

THE ALTAMONT REGIONAL TRAFFIC AUTHORITY

Joint Powers Authority Annual Meeting

OCTOBER 25, 2024 ★ 10:15am – 11:30am

★ JPA Members will participate by teleconference from the following locations:

1. Civic Center Library, 1188 South Livermore Avenue, Livermore, CA 94550
2. City Hall, 333 Civic Center Drive, Tracy, CA 95376

Only items on the agenda may be acted upon. Open Forum is available for anyone wishing to speak on an item not listed on the agenda.

IN-PERSON PARTICIPATION: The meeting sites are open to the public. If attending in-person and you wish to speak on a matter, please fill out a speaker slip and submit to the Chair as soon as possible. Before speaking, please state your name.

REMOTE/TELECONFERENCE PARTICIPATION: Members of the public may observe and participate in the meeting by following the instructions in the teleconferencing guidelines posted on-line with the agenda at:

https://www.acgov.org/cda/planning/documents/TELECONFERENCING-GUIDELINES-UPDATED-5_9_23.pdf

AT THE NOTICED DATE AND TIME LISTED ABOVE THE MEETING IS ACCESSIBLE AT THIS WEB ADDRESS:

<https://us02web.zoom.us/j/85108682356?pwd=oIpDezcCwrTgFr6s0ouYedl8exdfq6.1>

Meeting ID: 851 0868 2356

Passcode: 160400

AGENDA

1. ROLL CALL
2. APPROVAL OF SUMMARY MINUTES from the November 23, 2020, ARTA Meeting.
3. ELECTION OF OFFICERS – *Members will nominate and vote on the positions of Chair and Vice-Chair of the ARTA JPA and alternates. Terms are for 2 years.*
4. OPEN FORUM / PUBLIC COMMENT – *Open forum is provided for members of the public wishing to speak on any item not listed on the agenda.*

5. OVERVIEW OF ARTA – *Alameda County staff will provide an overview of the ARTA JPA, its purpose, responsibilities, and bylaws.*
6. UPDATE ON CURRENT STATUS OF THE TRACY HILLS SPECIFIC PLAN – *City of Tracy staff will provide an update on the status of the Tracy Hills Specific Plan implementation, including the number of development projects and building permits that have been completed/granted or are currently underway.*
7. UPDATE ON FUNDS CURRENTLY AVAILABLE IN THE TRACY HILLS PROJECT TRUST FUND 84409 – *Alameda County staff will provide an update on funds currently available in the Tracy Hills Project Trust Fund 84409.*
8. MANAGING JPA FINANCIAL RESPONSIBILITIES – *the County of Alameda Community Development Agency (CDA) Director holds the role of Finance Officer. Per Section 6 of the Joint Powers Agreement between the City of Tracy, County of Alameda and City of Livermore, the Finance Officer “shall serve as the depository and have custody of all Authority funds from whatever source.” Staff recommends bringing the fees collected on the Tracy Hills project as part of the Specific Plan approval into the custody of the JPA’s Finance Officer in accordance with the Tracy Hills Settlement Agreement and establishing a process for the transfer of fees. The Members are requested to approve Resolution 2024-01, authorizing the transfer of fees collected on the Tracy Hills project as part of the Specific Plan approval into the custody of the JPA’s Finance Officer. Action Item.*
9. OBTAINING OUTSIDE LEGAL COUNSEL – *Discuss process for hiring outside legal counsel for the ARTA JPA. Staff recommends that the Board direct staff to prepare a Request for Proposals (RFP) for legal counsel services and present it at a future meeting for Board input and consider the possible formation of an ad hoc subcommittee to work with staff to develop the RFP. Action Item.*
10. OTHER BUSINESS – *Opportunity for JPA members and staff to share information or items of interest.*
11. ADJOURNMENT – *NEXT SCHEDULED JPA MEETING: 2025 date TBD*

Altamont Regional Traffic Authority (ARTA)
DRAFT Summary Meeting Minutes
November 23, 2020

1. ROLL CALL

MAYOR RICKMAN - PRESENT
MAYOR MARCHAND - PRESENT
SUPERVISOR HAGGERTY - PRESENT

2. APPROVAL OF SUMMARY MINUTES November 2, 2020 ARTA Meeting

Motion to approve: Mayor Rickman
Second by Mayor Marchand

ROLL CALL VOTE:
MAYOR RICKMAN – YES
MAYOR MARCHAND - YES
SUPERVISOR HAGGERTY – YES

Minutes approved unanimously.

3. OPEN FORUM – *Open forum is provided for members of the public wishing to speak on any item not listed on the agenda.*

No members of the public were in attendance.

4. UPDATED CORRIDOR PROJECT LIST – *Public Works staff from Livermore and Alameda County present a joint recommendation of projects and disbursements. The Members are requested to approve Resolution 2020-02, approving disbursements for such projects. Action Item*

Public Works staff from Livermore and Alameda County stated that there are \$4.2 million total funds expected over the life of the Specific Plan buildout, and proposed a 50/50 split between the two agencies with Alameda County receiving 20% of funds (\$850,000) for Safety Improvements on County Rural Roads first, per Settlement Agreement directive. Staff suggested that funds be drawn Quarterly or Annually moving forward.

There was minimal discussion among the Members, and Supervisor Haggerty moved to approve Resolution 2020-02 on this item, with Mayor Marchand providing a second.

ROLL CALL VOTE:

MAYOR RICKMAN - YES
MAYOR MARCHAND – YES
SUPERVISOR HAGGERTY - YES

Motion passed unanimously.

Altamont Regional Traffic Authority (ARTA)
DRAFT Summary Meeting Minutes
November 23, 2020

5. OTHER BUSINESS – *Opportunity for JPA members and staff to share information or items of interest.*

Members had no comments.

6. ADJOURNMENT – *NEXT SCHEDULED JPA MEETING: 2021 date TBD*

DRAFT

**JOINT POWERS AGREEMENT BETWEEN CITY OF TRACY,
COUNTY OF ALAMEDA & CITY OF LIVERMORE CREATING THE
ALTAMONT REGIONAL TRAFFIC AUTHORITY**

This is a Joint Exercise of Powers Agreement by and between the County of Alameda ("Alameda") a political subdivision of the State of California, the City of Tracy ("Tracy") a municipal corporation and the City of Livermore ("Livermore") a municipal corporation, and is dated for convenience of the parties this 7th day of OCTOBER, 1999.

RECITALS

WHEREAS, Tracy, Alameda and Livermore desire to work cooperatively to provide funding for alternative forms of transportation to facilitate trip reduction programs in the I-580, I-205, I-5, state route 120, state route 84, and I-680 commute corridors of Alameda County and San Joaquin County and to finance, engineer and construct regional traffic improvements where necessary; and

WHEREAS, Tracy, Alameda and Livermore have determined that the creation of a Joint Powers Authority is the most appropriate manner in which to accomplish their collective goals while at the same time accommodating their individual interests; and

WHEREAS, California Government Code Section 6500 et seq., provides that Tracy, Alameda and Livermore may, by agreement, jointly exercise any power common to them, and it is the intent of these parties to so fully utilize these statutory authorities to enter into this Agreement.

C-2000-267

1. Joint Powers Authority Created

There is hereby created the City of Tracy/County of Alameda/City of Livermore Joint Powers Authority ("the Authority" or "the JPA") to exercise in the manner set forth in this Agreement the powers common to each of the signatory parties. The primary purpose of the Authority shall be the collection and expenditure of Transportation Impact Fees as further described herein. The members of the Authority are: City of Tracy, California; the County of Alameda, California; and the City of Livermore, California. The Authority shall be a public entity separate from the Agencies. No debt, liability or obligation of the Authority shall constitute a debt, liability or obligation of any Agency and each Agency's obligation hereunder is expressly limited only to the appropriation and contribution of such funds as may be levied pursuant to this Agreement or as the Agencies may otherwise agree. Unless the exercise of any power or the carrying out of any act is required by the laws of the state to be exercised or carried out in a certain manner, any conflict between such laws or the provisions of this Agreement must be resolved by application of the more stringent provision or requirement.

2. Boundaries

The boundary of the Authority shall be the boundaries of the City of Tracy and the City of Livermore and their respective spheres of influence as they may be amended and/or determined by LAFCO and the East Alameda County Planning Area.

3. Powers

The Authority shall have the following powers to be exercised in accordance with the provisions of the laws of California:

- a. to make and enter into contracts;

- b. to apply for and accept grants, advances and contributions;
- c. to provide funding to public or private entities for the acquisition of property, and/or to facilitate financing, planning, design and construction of regional traffic mitigation improvements, as described and defined herein;
- d. to employ or contract for the services of agents, consultants and such other persons or firms as necessary;
- e. to promulgate recommendations governing the establishment and management of fees on new development, including, without limitation, the construction, management, maintenance, operation and control of any public or private facilities established pursuant to this Agreement;
- f. to acquire, hold or dispose of property, including exercise of the power of eminent domain under the provisions of Code of Civil Procedure sections 1230.010 et seq. or other applicable laws of the State of California, as these sections exist and as they may be amended from time to time;
- g. to sue and be sued in its own name;
- h. to incur debts, liabilities or obligations, subject to limitations herein set forth;
- i. to adopt, as authorized by law, ordinances or resolutions necessary to carry out the purposes of this Agreement;
- j. to adopt annually a budget setting forth all administrative, operational and capital expenses for the Authority, together with the apportionment of such expenses by levy against each Agency to the extent as set forth herein.
- k. to carry out any function or collect and disburse any funds as provided in that certain agreement entitled "Settlement Agreement" dated December 31, 1998, by and between the City of Livermore, City of Tracy, Lakeside Tracy Associates, County of Alameda and the Sierra Club.

I. Without limitation of Section 4 of the Settlement Agreement, Authority shall not undertake the review of, or comment upon individual proposed development projects within member agency jurisdiction, and member agencies shall have no obligation to submit proposed development projects for review by this authority.

4. Organization

The authority shall be governed by a Board of Directors which shall exercise all powers and authority on behalf of the Authority. The Board is empowered to establish its own procedures. The Board may do any and all things necessary to carry out the purposes of this Agreement.

a. Board Members

The Board shall consist of one (1) member of the governing body of each of the Agencies. Upon execution of this Agreement, the governing body of each Agency shall by resolution or other appropriate action appoint its representative to serve on the Board and one of its members to serve as an alternate member of the Board after his or her appointment, until a successor is selected. Each member and alternate shall serve at the pleasure of the governing body of the appointing Agency. Any change in appointment of a member or alternate shall be by resolution of the governing body of the appointing Agency.

b. Vote

Each Board Member shall have one vote. Any action of the Board must be by unanimous vote of the Board.

c. Meetings of the Board

(1) Regular Meetings

The Board shall hold at least one regular meeting each year. The date, hour and place at which each such regular meeting shall be held shall be fixed by resolution of the Board.

(2) Special Meetings

Special meetings of the Board may be called in accordance with applicable law.

(3) Notice of Meetings

All meetings of the Board shall be held subject to the provisions of Ralph M. Brown Act, sections 54960 et seq. of the California Government Code, and applicable laws and regulations of the of the County of Alameda, the City of Livermore and the City of Tracy.

(4) Minutes of Meetings

The Board shall cause minutes of all meetings to be kept and shall, as soon as possible after each meeting, cause a copy of the minutes to be forwarded to each member of the Board and to each Agency.

d. Bylaws

The Board shall adopt by resolution from time to time such by-laws, rules or regulations for the conduct of its affairs as may be required.

5. Budget

The fiscal year of the Authority shall be the year beginning July 1 and ending June 30. For each fiscal year, the Authority shall adopt a budget in accordance with applicable laws. A unanimous vote of the Authority Board shall be necessary for a budget to be adopted. At the same time as the budget is adopted, the Authority shall establish the dues of each Agency, if necessary.

Surplus funds generated by the Authority shall be credited against future dues of the Agencies, or may be returned to the Agencies in proportion to the contribution of each Agency during the term of this Agreement.

6. Administrative Services of the JPA

The Authority shall appoint a Finance Officer to serve the combined functions of the treasurer and auditor pursuant to California Government Code section 6506.6 as it now exists or as it may be amended from time to time. The Finance Officer shall serve as the depository and have custody of all Authority funds from whatever source, and shall perform the following functions in accordance with applicable law:

a. Receive and receipt for funds for the Authority and place them in appropriate accounts of a financial institution, checking accounts or interest bearing government accounts to the credit of the Authority, and invest any surplus funds in accordance with Government Code section 53601 or applicable law, as that section exists or as it may be amended from time to time;

b. Draw warrants or otherwise be responsible to certify the payment of demands against the Authority when approved by the Authority or by a person authorized by the Authority to so approve;

c. Pay any sums due from Authority money, or any portion thereof, only upon warrants or other equivalent certification pursuant to procedures established by the Authority;

d. Verify and report in writing on the first day of October, January April and July of each year to the Authority, as well as the amount of receipts and the amount paid out since the last report to the Authority; and

e. Pursuant to Government Code section 6506.6 or applicable law, as it may be amended from time to time, the Finance Officer shall cause an independent audit of the accounts and records to be conducted by a certified public accountant or public

accountant. This independent audit shall comply with the requirements of section 6505 of the Government Code or other applicable law, as it now exists or as it may be amended from time to time. In each case, the minimum requirements of the audit shall be those prescribed by the State Controller for special districts under section 26909 of the Government Code or applicable law, as it now exists or as it may be amended from time to time. The audit shall conform to generally accepted auditing standards.

f. In the event of termination of the Authority where there is a successor public entity which will carry on the activities of the Authority and assume its obligations, Authority funds, including any interest earned on deposits, and property remaining upon termination of the Authority and after payment of all obligations, shall be transferred to the successor public entity. If there is no successor public entity which would carry on any of the activities of the Authority or assume any of its obligations, Authority funds, including any interest earned on deposits, and property remaining upon termination of the Authority and after payment of all obligations, shall be returned in proportion to the contribution of each Agency during the term hereof.

7. Study Of Regional Impacts.

The purpose of the Authority will also be to undertake a study of the regional transportation impacts resulting from residential development in the Central Valley serving the local and Bay Area employment base. The study will, to the extent of funding available, identify: (1) additional specific programs and physical improvements necessary to help alleviate congestion in Alameda and San Joaquin Counties along the I-580, I-680, state route 84, I-205, I-5, and state route 120 commute corridors; (2) regional mass transit needs for inter-county commute trips; and (3) trip reduction and transportation systems management practices for Major Development Projects in the jurisdiction of the parties.

For purposes of this Agreement a Major Development Project is defined as:

- a. A residential project in excess of one hundred (100) detached single family dwelling units.
- b. A commercial office project in excess of 250,000 square feet of gross leasable area.
- c. An industrial project in excess of 10 acres.
- d. A mixed use development project with any one use exceeding the parameters described in Sections a, b or c above.

Upon the completion of the study of regional transportation impacts, the Authority shall conduct a noticed public hearing and shall make specific recommendations to its member agencies. If such recommendations involve the payment of fees by Major Development Projects, the Authority shall comply with the provisions of Sections 6600 *et seq.*, of the Government Code insofar as is necessary to:

- (i) identify the purpose of the fee;
- (iii) identify the use to which the fee is to be put;
- (iii) determine the reasonable relationship between the fees' use and the type of development project on which the fee is imposed;
- (iv) determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

In recommending to its member agencies the adoption of a fee, the Authority shall consider and credit such member agencies for fees already imposed for the regional transportation measures. By way of example only, Livermore and Alameda County currently charge a Tri-Valley Transportation Commission Fee (TVTC) of \$1,500 per dwelling unit and Tracy imposes a similar fee of \$1,500 per dwelling unit on the Tracy Hills Project.

DATED:

COUNTY OF ALAMEDA
State of California

By: William A. ...
Its: Chairman, Board of Supervisors

APPROVED AS TO FORM:

Lorenzo E. Chambliss
LORENZO E. CHAMBLISS

ATTEST:

Clerk of the Board of Supervisors

By: Paul J. Burns
Deputy Clerk

DATED:

CITY OF TRACY, a Municipal Corporation
State of California

By: Don Billy
Its: Mayor

APPROVED AS TO FORM:

Debra E. Corbett
Debra E. Corbett, City Attorney

ATTEST:

By: Sharon Smith
City Clerk

DATED:

CITY OF LIVERMORE, a Municipal Corporation
State of California

By: Gerald M. Peeler
Its: City Manager

APPROVED AS TO FORM:

Thomas A. [Signature] Bd

ATTEST

By: [Signature]
City Clerk

ca:dec:thills:JPA - 11-99

PROJECT LIST

I-580 HOV Lanes between Santa Rita Road and Greenville Road

State Route 84 Expressway

Isabel Route 84/I-580 Interchange

I-680 HOV Lane Improvements

Altamont Commuter Rail Operating Costs and Track Improvements

Funding Truck Climbing, truck bypass, or HOV lanes on I-580 through Altamont Pass

Rural Road Improvements (Tesla Road, Patterson Pass Road) in an amount not to exceed 20% or \$500.00 c.3 fee component per unit; rural road improvements shall not include improvements to increase carrying capacity of the roads.

BART parking and commuter parking projects

EXHIBIT 2

Altamont Corridor Strategies Study

**For the Altamont Regional
Traffic Authority**

September 24, 2001

Altamont Corridor Strategies Study

**For the Altamont Regional
Traffic Authority**

September 24, 2001

**Prepared by:
TJKM Transportation Consultants
4234 Hacienda Drive, Suite 101
Pleasanton CA 94588-2721
Tel: 925.463.0611
Fax: 925.463.3690**

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INTRODUCTION AND STUDY PURPOSE

The County of Alameda and the Cities of Livermore and Tracy have formed a Joint Powers Authority (JPA) to make transportation improvements within the vicinity of the three agencies. The JPA was created by a settlement agreement among the three agencies following the approval of the Tracy Hills project in the City of Tracy. The JPA is geared to solving transportation-related problems specifically within and near the Altamont Corridor, defined as the transportation corridor connecting the County of San Joaquin with the County of Alameda generally in the I-580 corridor. Potential corridor improvements will be funded, in part, by fees collected from developers in the Tracy area. At this time, the Tracy Hills and the South Schulte developments in the City of Tracy are conditioned to contribute funds to a regional transportation solution. The JPA now desires to determine specific potential improvements in the JPA area, their priorities, and appropriate strategies to ensure their early completion.

The JPA has determined that sufficient studies and knowledge already exist to accomplish the objectives of the agreement that established the JPA. The purpose of this study is to collect existing information, review and summarize it, and present the recommended findings in a clear and concise fashion to the staff and members of the JPA.

RECOMMENDATIONS

The JPA and its Technical Advisory Committee have held several meetings during the conduct of this study. This section summarizes the potential solutions and the recommended priorities. The potential solutions compiled for this study are listed in Table 1. This table also summarizes, by color coding, generalized priorities in five major classifications:

1. Transit solutions
2. Capacity increasing solutions
3. Freeway operations solutions
4. Freight movement solutions
5. Transportation demand solutions

As shown in Table 2, the JPA Settlement agreement resulted in a fee of \$1,500 per dwelling unit, with three separate \$500 components. The top priority in each category is listed below.

- *San Joaquin County Freeway Improvements* – The top priority is the second phase improvements to the I-205/Grant Line Road interchange.
- *San Joaquin County Regional Improvements* – The top priority is the Schulte Road extension between Corral Hollow Road and west of Lammers Road in the City of Tracy.
- *Alameda County Improvements* – The top priority is the provision of cash subsidies for the Altamont Commuter Express in Alameda County.

Three priority listings are shown in each of the three categories. They are listed in Table 2. It is recommended that the JPA adopt the recommendations described above with the Table 2 listings as back-up projects in the priority listed.

Table 1 Potential JPA Solutions in Altamont Corridor

KEY:

Top Priority Improvement for JPA Funds

Second priority Improvement for JPA Funds

Category	Activity	Status	Applicable to JPA?
A. Transit Solutions	1. Expand Altamont Commute Express (ACE) facilities.	Third train is operational, track improvements are funded.	Yes, possible contribution
	2. Expand parking at Dublin/Pleasanton BART station.	Already planned and funded; however only limited additional stalls are planned.	Probably not
	3. Develop planning and engineering support for BART extension to Livermore.	Planning study is in progress. However, major funding for implementation is needed.	Probably not
	4. Provide financial support for increased Altamont subscription and regular bus services by SMART and/or MAX.	Some service exists. Could be expanded.	Yes
	5. Provide financial support for multi-modal transportation hub at the west end of Altamont for ACE/BART/buses.	In preliminary planning stages. Included in BART extension study. No near-term action likely.	Probably not
	6. Support I-580 corridor express bus operations	Provides limited value until HOV lanes are present.	Probably not
B. Capacity Increasing Solutions	1. Widen I-205 to six lanes east of Eleventh Street	In design stages. Construction scheduled for 2003-2004.	No, already fully funded
	2. Widen I-580 to six lanes south of I-205.	No specific improvement project scheduled.	Probably not
	3. Connect Dublin Boulevard in Dublin with N. Canyon Parkway in Livermore	Already contemplated by East Dublin Transportation Improvement Fee	Yes, possible contribution
	4. Connect Stoneridge Drive in Pleasanton with Jack London Boulevard in Livermore	Currently tied to development projects in Pleasanton and Livermore. Politically sensitive; not likely soon.	No
	5. Contribute toward the improvement of Rt. 84 between I-580 and I-680.	Partially funded through Measure B, Tri-Valley Development Fee and City. PSR underway.	Yes, possible contribution
	6. Construct auxiliary lanes on I-580 in Livermore or Pleasanton	Partially funded through Measure B and local projects	Yes, possible contribution
	7. Extension of Schulte Road w/o Corral Hollow Road in Tracy	Partially funded by development	Yes, possible contribution
	8. I-205/Grantline Road interchange in Tracy, Phase II	Partially funded by development	Yes, possible contribution
	9. I-580/Corral Hollow interchange in Tracy, Phase II	Partially funded by development	Yes, possible contribution

Table 1, Continued

C. Freeway Operations Solutions	1. Construct HOV lanes on I-680 between I-580 and Milpitas	Both directions funded Milpitas to Sunol	No
	2. Develop I-580 corridor operational improvements: ramp metering, improving signals on arterials, motorist message signs, closed circuit TV monitoring, motorist radio, etc.	Partially funded. Planning and design underway for initial funding.	Yes, possible contribution
	3. Construct I-580 HOV lanes. Select early projects so that express buses and carpools may bypass recurring congestion.	Caltrans preparing PSR. Partial funding exists for construction but more funds needed.	Yes, possible contribution
	4. Construct HOV bypass lanes on selected on-ramp meters.	Meters not operational yet. Will be political.	No
	5. Install additional park-and-ride lots to facilitate express buses	Current lots underutilized in Tri-Valley. Need HOV lanes first.	No
	6. Construct westbound truck climbing lanes on I-580/I-205	Proposed for funding in STIP	Yes, possible contribution
	7. Expressway parallel to and north of I-205, MacArthur Drive to Lammers Road in Tracy	On Roadway Master Plan. Needs to be plan lined.	Yes, possible contribution
D. Freight Movement Solutions	1. Modify I-580/I-205 interchange to separate trucks and autos.	Partially funded. Planned for future.	Probably not
	2. Provide up-hill truck lanes on I-580 to improve operations.	Major construction projects. No planning has started.	Probably not
	3. Continue expanded selective truck enforcement in corridor.	Current operation by CHP. Expansion not needed.	No
E. Transportation Demand Solutions	1. Promote and subsidize corridor subscription bus services.	On-going services provided by SMART and others.	Yes
	2. Improve shuttle services to ACE and BART lines. (LAVTA)	On-going services provided by transit operators.	Yes
	3. Provide carpool and vanpool subsidies.	Not being done. Could establish new program.	Yes
	4. Promote telecommuting programs with employers.	Being done privately. Marginal payoffs.	Probably not
	5. Enhance ride sharing matching programs.	Could subsidize existing programs already doing this.	Probably not

\\014-101\T0902201 Table 1.doc

Table 2 -- Tracy Hills JPA Recommended Projects Per Settlement Agreement Category

1. A traffic impact fee of \$1,000 per dwelling unit shall be collected by the City of Tracy and forwarded to the JPA:
 - a. "\$500 of the fee shall be applied to regional transportation improvements within San Joaquin County to improve Interstate 205 and Interstate 580. Regional transportation improvement projects do *not* include any city or county arterial improvements."

Recommended Priorities:

- 1. I-205/Grant Line Road Phase 2 improvements (B-8)**
- 2. I-580/Corral Hollow interchange improvements (B-9)**
- 3. Truck climbing lane improvements (C-6)**

- b. "\$500 of the fee shall be applied to regional transportation improvement projects within San Joaquin County that are specifically recommended by the JPA and implemented for purposes of reducing the number of vehicle trips on either I-205 or I-580 bound for outside the County of San Joaquin through the County of Alameda on I-580, or diverting or reducing trips on Corral Hollow/Tesla Road; Patterson Pass Road; and/or Grant Line and Old Altamont Roads."

Recommended Priorities:

- 1. Schulte Road Extension (B-7)**
- 2. North Tracy East-West Expressway (C-7)**
- 3. ACE subsidies (A-1)**
- 4. MAX/SMART subsidies (A-4)**

2. In addition, a fee of \$500 per dwelling unit, annually adjusted per the ENR index, shall be expended by the JPA for the transportation improvement projects or trip reduction projects in Alameda County listed below:
 - I-580 HOV lanes between Santa Rita Road and Greenville Road
 - State Route 84 Expressway
 - Isabel Route 84/I-580 interchange
 - I-680 HOV lane improvements
 - ACE Operating costs and track improvements
 - Truck climbing, truck bypass, or HOV lanes on I-580 through Altamont Pass
 - Rural road safety improvements on Tesla Road or Patterson Pass Road (not to exceed 20 percent)
 - BART parking and commuter parking projects

Recommended Priorities:

1. **ACE subsidies (A-1)**
 2. **Rt. 84 Improvements (B-5)**
 3. **ACE/BART LAVTA shuttles (E-2)**
-
3. Credits: If Tracy adopts its own regional fee or that of the County or requires Tracy Hills to fund regional transportation projects, Tracy Hills will receive dollar for dollar credit for the 1(a) [see above] portion of the fee, up to \$500. If Tracy Hills adopts and funds its own TSM program, it will receive dollar for dollar credits for the 1(b) [see above] portion of the fee, up to \$500.

EXISTING CONDITIONS

The table below, summarizing Altamont Corridor traffic volumes for the past 20 years, demonstrates the transportation problem in the corridor.

Daily Traffic Volumes in Altamont Corridor

<i>Location</i>	<i>1980</i>	<i>1985</i>	<i>1990</i>	<i>1995</i>	<i>2000</i>	<i>% Increase 1990-2000</i>	<i>% Increase 1980-2000</i>
<i>I-205 w/o 11th Street</i>	23,000	36,000	65,000	74,000	90,000	38	291
<i>I-580 w/o Flynn Road</i>	38,500	57,000	92,000	102,000	117,000	27	204
<i>I-580 w/o Vasco Road</i>	46,000	71,000	103,000	126,000	145,000	41	215

Traffic volumes more than tripled in the western portion of the corridor on I-580 in a twenty-year period and nearly quadrupled on I-205 near Tracy. Twenty-year increases averaging six to seven percent per year are much greater than typical growth patterns in California.

Peak hour traffic volumes include 9,000 vehicles per hour on I-580 in Altamont Pass and an additional nearly 1,000 vehicles per hour on Old Altamont Pass Road. As noted later in this paper, additional 1,100+ persons ride transit (ACE or bus) through the Altamont Pass during the peak period (more than just *the* peak hour).

Current Tracy-area Status

I-205 has recently been widened to six lanes between I-580 and Eleventh Street. The widening is programmed to extend easterly to the I-5/State Route 120 interchange in the near future. The recent widening has shifted the eastbound p.m. Tracy-area bottleneck from the I-580/I-205 junction to the area near Eleventh Street on I-205. The City of Tracy has major projects underway to widen and signalize the Eleventh Street/Lammers Road intersection and to improve Eleventh Street to the east of Lammers Road.

In the a.m., the bottleneck which was formerly caused by the excessive demand from the Tracy-area westbound on-ramps onto the then two westbound lanes of I-205, has now shifted to the west side of the Altamont pass into Livermore.

Current Tri-Valley Issues

Recurring congestion now appears regularly each weekday morning on westbound I-580 between east of Vasco Road and west of Airway Boulevard. The bottleneck occurs because the combination of westbound I-580 traffic from San Joaquin County and traffic entering the same westbound lanes from both eastern Contra Costa County and Livermore itself exceeds the capacity of the freeway. Freeway congestion causes local traffic seeking the westbound lanes of I-580 to use local streets both north and south of the freeway to attempt to bypass the congestion. This traffic enters the freeway at interchanges at Vasco Road, First Street, North Livermore Avenue, Portola Avenue and Airway Boulevard.

In the p.m., eastbound I-580 traffic bogs down at three separate bottlenecks. The westernmost is near the I-680 interchange, where the combination of a construction zone and added eastbound traffic causes freeway congestion. The principal eastbound bottleneck is the Santa Rita Road/Tassajara Road interchange, where traffic from Pleasanton and Dublin enters the freeway, causing it to break down and flow inefficiently. The slow freeway causes some traffic to use local streets to bypass the congestion, snowballing the problem at Santa Rita Road/Tassajara Road. An additional p.m. eastbound bottleneck occurs near First Street in Livermore, where excess on-ramp traffic, weaving with off-ramp traffic destined for Vasco Road, overloads the freeway.

Future Corridor Problems

It appears that corridor traffic problems have only just begun. Forecasts show significant increases in traffic on both the Tracy and Livermore portions of the corridor. Substantial growth involving both housing and employment is planned for both areas. In addition, the demand for through traffic connecting San Joaquin Valley origins with destinations in various parts of the inner Bay Area is also expected to increase. The westbound lanes in the a.m. period and the eastbound lanes in the p.m. period are essentially at capacity. In the absence of capacity increases or other changes, the length of time that the roadway is congested in each commute period will increase.

The categories of potential solutions for the corridor, discussed later in this paper, include enhancing transit utilization, providing increased roadway capacity, enhancing the operations (efficiency) of the freeway, improving corridor freight movement, and reducing peak period travel through transportation demand management.

Major Land Use Proposals Affecting the Altamont Corridor

Tracy Area

Tracy Residential -- Because of the attractive supply and amenities of its residential market and the reducing housing costs (approximate 20 to 33 percent cost savings compared with Bay Area communities), Tracy has a large number of new and future housing units. There are between 15,000 and 20,000 residential units either approved or in the approval pipeline.

Major projects in various stages of approval and development include Westgate, Citation, West Tracy, Corral Hollow West, Kagehiro, Cheng, Tracy Hills, Glen Briar, East Lake, Presidio and South Schulte.

The Tracy Hills development and the South Schulte projects have been conditioned to contribute funds (\$1,500 per dwelling unit) to address the issue of regional congestion. However, all Tracy projects contribute significant traffic impact fees to fund local transportation improvements.

Tracy voters recently enacted Measure A, which will reduce the number of dwelling units approved for construction each year from an average of 1,200 to an average of 600.

Tracy Non-residential – The City has approved several retail/commercial developments, primarily to serve the shopping demands of local residents. The City is seeking to provide local employment opportunities for San Joaquin County residents. Major approved projects in Tracy contributing employment include the Tracy Mall, the Northeast Industrial area, and the Patterson Pass Business Park. The City is currently considering two major employment proposals on its west side—the Tracy Gateway project and the Bright development. These employment-related developments should reduce the rate of growth of employment-related travel demand in the peak direction of the Altamont corridor.

Mountain House – San Joaquin County has approved the development of Mountain House, a large mixed-use development located just east of the Alameda County border north of I-205. This development is expected to have 15,500 residential dwelling units, an ultimate population of about 42,000, and about 21,900 jobs. Preliminary grading of the project has commenced and the first group of homes is expected to be occupied in 2003. The target growth rate is some 500 to 800 residential units per year. Delta College is planning to develop a 12,000-student community college campus within Mountain House.

Mountain House is conditioned to widen and improve Mountain House Parkway southerly to I-205 and Grant Line Road westerly to the I-580 interchange in Alameda County, along with other local streets. It will also improve the Mountain House Parkway/I-205 and the Grant Line Road/I-580 interchanges. The project will also contribute its fair share of the widening of I-205 to six lanes east of Eleventh Street and for auxiliary lanes on I-580 west of I-205. The Mountain House Community Services District has been formed to oversee the development of this project.

Old River/Northwest Tracy Specific Plan – San Joaquin County has undertaken a major specific plan study of essentially all land north and west of Tracy not in the City of Tracy sphere or within the Mountain House development. Most of the land in the study area is contemplated for agriculture, open space or low-density residential uses. However, one employment pocket is contemplated on the south side of the I-205 freeway near the Mountain House Parkway interchange. Four properties in this area – the proposed Golden State Crossroads Business Center, Christy Concrete Properties, Reynolds and Brown, and Whalley Trust – constitute some 1,500 acres and have potential employment for tens of thousands.

Tri-Valley Area

North Livermore – The City of Livermore has initiated a community visioning process to develop recommendations for the Livermore General Plan, including north Livermore. Previously, the City and the County of Alameda had nearly completed a joint planning effort for North Livermore. A plan, consisting of 12,500 dwelling units and provisions for open space and agricultural uses, had been developed and administrative draft-level environmental review had been completed. This project would have constructed interchange improvements along I-580, a connection of Dublin Boulevard with North Canyons Parkway, and a major transit contribution including a high-level connection with BART. The Livermore Vision Project is scheduled to have a final report by December 21, 2001.

Livermore Employment – Increased levels of employment-related development is occurring in Livermore. Major projects are being considered or developed in east Livermore in the Vasco/Greenville corridor, in north Livermore in the Triad/Shea area and in west Livermore in the Isabel Avenue corridor.

East Dublin -- Construction of a major mixed-use development in East Dublin is well underway. This project provides major housing, retail and employment opportunities. From a transportation standpoint, it is providing upgrades to several I-580 interchanges, is extending Dublin Boulevard easterly to Fallon Road, is providing I-580 auxiliary lanes between Santa Rita Road and east of El Charro/Fallon Road and is contributing to improvements to major regional transportation facilities (as do all other Tri-Valley projects). The East Dublin Traffic Improvement Fee is also scheduled to extend Dublin Boulevard easterly to Doolan Road to connect with North Canyons Parkway. The City of Dublin is also processing a major annexation of properties located east of Fallon Road.

Pleasanton – The buildout of Hacienda Business Park is occurring. The City has approved the development of the San Francisco Bernal property for residential and employment uses. Other than pockets of infill development, the remaining major undeveloped parcels in Pleasanton include the Staples Ranch, the Busch Property, the Merritt Property and Kottinger Ranch. Major remaining transportation projects include the extension of Stoneridge Drive and the extension of El Charro Road.

Altamont Corridor Improvement Projects

Table 1 describes potential projects that could be considered by the JPA for funding or to assist in funding. Projects are divided into Transit Solutions, Capacity Increasing Solutions, Freeway Operations Solutions, Freight Movement Solutions, and Transportation Demand Solutions. A description of the potential applicability for each solution for adoption by the JPA is also included.

Table 2 includes a description of the Tracy Hills JPA Recommended Projects per the Settlement Agreement that established the JPA.

Transit Services in the Altamont Corridor

Appendix A contains a comprehensive summary of existing transit services in and near the Altamont corridor.

TRANSPORTATION FORECASTING IN THE ALTAMONT CORRIDOR

TJKM Transportation Consultants reviewed the output of four traffic-forecasting models to compare their results and to determine their usefulness. The four models – the San Joaquin County, the Alameda County Congestion Management, the Tri-Valley, and the MTC – each have their strengths and weakness. However, none of them seems to accurately forecast the future traffic situation well.

The primary weakness of the three models based on the Alameda County side of the Altamont is that the San Joaquin County/Alameda County border is the edge of their modeling area. The Altamont Pass is an “external” zone in the models’ networks, meaning the computer model designer has “hardwired” or predetermined the traffic volume at the Altamont gateway, since there are no traffic zones or roadway networks or any other model features to the east of Alameda County.

The San Joaquin County model, on the other hand, incorporates the Bay Area counties in its structure, along with information from Stanislaus County and the Sacramento Area, so it should be the most accurate. However, it forecasts very high future volumes in the Altamont Pass because its forecasts are not constrained by the roadway capacity. These forecasts tend to represent the “demand” to travel in the corridor, not realistic traffic volumes that are tempered by the capacity of the roadway.

The Altamont Pass corridor is actually made up of the I-580 freeway, three arterials – Old Altamont Pass Road, Patterson Pass Road and Tesla Road – the ACE train and bus service provided by at least two transit agencies, MAX and SMART. The four models do not reflect this full corridor accurately. The MTC model does not contain the arterials (it is a regional model, so this is expected), the San Joaquin model does not consistently reflect volumes on these streets, and the results of the other models do not appear to be realistic. The models also are difficult to compare because they forecast traffic for different target years.

Some conclusions can be drawn from the use of the models and other information:

- Traffic volumes in the corridor are somewhat higher west of the actual Altamont Pass, so the Pass itself may not be the most critical section of the roadway.
- However, lane capacities in the Pass are reduced because of the high volumes of trucks and the comparatively steep uphill sections within the Pass.
- The demand to use the corridor is greater than the amount of highway capacity that can be supplied. (This is true for many metropolitan transportation corridors.)
- The transportation solution in the corridor must involve a combination of modes and strategies: uphill truck lanes, potential carpool lanes, additional transit capacity, demand management, and a better balance of jobs and housing on both sides of the Pass.

A comprehensive survey of the TJKM model results is included in Appendix B.

FUNDING STATUS FOR ALTAMONT CORRIDOR PROJECTS

Introduction and Projects

This section summarizes currently planned and funded projects in the Altamont Corridor.

1. San Joaquin County

From 2000 San Joaquin Council of Governments Federal Transportation Improvement Program, San Joaquin County, Current Official Document, as amended, plus Current STIP.

- I-205 from 11th Street to I-5 (Post mile 10.6 to 12.8). Widen from 4 to 6 lanes for 2.2 miles. Preliminary and right of way engineering of \$5.09 million in 2002/2003. IIP funds and RIP funds. Construction in 2003/2004. Fully funded.
- I-205 from Patterson Pass to Grant Line Road (Alameda County) Add truck climbing lane for 1.4 miles. Construction of \$13.007 million in 2002/2003. SHOPP Funds.
- I-205/Grant Line Road interchange. Phase II improvements. No City funds programmed.
- \$6.5 million rail operating assistance for Altamont Commute Express for 2000/2001. (\$1.504 million in Congestion Management funds and \$4.996 million local funds.)
- San Joaquin Corridor, Union Pacific, Oakland to Bakersfield. Improve track, signals, crossings, and realign curves. \$25 million in improvements in 2001/2002. IIP funds.

Other projects:

- I-205/Mountain House Interchange. Requirement of Mountain House development: Widen overpass to six lanes, add loop on-ramps, signalize off-ramps.
- I-580/Grant Line Road interchange. (Alameda County) Requirement of Mountain House development. Upgrade interchange.

2. Alameda County

From current STIP:

- I-580/Isabel Avenue Interchange. \$4 million in 2001/2002 for new interchange. (preparation of environmental document)
- I-580/Tassajara Road Interchange. \$4.7 million to modify existing interchange. Construction in 2001/2002.

Measure B projects:

- Livermore BART extension--\$8.7 million for studies
- Auxiliary lanes on I-580 eastbound, Santa Rita Road to Route 84, \$18.4 million for construction
- A) I-580/Isabel Avenue interchange -- \$20 million. B) Widen Isabel Avenue (Route 84) from I-580 interchange to Vallecitos Road from 2 lanes to 4 lanes, plus safety improvements in Pigeon Pass area -- \$70 million.

From Draft 2001 Alameda Countywide Transportation Plan Investment Program:

- ACE Capital, Rehabilitation and Station/Track Improvements--\$37.1 in Tier 1 and \$17 million in Tier 3.
- BART to Livermore--\$18.1 million including \$10.1 million from Measure B and 8.0 from TCRP.
- E. Dublin BART Transit Village parking--\$22.0 million including \$6.3 million from STP/CMAQ and \$15.7 local. (new parking structure to replace omitted surface parking)
- West Dublin BART station--\$43.0 million including \$8.8 non-local and \$34.2 local.
- TBART—\$200 million for implementation of current study results. Tier 3 funds only.
- I-580 HOV, Tassajara to Vasco--\$193.5 million including \$84.5 in Tier 3 funds and the remainder from a variety of sources.
- I-580/Isabel interchange--\$70 million including \$20 million from Measure B, \$10.3 million from federal grants, developer and City contributions, and other sources.
- Route 84, I-580 to I-680--\$149.2 million including \$55.2 million in Tier 2, \$70 million in Measure B plus \$24 million in Tri-Valley Development Fee.

Summary

Major roadway projects planned for funding in the Altamont corridor include improvements to I-205 near Tracy and I-580 near Livermore, spot interchange improvements along both freeways, and truck climbing lanes on the westbound lanes of I-580 near the San Joaquin/Alameda County line. Transit related improvements are funded to provide ACE subsidies and improvements, BART to Livermore extension studies, and BART station improvements in East Dublin and a new West Dublin station.

There are no projects planned to improve the capacity of I-580 in the Altamont pass or any of its parallel arterials. However, the major locations of congestion in the Altamont corridor at the present time are on I-205 near 11th Street in Tracy and on I-580 from Pleasanton to Livermore, not within the limits of Altamont pass itself.

APPENDIX A – TRANSIT SERVICES IN THE ALTAMONT PASS

TRANSIT SERVICES IN THE ALTAMONT PASS

This section describes existing and planned transit services in the Altamont Pass area. The focus is on those transit services that travel through the Altamont Pass.

The Livermore Amador Valley Transit Authority (LAVTA), the San Joaquin Regional Transit District (SMART), and Tracy Transit provide local transit service in the Altamont Pass area, along with some regional service. Bay Area Rapid Transit (BART) and Altamont Commuter Express (ACE) offer regional rail service. In addition, the Modesto Area Express provides transit service in the Altamont Pass from the Central Valley.

The following sections provide service descriptions for each transit agency, organized by local transit, regional rail, and other services. Each section covers an individual transit provider and includes a discussion of services, schedules, fares, fleet, operating statistics, and potential service changes. As noted earlier, the discussion here does not provide a complete description of each transit agency's services, but rather focuses on those services that connect to the study area.

LOCAL TRANSIT

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY (LAVTA)

The Livermore Amador Valley Transit Authority (LAVTA) operates the WHEELS service, which provides local public transit to the cities of Dublin, Livermore and Pleasanton and to the adjacent unincorporated areas of Alameda County. The service area is approximately 40 square miles and is home to almost 160,000 residents. Three miles of lightly developed industrial and agricultural land separate LAVTA's two sub-areas, the City of Livermore and the Cities of Dublin and Pleasanton. Services include Fixed Route, DART (Direct Access Responsive Transit), Dial-a-Ride, and the Prime Time subscription and express bus program. In addition, WHEELS service offers customers in the LAVTA service area transit connections to BART and Altamont Commuter Express trains.

SERVICES

The following is section is a description of LAVTA's services, with an emphasis on service affecting the Altamont Pass.

FIXED ROUTE

The Livermore Amador Valley Transit Authority (LAVTA) provides Fixed Route service to cities of Dublin, Livermore and Pleasanton, and to the adjacent unincorporated areas of Alameda County. Service originates from two primary locations, the Livermore Transit Center in Downtown Livermore and the Dublin-Pleasanton BART Station. From these two locations (hubs) the bus lines branch out to serve the communities.

Many transit connections can be made at the two main transit centers in the LAVTA system: the Livermore Transit Center and the Dublin/Pleasanton BART station. Park and Ride connections are also available at the Airway Boulevard Park and Ride lot in Livermore. From there, passengers can take an express bus to the Dublin-Pleasanton BART station.

PRIME TIME

LAVTA also operates Prime Time, a service aimed targeted at long distance commuters. Prime Time offers two services: express bus service from Hacienda Business Park to the Walnut Creek BART station and the Mitchell Park & Ride lot and two routes connecting park and ride facilities in Livermore and Pleasanton to Sunnyvale and Santa Clara.

DIRECT ACCESS RESPONSIVE TRANSIT

Direct Access Responsive Transit (DART) is a flex-route service providing residents of Dublin/Pleasanton and Livermore with access to the Dublin/Pleasanton BART station and the downtown Livermore ACE Train station respectively.

PARATRANSIT SERVICE

WHEELS Dial-a-Ride (WHEELS DAR) and the City of Pleasanton Paratransit Services provide elderly and handicapped (E&H) dial-a-ride throughout the WHEELS service area. WHEELS DAR operates in Dublin and Livermore during regular service hours and supplements the City of Pleasanton Paratransit Services by operating after hours in Pleasanton.

SERVICE DAYS, HOURS, AND FREQUENCIES

WHEELS fixed route buses operate weekdays from approximately 4:30AM to 1:00AM, Saturdays 7:00AM to 1:00AM, and Sundays 6:30AM to 11:00PM. DART flex-route shuttle services in Dublin/Pleasanton operate weekdays from 9:00 am to 2:00 pm and 7:30 pm to 9:30 pm and Saturdays from 8:30 am to 6:30 pm. DART flex-route shuttles operate in Livermore from 5:30 AM to 8:00 AM and 4:00 PM to 7:30 PM on weekdays. Weekday headways and service hours for the LAVTA fixed routes, Primetime, and DART routes serving the Dublin/Pleasanton BART station and the Livermore ACE Train station are shown in Table 1.

Table 1 LAVTA schedules

Weekday Service Hours and Headways						
Route	Headways (in minutes)	Service Start	Service End	Service Start	Service End	Transit Center Served
1	30	6:00 AM	9:40 AM	2:00 PM	7:40 PM	BART
3	30	6:00 AM	9:50 AM	2:00 PM	7:20 PM	BART
4	30	5:15 AM	9:40 AM	2:00 PM	7:20 PM	BART
7	30	6:10 AM	9:35 AM	1:15 PM	7:45 PM	BART
8	30	6:20 AM	9:50 AM	1:00 PM	7:30 PM	BART
9	15	5:30 AM	9:40 AM	2:00 PM	6:50 PM	BART
10	15 peak/ 30 base	4:25 AM	12:35 AM	—	—	BART/LTC
11	60	5:45 AM	10:25 PM	—	—	BART/LTC
12	30	4:40 AM	9:40 PM	—	—	BART/LTC
12X	5 morning trips/ 4 evening trips	4:55 AM	9:00 AM	4:25 PM	9:30 PM	BART/LTC
15	60	5:25 AM	7:55 PM	—	—	LTC
18	60	6:15 AM	7:35 PM	—	—	LTC
20X	60	6:00 AM	9:35 AM	2:15 PM	6:25 PM	BART
54 ACE	3 morning trips/ 3 evening trips	5:40 AM	8:30 AM	4:15 PM	8:00 PM	BART
70, Primetime	2 morning trips/ 2 evening trips	5:00 AM	8:00 AM	4:15 PM	7:25 PM	BART
DART – Livermore						LTC
DART Dublin	60	9:00 AM	2:00 PM	—	—	BART
DART Pleasanton	60	9:00 AM	2:00 PM	—	—	BART
Las Positas Shuttle ¹	2 Evening Trips	8:30 PM	10:30 PM			LTC

1. Las Positas is a DAR service available to students of Las Positas college. There are two evening trips to the Livermore Transit Center.

FARE STRUCTURES

WHEELS offers one-way fares, ticket books and monthly passes as well as discounted transfers from several adjoining transit systems. There are also discounts for seniors, youths, and riders with disabilities. Monday through Friday seniors can ride free from 10 AM to 2 PM. In addition, WHEELS accepts commuter check vouchers that can be purchased by employers and given to employees to subsidize their commute. The complete fare structure is shown in Table 2.

TABLE 2 LAVTA FARES

Fare Type	Cost
Regular WHEELS Fares	
Adult	\$1.00
Student	\$1.00
Senior (60 +)	\$0.35
Disabled (with RTCD Card)	\$0.35
Children under 6 with Fare Paying Adult	Free
WHEELS Ticket Books and Passes	
FareBusters (10 rides)	\$6.00
Adult/Student Punch Pass (40 rides)	\$24.00
Senior (60 +) Monthly Pass	\$7.50
Disabled Monthly Pass	\$7.50
Senior Midday Pass (10am - 2pm)	Free
Transfers	
From WHEELS	Free
From ACE	Free
From BART	\$0.60
From County Connection	Free

FLEET SIZE/DESCRIPTION

LAVTA's fleet consists of 60 fixed route and subscription buses, and 20 DART/Paratransit vehicles. The fixed route and subscription bus fleet is a mixture of 30', 35' and 40' coaches. The DART/Paratransit fleet is a combination of 12', 25' and 27' vans and minibuses. All vehicles are ADA accessible.

OPERATING STATISTICS

LAVTA fixed route operating statistics for FY 1997/1998 and 1998/1999 are shown in Table 3. Passenger boardings have increased steadily with ridership doubling in only five years. Operating costs increased more than farebox revenues yet LAVTA maintained a farebox ratio above 15 percent.

Table 3 LAVTA Fixed Route Operating Statistics

	FY 1998	FY 1999
	Fixed Route	Fixed Route
Passenger Boardings	1,369,124	1,529,695
Revenue Hours	88,270	96,981
Revenue Miles	1,413,389	1,520,003
Operating Costs	\$5,516,515	\$6,395,858
Farebox Revenue	\$921,706	\$979,954
Passengers/Hour	15.5	15.8
Cost/Hour	\$62.50	\$65.95
Cost/Passenger	\$4.03	\$4.18
Subsidy/Passenger	\$3.36	\$3.54
Farebox Ratio	16.7%	15.3%

Notes:

Operating costs includes DART and Primetime service.

Data from 1999/2000 SRTP.

SAN JOAQUIN REGIONAL TRANSIT DISTRICT (SMART)

San Joaquin Regional Transit District (SMART) operates local, inter-city, inter-regional, and rural transit service throughout San Joaquin County. SMART's core fixed route service area is metropolitan Stockton, a 74 square mile area with 262,000 people. In addition, SMART serves a 1,489 square mile area with a combination of inter-city, inter-regional, and rural transit services. The following section will examine SMART's services, with an emphasis on those in the Altamont Pass, in more detail.

SMART ALTERNATIVE

SMART Alternative is San Joaquin Regional Transit District's interregional service. SMART Alternative is a subscription service offering customers access to Livermore, Dublin/Pleasanton, San Ramon, Sunnyvale, San Jose, Sacramento, and feeder service to BART. Each route serves on trip in each direction each day.

The Interregional specialized service is designed to meet the needs of commuters who travel distances greater than 50 miles one way. Passengers subscribing to a SMART Interregional Commuter Service meet the bus at Park-n-Ride Lots throughout San Joaquin County. Lots are located in Stockton, Lodi, Manteca, Lathrop, Escalon, Ripon and Tracy. SMART Alternative provides transit links to a number of Bay Area transit agencies.

Service characteristics for the SMART Interregional routes traveling through the Altamont Pass are shown in Table 4.

Table 4 SMART Alternative routes in the Altamont Pass

Route	Origin	Daily Fare	Monthly Fare ¹	Agency Connections
Livermore Routes				
51/52	Stockton	9.00	105.00	WHEELS
53	Manteca/Tracy	9.00	100.00	WHEELS
54/55	Manteca	9.00	100.00	WHEELS
56	Tracy	9.00	95.00	WHEELS
67	Ripon	9.00	105.00	WHEELS
68	Escalon	9.00	105.00	WHEELS
Bishop Ranch/San Ramon				
61	Stockton	9.00	115.00	County Connection
Dublin/Pleasanton Hacienda Business Park				
57	Stockton	9.00	115.00	WHEELS
BART Routes				
60	Stockton	9.00	110.00	BART
71	Stockton	9.00	110.00	BART
Lockheed Martin/Grumann - Sunnyvale Routes				
62	Tracy	9.00	110.00	VTA
64	Manteca	9.00	115.00	VTA
66	Stockton	9.00	120.00	VTA
72	Stockton/Lathrop	9.00	120.00	VTA
73	Stockton	9.00	120.00	VTA
San Jose				
70	Stockton	9.00	120.00	VTA
Mountain View/Palo Alto				
74	Stockton	9.00	120.00	VTA

1. Monthly subscription fare varies based on the pick up point. The listed fare is the fare on each line

ALTAMONT COMMUTER EXPRESS DIAL-A-RIDE

Altamont Commuter Express Dial-a-Ride (ACE DAR) is a general public dial-a-ride service connecting rural San Joaquin County with Altamont Commuter Express rail service. ACE DAR operates two AM and two PM trips. ACE DAR passengers can be dropped and picked up at the Stockton, Tracy, or Lathrop/Manteca stations.

SMART FIXED ROUTE

SMART fixed route operates within the Stockton Metropolitan Area. SMART fixed route serves major employment centers throughout San Joaquin County. Although SMART fixed route has an extensive system throughout Stockton, there are no routes coordinated with ACE train service. SMART fixed route buses run from 5:30 AM to 7:30 PM Monday through Friday and 7:00 AM to 7:00 PM on Saturdays, Sundays, and holidays.

SMART INTERCITY

SMART Intercity transit service connects the communities of Tracy, Lodi, Manteca, and Lathrop with Stockton. SMART Intercity service operates on 60-minute headways from 5:45 AM to 7:20 PM Monday through Friday.

STOCKTON METROPOLITAN AREA DIAL-A-RIDE

Stockton Metropolitan Area Dial-a-Ride (SMA DAR) offers elderly and handicapped dial-a-ride service throughout the Stockton Metropolitan Area. SMA DAR operates by appointment only from 5:40 AM to 11:00 PM Monday through Friday and 7:00 AM to 8:00 AM Saturday and Sunday.

COUNTY AREA TRANSIT DIAL-A-RIDE

County Area Transit Dial-a-Ride (CAT DAR) offers general public dial-a-ride and elderly and handicapped dial-a-ride service. CAT DAR operates Monday through Friday from 6:30 AM to 6:30 PM.

COUNTY AREA TRANSIT FIXED ROUTE

County Area Transit Fixed Route (CAT FR) connects rural San Joaquin County and French Camp, Lathrop, and Manteca. CAT FR operates two routes from 7:25 AM to 6:15 PM

FARE STRUCTURE

SMART offers one-way fares and monthly passes. In addition, SMART offers 10-ride passes for fixed route service and 40-ride passes for Dial-a-Ride service. Seniors, disabled riders, and students receive discounts on SMART service. In addition, SMART's Altamont Commuter Express Dial-a-Ride service provides free general public dial-a-ride. A more detailed picture of SMART's fare structure is shown in Table 5.

OPERATING STATISTICS

Table 6 summarizes SMART's operating statistics. SMART operating statistics for FY 1998 and FY 1999 are shown in Table 6. Passenger boardings have increased steadily in recent years, growing by almost 25 percent from FY 1996 to FY 1999, and farebox recovery has increased as well. Much of the ridership growth is attributable to population growth.

Table 5 Smart Fare Structure

Fare Media			
SMART Fixed Route	Cash	31 Day Pass	10 Ride
Adult	\$1.10	\$40.00	\$11.00
Senior	\$0.85	\$20.00	\$5.50
Disabled	\$0.55	\$20.00	\$5.50
Student	\$0.55	\$30.00	\$8.50
SMA Dial-a-Ride			20 Ride
Regular	\$1.60	NA	\$32.00
Nighttime	\$3.00	NA	
CAT Fixed Route			40 Ride
Adult	\$0.75	NA	\$20.00
Senior	\$0.50	NA	\$15.00
Disabled	\$0.50	NA	\$15.00
Student	\$0.50	NA	\$15.00
CAT Dial-a-Ride			
Adult	\$1.60	NA	NA
Senior	\$1.10	NA	NA
Disabled	\$1.10	NA	NA
SMART ACE Dial a Ride			
All Passengers	Free	NA	NA
SMART Alternative			
All Passengers	\$9.00	\$95 - 120.00	NA
Intercity Express			
All Passengers	\$1.60	NA	NA

Table 6 SMART Operating Statistics

	FY 1996	FY 1999
	All Services	All Services
Passenger Boardings	2,897,442	3,736,204
Revenue Hours	191,246	203,686
Revenue Miles	2,863,683	3,191,695
Operating Costs	11,977,670	13,787,522
Farebox Revenue	2,385,044	3,376,742
Passenger/Hour	15.15	18.34
Cost/Hour	62.63	67.69
Cost/Passenger	4.13	3.69
Farebox Ratio	20%	24%

Table 7 shows monthly ridership for SMART Alternative routes through the Altamont Corridor.

TABLE 7 – SMART ALTERNATIVE RIDERSHIP (MAY 2001)

Route	Origin	Monthly Passholder (May 2001)	Passengers Paying Cash (May 2001)
Livermore Routes			
51/52	Stockton	51	4
53	Manteca/Tracy	23	0
54/55	Manteca	39	2
56	Tracy	20	1
67	Ripon	32	0
68	Escalon	30	2
Bishop Ranch/San Ramon			
61	Stockton	15	7
Dublin/Pleasanton Hacienda Business Park			
57	Stockton	34	8
BART Routes			
60	Stockton	32	133
71	Stockton	17	42
Lockheed Martin/Grumman - Sunnyvale Routes			
62	Tracy	43	5
64	Manteca	42	0
66	Stockton	37	15
72	Stockton/Lathrop	35	0
73	Stockton	29	0
San Jose			
70	Stockton	34	2
Mountain View/Palo Alto			
74	Stockton	31	3

TRACY TRANSIT

The City of Tracy, population 54,000, has been providing its residents with local public transit service since 1976. This system, known as Tracy Transit, is a general public Dial-a-Ride which offers door-to-door service to anyone within the city or adjacent unincorporated communities.

SCHEDULE AND FARE STRUCTURE

Tracy Transit operates a general public dial-a-ride Monday through Friday from 7:00 AM to 7:00 PM.

Tracy Transit accepts payment for one-way fares and sells ten ride passes. Table 8 shows a detailed picture of Tracy Transit's fare structure.

TABLE 8 **TRACY TRANSIT FARE STRUCTURE**

	One-Way	10 Ride Pass
Regular	\$1.10	\$6.50
Senior	\$0.55	\$3.50
Disabled	\$0.55	\$3.50

FLEET DESCRIPTION

Tracy Transit owns a fleet of eight, 18 seat cutaway vehicles. All vehicles are lift-equipped and have space for two wheelchair passengers.

OPERATING STATISTICS

Table 9 shows Tracy Transit's FY 1993 and FY 1997 operating statistics. According to Tracy Transit more recent operating statistics were not available. Tracy Transit ridership increased 9.8% from FY 1993 to FY 1998. During the same period the service area grew 18.4%.

TABLE 9 **TRACY TRANSIT OPERATING STATISTICS**

	FY 1993	FY 1997
	All Services	All Services
Passenger Boardings	70,531	68,776
Revenue Hours	10,258	11,570
Revenue Miles	125,775	137,130
Operating Costs	\$385,267	\$504,733
Farebox Revenue	38,725	30,173
Passenger/Hour	6.88	7.34
Cost/Hour	\$37.56	\$43.62
Cost/Passenger	\$5.46	\$5.94
Farebox Ratio	10.1%	6%

POTENTIAL SERVICE CHANGES

Tracy Transit is in the process of planning and implementing a new fixed route transit service. Service is scheduled to begin August 31, 2001. The service will consist of two routes converging in downtown Tracy. Tracy Transit is currently developing a marketing plan and marketing materials in anticipation of the service's kick-off

REGIONAL RAIL SERVICES

Regional rail services in the study area include the Bay Area Rapid Transit District (BART) and the Altamont Commuter Express (ACE). These services are discussed below.

BART

The Bay Area Rapid Transit District (BART) is a 95-mile, automated rapid transit system serving over 3 million people in the three BART counties of Alameda, Contra Costa, and San Francisco, as well as northern San Mateo County. Thirty-nine BART stations are located along five lines. Trains traveling up to 80 mph connect San Francisco to Colma and East Bay communities as distant as Richmond, Pittsburgh/Bay Point, Dublin/Pleasanton, and Fremont.

The Dublin/Pleasanton BART station is the eastern terminus of the Daly City – Dublin/Pleasanton Line. This station draws local passengers from the Livermore, Amador Valley area as well as long distance commuters from San Joaquin, Stanislaus and Contra Costa Counties. On an average workday the Dublin/Pleasanton BART station parking lot reaches capacity between 7:15 and 7:45 AM as park-n-ride commuters use BART to connect to employment centers throughout the Bay Area.

Service characteristics for BART in general and specifically for the Dublin/Pleasanton BART station are provided below.

SERVICE DAYS, HOURS, AND FREQUENCIES

BART trains operate from 4 AM to midnight Monday through Friday, 6 AM to midnight on Saturday and 8 AM to midnight on Sunday. Average weekday headways at the Dublin/Pleasanton BART station are 15 minutes. The first train is scheduled to leave at 4:01 AM and the last train arrives at 1:25 AM. BART system headways and specific hours of service are shown in Figure Table 10.

FARE STRUCTURE

The basic BART fare is between \$1.10 and \$4.70 for one-way trips, depending upon the trip distance. Ticket vending and automatic fare collection machines are installed at every station. There are numerous BART discounts and transfer agreements between BART and connecting transit services. In most cases, the transferring passenger pays full fare on BART and receives a discounted or free fare on the system they are transferring to.

FLEET SIZE/DESCRIPTION

The BART fleet originally consisted of 450 vehicles built by the Rohr Corporation. SOFERVAL, a French firm, built 150 new transit vehicles called the C-cars, which have the capability of operating as a lead, middle or trailing car of a train. The agency has recently contracted for 80 additional C2-cars. Car seating capacity is 72 in the original cars, and 64 in C- and C2-cars. BART cars can reach a maximum speed of 80 mph. Average speed is 33 mph.

TABLE 10**BART HEADWAYS AND SERVICE HOURS**

	Dublin/ Pleasanton - Daly City	Pittsburg/Bay Point - Colma	Fremont - Daly City	Richmond - Daly City	Fremont - Richmond
WEEKDAY					
Peak Hour	15.0	5.0	15.0	15.0	15.0
Midday	15.0	15.0	15.0	15.0	15.0
Night	20.0	20.0	—	—	20.0
SATURDAY					
Day	20.0	20.0	20.0	20.0	20.0
Night	20.0	20.0	—	—	20.0
SUNDAY					
Day	20.0	20.0	—	—	20.0
WEEKDAY					
First train leaves	4:01 AM	4:02 AM	5:06 AM	4:56 AM	3:58 AM
Last train arrives	1:25 AM	1:24 AM	8:43 PM	8:43 PM	1:28 AM
SATURDAY					
First train leaves	6:04 AM	6:00 AM	8:53 AM	8:46 AM	5:57 AM
Last train arrives	1:25 AM	1:24 AM	8:22 PM	8:08 PM	1:28 AM
SUNDAY					
First train leaves	7:57 AM	8:00 AM	—	—	7:57 AM
Last train arrives	1:25 AM	1:24 AM	—	—	1:28 AM

OPERATING STATISTICS

BART's current weekday ridership is approximately 325,000. FY 1999/2000 total annual boardings exceeded 90 million. BART's farebox revenue in the same year was over 50 percent. Table 11 presents operating statistics for FY 1999/2000.

TABLE 11 BART OPERATING STATISTICS

	FY 1999/2000
Operating Costs	\$383,828,000
Boardings	91,090,000
Farebox Receipts	\$194,291,000
Cost/Passenger	\$4.21
Avg Fare/Passenger	\$2.13
Farebox %	50.6%

POTENTIAL SERVICE CHANGES

The BART extension from Colma to the San Francisco International Airport (SFO) is under construction and should be complete in fall, 2002. This 8.7-mile extension will add four new stations

to the system. Other BART extensions in the planning stages, such as a possible connection to San Jose, are expected to increase system ridership when they are completed.

There have been long-standing plans for a BART extension on the Dublin Pleasanton line, with stations to be added in West Dublin (in-fill station) and a potential extension to Livermore. The West Dublin station is currently being planned as a joint development project, which will include a mixed-use development and a developer built station. The station could open within the next five years.

Extending BART further east to Livermore is currently being studied, along with other potential investments in that corridor through the I-580/BART to Livermore Study sponsored by the Alameda County Congestion Management Agency. The study is examining several potential transportation improvements including Express Bus service, a BART extension, T-BART (a BART proposed light rail system connecting with BART at the Dublin/Pleasanton station), and highway improvements. In addition to studying several modal options, there is funding available through the recently passed sales tax measure in Alameda County to complete preliminary engineering and environmental documentation of the preferred mode.

ALTAMONT COMMUTER EXPRESS (ACE)

The Altamont Commuter Express (ACE) provides passenger rail service from Stockton to San Jose via the Altamont Pass. Three morning and three evening trips provide connections to the study area at stations in Livermore and Pleasanton. Shuttles at several of the ACE Train stations provide connections to surrounding employment centers and other transit systems.

Four shuttles provide connections to ACE Train stations in Livermore and Pleasanton. The Livermore station has one shuttle connection provided by LAVTA's WHEELS service. The Pleasanton station has three connecting shuttles provided by WHEELS, Contra Costa County Transit Authority's County Connection and BART.

Service characteristics and operating parameters for the ACE Train system are provided below.

SERVICE DAYS, HOURS, AND FREQUENCIES

ACE Trains operate Monday through Friday with the exception of major holidays. There are three morning westbound trips and three evening eastbound trips. The schedule is listed in Table 12.

FLEET SIZE/DESCRIPTION

The ACE Train fleet consists of four cab and four trailer Bombardier bi-level commuter cars, plus four leased tri-rail cars. Seating capacity is between 130 and 150 per car. Each car has wheelchair and bicycle tie-downs. ACE has also been experimenting with a prototype 'bike' car in which some of the seats have been removed to add capacity for 14 additional bikes.

TABLE 12 ACE TRAIN SCHEDULE

Westbound Trains									
Stockton	Lathrop, Manteca	Tracy	Vasco	Livermore	Pleasanton	Fremont	Great America	Santa Clara	San Jose
4:15 AM	4:37 AM	4:51 AM	5:23 AM	5:28 AM	5:37 AM	6:00 AM	6:21 AM	6:31 AM	6:41 AM
5:24 AM	5:46 AM	6:00 AM	6:32 AM	6:37 AM	6:46 AM	7:09 AM	7:30 AM	7:40 AM	7:50 AM
—	6:52 AM	7:06 AM	7:38 AM	7:43 AM	7:52 AM	8:15 AM	8:36 AM	8:46 AM	8:56 AM
Eastbound Trains									
San Jose	Santa Clara	Great America	Fremont	Pleasanton	Livermore	Vasco	Tracy	Lathrop, Manteca	Stockton
4:15 PM	4:20 PM	4:29 PM	4:46 PM	5:09 PM	5:18 PM	5:23 PM	5:58 PM	6:15 PM	6:42 PM
5:25 PM	5:30 PM	5:39 PM	5:56 PM	6:19 PM	6:28 PM	6:33 PM	7:08 PM	7:28 PM	7:52 PM
6:45 PM	6:50 PM	6:59 PM	7:16 PM	7:39 PM	7:48 PM	7:53 PM	8:28 PM	8:53 PM	—

FARE STRUCTURE

The ACE Train fare structure is based on a zone system where the number of zones traveled to reach a destination determines fair paid. Zone definitions and fares per number of zones traveled are shown in Tables 13 and 14. ACE Train tickets can be used to transfer to most ACE Train designated shuttles for no additional fare.

TABLE 13 ACE TRAIN ZONE SYSTEM

A zone	B zone	C zone	D zone			E zone	F zone		
Stockton	Lathrop, Manteca	Tracy	Vasco	Livermore	Pleasanton	Fremont	Great America	Santa Clara	San Jose

TABLE 14 ACE TRAIN FARES

Fare Medium	Number of Zones Traveled					
	1	2	3	4	5	6
One-Way	\$3.00	\$4.00	\$6.00	\$7.00	\$9.00	\$10.00
Round-Trip	\$4.00	\$7.00	\$10.00	\$13.00	\$16.00	\$19.00
20-Trip	\$32.00	\$56.00	\$80.00	\$104.00	\$128.00	\$152.00
Monthly Pass	\$59.00	\$103.00	\$147.00	\$191.00	\$235.00	\$279.00

OPERATING STATISTICS

ACE service started on October 19, 1998. First year operating and project management costs are estimated to have been almost \$4.5 million. Un-audited farebox recovery for the first year was estimated to be 49%. Table 15 shows average daily boardings and the total annual boarding for FY 2000 for AM westbound trips at select stations.

TABLE 15 ACE RIDERSHIP AT SELECT STATIONS

Station	Avg. Daily Boardings, May 2001	Annual Boardings, FY 2000
Stockton	151	25,487
Lathrop	452	63,810
Tracy	398	67,752
Vasco	141	29,027
Livermore	177	33,624
Pleasanton	462	109,171

POTENTIAL SERVICE CHANGES

As discussed earlier ACE is experimenting with adding capacity for bikes on some cars and may extend this so that there is one 'bike' car on each train. There is also a moderate fare increase under consideration.

The Altamont Corridor Express has \$10 million dollars of Tier 1 money, in addition to \$15.9 million and \$14.2 million in sales tax revenue from south and east Alameda County. The funding provides for track, station, and other improvements in the Alameda County portion of ACE's service area.

A recent update from the ACE Executive Director notes that over the next several months, the ACE Authority and the San Joaquin Regional Rail Commission will be exploring various concepts for future passenger rail service. These discussions will encompass enhancements to the current ACE service, as well as potential new alignments or service areas.

OTHER TRANSIT SERVICE PROVIDERS

Modesto Area Express also offers services in the Altamont Pass, although its services are more limited than LAVTA, SMART, and Tracy Transit. The following is a discussion of Modesto Area Express' service in the Altamont Pass.

MODESTO AREA EXPRESS (MAX)

The Modesto Area Express provides local transit service in the City of Modesto and regional service to the Lathrop/Manteca ACE Train station and Dublin/Pleasanton BART station. The Modesto ACE Express provides connection to the ACE Train at the Lathrop/Manteca station, allowing Modesto commuters transit access through the Altamont Pass.

Modesto BART express provides the only direct connection between MAX and the study area. This service runs two trips in the morning from Modesto's Vintage Faire Mall Park and Ride lot non-stop to the Dublin/Pleasanton BART station, and two return trips in the evening. The service changed from one daily trip to two in February of 2001.

SERVICE DAYS, HOURS AND FREQUENCIES

The Modesto BART Express operates Monday through Friday as shown in Table 16.

Table 16 Modesto BART Express schedule

Morning Trips	
Modesto - Vintage Faire Mall Park & Ride Lot	Dublin/Pleasanton BART Station
5:20 AM	6:40 AM
6:00 AM	7:20 AM
Evening Trips	
Dublin/Pleasanton BART Station	Modesto - Vintage Faire Mall Park & Ride Lot
5:45 PM	6:45 PM
6:30 PM	7:30 PM

The Modesto ACE Express makes three morning trips from the Vintage Faire Mall Park and Ride to the Lathrop ACE stations and makes three evening trips from the Lathrop ACE station to the Vintage Faire Mall Park and Ride. Table 17 below shows a detailed schedule of Modesto ACE Express service.

Morning Trips	
Modesto – Vintage Faire Mall Park & Ride Lot	Dublin/Pleasanton BART Station
4:05	4:25
5:15	5:35
6:20	6:40
Evening Trips	
Modesto – Vintage Faire Mall Park & Ride Lot	Dublin/Pleasanton BART Station
18:25	18:45
19:38	19:58
21:03	21:23

FARE STRUCTURE

Modesto ACE Express service is \$1.00 per trip. Modesto BART Express accepts one-way fare, round-trip fare, Half Month, and Monthly Passes. One-way and round-trip tickets are cash only and available only from the driver. No advance sales of daily round-trip or one-way tickets are available. Monthly passes are available at the ‘City Hall at the Mall’ office, by phone, or by mail. MAX and BART do not have a transfer agreement. Fares for the Modesto BART Express are shown in Table 18.

TABLE 18 MODESTO BART EXPRESS FARES

Fare Type	Cost
One-way Cash Fare	\$8.00
Round-Trip Cash Fare	\$10.00
Full Month Pass	\$98.00
Half Month Pass	\$50.00

OPERATING STATISTICS

Modesto Area Express systemwide fixed route operating statistics for FY 1997/1998 are provided in Table 19. MAX had 31.7 passengers per revenue hour in this year. The farebox recovery ratio was also high at 26.2 percent.

TABLE 19 MODESTO AREA EXPRESS OPERATING STATISTICS

FY 1997/1998	
Passenger Boardings	3,087,100
Revenue Hours	97,300
Revenue Miles	1,330,500
Operating Costs	\$4,924,200
Farebox Revenue	\$1,290,584
Passengers/Hour	31.7
Cost/Hour	\$50.61
Cost/Passenger	\$1.60
Subsidy/Passenger	\$1.18
Farebox Ratio	26.2%

Notes:

Data from FY 1997/1998 National Transit Database

Table 20 shows BART Express and ACE express monthly ridership for May 2001.

TABLE 20 RIDERSHIP FOR MAX SERVICE IN THE ALTAMONT PASS

Monthly Ridership	
BART Express ¹	1,240
ACE Express ²	690

1. AM trips from Modesto to E.Dublin/Pleasanton BART

2. AM trips from Modesto to Lathrop ACE station

POTENTIAL SERVICE CHANGES

Before February of 2001, the Modesto BART Express provided only one daily trip. Demand increased to the point where some trips had small standing loads. This led to the addition of another bus and another daily trip.

PROJECTS PLANNED OR UNDERWAY

The Alameda County Congestion Management Agency is currently the lead agency on a study of alternative modes in the I-580 corridor. This study, which includes an evaluation of various BART extension, BART implementation, and bus options, will conclude by the end of the year.

While funding is available through the recently passed Measure B sales tax in Alameda County for preliminary study of a Livermore extension of BART, there are no funds identified for major transit enhancements in this corridor in either the Alameda or San Joaquin County measures.

MTC is currently developing its Regional Transportation Plan, which provides a list of both funded and unfunded high priority projects in the region. The RTP is revised every 3 years and is the blueprint for developing funding at the state and federal level, as well as identifying locally funded projects. Funded projects are identified as “Track 1” projects. No major transit improvements in this corridor are expected to be identified in Track 1. MTC will also be developing a Transit Enhancement Plan, which will identify projects that would be implemented if additional funds were developed. A major investment in this corridor may be included in the enhancement scenario, which has not yet been developed.

**APPENDIX B – SURVEY OF TRAFFIC FORECASTING
MODELING IN THE ALTAMONT CORRIDOR**

Introduction

The main purpose of Task 3 is to compile and evaluate the results of the following four models:

1. San Joaquin County model
2. Alameda County Congestion Management model
3. Tri Valley Model
4. MTC Model

The results are identified in terms of year of forecast and period (AM, PM and Daily) for the Altamont Corridor (between I-205 in Tracy and Greenville Road in Livermore), as shown in Figure 1. The results include directional volumes in auto vehicles and provide answers such as:

1. Does the forecast use a gateway constraint technique?
2. Are there transit numbers in the forecast?
3. Does the model network have parallel arterials carrying some of the Altamont traffic? (There are three in the field.) If so, what volumes do they carry?
4. How are the forecast volumes compared with existing volumes ?
What is other useful information ?

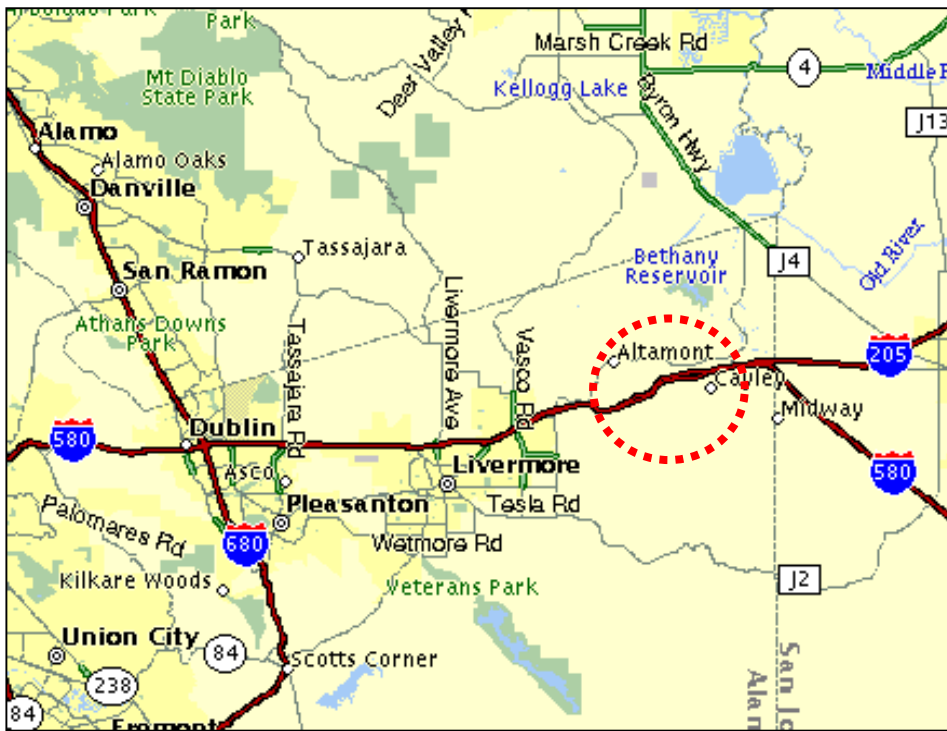


Figure 1 Altamont Corridor (shown in circle)

Model Descriptions

TJKM reviewed the models in terms of years (1999, 2000, 2020, 2025), periods (AM, PM, Daily) and the transit volumes. The four models do not have the same consistent forecast years.

SJCOG model

The SJCOG model was updated in 2000 for AM and Daily period. Its AM vehicle and Daily vehicle volumes have been compared with the Caltrans and SJCOG counts with a very good accuracy. However, its PM model was not updated. The model does not include the transit component. Thus there is no transit volume in the model output. Since the modeling region covers the regions of SJCOG, SACOG, MTC, STANCOG and the Foothills, the SJCOG model can be used for the study. The Altamont Corridor is not located in the middle of the modeling region unlike MTC, Tri-Valley and CMA models where the Corridor is just located in the boundary of the corresponding regions. Figure 2 shows the location of the Corridor in the model of the SJCOG.

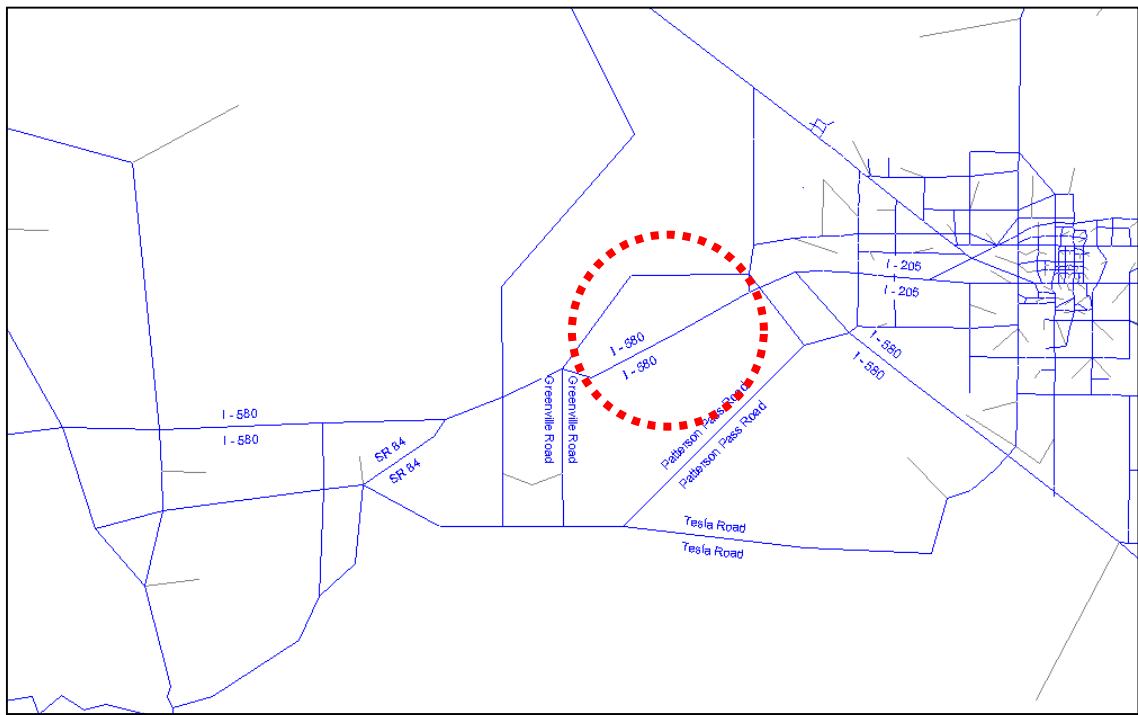


Figure 2 Altamont Corridor in SJCOG model

Figure 3 shows the Altamont Corridor daily directional traffic volumes of the SJCOG model in year 1999 (base year.)

Figure 4 shows the Altamont Corridor AM directional traffic volume of the SJCOG model in year 1999 (base year).

Figure 5 shows the Altamont Corridor PM directional traffic volume of the SJCOG model in year 1999 (base year).

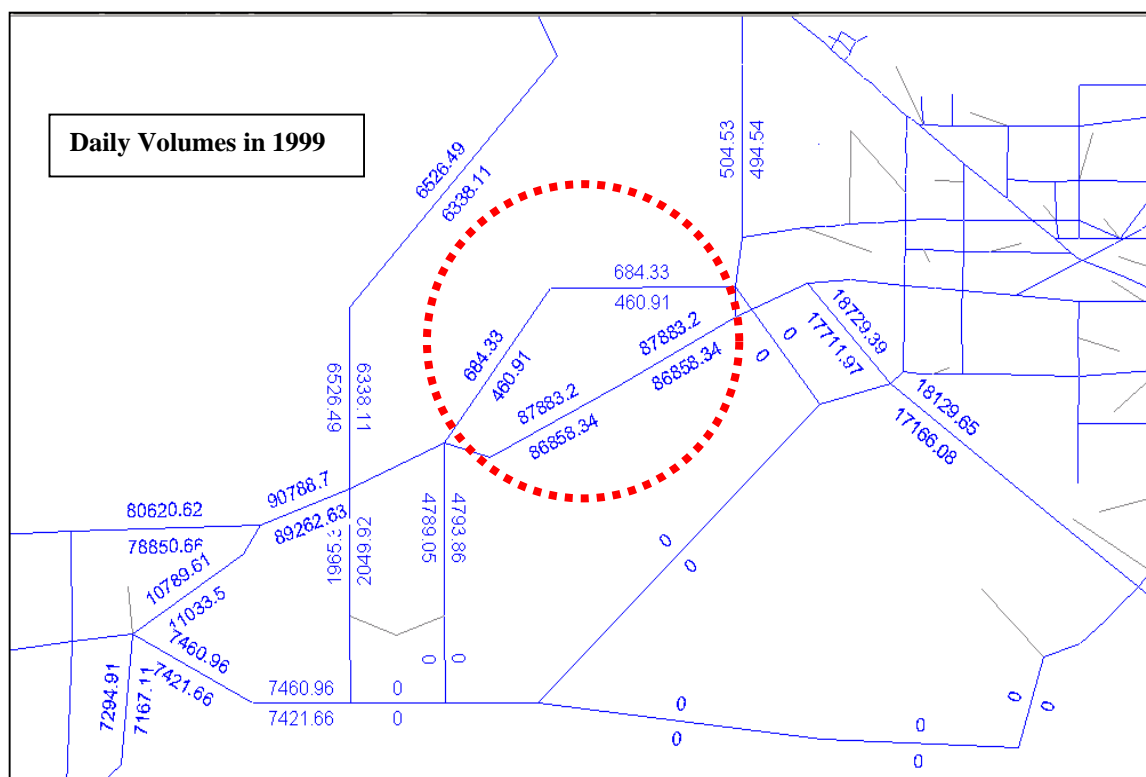


Figure 3 Altamont Corridor Traffic Volume (SJCOG Model, Daily, 1999)

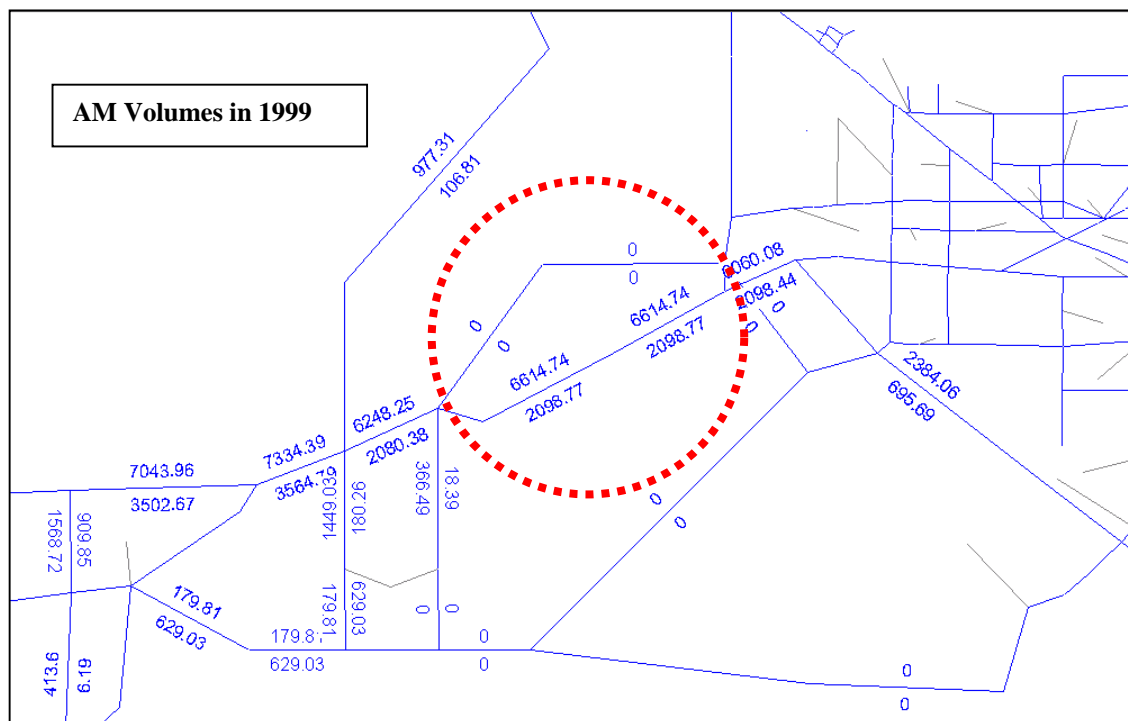
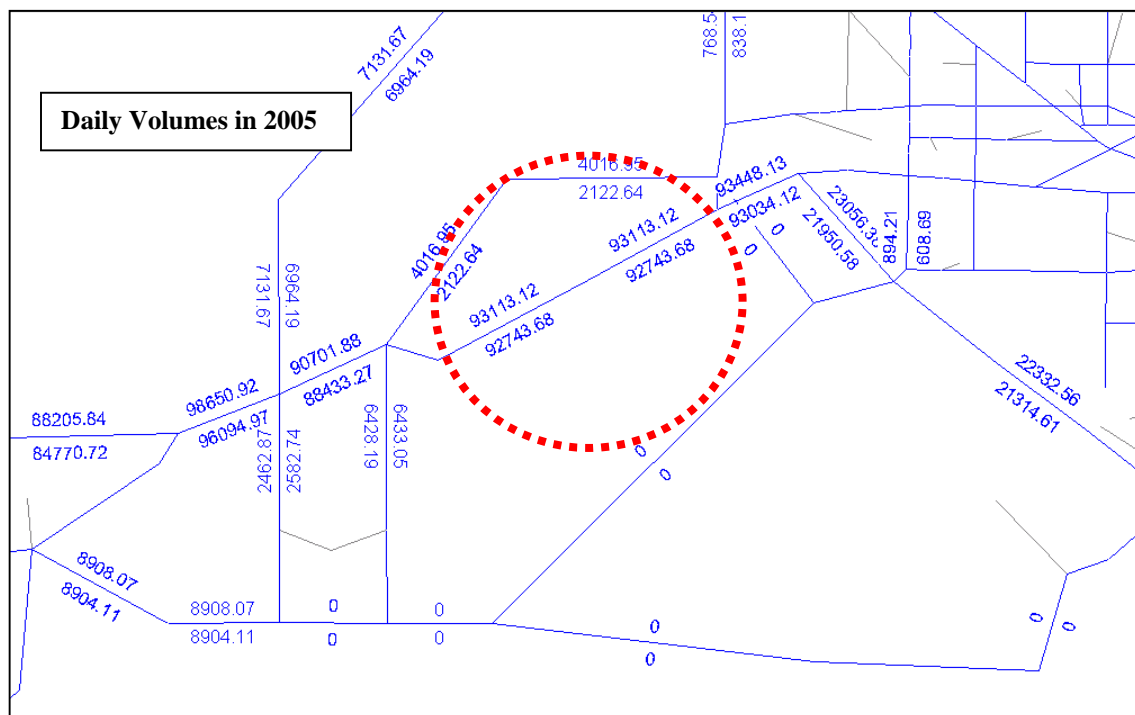
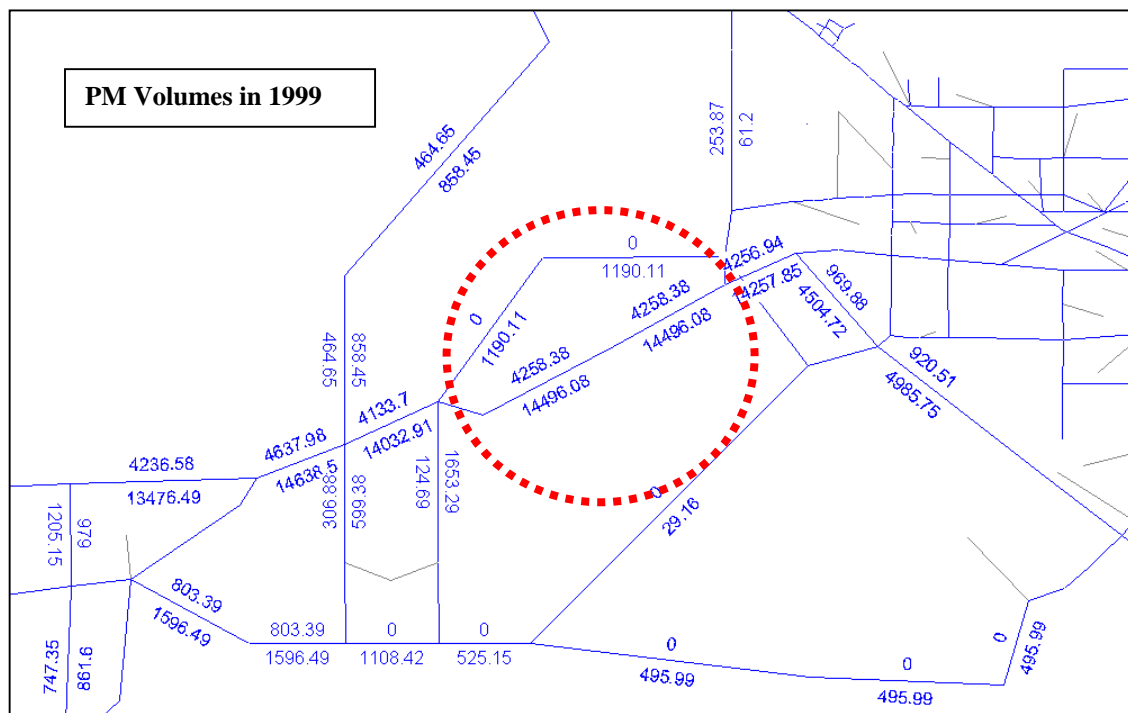
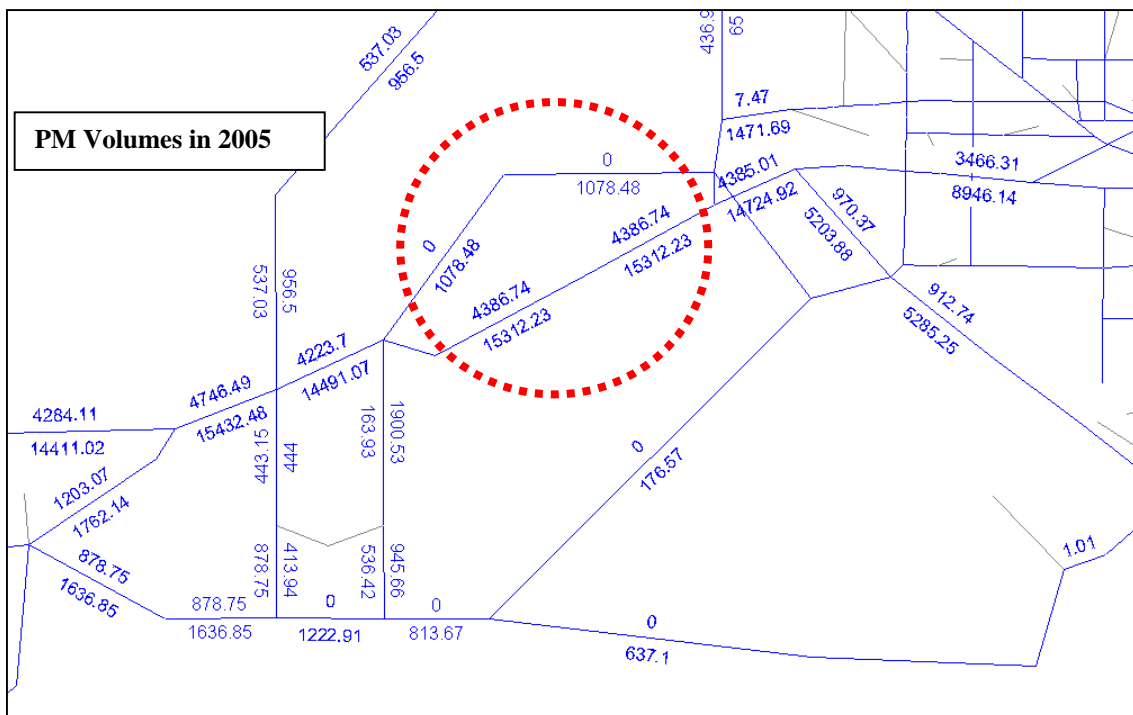
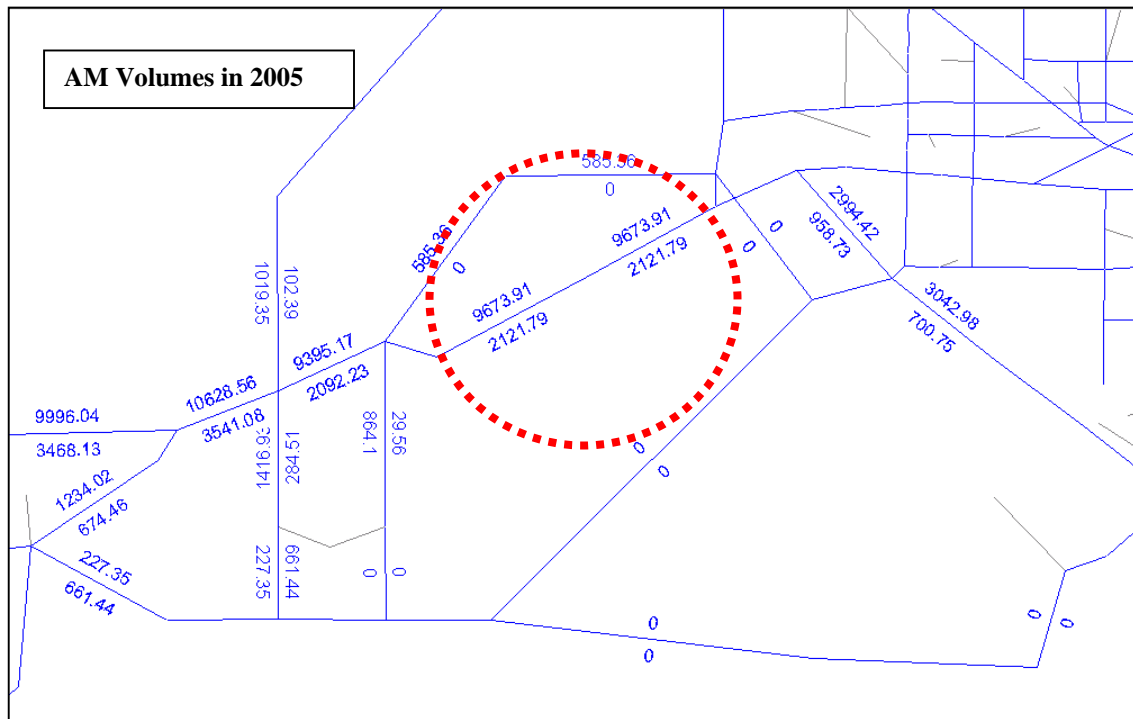
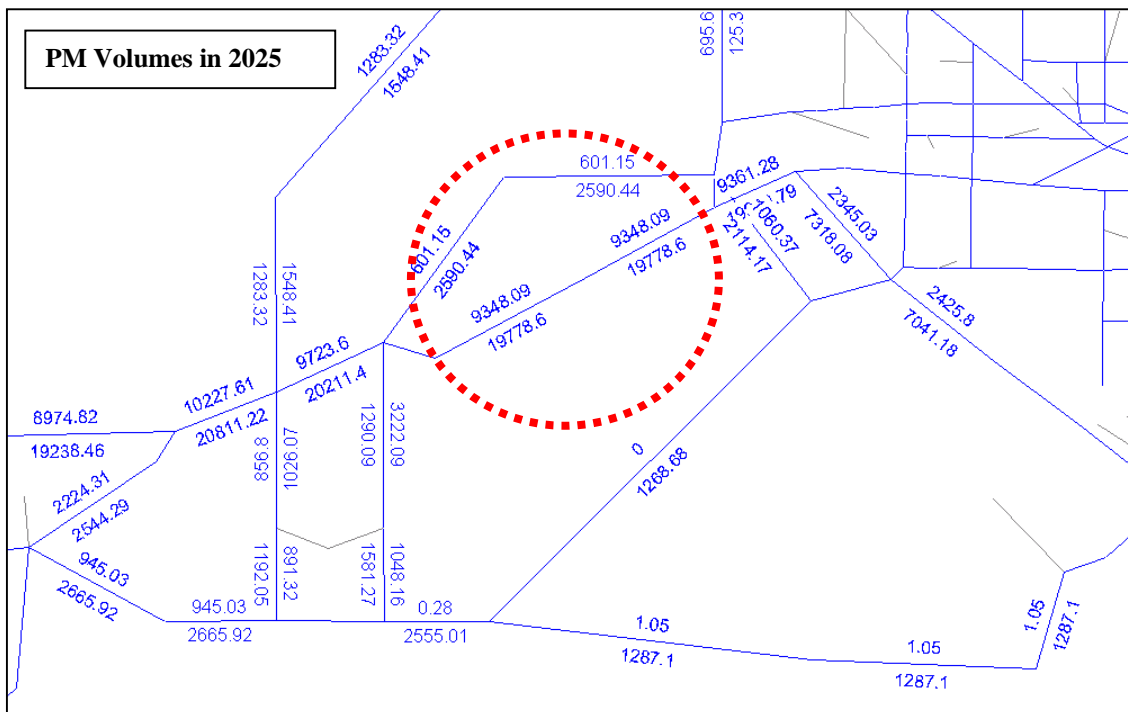
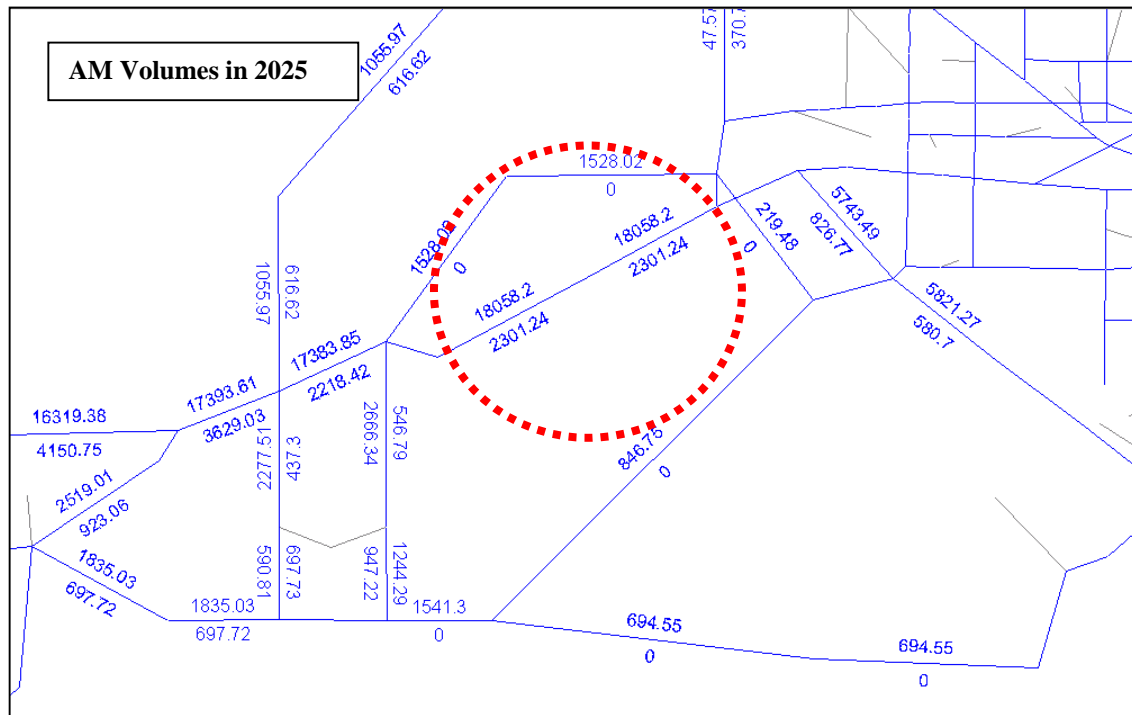


Figure 4 Altamont Corridor Traffic Volume (SJCOG Model, AM, 1999)







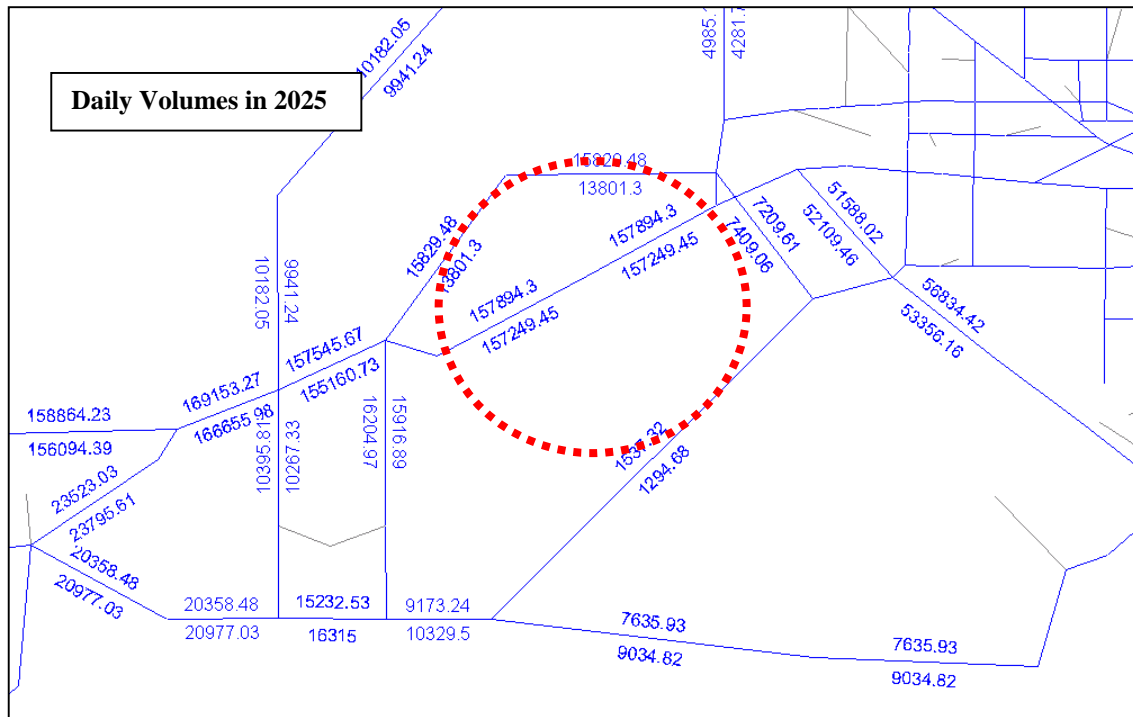


Figure 11 Altamont Corridor Traffic Volume (SJCOG Model, Daily, 2025)

Alameda CMA model

The CMA model includes the both vehicle and the transit volumes. The Corridor location in the model is shown in Figure 13. However there are no transit lines passing through the Corridor in the model and thus there are no transit volumes as shown Figure 12.

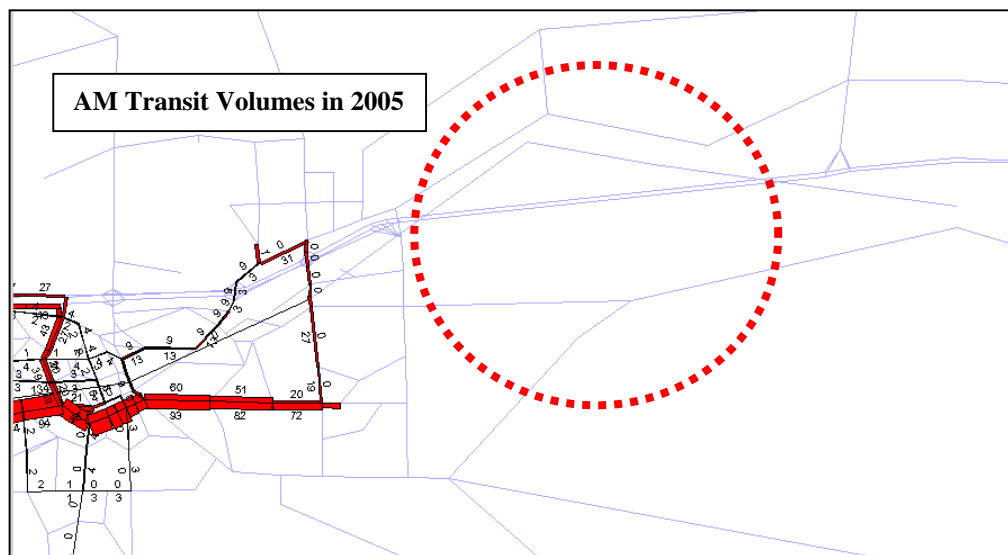


Figure 12 Altamont Corridor Zero Transit Volume (CMA Model, AM, 2005)

Figure 13 shows Altamont Corridor AM directional traffic volume of the SJCOG model in year 2005 (base year).

Figure 14 shows Altamont Corridor PM directional traffic volume of the SJCOG model in year 12005 (base year).

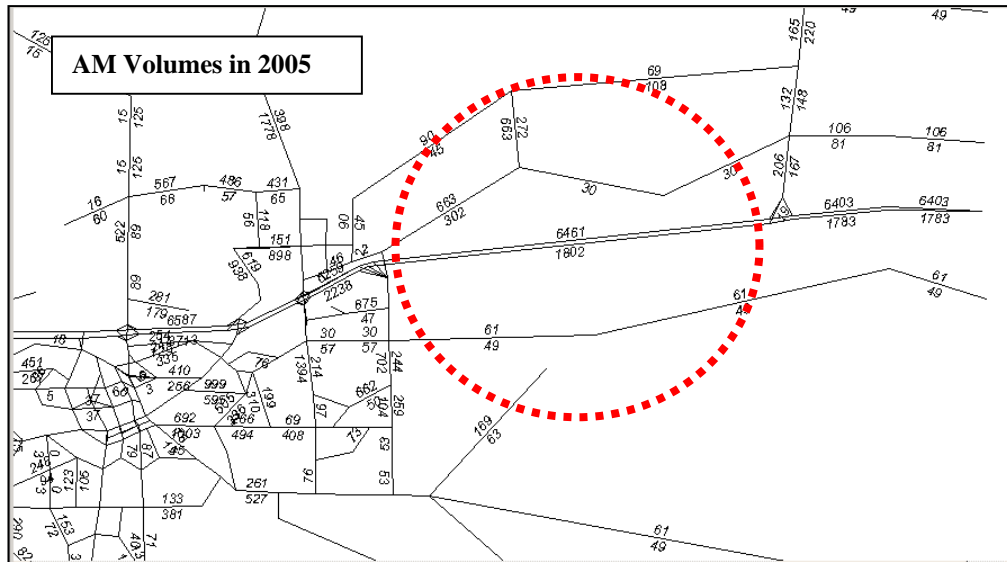


Figure 13 Altamont Corridor Traffic Volume (CMA Model, AM, 2005)

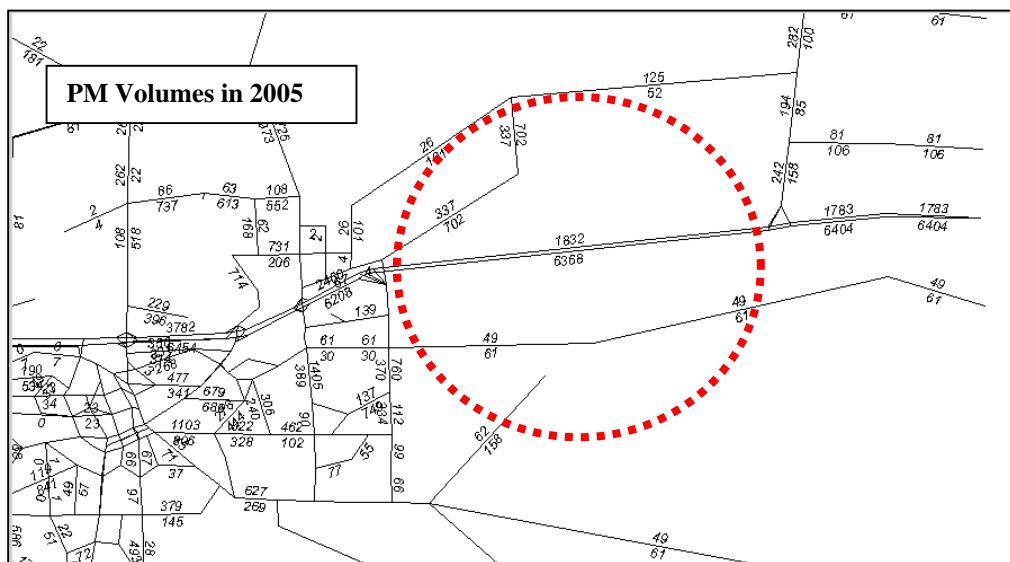


Figure 14 Altamont Corridor Traffic Volume (CMA Model, PM, 2005)

Tri-Valley Model

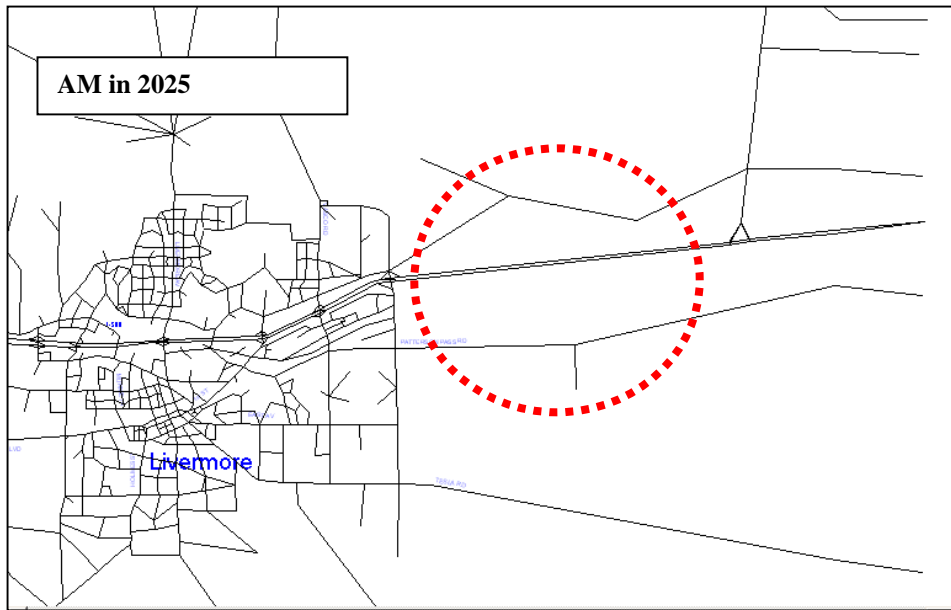


Figure 15 Altamont Corridor (Tri-Valley Model, AM, 2025)

MTC results (2020 loaded network)

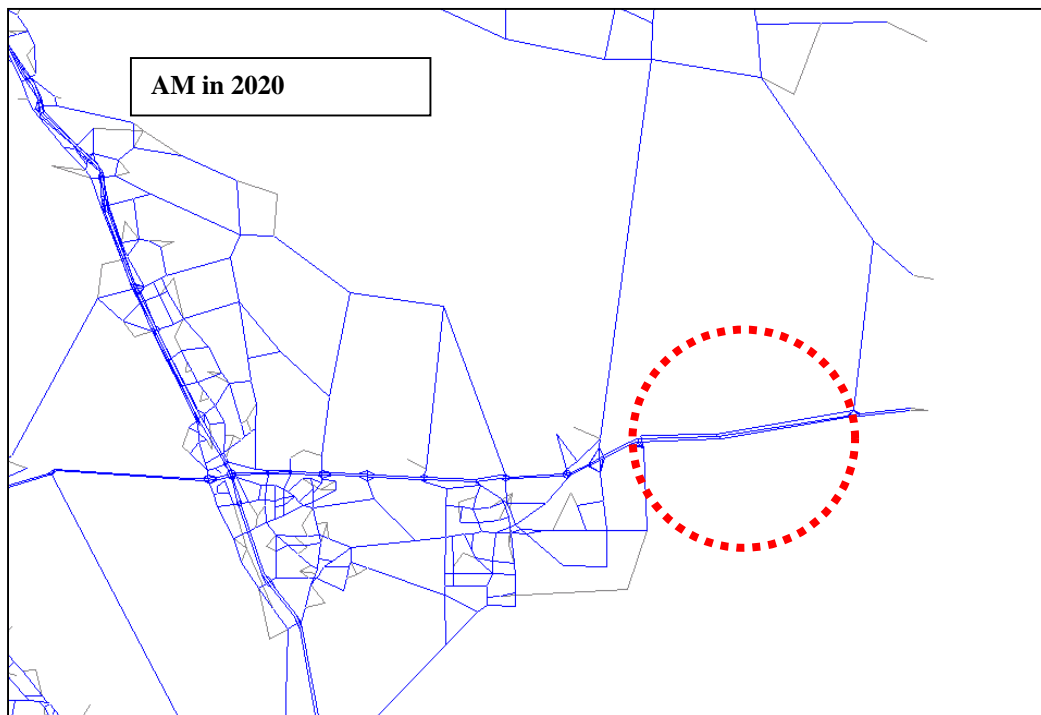


Figure 16 Altamont Corridor (MTC Model, Base Case, 2020)

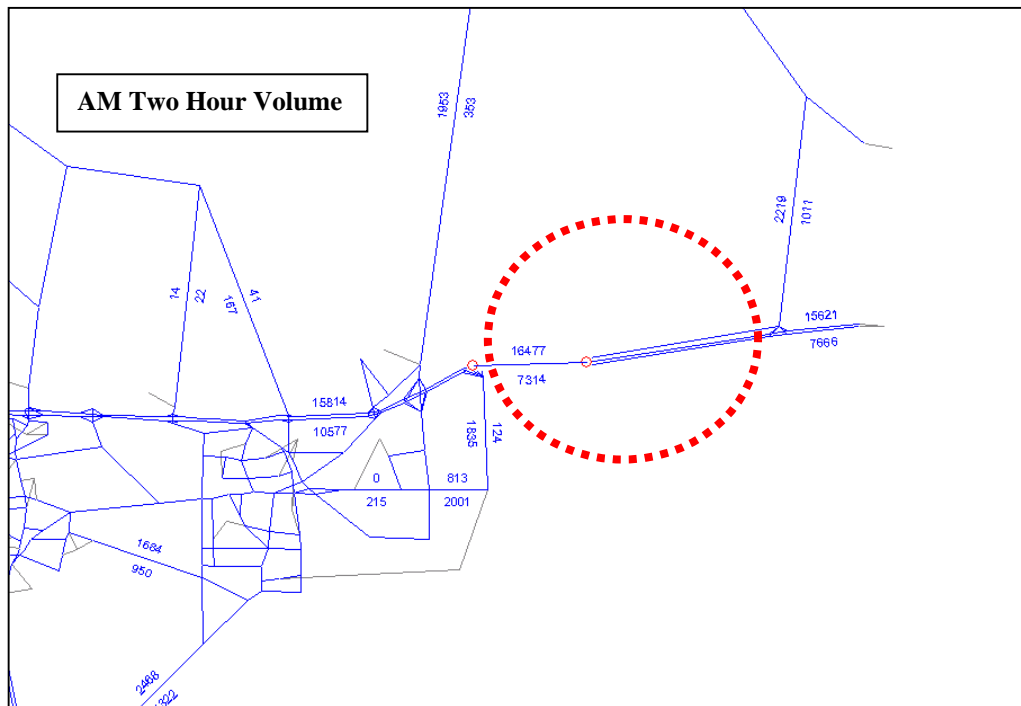


Figure 17 Altamont Corridor Two Hour Traffic Volumes (MTC Model, Base Case, 2020)

Model Result Description

The model results are provided in Table 1. Basically the Years 1999 of SJCOG, 2000 of Tri-Valley and 2005 of CMA are considered to be base years. Here are a few observations.

1. For the base year, SJCOG provides a better estimation of the traffic volume for the AM period. The PM model of SJCOG is not calibrated.
2. The computed volumes (veh/h) for the base year range from 8263 to 10064.
3. The volume growth rates are relatively stable from year 2005 to year 2025.
4. The use of the parallel roads varies greatly. This may be due to the model calibration process.

JPA Task 3: Vehicle Volume Comparison

Year	Period	Direction	SJCOG				CMA				Tri Valley				MTC		Caltrans Count
			Altamont	I-580	Patterson	Tesla	Altamont	I-580	Patterson	Tesla	Altamont	I-580	Patterson	Tesla	Altamont	I-580	I-580
1999	AM	WB	0	6615	0	0											8400
	AM	EB	0	2099	0	0											
	PM	WB	0	4258	0	0											
	PM	EB	1190	14496	29	496											
	Daily	WB	684	87883	0	0											118000
	Daily	EB	461	86858	0	0											
2000	AM	WB									67	8322	308	43			9000
	AM	EB									27	1742	140	19			
	PM	WB									30	1794	138	19			118000
	PM	EB									18	8052	312	43			
	Daily	WB															
	Daily	EB															
2005	AM	WB	585	9674	0	0	662	6461	61	61							
	AM	EB	0	2122	0	0	302	1802	49	49							
	PM	WB	0	4367	0	0	337	1832	49	49							
	PM	EB	1079	15312	177	637	702	6368	61	61							
	Daily	WB	4017	93113	0	0											
	Daily	EB	2123	92744	0	0											
2020	AM	WB	1323	15089	14.13	629					285	8690	373	65	0	8239	
	AM	EB	0	2220	0	0					40	1915	168	20	0	3657	
	PM	WB	0	6965	0	0					32	1767	130	19			
	PM	EB	1605	18091	636	1664					17	7098	310	43			
	Daily	WB	10519	134301	0	88											
	Daily	EB	9504	133764	0	73											
2025	AM	WB	585	9673	0	0	724	6761	61	61	305	8642	391	65			
	AM	EB	0	2121	0	0	388	1791	49	49	41	1908	174	20			
	PM	WB	601	9348	0	1	477	1818	49	49	44	1949	171	19			
	PM	EB	2590	19778	1268	1287	807	7731	61	61	56	8394	292	65			
	Daily	WB	15829	157894	1287	7635											
	Daily	EB	13801	157249	1294	9034											

Table 1 Model result comparison by Year, Period with Caltrans Counts

ADDENDUM to the

**Altamont Corridor Strategies Study
of September 24, 2001**



For the Altamont Regional Traffic Authority

April 6, 2007

ADDENDUM to the

**Altamont Corridor Strategies Study
of September 24, 2001**

For the Altamont Regional Traffic Authority

April 6, 2007

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INTRODUCTION AND SUMMARY

Introduction

In September of 2001, TJKM completed a report, *Altamont Corridor Strategies Study*, which was the product of the Altamont Regional Traffic Authority's (Tracy, Livermore and Alameda County) effort to prioritize the use of \$1,500 per dwelling unit traffic fees to be collected from the Tracy Hills development in the City of Tracy. The fee and the study resulted from a Settlement Agreement to litigation arising out of the approval of the Tracy Hills project.

A number of significant events and activities have occurred since that time, necessitating this update.

At the time the report was submitted, there was general consensus by the Technical Advisory Committee (TAC) and the Policy Advisory Committee (PAC) that the report was satisfactory, but the PAC indicated that the findings of the "BART to Livermore" Study, which was then underway, should be included in the Altamont Corridor study. The BART study, originally fast-tracked for a six-month schedule, took a much longer period (the draft final report, dated June 2003, is the current product).

This report includes an update of significant transportation issues in the Altamont Corridor.

Summary

The Tracy Hills residential project seems stalled as a result of the City of Tracy referendum to limit the annual amount of permits for new residential dwelling units. Tracy had only placed the then \$1,500/unit requirement on the Tracy Hills development and because of the city's growth slowdown there may be no development on that project until 2011-2012. One of the reasons for the original lawsuit against Tracy Hills was because no contributions to regional fees were required by the City of Tracy at the approval of the project. In the meantime Tracy has now become a part of the San Joaquin County traffic fee structure, and so will not consider extending the Altamont fee to any other development in the City.

If, after 2011-2012, Tracy Hills only is allowed 100 to 200 building permits per year, the amount of fees collected based on the Settlement Agreement will range from \$50,000 to \$100,000 per year for San Joaquin County regional projects and \$61,000 to \$122,000 per year for Alameda County regional projects.

Although the original purpose of the establishment of the Altamont Regional Traffic Authority – to collect funds for regional transportation improvements from the Tracy Hills development in the City of Tracy – seems to have become a moot issue, it is encouraging that in 2007, nearly six years after the original report for which this addendum has been prepared, an upsurge in actual and potential transportation funding is occurring. This report documents relevant projects and revenue sources in the corridor. Although total solutions to the corridor's problems are not in place, interim steps are underway.

The Policy Advisory Committee may wish to enact a position calling for any future regional funds collected from the Tracy Hills project to be allocated to the three Authority members in accordance with provisions of the Settlement Agreement for use in regional projects of their choice.

BACKGROUND INFORMATION

History of Altamont Corridor Strategies Study

The City of Tracy approved the Tracy Hills project, a 5,500-home development, in January of 1998. The residential portion of the project is located in the western hills of Tracy just west of I-580. It also includes a large non-residential component just east of I-580. Later in 1998, a lawsuit was filed by the County of Alameda, the City of Livermore and the Sierra Club seeking the courts to overturn the approval of the Tracy Hills project. On December 31, 1998 the County of Alameda, the City of Livermore, the Sierra Club, the City of Tracy and the proposed developer -- Tracy Lakeside Associates, approved a Settlement Agreement.

As a part of the Settlement Agreement a Joint Exercise of Powers Authority (JPA) was established. Its members are the Cities of Tracy and Livermore and the County of Alameda. The JPA's purpose "will be to undertake a study of regional transportation impacts resulting from residential development in the Central Valley serving the local and Bay Area employment base." (Settlement Agreement, Exhibit "1", page 9.) The study was to "identify specific programs and physical improvements necessary to help alleviate congestion in Alameda and San Joaquin Counties along the I-580, I-680, state route 84, I-205, and state route 120 commute corridors." The study was also to address regional mass transit needs and trip reduction and transportation systems management practices for major development projects within the jurisdictions of the three JPA agencies. This addendum, along with the original September 24, 2001 study, is intended to satisfy the study requirement for the JPA.

The JPA entitlement agreement indicated that the study should examine the trip reduction and transportation system management of major projects – defined as either residential projects of more than 100 single family detached units, commercial office projects greater than 250,000 square feet of gross leasable area, an industrial project of greater than 10 acres, or a mixed use project with any one use exceeding the defined parameters of the residential, commercial or industrial uses. However, the Settlement Agreement only required the JPA to collect \$1,500 per residential unit from the Tracy Hills development.

The \$1,500 fee had three components and purposes:

1. *\$500 for regional transportation projects in San Joaquin County to improve I-205 or I-580.* If the City of Tracy were to subsequently adopt the San Joaquin Council of Government's (SJCOG) regional traffic impact fee, the developer would receive a dollar for dollar credit, up to \$500. The City of Tracy recently adopted the SJCOG fee in the amount of \$2,500 per single-family dwelling unit and \$1,500 per multi-family dwelling unit. The use of the SJCOG fee includes improvements to I-205. However, since the Tracy Hills project is already entitled by the City of Tracy with the condition of paying the \$1,500 JPA fee, Tracy Hills will not be required to pay the SJCOG fee.
2. *\$500 for regional transportation improvement projects within San Joaquin County for reducing the number of trips bound for Alameda County on I-205 or I-580 or diverting or reducing trips from Corral Hollow/Tesla Road, Patterson Pass Road, and/or Grant Line and Old Altamont Pass Roads.* It is noted that an ideal use of these funds would be to improve facilities and services on the Altamont Commute Express (ACE).

3. *\$500 for transportation improvement projects or trip reduction projects within Alameda County.* The Settlement Agreement included (as Exhibit 2) a specific list of eligible projects:

- I-580 HOV Lanes between Santa Rita Road and Greenville Road
- State Route 84 Expressway
- Isabel Route 84/I-580 Interchange
- I-680 HOV Lane Improvements
- Altamont Commuter Rail Operating Costs and Track Improvements
- Funding Truck Climbing, truck bypass, or HOV lanes on I-580 through Altamont Pass
- Rural Road Improvements (Tesla Road, Patterson Pass Road) in an amount not to exceed 20 percent of \$500 c.3 fee component unit; rural road improvements shall not include improvements to increase carrying capacity of the roads.
- BART parking and commuter parking projects

This Alameda County (\$500) portion of the total fee is to be adjusted by a maximum of 2.5 percent per annum for cost of living increases as determined annually by the Engineering News Record (ENR) index for road construction costs. For the time period of January 1, 1999 to January 1, 2007, if the maximum 2.5 percent per year adjustment were applied for the eight-year period, the Alameda County portion of the current fee would be \$610 per dwelling unit.

Recommendations of September 24, 2001 Study

The 2001 Study listed a number of potential projects in each of the three categories described in the preceding paragraphs and, together with the JPA Board, made the following recommendations for the top priority project in each category:

- *San Joaquin County Freeway Improvements* – The top priority is the second phase improvements to the I-205/Grant Line Road interchange.
- *San Joaquin County Regional Improvements* – The top priority is the Schulte Road extension between Corral Hollow Road and west of Lammers Road in the City of Tracy.
- *Alameda County Improvements* – The top priority is the provision of cash subsidies for the Altamont Commuter Express in Alameda County.

A comprehensive list of back up projects is also detailed in the September 24, 2001 report.

Relevant Issues Since JPA Establishment

On November 7, 2000 Tracy voters approved Measure A, which reduced the maximum annual number of residential building permits from 1,500 to 750 while reducing the average annual number of residential building permits from 1,200 to 600. As a result of this vote, the staff of the City of Tracy has estimated that Tracy Hills would receive no residential building permits until about 2011 or 2012 and then may receive about 100 to 200 residential building permits per year. This would result in a yield of \$50,000 to \$100,000 per year for San Joaquin County Regional Improvements (@\$500 per unit) plus \$61,000 to \$122,000 per year for Alameda County Improvements (@\$610 per unit). City staff has also indicated that a large infrastructure investment will be required to initiate development in the hillside area and that development rates of 100 to 200 homes per year may not be sufficient to allow the required initial investment costs to be covered by subsequent sales of lots or homes.

UPDATED ALTAMONT CORRIDOR INFORMATION

Since the preparation of the September 24, 2001 report several activities, actions and plans have occurred that affect the Altamont Corridor. These are summarized in this section.

ALTAMONT CORRIDOR POTENTIAL FUNDING SOURCES

California Proposition 1B on November 2006 Ballot

California voters in the November 7, 2006 election approved Proposition 1B which provides about \$20 billion to expedite major improvement projects for the most dangerous and congested highways, with additional funding for public transit, goods movement and programs to reduce air pollution. It was expected that about 40 percent of the funds allocated for highway improvements would be designated for northern California projects. The I-580 (Altamont) corridor received strong support from a number of agencies and groups, not only because of its elevated levels of congestion, but also because of because it serves as a major good movement corridor. The Port To Port Coalition, representing dozens of agencies and groups that desire to improve transportation conditions between the Port of Oakland and the Port of Stockton, designated The Altamont corridor as its highest priority to receive Proposition 1B funding.

On February 28, 2007 the California Transportation Commission (CTC) approved a list of projects for funding from Proposition 1B funds. The list included eastbound and westbound HOV lane improvements on I-580 in the Tri-Valley, generally between Santa Rita Road/Tassajara Road and Greenville Road. The CTC also funded the I-580/SR84 interchange in Livermore and auxiliary lanes on portions of I-205 near Tracy

Other Altamont Corridor projects that are expected to be granted serious consideration under the Goods Movement, or Trade, section of Proposition 1B funds are eastbound truck climbing lanes on I-580 in Alameda County and westbound truck climbing lanes on I-580 in San Joaquin and Alameda Counties. Decisions on which projects will be funded with Trade funding will be made later in 2007, or in 2008 following enabling legislation.

Tri-Valley Transportation Council Updated Traffic Fee

The Tri-Valley Transportation Council adopted a regional traffic fee in 1998, amended it in 2003, and is currently updating the list of projects and the rates included in the fee. The current fee includes several projects in the Altamont Corridor including HOV lanes on I-580, the West Dublin BART station, express bus service, and improvements to three I-580 interchanges. When the update is completed, it is likely that Altamont Corridor projects will be included. The regional fee typically does not fund entire projects, but is intended to complement or “seed” other funding sources. It is estimated that this update will be completed in the summer or fall of 2007.

San Joaquin Council of Governments (SJCOG) Traffic Impact Fee

In 2005, SJCOG updated its Regional Traffic Impact Fee (RTIF) program to help mitigate congestion related to new growth and development within the county. The funding derived from the RTIF program is used in combination with other available funding sources to complete the needed transportation improvements. The fee structure is \$2,500 per single-family dwelling unit, \$1,500 per multi-family dwelling unit, \$1.00 per square foot of retail, \$1.25 per square foot of office and \$0.75 per square foot of industrial development. Countywide, the RTIF is expected to yield \$375 million, about three-fourths of which is retained by the collecting agency to address problems on regional roadways within its jurisdiction. Altamont Corridor projects included in the RTIF include

widening I-205 from six to eight lanes. Funds for improvements to interchanges at Chrisman Road, Lammers Road and Grantline Road are included, along with arterial improvements on Linne Road and Golden Valley Parkway. The City of Tracy has adopted this fee, essentially obviating the need to extend the fee to be collected from the Tracy Hills project to other projects.

San Joaquin County Measure K

On November 7, 2006 voters in San Joaquin County approved Measure K, an update of the San Joaquin County Local Transportation Improvement Fund, which is a ½ percent Sales Tax. This fund will yield \$2.5 billion over a 30-year period. This fund now includes projects to widen I-205 from six to eight lanes, plus improvements near the Altamont corridor on I-5 and SR 120. The measure also allocates funds to projects in the Tracy area: Corral Hollow Road, MacArthur Drive, Grant Line Road, Schulte Road, Eleventh Street and Linne Road plus I-205 interchanges at Lammers Road and MacArthur Drive. Additional relevant expenditures include bus rapid transit and improvements to the ACE corridor.

ALTAMONT CORRIDOR IMPROVEMENT STUDIES AND PROJECTS

BART to Livermore Study

This study, officially known as the I-580 Corridor Transit Study was prepared under the joint jurisdiction of BART and the Alameda County Congestion Management Agency (ACCMA). The most recent report is described as the Draft Final Report and is dated June 2003. The study investigated a number of options of extending rapid transit in the Tri-Valley area including the use of Light Diesel Multiple Units, Heavy Diesel Multiple Units, traditional BART extension plus Bus Rapid Transit. The options included expansion to include the I-680 corridor and extensions to San Joaquin County. The cost of the four options examined ranged from \$1.2 billion to \$1.4 billion and produced new daily riders ranging from 13,500 to 25,000 per day under 2020 baseline conditions and roughly 25 percent more under transit oriented development assumptions.¹

In May 2004, the project Policy Advisory Committee (PAC) agreed to pursue I-580 improvements which include auxiliary lanes, HOV lanes, right of way reservation for rail in the I-580 median, and a direct connector from westbound I-580 to southbound I-680. The Eastbound I-580 HOV Lane Project environmental study is underway by ACCMA. A strategy is being developed for right of way reservation for rail/transit in the Tri-Valley I-580 Corridor.²

LAVTA is currently retaining a design consultant to prepare construction drawings for implementing a bus rapid transit (BRT) system in the Tri-Valley area that would link the population, employment and existing transit centers.

Development of West Dublin/Pleasanton BART Station

The West Dublin/Pleasanton BART Station is currently being constructed. Its funding results from a public-private partnership among a private developer, two cities and BART. A new station, accessible from both cities will be built in the median of I-580 between the I-680 and Foothill Road/San Ramon Road interchanges. A total of 1,132 parking stalls will be constructed in two garages for BART patrons, 713 in Dublin and 416 in Pleasanton. In addition, private development will occur. In Dublin, 210 apartment units, a 150-room hotel and 7,500 square feet of retail development is planned. Nearby station development includes 308 residential units and 150,000 square feet of commercial uses. In Pleasanton, a 170,000 square foot office building has been approved on the BART site, but alternative plans to construct high-density residential uses have been discussed recently.

¹ Source: Executive Summary I-580 Corridor Transit Study, Phase 2, June 2003, Nelson\Nygaard Associates

² ACTIA: I-580 Corridor/BART to Livermore Studies, May 2006, ACTIA Website

Tri-Valley Triangle Study

The Policy Advisory Committee of the ACCMA is overseeing the Tri-Valley Triangle Study. The purpose of the study is to develop a sequencing plan for improvements in the I-580, I-680 and Route 84 Corridors. The final plan will summarize the various project scopes, schedules and costs; funding availability; recommended project sequencing; and implementation strategy that will identify the improvements that provide congestion relief and are cost effective. The project began in early 2005 and is now nearing completion.

At the June 30, 2006 combined TAC and PAC workshop to develop a hybrid alternative, two hybrid alternatives were requested for study. Hybrid Alternative 1 would make improvements to I-580 and I-680. Hybrid Alternative 1a would add improvements to SR 84 and modify the I-680/SR 84 Interchange and a southbound auxiliary lane from SR 84 to the climbing lane at Andrade Road to the Hybrid Alternative 1. For both alternatives, the assumed baseline condition is the existing 2007 conditions plus the following improvements:

1. I-580 Eastbound HOV Lane from Hacienda Dr. to Greenville Road
2. I-580/Isabel Ave Interchange
3. Isabel Avenue (SR 84) widening to 6 lanes, and intersection/signalization improvements from I-580 to Ruby Hill Dr.
4. Isabel Avenue (SR 84) widening to 4 lanes from Ruby Hill Drive to Pigeon Pass
5. I-680 Southbound HOV from SR 84 to SR 237, and
6. I-680 Northbound HOV from SR 237 to Alameda Creek.

On March 26, 2007, the PAC adopted the following Hybrid Alternative 1 as the recommended implementation sequence.

1. I-580 westbound HOV/HOT lane and ramp metering east of Greenville to west of Foothill (CMIA funded)
2. I-580 westbound auxiliary lane, First to Isabel (structure widening at creeks)
3. I-680 ramp metering
4. I-580 eastbound climbing lane
5. I-580/I-680 Phase I, westbound to southbound interchange improvements
6. I-580 eastbound – Phase 1 – Auxiliary lanes, Isabel to First
7. I-680 southbound HOV/HOT lane Alcosta to SR 84
8. I-580/I-680 Phase 2 westbound to southbound direct connector
9. I-680 northbound HOV/HOT lane Alameda Creek to Alcosta
10. I-580 eastbound – Phase 2 – Mixed-flow lanes, Santa Rita to Vasco
11. I-580 eastbound HOV/HOT lane Foothill to Hacienda

In addition, the preservation of the right of way required in the I-580 corridor for the extension of BART from the Pleasanton/Dublin station to east Livermore was depicted as a priority project that can proceed independently of the highway projects listed above.

I-580 EAST BOUND HOV LANES

ACCMA is currently finalizing plans to construct an eastbound HOV lane in the median of I-580 from Hacienda Drive to the Greenville overhead. Design and environmental studies are being finalized with construction scheduled to occur in 2007-2009. The environmental document for this project underwent public review from September 5 to October 5, 2006. Some pavement rehabilitation

is also anticipated. This \$153.7 million project is funded from TCRP, STIP, RM2, TEA-LU, and CMIA (proposition 1B) sources. Provisions for ramp metering in the eastbound direction at all project interchanges not currently metered are also included in the project.

I-580 East Bound Auxiliary Lanes

ACTIA is readying an immediate project to construct with the EB HOV lane project described above. This would build an eastbound auxiliary lane between the El Charro Road and the Airway Boulevard interchanges and between the First Street and Vasco Road interchanges. Eastbound auxiliary lanes already exist from Foothill Road west of I-680 to El Charro Road. This project will also be constructed in 2007-2009. In the future, the eastbound auxiliary lane will be extended at least to the Isabel Avenue/SR 84/I-580 interchange and perhaps further to the east, although no projects are currently programmed.

I-580/I-680 Interchange Improvements

On-going congestion occurs on westbound I-580 on its approach to I-680. The most congested I-580 westbound movement is the connection to southbound I-680, which is carried on a single loop ramp in the northwest quadrant of the interchange of the two freeways. Congestion occurs on this movement during both commute periods each weekday plus on weekends, particularly for Sunday evening traffic returning to the Bay Area from the east. ACCMA is currently conducting planning and scoping studies to determine feasible alternatives and their costs. See the above section on Triangle Study alternatives for additional details. No specific project has been programmed yet, although the goal of the current studies is to advance I-580/I-680 interchange improvement projects to an improved state of readiness should outside funding, such as through Proposition 1B, become available. The Triangle Study will also evaluate the relative priority of such as project.

I-580 Westbound HOV Lanes

Proposition 1B (CMIA) and other sources are fully funding the westbound HOV lanes on I-580 between Greenville Road and Foothill Road. The total cost of the westbound HOV lane project is estimated at \$126.3 million. The portion of I-580 between Greenville Road and Tassajara Road is “easier” to construct due to the absence of right of way constrictions in most of the areas. However, west of Tassajara Road, right of way is restricted, making a project in this area more expensive. Also, in this area the presence of the new WB I-580 to I-680 median-to-median flyover would facilitate serving a major traffic demand and provide a logical terminus for the westbound HOV lane. ACCMA is currently conducting planning and scoping studies for the westbound HOV lanes.

I-580 Westbound Auxiliary Lanes

Westbound auxiliary lanes are planned for the area between the Airway Boulevard interchange and Tassajara Road. ACTIA is planning these improvements, which are expected to be a part of the Proposition 1B funding package on I-580 in the Tri-Valley. The section from east of Fallon Road to Tassajara Road will be constructed with the Fallon Road interchange improvements that are scheduled to occur in 2007-2008. The section to the east is not currently programmed.

Interchange Improvements In the Tri-Valley

The City of Dublin is sponsoring the widening of the El Charro Road/Fallon Road/I-580 interchange improvement. This project is scheduled to be improved in 2007-2008 and will include a four-lane overpass, loop on-ramps in the southwest and northeast quadrants, and signalized and widened off-ramps. Private developers fund this project.

The City of Livermore is sponsoring a project to construct the Isabel Avenue/I-580 interchange. In conjunction with the Route 84 expressway-widening project, this project will enable the completion of the transfer of Route 84 from the First Street/Holmes Street corridor to the Isabel Avenue corridor. This project received \$68 million in Proposition 1B (CMIA) funding. As a part of this project, the

partial-access Portola Avenue interchange will be removed and replaced with the full-access interchange at Isabel Avenue. Construction of this project will begin in 2007-08 and be completed in about two years.

Eastbound Climbing Lanes in the Altamont Corridor

As noted in the discussion of the Triangle study, climbing lanes are being considered for the eastbound lanes of I-580 between approximately Greenville Road and east of North Flynn Road. This section of highway is approximately 2.25 miles in length and the elevation raises from about 560 feet near Greenville Road to about 1,050 feet at North Flynn Road, or an average sustained grade of about 4.1 percent. The traffic count in this area is over 160,000 vehicles per day on I-580. The daily truck count on this section of I-580 in 2005 was over 15,000 vehicles, with about 85 percent of these “big rig” 5-axle trucks. No specific climbing lane project is currently programmed but this project could be eligible for Proposition 1B funds under the “Trade” portion of the fund.

I-205 Widening

I-205 is currently being widened from four lanes to six lanes between Eleventh Street in Tracy and I-5. This project is approximately 9.5 miles in length. This section of I-205 carries approximately 100,000 vehicles per day; well over the capacity of the four-lane facility. CMIA funding from Proposition 1B produced \$25 million to install auxiliary lanes on I-205. In addition, both Measure K and the SJCOG’s RTIF include funds to widen I-205 to eight lanes in the future.

I-205/Mountain House Parkway Improvements

The Mountain House community, consisting of about 11,000 dwelling units and space for thousands of jobs, is currently being developed. Major transportation improvements are being made, including a completely new interchange at I-205 and Mountain House Parkway. The interchange has six lanes on the overpass, a loop-on ramp in the southwest quadrant, and signalized off-ramps. The interchange funding is entirely from private development sources. The interchange will be completed in 2007.

I-580 Westbound Truck Climbing Lanes

Caltrans and San Joaquin County agencies have contemplated westbound I-205/I-580 climbing lanes from near the I-205/Mountain House Parkway interchange to some point west of the I-205/I-580 junction. These lanes would have two purposes: 1) to provide a separate lane or lanes for slower moving vehicles that are climbing the westbound grades of I-580 and 2) to allow westbound trucks from I-205 to merge with the traffic from I-580 from the right side of I-580 rather than the current left side of I-580. The current configuration requires I-205 trucks to weave across one or two lanes to position themselves with other slower moving westbound traffic. Although no specific climbing lane project has been programmed or funded, this project is potentially available for Proposition 1B “Trade” funds.

BYLAWS

of

ALTAMONT REGIONAL TRAFFIC AUTHORITY

The purpose of these bylaws is to provide rules of procedure for the transaction of the business of the Altamont Regional Traffic Authority (hereafter "Authority") in the performance of its duties to implement the goals and purposes of the Joint Exercise of Powers Agreement entered into October 7, 1999 between the County of Alameda, the City of Livermore and the City of Tracy.

Section 1. Members of the Board of Directors.

(a). The Board of Directors of the Authority (hereafter "Board") shall consist of one member of the Alameda County Board of Supervisors, one member of the City Council of the City of Livermore, and one member of the City Council of the City of Tracy.

(b). Each such regular member of the Board shall be appointed by the governing body of the public entity for which he or she is a member and shall serve at the pleasure of the appointing governing body.

(c). In addition, each public entity shall appoint one alternate member from its governing body to serve in the absence of the regular member or when a regular member vacates the Board. An alternate shall serve at the pleasure of the appointing public entity.

(d). Each regular member shall have one vote. An alternate may only participate as a Board member and vote when serving in the place of a regular member.

Section 2. Meetings of the Board of Directors.

(a). Regular meetings of the Board shall be held once per calendar year at a date, time, and place determined by the board members or their designee.

(b). Special meetings may be called by the Chair upon giving at least 72 hours notice to all of the regular and alternate members. The notice shall state the date, time, place, and business to be transacted.

(c). A board member wishing to utilize teleconferencing should notify the Alameda County Planning Director at least one week prior to the affected regular or special meeting of a teleconferencing location that is accessible to the public. The Planning Director will identify the teleconference location in the agenda of the meeting and ensure posting of the agenda at the teleconference location. The voting at meetings where teleconferencing is utilized shall be by roll call.

Section 3. Quorum/Vote Requirement.

(a). A quorum shall be every regular member of the Board, or in a regular member's absence such member's alternate.

(b). A unanimous vote of the Board shall be required for the adoption of a resolution,

bylaw, or for any other action of the Board; provided that the election of officers need only be done by a majority vote.

(c). In the absence of a quorum the members present shall adjourn the meeting to a stated date, time and place. If all members are absent, a staff person shall adjourn the meeting to a stated date, time and place. The absent members shall be notified of the date, time and place of the adjourned meeting.

Section 4. Officers.

The officers of the Board shall be the Chair and Vice-Chair; the latter to act as Chair in the absence of the former. Officers shall be elected by the Board to 2 year terms and shall serve their terms at its pleasure.

Section 5. Open Meeting Law.

All meetings of the Board shall be conducted in compliance with the Ralph M. Brown Act (Government Code §§54950 *et seq.*)

Section 6. Staffing.

The following individuals shall provide staffing to the Authority: the Planning Director of the County of Alameda, or his or her designee; the Community Development Director of the City of Livermore, or his or her designee; and the Community Development Director of the City of Tracy, or his or her designee. The division of work responsibilities of the Authority shall be at the discretion of the staff.

Section 7. Parliamentary Authority.

The rules contained in the current addition of Roberts Rules of Order Newly Revised shall govern in all cases in which they are not inconsistent with the Joint Exercise of Powers Agreement or these Bylaws.

Adopted: May 1999

Amended: September 2016

**ALTAMONT REGIONAL TRAFFIC AUTHORITY
RESOLUTION 2020-02**

**A RESOLUTION OF THE ALTAMONT REGIONAL TRAFFIC AUTHORITY APPROVING
THOSE PROJECTS LISTED IN EXHIBIT A HERETO FOR PROGRAMMING OF FUNDS
PURSUANT TO THE 1998 SETTLEMENT AGREEMENT**

WHEREAS, the Altamont Regional Traffic Authority was formed as a Joint Powers Authority (JPA) by provision of the Tracy Hills Settlement Agreement; and

WHEREAS, the JPA is governed by a Board of Directors consisting of one member of the governing body of the City of Livermore, the City of Tracy, and the County of Alameda; and

WHEREAS, the JPA governs the collection and expenditure of monies paid under the Settlement Agreement; and

WHEREAS, the Settlement Agreement requires that upon the issuance of building permits for the Tracy Hills Specific Plan, fees are to be collected and disbursed as described in sections 5 and 6 of the Settlement Agreement; and

WHEREAS, such fees have started to be collected; and

WHEREAS, the City of Livermore and County of Alameda have submitted a joint writing identifying a list of eligible projects pursuant to the Settlement Agreement; and

WHEREAS, City of Livermore and County of Alameda have requested that such funds be programmed under the mutually agreed upon schedule as shown in EXHIBIT A.

NOW, THEREFORE BE IT RESOLVED, that the Board of Directors of the Altamont Regional Traffic Authority hereby approves EXHIBIT A attached hereto; and

BE IT FURTHER RESOLVED, that the Board of Directors of the Altamont Regional Traffic Authority hereby authorizes the Finance Officer, or his designee, to disburse funds pursuant to the allocation schedule in EXHIBIT A, and directs the Finance Officer, or his designee, to report on such disbursement at the JPA meeting that immediately follows that disbursement.

THE FOREGOING was PASSED and ADOPTED by the following vote of the
Altamont Regional Traffic Authority on November 23, 2020 to wit:

AYES: Rickman, Marchand, Haggerty

NAYS: None

EXCUSED: None

ABSENT: None



ROBERT RICKMAN

CHAIR, ALTAMONT REGIONAL TRAFFIC AUTHORITY

Approved as to Form
DONNA ZIEGLER

By:
Kathy H. Lee
Deputy County Counsel

EXHIBIT A
Altamont Regional Traffic Authority
Proposed Final Project List
November 23, 2020

BACKGROUND

As a part of the Altamont Regional Traffic Authority (ARTA) Settlement Agreement a fee of \$500 per dwelling unit, annually adjusted per the ENR index, shall be expended by the JPA for the following transportation improvement projects or trip reduction projects in within Alameda County:

- I-580 HOV Lanes between Santa Rita Road and Greenville Road
- State Route 84 Expressway
- Isabel Route 84/I-580 Interchange
- I-680 HOV Lane Improvements
- Altamont Commuter Rail Operating Costs and Track Improvements
- Funding Truck Climbing, truck bypass, or HOV lanes on I-580 through Altamont Pass
- Rural Road Improvements (Tesla Road, Patterson Pass Road) in an amount not to exceed 20% or \$500.00 c.3 fee component per unit; rural road improvements shall not include improvements to increase carrying capacity of the roads
- BART parking and commuter parking projects

Based on information presented at the November 2, 2020 JPA meeting, \$534,670 have been collected to date with a potential collection amount of \$4,279,458. Using the list of approved identified projects and likely timelines for implementation, the City of Livermore and the County of Alameda are in agreement to share the funding using a 50/50 split. The following table presents the specific set of projects to be Programmed with funds as they become available for Disbursement.

Project	Estimated Cost	Timeline for Implementation	Anticipated ARTA Funding
Rural Road Safety Projects: <ul style="list-style-type: none">• Tesla Road/Greenville Traffic Signal• Tesla Road Guardrail Upgrades• Tesla Road Guardrails• Patterson Pass Road Guardrail• Tesla Road Safety and UUD	\$800K \$500K \$1M \$2M \$19M	Summer 2021 Summer 2022 FY2027 FY2027 FY2025	20% (\$855K)
Isabel Route 84/580 Interchange	\$40M	FY2021-2030	80% (\$3.424M)
BART parking and commuter parking projects	TBD	TBD	80% (\$3.424M)

DISCUSSION

All projects listed provide benefits to the County of Alameda, the City of Livermore, and other adjacent jurisdictions. Since traffic volumes along Tesla Road and Patterson Pass Road have increased, Alameda County and the City of Livermore have already implemented safety measures on Tesla Road and Patterson Pass Road including traffic signals, speed tables, enforcement turnouts, speed display signs, etc. Additional measures are still needed to address the impact of additional traffic volumes and aggressive driving behavior on these two rural roadways. Projects along

EXHIBIT A
Altamont Regional Traffic Authority
Proposed Final Project List
November 23, 2020

Freeways and Highways will provide the needed congestion relief for the City of Livermore, the County of Alameda and other adjacent jurisdictions.

Art Carrera
Principle Civil Engineer
County of Alameda

Bob Vinn
Acting City Engineer
City of Livermore

Tracy Hills, Settlement Agreement, JPA Fee (per Section 5(d))

Phase	# Lots paid as of 10/11/24 ¹	JPA Fees Paid as of 10/11/24
Phase 1A	1,203	\$ 916,277
Phase 1B	432	\$ 349,713
Phase 2A	726	\$ 597,186
Total:	2,361	\$ 1,863,177

Notes:

1) Tracy Hills Phase 1A, Phase 1B, and Phase 2A total lots per the Tracy Hills FIP.

Fees Collected as of 10/11/24		
JPA FEE	LOTS	TOTAL
\$ 733.00	406	\$ 297,598
\$ 763.84	290	\$ 221,514
\$ 782.94	496	\$ 388,338
\$ 802.51	11	\$ 8,828
\$ 802.51	281	\$ 225,505
\$ 822.57	151	\$ 124,208
\$ 822.57	726	\$ 597,186
Total:	2,361	\$ 1,863,177

TRACY HILLS, JPA FEE

Phase	Foundation Only Permits	JPA Fee (collected)⁽¹⁾
Phase 1A	1,203	\$ 916,277
Phase 1B	432	\$ 349,713
Phase 2A	726	\$ 597,186
TOTAL	2,361	\$ 1,863,177

Note:

1) Tracy Hills will pay the JPA Fee with the payment of the foundation only permit. Per the Settlement Agreement dated December 31, 1998, Tracy Hills will pay a Joint Powers Authority (JPA) Fee of \$500 fee per residential unit, adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the ENR index for road construction costs.

Tracy Hills Specific Plan Update as of 10/11/2024		Potential funds to JPA member jurisdictions (1999 \$)	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Collected funds as of 10/11/2024	Remaining potential funds to be collected ³	Total potential funds to be collected ⁴
Housing units at project build-out ¹	5,499																													
Paid housing units as of 10/11/24	2,361																													
Remaining unpaid housing units as of 10/11/24	3,138																													
Fee per unit (1999 \$) as follows*	\$1,500.00		\$1,510.45	\$1,523.21	\$1,536.29	\$1,545.94	\$1,559.59	\$1,567.99	\$1,580.76	\$1,595.28	\$1,609.47	\$1,624.71	\$1,636.68	\$1,652.60	\$1,665.59	\$1,666.21	\$1,682.86	\$1,699.00	\$1,716.47	\$1,727.03	\$1,745.21	\$1,763.84	\$1,782.94	\$1,802.51	\$1,822.57	\$1,822.57	\$1,822.57			
- To Regional Projects within San Joaquin County ²	\$500.00	\$2,749,500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$0.00	\$0.00	\$0.00
- To JPA for Alameda County Impacts ³	\$500.00	\$2,749,500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$500.00	\$0.00	\$0.00	\$0.00
- To JPA for Projects solely within Alameda County ⁴	\$500.00	\$2,749,500.00	\$510.45	\$523.21	\$536.29	\$545.94	\$559.59	\$567.99	\$580.76	\$595.28	\$609.47	\$624.71	\$636.68	\$652.60	\$665.59	\$666.21	\$682.86	\$699.00	\$716.47	\$727.03	\$745.21	\$763.84	\$782.94	\$802.51	\$822.57	\$822.57	\$822.57	\$1,863,176.65	\$2,581,224.66	\$4,444,401.31
*subject to credits for adoption of Regional TIF by Tracy and annually adjusted per ENR Index																														

Notes:

1) Per the Tracy Hills Specific Plan.

2) Tracy Hills receives a credit against the fees not to exceed \$500 per dwelling unit as described in Section 5 and 6 of the 1998 settlement agreement for payment of the regional transportation impact fee (RTIF) fee and a credit against the fees not to exceed \$500 per dwelling unit described in Section 5 and 6 of the 1998 settlement agreement for payment of the City of Tracy Transportation Master Plan which funds various trip reduction measures. Tracy Hills is only responsible for payment of the portion of the fee used to fund projects solely within Alameda County.

3) Per Section 5 and 6 of the Settlement Agreement dated December 31, 1998, the Joint Powers Authority (JPA) Fee for projects solely within the Alameda County of \$500 fee per residential unit is adjusted by not more than 2.5% per annum for increases in the cost of living as determined annually by the ENR index for road construction costs.

4) The potential funds to be collected is based on the 2024 fees.

Tracy Hills Project
Trust Fund 84409

Beginning Balance		\$ 174,000.00
Add: Total amount of Interest Earned		
from June 1999 through June 2014		53,184.51
Sub-total		<u>227,184.51</u>
Less: Invoice payments		
Voucher#3802 (Pmt for April '01 study)	(870.00)	
Voucher#4513 (Pmt for May '01 study)	(700.00)	
Voucher #5114(Pmt for Jul '01 study)	(16,973.24)	
Voucher #5238(Pmt for Aug '01 study)	(3,313.94)	
Voucher #5493(Pmt for Sept '01 study)	(3,675.00)	
Voucher #5557(legal servcs provided to County Counsel by Bruen & Gordon	(58,414.01)	
Voucher #5558(legal servcs provided to County Counsel by Bruen & Gordon	(1,282.50)	
Voucher #5934(legal servcs provided to County Counsel by Bruen & Gordon	(952.75)	
Voucher #26605 (Pmt to TJKM Transportation Consultants)	(437.50)	
Voucher #27623 (Pmt to TJKM Transportation Consultants)	(2,800.00)	
Voucher #28249 (Pmt to TJKM Transportation Consultants)	(437.50)	
Voucher #28970 (Pmt to TJKM Transportation Consultants)	(2,307.50)	
Voucher #29024 (Pmt to TJKM Transportation Consultants)	(1,695.00)	
Voucher #30313 (Pmt to TJKM Transportation Consultants)	(1,312.50)	
Voucher #30314 (Pmt to TJKM Transportation Consultants)	(2,220.00)	(97,391.44)
Remaining Balance as 06/30/14		<u><u>\$ 129,793.07</u></u>
FY14-15 Interest		423.52
FY15-16 Interest		622.14
FY16-17 Interest		852.06
FY17-18 Interest		1,410.47
FY18-19 Interest		2,287.25
FY19-20 Interest		2,785.89
FY20-21 Interest		1,599.85
FY21-22 Interest		1,038.57
FY22-23 Interest		2,250.62
FY23-24 Interest		4,505.91
Remaining Balance as 10/4/2024		<u><u>\$ 147,569.35</u></u>

Note:

Funds available for County Counsel to pay attorney's fees & advanced costs in the Tracy Hills litigation	\$74,000.00	
Less invoices paid to Bruen & Gordon Law Office:		
V#5557	(58,414.01)	
V#5558	(1,282.50)	
V#5934	(952.75)	
Balance as of 10/4/24 available for County Counsel		\$13,350.74
Balance as of 10/4/24 available for Regional Transportation Study		\$ 134,218.61

**ALTAMONT REGIONAL TRAFFIC AUTHORITY
RESOLUTION 2020-01**

**A RESOLUTION OF THE ALTAMONT REGIONAL TRAFFIC AUTHORITY APPOINTING THE
COUNTY OF ALAMEDA'S COMMUNITY DEVELOPMENT AGENCY DIRECTOR AS FINANCE
OFFICER OF THE ALTAMONT REGIONAL TRAFFIC AUTHORITY JOINT POWERS
AUTHORITY**

WHEREAS, the Altamont Regional Traffic Authority was formed as a Joint Powers Authority (JPA) by provision of the Tracy Hills Settlement Agreement; and

WHEREAS, the JPA is governed by a Board of Directors consisting of one member of the governing body of the City of Livermore, the City of Tracy, and the County of Alameda; and

WHEREAS, the JPA shall govern the collection and expenditure of traffic fees and monies paid on its behalf; and

WHEREAS, the Settlement Agreement requires that upon the issuance of building permits for the Tracy Hills Specific Plan, Traffic Impact Fees are to be collected and disbursed as described in sections 5 and 6 of the Settlement Agreement; and

WHEREAS, the Joint Powers Agreement between the City of Tracy, County of Alameda and City of Livermore provides for the appointment of a Finance Officer to serve the combined functions of the treasurer and auditor pursuant to California Government Code § 6505.6 as it now exists or may be amended from time to time;

WHEREAS, County of Alameda has received, held, and administered funds received pursuant to the Settlement Agreement; and

WHEREAS, the JPA wishes to memorialize the appointment of County of Alameda as Finance Officer;

NOW, THEREFORE BE IT RESOLVED that the Board of Directors of the Altamont Regional Traffic Authority hereby appoints the County of Alameda's Community Development Agency Director, or his designee, as the JPA's Finance Officer.

THE FOREGOING was PASSED and ADOPTED by the following vote of the Altamont Regional Traffic Authority on the 2nd day of November 2020 to wit:

AYES: Rickman, Marchand, Haggerty

NAYS: NONE

EXCUSED: NONE

ABSENT: NONE



ROBERT RICKMAN

CHAIR, ALTAMONT REGIONAL TRAFFIC AUTHORITY

Approved as to Form
DONNA ZIEGLER

By:
Kathy H. Lee
Deputy County Counsel

ALTAMONT REGIONAL TRAFFIC AUTHORITY

ALTAMONT REGIONAL TRAFFIC AUTHORITY

RESOLUTION NO. 2024-01

A RESOLUTION OF THE ALTAMONT REGIONAL TRAFFIC AUTHORITY AUTHORIZING THE TRANSFER OF FEES COLLECTED ON THE TRACY HILLS PROJECT AS PART OF THE SPECIFIC PLAN APPROVAL INTO THE CUSTODY OF THE JPA FINANCE OFFICER

WHEREAS, the Altamont Regional Traffic Authority (ARTA) was formed as a Joint Powers Authority (JPA) by provision of the Tracy Hills Settlement Agreement (“Settlement Agreement”); and

WHEREAS, Section 6 of the Joint Powers Agreement between the City of Tracy, County of Alameda and City of Livermore (Administrative Services of the JPA) states that the Finance Officer “shall serve as the depository and have custody of all Authority funds from whatever source”; and

WHEREAS, the Director of the Community Development Agency of the County of Alameda was appointed as the Finance Officer of the ARTA JPA as set forth in Resolution 2020-01, adopted on November 23, 2020; and

WHEREAS, in accordance with the Settlement Agreement, the City of Tracy has collected fees on the Tracy Hills project as part of the Specific Plan approval in the amount of \$,1863,177.00, as of October 11, 2024; and

WHEREAS, staff recommends that the fees collected be transferred into the custody of the JPA’s Finance Officer.

NOW THEREFORE BE IT RESOLVED that the Board of Directors of the Altamont Regional Traffic Authority hereby:

1. Authorizes the transfer of the fees collected to date on the Tracy Hills Project as part of the Specific Plan approval from the City of Tracy to the custody of the JPA’s Finance Officer; and
2. Directs staff to facilitate the transfer of future fees collected from the City of Tracy into the custody of the JPA’s Finance Officer once per year, or as determined by staff.

ALTAMONT REGIONAL TRAFFIC AUTHORITY

THE FOREGOING was PASSED and ADOPTED by the following vote of the Altamont Regional Traffic Authority on October 25, 2024, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Chair, Altamont Regional Traffic Authority

Approved as to Form

DONNA ZIEGLER

By:

Martin de los Angeles

Deputy County Counsel