

Attachment 25

Memorandum Regarding Fair Share and Voluntary Contribution Fee



Interoffice Memorandum

Date: June 2, 2016
To: Acting City Manager
From: Acting Assistant Director of Public Works
Subject: City Place Fair Share and Voluntary Contribution Fee

This memo is to document the methodology of how the fair share amounts for intersection mitigation, voluntary contribution for freeway impacts, and resulting per trip fee were derived for the City Place development.

Fair Share project mitigation costs are based upon transportation improvement project costs identified in applicable plans such as the Santa Clara County's Expressway Plan, VTA's Valley Transportation Plan 2040, Sunnyvale's Deficiency Plan, North San Jose Deficiency Plan, or from probable construction estimates prepared by BKF Engineering for this project. For large projects such as interchanges or grade separations, project costs have been further refined based on discussion and agreement with the County of Santa Clara that some costs for transportation improvement projects will need to come from other funding sources beyond City of Santa Clara/developer contribution such as: grants, sales tax measures, regionally from other jurisdictions due to the transportation benefit that the expressways provide and acknowledgement that adjoining jurisdictions should be responsible for funding of the Expressway system also. As an example, for the Lawrence Expressway grade separation intersections (Monroe Street, Kifer Road and Arques Avenue), the City of Sunnyvale in their Deficiency Plan has committed to funding 33% of each grade separation or fully funding one grade separation. Additionally, some intersection mitigations were removed from the obligation for the City Place development to make a fair share contribution due to legal funding obligations of other parties, such as under the City of San Jose/County of Santa Clara Settlement Agreement.

The City of Santa Clara has historically calculated fair share contribution based on the percent increase due to project traffic as compared to the total traffic at the intersection. As a variation, fair share contribution can also be calculated based on the percent increase due to project traffic but compared to the new traffic only (discounting existing traffic). This methodology does not work well for very large projects that can potentially change existing traffic patterns or locations where development activity is low. For a project like City Place, the size and nature of the project is projected to influence people's mode and travel choices, where existing uses of roadways such as Tasman Drive, Great America Parkway, Highway 237 or Montague Expressway may divert to other roadways or modes. In these cases, basing fair share on new traffic only may not accurately reflect the project's contribution. The attached Table 1 indicates the impacted intersections, mitigations, City Place fair share responsibility, anticipated construction cost, and City Place responsibility in dollars.

A voluntary contribution to VTA to offset freeway impacts was requested by the City,

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with the developer agreeing to fund approximately \$18.5M. Subsequently, it was decided that ramp improvements at the Great America Parkway/237 interchange (intersection # 57, 58, and 123) will be constructed by the developer and the value of the improvements will be deducted from the voluntary freeway contribution. This results in a final voluntary contribution to VTA of approximately \$16M.

With the possible long build out period of the development, different phase combinations of construction, and to give jurisdictions flexibility in use of funding, it was decided to aggregate all fair share contributions and the voluntary contribution to VTA into one dollar amount and base the payment on a cost per trip generated by the project. Table 2 shows the total combined dollar amount of fair share and voluntary freeway contribution, the resulting per trip fee based on project PM peak hour trips, and how the percentage will be split between each jurisdiction for fees collected. Table 3.3-19 City Place Vehicle Trip Thresholds at Build-out (Scheme B) in the Draft Environmental Impact Report indicates the trips generated by the development at build out and also by land use. Based on the project generating a total of 12,310 PM peak hour trips before TDM reductions, the combined fair share/voluntary contribution fee would be \$2,474.18 per PM peak hour trip.

cc: Ruth Shikada, Assistant City Manager

Table 1

No.	Intersection	Mitigation	% Responsible	Total Cost	City Place Responsibility	Basis of Cost
FAIR SHARE INTERSECTIONS						
1	Fair Oaks Ave / Tasman Drive	Reconfigure the eastbound approach to include one left-turn lane, one through lane, and one shared through/right-turn lane.	8.1	\$ 34,100	\$ 2,762	The cost estimate was prepared by BKF Engineers and accepted by the City. The estimated cost assumes that 10' lanes will be implemented.
21	Mission College Blvd/Montague Expwy	Partial Mitigation: Add a third southbound left-turn lane (VTP 2040 #X14).	2.2	\$ 979,800	\$ 21,556	This intersection appears twice under the Fair Share Intersections. This mitigation assumes that the longer term intersection mitigation will not occur until approximately 10 years after commencement of construction of the first Phase of the project. Based on that assumption, the Project is responsible for a fair share contribution to the partial mitigation defined here to improve traffic condition in the near term. Project will also be responsible for a Fair Share contribution for longer term intersection mitigation. If the longer term intersection mitigation is planned for construction within 10 years after commencement of construction of the first Phase of the project, Project is responsible only for the Fair Share contribution for the mitigation. The cost estimate was prepared by BKF Engineers and accepted by the City. The estimated cost assumes that: 1) 11' lanes can be implemented, 2) truck turns based on WB-50 vehicle, and 3) right of way will be acquired by others.
21	Mission College Blvd/Montague Expwy	An interchange is identified at this intersection as a Tier 2 priority. County Expressway 2040 Plan as partial grade separation. (Comprehensive County Expressway Planning Study 2008 Update, March 2009).	2.2	\$ 1,110,600	\$ 24,433	The County's Expressway Plan 2040 Cost Summary (August 21, 2015) estimates the cost of the mitigation is \$18,000,000. The City of Santa Clara determined that its fair share contribution for this County Expressway project is 6.17%, or \$1,110,600. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.
27	Trimble Rd / Montague Expressway	A "fly-over" is identified at this intersection as a Tier 1B priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009).	5.7	\$ 37,100,000	\$ -	The City of Santa Clara confirmed that the cost of the improvements for this intersection is 100% the responsibility of the City of San Jose under the terms of the North San Jose Settlement Agreement. As a result, no Project contribution is required.
28	McCarthy Blvd-O'Toole Ave / Montague Expwy	An interchange is identified at this intersection as a Tier 1B priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009).	5.0	\$ 50,000,000	\$ -	The City of Santa Clara confirmed that the cost of the improvements for this intersection is 100% the responsibility of the City of San Jose under the terms of the North San Jose Settlement Agreement. As a result, no Project contribution is required.
37	Fair Oaks Ave / Fair Oaks Way	Add a second eastbound right-turn lane.	5.4	\$ 259,300	\$ 14,002	The cost estimate was prepared by BKF Engineers and accepted by the City. The estimated cost assumes that: 1) 11' lanes will be implemented, 2) existing lanes will be shifted to avoid right of way take, and 3) no bike lanes will be added.

No.	Intersection	Mitigation	% Responsible	Total Cost	City Place Responsibility	Basis of Cost
43	Fair Oaks Ave / Maude Ave	Add an eastbound right-turn lane.	2.6	\$ 30,600	\$ 796	The cost estimate was prepared by BKF Engineers and accepted by the City. The estimated cost assumes that 10' lanes will be implemented and no bike lanes will be added.
44	Fair Oaks Ave / E Arques Ave	Partial Mitigation: Add a southbound right-turn lane (identified in the Sunnyvale Deficiency Plan).	2.8	\$ 183,300	\$ 5,132	The cost estimate was prepared by BKF Engineers and accepted by the City. The estimated cost assumes that: 1) 10' lanes will be implemented, 2) street parking will be eliminated along Fair Oaks Ave, 3) no bike lanes will be added; and 3) the Fair Oaks Ave northbound through lanes will be offset through the intersection.
45	Fair Oaks Ave / Evelyn Ave	Add a southbound right-turn lane.	2.4	\$ 392,300	\$ 9,415	The cost estimate was prepared by BKF Engineers and accepted by the City. The estimated cost does not include right-of way acquisition or bridge work. The Project will make a monetary contribution to the City of Sunnyvale equal to its cost responsibility.
46	Lawrence Expwy/Sandia Ave	Partial Mitigation identified: Signalize Lawrence Expressway / Bridgewood Way-Lakewood Way	11.0	\$ 400,100	\$ 44,011	The cost estimate was prepared by BKF Engineers and accepted by the City. Per City of Santa Clara direction, the estimated cost was reduced to include signal installation only with no roadway improvements.
49	Lawrence Expressway / Oakmead Parkway	Grade separation between Lawrence Expressway and Oakmead Parkway.	7.9	\$ 12,000,000	\$ 948,000	The City of Santa Clara determined that its fair share contribution for the County Expressway project at this intersection is \$12,000,000. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.
50	Lawrence Expressway / Arques Ave	An interchange is identified at this intersection as a Tier 1B priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Sunnyvale Citywide Deficiency Plan, September 2005).	3.7	\$ 12,189,400	\$ 451,008	The City of Santa Clara determined that its fair share contribution for the County Expressway project at this intersection is \$12,189,400. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.
51	Lawrence Expressway / Kifer Rd	An interchange is identified at this intersection as a Tier 1B priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Sunnyvale Citywide Deficiency Plan, September 2005).	6.5	\$ 12,189,400	\$ 792,311	The City of Santa Clara determined that its fair share contribution for the County Expressway project at this intersection is \$12,189,400. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.
52	Lawrence Expressway / Reed Avenue-Monroe St	An interchange is identified at this intersection as a Tier 1B priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Sunnyvale Citywide Deficiency Plan, September 2005).	5.6	\$ 9,297,000	\$ 520,632	The City of Santa Clara determined that its fair share contribution for the County Expressway project at this intersection is \$9,297,000. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.
53	Lawrence Expressway / Cabrillo Ave	An interchange is identified at this intersection as a Tier 3 priority (Comprehensive County Expressway Planning Study Policy Advisory Board 2015 Update, March 23, 2015).	5.8	\$ 14,000,000	\$ 812,000	The City of Santa Clara determined that its fair share contribution for the County Expressway project at this intersection is \$14,000,000. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.

No.	Intersection	Mitigation	% Responsible	Total Cost	City/Plata Responsibility	Basis of Cost
56	Lawrence Expressway / Pruneridge Ave	An interchange is identified at this intersection as a Tier 3 priority (Comprehensive County Expressway Planning Study Policy Advisory Board 2015 Update, March 23, 2015).	2.7	\$ 14,000,000	\$ 378,000	The City of Santa Clara determined that its fair share contribution for the County Expressway project at this intersection is \$14,000,000. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.
70	Bowers Ave / Scott Blvd	Add a second southbound left-turn lane.	9.1	\$ 413,300	\$ 37,610	The cost estimate was prepared by BKF Engineers and accepted by the City. The estimated cost assumes that 11' lanes will be implemented.
71	Bowers Ave / Central Expressway	An interchange is identified at this intersection as a Tier 2 priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009).	3.4	\$ 30,000,000	\$ 1,020,000	The County's Expressway Plan 2040 Cost Summary (August 21, 2015) estimates the cost of the mitigation as \$60,000,000. The City of Santa Clara determined that its fair share contribution for this County Expressway project is 50%, or \$30,000,000. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.
72	Bowers Ave / Kifer Road-Walsh Ave	Partial Mitigation: Add a second eastbound left-turn lane.	4.9	\$ 41,400	\$ 2,029	The cost estimate was prepared by BKF Engineers and accepted by the City. The estimated cost assumes that Kifer northbound through lanes can be offset through the intersection.
74	Bowers Ave / El Camino Real	Add a second eastbound left-turn lane.	1.5	\$ 1,541,200	\$ 23,118	The cost estimate was prepared by BKF Engineers and accepted by the City. The City of Santa Clara determined that the Project's cost responsibility will be limited to construction of the additional lane with no cost responsibility for right of way acquisition. The estimated cost assumes that: 1) 10' turn lanes and 11' through lanes will be implemented, 2) shoulder widths will be reduced to 6', 3) street parking will be eliminated along El Camino Real, and 4) the exclusive right turn lanes will be eliminated.
75	San Tomas Expwy / Scott Blvd	Partial Mitigation: A second westbound right-turn lane is identified as a Tier 1C priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009; City of Santa Clara Traffic Mitigation Program, June 2011).	2.6	\$ 2,000,000	\$ 52,000	The County's Expressway Plan 2040 Cost Summary (August 21, 2015) estimates the cost of the mitigation as \$2,000,000.
75	San Tomas Expwy / Scott Blvd	An interchange is identified at the intersection as a Tier 2 priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009).	2.6	\$ 42,500,000	\$ 1,105,000	The County's Expressway Plan 2008 Update estimates the cost of this mitigation as \$42,500,000.
77	San Tomas Expwy / Monroe St	A second northbound left-turn lane is identified at this intersection as a Tier 3 priority (Comprehensive County Expressway Planning Study Policy Advisory Board 2015 Update, March 23, 2015).	3.6	\$ 1,000,000	\$ 36,000	The County's Expressway Plan 2040 Cost Summary (August 21, 2015) estimates the cost of the mitigation as \$1,000,000.

No.	Intersection	Mitigation	% Responsible	Total Cost	City/Place Responsibility	Basis of Cost
78	San Tomas Expwy / El Camino Real	An interchange is identified at the intersection as a Tier 2 priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009).	3.0	\$ 7,333,333	\$ 220,000	The County's Expressway Plan 2040 Cost Summary (August 21, 2015) estimates the cost of the mitigation as \$22,000,000. The City of Santa Clara determined that its fair share contribution for this County Expressway project is 33% of \$22,000,000, or \$7,333,333. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.
80	San Tomas Expwy/Homestead Rd	Add a second eastbound left-turn lane.	3.1	\$ 320,200	\$ 9,926	The cost estimate was prepared by BKF Engineers and accepted by the City. The estimated cost assumes that: 1) 10' turn lanes and 11' through lanes will be implemented, 2) street parking will be eliminated along westbound Homestead Rd, 3) the median island along Homestead Rd will be eliminate, and 4) the bike lane along westbound Homestead Rd will be eliminated.
83	San Tomas Expwy / Saratoga Ave	Widen San Tomas to four lanes in each direction including exclusive right-turn lanes and maintain HOV lanes identified as a Tier 1A priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009).	3.0	\$ 1,187,900	\$ 35,637	The cost estimate was prepared by BKF Engineers and accepted by the City. The estimated cost assumes that street parking will be eliminated along northbound Saratoga Avenue.
98	Lafayette St / Central Expressway	Grade separation between Central Expressway and Lafayette Street.	7.6	\$ 24,500,000	\$ 1,862,000	The County's Expressway Plan 2040 Cost Summary (August 21, 2015) estimates the cost of the mitigation as \$49,000,000. The City of Santa Clara determined that its fair share contribution for this County Expressway project is 50% of \$49,000,000, or \$24,500,000. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.
102	Lafayette St / El Camino Real	Partial Mitigation: Add a second eastbound left-turn lane.	6.3	\$ 1,250,000	\$ 78,750	The City of Santa Clara has determined that the cost to be used for the mitigation of this intersection is \$1,250,000, which is the amount allocated in the City of Santa Clara's Capital Improvement Budget Plan 2015-2016 (approved June 2015) for Project 2660 intersection Improvement - ECR at Lafayette Street - Phase B. This budgeted cost includes right of way acquisition costs.
119	De La Cruz Blvd / Aldo Ave	Add an eastbound overlap phase.	30.3	\$ 139,800	\$ 42,359	The cost estimate was prepared by BKF Engineers and accepted by the City.
121	De La Cruz Blvd/Central Expwy	HOV lane conversion to mixed-flow lanes on Central Expressway identified as a Tier 1A priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009). Add second southbound right-turn lane.	3.6	\$ 793,500	\$ 28,566	The estimated cost includes two components. The first component is from the County's Expressway Plan 2040 Cost Summary (August 21, 2015) which estimates the cost of the mitigation to convert a HOV lane to a mixed-flow lane as \$100,000. BKF Engineers estimated a cost of \$693,500 to add a second southbound right-turn lane. The estimated cost assumes that 10' turn lanes and 11' through lanes will be implemented. The City has accepted the BKF's estimate.

No.	Intersection	Mitigation	% Responsible	Total Cost	City/Place Responsibility	Basis of Cost
124	Scott Blvd / Central Expressway	HOV lane conversion to mixed-flow lanes on Central Expressway identified as a Tier 1A priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009).	1.5	\$ 100,000	\$ 1,500	The County's Expressway Plan 2040 Cost Summary (August 21, 2015) estimates the cost of the mitigation as \$100,000.
125	San Tomas Expwy / Stevens Creek Blvd	Widen San Tomas to four lanes in each direction including exclusive right-turn lanes and maintain HOV lanes identified as a Tier 1A priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009).	2.0	\$ 6,556,300	\$ 131,126	This intersection appears twice under the Fair Share Intersections. This mitigation assumes that the longer term intersection improvement will not occur until approximately 10 years after commencement of construction of the first Phase of the project. Based on that assumption, the Project is responsible for a fair share contribution to the partial mitigation defined here to improve traffic condition in the near term. Project will also be responsible for a Fair Share contribution for longer term intersection improvements. If the longer term intersection mitigation is planned for construction within 10 years after commencement of construction of the first Phase of the project, Project is responsible only for the Fair Share contribution for the mitigation. The County's Expressway Plan 2008 Update estimates the cost of this mitigation as \$5,800,000. The City determined that the County's Expressway Plan 2008 estimated cost must be escalated to 2015 prices using the San Francisco Bay Area Consumer Price Index. The escalated price was determined to be \$6,556,300. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.
125	San Tomas Expwy / Stevens Creek Blvd	An interchange is identified at this intersection as a Tier 2 priority (Comprehensive County Expressway Planning Study 2008 Update, March 2009).	2.0	\$ 8,600,000	\$ 172,000	The City of Santa Clara determined that its fair share contribution for the County Expressway project at this intersection is \$8,600,000. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.
		Subtotal			\$ 8,881,680	

No.	Intersection	Mitigation	% Responsible	Total Cost	City Place Responsibility	Basis of Cost
NORTH SAN JOSE INTERSECTIONS						
15	Renaissance Drive / Tasman Drive	No feasible intersection mitigation measure was identified (No right-of-way is available). <i>Off-setting Mitigation: Contribute to the light rail operations capital improvements.</i>	25.3	\$ 1,000,000	\$ 253,000	The North San Jose Deficiency Plan dated January 2006 estimates Light Rail Transit (LRT) operations capital improvements cost as \$15,000,000. The City of Santa Clara has determined that its fair share contribution to the light rail operations capital improvements associated with this specific intersection is \$1,000,000. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.
17	Rio Robles / Tasman Drive	Widen the southbound approach to include one left-turn lane and one shared through/right-turn lane. Change the northbound/southbound signal phasing from split to protected.	100.0	\$ 356,400	\$ 356,400	The estimated cost includes three components. All three components were estimated by BKF Engineers and accepted by the City. In addition to the intersection mitigation costs, estimated at \$301,400, the City of Santa Clara determined that the Project should also provide surveillance cameras, estimated at \$50,000, and high visibility crosswalks, estimated at \$5,000, as requested by the City of San Jose in their comment letter dated November 23, 2015 on the Draft EIR. The estimated cost of the intersection mitigation assumes that 10' turn lanes will be implemented and the work associated with the surveillance cameras will not include a new signal controller or installation of infrastructure or equipment to the control station.
18	N. First St / Tasman Drive	No feasible intersection mitigation measure was identified (No right-of-way is available). <i>Off-setting Mitigation: A new bus/shuttle stop (including right-of-way) is a proposed improvement at this location.</i>	11.2	\$ 500,000	\$ 56,000	The North San Jose Deficiency Plan dated January 2006 estimates the cost of Bus Stop Duck Outs at up to 10 locations as \$500,000. The City of Santa Clara determined that the Project's fair share contribution is to be applied to the estimated cost of providing the Bus Stop Duck Outs at all 10 locations.
19	Zanker Rd / Tasman Drive	No feasible intersection mitigation measure was identified (No right-of-way is available). <i>Off-Setting Mitigation: Contribute to the light rail operations capital improvements.</i>	6.6	\$ 1,000,000	\$ 66,000	The North San Jose Deficiency Plan dated January 2006 estimates Light Rail Transit (LRT) operations capital improvements cost as \$15,000,000. The City of Santa Clara has determined that its fair share contribution to the light rail operations capital improvements associated with this specific intersection is \$1,000,000. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.
24	N. First St / Montague Expressway	No feasible intersection mitigation measure was identified (No right-of-way is available). <i>Off-setting Mitigation: Contribute to future interchange, which includes grade separation of the light rail, is planned.</i>	6.5	\$ 19,000,000	\$ 1,235,000	The County's Expressway Plan 2040 Cost Summary (August 21, 2015) estimates the cost of the mitigation as \$95,000,000. The City of Santa Clara determined that its fair share contribution for this County Expressway project is 20% of \$95,000,000, or \$19,000,000. The Project's fair share contribution shall be the percentage of the City's fair share contribution for which the Project is responsible.

No.	Intersection	Mitigation	% Responsible	Total Cost	City Place Responsibility	Basis of Cost
25	Zanker Rd / Montague Expressway	No feasible intersection mitigation measure was identified (No right-of-way is available). <i>Off-setting Mitigation: Contribute to HOV-type signal improvements that could support future Bus Rapid Transit facilities.</i>	6.4	\$ 49,000,000	\$ 3,136,000	The North San Jose Deficiency Plan dated January 2006 estimates the Zanker Road Widening Project cost as \$49,000,000. Three intersections, 25, 31, and 36 as defined in the Draft EIR and listed in this matrix, all of which will be part of the Zanker Road widening project show impacts due to project traffic. The City of Santa Clara determined that as mitigation for all three intersections, the Project shall make a fair share contribution to the Zanker Road widening project based on the highest percentage increase in Project related traffic volume of the three intersections. The highest percentage increase is 6.4 percent at intersection 25.
25	Montague Expwy / Plumeria Dr-River Oaks Pkwy	Partial Mitigation: Install an eastbound right-turn overlap phase and limit northbound U-turns.	100.0	\$ 141,100	\$ 141,100	The cost estimate was prepared by BKF Engineers and accepted by the City.
29	De La Cruz Blvd / Trimble Rd	Partial Mitigation: Add a third southbound left-turn lane.	12.4	\$ 1,044,400	\$ 129,506	The cost estimate was prepared by BKF Engineers and accepted by the City. The estimated cost assumes that 11' lanes will be implemented and no bike lanes will be added.
30	N First St / Trimble Rd	Partial Mitigation: Add a second eastbound left-turn lane and add an exclusive westbound right-turn lane (North San Jose Deficiency Plan, January 2006).	3.7	\$ 1,000,000	\$ 37,000	The North San Jose Deficiency Plan dated January 2006 estimates the North First and Trimble Rd partial mitigation improvement cost as \$1,000,000.
31	Zanker Rd / Trimble Rd	No feasible intersection mitigation measure was identified (No right-of-way is available). <i>Off-setting Mitigation: Contribute to pedestrian facilities along both sides of Zanker Road between Trimble Road and Charcot Avenue.</i>	3.1	\$ 49,000,000	\$ -	The North San Jose Deficiency Plan dated January 2006 estimates the Zanker Road Widening Project cost as \$49,000,000. Three intersections, 25, 31, and 36 as defined in the Draft EIR and listed in this matrix, all of which will be part of the Zanker Road widening project show impacts due to project traffic. The City of Santa Clara determined that as mitigation for all three intersections, the Project shall make a fair share contribution to the Zanker Road widening project based on the highest percentage increase in Project related traffic volume of the three intersections. The highest percentage increase is 6.4 percent at intersection 25.
34	N First St / Brokaw Rd	Partial Mitigation: Add a third westbound left-turn lane. <i>Off-setting Mitigation: Contribute to bicycle facilities along North First Street between Brokaw Road and Gish Road, and continuing the sidewalk on the southeast corner of the intersection to the US 101 northbound loop on-ramp.</i>	1.9	\$ 64,000	\$ 1,216	The City of Santa Clara has determined through the City of San Jose that an estimated cost of \$64,000 is to be used for this mitigation.

No.	Intersection	Mitigation	% Responsible	Total Cost	City/Place Responsibility	Basis of Cost
36	Zanker Rd / Brokaw Rd	Add a second eastbound left-turn lane, a second northbound left-turn lane, and a second southbound left-turn lane (North San Jose Deficiency Plan, January 2006).	3.0	\$ 49,000,000	\$ -	Per the North San Jose Deficiency Plan, January 2006, the Zanker Road Widening Project cost is The North San Jose Deficiency Plan dated January 2006 estimates the Zanker Road Widening Project cost as \$49,000,000. Three intersections, 25, 31, and 36 as defined in the Draft EIR and listed in this matrix, all of which will be part of the Zanker Road widening project show impacts due to project traffic. The City of Santa Clara determined that as mitigation for all three intersections, the Project shall make a fair share contribution to the Zanker Road widening project based on the highest percentage increase in Project related traffic volume of the three intersections. The highest percentage increase is 6.4 percent at intersection 25. The Project's fair share contribution to the Zanker Road Widening Project is made via Intersection 25.
		Subtotal			\$ 5,411,222	

FREEWAY SEGMENTS					
	US 101 / SR 87 / SR 237 / I-680 / I-880	VTP 2040 Projects H2, H3, H4, H5, H7, H14, H15 Alameda County CTC 2014 widen I-680 to add an express lane northbound; extend southbound express lane to I-580 Metropolitan Transportation Commission Bay Area Express Lanes Project: Convert HOV lanes to express lanes on I-880			Cost determined from Fehr + Peers Table 1 City Place Santa Clara Freeway Fair Share Analysis, which defines the Project Fair Share amount as \$19,820,000. From that fair share amount, both the Alameda County Fair Share total of \$1,350,000 is deducted as well as the freeway ramp improvement costs of \$2,305,780 included in the cost of intersections 57 and 58 (\$1,388,144 for intersection 57 + \$917,636 for intersection 58). See intersections 57 and 58 above.
		Subtotal		\$ 16,164,220	\$ 16,164,220

Fair Share and Voluntary Contribution Distribution Percentages
Table 2

		% Total
County (Fair Share)	\$ 13,177,806.00	43.27%
CSJ (Fair Share)	\$ 899,122.00	2.95%
CSC (Fair Share)	\$ 183,866.00	0.60%
CSV (Fair Share)	\$ 32,107.00	0.11%
Total (Fair Share)	\$ 14,292,901.00	
Voluntary Freeway Contribution	\$ 16,164,220.00	53.07%
Total	\$ 30,457,121.00	100.00%
City Place Trip Generation (Total Project)		
PM Peak Hour (Trip)		12,310
Fair Share/Voluntary Contribution Fee (\$/trip)		\$ 2,474.18