTE 4. CASH AND INVESTMENTS (continued)

Investments Authorized by the Council's Investment Policy

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

Deposits/Credit Risk

The California Government Code requires California banks and savings and loan associations to secure Public Agencies' deposits by pledging government securities as collateral. The market value of pledged securities must equal at least 110% of deposits. California law also allows financial institutions to secure such deposits by pledging first trust deed mortgage notes having a value of 150% of the total deposits. The first \$250,000 of each institution's deposits are covered by FDIC insurance. At June 30, 2014 the balance of \$3,076,538 was held in one bank and exceeded the FDIC limit by \$2,826,538.

Disclosures Relating to Credit Risk

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

Custodial Credit Risk

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

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

TRI-VALLEY TRANSPORTATION COUNCIL
 (A JOINT POWERS AUTHORITY)
 Notes to the Financial Statements
 June 30, 2014

NOTE 5. ACCOUNTS RECEIVABLE

Development fees receivable are comprised of the following at June 30, 2014:

	<u>Governmental Fund</u>	<u>Government-Wide</u>
Alameda County	\$ 6,472	\$ 6,472
Town of Danville	-	-
City of Dublin	500,236	500,236
City of Livermore	80,731	80,731
City of Pleasanton	56,395	56,395
City of San Ramon	-	8,732
Contra Costa County	157,797	276,898
 Total	 <u>\$ 801,631</u>	 <u>\$ 929,464</u>

NOTE 6. PROJECTS

During the fiscal year ended June 30, 2014, \$7,943,428 was disbursed to member agencies for qualifying transportation improvement projects. Of this amount, \$7,940,000 was to the City of Livermore for the Route 84 Expressway project. These monies were appropriated in October 2013, and the project was ongoing at June 30, 2014, and was substantially completed by the fall of 2014 (fiscal year 2015).

NOTE 7: FUND BALANCE

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

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

- Assigned Fund Balance: The Council exists to fund Tri-Valley transportation projects, therefore, all amounts remaining in the fund balance at year-end are assigned for this purpose.

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

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Notes to the Financial Statements
June 30, 2014

NOTE 8: PRIOR PERIOD ADJUSTMENT

In December 2013, the Council received a check from Contra Costa County in the amount of \$314,051. Upon further review, it was determined that the check was a replacement for an original check issued by the County in October 2012, and should have been listed as a receivable on the Government-Wide Statement of Net Position in 2013. As such, it has been shown as a prior period adjustment on the Statement of Activities (page 6).

NOTE 9: SUBSEQUENT EVENTS

Management has evaluated subsequent events through February 13, 2015, the date on which the financial statements were available to be issued.

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

The Board Members
Tri-Valley Transportation Council
Martinez, California

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities of the Tri-Valley Transportation Council (TVTC) as of and for the year ended June 30, 2014, and the related notes to the financial statements, which collectively comprise TVTC's basic financial statements, and have issued our report thereon dated February 13, 2015.

Internal Control over Financial Reporting

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

A deficiency in internal control exists when the design or operation of a control does not allow management or employees in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

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

Purpose of this Report

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


CROPPER ACCOUNTANCY CORPORATION

Walnut Creek, CA
February 13, 2015

Item 7.d.

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

To: Tri-Valley Transportation Council (TVTC)
From: TVTC Financial Subcommittee (Subcommittee)
TVTC Technical Advisory Committee (TAC)

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

Date: April 20, 2015
Subject: **Financial Report for the Period Ending June 30, 2014**

Arne Olson
Councilmember
Pleasanton
(925) 200-8579

BACKGROUND

The Treasurer is required to present a financial status report to TVTC annually. The City of San Ramon has served as TVTC Treasurer since 2001. At the April 12, 2010 meeting, the City of San Ramon requested to relinquish the administrative Treasurer duties.

Scott Perkins
Councilmember
San Ramon
(925) 973-2530

On September 22, 2010, the TVTC approved Resolution 2010-05 that a) authorized the establishment of an account with a private banking institution and to transfer the Tri-Valley Transportation Development Fee ("TVTDF") fund balance from the City of San Ramon, and b) approved funding to retain outside contractors for the accounting and auditing services duties. The City of San Ramon staff would continue to serve as TVTC Treasurer in-name and as signature authority for TVTDF disbursements per the TVTC's Joint Exercise of Powers Agreement ("JEPA").

David Haubert
Mayor
Dublin
(925) 833-6634

Beginning with the quarterly period of July 1, 2011 – September 30, 2011, TVTC agencies began forwarding all quarterly remittances to the TVTC account at Mechanics Bank, and funds began being managed by the TVTC's contract accounting firm, Franklin Management Systems, Inc., of Pleasanton, CA. On April 26, 2012, all remaining TVTDF funds held with the City of San Ramon were transferred to Mechanics bank.

Newell Arnerich
Councilmember
Danville
(925) 314-3329

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

DISCUSSION

This report has been prepared to provide cumulative information on TVTD fees received and remitted by member TVTC agencies and their approved disbursements.

A total of \$54.58 million in fees and interest have been remitted by TVTC member agencies since the September 1998 fee implementation and through the June 30, 2014 collection period. In 2014, the TVTDF fund earned \$2.9 million in fee remittances and interest to bring the total revenue credited to the TVTDF fund to \$57.48 million.

From the TVTDF funds, a total of \$54.42 million was disbursed as follows:

September 1998 - August 17, 2001 (Prior Treasurers):

I580/680 Flyover

- ACTA match requirement - \$4,194,094
- To City of Dublin for their contributions - \$995,127
- City of Pleasanton for their contributions - \$462,078

Total \$5,651,299

Highway 84

- Advance to Livermore - \$1,164,144

Total \$1,164,144

Refund of 20% Local Accounts

- City of Pleasanton - \$689,499
- Alameda County - \$6
- City of Dublin - \$55,471

Total \$744,976

Administration

- City of Pleasanton - \$25,258
- Contra Costa County - \$8,000

Total \$33,257

August 17, 2001 - June 30, 2012 (Prior Treasurer Duties - City of San Ramon):

Refund of 20% Local Accounts

- City of Livermore - \$1,191,189 (4/5/02)
- City of Livermore - \$68,217 (1/15/03)

Total \$1,259,406

I680 Interchange Project #8

- City of San Ramon - \$1,600,000 (6/30/03)

Total \$1,600,000

I680 Aux Lane Project #3

- Town of Danville - \$2,200,000 (1/7/05)

- Contra Costa Transportation Authority - \$2,500,000 (2/3/06)
- Contra Costa Transportation Authority - \$2,500,000 (10/6/06)
- Contra Costa Transportation Authority - \$2,500,000 (1/25/08)
- Contra Costa Transportation Authority - \$2,500,000 (4/17/09)

Total \$12,000,000

I580/Foothill Road Project #7

- City of Dublin - \$800,000 (8/29/03)
- City of Pleasanton - \$46,959 (6/19/09)
- City of Pleasanton - \$753,041 (4/19/10)

Total \$1,600,000

West Dublin Bart Project #4

- City of Dublin - \$4,000,000 (11/25/03)

Total \$4,000,000

State Route 84

- City of Livermore - Returned balance from Route 84 Corridor project - (\$105,428)
- City of Livermore - \$4,800,000 (3/2/07)
- City of Livermore - \$2,600,000 (4/17/09)
- City of Livermore - \$2,600,000 (12/22/09)

Total \$9,894,572

Nexus Study 2005

- City of Livermore - \$100,000 (12/2/05)

Total \$100,000

I580 HOV Lanes Project #5

- City of Pleasanton - \$4,000,000 (2/26/08)
- City of Pleasanton - \$2,900,000 (12/5/08)
- City of Pleasanton - \$1,100,000 (10/22/10)

Total \$8,000,000

TVTC Strategic Expenditure Plan

- City of Dublin - \$24,770 (7/10/09)
- City of Dublin - \$34,660 (4/23/10)

Total \$59,430

Refund CA Splash

- City of Pleasanton – \$15,290 (4/23/10)

Total \$15,290

Administration

- City of San Ramon – \$376,378

Total \$376,378

June 30, 2012 – December 31, 2013 (City of San Ramon/Franklin Management):

Refund KT Properties

- City of Pleasanton – \$3,427

Total \$3,427

State Route 84 Improvements, I-580 to I-680 (Project 2A)

- City of Livermore – \$2,940,000 (July 31, 2013)

Total \$2,940,000

Mechanics Bank Fees

- Mechanics Bank – \$528

Total \$528

Contract Accountant Fees

- Franklin Management – \$820

Total \$820

December 31, 2013 – June 30, 2014 (City of San Ramon/Franklin Management):

State Route 84 Improvements, I-580 to I-680 (Project 2A)

- City of Livermore – \$5,000,000 (October 17, 2013)

Total \$5,000,000

Mechanics Bank Fees

- Mechanics Bank – \$80

Total \$80

Contract Accountant Fees

- Franklin Management - \$7,170

Total \$7,170

The balance of TVTDF funds held with Mechanics Bank as of February 27, 2015 was \$5.81 million. An annual summary and cumulative resources report is provided as attachments (Attachments A and B).

RECOMMENDATION

ACCEPT 2014 TVTC Financial Report, as recommended by the TVTC Financial Subcommittee.

Att: A - 2014 TVTDF Summary Balance
B - TVTDF Cumulative Resources/Uses

**Tri-Valley Transportation Development Fees
Cumulative Resources/Uses Update
Held with Mechanics Bank
For the Period Ended July 2011 - June-2014**

7/1/11 Beginning Balance	<u>\$ 8,084,008.67</u>
Balance from San Ramon Agency Receipts/Interest Earnings:	2,940,555.40
Disbursements:	7,929,404.15
6/30/14 Ending Fund Balance	<u>\$ 3,095,159.92</u>

Respectfully submitted,

**Jack Harrington
Franklin Management**

**Tri-Valley Transportation Development Fees
Cumulative Resources/Uses of Funds**

Resources:

	Prior Fees/Interest	7/13-6/14 Fees/Interest*	Total Fees/Interest Remitted
Alameda Co	\$ 414,989.86	\$ 7,376.45	\$ 422,366.31
Dublin	\$ 14,205,425.54	1,242,371.55	15,447,797.09
Livermore	\$ 14,214,638.41	247,013.40	14,461,651.81
Pleasanton	\$ 7,843,774.58	371,138.81	8,214,913.39
CC County	\$ 12,675,284.75	841,287.73	13,516,572.48
Danville	\$ 1,420,001.20	135,417.26	1,555,418.46
San Ramon	\$ 681,739.86	96,030.20	777,770.06
Trust Interest	\$ 3,127,299.20		3,127,299.20
Bank Fees (account set-up, lock box)	\$ (392.00)	(80.00)	(472.00)
	\$ 54,582,761.40	\$ 2,940,555.40	\$ 57,523,316.80

Uses:

	Prior Disbursements	7/13-6/14 Disbursements	Total Disbursements
I580/680 Flyover	\$ (5,651,298.90)		\$ (5,651,298.90)
Refund of 20% accounts	\$ (2,004,382.09)		(2,004,382.09)
Administration-Pleasanton/CCC	\$ (33,257.00)		(33,257.00)
Administration -City of San Ramon	\$ (376,378.29)		(376,378.29)
Highway 84	\$ (11,058,716.45)	7,940,000.00	(3,118,716.45)
I680/Alcosta Interchange Project#8	\$ (1,600,000.00)		(1,600,000.00)
I680 Aux Lane Project #3	\$ (12,000,000.00)		(12,000,000.00)
I580/Foothill Rd Proj#7	\$ (1,600,000.00)		(1,600,000.00)
West Dublin Bart Proj#4	\$ (4,000,000.00)		(4,000,000.00)
Nexus Study 2005	\$ (100,000.00)		(100,000.00)
I580 HOV Lanes Proj#5	\$ (8,000,000.00)		(8,000,000.00)
TVTC Strategic Exp Plan	\$ (59,430.00)		(59,430.00)
TVTC fee to KT Properties, Inc	\$ -	(3,427.85)	(3,427.85)
Refund CA Splash-City of Pleasanton	\$ (15,290.00)		(15,290.00)
Accounting Fees	\$ -	(7,170.00)	(7,170.00)
			-
			-
	\$ (46,498,752.73)	\$ 7,929,402.15	\$ (38,569,350.58)

	\$ 8,084,008.67	\$ 10,869,957.55	\$ 18,953,966.22
Total Resources(Uses)			

* Breakdown by agency not available at this time.

Item 7.e.

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

To: Tri-Valley Transportation Council (TVTC)
From: TVTC Financial Subcommittee (Subcommittee)
TVTC Technical Advisory Committee (TAC)

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

Date: April 20, 2015
Subject: **Tri-Valley Transportation Council Fiscal Year (FY) 2015/16 Annual Budget**

Arne Olson
Councilmember
Pleasanton
(925) 200-8579

BACKGROUND

The TVTC Joint Exercise of Powers Agreement (“JEPA”) requires TVTC prepare and adopt an operating budget (Section 5.b.iii.). The Administrator (“TVTC staff”) shall prepare the annual budget for review and approval by the Council. The TVTC Administrator shall prepare the budget with input from the Treasurer and the TVTC Financial Subcommittee.

Scott Perkins
Councilmember
San Ramon
(925) 973-2530

The TVTC Financial Subcommittee, with TAC members in attendance, convened and reviewed the proposed FY 2015/16 annual budget on March 13, 2015. The Subcommittee forwarded a recommendation of approval, with changes explained in the “Discussion” section of this report, to the full TVTC Board. The TAC convened and discussed the proposed annual budget twice (March 2nd and April 6th).

David Haubert
Mayor
Dublin
(925) 833-6634

DISCUSSION

The annual budget revenues are based on the 1% of the Tri-Valley Transportation Development Fees set aside average annually over 10 years for ongoing administrative and operating costs. All costs will be reviewed and adjusted, if necessary, on an annual basis. The proposed TVTC FY 2015/16 annual budget is \$117,603 (Exhibit A).

Newell Arnerich
Councilmember
Danville
(925) 314-3329

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

A line item for “Administrative Support” was added to the FY 2014/15 budget. This item has been removed in the proposed FY 2015/16 budget.

Prior to the end of FY 2014/15, the budget allocation for legal services (\$7,000) will be fully expended. This was due to inquiries such as legal opinions on conflict of interest and consultant contract review. Therefore, the proposed budget allocation for FY 2015/16 is \$14,000. Due to the unique nature of the legal services provided over FY 2014/15, it should not be expected that legal services will run a \$14,000 cost every year, but instead will fluctuate depending on the work requested from legal counsel.

The Tri-Valley Transportation Development Fees for Projects will cover the one-time cost of the Tri-Valley Strategic Expenditure Plan Update. In the previous fiscal year, the budget allocated Development Fees to update the nexus study.

RECOMMENDATION

ADOPT Tri-Valley Transportation Council resolution number 2015-05 and APPROVE Fiscal Year 2015/2016 Annual Operating Budget.

Att: Exhibit A - FY 2015/16 Budget
Exhibit B - TVTC Resolution No. 2015-05

Exhibit A

Tri-Valley Transportation Council Operating Budget

REVENUES	FY 2014-15 Original (1)	FY 2014-15 Actual	FY 2014-15 Mid-Year	FY 2014-15 %Remaining	FY 2015-16 Proposed (2)	Change (2)-(1) Increase (Decrease)
Transportation Development Project Fees	\$163,283	\$163,283	\$163,283	100%	\$66,000	(\$97,283)
Projected Administrative Fees	\$42,517	\$42,517	\$42,517	100%	\$56,900	\$14,383
Total Revenues	\$205,800	\$205,800	\$205,800	100%	\$122,900	(\$82,900)
EXPENSES (Notes)						
Operating Exenditures (a)	\$20,000	\$0	\$20,000	100.00%	\$20,000	\$0
Audit Services (b)	\$5,000	(\$5,000)	\$0	0.00%	\$5,000	\$0
Legal Services (c)	\$7,000	(\$6,998)	\$2	0.03%	\$14,000	\$7,000
Treasurer Oversight (San Ramon) (d)	\$1,200	\$0	\$1,200	100.00%	\$1,200	\$0
Insurance (e)	\$5,000	\$0	\$5,000	100.00%	\$5,000	\$0
Basecamp (Danville) (f)	\$600	\$0	\$600	100.00%	\$600	\$0
Banking/Service Charges (g)	\$500	\$0	\$500	100.00%	\$500	\$0
Website Annual Maintenance (h)	\$1,500	\$0	\$1,500	100.00%	\$1,500	\$0
Expenses Subtotal	\$40,800	(\$11,998)	\$28,802	70.59%	\$47,800	\$7,000
MISCELLANEOUS EXPENSES						
Website Development	\$10,000	(\$6,197)	\$3,803	38.03%	\$3,803	(\$6,197)
Strategic Expenditure Plan Update	\$150,000	\$0	\$150,000	100.00%	\$66,000	(\$84,000)
Miscellaneous Subtotal	\$160,000	(\$6,197)	\$153,803	96.13%	\$69,803	(\$90,197)
GRAND TOTAL EXPENSES	\$200,800	(\$18,195)	\$182,605		\$117,603	(\$83,197)

Notes:

- (a) Allocation for staff costs
- (b) Annual audit services
- (c) TVTC General Counsel
- (d) TVTC accounting, receipt and disbursement
- (e) General liability insurance
- (f) TVTC internet hub
- (g) Mechanics Bank
- (h) TVTC website yearly maintenance

EXPENSES	FY 2014-15		
	FY 2014-15 Budget	FY 2014-15 Expended	Remaining Budget
Description			
Operating Expenditures	\$20,000		
Subtotal		\$0	\$20,000
Administrative Support	\$5,000		
Subtotal		\$0	\$5,000
Audit Services	\$5,000		
Invoice 12/31/14		(\$2,500)	
Invoice 2/28/15		(\$2,500)	
Subtotal		(\$5,000)	\$0
Legal Services	\$7,000		
Invoice 10/21/14		(\$360)	
Invoice 11/18/14		(\$544)	
Invoice 12/15/14		(\$620)	
Invoice 2/19/15		(\$5,475)	
Subtotal		(\$6,998)	\$2
Treasurer Oversight	\$1,200		
Subtotal		\$0	\$1,200
Insurance	\$5,000		
Subtotal		\$0	\$5,000
Basecamp	\$600		
Subtotal		\$0	\$600
Banking/Service Charges	\$500		
Subtotal		\$0	\$500
Website Annual Maintenance	\$1,500		
Subtotal		\$0	\$1,500
Expenses Subtotal	\$45,800	(\$11,998)	\$33,802
MISCELLANEOUS EXPENSES			
Website Development	\$10,000		
Invoice 2/11/15		(\$6,197)	
Subtotal		(\$6,197)	\$3,803
Strategic Expenditure Plan Update	\$150,000		
Subtotal		\$0	\$150,000
Miscellaneous Expenses Subtotal	\$160,000	(\$6,197)	\$153,803
Total Program Expenditures	\$205,800	(\$18,195)	\$187,605

**TRI-VALLEY TRANSPORTATION COUNCIL
RESOLUTION NO. 2015-05**

**ADOPTING THE TRI-VALLEY TRANSPORTATION COUNCIL
FISCAL YEAR 2015/2016 BUDGET**

WHEREAS, on October 18, 2013 the Tri-Valley Transportation Council (“TVTC”), consisting of the County of Alameda, the County of Contra Costa, the Town of Danville, the City of Dublin, the City of Livermore, the City of Pleasanton, and the City of San Ramon, entered into a Joint Exercise of Powers Agreement (“JEPA”) effectively establishing TVTC as a separate public entity duly organized and existing under the Constitution and other laws of the State of California; and

WHEREAS, the JEPA establishes: 1) a framework for TVTC to enact a development fee necessary for implementation of transportation improvements; 2) funding goals for transportation improvements; 3) mechanisms for collecting, managing and disbursing development fees for implantation of transportation improvements; and 4) facilitation of cooperative regional planning efforts through adoption and implementation of regional transportation plans, the Strategic Expenditure Plan and fee program;

WHEREAS, the JEPA under section 5(b)(iii) authorizes TVTC to prepare and adopt a budget for TVTC’s administrative functions; and

WHEREAS, the annual budget revenues are based on 1% of the TVTC development fees for ongoing administrative costs, including administrative support, accounting services, audit services, legal services, treasurer oversight, insurance, website services and baking services; and

WHEREAS, the proposed Fiscal Year 2015/2016 budget is \$117,603 and will be reviewed and adjusted, if necessary, prior to adoption of the next fiscal year budget; and

NOW THEREFORE BE IT RESOLVED THAT:

TVTC adopts the Fiscal Year 2015/2016 budget as recommended by the TVTC Financial Subcommittee.

PASSED, APPROVED AND ADOPTED at the meeting of April 20, 2015 by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

Candace Andersen, Chair
Tri-Valley Transportation Council

ATTEST:

Jamar Stamps, TVTC Administrative Staff

Item 7.f.

Candace Andersen
TVTC Chair
Supervisor District 2
Contra Costa County
(925) 944-6492

To: Tri-Valley Transportation Council (TVTC)
From: TVTC Technical Advisory Committee (TAC)
Date: April 20, 2015

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

Subject: Request to Appropriate TVTD Fee Funds to State Route 84 Corridor Improvements I-580 to I-680 (Project A-2a) of the TVTC Strategic Expenditure Plan

Arne Olson
Councilmember
Pleasanton
(925) 200-8579

BACKGROUND

Scott Perkins
Councilmember
San Ramon
(925) 973-2530

The Tri-Valley Transportation Council (TVTC) adopted the Tri-Valley Transportation Plan/Action Plan (TVTP/AP) for Routes of Regional Significance in 1995. The TVTP/AP was later updated in 2000, 2009, and 2014. The Plan is a mutual understanding and agreement on Tri-Valley transportation concerns and recommendations for improvements. The Plan also identifies specific regional transportation improvements for funding and implementation. One of these improvement projects is State Route 84 (SR 84) Corridor Improvements from I-580 to I-680.

David Haubert
Mayor
Dublin
(925) 833-6634

In 1998 the TVTC proposed, and all seven member-jurisdictions approved, the Tri-Valley Transportation Development Fee (TVTDF) program. The TVTDF is intended to provide partial funding for selected regional projects identified in the TVTP/AP. This funding is intended to get the projects ready to compete for federal funding and provide additional funding during the construction phase.

Newell Arnerich
Councilmember
Danville
(925) 314-3329

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

In 1999, the TVTC adopted the Strategic Expenditure Plan (SEP) which identifies priorities, project sponsors, and funding for TVTDF projects. The SEP specifically established a funding plan for eleven regional transportation projects. Between 1999 and 2010 eight of the eleven SEP projects were completed. The TVTC then adopted the 2010 Interim Funding Plan to update the SEP funding programming and allocations for the three remaining projects (Attachment 1). Subsequently, the TVTC adopted the 2011 TVTD Fee Funding Plan which expands the list of funded projects to include List A and List B projects (Attachment 2).

Of the three remaining projects in the 2010 Interim Funding Plan, two received full TVTD Fee funding disbursements in 2010 (Project A-5 I-580 HOV Lanes and Project A-7 I-580 Foothill/San Ramon Rd. Interchange). As of April 2015, the SR-84 project Corridor Improvement Project (Project A-2a State Route 84) is the only remaining project from the 2010 Interim Funding Plan with an

available allocation balance. This \$500,000 allocation request is the final request for the SR84 North Segment.

DISCUSSION

The 1999 SEP programmed \$24 million in TVTDF funds to the SR-84 project Corridor Improvement Project (Project A-2a State Route 84). In 2003 the TVTC sponsored a Project Study Report (PSR) for this project which recommends roadway widening to include the ultimate alignment of four lanes from I-680 to Stanley Boulevard and six lanes from Stanley Boulevard to I-580. The PSR identified several improvement projects that could be constructed in stages as funding became available. Of the original \$24 million programmed for this project, \$11.06 million was dispersed prior to January 2010 and used in combination with other fund sources to complete the following projects:

- Construction of the northbound and southbound Pigeon Pass climbing lanes (State SHOPP funds) - completed in 2008
- Construction of the I-580/SR 84 Isabel Interchange (2000 Measure B, Federal, State, and Local funds) - completed in 2012
- Widening and utility relocation of SR 84 between Airway Boulevard and Jack London Boulevard (TVTDF, Measure B, State funds) - completed in 2012
- Re-alignment of the Isabel/Vallecitos intersection (TVTDF 20% funding) - completed in 2007
- Widening of SR 84 from Jack London Boulevard to Concannon Boulevard (2000 Measure B, State Bond, and Local funds) - completed in 2014

The 2010 Interim Funding Plan had a remaining total of \$12.94 million available for SR-84 projects. This programmed amount was carried forward to the 2011 TVTD Fee Funding Plan of which \$12.44 million has been dispersed as shown below:

- Widening of SR 84 between I-680 and Pigeon Pass (Measure B, Measure BB, and Local funds) - \$2.94 million dispersed in July 2013 to complete the supplemental Environmental Design/Project Review (ED/PR) report for the four lane section between I-680 and Pigeon Pass.
- Widening of SR 84 from Concannon Boulevard to Ruby Hills Drive (TVTDF funds, 2000 Measure B, State STIP RIP, Federal RIP TE, and Local funds) - \$5 million dispersed in October 2013, \$4.5 million dispersed in January 2015, and \$500,000 remaining to be allocated to construct improvements from Concannon Boulevard to Ruby Hills Drive. Estimated completion in fall 2017.

As identified above, \$500,000 remains to be allocated for the construction of improvements on SR 84 from Concannon Boulevard to Ruby Hills Drive (Project A-2a). This project will involve widening a 2.4 mile section of State Route 84 from Concannon Boulevard to Ruby Hills Drive from

two to four lanes (Attachment 3). The City of Livermore is the project sponsor and Alameda County Transportation Commission (ACTC) is the project lead.

Environmental clearance was obtained for this project in August 2008, final design and right-of-way acquisition phases are currently in progress, and the project is expected to advertise for construction in spring 2015. Construction activities are scheduled to begin early summer 2015 and continue through summer of 2017. ACTC and Livermore entered into a Cooperative Agreement for this project in January 2014 in which ACTC agrees to oversee environmental clearance, final design, right of way acquisition, utility relocation, and monitor construction progress (Attachment 4) and the City of Livermore agrees to transfer the remaining \$500,000 TVTDF funds upon allocation by TVTC.

As of March 31, 2015 the TVTC has a balance of over \$1.299 million available for allocation (Attachment 5). While there is no guidance provided in the TVTC JEPAs or Bylaws, staff recommends the TVTC retain more than sufficient funds to pay all expenses as approved in the annual budget. The 2014-2015 Budget as approved by the TVTC on June 19, 2014 indicates expenses at \$205,000 (Attachment 4). This \$500,000 allocation will leave approximately \$799,000 available for annual expenses. This is the final allocation for the SR84 North Segment.

RECOMMENDATION

- 1) *Authorize the Tri-Valley Transportation Council Treasurer to appropriate \$500,000 in Tri-Valley Transportation Development Fee funds for the State Route 84 Corridor Improvements: I-580 to I-680 (Project A-2a) of the TVTC Strategic Expenditure Plan; and*
- 2) *Authorize the TVTC Treasurer to immediately transmit \$500,000 in TVTDF funds to the City of Livermore, which will, in turn, pass the \$500,000 in funds through to the Alameda County Transportation Commission, the party responsible for the management and construction of the "State Route 84 - Concannon Boulevard to Ruby Hills Drive" Phase of the project.*

ATTACHMENTS

1. 2010 Interim Funding Plan
2. 2011 TVTDF Funding Plan
3. Route 84 Expressway South Segment Fact Sheet
4. ACTC/Livermore Cooperative Agreement
5. TVTC March 2015 Bank Statement
6. TVTC Approved FY 2014/15 Budget
7. Resolution

ATTACHMENT 1

EXHIBIT A

		TVTD Fee				
		2010 Interim Funding Plan (In \$ millions)				
		ACCOUNT BALANCE (beginning of fiscal year) ¹ :				
		\$1.75	\$0.30	\$0.17	\$2.87	\$5.80
		FISCAL YEAR AND PROJECTED FEE REVENUE ² :				
		Jan-Jun '10	10/11	11/12	12/13	13/14
		\$0.41	\$2.81	\$7.70	\$7.93	\$8.78
		2004 SEP				
	Update	Funds Disbursed	Undisbursed			
	Programmed	Prior to January	Programmed			
	Funds	2010	Funds			
PROJECTS						
A-1	I-580/I-680	\$5.6	\$5.65	\$0.00		
A-2a	SR 84 - I-580 to I-680 Expressway ³	\$24.0	\$11.06	\$12.94		
A-2b	SR 84 - Isabel Rte 84/I-580 Interchange	\$0.0	\$0.00	\$0.00	\$5.00	
A-3	I-680 Auxiliary Lanes (CoCoCo)	\$12.0	\$12.00	\$0.00		
A-4	West Dublin/Pleasanton BART Station	\$4.0	\$4.00	\$0.00		
A-5	I-580 HOV Lanes	\$8.0	\$6.90	\$1.10		
A-6	I-680 HOV Lanes, Sunol	\$0.0	\$0.00	\$0.00		
A-7	I-580/Foothill/San Ramon Rd Interchange	\$1.6	\$0.85	\$0.75		
A-8	I-680/Alcosta Blvd Interchange	\$1.6	\$1.60	\$0.00		
A-9	Crow Canyon Rd Improvements	\$0.0	\$0.00	\$0.00		
A-10	Vasco Rd Improvements	\$0.0	\$0.00	\$0.00		
A-11	Express Bus Service	\$0.0	\$0.00	\$0.00		
	Consultant Services - SEP Update		\$0.02			
	City of Pleasanton - Development Refund					
		Account balance end of fiscal year:			\$0.17	\$2.87
					\$5.80	\$14.58

Notes:

- 1) The account balance for FY 2009/10 is as of 12/31/09.
- 2) Revenue projections represent 80% Funds less the 1% administrative/treasurer fee
- 3) Disbursement of \$2.94 in 2010-2011 is for the southern portion of the project (Pigeon Pass to I-680). This disbursement is assumed to occur only after an MOU regarding parallel arterials has been finalized between the Alameda County TVTC member agencies. It should be noted that the full \$2.94 million may not be needed for the PSR Update.

TABLE 5 - 2011 TVTDF FUNDING PLAN

		ESTIMATED TVTDF REVENUES BY FY (\$M) [ASSUMES FUND BALANCE JULY 1, 2010 = \$2.15]												
PROJECTS		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			
	Livermore/Alameda CTC	\$ 2.94	\$ 5.00	\$ 5.00	\$ 2.83	\$ 4.34	\$ 2.83					\$ 22.94		
	Livermore/Alameda CTC						\$ 1.57	\$ 3.58				\$ 5.15		
	Danville/CCTA			\$ 3.23	\$ 2.65							\$ 5.88		
	Pleasanton/Alameda CTC	\$ 1.10										\$ 1.10		
	Pleasanton/Alameda CTC											\$ -		
	Pleasanton/Caltrans	\$ 0.75										\$ 0.75		
	Alameda Cty/same				\$ 1.55							\$ 1.55		
	Alameda Cty/same								\$ 1.69			\$ 1.69		
	Alameda Cty/same				\$ 1.66	\$ 1.66						\$ 3.32		
	Alameda Cty/same							\$ 1.33	\$ 1.25			\$ 2.58		
	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	\$ 45.10		
	Dublin/ACTA											\$ -		
	Pleasanton/Caltrans											\$ -		
	Livermore/Caltrans											\$ -		
	Livermore/Caltrans									\$ 2.85	\$ 1.95	\$ 4.80		
	Livermore/Caltrans											\$ -		
	Livermore/same											\$ -		
	Pleasanton/same											\$ -		
	Contra Costa Cty/same										\$ 1.70	\$ 1.70		
	Contra Costa Cty/same										\$ 2.68	\$ 2.68		
	San Ramon/CCTA								\$ 2.41	\$ 3.08		\$ 5.49		
	San Ramon/CCTA											\$ -		
	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		
	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			
	Sub-Total B	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
	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		
	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			

List A

List B

CAPITAL PROJECTS PROGRAM

Project Fact Sheet



PROJECT SPONSOR

City of Livermore

PROJECT DESCRIPTION

The Route 84 Expressway - South Segment Project involves widening a 2.4 mile section of State Route (SR) 84 (Isabel Avenue) from Ruby Hill Drive to Concannon Boulevard from two lanes to four lanes.

PROJECT STATUS

A 2003 Project Study Report (PSR) sponsored by the Tri-Valley Transportation Council (TVTC) identified several improvement projects along SR 84 (Isabel Ave corridor) between I-680 and I-580 that could be constructed in stages as funding became available. Environmental clearance was achieved in August 2008 for the combined North and South Segments.

The Final Design and Right-of-Way Acquisition Phases of the project are complete. It is anticipated that the California Transportation Commission (CTC) will provide funding authorization for construction at their March 2015 meeting. The project is expected to advertise in spring 2015.

Construction activities are scheduled to begin summer 2015 and continue through the fall of 2017.

Route 84 Expressway - South Segment

Project Number: 624.2 | March 2015



Project Highlights

- Final design and right-of-way acquisition activities are complete
- The project is seeking funding authorization at the March 2015 CTC meeting
- The project is currently expected to advertise for construction spring 2015 with work beginning summer 2015

Project Fact Sheet

Route 84 Expressway—South Segment | Project Number: 624.2 | March 2015

PROJECT COST ESTIMATE	
Cost Estimate by Phase (\$ X 1,000)	
PE/Environmental	\$ 1,427
Final Design (PS&E)	\$ 8,644
Right-Of-Way Support	\$ 2,953
Right-Of-Way Capital	\$ 25,480
Construction Support	\$ 8,898
Construction Capital	\$ 48,000
TOTAL Expenditures:	\$ 95,402

PROJECT FUNDING	
Funding by Fund Source (\$ X 1,000)	
Measure B (Note 1)	\$ 34,872
Federal	\$ 0
State (STIP-RIP / STIP-TE)	\$ 47,030
Local Other (CMA-TIP)	\$ 2,000
Local (TVTC)	\$ 10,000
Local (City)	\$ 1,500
TOTAL Revenues:	\$ 95,402

Note 1: Total Measure B (MB) commitment for this project includes obligation of \$37.03M to Exchange Program (STIP) in addition to MB amount shown above.

PROJECT SCHEDULE									
Project Phase	Begin - End MM/YY	2011	2012	2013	2014	2015	2016	2017	
PE / Environmental	04/05 - 08/08								
Final Design (PS&E)	08/07 - 03/15								
Right-Of-Way	03/08 - 03/15								
Utility Relocation	10/14 - 06/15								
Advertisement / Award	04/15 - 08/15								
Construction	08/15 - 09/17								



Existing conditions at Vallecitos Road Intersection and south of Vallecitos Road.

Note: The information on this fact sheet is subject to periodic updates.

Attachment 4

COOPERATIVE AGREEMENT

BETWEEN

ALAMEDA COUNTY TRANSPORTATION COMMISSION

AND

CITY OF LIVERMORE

Route 84 Expressway Project – South Segment

This COOPERATIVE AGREEMENT (“**Agreement**”), dated for reference purposes only as of January 23, 2014, is entered into by and between the City of Livermore (“**City**”), a municipal corporation, and Alameda County Transportation Commission (“**Alameda CTC**”), a joint powers agency. This Agreement shall become effective on the date the same is fully-executed by both parties (“**Effective Date**”).

RECITALS

- A. City as one of the members of the Tri Valley Transportation Council (“TVTC”) is a signatory to the Joint Exercise of Powers Agreement Pertaining to the Tri-Valley Transportation Development Fee (TVTDF) for Traffic Mitigation.
- B. The TVTDF fees are divided into the “Eighty Percent Fees” which are allocated by TVTC for projects in the TVTDF Funding Plan, and the “Twenty Percent Fees” a portion of which are available to the City for allocation to projects at its discretion.
- C. The TVTC has identified the Project (defined as Route 84 Expressway from I-580 to I-680) as one of eleven projects which it proposes to fund in part with the “Eighty Percent Fee” portion of the developer fees.
- D. The Project is divided into three Segments; Segment 1 - I-580 to Airway Boulevard, Segment 2 – from Airway Boulevard to Ruby Hills Drive, and Segment 3 – from Ruby Hills Drive to I-680;
- E. Segment 2 is further divided into three phases: Phase 1 – Isabel Avenue/Vineyard Avenue intersection realignment; Phase 2 – Airway Boulevard to West Jack London Boulevard; Phase 3 – West Jack London Boulevard to Ruby Hills Drive.
- F. Phase 3 is further split into two Segments; North Segment – from West Jack London Boulevard to North of Concannon Boulevard; and South Segment – from North of Concannon Boulevard to Ruby Hills Drive.
- G. South Segment is to be funded with \$34.9 million in State Transportation Improvement Program (STIP) funds, \$2.2 million in Federal Transportation Enhancement funds, and the balance in local contributions comprising Measure B, TVTDF funds and Rule 20A funds.
- H. TVTC allocated \$5M out of \$10 million TVTDF funds programmed for the South Segment on October 17, 2013.
- I. Alameda CTC is the implementing agency for preliminary engineering, environmental studies, design, right of way acquisition and utility relocation and California Department of Transportation (“State”) will retain a Contractor and manage and administer construction for the South Segment.

NOW, THEREFORE, THE PARTIES DO HEREBY AGREE AS FOLLOWS:

Section I

Alameda CTC Agrees:

1.1 To oversee environmental clearance, final design, right of way acquisition, utility relocation monitor construction progress, and apply local contribution payments to either Alameda CTC or Consultants, for reimbursement of design, right of way acquisition, utility relocation or construction management costs, or to the State for construction of South Segment, in accordance with Alameda CTC policy.

Section II

City Agrees:

2.1 To transfer \$5 million TVTDF funds to Alameda CTC within 30 days of the execution of this Agreement, and transfer remaining \$5 million TVTDF funds for the South Segment upon allocation by TVTC.

Section III

It Is Mutually Agreed:

3.1 This Agreement constitutes the entire agreement between the parties regarding the subject matter hereof and any oral discussions or written or oral agreements with respect thereto preceding the effective date of this Agreement are superseded hereby. No amendment, alteration, or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.

3.2 Alameda CTC and the City each render their services under this Agreement as independent agencies. None of the agents or employees of either shall be deemed agents or employees of the other.

3.3 Any notice given under this Agreement shall be in writing and shall be deemed given if delivered personally or mailed by registered or certified mail or commercial overnight courier, return receipt of confirmation of delivery requested, or by facsimile transmission with voice confirmation or receipt, the parties at the following addresses (or at such other address for a party as shall be specified by like notice):

If to Livermore:


Marc Roberts, City Manager
City of Livermore
1052 S Livermore Ave
Livermore, CA 94550
Facsimile (925) 373-5318

If Alameda CTC:

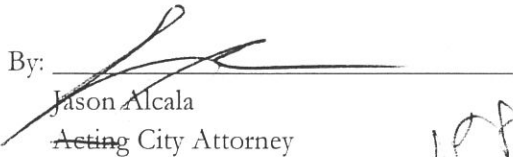
Arthur L. Dao, Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
Facsimile: (510) 208-4700

[Signatures on following page]

CITY OF LIVERMORE

By: 
Marc Roberts
City Manager

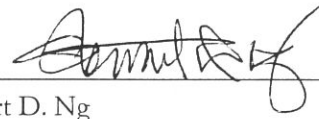
Approved as to Legal Form:

By: 
Jason Alcalá
Acting City Attorney

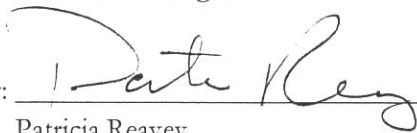
ALAMEDA COUNTY TRANSPORTATION
COMMISSION

By: 
Arthur L. Dao
Executive Director

Recommended:

By: 
Stewart D. Ng
Deputy Director of Programming and Projects

Reviewed as to Budget/Financial Controls:

By: 
Patricia Reavey
Director of Finance

Approved as to Legal Form:

By: 
Wendel, Rosen, Black & Dean LLP
Alameda CTC Legal Counsel

ADDRESS SERVICE REQUESTED

>007381 1005811 0001 092387 10Z

TRI-VALLEY
TRANSPORTATION COUNCIL
JAMAR STAMPS / CCC-DCD
30 MUIR RD FL 2
MARTINEZ CA 94553-4601



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Summary of Accounts

Account Type	Account Number	Beginning Balance	Ending Balance
ANALYZED PUBLIC	XXXXXXXX9596	\$5,811,538.56	\$1,298,901.56

ANALYZED PUBLIC - XXXXXXXX9596

Account Summary

Date	Description	Amount
02/28/2015	Beginning Balance	\$5,811,538.56
	5 Debit(s) This Period	\$4,512,637.00
	0 Credit(s) This Period	\$0.00
03/31/2015	Ending Balance	\$1,298,901.56

Checks Cleared

Check Nbr	Date	Amount	Check Nbr	Date	Amount
1125	03/25/2015	\$4,500,000.00	1127	03/23/2015	\$6,378.00
1126	03/27/2015	\$6,197.00	1128	03/23/2015	\$60.00

* Indicates skipped check number

Other Debits

Date	Description	Amount
03/31/2015	Multiple Statement Fee	-\$2.00

Daily Balances

Date	Amount	Date	Amount
03/23/2015	\$5,805,100.56	03/27/2015	\$1,298,903.56
03/25/2015	\$1,305,100.56	03/31/2015	\$1,298,901.56

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

CONTRA COSTA
 2015 MAR 31 P 3:11
 DEPARTMENT OF REVENUE
 HAS THE RECEIVED FROM

2000/T000 F95E0 192410 1105001 19E20



Attachment 6

TRI-VALLEY TRANSPORTATION COUNCIL

PROPOSED FY 2014-15 BUDGET

REVENUES

Transportation Development Project Fees	\$	163,283
FY 14-15 Projected Administrative Fees	\$	42,517
Total Program Revenues:	\$	205,800

EXPENSES

Operating Expenditures

Administrative Support	\$	20,000
Accounting Services	\$	5,000
Audit Services	\$	5,000
Legal Services	\$	7,000
Treasurer Oversight	\$	1,200
Insurance	\$	5,000
Basecamp	\$	600
Banking/Service Charges	\$	500
Website Annual Maintenance	\$	1,500
Subtotal	\$	45,800

Miscellaneous Expense

Website Development	\$	10,000
Nexus Study/Strategic Expenditure Plan Update	\$	150,000
Subtotal	\$	160,000

Total Program Expenditures: \$ 205,800

TRI-VALLEY TRANSPORTATION COUNCIL

RESOLUTION NO. 2015-06

**A RESOLUTION OF THE TRI-VALLEY TRANSPORTATION COUNCIL
APPROPRIATING \$500,000 IN TRI-VALLEY TRANSPORTATION
DEVELOPMENT FEE (TVTDF) FUNDS FOR THE STATE ROUTE 84 CORRIDOR
IMPROVEMENT PROJECT A-2a FOR CONSTRUCTION FROM CONCANNON
BOULEVARD TO RUBY HILLS DRIVE**

WHEREAS, in 1995, the Tri-Valley Transportation Council (TVTC) adopted the "Tri-Valley Transportation Plan/Action Plan (TVTP/AP) for Routes of Regional Significance; and

WHEREAS, the TVTP/AP identified 11 specific transportation improvements to be given high priority for funding; and

WHEREAS, in 1998, the TVTC, and entered into a Joint Exercise Powers of Agreement (JEPA) to provide authority to collect a Tri-Valley Transportation Development Fee (TVTDF) to collect impact fees for the traffic mitigation to be applied to the 11 high priority projects; and

WHEREAS, in 1999, the TVTC prepared and approved a Strategic Expenditure Plan (SEP), which guides the expenditure of revenue collected from TVTDF; and

WHEREAS, the SEP identifies priorities, project sponsors, and funding for TVTDF projects; and

WHEREAS, in 2004, the TVTC adopted an update to the SEP that reflected an update to the regional and sub-regional transportation outlook for the Tri-Valley; and

WHEREAS, in 2010, the TVTC prepared and approved an Interim Funding Plan that provides guidance for expenditure of the TVTDF on the remaining three high priority projects including State Route 84 I-580 to I-680 Expressway (Project A-2a); and

WHEREAS, in 2011, the TVTC prepared and approved the 2011 TVTD Fee Funding Plan that provides guidance for expenditure of the TVTDF on 22 projects (List A and List B) including State Route 84 I-580 to I-680 Expressway (Project A-2a); and

WHEREAS, the Funding Plans program \$5 million in fiscal year 11/12 and \$5 million in fiscal year 12/13 to State Route 84 I-580 to I-680 Expressway (Project A-2a); and

WHEREAS, sufficient revenue in the Joint TVTDF account is now available for the appropriation of \$500,000 identified to be funded in fiscal year 12/13 for the SR 84 I-580 to I-680 Expressway (Project A-2a); and

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Tri-Valley Transportation Council authorizes an appropriation from the Tri-Valley Transportation Development Fee Account for the State Route 84 I-580 to I-680 Expressway (Project A-2a) of \$500,000, as programmed in the Strategic Expenditure Plan and the TVTD Fee Funding Plan for fiscal year 12/13. Funds are to be drawn down in accordance with the Strategic Expenditure Plan.
2. The Tri-Valley Transportation Council authorizes the TVTC Treasurer to transmit \$500,000 in funds in the Tri Valley Transportation Development Fee Account to the City of Livermore, which will, in turn, pass the \$500,000 in funds through to the Alameda County Transportation Commission, the party responsible for the management and construction of the "State Route 84 - Concannon Boulevard to Ruby Hills Drive" Phase of the project.

PASSED, APPROVED AND ADOPTED at the meeting of April 20, 2015, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

Supervisor Candace Andersen, Chair
Tri-Valley Transportation Council

ATTEST:

Jamar Stamps, TVTC Administrative Staff