

## MEMORANDUM

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

From: Michael Schmitt, AICP CTP, PTP, RSP<sub>1</sub>  
Elizabeth Chau, P.E.

Date: February 8, 2022

Subject: TVTC SEP 2021 Update – Technical Memorandum #3 TVTDF Draft SEP Plan (DRAFT)

The purpose of this memorandum is to summarize the methodology and assumptions on which the recommended rate adjustment for the Tri-Valley Transportation Development Fee (TVTDF) and draft Strategic Expenditure Plan (SEP) was developed. Note that the final adopted rate and SEP may be different than those described in this memorandum based on adjustments made by the TVTC board.

## Background

### 2020 NEXUS STUDY

TVTC recently completed the 2020 Nexus Fee Update Study which determined that maximum fee rates that could be allocated to the unfunded cost to complete projects selected to receive funding from the TVTDF. The results are presented in **Table 1**.

*Table 1: 2020 Nexus Fee Update Study Maximum Fee*

Land Use	2022 Maximum Fee Rate
Single Family	\$43,976 per DU
Multi-Family	\$25,928 per DU
Retail	\$84.52 per SF
Office	\$58.72 per SF
Industrial	\$33.15 per SF
Other (avg AM/PM trips)	\$50,839 per average AM/PM trip

DU = Dwelling Units; SF = Square Feet

Similar to the 1995 and 2008 Nexus studies, it was recommended that a percentage of the maximum fee be applied in order to provide a regional transportation funding source to offset development related impacts. The most recent iteration was capped at 35% of the maximum rate, with a retail cap of 15%. For reference, the current 2021 TVTDF rates are approximately 12% of the 2022 maximum fee rates shown in **Table 1**.

## 2022 STRATEGIC EXPENDITURE PLAN

The TVTC is currently updating its Strategic Expenditure Plan (SEP) which establishes the funding level and allocation of the TVTDF. A SEP subcommittee was formed to assist Kimley-Horn and the TVTC TAC with updating the SEP.

The SEP update process includes the following major activities:

- Project Prioritization
- Revenue Forecasting
- Project Allocation of Forecasted Funding

### Project Prioritization

All projects (List A, List B, and List C) were prioritized using the following five criteria: 1) Project Urgency, 2) TVTDF Allocation, 3) Project Readiness, 4) Project Funding, and 5) Project Effectiveness. Each criterion was given a score between 0 and 3 points based on the scoring criteria presented in **Table 2**.

Table 2: Project Prioritization

Funding Criteria	Description	Scoring Criteria
Project Urgency	How urgent is the project? Is the project expected to move forward in the ten-year SEP horizon?	Low Urgency = 1 Medium Urgency = 2 High Urgency = 3
TVTDF Allocation	What is the % TVTDF allocation does the project currently have?	>30% = 0 >20%-30% = 1 >10%-20% = 2 ≤ 10% = 3
Project Readiness	How ready is a project is to expend capital funds? What stage the project is in?	Score 0.5 – 3 based on what current stage (e.g. PSR = 1, Construction = 3)
Project Funding	How much total funding is committed for the project?	Score = (Total Funding Committed / Total Cost) x3
Project Effectiveness	How well does the Project aligns with Lead Agency Policy/Goals	Well aligned with agency policy (e.g. In General Plan) = 3 Aligned with agency policy = 2 Not well aligned with agency policy = 1

The score for each funding criteria was totaled and normalized to a 10-point scale to calculate the project’s priority score. Projects eligible to receive funding were then ranked base on their resultant priority score. It should be noted that this priority ranking was provided to help the TVTC TAC and SEP Subcommittee make informed decision on how to prioritize project funding and are provided to facilitate the decision-making process. The ultimate prioritization will be determined by the TVTC board and may include considerations beyond those included in this analysis.

The results of the project prioritization are included as **Attachment A**.

## Revenue Forecasting

The revenue forecast estimate for the next 10-year is calculated based on the development forecast and TVTDF rate schedule.

### DEVELOPMENT FORECAST

Kimley-Horn received 10-year development forecast from agency staff, which is presented in **Table 3**. Detailed forecasts are included in **Attachment B**.

### TVTDF RATE ADJUSTMENTS SCENARIO ANALYSIS

With the previous Nexus update, the TVTC capped the rate at 35% of the maximum rate, with a retail cap of 15%. The rates were adjusted in two increments over two consecutive years.

To determine how the TVTDF rate should be adjusted as part of this update, several potential rate adjustment scenarios were considered by the SEP subcommittee. These scenarios considered the following:

- Revenue should fund at least 10% of the total project costs (approximately \$106,000,000) for the projects ranked 1 through 15 (Top 15).
- In addition to funding the Top 15, the total revenue brought in must also account for 20% that is returned to local source, as well as a 0.8% Admin Fee.
- Scenarios considered various numbers of adjustments increases, and included a two-step increase scenario similar to the previous iteration, as well as having a one-step, four-step, and annual increase variations.
- Scenarios considered capping the rate between 15% and 20% of the maximum fee rate
- Some of the scenarios also assumed a reduction for retail

Based on the SEP Subcommittees review of these draft scenarios, a recommended approach to rate adjustments and allocation was identified.

Table 3: Total 10-Year Development Forecast

Land Use	Fiscal Years										2022-2032 Total	20-Year Growth	% 20-Year Growth
	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32			
Single Family (DU)	586	639	657	664	631	554	554	554	1,713	554	7,110	15,857	45%
Multi-Family (DU)	921	1,459	1,011	726	697	763	795	774	2,876	1,038	11,065	17,456	63%
Retail (KSF)	264	281	264	325	264	270	279	264	1,109	264	3,583	5,118	70%
Office (KSF)	402	302	302	302	412	302	583	302	302	302	3,511	6,797	52%
Industrial (KSF)	395	387	387	387	387	387	387	387	387	387	3,878	9,306	42%
Other (KSF)	231	158	138	121	113	113	113	113	113	113	1,325	12,441	11%

DU = Dwelling Unit; KSF = 1,000 Square Feet

**RECOMMENDED RATE ADJUSTMENTS**

The recommended rate adjustments which resulted from the analysis undertaken by the SEP Subcommittee are presented in **Tables 4** and 5. The recommend rate adjustment is 15% of the maximum fee rate for the duration of the SEP for all uses except retail and “other” land uses.

Similar to the prior SEP, it is recommended that retail continue to have lower cap to help encourage retail growth, especially since local serving retail has been greatly impacted by the global pandemic. Retail is recommended to initially be established at 6% and then increase to 7% in funding year 23/34.

In addition, it is proposed that a lower increase be made for “other” land use category. “Other” land uses consist of developments that do not fall into the other five land use categories such as theaters, motel/hotels, day care facilities, and gas stations. Given the unique nature of these uses and it is recommended that the rate be to 12% of the maximum fee rate for the duration of the SEP.

It is also recommended that the TVTDF rate continue to increase on annual basis based on the annual Construction Cost Index (CCI) adjustment to reflect changes in regional construction costs. Similarly, to how the SEP has been implemented in the past, the CCI adjustment will not be applied for years when there is a prescribe rate increase planned. Essentially this means that the CCI adjustment would not be applied for any use in funding year 22/23 and also not to retail in funding year 23/24.

*Table 4: FY 2022/2023 Rate Adjustment*

Land Use	Current 2021 Rate	% of Maximum	FY 2022/23 Rates	Change from 2021 Rates	% Change
Single Family (DU)	\$5,057	15%	\$6,596.40	\$1,539.40	30.4%
Multi-Family (DU)	\$3,484	15%	\$3,889.20	\$405.20	11.6%
Retail (SF)	\$3.74	6%	\$5.07	\$1.33	35.6%
Office (SF)	\$8.59	15%	\$8.81	\$0.22	2.5%
Industrial (SF)	\$5.00	15%	\$4.97	-\$0.03	-0.6%
Other (avg AM/PM trips)	\$5,620	12%	\$6,100.68	\$480.68	8.6%

DU = Dwelling Units; SF = Square Feet

Table 5: FY 2023/2024 Rate Adjustment

Land Use	Current 2021 Rate	% of Maximum	FY 2023/24 Rates	Change from 2021 Rates	% Change
Single Family (DU)	\$5,057	15%	\$6,596.40	\$1,539.40	30.4%
Multi-Family (DU)	\$3,484	15%	\$3,889.20	\$405.20	11.6%
Retail (SF)	\$3.74	7%	\$5.92	\$2.18	58.2%
Office (SF)	\$8.59	15%	\$8.81	\$0.22	2.5%
Industrial (SF)	\$5.00	15%	\$4.97	-\$0.03	-0.6%
Other (avg AM/PM trips)	\$5,620	12%	\$6,100.68	\$480.68	8.6%

DU = Dwelling Units; SF = Square Feet

**Table 6** presents the summary of the revenue generated by the recommended rates. Over the 10-year SEP horizon, the recommended rate adjustment will result in a total revenue of \$162,733,410. After accounting for 20% that is returned to local sources and admin fees, there is \$128,884,861 available for TVTDF allocation, which can fund 12.2% of the total project cost for Top 15 Projects. It should be noted that these estimates do not account for CCI rate adjustment or increase in construction cost. Details are included in **Attachment C**.

Table 6: Revenue Summary

Estimated Total Revenue*	\$162,733,410
Return to Local Source (20%)	\$32,546,682
Admin Fee (0.8%)	\$1,301,867
Revenue for TVTDF Allocation	\$128,884,861
Top 15 Total Project Cost ( 2021 \$)**	\$1,058,477,852
Percent of Top 15 Total Project Cost	12.2%

\* Estimated total revenue does not account for CCI rate adjustments

\*\*Project cost are in 2021 dollars and may increase over time due to changes in regional construction costs

## Project Allocation of Forecasted Funding

It is recommended that funds in the next 10 years be distributed towards 21 projects listed in **Table 7**. These projects consist of the Top 15 and projects with previous SEP commitments, but have not been distributed.

Overall the Top 15 will receive 10% of the total project cost except for Project B-8 and Project C-11c. Project B-8 will receive \$6.38 million to match the amount allocated in previous SEP and amount for Project C-11c was adjusted to match the project's remaining short fall which was less than 10%. Project with previous TVTDF committee will receive the same amount previously identified.

Table 7: Recommended Projects to Receive Funding in 10-year Horizon

Top 15 Projects	Projects with Previous TVTDF Commitments
<ul style="list-style-type: none"> <li>• B-4: I-580/Vasco Road Interchange Modification</li> <li>• B-5: I-580/Greenville Road Interchange Modification</li> <li>• B-8a: Camino Tassajara/Tassajara Road Widening Project (Contra Costa Segment)</li> <li>• B-8b: Camino Tassajara/Tassajara Road Widening Project (Dublin Segment)</li> <li>• C-2: Norris Canyon Road Safety Improvement</li> <li>• C-3: Dublin Boulevard – North Canyons Parkway Extensions</li> <li>• C-6: Sunol/680 Interchange Improvements</li> <li>• C-7b: I-680 Express Lanes – Hwy 84 to Alcosta (Northbound)</li> <li>• C-8: Santa Rita/I-580 Interchange</li> <li>• C-10: Innovate 680</li> <li>• C-11a: Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon Road</li> <li>• C-11c: Iron Horse Trail – Dublin</li> <li>• C-11d: Iron Horse Trail – Livermore</li> <li>• C-11e: Iron Horse Trail to Shadow Cliffs</li> <li>• C-13: Fallon/El Charro Interchange Improvements</li> <li>• C-14: Valley Link Rail (Phase 1)</li> </ul>	<ul style="list-style-type: none"> <li>• A-2b: SR 84/I-580 Interchange</li> <li>• A-9a: Crow Canyon Road Improvements Phase 1</li> <li>• A-9b: Crow Canyon Road Improvements Phase 2</li> <li>• A-10a: Vasco Road Safety Improvements Phase 1</li> <li>• A-10b: Vasco Road Safety Improvements Phase 2</li> <li>• B-8a: Camino Tassajara/Tassajara Road Widening Project (Contra Costa Segment)</li> </ul>

### FUNDING HORIZON

Agency staff provided a score between 1 through 3 to indicate when funding for that project would be needed. Description of each funding horizon is summarized in **Table 8**. The funding horizon for each project is included in **Attachment D**.

Table 8: Funding Horizon

Score	Funding Horizon
1	Short-term (within 1-4 years)
2	Medium-term (within 4-7 years)
3	Long-term (7-10 years)

### PROJECT DISBURSEMENTS

Funds were distributed based on funding horizon, typically over 1-2 years. Some disbursements were spread over 3-5 due to larger total disbursement amounts and to ensure a positive remainder balanced at the end of each fiscal year. The draft disbursement plan is included in **Attachment D**.

Attachment A – Project Prioritization

DRAFT

ID	Project	TVTC Project Sponsor/ Lead Agency AC = Alameda County CCC = Contra Costa County DAN = Danville DUB = Dublin LVR = Livermore PLS = Pleasanton SAN = San Ramon	Total Cost (\$Mil)	Non-TVTF Funding (\$Mil)	TVTF Funding Identified in Amended 2016 SEP Update (\$Mil)	Unfunded External Unallowed (\$Mil)	Unfunded TVTF Allowable (\$Mil)
			4,547.7	1,133.1	63.0	1,004.2	3,367.0
A-2a	SR 84 Expressway (I-580 to I-680) - Segment 3	LVR / PLS	105.4	95.4	10.0	0.0	0.0
A-2a	SR 84 Expressway (I-580 to I-680) - Segment 5	LVR / PLS	220.0	205.1	14.9	0.0	0.0
A-2b	SR 84 / I-580 Interchange - Phase 1	LVR / Caltrans	0.7	0.0	0.0	0.2	0.7
A-2b	SR 84 / I-580 Interchange - Phase 2	LVR / Caltrans	22.0	16.3	5.2	7.0	5.7
A-9a	Crow Canyon Improvements Phase 1	AC	10.9	0.9	1.6	0.0	8.4
A-9b	Crow Canyon Improvements Phase 2	AC	58.8	0.0	1.7	0.0	57.1
A-10a	Vasco Road Safety Improvements Phase 1	AC	40.6	26.1	3.3	0.0	11.1
A-10b	Vasco Road Safety Improvements Phase 2	AC	31.2	0.0	2.6	0.0	28.6
A-11	Express Bus/Bus Rapid Transit (BRT) - Phase 2	DUB / LAVTA	22.3	0.0	1.1	0.0	21.2
B-1	I-580/I-680 Interchange (Westbound to Southbound)	DUB	1,785.7	20.0	1.0	571.4	1,764.7
B-3	I-580/First Street Interchange Modification	LVR / Caltrans	61.0	53.1	0.0	19.5	7.9
B-4	I-580/Vasco Road Interchange Modification	LVR / Caltrans	85.7	69.0	6.8	27.4	16.6
B-5	I-580/Greenville Rd Interchange Modification	LVR / Caltrans	86.0	67.1	0.0	27.5	18.9
B-6	Jack London Blvd. Extension	LVR	28.2	18.1	0.0	9.0	10.1
B-7	El Charro Rd Extension (Stoneridge Dr/Jack London Blvd to Stanley Boulevard)	PLS	72.5	0.0	0.0	23.2	72.5
B-8a	Camino Tassajara/Tassajara Rd Widening Project (Contra Costa County Segment)	CCC	44.7	13.1	6.4	7.7	37.0
B-8b	Camino Tassajara/Tassajara Rd Widening Project (Dublin Segment)	DUB	14.5	6.6	0.0	4.9	9.6
B-10	I-680 Southbound HOV Lane Gap Closure (North Main St to Rudgear Rd)	SAN / CCTA	98.7	75.2	6.5	31.6	17.0
B-11b	I-680 Transit Corridor Improvements	SAN / CCTA	277.8	1.0	2.0	0.0	274.8
C-1	Tesla Road Safety Improvements	AC	13.2	0.0	0.0	0.0	13.2
C-2	Norris Canyon Road Safety Improvement - Segment 1	CCC	5.4	1.7	0.0	0.0	3.6
C-2	Norris Canyon Road Safety Improvement - Segment 3	AC	16.5	0.0	0.0	0.0	16.5
C-3	Dublin Boulevard - North Canyons Parkway Extension	DUB / LVR / LAVTA	160.4	25.5	0.0	51.3	134.9
C-4	Vasco Road at Dalton Avenue Intersection Improvements	LVR / AC	3.4	0.0	0.0	0.0	3.4
C-5	El Charro Widening	PLS	68.1	30.0	0.0	21.8	38.1
C-6	Sunol/680 Widening	PLS	26.5	9.0	0.0	5.3	7.6
C-7a	I-680 Express Lanes - Hwy 84 to Alcosta (Southbound)	PLS / ACTC	315.6	315.6	0.0	101.0	0.0
C-7b	I-680 Express Lanes - Hwy 84 to Alcosta (Northbound)	PLS / ACTC	211.9	20.0	0.0	67.8	191.9
C-8	Santa Rita/I-580 Interchange	PLS	10.3	7.7	0.0	0.0	2.6
C-9	Stoneridge/I-680 Interchange	PLS	12.0	7.9	0.0	3.8	4.1
C-10	Innovate 680	DAN/SAN/CCC/CCTA	57.2	2.5	0.0	0.0	54.7
C-11a	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon Road	SAN/CCC/CCTA	22.9	14.3	0.0	0.0	8.6

ID	Project	TVTC Project Sponsor/ Lead Agency AC = Alameda County CCC = Contra Costa County DAN = Danville DUB = Dublin LVR = Livermore PLS = Pleasanton SAN = San Ramon	Total Cost (\$Mil)	Non-TVTFD Funding (\$Mil)	TVTFD Funding Identified in Amended 2016 SEP Update (\$Mil)	Unfunded External Unallowed (\$Mil)	Unfunded TVTFD Allowable (\$Mil)
			4,547.7	1,133.1	63.0	1,004.2	3,367.0
C-11b	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Crow Canyon Road	SAN/CCC/CCTA	19.7	0.0	0.0	0.0	19.7
C-11c	Iron Horse Trail – Dublin	DUB	11.6	11.0	0.0	0.0	0.6
C-11d	Iron Horse Trail – Livermore	LVR	27.0	0.0	0.0	0.0	27.0
C-11e	Iron Horse Trail to Shadow Cliffs	PLS	1.6	1.4	0.0	0.0	0.3
C-11f	Iron House Trail Connection Improvements at Santa Rita Road	PLS	0.9	0.4	0.0	0.0	0.5
C-11g	Iron Horse Trail Bicycle/Pedestrian Overcrossing – Sycamore Valley Road	DAN/CCC/CCTA	19.8	0.0	0.0	0.0	19.8
C-11h	Iron Horse Trail Safety Improvements	CCC/DAN/SAN/AC/DUB/LVR/PLS	85.6	0.0	0.0	0.0	85.6
C-12	I-580 Interchange Improvements at Hacienda Drive	DUB / PLS	39.1	4.6	0.0	12.5	34.5
C-13	Fallon/El Charro Interchange	PLS / DUB / LVR	34.5	14.5	0.0	11.0	20.0
C-14	ValleyLink Rail (Phase 1)	DUB/LVR/PLS/AC	258.3	0.0	0.0	0.0	258.3
C-15	Feasibility Study of Technology Enhancements to Connect Transit with Arterials and Arterials with Freeways for Connected and Autonomous Vehicles and Vehicle-to-Infrastructure Technologies	DUB/PLS/AC/LVR/LA/VA	0.3	0.0	0.0	0.0	0.3
C-16	680 Express Bus Service	ACTC/CCTA	59.4	0.0	0.0	0.0	59.4

Note

TVTC TAC member provided input for yellow cells.

- 1 Project Urgency scored based on: 1 - Low, 2 - Medium, or 3- High Urgency
- 2 TVTFD Allocation is based on percentage of identified TVTFD funding that is allocated toward the Project Total Cost  

$$\% \text{ TVTFD Allocation} = \frac{\text{TVTFD Funding}}{\text{Total Cost}}$$
TVTFD Allocation Score:  
≤ 10% =3,  
10%-20% = 2  
20%-30% = 1  
30%> 0
- 3 Project Readiness is based on current stage of the project  
PRE-PID (Score: 0.5) - Activities preceding formal PID (scoping, feasibility, and similar)  
PSR (Score: 1.0) - Project Study Report  
PAED (Score: 1.5) - Project Approval/Environmental Document  
PS&E (Score 2.0) - Plans, Specifications, and Estimates  
R/W (Score:2.5) - Right-of-Way Acquisitions Complete or Not Required  
CON (Score: 3.0) - Construction
- 4 Project Funding considers all funding for the Project  

$$\text{Project Funding Score} = \frac{\text{Total Funding Committed}}{\text{Total Cost}} \times 3$$
- 5 Project Effectiveness reflects how well the project aligns with Lead Agency Policy/Goals: 1 - Low, 2 - Medium, or 3- High

ID	Project	Prioritization									
		A	B	C	D	E	F	G	Score Total Sum of Columns A, C, E, F & G; Maximum of 15	Priority Score Score total on 10-pt scale	Priority Score Rank Rank 1 through 37
		Project Urgency <sup>1</sup>	TVTDF Allocation <sup>2</sup>		Project Readiness <sup>3</sup>		Project Funding <sup>4</sup>	Project Effectiveness <sup>5</sup>			
Urgency Score	%TVTDF Allocation	TVTDF Allocation Score	Current Project Stage	Readiness Score	Funding Score	Effectiveness Score					
A-2a	SR 84 Expressway (I-580 to I-680) - Segment 3	Phase Fully Funded									
A-2a	SR 84 Expressway (I-580 to I-680) - Segment 5	Phase Fully Funded									
A-2b	SR 84 / I-580 Interchange - Phase 1	Project Completed									
A-2b	SR 84 / I-580 Interchange - Phase 2	1	23%	1	PRE-PID	0.5	2.92	1	6.42	4.28	35
A-9a	Crow Canyon Improvements Phase 1	1	14%	2	PRE-PID	0.5	0.68	2	6.18	4.12	36
A-9b	Crow Canyon Improvements Phase 2	1	3%	3	PRE-PID	0.5	0.09	2	6.59	4.39	34
A-10a	Vasco Road Safety Improvements Phase 1	1	8%	3	PRE-PID	0.5	2.18	2	8.68	5.78	24
A-10b	Vasco Road Safety Improvements Phase 2	1	8%	3	PRE-PID	0.5	0.25	2	6.75	4.50	32
A-11	Express Bus/Bus Rapid Transit (BRT) - Phase 2	1	5%	3	PRE-PID	0.5	0.15	2	6.65	4.44	33
B-1	I-580/I-680 Interchange (Westbound to Southbound)	2	0%	3	PSR	1.0	0.04	3	9.04	6.02	23
B-3	I-580/First Street Interchange Modification	1	0%	3	PRE-PID	0.5	2.61	1	8.11	5.41	28
B-4	I-580/Vasco Road Interchange Modification	2	8%	3	PSR	1.0	2.66	2	10.66	7.10	13
B-5	I-580/Greenville Rd Interchange Modification	2	0%	3	PRE-PID	0.5	2.34	3	10.84	7.23	10
B-6	Jack London Blvd. Extension	1	0%	3	PRE-PID	0.5	1.93	1	7.43	4.95	31
B-7	El Charro Rd Extension (Stoneridge Dr/Jack London Blvd to Stanley Boulevard)	Project Removed - Incorporated into Project C-5									
B-8a	Camino Tassajara/Tassajara Rd Widening Project (Contra Costa County Segment)	3	14%	2	PA/ED	1.5	1.30	3	10.80	7.20	11
B-8b	Camino Tassajara/Tassajara Rd Widening Project (Dublin Segment)	2	0%	3	PS&E	2.0	1.37	3	11.37	7.58	6
B-10	I-680 Southbound HOV Lane Gap Closure (North Main St to Rudgear Rd)	Project Completed									
B-11b	I-680 Transit Corridor Improvements	Project Removed - Incorporated into Project C-10									
C-1	Tesla Road Safety Improvements	3	0%	3	PSR	1.0	0.00	3	10.00	6.67	18
C-2	Norris Canyon Road Safety Improvement - Segment 1	3	0%	3	PA/ED	1.5	0.97	3	11.47	7.65	5
C-2	Norris Canyon Road Safety Improvement - Segment 3	1	0%	3	PRE-PID	0.5	0.00	1	5.50	3.67	37
C-3	Dublin Boulevard - North Canyons Parkway Extension	3	0%	3	PS&E	2.0	0.48	3	11.48	7.65	4
C-4	Vasco Road at Dalton Avenue Intersection Improvements	2	0%	3	PRE-PID	0.5	0.00	2	7.50	5.00	29
C-5	El Charro Widening	2	0%	3	PRE-PID	0.5	1.32	3	9.82	6.55	20
C-6	Sunol/680 Widening	3	0%	3	PA/ED	1.5	1.02	3	11.52	7.68	3
C-7a	I-680 Express Lanes - Hwy 84 to Alcosta (Southbound)	Phase Fully Funded									
C-7b	I-680 Express Lanes - Hwy 84 to Alcosta (Northbound)	3	0%	3	PS&E	2.0	0.28	3	11.28	7.52	7
C-8	Santa Rita/I-580 Interchange	2	0%	3	PRE-PID	0.5	2.24	3	10.74	7.16	12
C-9	Stoneridge/I-680 Interchange	2	0%	3	PRE-PID	0.5	1.98	3	10.48	6.99	17
C-10	Innovate 680	3	0%	3	PA/ED	1.5	0.13	3	10.63	7.09	14
C-11a	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon Road	3	0%	3	PS&E	2.0	1.88	3	12.88	8.58	1

ID	Project	Prioritization									
		A	B	C	D	E	F	G	Score Total Sum of Columns A, C, E, F & G; Maximum of 15	Priority Score Score total on 10-pt scale	Priority Score Rank Rank 1 through 37
		Project Urgency <sup>1</sup>	TVTDF Allocation <sup>2</sup>		Project Readiness <sup>3</sup>		Project Funding <sup>4</sup>	Project Effectiveness <sup>5</sup>			
Urgency Score	% TVTDF Allocation	TVTDF Allocation Score	Current Project Stage	Readiness Score	Funding Score	Effectiveness Score					
C-11b	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Crow Canyon Road	2	0%	3	PA/ED	1.5	0.00	3	9.50	6.33	21
C-11c	Iron Horse Trail – Dublin	2	0%	3	PS&E	2.0	2.84	3	12.84	8.56	2
C-11d	Iron Horse Trail – Livermore	3	0%	3	PA/ED	1.5	0.00	3	10.50	7.00	15
C-11e	Iron Horse Trail to Shadow Cliffs	2	0%	3	PRE-PID	0.5	2.46	3	10.96	7.30	9
C-11f	Iron House Trail Connection Improvements at Santa Rita Road	2	0%	3	PRE-PID	0.5	1.36	3	9.86	6.58	19
C-11g	Iron Horse Trail Bicycle/Pedestrian Overcrossing – Sycamore Valley Road	1	0%	3	PA/ED	1.5	0.00	2	7.50	5.00	29
C-11h	Iron Horse Trail Safety Improvements	2	0%	3	PRE-PID	0.5	0.00	3	8.50	5.67	25
C-12	I-580 Interchange Improvements at Hacienda Drive	2	0%	3	PSR	1.0	0.35	2	8.35	5.57	27
C-13	Fallon/El Charro Interchange	3	0%	3	PSR	1.0	1.26	3	11.26	7.51	8
C-14	ValleyLink Rail (Phase 1)	3	0%	3	PA/ED	1.5	0.00	3	10.50	7.00	15
C-15	Feasibility Study of Technology Enhancements to Connect Transit with Arterials and Arterials with Freeways for Connected and Autonomous Vehicles and Vehicle-to-Infrastructure Technologies	2	0%	3	PRE-PID	0.5	0.00	3	8.50	5.67	25
C-16	680 Express Bus Service	3	0%	3	PRE-PID	0.5	0.00	3	9.50	6.33	21

Note

TVTC TAC member provided input for yellow cells.

- Project Urgency scored based on: 1 - Low, 2 - Medium, or 3- High Urgency
- TVTDF Allocation is based on percentage of identified TVTDF funding that is allocated toward the Project Total Cost  

$$\% \text{ TVTDF Allocation} = \frac{\text{TVTDF Funding}}{\text{Total Cost}}$$
 TVTDF Allocation Score:  
 ≤ 10% =3,  
 10%-20% = 2  
 20%-30% = 1  
 30%> 0
- Project Readiness is based on current stage of the project  
 PRE-PID (Score: 0.5) - Activities preceding formal PID (scoping, feasibility, and similar)  
 PSR (Score: 1.0) - Project Study Report  
 PA/ED (Score: 1.5) - Project Approval/Environmental Document  
 PS&E (Score 2.0) - Plans, Specifications, and Estimates  
 R/W (Score:2.5) - Right-of-Way Acquisitions Complete or Not Required  
 CON (Score: 3.0) - Construction
- Project Funding considers all funding for the Project  

$$\text{Project Funding Score} = \frac{\text{Total Funding Committed}}{\text{Total Cost}} \times 3$$
- Project Effectiveness reflects how well the project aligns with Lead Agency Policy/Goals: 1 - Low, 2 - Medium, or 3- High

Attachment B – Land Use Projections

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	Fiscal Years										2022-2032 Total	20 Yr Growth	Percent of 20 Yr Growth
	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32			
<b>Dublin</b>													
Single Family (DU)	146	146	146	146	146	146	146	146	146	146	1,464	2,928	50%
Multi-Family (DU)	223	223	223	223	223	223	223	223	223	223	2,235	4,469	50%
Retail (KSF)	130	130	130	130	130	130	130	130	130	130	1,300	356	366%
Office (KSF)	280	280	280	280	280	280	280	280	280	280	2,800	1,131	248%
Industrial (KSF)	25	25	25	25	25	25	25	25	25	25	250	961	26%
Other (KSF)	113	113	113	113	113	113	113	113	113	113	1,129	2,257	50%
<b>Pleasanton</b>													
Single Family (DU)		25		30					1,159		1,214	3,513	35%
Multi-Family (DU)	305	486							2,115		2,906	2,804	104%
Retail (KSF)		11							845		855	1,932	44%
Office (KSF)	100						281				381	3,200	12%
Industrial (KSF)											0	2,527	0%
Other (KSF)											0	4,171	0%
<b>Livermore</b>													
Single Family (DU)	341	341	341	341	341	341	341	341	341	341	3,410	5,460	62%
Multi-Family (DU)	228	228	228	228	228	228	228	228	228	228	2,280	3,614	63%
Retail (KSF)	131	131	131	131	131	131	131	131	131	131	1,310	1,734	76%
Office (KSF)	22	22	22	22	22	22	22	22	22	22	220	1,170	19%
Industrial (KSF)	362	362	362	362	362	362	362	362	362	362	3,620	5,642	64%
Other (KSF)											0	4,250	0%
<b>Unincorporated</b>													
Single Family (DU)	8	8	8	8	8	8	8	8	8	8	80	186	43%
Multi-Family (DU)											0	68	0%
Retail (KSF)											0	43	0%
Office (KSF)											0	81	0%
Industrial (KSF)											0	31	0%
Other (KSF)											0	95	0%

Alameda  
County

	Fiscal Years										2022-2032 Total	20 Yr Growth	Percent of 20 Yr Growth	
	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32				
Contra Costa	<b>Danville</b>													
	Single Family (DU)	25	25	25	25	25	25	25	25	25	25	250	536	47%
	Multi-Family (DU)	48	48	48	48	48	48	48	48	48	48	480	457	105%
	Retail (KSF)	3	3	3	3	3	3	3	3	3	3	30	83	36%
	Office (KSF)	0	0	0	0	0	0	0	0	0	0	0	1	0%
	Industrial (KSF)	0	0	0	0	0	0	0	0	0	0	0	0	0%
	Other (KSF)											0	77	0%
	<b>San Ramon</b>													
	Single Family (DU)	32	60	103	80	77						352	3,117	11%
	Multi-Family (DU)	103	460	498	213	184	250	282	261	248	525	3,024	5,897	51%
	Retail (KSF)		6		61		6	15				88	909	10%
	Office (KSF)					110						110	1,187	9%
	Industrial (KSF)	8										8	139	6%
	Other (KSF)	118	45	25	8							196	1,513	13%
	<b>Unincorporated</b>													
	Single Family (DU)	34	34	34	34	34	34	34	34	34	34	340	117	291%
	Multi-Family (DU)	14	14	14	14	14	14	14	14	14	14	140	147	95%
	Retail (KSF)											0	62	0%
Office (KSF)											0	27	0%	
Industrial (KSF)											0	7	0%	
Other (KSF)											0	78	0%	
Total	<b>Total</b>													
	Single Family (DU)	586	639	657	664	631	554	554	554	1,713	554	7,110	15,857	45%
	Multi-Family (DU)	921	1,459	1,011	726	697	763	795	774	2,876	1,038	11,065	17,456	63%
	Retail (KSF)	264	281	264	325	264	270	279	264	1,109	264	3,583	5,118	70%
	Office (KSF)	402	302	302	302	412	302	583	302	302	302	3,511	6,797	52%
	Industrial (KSF)	395	387	387	387	387	387	387	387	387	387	3,878	9,306	42%
	Other (KSF)	231	158	138	121	113	113	113	113	113	113	1,325	12,441	11%

Attachment C – Preferred Rate Adjustments

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2022 Maximum Fee Summary					
Land Use	2021 TVTDF	2022 TVTDF Fee			
		2022 Max Fee	2022 - 10% of Max	2022 - 25% of Max	2022 - 35% of Max
Single Family (DU)	\$5,057.00	\$43,976	\$4,398	\$10,994	\$15,392
Multi-Family (DU)	\$3,484.00	\$25,928	\$2,593	\$6,482	\$9,075
Retail (SF)	\$3.74	\$84.52	\$8.45	\$21.13	\$29.58
Office (SF)	\$8.59	\$58.72	\$5.87	\$14.68	\$20.55
Industrial (SF)	\$5.00	\$33.15	\$3.32	\$8.29	\$11.60
Other (avg AM/PM trips)	\$5,620.00	\$50,839	\$5,084	\$12,710	\$17,794

Note: Existing 2021 TVTDF is approximately 12% of 2022 Maximum Fee

Preferred Rate Adjustment								
<ul style="list-style-type: none"> <li>-15% of maximum 2022 Fee, except:               <ul style="list-style-type: none"> <li>- 7% of the maximum for Retail Land Use Category</li> <li>- 12% of the maximum for Other Land Use Category</li> </ul> </li> <li>-Fee increase               <ul style="list-style-type: none"> <li>-All land uses except Retail: One fee increase in FY 23/23</li> <li>-Retail: Increase to 6% in FY 22/23, then 7% in FY 23/24</li> </ul> </li> <li>-Continue annual CCI increase               <ul style="list-style-type: none"> <li>-No CCI Adjustment will be applied for years with fee increase (FY 22/23)</li> </ul> </li> </ul>								
Land Use	2022/23 Rate				2023/24 Rate			
	2022 Percent of Max	2022/23 Rate	2022 Increase over 2021	2022 Increase over 2021	2023 Percent of Max	2023/24 Rate	2023 Increase over 2021	2023 Increase over 2021
Single Family (DU)	15%	\$6,596.40	\$1,539.40	30.4%	15%	\$6,596.40	\$1,539.40	30.4%
Multi-Family (DU)	15%	\$3,889.20	\$405.20	11.6%	15%	\$3,889.20	\$405.20	11.6%
Retail (SF)	6%	\$5.07	\$1.33	35.6%	7%	\$5.92	\$2.18	58.2%
Office (SF)	15%	\$8.81	\$0.22	2.5%	15%	\$8.81	\$0.22	2.5%
Industrial (SF)	15%	\$4.97	-\$0.03	-0.6%	15%	\$4.97	-\$0.03	-0.6%
Other (avg AM/PM trips)	12%	\$6,100.68	\$480.68	8.6%	12%	\$6,100.68	\$480.68	8.6%

Note that all increases are calculated as percentage of the 2022 Max Fee

Annual Adjustment										
Land Use	2022/23		2023/24		2023/25		2023/26		2023/27	
	2022 Percent of Max	2022/23 Rate	2023 Percent of Max	2023/24 Rate	2024 Percent of Max	2024/25 Rate	2025 Percent of Max	2025/26 Rate	2026 Percent of Max	2026/27 Rate
Single Family (DU)	15.0%	\$6,596.40	15.0%	\$6,596.40	15.0%	\$6,596.40	15.0%	\$6,596.40	15.0%	\$6,596.40
Multi-Family (DU)	15.0%	\$3,889.20	15.0%	\$3,889.20	15.0%	\$3,889.20	15.0%	\$3,889.20	15.0%	\$3,889.20
Retail (SF)	6.0%	\$5.07	7.0%	\$5.92	7.0%	\$5.92	7.0%	\$5.92	7.0%	\$5.92
Office (SF)	15.0%	\$8.81	15.0%	\$8.81	15.0%	\$8.81	15.0%	\$8.81	15.0%	\$8.81
Industrial (SF)	15.0%	\$4.97	15.0%	\$4.97	15.0%	\$4.97	15.0%	\$4.97	15.0%	\$4.97
Other (avg AM/PM trips)	12.0%	\$6,100.68	12.0%	\$6,100.68	12.0%	\$6,100.68	12.0%	\$6,100.68	12.0%	\$6,100.68

Note that all increases are calculated as percentage of the 2022 Max Fee

Annual Adjustment (Continued)										
Land Use	2023/28		2023/29		2023/30		2023/31		2023/32	
	2027 Percent of Max	2027/28 Rate	2028 Percent of Max	2028/29 Rate	2029 Percent of Max	2029/30 Rate	2030 Percent of Max	2030/31 Rate	2031 Percent of Max	2031/32 Rate
Single Family (DU)	15.0%	\$6,596.40	15.0%	\$6,596.40	15.0%	\$6,596.40	15.0%	\$6,596.40	15.0%	\$6,596.40
Multi-Family (DU)	15.0%	\$3,889.20	15.0%	\$3,889.20	15.0%	\$3,889.20	15.0%	\$3,889.20	15.0%	\$3,889.20
Retail (SF)	7.0%	\$5.92	7.0%	\$5.92	7.0%	\$5.92	7.0%	\$5.92	7.0%	\$5.92
Office (SF)	15.0%	\$8.81	15.0%	\$8.81	15.0%	\$8.81	15.0%	\$8.81	15.0%	\$8.81
Industrial (SF)	15.0%	\$4.97	15.0%	\$4.97	15.0%	\$4.97	15.0%	\$4.97	15.0%	\$4.97
Other (avg AM/PM trips)	12.0%	\$6,100.68	12.0%	\$6,100.68	12.0%	\$6,100.68	12.0%	\$6,100.68	12.0%	\$6,100.68

Note that all increases are calculated as percentage of the 2022 Max Fee

Scenario Revenue Summary			
Land Use	Total Revenue By Land Use	Total Revenue (\$)*	Top 15 Total Cost (\$) **
		Return to Local Source 20% (\$)	<b>\$1,058,477,852</b>
Single Family (DU)	\$46,900,404	\$32,546,682	Revenue for TVTDF
Multi-Family (DU)	\$43,032,053	Admin Fee -0.8% (\$)	Allocation (\$)
Retail (SF)	\$20,976,518	\$1,301,867	\$128,884,861
Office (SF)	\$30,924,888	Revenue for TVTDF	Percent of Top 15
Industrial (SF)	\$19,283,355	Allocation (\$)	Funded
Other (avg AM/PM trips)	\$1,616,192	\$128,884,861	12.2%

\*Estimate total revenue does not account for CCI rate adjustments

\*\*Project cost are in 2021\$ and may increase over time

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Attachment D – Draft Project Allocation of Forecasted Funding

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ID	Project	TVTC Project Sponsor/ Lead Agency AC = Alameda County CCC = Contra Costa County DAN = Danville DUB = Dublin LVR = Livermore PLS = Pleasanton SAN = San Ramon	Priority Score Rank Rank 1 through 37	Funding Horizon 1-Short (1-4 yr) 2-Medium (4-7 yr) 3-Long (7-10yr)	Previous TVTDF Disbursement (\$)	Remaining TVTDF to Be Distributed (\$)	Percent of Total Project Cost	Draft New TVTDF to be Distributed (\$)	Total TVTDF to be Distributed	Disbursed
										Remainder
					\$8,940,000	\$20,670,000	10%	\$100,818,069	\$121,488,069	
A-2b	SR 84 / I-580 Interchange - Phase 2	LVR / Caltrans	35	3	\$0	\$5,150,000		\$0	\$5,150,000	\$0
A-9a	Crow Canyon Improvements Phase 1	AC	36	3	\$0	\$1,550,000		\$0	\$1,550,000	\$0
A-9b	Crow Canyon Improvements Phase 2	AC	34	3	\$0	\$1,690,000		\$0	\$1,690,000	\$0
A-10a	Vasco Road Safety Improvements Phase 1	AC	24	3	\$0	\$3,320,000		\$0	\$3,320,000	\$0
A-10b	Vasco Road Safety Improvements Phase 2	AC	32	3	\$0	\$2,580,000		\$0	\$2,580,000	\$0
B-4	I-580/Vasco Road Interchange Modification	LVR / Caltrans	13	2 - Construction 2025	\$6,800,000	\$0	10%	\$8,565,000	\$8,565,000	\$0
B-5	I-580/Greenville Rd Interchange Modification	LVR / Caltrans	10	3			10%	\$8,600,000	\$8,600,000	\$0
B-8a	Camino Tassajara/Tassajara Rd Widening Project (Contra Costa County Segment)	CCC	11	1/2 - Construction 2025		\$6,380,000		\$0	\$6,380,000	\$0
B-8b	Camino Tassajara/Tassajara Rd Widening Project (Dublin Segment)	DUB	6	1 - Construction in next couple yrs			10%	\$1,450,000	\$1,450,000	\$0
C-2	Norris Canyon Road Safety Improvement - Segment 1	CCC	5	1			10%	\$538,561	\$538,561	\$0
C-3	Dublin Boulevard - North Canyons Parkway Extension	DUB / LVR / LAVTA	4	1/2			10%	\$16,039,300	\$16,039,300	\$0
C-6	Sunol/680 Widening	PLS	3	1			10%	\$2,650,000	\$2,650,000	\$0
C-7b	I-680 Express Lanes - Hwy 84 to Alcosta (Northbound)	PLS / ACTC	7	1			10%	\$21,193,529	\$21,193,529	\$0
C-8	Santa Rita/I-580 Interchange	PLS	12	2/3			10%	\$1,033,378	\$1,033,378	\$0
C-10	Innovate 680	DAN/SAN/CCC/CCTA	14	1 - Construction 24/25			10%	\$5,720,730	\$5,720,730	\$0
C-11a	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon Road	SAN/CCC/CCTA	1	1 - Construction 2022			10%	\$2,287,629	\$2,287,629	\$0
C-11c	Iron Horse Trail – Dublin	DUB	2	1 - Construction 2023			5%	\$600,000	\$600,000	\$0
C-11d	Iron Horse Trail – Livermore	LVR	15	3			10%	\$2,698,530	\$2,698,530	\$0
C-11e	Iron Horse Trail to Shadow Cliffs	PLS	9	3			10%	\$164,866	\$164,866	\$0
C-13	Fallon/El Charro Interchange	PLS / DUB / LVR	8	2			10%	\$3,451,101	\$3,451,101	\$0
C-14	ValleyLink Rail (Phase 1)	DUB/LVR/PLS/AC	15	TBD (assumed to be 2/3)			10%	\$25,825,445	\$25,825,445	\$0

Note  
TVTC TAC member provided input for yellow highlighted cells  
Project Rank 1-15 are highlighted in green.  
Only projects receiving funding within SEP 10-year horizon are shown. All other projects rows are hidden.

ID	Project	July 1st FY Balance (\$)										Total
		\$17,000,000	\$22,469,002	\$14,481,855	\$8,927,276	\$4,877,853	\$4,395,828	\$3,665,807	\$10,682,207	\$11,438,246	\$22,849,662	
		Revenue Forecast (\$)										
		\$14,577,263	\$16,331,555	\$14,584,716	\$13,862,627	\$14,130,377	\$12,945,760	\$15,598,510	\$12,953,043	\$33,769,769	\$13,979,792	\$162,733,410
		Return to Local Source - 20% (\$)										
		\$2,915,453	\$3,266,311	\$2,916,943	\$2,772,525	\$2,826,075	\$2,589,152	\$3,119,702	\$2,590,609	\$6,753,954	\$2,795,958	\$32,546,682
		Admin Fee -0.8% (\$)										
		\$116,618	\$130,652	\$116,678	\$110,901	\$113,043	\$103,566	\$124,788	\$103,624	\$270,158	\$111,838	\$1,301,867
		Revenue for TVTDF Allocation (\$)										
		\$28,545,192	\$35,403,594	\$26,032,950	\$19,906,476	\$16,069,112	\$14,648,870	\$16,019,826	\$20,941,017	\$38,183,903	\$33,921,657	\$128,884,861
Projected Disbursement - 2022 SEP Update												
22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	22-32 Total		
\$6,076,190	\$20,921,738	\$17,105,674	\$15,028,623	\$11,673,284	\$10,983,063	\$5,337,619	\$9,502,771	\$15,334,241	\$9,524,866	\$121,488,069		
\$22,469,002	\$14,481,855	\$8,927,276	\$4,877,853	\$4,395,828	\$3,665,807	\$10,682,207	\$11,438,246	\$22,849,662	\$24,396,791	\$24,396,791		
A-2b	SR 84 / I-580 Interchange - Phase 2						\$2,000,000	\$1,500,000	\$1,650,000	\$5,150,000		
A-9a	Crow Canyon Improvements Phase 1							\$1,550,000		\$1,550,000		
A-9b	Crow Canyon Improvements Phase 2								\$1,690,000	\$1,690,000		
A-10a	Vasco Road Safety Improvements Phase 1						\$500,000	\$2,820,000		\$3,320,000		
A-10b	Vasco Road Safety Improvements Phase 2								\$2,580,000	\$2,580,000		
B-4	I-580/Vasco Road Interchange Modification			\$5,139,000	\$3,426,000					\$8,565,000		
B-5	I-580/Greenville Rd Interchange Modification							\$5,160,000	\$3,440,000	\$8,600,000		
B-8a	Camino Tassajara/Tassajara Rd Widening Project (Contra Costa County Segment)			\$4,380,000	\$2,000,000					\$6,380,000		
B-8b	Camino Tassajara/Tassajara Rd Widening Project (Dublin Segment)		\$1,450,000							\$1,450,000		
C-2	Norris Canyon Road Safety Improvement - Segment 1	\$538,561								\$538,561		
C-3	Dublin Boulevard - North Canyons Parkway Extension		\$16,039,300							\$16,039,300		
C-6	Sunol/680 Widening	\$2,650,000								\$2,650,000		
C-7b	I-680 Express Lanes - Hwy 84 to Alcosta (Northbound)			\$5,298,382	\$5,298,382	\$5,298,382	\$5,298,382			\$21,193,529		
C-8	Santa Rita/I-580 Interchange						\$1,033,378			\$1,033,378		
C-10	Innovate 680		\$3,432,438	\$2,288,292						\$5,720,730		
C-11a	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon Road	\$2,287,629								\$2,287,629		
C-11c	Iron Horse Trail – Dublin	\$600,000								\$600,000		
C-11d	Iron Horse Trail – Livermore						\$2,698,530			\$2,698,530		
C-11e	Iron Horse Trail to Shadow Cliffs								\$164,866	\$164,866		
C-13	Fallon/El Charro Interchange					\$2,070,661	\$1,380,440			\$3,451,101		
C-14	Valley Link Rail (Phase 1)				\$4,304,241	\$4,304,241	\$4,304,241	\$4,304,241	\$4,304,241	\$25,825,445		

Note  
TVTC TAC member provided input for yellow highlighted cells  
Project Rank 1-15 are highlighted in green.  
Only projects receiving funding within SEP 10-year horizon are shown. All other projects rows are hidden.