TRI-VALLEY TRANSPORTATION COUNCIL

If you have any questions related to the Tri-Valley Transportation Council meeting agenda. Please contact Lisa Bobadilla, TVTC Administrative staff at (925) 973-2651 or email at lbobadilla@sanramon.ca.gov.

TVTC MEETING

Monday, April 18, 2022
4:00 p.m.

Join Zoom Meeting
https://cityofsanramon.zoom.us/j/92836762079

Meeting ID: 928 3676 2079
One tap mobile
+16699006833,,92836762079# US (San Jose)
+13462487799,,92836762079# US (Houston)

Pursuant to Government Code section 54953(e), members of the Tri-Valley Transportation Council may conduct this meeting via teleconference. Teleconference locations are not open to the public pursuant to Section 54953(e).

For this meeting, there will be no physical location from which members of the public may observe/comment. There will be no physical location for members of the public to participate in the meeting. We encourage members of the public to access the meeting online using the web-video communication application, Zoom.

Zoom participants will have the opportunity to speak during the Public Comment period (for topics not on the agenda), in addition to each of the items on the agenda.

If you are submitting a public comment via email, please do so by 12:00 p.m. on Monday, April 18, 2022 to lbobadilla@sanramon.ca.gov. Please include "Public Comment "04/18/2022" in the subject line. In the body of the email, please include your name and the item you wish to speak on. Public comments submitted will be read during Public Comment and will be subject to the regular three-minute time restriction.

Members of the Public may participate and provide public comments to teleconference meetings as follows:

Public testimony will be taken at the direction of the Chair and members of the public may only comment during times allotted for public comments. If you wish to request a disability-related modification or accommodation, please contact the Administrator by email at lbobadilla@sanramon.ca.gov.

TRI-VALLEY TRANSPORTATION COUNCIL

AGENDA

1. Call to Order

2. Roll Call and Self Introductions

3. Public Comment

4. Consent Calendar

    a. APPROVE Tri-Valley Transportation Council Special Board Meeting Minutes March 31, 2022*
    b. APPROVE Tri-Valley Transportation Council Special Board Meeting Minutes March 2, 2022*
    c. APPROVE Tri-Valley Transportation Council Board Meeting Minutes January 31, 2022*
    d. APPROVE Tri-Valley Transportation Council Special Board Meeting Minutes January 26, 2022*
    e. APPROVE Tri-Valley Transportation Council Special Board Meeting Minutes December 29, 2021*
    f. APPROVE Tri-Valley Transportation Council Board Special Meeting Minutes December 13, 2021*
    g. APPROVE Tri-Valley Transportation Council FY 2020-2021 Financial Audit
    h. APPROVE Resolution No. 2022-08 Tri-Valley Transportation Council Fiscal Year 2022-2023 Administrative Operating Budget

5. Old Business

    a. RECEIVE verbal update on Tri-Valley Transportation Action Plan for Routes of Regional Significance

6. Public Hearing

    a. Public Hearing - Consider Adoption of Resolution No. 2022-07 Tri-Valley Transportation Development Fee, Adoption of new Strategic Expenditure Plan Prioritization of Projects and Funding Plan, and Adoption of AB 602 Supplemental Analysis

7. Administrative Business

    a. APPROVE Resolution No. 2022-09 Tri-Valley Transportation Council Transition of Chair, Vice Chair, Administration and Treasurer for a 2-year term beginning Fiscal Year 2022-2023 through Fiscal Year 2023-2024

b. DISCUSS continuing with Zoom Teleconference Meetings or Return to In-Person Meetings beginning July 2022.

8. Informational Items

9. Adjournment

** Attachment(s)*

5093109.1

Item 4.a

DRAFT - MEETING MINUTES

TRI-VALLEY TRANSPORTATION COUNCIL SPECIAL MEETING
Zoom Teleconference Call
Thursday, March 31, 2022

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

The Tri-Valley Transportation Council (TVTC) was called to order at 4:15 p.m. by Chair, Scott Perkins, City of San Ramon.

TVTC Members in Attendance:
Scott Perkins, Chair, Councilmember, San Ramon
Jean Josey, Vice Chair, Councilmember, Dublin
Newell Arnerich, Mayor, Town of Danville
David Haubert, Supervisor District 1, Alameda County
Candace Andersen, Supervisor District 2, Contra Costa County
Brittni Kiick, City of Livermore (absent)
Karla Brown, Mayor, City of Pleasanton (absent)

TVTC Staff in Attendance:
Lisa Bobadilla, San Ramon
Cedric Novenario, (absent)
Sai Midididdi, Dublin (absent)
Pratyush Bhatia, City of Dublin (absent)
Andy Dillard, Danville (absent)
Julie Chiu, City of Livermore (absent)
Robert Sarmiento, Contra Costa County (absent)

Others in Attendance
N/A

3. PUBLIC COMMENT

None

4. CONSENT CALENDAR

A. APPROVE Resolution No. 2022-05 Contract Amendment for Kimley Horn and Associates to conduct AB 602 Supplemental Analysis.

Motion to Approve Resolution No. 2022-05 by Mayor Arnerich; Second by Supervisor Andersen

Approved (Ayes 5; Noes 0; Abstain 0) – Kiick and Brown Absent

5. **OLD BUSINESS**

6. **NEW BUSINESS**

A. APPROVE Resolution No. 2022-06 to continue conducting remote teleconference meetings for all meetings of the legislative bodies of the Tri-Valley Transportation Council ("TVTC"), pursuant to the authority set forth in AB 361 (Government Code Section 54953[e][1]), due to a proclaimed state of emergency and imminent risks to the health and safety of attendees if meetings are held in person

Motion to Approve Resolution No. 2022-06 by Supervisor Andersen; Second by Supervisor Haubert

Approved (Ayes 5; Noes 0; Abstain 0) – Kiick and Brown Absent

7. **INFORMATIONAL ITEMS**

N/A

8. **ADJOURNMENT**

The meeting was adjourned by Chair Perkins at 4:19 p.m.

Item 4.b

DRAFT - MEETING MINUTES

TRI-VALLEY TRANSPORTATION COUNCIL SPECIAL MEETING
Zoom Teleconference Call
Wednesday, March 2, 2022

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

The Tri-Valley Transportation Council (TVTC) was called to order at 4:01 p.m. by Chair, Scott Perkins, City of San Ramon.

TVTC Members in Attendance:
Scott Perkins, Chair, Councilmember, San Ramon
Jean Josey, Vice Chair, Councilmember, Dublin
Newell Arnerich, Mayor, Town of Danville
David Haubert, Supervisor District 1, Alameda County (absent)
Candace Andersen, Supervisor District 2, Contra Costa County
Brittni Kiick, City of Livermore (absent)
Karla Brown, Mayor, City of Pleasanton

TVTC Staff in Attendance:
Lisa Bobadilla, San Ramon
Cedric Novenario, (absent)
Sai Midididdi, Dublin (absent)
Pratyush Bhatia, City of Dublin (absent)
Andy Dillard, Danville (absent)
Julie Chiu, City of Livermore (absent)
Robert Sarmiento, Contra Costa County (absent)

Others in Attendance
N/A

3. PUBLIC COMMENT

None

4. CONSENT CALENDAR

N/A

5. OLD BUSINESS

N/A

6. **NEW BUSINESS**

APPROVE Resolution No. 2022-04 to continue conducting remote teleconference meetings for all meetings of the legislative bodies of the Tri-Valley Transportation Council ("TVTC"), pursuant to the authority set forth in AB 361 (Government Code Section 54953[e][1]), due to a proclaimed state of emergency and imminent risks to the health and safety of attendees if meetings are held in person

Motion to Approve Resolution No. 2022-04 by Mayor Arnerich; Second by Supervisor Andersen

Approved (Ayes 5; Noes 0; Abstain 0) – Kiick and Haubert Absent

7. **INFORMATIONAL ITEMS**

N/A

8. **ADJOURNMENT**

The meeting was adjourned by Chair Perkins at 4:05 p.m.

Item 4.c

DRAFT - MEETING MINUTES

TRI-VALLEY TRANSPORTATION COUNCIL MEETING
Zoom Teleconference Call
Monday, January 31, 2022

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

The Tri-Valley Transportation Council (TVTC) was called to order at 4:02 p.m. by Chair, Scott Perkins, City of San Ramon.

TVTC Members in Attendance:
Scott Perkins, Chair, Councilmember, San Ramon
Jean Josey, Vice Chair, Councilmember, Dublin
Renee Morgan, Mayor, Town of Danville
David Haubert, Supervisor District 1
Candace Andersen, Supervisor District 2, Contra Costa County
Brittni Kiick, City of Livermore (joined at 4:15)
Karla Brown, Mayor, City of Pleasanton

TVTC Staff in Attendance:
Lisa Bobadilla, San Ramon
Cedric Novenario, Pleasanton
Sai Midididdi, Dublin (absent)
Pratyush Bhatia, City of Dublin
Andy Dillard, Danville
Julie Chiu, City of Livermore
Robert Sarmiento, Contra Costa County

Others in Attendance:
Lindsay D'Andrea, Meyers Nave, TVTC Legal Counsel
Michael Schmitt, Kimley Horn & Associates
Frederic Venter, Kimley Horn & Associates
Elizabeth Chau, Kimley Horn & Associates
Hisham Noemi, Contra Costa Transportation Authority
Kristen Villanueva, Alameda County Transportation Commission
Miriam Payne, Valley Link
Tim Sbranti

3. PUBLIC COMMENT

None

4. CONSENT CALENDAR

A. APPROVE Tri-Valley Transportation Council Board Meeting Minutes October 18, 2021
B. APPROVE Tri-Valley Transportation Council Special Board Meeting Minutes November 23, 2021
C. APPROVE Resolution No. 2022-02 Tri-Valley Transportation Council Records Retention Policy
D. APPROVE Resolution No. 2022-03 – Contract Extension for Kimley Horn and Associates
E. ACCEPT AB1600 Annual Report

Motion to Approve Consent Items A, B, C, D, and E by Supervisor Haubert; Second by Supervisor Andersen

Approved (Ayes 6; Noes 0; Abstain 0) – Kiick Absent for Consent

5. OLD BUSINESS

A. Receive update on TVTC Strategic Expenditure Plan (SEP) next steps

Ms. Bobadilla provided the Board with an overview of what has transpired to date. The board embarked on the Nexus Study endeavor about 2 ½ years ago. TVTC held a study session in July 2021 focused on the Nexus Study and then ultimately the TVTC adopted the Nexus Study on August 16, 2021. The Nexus Study considers future Forecasted Growth, Project Benefits, and the maximum allowable amount for an fee for each land use category. In August 2021, the TVTC appointed three TVTC board members to a SEP subcommittee (Chair Perkins, Vice Chair Josey and CM Kiick). Ms. Bobadilla stated that when the Nexus Study was adopted, TVTC did not adopt a new Fee. The Strategic Expenditure Plan (SEP) phase, a new fee will be contemplated. The Nexus Study does not set the fee, prioritize the projects or allocate funds to a project, the SEP is the mechanism to do that. Since August, the SEP subcommittee has met 6 six times and have deliberated on a number of alternatives and scenarios for the new SEP and Fee Program.

Ms. Bobadilla stated that in December 2021, a study session with the full board was held to provide an overview of the process. In December, TVTC was not asked to adopt a new fee. At the December meeting, the Consultant Team walked TVTC board members through the steps completed as of December 13, 2021. Also, they reviewed the preliminary Project Prioritization and Funding and received update on revenue forecasting. Ms. Bobadilla stated that the last and final step in the process is to complete the Funding Plan. She stated that the subcommittee has started the process; however, it has become clear that it requires additional time to complete. Therefore, the SEP Subcommittee and TVTC TAC requested, and it was approved by the Board to adopted Resolution No. 2022-03 Contract Extension for Kimley Horn. The contract extension will allow the Consultant Team to attend up to 6 additional meetings (two/three with Subcommittee, Community Workshop (2) and one more board meeting (April) to present the final SEP.

Ms. Bobadilla stated that at the April TVTC Board meeting, the SEP committee are TAC are committed to bring the final SEP to the Board. The meeting will be a public hearing to consider adopting the new fee, the prioritization of projects and the funding plan.

In the meantime, similar to what was done with the 2017 SEP, the TAC is recommending presenting the info to the Development Community, Advocacy groups, etc., by holding two "informational sessions". The TAC recommends to hold the first info session on Wednesday, February 23, 2022 at 4:00 p.m. via zoom. The mailing list and invites will be circulated on Wednesday, February 2, 2022, with the TAC and Consultant Team to present the proposed info.

Finally, Ms. Bobadilla stated that the SEP subcommittee will meet Tuesday, Feb 8 at 4:15 to review the Draft funding plan. The next steps include a SEP subcommittee meeting on Tuesday, Feb 8 at 4:15, a Community Outreach meeting on Wednesday, Feb 23 at 4:00 p.m. Followed by another outreach meeting in mid-March. The TVTC Board meeting takes place Monday, April 18, 2022 at 4;00. It will be a Public Hearing, with notices to be sent in advance of Public Hearing, per legal counsel. If adopted by TVTC the local agencies must adopt the fee by July 1, 2022.

Chair Perkins opened up for questions by board members.

Mayor Brown asked for confirmation for date of next TVTC board meeting. Chair Perkins responded April 18, 2022.

Mayor Arnerich requested that the staff report for April 18 meeting include a chart depicting similar regional fee programs throughout the State, for comparison purposes.

Vice Chair Josey requested that the staff report include a summary of outreach completed for the SEP.

CM Kiick requested that the meeting announcement for April 18 be posted to the website, well in advance of the meeting.

Chair Perkins opened Public Comment.

Tim Sbranti – Thanked TVTC for their work on this important project. He articulated his support for the community outreach information sessions. He also supports Project C-3 as it is an improvement project that will also benefit LAVTA. He stated that Innovate Tri-Valley supports transit related projects and investments in transit infrastructure, such as Valley Link. He stated that Valley Link should be a priority project for TVTC.

Chair Perkins responded that Valley Link is one of the top 15 priority projects and will be included in a draft funding plan.

Mayor Brown inquired as to how projects are prioritized. She also inquired why LAVTA is not represented or is the City of Dublin the LAVTA project sponsored.

Chair Perkins stated that Projects are sponsored by local TVTC member agencies and TVTC board members could advocate for projects as well.

6. NEW BUSINESS

A. APPROVE TVTC Board Meeting Calendar for 2022

Ms. Bobadilla reminded Board members that the transition to City of Dublin as Chair and Danville as Vice Chair is effective July 1, 2022 for two-year period effective July 1, 2022 through June 30, 2024. Dublin staff becomes TVTC administrator with Danville as Treasurer.

Motion to Approve New Business Item A – Meeting Calendar for 2022 by Supervisor Andersen; Second by Mayor Brown.

Approved (Ayes 7; Noes 0; Abstain 0)

B. RECEIVE verbal update on TVTC Audit

Ms. Bobadilla stated the TVTC Audit for FY 2020-2021 is underway. The draft audit will be presented to the TVTC Finance Committee in February with Board approval in April.

C. RECEIVE verbal update on status of Contra Costa Transportation Authority – Tri-Valley Transportation Council Action Plan for Routes of Regional Significance

Ms. Bobadilla stated that the Action Plan update is underway. The Contra Costa Transportation Authority (CCTA) consultant Team (Placeworks) has met with TVTC TAC with proposed changes to the plan. Discussions are underway and TAC will meet with CCTA and Placeworks again on Wednesday, February 2, 2022 The TVTC is expected to adopt a new Action Plan this summer and then forward to SWAT and CCTA for adoption fall 2022. A brief update will be provided to the TVTC board in April.

7. INFORMATIONAL ITEMS

N/A

8. ADJOURNMENT

The meeting was adjourned by Chair Perkins at 4:36 p.m.

Item 4.d

DRAFT - MEETING MINUTES

TRI-VALLEY TRANSPORTATION COUNCIL SPECIAL MEETING
Zoom Teleconference Call
Wednesday, January 26, 2022

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

The Tri-Valley Transportation Council (TVTC) was called to order at 4:15 p.m. by Chair, Scott Perkins, City of San Ramon.

TVTC Members in Attendance:
Scott Perkins, Chair, Councilmember, San Ramon
Jean Josey, Vice Chair, Councilmember, Dublin
Newell Arnerich, Mayor, Town of Danville
David Haubert, Supervisor District 1, Alameda County (joined at 4:17)
Candace Andersen, Supervisor District 2, Contra Costa County (absent)
Brittni Kiick, City of Livermore
Karla Brown, Mayor, City of Pleasanton

TVTC Staff in Attendance:
Lisa Bobadilla, San Ramon
Cedric Novenario, (absent)
Sai Midididdi, Dublin (absent)
Pratyush Bhatia, City of Dublin (absent)
Andy Dillard, Danville (absent)
Julie Chiu, City of Livermore (absent)
Robert Sarmiento, Contra Costa County (absent)

Others in Attendance
N/A

3. PUBLIC COMMENT

None

4. CONSENT CALENDAR

N/A

5. OLD BUSINESS

N/A

6. **NEW BUSINESS**

APPROVE Resolution No. 2022-01 to continue conducting remote teleconference meetings for all meetings of the legislative bodies of the Tri-Valley Transportation Council ("TVTC"), pursuant to the authority set forth in AB 361 (Government Code Section 54953[e][1]), due to a proclaimed state of emergency and imminent risks to the health and safety of attendees if meetings are held in person*

Motion to Approve Resolution No. 2022-01 by Vice Chair Josey; Second by Mayor Brown

Approved (Ayes 6; Noes 0; Abstain 0) – Andersen Absent

7. **INFORMATIONAL ITEMS**

N/A

8. **ADJOURNMENT**

The meeting was adjourned by Chair Perkins at 4:19 p.m.

Item 4.e

DRAFT - MEETING MINUTES

TRI-VALLEY TRANSPORTATION COUNCIL SPECIAL MEETING
Zoom Teleconference Call
Wednesday, December 29, 2021

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

The Tri-Valley Transportation Council (TVTC) was called to order at 3:53 p.m. by Chair, Scott Perkins, City of San Ramon.

TVTC Members in Attendance:
Scott Perkins, Chair, Councilmember, San Ramon
Jean Josey, Vice Chair, Councilmember, Dublin
Newell Arnerich, Mayor, Town of Danville
David Haubert, Supervisor District 1, Alameda County (absent)
Candace Andersen, Supervisor District 2, Contra Costa County (absent)
Brittni Kiick, City of Livermore (absent)
Karla Brown, Mayor, City of Pleasanton

TVTC Staff in Attendance:
Lisa Bobadilla, San Ramon
Cedric Novenario, (absent)
Sai Midididdi, Dublin (absent)
Pratyush Bhatia, City of Dublin (absent)
Andy Dillard, Danville (absent)
Julie Chiu, City of Livermore (absent)
Robert Sarmiento, Contra Costa County (absent)

Others in Attendance
N/A

3. PUBLIC COMMENT

None

4. CONSENT CALENDAR

N/A

5. OLD BUSINESS

N/A

6. **NEW BUSINESS**

APPROVE Resolution No. 2021-16 to continue conducting remote teleconference meetings for all meetings of the legislative bodies of the Tri-Valley Transportation Council ("TVTC"), pursuant to the authority set forth in AB 361 (Government Code Section 54953[e][1]), due to a proclaimed state of emergency and imminent risks to the health and safety of attendees if meetings are held in person.

Motion to Approve Consent Item 6.A by Vice Chair Josey; Second by Mayor Arnerich

Approved (Ayes 4; Noes 0; Abstain 0) – Kiick, Andersen, Haubert Absent

7. **INFORMATIONAL ITEMS**

N/A

8. **ADJOURNMENT**

The meeting was adjourned by Chair Perkins at 3:57 p.m.

Item 4.f

DRAFT - MEETING MINUTES

TRI-VALLEY TRANSPORTATION COUNCIL SPECIAL MEETING
Zoom Teleconference Call
Monday, December 13, 2021

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

The Tri-Valley Transportation Council (TVTC) was called to order at 4:03 p.m. by Chair, Scott Perkins, City of San Ramon.

TVTC Members in Attendance:
Scott Perkins, Chair, Councilmember, San Ramon
Jean Josey, Vice Chair, Councilmember, Dublin
Renee Morgan, Mayor, Town of Danville
David Haubert, Supervisor District 1, Alameda County (joined meeting at 4:11 p.m.)
Candace Andersen, Supervisor District 2, Contra Costa County
Brittni Kiick, City of Livermore
Karla Brown, Mayor, City of Pleasanton

TVTC Staff in Attendance:
Lisa Bobadilla, San Ramon
Cedric Novenario, Pleasanton
Sai Midididdi, Dublin (absent)
Pratyush Bhatia, City of Dublin (absent)
Andy Dillard, Danville
Julie Chiu, City of Livermore
Robert Sarmiento, Contra Costa County (absent)

Others in Attendance:
Lindsay D'Andrea, Meyers Nave, TVTC Legal Counsel
Michael Schmitt, Kimley Horn & Associates
Frederic Venter, Kimley Horn & Associates
Elizabeth Chau, Kimley Horn & Associates

3. PUBLIC COMMENT

None

4. CONSENT CALENDAR

A. APPROVE Resolution No. 2021-15 to continue conducting remote teleconference meetings for all meetings of the legislative bodies of the Tri-Valley Transportation Council ("TVTC"), pursuant to the authority set

forth in AB 361 (Government Code Section 54953[e][1]), due to a proclaimed state of emergency and imminent risks to the health and safety of attendees if meetings are held in person.

Motion to Approve Consent Item A by Mayor Morgan; Second by Supervisor Andersen

Approved (Ayes 6; Noes 0; Abstain 0) – Haubert Absent for Consent

5. **OLD BUSINESS**
   N/A

6. **NEW BUSINESS**

PARTICIPATE in Study Session regarding the Tri-Valley Transportation Council (TVTC) Strategic Expenditure Plan (SEP) and Proposed Changes to the TVTC Development Fee

TVTC Administrator, Lisa Bobadilla provided summary of what has transpired thus far. TVTC embarked on this endeavor about 2 ½ years ago with the implementation of the Nexus Study. Ultimately the TVTC adopted the Nexus Study on August 16, 2021. The Nexus Study includes future Forecasted Growth, Project Benefits, and the maximum allowable amount for a Fee for each land use category.

In August, the TVTC appointed three TVTC board members to a SEP subcommittee (Chair Perkins, Vice Chair Josey and CM Kiick). When the Nexus Study was adopted, the TVTC did not approve a new fee. Determining a new fee, is part of the Strategic Expenditure Plan (SEP) phase. Ms. Bobadilla reminded Board members that the Nexus Study does not set the fee, prioritize the projects or allocate funds to a project, rather the SEP is the mechanism to do that. Since August 2021, the SEP subcommittee has met six times and have deliberated on a number of alternatives and scenarios for the new SEP and Fee Program.

Ms. Bobadilla stated that today, December 13, 2021, TVTC will not approve a new fee. The Consultant will provide an overview of the process, review the Project Prioritization, the Revenue Forecasting and Project allocation recommendations. Ms. Bobadilla stated that a letter from Marcus Crowley, with Alameda County Taxpayers Association, and a letter from Livermore resident Steve Dunbar were received. She informed Board that follow-up responses will be prepared, reviewed by legal counsel and responded to accordingly.

Finally, Ms. Bobadilla stated that the SEP subcommittee will meet again on December 16th to review questions raised at December 13 study session and prepare draft final SEP for board consideration.

Mr. Michael Schmitt, Kimley Horn & Associates updated the board on the next steps of the process to update the Fee and amend the SEP. The Consultant Team will work with the TVTC TAC and SEP Subcommittee to prepare draft SEP Funding Plan.

Mr. Schmitt provided the Board with an overview of the Nexus Study and SEP progress to dates, including:

- Nexus Study adopted by Board August 2021
- Determined maximum TVTDF fee rates to fund Projects from List A, B, & C

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

Mr. Schmitt described the SEP process, which includes establishing the funding level and allocation of TVTDF. There are five criteria used to prioritize projects: Project Urgency, TVTDF Allocation, Project Readiness, Project Funding and Project Effectiveness. The Priority Score & Rank was calculated based on information provided by TAC. The Project Ranking does not equate to which order projects should be funded; and the process help TVTC Board make informed decisions on how to prioritize project funding

Mr. Schmitt described the Nexus Fee Rate Adjustment Scenarios

- Previously only 35% of maximum fee, with retail capped at 15%
    - Implemented over two consecutive years
- Percent of 2022 Max Fee
    - Current rates are ~12% of 2022 Max
- Kimley-Horn presented SEP subcommittee several potential rate adjustments scenarios
    - Revenue should fund at least 10% of total project costs for projects ranked 1 through 15 (~$106 Million)
    - Also need to account for amount returned to local source (20%) & admin fee (0.1%) Some scenario evaluated different number of adjustment increases (e.g. two-step, four-step, annual)
    - Some scenarios assumed lower percentage for retail
    - Maintain commitments for projects funds allocated in 2017 SEP project (~$14.3 Million)

Resulting Revenue of Recommendation

Estimated Total Revenue*	$162,733,410
Return to Local Source (20%)	$32,546,682
Admin Fee (0.01%)	$162,733
Revenue for TVTDF Allocation	$130,023,995
Top 15 Total Project Cost (2021 $)	$1,058,477,852
Remaining 2017 SEP Commitments	$14,290,000

*Estimated total revenue does not account for CCI rate adjustments

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

Mr. Schmitt informed Board of the SEP Subcommittee preliminary recommendation:

- 15% of the maximum
- 7% of the maximum for retail
- 12% of the maximum for "other" One increase in FY 22/23 Except Retail, which will be increased to 6% in FY 22/23, then 7% in FY23/24
- Continue annual CCI increase
- No CCI adjustment applied when rates are increased (FY 22/23)

Chair Perkins opened up for discussion among Committee members.

CM Kiick inquired as to whether or not funding for LAVTA project included in the 2017 SEP will continue and who will submit project requests.

Chair Perkins stated that the prior commitment from 2017 SEP are recommended to move forward. He also stated local agency staff members are responsible to submit projects to the TVTC on behalf of the transit agencies, ACTC and CCTA.

Vice Chair Josey requested that the proposed SEP list, posted to the website, should be posted in a format that the public can read.

Mayor Morgan inquired as to why the Vasco Road Project, on List A, has not moved forward.

Supervisor Haubert responded that Alameda County will follow-up with staff to determine status of project.

Mayor Morgan requested that TVTC considering reprioritizing projects if funding is not being used timely. She articulated her support to allocate 10% of funding to the top 15 priority projects.

Mayor Brown thanked the SEP subcommittee for their work on the committee. She also articulated her support for retail rate at 6%. She inquired as to when the list will be updated for the TVTC to take formal action. Mayor Brown also articulated that Pleasanton has new councilmembers since the last SEP update and there may not be support for existing projects. Mayor Brown articulated her support for LAVTA project to continue requesting funding and that Project C-15 (Valley Link) is not in top 15; but can it still be funded?

Vice Chair Josey responded that LAVTA project is allocated funding as part of the 2017 SEP and that Project C-15 (Valley Link) is recommended for funding. She also expressed that the algorithm for 2 categories are subjective.

Supervisor Haubert articulated his support for SEP subcommittee to develop a recommendation(s) and forward to the full Board for consideration.

Supervisor Andersen articled her support for project prioritization and proposed allocation of funding. She articulated that the fee, if increased to the maximum allowable amount, would be a significant increase and a determent to the building industry to build much needed housing. As such, she supports the fee adjustment as proposed at 15% of maximum allowable amount. She also stated that development community has expressed concerns of any new fee and /or fee increase.

CM Kiick requested that documents, particularly spreadsheets, are in a PDF format readable to the public when posted to website.

7. INFORMATIONAL ITEMS

Ms. Bobadilla inquired as to when the next meeting of the TVTC will be held to adopt new Reso Resolution for virtual meetings.

Lindsay D'Andrea, TVTC legal counsel informed the Board that TVTC will need to have special meeting within 30 days if they intend to continue virtual meetings, including January 24 board meeting.

8. ADJOURNMENT

The meeting was adjourned by Chair Perkins at 5:10 p.m.

Item 4.g

TRI-VALLEY TRANSPORTATION COUNCIL

To: Tri-Valley Transportation Council

From: TVTC Finance Committee
Technical Advisory Committee (TAC)

Date: April 18, 2022

Subject: Audit for Fiscal Year 2020-2021

BACKGROUND

The Tri-Valley Transportation Council (TVTC) Joint Exercise of Powers Agreement (JEPA) requires a designated, independent certified accountant perform an annual audit of accounts and records of the TVTC. The TVTC acquired the services of Cropper Accountancy to review the TVTC's financial statements and prepare a Fiscal Year (FY) 2020-2021 Audit.

DISCUSSION

The TVTC FY 2020-2021 Audit was initiated in December 2021, with a draft report completed in February 2022. The Auditor, Cropper Accountancy, worked with TVTC Administrative staff and member agencies to obtain documents pertaining to the collection and disbursement of Tri-Valley Transportation Development Funds (TVTDF), operating budget and contracts. Information was provided by all TVTC member agencies. A verbal update was presented to TVTC Finance subcommittee on February 10, 2022.

On March 30, 2022, the TVTC Finance Committee received draft final copy of the Audit report. The subcommittee accepted the report and recommended forwarding to TVTC for review and approval.

RECOMMENDATION

The TVTC Finance subcommittee recommends TVTC review and approve the Audit for FY 2020/2021.

ATTACHMENT

Final Audit Report for FY 2020-2021

CROPPER
an accountancy corporation
CERTIFIED PUBLIC ACCOUNTANTS

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)

ANNUAL FINANCIAL REPORT

AS OF JUNE 30, 2021 and 2020

WITH

INDEPENDENT AUDITORS' REPORTS THEREON

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TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
ANNUAL FINANCIAL REPORT
JUNE 30, 2021 and 2020

TABLE OF CONTENTS

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INDEPENDENT AUDITORS' REPORT

Board Members
Tri-Valley Transportation Council
San Ramon, California

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities of the Tri-Valley Transportation Council (the "Council"), as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the Council's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditors' Responsibility

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

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

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

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities of the Council, as of June 30, 2021 and 2020, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that management's discussion and analysis on pages 3 – 5 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Cropper Rowe LLP

CROPPER ROWE, LLP
Walnut Creek, California
February 2, 2022

THE PURPOSE OF THE TRI-VALLEY TRANSPORTATION COUNCIL:

In 1991, the seven jurisdictions of Alameda County, Contra Costa County, Dublin, Pleasanton, Livermore, Danville, and San Ramon signed a Joint Powers Agreement (JPA) that established the Tri-Valley Transportation Council (the "Council"). The purpose of the JPA was the joint preparation of a Tri-Valley Transportation Plan/Action Plan (TVTC Action Plan) for Routes of Regional Significance (RRS) and cost sharing of recommended improvements.

The Council adopted the TVTC Action plan in 1995. The TVTP/AP was later updated in 2000, 2009, and 2014. The Plan is a mutual understanding and agreement on Tri-Valley transportation concerns and recommendations for improvements. The Plan also identifies specific regional transportation improvements for funding and implementation.

In 1998, through a Joint Exercise Powers Agreement (JEPA), the seven member agencies that comprise the Council approved the Tri-Valley Transportation Development Fee (TVTDF) program. The TVTDF is intended to allocate fair share costs for the regional improvement projects identified in the TVTP/AP.

In 1999, the Council adopted a Strategic Expenditure Plan (SEP) which identified priorities, project sponsors, and funding plan for 11 regional transportation projects (List A). The Council then expanded this list to add 11 new projects (List B).

In 2008, the Council adopted a TVTC Fee Nexus Study (Nexus Study). The Council completed a Validation Review of the Nexus Study in 2017. The Nexus Study summarizes the status of the 22 projects, estimates revenues from the TVTDF over a 10-year horizon, and provides a funding plan for the remaining projects.

THE BASIC FINANCIAL STATEMENTS

The Basic Financial Statements comprise the *Statement of Net Position* and *Statement of Activities* for the Combined Government-wide and Fund Financial Statements. These statements present the Council's financial activities as a whole. The *Statement of Net Position* and *Statement of Activities* include all assets and liabilities using the full accrual basis of accounting similar to the accounting model used by private sector firms.

Statement of Net Position

The *Statement of Net Position* (Basic Financial Statements, page 5) is a snapshot of the Council's financial position at the end of the Fiscal Year (FY) 2021. The Council's assets are all current assets, i.e. cash and receivables. The Council has no capital assets. For the year ended June 30, 2021, net position totaled $19,508,324.

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

	2021	2020	$ Change	% Change
Assets				
Cash and equivalents	$ 25,562,366	$ 22,798,000	$ 2,764,366	12.1%
Interest receivable	20,029	75,519	(55,490)	-73.5%
Prepaid expenses	584	550	34	6.2%
Developer fee receivables	845,282	717,630	127,652	17.8%
	$ 26,428,261	$ 23,591,699	$ 2,836,562	12.0%
Liabilities and Net Position				
Liabilities	$ 6,919,937	$ 19,552	$ 6,900,385	35,292.5%
Unrestricted Net Position	19,508,324	23,572,147	(4,063,823)	-17.2%
	$ 26,428,261	$ 23,591,699	$ 2,836,562	12.0%

Statement of Activities

The Statement of Activities (Basic Financial Statements, page 7) presents the Council's revenue and incurred expenses for the year ended June 30, 2021. All financial activities incurred for the Council are recorded here, including operational expenses, capital project costs, depreciation and accrued liabilities, when applicable. Since revenues are dependent on new construction, the Council's financial position is generally subject to the same fluctuations as the economy.

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

	2021	2020	$ Change	% Change
General Expenses				
Transportation improvements	$ 6,490,000	$ -	$ 6,490,000	-
Accounting fees	14,710	10,840	3,870	35.7%
Legal fees	12,229	16,605	(4,376)	-26.4%
Nexus study	144,957	20,350	124,607	612.3%
Administrative	28,203	28,133	70	0.2%
Refund of fees	410,018	-	410,018	-
Total General Expenses	7,100,117	75,928	7,024,189	9,251.1%
General Revenues				
Interest income	129,530	391,527	(261,997)	-66.9%
Development fees				
Alameda County	11,563	7,411	4,152	56.0%
Town of Danville	130,615	-	130,615	-
City of Dublin	1,153,649	1,100,826	52,823	4.8%
City of Livermore	595,755	2,994,557	(2,398,802)	-80.1%
City of Pleasanton	154,698	209,673	(54,975)	-26.2%
City of San Ramon	174,231	139,121	35,110	25.2%
Contra Costa County	646,933	270,247	376,686	139.4%
Total General Revenues	2,996,974	5,113,362	(2,116,388)	-41.4%
Change in Net Position	(4,103,143)	5,037,434	(9,140,577)	-181.5%
Beginning Net Position, as previously stated	23,572,147	18,534,713	5,037,434	27.2%
Prior period adjustment	39,320	-	39,320	100.0%
Beginning Net Position, as restated	23,611,467	18,534,713	5,076,754	27.4%
Ending Net Position	$19,508,324	$ 23,572,147	$ (4,063,823)	-17.2%

CONTACTING THE COUNCIL'S FINANCIAL MANAGEMENT

This Management's Discussion and Analysis is intended to provide the reader with a narrative overview of the Council's financial statements for the year ended June 30, 2021. Questions concerning any information provided in this report or requests for additional financial information should be directed to:

Tri-Valley Transportation Council
Lisa Bobadilla TVTC Administrator
City of San Ramon
7000 Bollinger Canyon Road
San Ramon, CA 94583

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Combined Government-Wide and Fund Financial Statements
Statement of Net Position and Governmental Funds Balance Sheet
June 30, 2021

	General Fund	Adjustments (Note 2)	Statement of Net Position
ASSETS			
Cash and cash equivalents (Note 3)	$ 25,562,366	$ -	$ 25,562,366
Interest receivable	20,027	2	20,029
Prepaid expenses	584	-	584
Development fees receivable (Note 1E)	773,404	71,878	845,282
Total Assets	$ 26,356,381	$ 71,880	$ 26,428,261
LIABILITIES AND NET POSITION			
Accounts payable	$ 6,919,937	$ -	$ 6,919,937
Total Liabilities	6,919,937	-	6,919,937
Fund Balance/Net Position (Note 4)			
Committed Fund Balance	-	-	-
Assigned/Unrestricted	19,436,444	71,880	19,508,324
Total Fund Balance/Net Position	19,436,444	71,880	19,508,324
Total Liabilities and Fund Balance/Net Position	$ 26,356,381	$ 71,880	$ 26,428,261

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

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Combined Government-Wide and Fund Financial Statements

Statement of Net Position and Governmental Funds Balance Sheet
June 30, 2020

	General Fund	Adjustments (Note 2)	Statement of Net Position
ASSETS			
Cash and cash equivalents (Note 3)	$22,798,000	$ -	$ 22,798,000
Interest receivable	75,519	-	75,519
Prepaid expenses	550	-	550
Development fees receivable (Note 1E)	713,910	3,720	717,630
Total Assets	$ 23,587,979	$ 3,720	$ 23,591,699
LIABILITIES AND NET POSITION			
Accounts payable	$ 19,552	$ -	$ 19,552
Total Liabilities	19,552	-	19,552
Fund Balance/Net Position (Note 4)			
Committed Fund Balance	6,490,000	(6,490,000)	-
Assigned/Unrestricted	17,078,427	6,488,257	23,572,147
Total Fund Balance/Net Position	23,568,427	(1,743)	23,572,147
Total Liabilities and Fund Balance/Net Position	$ 23,587,979	$ (1,743)	$ 23,591,699

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

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Combined Government-Wide and Fund Financial Statements
Statement of Activities and
Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance
For the Year Ended June 30, 2021

	General Fund	Adjustments (Note 2)	Statement of Activities
General Expenditures/Expenses			
Transportation improvements (Note 5)	$ 6,490,000	$ -	$ 6,490,000
Accounting fees	14,710	-	14,710
Legal fees	12,229	-	12,229
Nexus study	144,957	-	144,957
Administrative	28,203	-	28,203
Refund of development fees	410,018	-	410,018
Total General Expenditures/Expenses	7,100,117	-	7,100,117
General Revenues:			
Interest income from:			
LAIF	128,859	-	128,859
Member agencies	669	2	671
	129,528	2	129,530
Development fees:			
Alameda County	-	11,563	11,563
Town of Danville	74,020	56,595	130,615
City of Dublin	1,153,649	-	1,153,649
City of Livermore	595,755	-	595,755
City of Pleasanton	154,698	-	154,698
City of San Ramon	181,316	(7,085)	174,231
Contra Costa County	646,933	-	646,933
Total development fees	2,806,371	61,073	2,867,444
Total General Revenues	2,935,899	61,075	2,996,974
Change in fund balance/net position	(4,164,218)	61,075	(4,103,143)
Fund Balance/Net Position July 1, 2020, as previously stated	23,568,427	3,720	23,572,147
Prior period adjustment	32,235	7,085	39,320
Fund Balance/Net Position July 1, 2020, as restated	23,600,662	10,805	23,611,467
Fund Balance/Net Position June 30, 2021	$ 19,436,444	$ 71,880	$ 19,508,324

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

TRI-VALLEY TRANSPORTATION COUNCIL
(A JOINT POWERS AUTHORITY)
Combined Government-Wide and Fund Financial Statements
Statement of Activities and
Governmental Fund Statement of Revenues, Expenditures, and Changes in Fund Balance
For the Year Ended June 30, 2020

	General Fund	Adjustments (Note 2)	Statement of Activities
General Expenditures/Expenses			
Transportation improvements (Note 5)	$ -	$ -	$ -
Accounting fees	10,840	-	10,840
Legal fees	18,360	(1,755)	16,605
Refunds of development fees	20,350	-	20,350
Administrative	28,133	-	28,133
Total General Expenditures/Expenses	77,683	(1,755)	75,928
General Revenues:			
Interest income from:			
LAIF	390,525	-	390,525
Member agencies	1,014	(12)	1,002
	391,539	(12)	391,527
Development fees:			
Alameda County	3,691	3,720	7,411
Town of Danville	-	-	-
City of Dublin	1,100,826	-	1,100,826
City of Livermore	2,994,557	-	2,994,557
City of Pleasanton	209,673	-	209,673
City of San Ramon	139,121	-	139,121
Contra Costa County	270,247	-	270,247
Total development fees	4,718,115	3,720	4,721,835
Total General Revenues	5,109,654	3,708	5,113,362
Change in fund balance/net position	5,031,971	5,463	5,037,434
Fund Balance/Net Position July 1, 2019	18,536,456	(1,743)	18,534,713
Fund Balance/Net Position June 30, 2020	$ 23,568,427	$ 3,720	$ 23,572,147

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

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Reporting Entity

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

The Council applies all applicable GASB pronouncements for certain accounting and financial reporting guidance. In December of 2010, GASB issued GASBS No. 62, *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements*. This statement incorporates pronouncements issued on or before November 30, 1989 into GASB authoritative literature. This includes pronouncements by the Financial Accounting Standards Board (FASB), Accounting Principles Board Opinions (APB), and the Accounting Research Bulletins of the American Institute of Certified Public Accountants' (AICPA) Committee on Accounting Procedure, unless those pronouncements conflict with or contradict with GASB pronouncements.

B. Basis of Presentation

Government-wide Financial Statements:

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

Governmental Funds

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

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Financial Statements:

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

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

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

C. Measurement Focus and Basis of Accounting

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

Measurement Focus

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

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

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Basis of Accounting

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

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

D. Cash and Investments

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

Investments are carried at fair value, which is based on quoted market price if applicable. Otherwise, the fair value hierarchy is as follows:

Level 1 – Values are unadjusted quoted prices in active markets for identical assets or liabilities at the measurement date.

Level 2 – Inputs, other than quoted prices, included within Level 1 that are observable for the asset or liabilities at the measurement date.

Level 3 – Certain inputs are unobservable inputs (supported by little or no market activity, such as the Council's best estimate of what hypothetical market participants would use to determine a transaction price for the asset or liability at the reporting date).

The Council invests in the California Local Agency Investment Fund (LAIF), which is part of the Pooled Money Investment Account operated by the California State Treasurer. LAIF funds are invested in high quality money market securities and are managed to insure the safety of the portfolio. A portion of LAIF's investments are in structured notes and asset-backed securities.

LAIF determines fair value on its investment portfolio based on market quotations for these securities where market quotations are readily available, and on amortized cost or best estimate for those securities where market value is not readily available.

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

E. Receivables

Receivables recorded in the financial statements are net of any allowance for doubtful accounts. Any doubtful accounts at June 30, 2021 and 2020 were not considered material.

F. Revenue Recognition - Development Fees

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

G. Budget Comparison

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

H. Equity Classifications

Government-wide Statements

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

1. Invested in capital assets, net of related debt - Consists of capital assets including restricted capital assets, net of accumulated depreciation and reduced by the outstanding balances of any bonds, mortgages, notes or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.

2. Restricted net position - Consists of net position with constraints place on the use either by (1) external groups such as creditors, grantors, contributors, or laws or regulations of other governments; or (2) law through constitutional provisions or enabling legislation.

3. Unrestricted net position - All other components of net position that do not meet the definition of "restricted" or "invested in capital assets, net of related debt."

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Fund Statements

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

1. Nonspendable - Amounts that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact.

2. Restricted - Amounts that are restricted for specific purposes when constraints placed on the use of resources are either (a) externally imposed by creditors, grantors, contributors, laws, or regulations of other governments or (b) imposed by law through constitutional provisions or enabling legislation.

3. Committed - Amounts that can only be used for specific purposes pursuant to constraints imposed by formal action of the government's highest level of decision-making authority.

4. Assigned - Amounts that are constrained by the government's intent to be used for specific purposes, but are neither restricted or committed.

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

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

I. Prior Period Adjustments

During the course of the audit, a discrepancy between the general ledger and the confirmation for the City of San Ramon was noted. As a result, the City and the auditor reassessed both 2020 and 2021 revenue and booked a prior period adjustment as follows:

Net position, as previously stated	$	23,572,147
2020 revenue from the Town of Danville		32,235
2020 revenue from the City of San Ramon		7,085
Net position, as restated	$	23,611,467

NOTE 2. ADJUSTMENTS FROM FUND BASIS TO GOVERNMENT-WIDE BASIS

The following is a summary of adjustments to the financial statements to comply with GASB 34.

	2021	2020
Development fees receivable		
Fund basis	$ 773,404	$ 713,910
Adjustment	71,878	3,720
Government-wide basis	$ 845,282	$ 717,630
Interest receivable		
Fund basis	$ 20,027	$ 75,519
Adjustment	2	-
Government-wide basis	$ 20,029	$ 75,519
Development fee revenue		
Fund basis	$ 2,838,606	$ 4,718,115
Adjustment	68,158	3,720
Government-wide basis	$ 2,906,764	$ 4,721,835
Interest income		
Fund basis	$ 129,528	$ 391,539
Adjustment	2	(12)
Government-wide basis	$ 129,530	$ 391,527

NOTE 3. CASH AND INVESTMENTS

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

Cash and Investments consisted of the following at June 30:

	2020	2019
Cash in banks	$ 1,034,151	$ 2,101,137
Local Agency Investment Fund	24,528,215	20,696,863
Total cash and investments	$ 25,562,366	$ 22,798,000

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

Deposits/Credit Risk
The California Government Code requires California banks and savings and loan associations to secure Public Agencies' deposits by pledging government securities as collateral. The market value of pledged securities must equal at least 110% of deposits. California law also allows financial institutions to secure such deposits by pledging first trust deed mortgage notes having a value of 150% of the total deposits. The first $250,000 of each institution's deposits are covered by FDIC insurance. The Council's cash is held at one financial institution.

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

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

NOTE 3. CASH AND INVESTMENTS (continued)

Custodial Credit Risk (continued)

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

Investment Fair Value

The Council is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by California Government Code under the oversight of the Treasurer of the State of California. The fair value of the Council's investment in this pool is reported in the accompanying financial statements at amounts based upon the Council's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis.

NOTE 4: FUND BALANCE

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

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

- Assigned Fund Balance: The Council exists to fund Tri-Valley transportation projects, therefore, all amounts not committed in the fund balance at year-end are assigned for this purpose.

- Committed Fund Balance: Amounts that have been designated for payment by the Council prior to year-end. At June 30, 2020, $6,490,000 was committed for reimbursement of Contra Costa County for funds expended on the Interstate 680 High Occupancy Vehicle Lane Gap Closure Project. During the year ended June 30, 2021, this amount was expensed, leaving $0 in committed fund balance.

NOTE 4: FUND BALANCE (continued)

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

NOTE 5: TRANSPORTATION IMPROVEMENT PROJECTS

During the fiscal years ended June 30, 2021 and 2020, $6,490,000 and $0 were expensed relating to transportation improvement projects.

Monies are disbursed only after it is determined that sufficient funds are available in the joint Tri-Valley Transportation Development Fund bank account.

NOTE 6: SUBSEQUENT EVENTS

Management has evaluated subsequent events through the date of the audit opinion, which is the date on which the financial statements were available to be issued. No events that would require additional adjustment or disclosure came to the attention of management.

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

The Board Members
Tri-Valley Transportation Council
San Ramon, California

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities of the Tri-Valley Transportation Council (the "Council") as of and for the years ended June 30, 2021 and 2020, and the related notes to the financial statements, which collectively comprise the Council's basic financial statements, and have issued our report thereon dated February 2, 2022.

Internal Control over Financial Reporting

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

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

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

- During the course of the audit, we noted that $32,235 of revenue remitted by Danville was incorrectly applied to the City of San Ramon. Additionally, $39,320 of revenue was applied to the wrong fiscal year in the general ledger. These misstatements caused delays in audit issuance while the auditor, Council Administrator, and Franklin Management (Bookkeepers) worked together to research and correct the entries.

  We recommend that upon wiring the money to the Council, each member agency provide a remittance to both the current administrator and the Bookkeepers. This will help ensure that the funds are applied to the correct agency as well as to the correct fiscal year.

Compliance and Other Matters

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

Tri-Valley Transportation Council's Response to Findings

Management's response to the findings identified in our audit was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

Purpose of this Report

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

Cropper Rowe LLP

CROPPER ROWE, LLP
Walnut Creek, California
February 2, 2022

Item 4.h

TRI-VALLEY TRANSPORTATION COUNCIL

To: Tri-Valley Transportation Council (TVTC)

From: TVTC Finance Subcommittee
TVTC Technical Advisory Committee (TAC)

Date: April 18, 2022

Subject: Tri-Valley Transportation Council Fiscal Year (FY) 2022-2023 Annual Administrative Operating Budget

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BACKGROUND

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

The TVTC Bylaws delineates the TVTC's right to adopt an annual budget for administrative operating costs, authorizes the budget to include costs for board member stipends, administration, general counsel, treasurer, auditor, insurance, and approves other administrative expenses with specific signature authority.

The Bylaws also state that the TVTC shall adopt a budget for administrative costs annually prior to July 1 of each year and that the TVTC may revise the budget from time to time within a fiscal year. Additionally, the Bylaws preclude a deficit administrative budget and does not allow the TVTC to approve or make any unbudgeted expenditures. The adoption of an annual administrative budget, or any revisions, shall require a vote of a supermajority of five members.

In January 2018, the TVTC adopted an Administrative Expense policy to ensure sufficient annual funding for administrative and non-project specific expenses. Pursuant to this policy, the TVTC shall:

1. Create and adopt an annual administrative budget per the TVTC Bylaws based on anticipated need, not based on a specific percentage of anticipated or actual Tri-Valley Transportation Development Fee (TVTDF) revenue.
2. The annual administrative budget shall include expenses for special studies (if needed). This allows the TVTC to allocate funds to non-project specific administrative expenses on an annual basis, as necessary to carry out the purpose for which the fee was collected.
3. Subsequent Strategic Expenditure Plans and Nexus Studies shall calculate and set-aside an average 1% of anticipated impact fee revenue as a relative guide to reserve funds for administrative expenses. The administrative budget is not required to be at or less than the 1% set-aside.

DISCUSSION

The proposed the TVTC FY 2022-2023 Administrative Operating Budget is $60,200 and includes funding for the following categories:

Administrative Operating Budget Categories

1. TVTC Administrator
2. Accounting Services
3. Audit Services
4. Legal Services
5. Treasurer Oversight
6. Insurance
7. Banking/Service Charges
8. Website Hosting and Maintenance
9. Board Member Stipends

The TVTC Finance Subcommittee met March 30, 2022 and reviewed the proposed FY 2022-2023 Administrative Operating Budget. The Finance Subcommittee and TAC recommends the TVTC Board approve the FY 2022-2023 Administrative Operating Budget of $60,200.

With respect to the FY 2021-2022 budget, expenditures have increased by $123,980:

1. Nexus Study – Strategic Expenditure Plan Contract Amendments (approved by the Board) for a total increase of $121,280; and
2. Board Member Stipends - increase of $2,700.

The TVTC Accountant will provide a Fiscal Year 2021-2022 end-of-year reconciliation by December 31, 2022.

RECOMMENDATION

The TVTC Finance Subcommittee recommends the TVTC adopt Resolution 2022-08 Approving Fiscal Year 2022-2023 Administrative Operating Budget.

ATTACHMENTS:

1. Resolution 2022-08
2. Exhibit A: TVTC Fiscal Year 2022-2023 Administrative Budget

TRI-VALLEY TRANSPORTATION COUNCIL
RESOLUTION NO. 2022-08

A RESOLUTION ADOPTING THE TRI-VALLEY TRANSPORTATION COUNCIL FISCAL YEAR 2022-2023 ADMINISTRATIVE OPERATING BUDGET

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

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

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

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

WHEREAS, the Fiscal Year 2022-2023 budget is $60,200 and will be reviewed and adjusted, if necessary, prior to adoption of the next fiscal year budget; and

NOW THEREFORE BE IT RESOLVED THAT: TVTC adopts the Fiscal Year 2022-2023 budget as recommended by the TVTC Financial Subcommittee, attached hereto and incorporated herein as Exhibit A

PASSED, APPROVED AND ADOPTED at the meeting of April 18, 2022 by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Scott Perkins, Chair
Tri-Valley Transportation Council

ATTEST:

_____

Lisa Bobadilla, TVTC Administrative Staff

TVTC FY 2022-2023

Proposed Administrative Operating Budget

	A	B	C	D	E
1					
2					
3		FY 2021/22 Budget	FY 2022/2023 Budget	Difference from FY 21/22 to 22/23	
4	**Expenses**				
5	TVTC Administrator (a)	$20,000	**$20,000**	$ -	
6	Accounting Services (b)	$5,000	**$6,000**	$ 1,000.00	
7	Audit Services (c)	$4,000	**$4,000**	$ -	
8	Legal Services (d)	$16,000	**$16,000**	$ -	
9	Treasurer Oversight (e)	$1,200	**$1,200**	$ -	
10	Insurance (f)	$6,000	**$6,000**	$ -	
11	Basecamp (San Ramon) (g)	$300	**$0**	$ (300.00)	
12	Banking/Service Charges (h)	$500	**$500**	$ -	
13	Website Monthly/Annual Maintenance (i)	$3,010	**$1,500**	$ (1,510.00)	
14	Board Member Stipends (j)	$3,000	**$5,000**	$ 2,000.00	
15	**Grand Total:**	**$59,010**	**$60,200**	**$ 1,190.00**	
16					
17					
18					
19	Notes:				
20	(a) TVTC Administration Annual Stipend (FY 22-23 and FY 23-24 City of Dublin)				
21	(b) Franklin Management				
22	(c) Annual Audit/Cropper Accountancy				
23	(d) General Counsel/Meyers Nave				
24	(e) Treasurer/Danville staff				
25	(f) General Liability+Crime Insurance/Alliant				
26	(g) TVTC's webased project management collaboration tool (discontinue in FY 22/23)				
27	(h) Mechanics Bank				
28	(i) Tech Support and annual domain renewal/Planeteria Media (FY 21-22, included a one-time $1,200 fee for website modifications)				
29	(j) Board member stipends for board and sub-committee meetings				

EXHIBIT A

Item 5.a

Action Plan and Countywide Transportation Plan Update

TVTC Policy Board Meeting

David Early and Torina Wilson
PlaceWorks

April 18, 2022

CONTRA COSTA transportation authority

Agenda

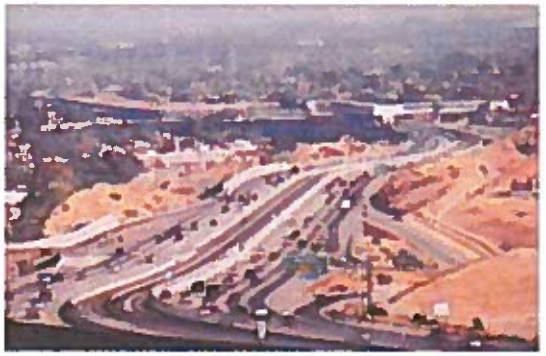
- Project Overview and Update
- Routes of Regional Significance
  - Roadways
  - Transit
  - Bike/Ped
- Public Outreach
- Next Steps

Project Overview

- Joint update of:
  - Five Action Plans: 2021 / 2022
  - Countywide Transportation Plan (CTP): 2022 / 2023
  - CTP will build on Action Plans
  - Big, bold ideas to enhance Contra Costa's transportation network
  - New emphases:
    - VMT
    - Multi-modal transportation
    - Equity, safety and climate change
  - Build on 2020 Transportation Expenditure Plan (TEP)
    - Innovation and New Technology
    - Holistic, Multimodal Approach
    - Integrated Corridor Management

Action Plan Overview

- Implement Measure J Growth Management Program.
- The Action Plan will:
  - Address transportation issues of today.
  - Establish quantitative service objectives.
  - Identify Regional Routes.
  - Provide Growth Management Program compliance metrics.
  - Expand MTSOs to become Regional Transportation Objectives (RTOs) for:
    - Roadway
    - Transit
    - Bike/pedestrian
    - Safety
    - Climate Change
    - Equity
    - Technology



Action Plan Accomplishments

- Innovate 680
- Interstate 680 HOV and Express Lanes
- SR 84 Expressway between I-580 and I-680
- SR 84 to top of Sunol Grade
- I-580 Eastbound Auxilary Land and westbound HOV lane
- I-580 Foothill Road/San Ramon Road Interchange Modification
- TRAFFIX school bus program – San Ramon Valley
- Bollinger Canyon Road – Iron Horse Trail Bicycle and Pedestrian Overcrossing
- Sycamore Valley Park and Ride Improvements
- Danville Blvd Improvements – Alamo
- Interstate 680 Express Bus Service
- Route 10R Express Bus/BRT service along the I-580 corridor
- San Ramon Autonomous Vehicle Testing – Public Roadway Pilot Project
- **Countywide: GoMentum Autonomous Vehicle Testing Facility**
- **Countywide: Local Streets Maintenance and Improvements**
- **Countywide: Charge Up Contra Costa**
- **Countywide: BART Parking and Access Improvements**
- **Countywide: Transportation for Livable Communities Project Grants**
- **Countywide: 511 Contra Costa – TDM Programs/Incentives**

Project Schedule

Milestone	Date
Scope Refinement and Data Collection Plan	**July - December 2021**
Data Collection and Baseline Modeling	**September 2021 - January 2022**
Outreach Coordination and Completion	**January 2022 - October 2023**
Public Workshops and Pop-Ups Round 1 *(project awareness and brainstorm)*	March - April 2022
Stakeholder Focus Groups Round 1 *(project awareness and brainstorm)*	March - April 2022
Public Workshop and Pop-Up *(Lamorinda only- discuss potential transportation improvements)*	May 2022
Stakeholder Focus Groups Round 2 *(build consensus around coutywide projects)*	May - June 2022
Public Workshops and Pop-Ups Round 2 *(build consensus around coutywide projects)*	September - October 2022
Stakeholder Focus Groups Round 3 *(refinement of project lists)*	October 2022
Jurisdiction and Outside Agency Coordination Meetings	As Needed
Oversight Committee Meetings	TBD
Status Assessment of Action Plan and Identification of Issues and Potential Changes	**October - November 2021**
Identification of New and Refined RTOs and Actions	**November 2021 - May 2022**
RTPC TAC Meetings Round 2 *(goal setting and Routes of Regional Significance)*	December 2021
RTPC TAC Meetings Round 3 *(RTOs and actions overview)*	February 2022
RTPC TAC Meetings Round 4 *(modeling results and projects)*	April/May 2022
Policy Board Study Sessions *(overview, refinement, and confirmation)*	May/June 2022
Additional Action Plan Components	**March - May 2022**
Regional Coordination Meetings	As Needed
Preparation and Adoption of Action Plan Updates	**June - October 2022**
CTP Update Project Components *(scope is evolving)*	**July 2022 - March 2023**
Preparation and Adoption of CTP Update *(scope is evolving)*	**March - October 2023**

Item 6.a

TRI-VALLEY TRANSPORTATION COUNCIL

To: Tri-Valley Transportation Council

From: Strategic Expenditure Plan Sub Committee
Technical Advisory Committee (TAC)

Date: April 18, 2022

Subject: Public Hearing - Tri Valley Transportation Council-Consider Adoption of Tri-Valley Transportation Development Fee, Adoption of new Strategic Expenditure Plan Prioritization of Projects and Funding Plan, and Adoption of AB 602 Supplemental Analysis

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INTRODUCTION

This Public Hearing is being conducted to consider adoption and seek input from the public on the proposed Tri-Valley Transportation Development Fee (TVTDF), Strategic Expenditure Plan (SEP) Prioritization of Projects and Funding Plan, and an AB 602 Supplemental Analysis. At conclusion of the public hearing, TVTC will be asked to (1) Consider adoption of Tri-Valley Transportation Council (TVTC) Transportation Development Fee (TVTDF); (2) Consider adoption of new Strategic Expenditure Plan (SEP), Prioritization of Projects and Funding Plan effective July 1, 2022; (3) Consider adoption of the AB 602 Supplemental Analysis; and (4) Circulate the new Fee Program and SEP to member agencies for review and approval. Pursuant to Section 3(d)(i) of the TVTC JEPA, **a vote of at least six (6) members is required** to adopt or amend the Strategic Expenditure Plan and amend the TVTDF fee structure.

BACKGROUND

Nexus Study Requirements - The California Mitigation Fee Act (Government Code §66001) requires jurisdictions to identify certain information and make certain statutory findings when establishing, increasing or imposing a development impact fee. Specifically, jurisdictions are required to:

1. Identify the purpose for collecting development impact;
2. Identify the use to which the fee is to be put, including identifying the facilities to be built if applicable;
3. Determine that there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed;

4. Determine that there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed; and

5. Determine that there is a reasonable relationship between the amount of the fee and the cost of public facilities or portion of the public facilities attributable to the development on which the fee is imposed.

In addition, Government Code §66001(d)(1) requires jurisdictions to make the following statutory findings every five years in relation to any unexpended funds collected pursuant to the fee:

1. Identify the purpose to which the fee is to be put;
2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged;
3. Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements;
4. Designate the approximate dates on which the funding referred to in subsection (3) above is expected to be deposited into the appropriate account of fund.

SUMMARY OF NEXUS STUDY

Since 2008, there have been changes in the funding, planning and traffic conditions under which the TVTDF was originally developed. In addition, many of the original 22 projects have been completed and the TVTC has identified 23 new projects (List C) to be considered. Based on these factors an updated nexus study was prepared to support updates to the TVTDF. The 2020 Nexus Study was adopted by the TVTC on August 16, 2021.

Since adopting the Nexus Study in August 2021, Assembly Bill (AB) 602 was approved by the Governor of California and includes additional requirements for nexus fee studies adopted after January 1, 2022. Although TVTC's Nexus Fee Study was not required to consider AB 602 given its adoption date, TVTC has retained Kimley-Horn and Associates, Inc. to provide transportation planning services and professional opinions to complete an AB 602 supplemental analysis to (1) understand the future implications of AB 602 and (2) to proactively define the methodologies of future Nexus Fee Study updates such that they will be compliant with AB 602. This AB 602 Supplemental Analysis is proposed for adoption by the TVTC as part of this public hearing,

A summary of the 2020 Nexus Study is as follows:

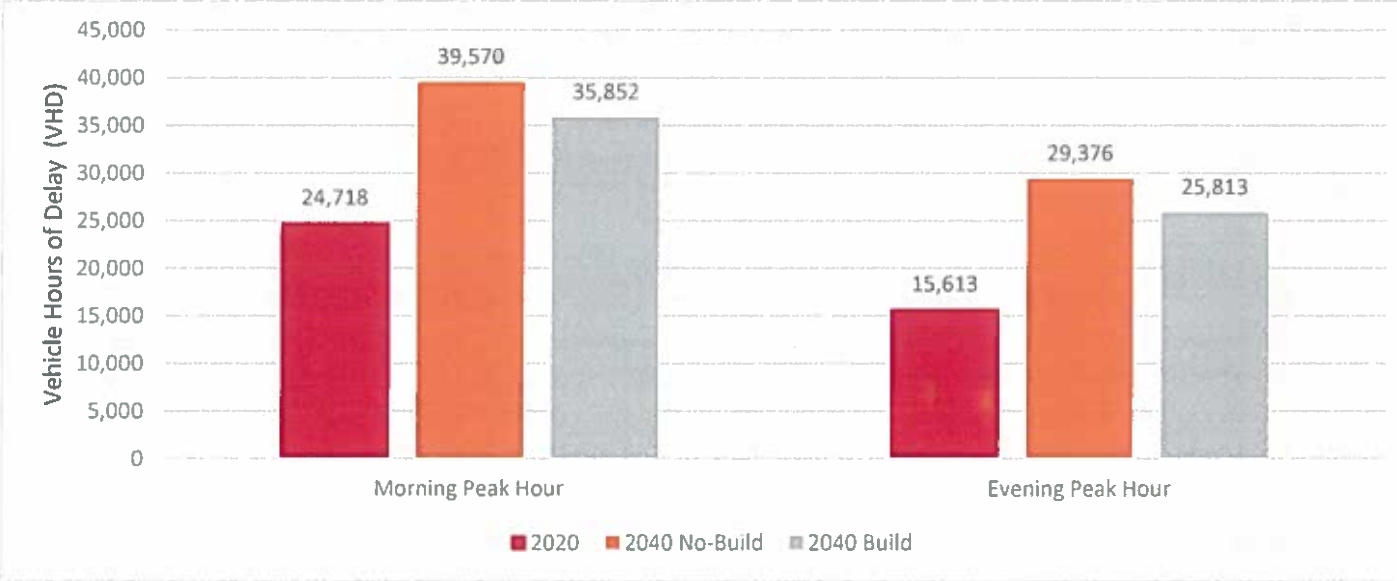
Forecast Growth

New development within the Tri-Valley is forecast to add 33,312 household and 63,947 jobs between 2018 and 2040. This growth will produce an increase of 57,596 average AM/PM peak hour trips.

Project Benefits

Based on forecast projection, the vehicle hour of delay is expected to increase by 60 percent during the AM and 88 percent during the PM peak. With the 38 improvement projects, this delay is expected to decrease by 15 percent during the AM peak and 23 percent during the PM peak when compared to the 2040 No-Build Scenario. In addition, these projects will result in other benefits to the Tri-Valley Area including improving roadway safety, improving roadway operations, improving public transit, and increasing bicycle ridership.

Figure E-1: Future Build vs No Build Scenario Vehicle Hours of Delay (VHD)



Note: Hours of delay are based on trips with origin or destination in the TVTC region.

Nexus Study – Proposed Updated Fee

The total investment for projects eligible to receive TVTDF funding is estimated to be $4.573 billion, where $3.702 billion is unfunded. An additional reduction was applied to account for external "cut-though" trips on roadway congestion projects. Future development within the Tri-Valley area is not responsible to pay for these cut-through trips since these trips are caused by growth outside of the Tri-Valley area. This reduces the total unfunded cost to be covered by the maximum TVTDF to $2.698 billion. Note that this did not change the overall project costs.

The $2.698 billion unfunded cost was allocated across future development land use type based on the proportion of forecast peak-hour trips to determine the Total Fee per Land Use. Then, the maximum fee schedule was determined by dividing Total Fee per Land Use by the 2020-2040 Growth as shown in Table E-1.

Table E-1: Maximum Fee by Land Use Category

Land Use Type	Growth	Maximum Fee
Single-Family Residential	15,857 DU	$40,250 per DU
Multi-Family Residential	17,456 DU	$23,890 per DU
Retail	5,117,500 SF	$77.88 per SF
Office	6,796,800 SF	$54.10 per SF
Industrial	9,289,800 SF	$31.15 per SF
Other	12,441 trips*	$46,844 per trip*

* Average AM/PM trip

The maximum fee schedule shown in in **Table E-1** would generate sufficient revenues to fund the total unfunded cost of all selected projects, ***however, TVTC is not obligated to apply this fee schedule.*** For instance, past practice of TVTC has been to set rates at approximate one-third of the maximum fee calculated in the 1995 and 2008 Nexus studies to help foster growth within the Tri-Valley area, while providing a regional funding source that could be used to match and help compete for Federal and State transportation grants and funding programs.

SUMMARY OF STRATEGIC EXPENDITURE PLAN (SEP)

As background information, in January 2015, the TVTC adopted Resolution No. 2015-01 – Adopting the updated Tri-Valley Transportation Development Fee Schedule as a two-year phase-in plan, with no change during the initial year (FY 14-15), an increase to 25% of the maximum allowable rate by the fee nexus study in the second year (FY 15-16) and a final increase to 35% of the maximum allowable rate by the third year (FY 16-17). The new fee was based on the Fee Nexus Study adopted in 2008.

In January 2017, the TVTC approved the *2008 TVTC Nexus Study Validation Review* and adopted the 2017 *Strategic Expenditure Plan (SEP)* Update*. At that time, the TVTC elected to maintain the current fee rate (only annual CCI adjustment). The 2017 SEP update incorporated and built upon the updated project descriptions, funding programs, and progression of the TVTDF over the previous years. Some of the transportation improvement projects on the original list were completed and schedules and funding for others had changed. The JEPA, adopted in 2013, required approval for the SEP, by a supermajority of the TVTC – six members.

2022 Strategic Expenditure Plan

Section 8(a) of the JEPA requires the TVTC to adopt or update the SEP every five years. Section 3(d)(i) of the JEPA requires a supermajority of six members in order to adopt or amend the SEP.

With the adoption of the 2020 TVTC Nexus Study, the TVTC embarked on updating the SEP, which establishes the funding level and allocation of the TVTDF among the identified projects. A SEP subcommittee was formed, with board members Perkins, Josey and Kiick to assist Kimley-Horn and the TVTC TAC with updating the SEP. The SEP update process included the following major activities:

1. Project Prioritization;
2. Revenue Forecasting; and
3. Project Allocation.

Project Prioritization - All projects (List A, List B, and List C) were prioritized using 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.

Revenue Forecasting - The revenue forecast estimate for the next 10 years is calculated based on the development forecast and TVTDF rate schedule. Development Forecasting - Kimley-Horn received 10-year development forecast from agency staff Table 3.

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

TVTDF Rate Adjustments and 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 the 2022 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 0.1% allocation for administrative costs.
- Maintain prior commitment to fund priority projects identified in the 2017 SEP, totaling $15M.
- Various adjustment increase approaches, including a two-step increase scenario similar to the previous iteration, as well as a one-step, four-step, and annual increase variations.

- 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 Subcommittee's review of these draft scenarios, a recommended approach to rate adjustments and allocation was identified.

Proposed Rate Adjustments

The proposed rate adjustments, which resulted from the analysis undertaken by the SEP Subcommittee, are presented in Table 4. The recommended rate adjustment is 15% of the maximum fee rate for the duration of the SEP for all uses except retail and "other" land uses:

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

Similar to the prior SEP, it is proposed that retail continue to have lower cap to help encourage retail growth, given that local retail has been greatly impacted by the global pandemic.

Retail is proposed to initially be established at 6% and then increase to 7% in funding year 23-24. In addition, it is proposed that a lower increase be made for the "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, it is recommended that the rate be to 12% of the maximum fee rate for the duration of the SEP.

It is also proposed that the TVTDF rate continue to increase on an 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 prescribed rate increase planned. Essentially this means that the CCI adjustment would not be applied for any use in FY 22-23 and also not to retail in funding year 23-24.

The draft SEP Funding Plan, presented to the TVTC board at the December 13, 2021 study session is attached (Attachment A).

After the December 13th study session, the TVTC TAC held two community meetings and received feedback from the community on the draft SEP. Subsequently, revisions were made to the draft plan.

The SEP subcommittee recommends TVTC adopt the revised SEP Funding Plan, which is attached (Attachment B). The recommended SEP Funding Plan proposes funding for 22 projects (16 from List C and 6 priority projects from previous SEP lists) over a 10-year horizon.

Community Outreach

As referenced above, in an effort to provide the public with information related to the TVTC SEP, the TVTC TAC held two community outreach information sessions. The information sessions were held via zoom.

A flyer was created for both sessions and circulated to members of the Building Industry Association (BIA), the BIA Externa Affairs Director, members of the development community, advocacy groups and posted to the TVTC website. A summary of the sessions is as follows:

Session One - February 23, 2022 – 4:00 p.m. to 5:00 p.m. – 25 attendees (including TAC, Consultant Team)

A summary of comments received during the Community Meeting, includes:

- The SEP project list has changed from what was presented at December Study Session
- Request an increase funding for Transit Service
- Request Increase transit service to Livermore
- Support to increase funding for public transit
- The 15 priority projects – equate to over a billion dollars
- The Private sector/development community bear the brunt of funding
- Show a comparison of the TVTC fee to other regional fee programs (statewide)
- The Development Forecast for Pleasanton are inaccurate
- Describe "urgency" of projects
- El Charro Road may not be an "urgent" project
- Allocate funding to public transit vs. Valley Link
- Roadway capacity projects – there are too many
- There is no VMT methodology used or climate goals considered for roadway capacity projects
- How will we address climate goals with roadway projects
- Support safety projects

Session Two - March 30, 2022 4:00 p.m. to 5:00 p.m. – 13 attendees (including TAC and Consultant Team)

A summary of comments received during the Community Meeting, includes:

- Do not support 59% of funding towards roadway capacity projects
- Do not support scoring criteria used to rank projects and local agencies should not score projects, rather independent review board should rank and score projects
- Caltrans has a different process than TVTC for scoring projects

- There is still not enough for transit
- Consider doing "value engineering" on all projects vs. existing methodology
- Support Dublin Project

In addition to the Community Information Sessions, TVTC received correspondence from members of the community. The letters and staff responses are attached to this staff report as Attachment F.

Mitigation Fee Act – Public Hearing Notice Requirements – TVTC has complied with the requirements set forth in the Mitigation Fee Act and AB 602, as follows:

A. **(30 days before meeting)** A public hearing notice should be published at least 30 days before the meeting where a new AB 602 study is adopted. The notice should be posted on the website and also be mailed or emailed to individuals requesting notice of fee adjustments by TVTC – Completed. The public hearing notice was published in Contra Costa Times/San Ramon Valley on Friday, March 18, 2022.

B. **(14 days before meeting) NOTICE TO INDIVIDUALS REQUESTING NOTICE**—Notices must be sent to any individuals who have requested notices pertaining to fee increases by TVTC at least 14 days prior to the meeting where the TVTC will consider the revision. The notice must include the time and place of the meeting, a general explanation of the matter to be considered, and a statement that the fee study is available for public review – Completed.

C. **(10 days before meeting)** A public hearing notice must be published twice in the newspaper beginning at least 10 days prior to the meeting. Two publications, with at least five days intervening between the dates of first and last publication—Completed. The public hearing notice was published in Contra Costa Times/San Ramon Valley on Friday, April 1, 2022 and Friday, April 8, 2022.

D. **(10 days before meeting) FEE STUDY AND DRAFT SEP AVAILABLE FOR PUBLIC REVIEW**—The Fee Study must be available for public review at least 10 days prior to the meeting, including the AB 602 Supplemental Study – Completed. The 2020 Fee Study, as well as the Draft SEP Funding Plan, and AB 602 Supplemental Analysis were available for public review on the TVTC website and at San Ramon City Hall.

AB 602 Supplemental Analysis – Tri-Valley Transportation Council completed an update and adopted its Nexus Fee Study in support of the Tri-Valley Transportation Development Fee in August of 2021. AB 602 was approved by the Governor of California on September 28, 2021 and includes additional requirements for nexus fee studies adopted after January 1, 2022.

Although TVTC's Nexus Fee Study was not required to consider AB 602 given its adoption date, TVTC retained Kimley-Horn and Associates, Inc. to provide transportation planning services and professional opinions to complete an AB 602 supplemental analysis.

The analysis included: (1) guidance on the future implications of AB 602 and (2) proactively defines the methodologies for future Nexus Fee Study updates such that they will be compliant with AB 602. Kimley-Horn prepared the AB 602 Supplemental Analysis summarizing the procedures, findings, and conclusions.

Annual Fee Adjustment - The Joint Exercise of Powers Agreement (JEPA) for the TVTDF specifies that the TVTDF amounts are to be adjusted automatically as of July 1 of each year to reflect changes in regional construction costs. JEPA Section 3(D)(I) requires the TVTC adopt the adjustment by a simple majority.

The amount of the adjustment is based on the change in the "Construction Cost Index" (CCI) for the San Francisco Bay Area, as reported annually in the Engineering News Record (ENR). The December 2021 ENR CCI for the San Francisco Bay Area is **+8%**

However, given that the TVTC is contemplating adopting a new Transportation Development Fee per the Nexus Study and the subsequent SEP update, the CCI for FY 22-23 may be deferred if a new TVTC Fee program is adopted by the TVTC on April 18, 2022. If a new Fee and SEP are not adopted by TVTC board on April 18, 2022, then the TVTDF rates listed below will start **July 1, 2022**:

Single Family Residential	$5,461.00	Dwelling Unit (DU)
Multi-Family Residential	$3,762.00	Dwelling Unit (DU)
Office	$8.59	sq. ft. Gross Floor Area
Retail	$3.74	sq. ft. Gross Floor Area
Industrial	$5.40	sq. ft. Gross Floor Area
Other	$6,096.00/average am/pm peak hour trip	
ADU/SDU	$0	
Affordable Housing	$0	

TVTDF Historical Fee Rates and 2022 CCI Adjustment

	2020	2021	2022
Single Family Residential (per DU)	$4,901.00	$5,057.00	$5,461.00
Multi-Family Residential (per DU)	$3,3,76.00	$3,484.00	$3,762.00
Office (per SF Gross Floor Area)	$8.33	$8.59	$9.27
Retail (per SF Gross Floor Area)	$3.63	$3.74	$4.03
Industrial (per SF Gross Floor Area)	$4.85	$5.00	$5.40
Other (average am/pm peak hour trip)	$5,446.00	$5,620.00	$6,069.00
Affordable Housing *	$0.00	$0.00	$0.00
ADU/SDU**	$0.00	$0.00	$0.00

*Pursuant to Resolution 2015-01 Adjusting the Tri-Valley Transportation Development Fee Schedule
**Pursuant to Resolution 2019-03 – Resetting the Accessory Dwelling Unit/Secondary Dwelling Unit Fee in the Tri-Valley Transportation Development Fee Program

Options to Consider – The TVTC Subcommittee and TAC have prepared three options for consideration by TVTC. Options are as follows:

Option One – TVTC consider adopting the proposed Rate Adjustment (table 4) and the recommended Funding Plan, proposed by the SEP subcommittee.

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

Option Two – TVTC consider an alternate Fee Rate Adjustment and Funding Plan.

Option Three – Leave TVTDF as is. If so, the CCI will go into place effective July 1, 2022.

RECOMMENDATION

The TVTC SEP subcommittee and TAC recommend TVTC support and adopt Option One, effective July 1, 2022. Pursuant to Section 3(d)(i) of the TVTC JEPA, **a vote of at least six (6) member is required** to take this action.

NEXT STEPS

1. If approved, circulate the new TVTDF Rate Adjustment and Funding Plan to member agencies.
2. TVTC member agencies review and consider adoption of new TVTC Fee Rate Adjustment, and SEP, as follows:

    a. Danville – Tuesday, May 17, 2022
    b. Dublin - Tuesday, May 17, 2022
    c. Livermore – Monday, June 13, 2022
    d. Pleasanton - Tuesday, June 7, 2022
    e. San Ramon - Tuesday, May 10, 2022
    f. Alameda County – Tuesday, June 7, 2022
    g. Contra Costa County – Tuesday, June 7, 2022

3. TVTC implements new SEP and Fee Program - July 1, 2022.

ATTACHMENTS

A. December SEP Proposed Funding Plan

B. SEP Subcommittee Proposed Funding Plan

C. Resolution No. 2022-07

D. Community Outreach Flyer

E. Response Letters

F. Power Point Presentation for April 18, 2022 Board Meeting

5093370.1

Attachment A – December Funding Plan

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 (Cor			$4,380,000	$2,000,000							$6,380,000
B-8b	Camino Tassajara/Tassajara Rd Widening Project (Dub		$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 – Bol	$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	$4,304,241		$25,825,445

TRI-VALLEY TRANSPORTATION COUNCIL

Attachment B – Proposed Subcommittee Recommended Funding Plan

ID	Project	July 1st FY Balance ($)										Total
		$17,000,000	$22,469,002	$13,981,855	$8,057,276	$2,042,994	$5,064,310	$1,473,440	$7,828,993	$8,024,183	$22,944,751	
		Revenue Forecast ($)										
		$14,577,263	$16,331,555	$14,584,716	$13,882,627	$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	$25,532,950	$17,036,476	$13,233,353	$15,317,352	$13,827,460	$17,887,802	$34,769,840	$34,018,746	$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	$21,421,738	$19,476,674	$14,994,382	$8,169,043	$13,843,912	$6,198,467	$9,863,619	$11,825,089	$10,419,965	$122,288,889
		$22,469,002	$13,981,855	$8,057,276	$2,042,994	$5,064,310	$1,473,440	$7,828,993	$8,024,183	$22,944,751	$23,596,791	$23,596,791
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
A-11	Express Bus/Bus Rapid Transit (BRT) - Phase 2					$800,000						$800,000
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)			$3,298,382	$5,298,382	$5,298,382	$7,298,382					$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)						$5,165,089	$5,165,089	$5,165,089	$5,165,089	$5,165,089	$25,825,445

TRI-VALLEY TRANSPORTATION COUNCIL
RESOLUTION NO. 2022-07

A RESOLUTION OF THE TRI-VALLEY TRANSPORTATION COUNCIL (TVTC) ADOPTING THE TRI-VALLEY TRANSPORTATION DEVELOPMENT FEE, ADOPTING A NEW STRATEGIC EXPENDITURE PLAN AND PRIORITIZATION OF PROJECTS AND FUNDING PLAN, AND ADOPTING AN AB602 SUPPLEMENTAL ANALYSIS

WHEREAS, since 2008, there have been changes in the funding, planning and traffic conditions under which the Tri-Valley Transportation Development Fee (TVTDF) was originally developed. In addition, many of the original 22 projects have been completed and the TVTC has identified 23 new projects (List C) to be considered; and

WHEREAS, TVTC entered into a contract with Kimley Horn Associates ("Consultant") to complete the 2020 TVTC Nexus Study and Strategic Expenditure Plan (SEP) in accordance with the requirements of the California Mitigation Fee Act; and

WHEREAS, the 2020 Nexus Study considered the following new projects ("Projects") and the number of trips generated by anticipated development of each land use type and determined a Maximum Fee Rate for each of the land uses from Appendix B, of the Study. The Projects considered in the 2020 Nexus Fee Study includes the remaining projects from List A and List B as well as the following new projects: C-1 Tesla Road Safety Improvement, C-2 Norris Canyon Road Safety Improvement Project, C-3 Dublin Boulevard-North Canyons Parkway Extension, C-4 Vasco Road at Dalton Avenue Intersection Improvements, C-5 El Charro Road Widening, C-6 Sunol/680 Interchange Improvements, C-7 I-680 Express Lanes-Hwy 84 to Alcosta, C-8 Santa Rita/I-580 Interchange, C-9 Stoneridge/I-680 Interchange, C-10 Innovate 680 C-11A Iron Horse Trail Bicycle Pedestrian Overcrossing-City of San Ramon, C-11B Iron Horse Trail Bicycle Pedestrian Overcrossing-City of San Ramon, C-11C Iron Horse Trail Crossing at Dublin Boulevard, C-11D Iron Horse Trail, C-11E Iron Horse Trail to Shadow Cliffs Connection, C-11F Iron Horse Trail Connection Improvements at Santa Rita Road, C-11G Iron Horse Trail Bicycle/Pedestrian Overcrossing-Town of Danville, C-11H Iron Horse Trail System-Wide Improvements, C-12 I-680 Interchange Improvements at Hacienda Drive, C-13 Fallon/El Charro Interchange, C-14 Valley Link Rail (Phase 1), C-15 Technology Enhancements, C-16 I-680 Express Bus Service; and

WHEREAS, the Technical Advisory Committee and Consultant reviewed forecasts of new development in the Tri-Valley, and outlined the status, scope, costs, and anticipated funding for the Projects; and

WHEREAS, on August 16, 2021, the Tri-Valley Transportation Council ("TVTC") adopted the Tri-Valley Transportation Council 2020 Nexus Study Fee Update, attached hereto as Exhibit A, pursuant to Resolution 2021-10; and

WHEREAS, the Mitigation Fee Act (California Government Code § 66001(a)) requires jurisdictions to make certain statutory findings prior to any action establishing, increasing, or imposing a fee as a condition of approval of a development project; and

WHEREAS, since adopting the 2020 Nexus Study in August 2021, Assembly Bill (AB) 602 was approved by the Governor of California and includes additional requirements for nexus fee studies adopted after January 1, 2022.

WHEREAS, while the 2020 Nexus Fee Study was not required to incorporate AB 602 given its adoption date, TVTC retained Kimley-Horn and Associates, Inc. to provide transportation planning services and professional opinions to complete an AB 602 supplemental analysis to (1) outline the future implications of AB 602 and (2) to proactively define the methodologies of future Nexus Fee Study updates such that they will be compliant with AB 602; and

WHEREAS, the AB 602 Supplemental Analysis, attached hereto and incorporated herein as Exhibit B, has been completed and is proposed for adoption by the TVTC; and;

WHEREAS, the proposed fee rate is 15% of the Maximum Fee Rate for the duration of the SEP for all uses except retail and "other" land uses, which are set at 6% and 12% of the Maximum Fee Rates respectively ("2022 TVTDF"); and

WHEREAS, if adopted, the new 2022 TVTDF rates would be effective July 1, 2022 as follows:

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

WHEREAS, if adopted, the new retail rate will be $5.07 for FY 22-23 and the retail rate will be $5.92 (7% of the maximum) effective July 1, 2023. All other rates for remaining land uses will be adjusted per Construction Cost Index (CCI) consistent with current practice; and

WHEREAS, the TVTC SEP Subcommittee has developed and recommends adoption of the draft SEP and Prioritization of Projects and Funding Plan, which proposes funding for 22 projects (16 projects from New List C and 6 priority list from previous project lists) over the next 10 years, attached hereto and incorporated herein as Exhibit C; and

WHEREAS, in accordance with the requirements of the Mitigation Fee Act, (1) a public hearing notice was published in the newspaper and interested persons were notified 30 days in advance of this meeting at which the AB 602 Supplemental Analysis is proposed for adoption, (2) notices were sent to any individuals requesting notices pertaining to fee increases by TVTC 14 days in advance of this meeting at which the new 2022 TVTDF is proposed for adoption, (3) the 2020 Nexus Study, AB 602 Supplemental Analysis, and the draft SEP Funding Plan were available for public review on the TVTC website and at San Ramon City Hall 10 days in advance of this meeting at which the new 2022 TVTDF, SEP, and AB 602 Supplemental Analysis is proposed for adoption, and (4) A public hearing notice was published twice in the newspaper 10 days in advance of this meeting with 5 days intervening between publication dates; and

WHEREAS, two public information sessions regarding the proposed 2022 TVTDF rate increases and the new SEP were held via Zoom Teleconference on February 23, 2022 and March 30, 2022; and

WHEREAS, pursuant to Section 3(d)(i) of the TVTC JEPA, a vote of at least six (6) members is required to adopt or amend the Strategic Expenditure Plan and amend the TVTDF fee structure.

NOW THEREFORE, BE IT RESOLVED THAT in accordance with Government Code § 66001(a)) and based on the information presented in the 2020 Nexus Study, the TVTC, by a supermajority of six (6), adopts and approves the 2022 TVTDF rates shown in Table 4 above and makes the following findings:

1. Identify the purpose to which the fee is to be put. Response: TVTC policy, as expressed through the TVTC Action Plan, is that new development shall contribute for mitigation of their impacts on Routes of Regional Significance, and that the cost sharing of recommended improvements will be implemented through the Tri-Valley Transportation Development Fee regional impact fee program. The fee advances a legitimate public interest by enabling the TVTC to fund improvements to transportation infrastructure required to accommodate and mitigate the impacts of new development. This finding is documented by the analysis of the projected increase in future travel generated by the new development that is projected to occur in the Tri-Valley. Growth in new residents and employees is projected to increase cumulative average daily delay on the Tri-Valley regional roadways in the morning and evening peak hours, excluding effects from more cut-through traffic.

2. Identify the use to which the fee is to be put. Response: The TVTDF will be used to fund projects to expand capacity, traffic signal coordination and other traffic improvements, improve safety, improve regional transit, improve active transportation/bicycle options, and mitigate the impacts of additional congestion on Routes of Regional Significance to serve new development as designated in the Strategic Expenditure Plan. The projects/public facilities to be funded by the fee are identified in the 2020 Nexus Study and the SEP and the Prioritization of Projects and Funding Plan.

3. Determine how there is a reasonable relationship between the fee's use and the type of development project upon which the fee is imposed. Based on the analysis in the 2020 Nexus Study, the new development projects within the Tri-Valley will generate additional trips which will impact the transportation system in the region, including on Routes of Regional Significance. As illustrated in the 2020 Nexus Study, the planned projects will expand and improve capacity on the Routes of Regional Significance and alleviate congestion to accommodate the increased trips generated by new development. Thus, there is a reasonable relationship between the use of the fee for these projects and the new development generating these additional trips on which the fee will be imposed. .

4. Determine that there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. The need for the planned projects is based on the forecasted increase in congestion on Routes of Regional Significance, as well as other transportation impacts resulting from new development. The 2020 Nexus Study analyzed the contribution by each land use based on the proportion of average AM/PM trips generated by each land use. As demonstrated in the Study, there is a reasonable relationship between the need for the planned projects and the types of development upon which the fee is imposed because the planned projects will mitigate the transportation impacts generated by new development.

5. Determine that there is a reasonable relationship between the amount of the fee and the cost of public facilities or portion of the public facilities attributable to the development on which the fee is imposed. The 2020 Nexus Study demonstrates that there is a reasonable relationship between the amount of the proposed fee and the cost or portion of the cost of the public facilities attributable to the development on which the fee is imposed because each land use category's share of the total trips generated was multiplied by the applicable project costs and then divided by the total number of units, square feet or trips that will occur within the development horizon. In this way, there is a reasonable relationship between the amount of the fee and the cost attributable to each land use type because the fee

applicable to each land use type is based on the number of trips generated by that applicable land use type. Furthermore, the 2022 TVTDF is proposed to be set at between 6% to 15% of the justified maximum fee rate and thus, the amount of the fee is lower than the actual costs attributable to new development.

NOW THEREFORE BE IT FURTHER RESOLVED THAT the Tri Valley Transportation Council adopts and approves, by a supermajority of (6), the SEP and the Prioritization of Projects and Funding Plan (Exhibit B), and adopts the AB 602 Supplemental Analysis (Exhibit C); and

NOW THEREFORE BE IT FURTHER RESOLVED THAT the Tri Valley Transportation Council finds that the foregoing recitals are true.

PASSED, APPROVED, AND ADOPTED at the meeting of April 18, 2022 by the following votes:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____

Scott Perkins, Chair
Tri-Valley Transportation Council

ATTEST:

_____

Lisa Bobadilla, TVTC Administrative Staff

EXHIBIT A

2020 Nexus Study

Tri-Valley Transportation Council

2020 Nexus Fee Update Study

TVTC MEMBER AGENCIES

IN ASSOCIATION WITH

AUGUST 2021 | FINAL

Prepared By:

Kimley»Horn

CONTENTS

TABLES

FIGURES

ACRONYM LIST

ACTC	Alameda County Transportation Commission
ATP	Active Transportation Program
BART	Bay Area Rapid Transit
BRT	Bus Rapid Transit
CCTA	Contra Costa Transportation Authority
CHP	California Highway Patrol
CMF	Crash Modification Factors
CPM	County Program Manager
EIR	Environmental Impact Report
FHWA	Federal Highway Authority
HOV	High Occupancy Vehicle
HSIP	Highway Safety Improvement Program
I-580	Interstate 580
I-680	Interstate 680
ITE	Institute of Transportation Engineers
JEPA	Joint Exercise of Powers Agreement
JPA	Joint Power Agreement
LAVTA	Livermore Amador Valley Transit Authority
LRSM	Local Roadway Safety Manual
MTC	Metropolitan Transportation Commission
OBAG	One Bay Area Grant Program
OTS	Office of Traffic Safety
PM	Post Mile
PSR	Project Study Report
PSR-PDS	Project Study Report-Project Development Support
RRS	Routes of Regional Significance
RTP	Regional Transportation Plan
SAV	Shared Autonomous Vehicle
SB 1	Senate Bill 1
SEP	Strategic Expenditure Plan
SR 84	State Route 84
STIP	State Transportation Improvement Program
SWAT	Southwest Area Transportation Committee
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TBD	To Be Determined
TDM	Travel Demand Model

TEP	Transportation Expenditure Plan
TFCA	Transportation Fund for Clean Air
TIF	Transportation Improvement Fee
TRANSPAC	Transportation Partnership and Cooperation
TSP	Transit Signal Priority
TVTC	Tri-Valley Transportation Council
TVTDF	Tri-Valley Transportation Development Fee
TVTP/AP	Tri-Valley Transportation Plan/Action Plan
VHD	Vehicle Hours of Delay

EXECUTIVE SUMMARY

Completed and adopted in early 2008, the Tri-Valley Transportation Council (TVTC) Nexus Study: Fee Update ("2008 Nexus Study") identified 22 projects that the TVTC elected for eligibility to receive funding from the Tri-Valley Transportation Development Fee (TVTDF). The first 11 projects (List A, Table 13) were adopted into the original program in 1995. The second set of 11 (List B, Table 13), were new projects that were included in the 2008 Nexus Study. The travel demand modeling documented in the 2008 Nexus Study projected that these projects would reduce the congestion created by new development within the Tri-Valley.

Since 2008, there have been changes in the funding, planning and traffic conditions under which the TVTDF was originally developed. In addition, many of the 27 original projects have been completed and the TVTC has identified 23 new projects (List C, Table 14) to be considered. Based on these factors an updated nexus study is needed to support updates to the TVTDF.

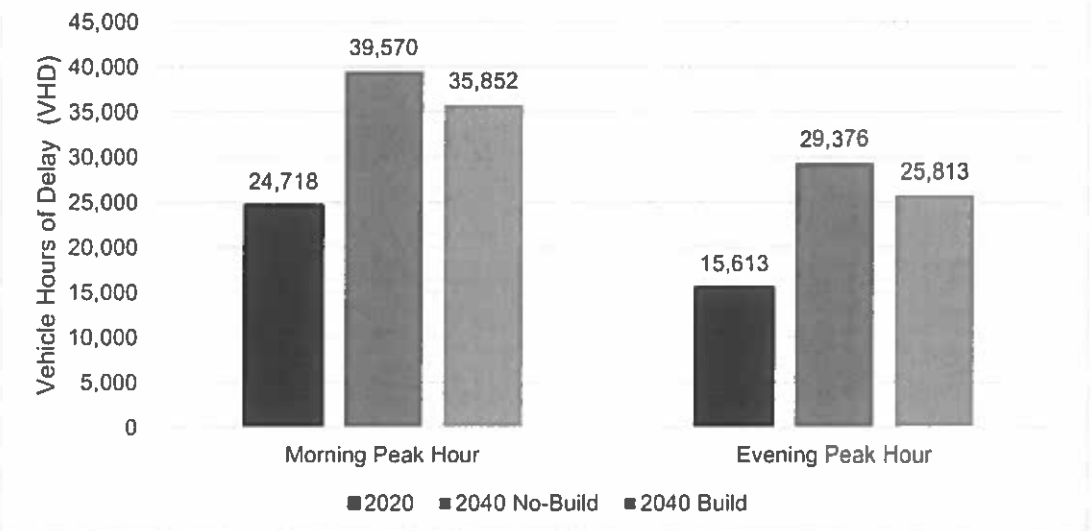
FORECAST GROWTH

New development within the Tri-Valley is forecast to add 33,312 household and 63,947 jobs between 2018 and 2040. This growth will produce an increase of 57,596 average AM/PM peak hour trips.

PROJECT BENEFITS

Based on forecast projection, the vehicle hour of delay is expected to increase by 60 percent during the AM and 88 percent during the PM peak. With the construction remaining improvement projects, this delay is expected to decrease by 15 percent during the AM peak and 23 percent during the PM peak when compared to the 2040 No-Build Scenario. In addition, these projects will result in other benefits to the Tri-Valley Area including improving roadway safety, improving roadway operations, and increasing bicycle ridership.

Figure E-1: Future Build vs No Build Scenario Vehicle Hours of Delay (VHD)



Note: Hours of delay are based on trips with origin or destination in the TVTC region.

UPDATED FEE

The total investment for projects eligible to receive TVTDF funding is estimated to be $4.470 billion, where $3.677 Billion is unfunded. An additional reduction was applied to account for external "cut-though" trips on roadway congestion projects. Future development within the Tri-Valley area is not responsible to pay for these trips since these trips are caused by growth outside of the Tri-Valley area. This reduces the total unfunded cost to be covered by the maximum TVTDF to $2.928 billion. Note that this does not change the overall project costs.

The $2.928 billion unfunded cost was allocated across future development land use type based on the proportion of forecast peak-hour trips to determine the Total Fee per Land Use. Then the maximum fee schedule was determined by dividing Total Fee per Land Use by the 2020-2040 Growth as shown in **Table E-1** below.

Table E-1: Maximum Fee by Land Use Category

Land Use Type	Growth	Maximum Fee
Single-Family Residential	15,857 DU	$43,976 per DU
Multi-Family Residential	17,456 DU	$25,928 per DU
Retail	5,117,500 SF	$84.52 per SF
Office	6,796,800 SF	$58.72 per SF
Industrial	9,289,800 SF	$33.81 per SF
Other	12,441 trips*	$50,839 per trip*

* Average AM/PM trip

The maximum fee schedule shown in in **Table E-1** would generate sufficient revenues to fund the total unfunded cost of all selected projects, however TVTC jurisdictions are not obligated to apply this fee schedule. For instance, the TVTC jurisdiction set rates at approximate 1/3 of the maximum fee calculated in the 1995 and 2008 Nexus studies to help foster growth within the Tri-Valley area, while providing a regional funding source that could be used to match and help compete for Federal and State transportation grants and funding programs.

1 INTRODUCTION AND BACKGROUND

1.1 BACKGROUND AND HISTORY

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

In addition to the project priorities, the TVTP/AP also recommended the development of a TVTDF to allocate a fair share of regional infrastructure cost to go towards new development. The nexus study for the fee program, completed in 1995, justified allocating the unfunded cost needed to complete all of the 11 projects identified in the TVTP/AP to new development. The TVTC, however, recommended scaling back by roughly two-thirds the total amount the fee program would collect from the maximum funding needed. The TVTC and its member jurisdictions subsequently created and adopted the TVTDF in 1998 through a Joint Exercise of Powers Agreement (JEPA). The original Strategic Expenditure Plan (SEP) was adopted in 1999.

The JEPA called for a periodic update of the fee program to reflect any significant changes in population growth, project status, and other conditions that would require revisions to the fee program. Since 1995, there have been substantial changes in the funding, planning, and traffic setting in which the TVTDF was originally developed. New funding sources were established; the TVTP/AP was updated in 2000; projects were completed; project schedules and/or funding plans shifted; traffic patterns changed; and new regional transportation projects were identified through various traffic studies. The TVTC responded to these changes by directing the Technical Advisory Committee (TAC) to conduct its first update to the fee nexus study to update the fee and project list.

Completed and adopted in early 2008, the first update to the TVTC Nexus Study: Fee Update ("2008 Nexus Study") identified 22 projects that the TVTC elected for eligibility to receive funding from the TVTDF. The first 11 projects (List A, Table 13) were adopted into the original program in 1995. The second set of 11 (List B, Table 13), were new projects that were included in the 2008 Nexus Study. The travel demand modeling documented in the 2008 Nexus Study projected that these projects would further reduce congestion created by new development within the Tri-Valley. A revised fee structure was released by TVTC for consideration by each member agency in late 2008. While each member agency communicated support for the revised fee structure, it was not approved by all member agencies pending preparation and approval of a corresponding SEP. A TVTC SEP Subcommittee was therefore formed to commence preparation of an SEP.

To facilitate the progress of existing projects while an update to the SEP was underway, an Interim Funding Plan was approved by TVTC in April 2010. The Interim Funding Plan matched the programmed amounts and priorities established in the 2004 SEP Update. It also included a revised disbursement timeline to reflect the current Joint TVTDF account balance and projected fee collections over the next five years.

With respect to the TVTC JEPA, in October 2013 TVTC entered into a new Joint Exercise of Powers Agreement (JEPA) comprised of seven member agencies: the County of Alameda, the County of Contra Costa, the City of Livermore, the City of Pleasanton, the City of San Ramon, the City of Dublin, and the Town of Danville. The purpose of the new JEPA agreement was to establish the TVTC as a **separate agency** responsible for planning, coordinating, and receiving disbursement of traffic impact fee

revenues from member agencies to help implement transportation improvement projects within the Tri-Valley Area.

Strategic Expenditure Plan (SEP)

In January 2015, the TVTC adopted Resolution No. 2015-01 – Adopting the updated Tri-Valley Transportation Development Fee Schedule as a two-year phase-in plan, with no change during the initial year (FY 14-15), an increase to 25% of the maximum allowable rate by the fee nexus study in the second year (FY 15-16) and a final increase to 35% of the maximum allowable rate by the third year (FY 16-17). The new fee was based on the Fee Nexus Study adopted in 2008.

In November 2015, a review of the 2008 Nexus Study was conducted to determine if the analysis establishing a reasonable relationship between the unexpended fees and the purpose for which those fees were collected remained valid. This review analyzed the 2008 Nexus Study Fee Update with current traffic conditions, forecasted growth, and project updates and found that the analysis establishing a reasonable relationship between the unexpended fees and the purpose of which those fees were collected was still valid. The review also identified a number of conditions that had changed since the completion of the 2008 Nexus Study, such as growth projections were lower in the more recent forecasts than at the time of the 2008 Nexus Study. This translated to lower trip generation rate from new development. In addition, a number of the projects in the Nexus Study had been completed or had a change in project description or cost estimate. However, due to inflation and updated cost estimates, the total unfunded project cost had only decreased by 9 percent. The minor decrease in unfunded cost, paired with a decrease in expected new peak hour trips to which the fee would be applied, meant that the maximum fee identified in the 2008 Nexus Study would be higher in an updated calculation.

In January 2017, the TVTC approved the 2008 TVTC Nexus Study Validation Review and adopted the 2017 Strategic Expenditure Plan (SEP)* Update. At that time, the TVTC elected to maintain the current fee rate, with exception of the annual Construction Cost Index (CCI) adjustment. The 2017 SEP update incorporated and built upon the updated project descriptions, funding programs, and progression of the TVTDF over the previous six years. Some of the transportation improvement projects on the original list were completed and schedules and funding for others had changed. The JEPA, adopted in 2013, required approval for the SEP, by a supermajority of the TVTC – six members.

Since 2008, there have been changes in the funding, planning and traffic conditions under which the TVTDF was originally developed. In addition, many of the 22 projects have been completed and the TVTC has identified 16 new projects (List C, Table 14) to be considered. Based on these factors the 2020 updated nexus study was undertaken.

On August 16, 2021, the TVTC approved Resolution No. 2021-10 Adopting the Tri-Valley Transportation Council 2020 Nexus Fee Update Study.

1.2 REPORT ORGANIZATION

The remainder of the report is divided into the following chapters:

- Chapter 2 - Forecast of New Development and Travel Demand: Describes the methodology, assumption, and results used to determine future development forecast
- Chapter 3 - Improvement Projects and Cost Estimates: Presents list of improvement projects the TVTC elected to receive funding from the TVTDF. Detailed project descriptions are provided in Appendix A and Appendix B.
- Chapter 4 - Nexus Findings: Describes relevant findings for the imposition of development impact fees,
- Chapter 5 - Next Steps: Identifies next steps for adopting the updated fee schedule.

2 FORECAST OF NEW DEVELOPMENT AND TRAVEL DEMAND

This chapter describes the methodology, assumption, and results for travel demand forecasting.

2.1 METHODOLOGY AND APPROACH

Travel demand forecasting was conducted using the current version of Contra Costa Transportation Authority Travel Demand Model (CCTA TDM). The use of the CCTA TDM is consistent with the previous 2008 Nexus Study. Based on the outcome of initial discussions with the TAC, the following steps were taken regarding the development of travel demand forecasts:

- Travel demand forecasting was reaffirmed to be based on the latest version of CCTA TDM. In 2019, the CCTA TDM was updated to incorporate assumptions consistent with the current (as of 2017) Metropolitan Transportation Commission (MTC) Regional Transportation Plan (RTP). A 2018 base year validation was also completed as part of that update. The growth projections were based on a base year of 2020 and a horizon year of 2040. Note that the CCTA TDM base year was updated to reflect 2020 conditions and that the 2040 horizon year was also modified to address the specific needs of this study.
- Land use assumptions for households and employment were broken down for the 2020 base and 2040 horizon years by jurisdiction and were distributed to member agencies for review. Detailed data submitted to each jurisdiction included household and employment data at the traffic analysis zone (TAZ) level. In addition, supplemental data from the Alameda County Transportation Commission (ACTC) travel demand model was also provided to member agencies within Alameda County. Kimley Horn worked closely with the individual agencies to appropriately finalize growth forecasts prior to their use in the final modeling for this study.

Given that a recent land use forecast for the Tri-Valley region already exists as incorporated into the 2019 update of the CCTA Model, it is important to provide a context for the basis of this forecast. Specifically, the focus of this effort, unlike the more recent application of the CCTA model which was in support of a Region-Wide RTP, is confined to a limited area that primarily includes City of Dublin, Pleasanton, Livermore, Danville, and San Ramon and parts of unincorporated Contra Costa and Alameda counties. As this constitutes sub-area analysis (although the entirety of the model will be used during analysis), the typical best practice includes carefully assessing land use within the study area to make sure that it is prepared in a manner consistent with the specific goals of the study for which the TDM will be applied. It is important to note that TDMs used in support of RTPs are prepared in accordance with strict control totals and, as such, their land use forecasts do not necessarily reflect certainty as to whether a given development will occur, rather they are more akin to a process of prioritization (the forecaster determines the magnitude and location of development that is most likely to occur rather than determining whether something will NOT occur). Not surprisingly, local jurisdictions sometimes have more detailed perspectives on whether certain concentrations of development within their communities will occur before the RTP planning horizon. A land use assessment, such as that carried out as part of a typical sub-area analysis, is often an opportunity to reconsider jurisdictional land use input without the necessary limitations that an RTP puts on land use forecasting.

Based on these considerations and information shared by the TAC members, as well as input from staff from the member agencies at several individual agency meetings, it was determined that the 2040 land use forecast for the study area as included in the 2019 version of the CCTA TDM had unlikely development patterns in several locations within the study area as compared to the collective perspectives of member

agencies. Accordingly, it was agreed that a process to refine the existing CCTA forecast in a manner that could be reasonably justified based on readily available information and data would be undertaken. Specifically, this forecast is intended to reflect both realistic and achievable 2040 growth within the study area, and not necessarily circumstances that would be reflective of the full potential of the study area or an overly conservative approach such as a "worst-case" scenario.

2.2 TRAVEL DEMAND FORECAST

This section presents the growth forecast based on feedback from member agencies.

2.2.1 HOUSEHOLD GROWTH

Table 1 and **Figure 1** summaries the estimated household growth between 2020 and 2040 the resulted from the process described in the prior section. Between 2020 and 2040 there is an expected total growth of 33,312 households within the Tri-Valley Area. This equates to a 24 percent change or an annual growth rate of 1.09%.

Table 1: Total Household Forecasts by Agency

Agency	2020	2040	2020-2040 Growth	Percent Change	Annual Growth Rate
Danville	15,564	16,557	993	6%	0.31%
Dublin	21,708	29,105	7,397	34%	1.48%
Livermore	30,685	39,759	9,074	30%	1.30%
Pleasanton	27,783	34,099	6,316	23%	1.03%
San Ramon	27,624	36,638	9,014	33%	1.42%
Alameda Unincorporated	2,108	2,362	254	12%	0.57%
Contra Costa Unincorporated	11,921	12,185	264	2%	0.11%
Total Tri-Valley	**137,393**	**170,705**	**33,312**	**24%**	**1.09%**

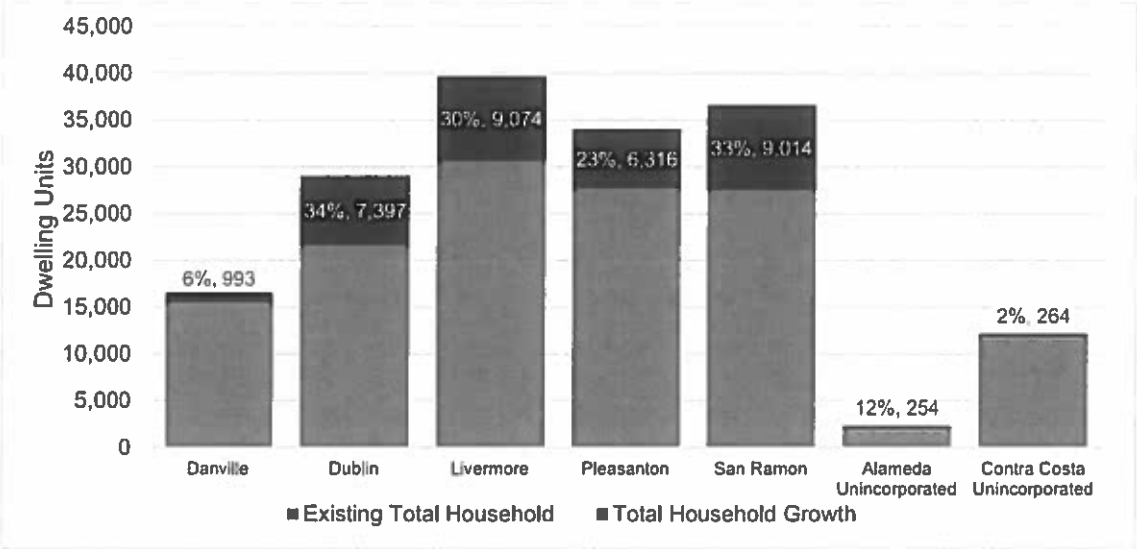


Figure 1:Total Household Forecasts by Agency

Table 2 presents the overall change based on dwelling type. As shown, it is expected that single family units will grow by 15,856 units at an annual growth rate of 0.69%. It is expected that multi-family units will go by 17,456 units at an annual growth rate of 2.35%. **Table 3** and **Figure 2** summarizes growth for single family household by agency. **Table 4** and **Figure 3** summarizes the growth for multifamily households by agency.

Table 2: Projected Dwelling Unit Growth, 2020-2040

Dwelling Type	2020	2040	2020-2040 Growth	Percent Change	Annual Growth Rate
Single Family	107,944	123,800	15,856	15%	0.69%
Multifamily	29,449	46,905	17,456	59%	2.35%
Total	**137,393**	**170,705**	**33,312**	**24%**	**1.09%**

Table 3: Single Family Household Forecasts by Agency

Agency	2020	2040	2020-2040 Growth	Percent Change	Annual Growth Rate
Danville	14,346	14,882	536	4%	0.18%
Dublin	14,579	17,506	2,927	20%	0.92%
Livermore	23,631	29,091	5,460	23%	1.04%
Pleasanton	20,689	24,202	3,513	17%	0.79%
San Ramon	21,704	24,821	3,117	14%	0.67%
Alameda Unincorporated	1,767	1,953	186	11%	0.50%
Contra Costa Unincorporated	11,228	11,345	117	1%	0.05%
Total Tri-Valley	**107,944**	**123,800**	**15,856**	**15%**	**0.69%**

Figure 2: Single Family Household Forecasts by Agency

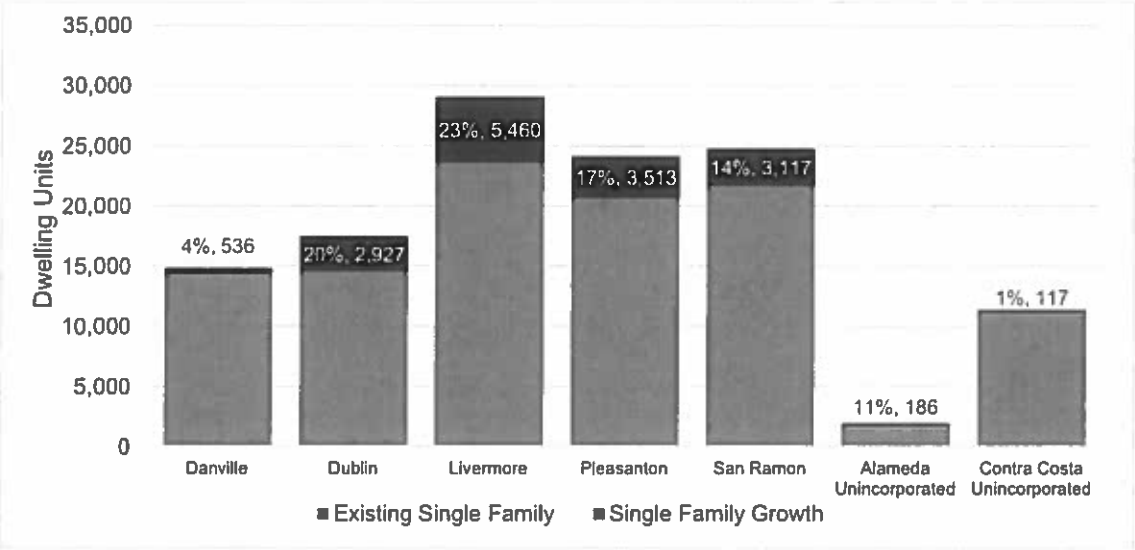
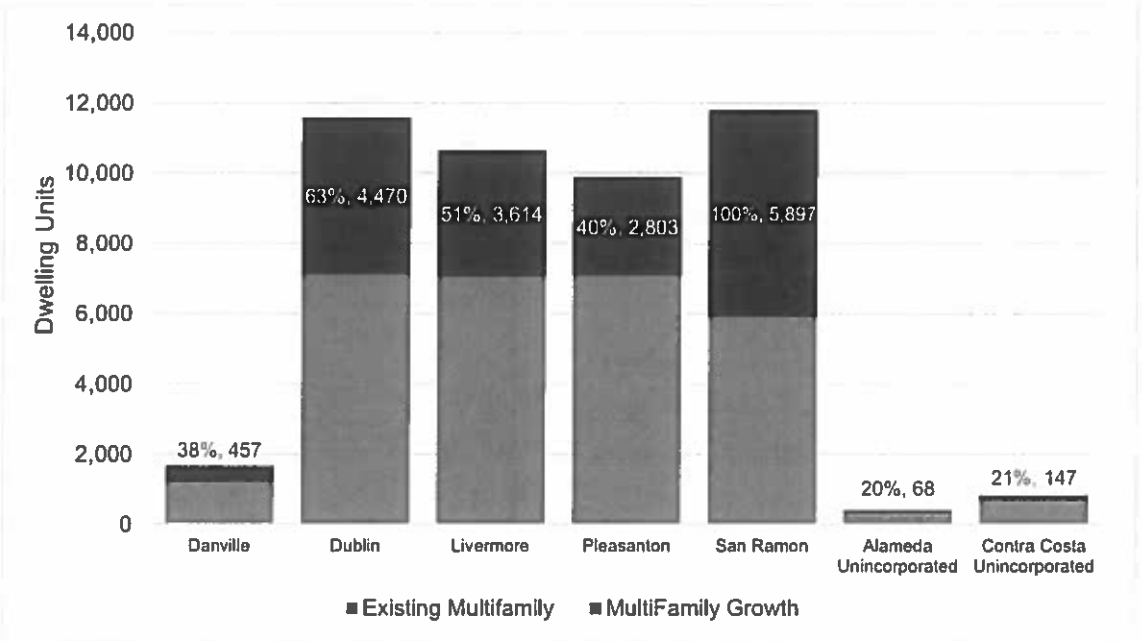


Table 4: Multifamily Household Forecasts by Agency

Agency	2020	2040	2020-2040 Growth	Percent Change	Annual Growth Rate
Danville	1,218	1,675	457	38%	1.61%
Dublin	7,129	11,599	4,470	63%	2.46%
Livermore	7,054	10,668	3,614	51%	2.09%
Pleasanton	7,094	9,897	2,803	40%	1.68%
San Ramon	5,920	11,817	5,897	100%	3.52%
Alameda Unincorporated	341	409	68	20%	0.91%
Contra Costa Unincorporated	693	840	147	21%	0.97%
Total Tri-Valley	**29,449**	**46,905**	**17,456**	**59%**	**2.35%**

Figure 3: Multifamily Household Forecasts by Agency



2.2.2 EMPLOYMENT GROWTH

Table 5 and **Figure 4** summarizes the estimated employment growth between 2020 and 2040. Between 2020 and 2040 there is an expected total growth of 63,947 jobs within the Tri-Valley Area. This equates to an approximate 30% change or an annual growth rate of 1.34%. Detailed information for specific Traffic Analysis Zones (TAZ) are included in **Attachment B** and **C**.

Table 5: Total Employment Forecasts by Agency

Agency	2020	2040	2020-2040 Growth	Percent Change	Annual Growth Rate
Danville	19,330	19,519	189	1%	0.05%
Dublin	23,402	32,716	9,314	40%	1.69%
Livermore	46,038	66,795	20,757	45%	1.88%
Pleasanton	62,196	86,489	24,293	39%	1.66%
San Ramon	50,539	59,027	8,488	17%	0.78%
Alameda Unincorporated	4,358	4,913	555	13%	0.60%
Contra Costa Unincorporated	4,460	4,811	351	8%	0.38%
Total Tri-Valley	**210,323**	**274,270**	**63,947**	**30%**	**1.34%**

Figure 4: Total Employment Forecasts by Agency

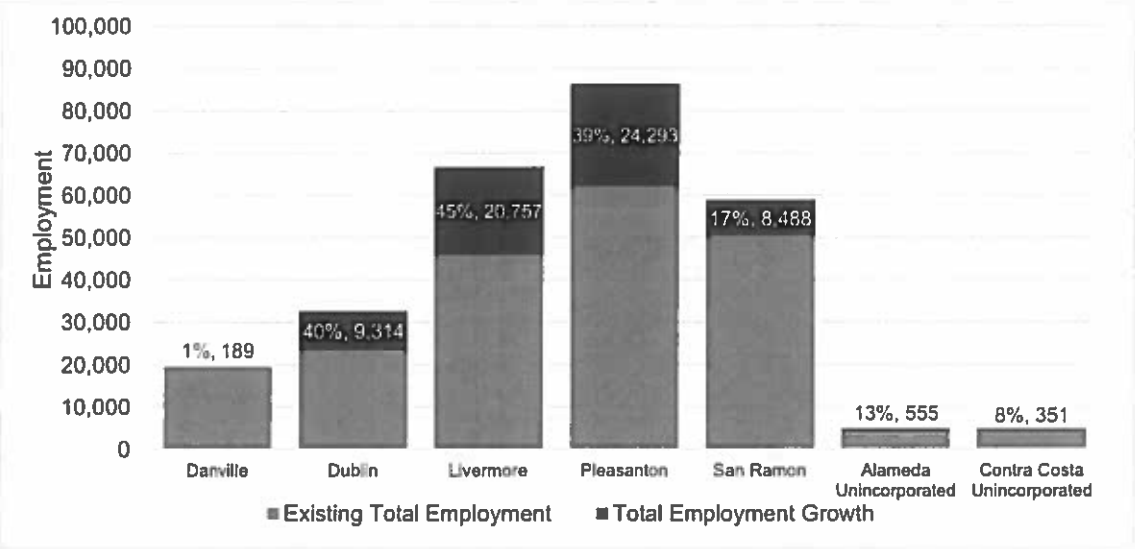


Table 6 presents the estimate growth between the base year of 2020 and the 2040 horizon year by employment type. Manufacturing, Service, and Other-type employment are forecasted to have the highest growth with a 60%, 33%, and 31% change, respectively. Retail and Trade/Wholesale-type employment are forecasted to have the smaller growth with a 20% and 19% change respectively. Agricultural-type employee is expected to have very little change. **Figure 5** through **Figure 10** summarizes the growth for each employment type by agency.

Table 6: Total Employment Forecasts by Employment Type

Employment Type	2020	2040	2020-2040 Growth	Percent Change	Annual Growth Rate
Retail	50,168	60,403	10,235	20%	0.93%
Service	69,029	91,685	22,656	33%	1.43%
Other	67,621	88,356	20,735	31%	1.35%
Agricultural	1,225	1,224	-1	0%	0.00%
Manufacturing	14,942	23,842	8,900	60%	2.36%
Trade/Wholesale	7,338	8,760	1,422	19%	0.89%
Total Employment	**210,323**	**274,270**	**63,947**	**30%**	**1.34%**

Note:
Service employment includes professional services/offices, public administration, health services, educational services, hotel, etc.
Other employment includes car washes, repair-maintenance services, personal care services, civic and social organization etc.

Figure 5: Retail Employment Forecasts by Agency

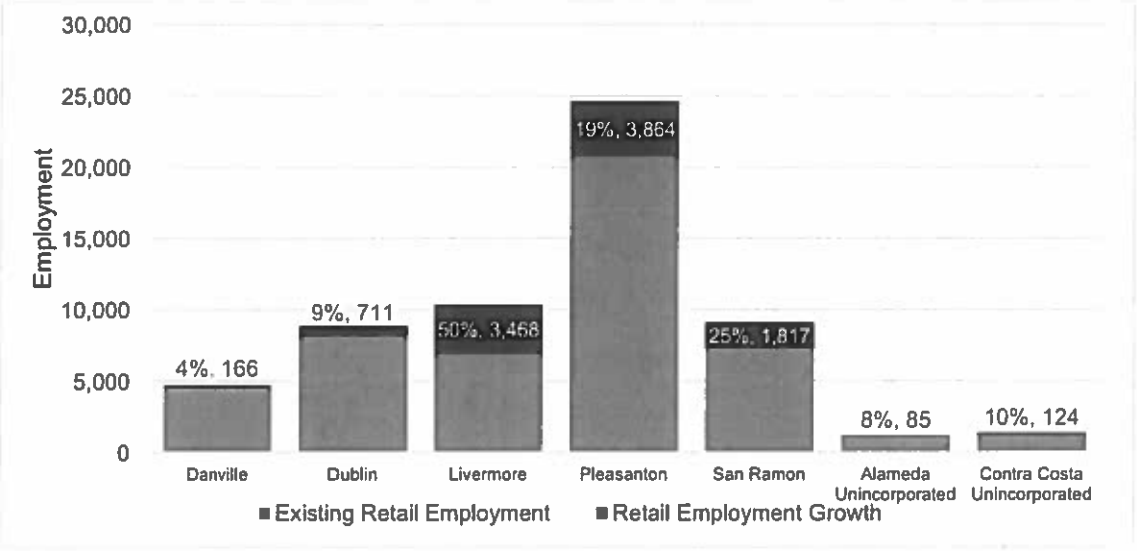


Figure 6: Service Employment Forecasts by Agency

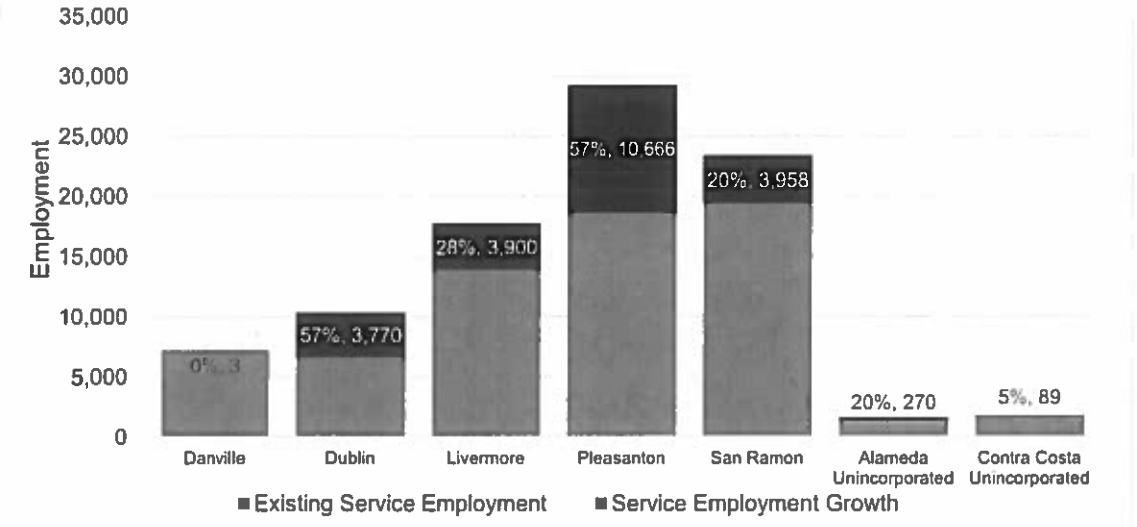
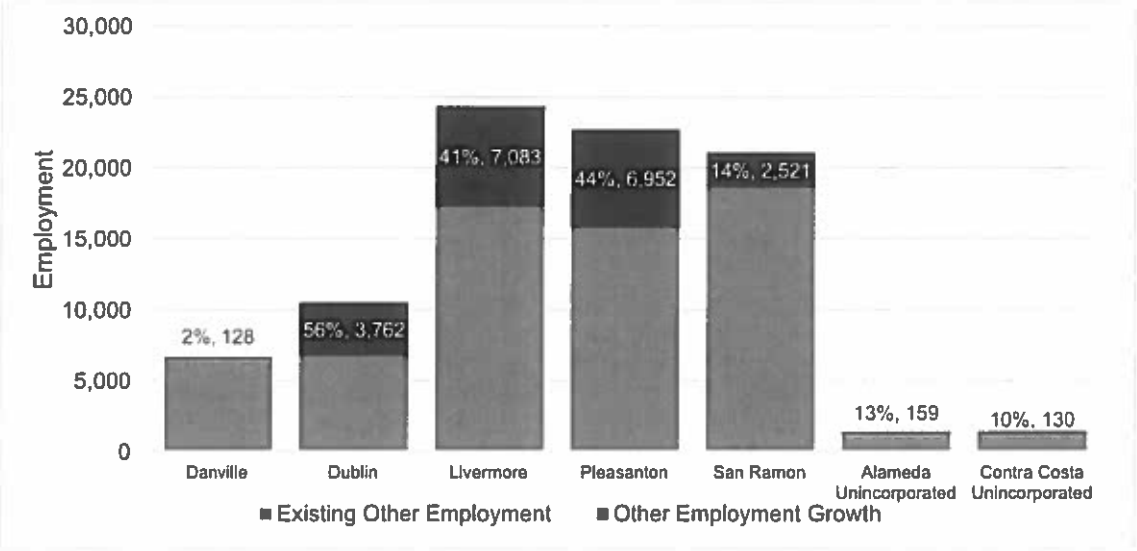


Figure 7: Other Employment Forecasts by Agency



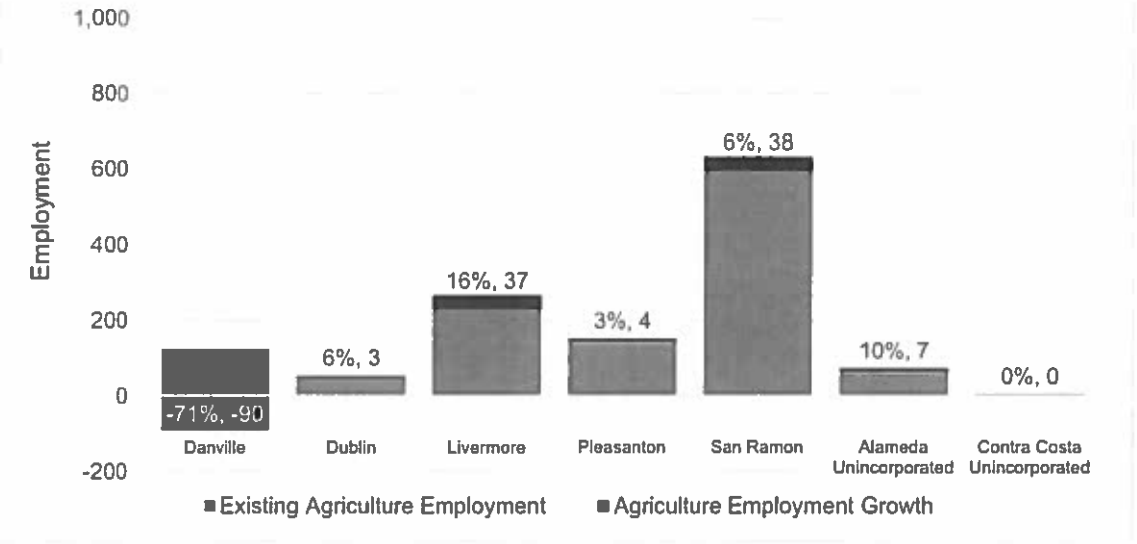


Figure 8: Manufacturing Employment Forecasts by Agency

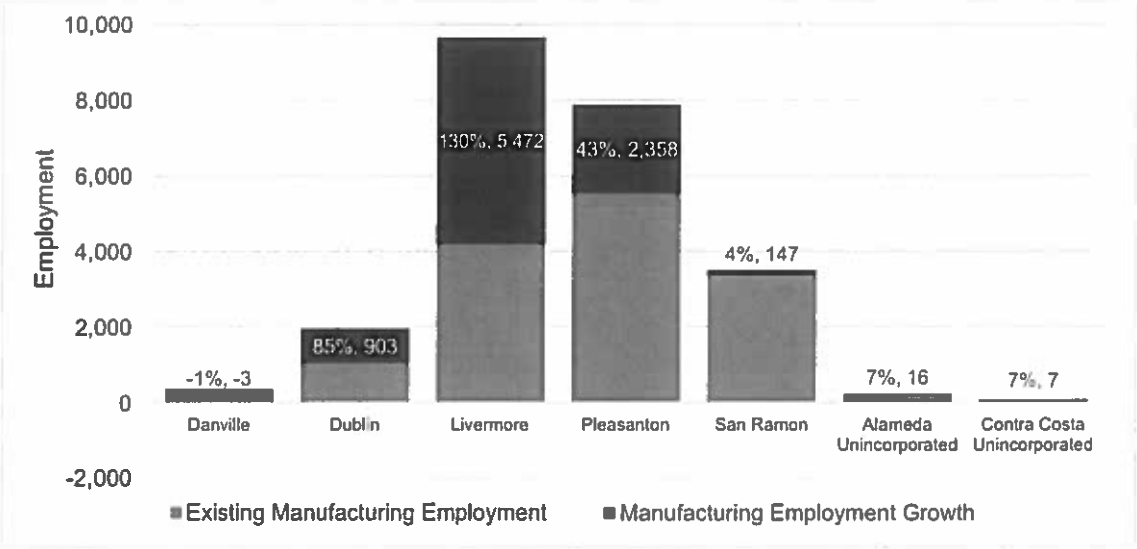


Figure 9: Trade/Wholesale Employment Forecasts

Employment growth was converted to square feet of commercial building space based on employee density assumed from the 2008 Nexus Study. These conversions are shown in **Table 7** below.

Table 7: Employment Growth Converted to Square Commercial Building Space

Land Use Type	Employee Growth 2020-2040	Employee Density (SF/Employee)	In Building Square Footage 2020-2040
Retail	10,235	500	5,117,572
Office/Service	22,656	300	6,796,911
Industrial[1]	10,321	900	9,289,204
Other	20,735	600	12,440,969
Total	**63,947**	**-**	**33,644,656**

[1] Industrial includes agriculture, manufacturing, and trading employment-types.

2.2.3 COMPARISON WITH 2008 NEXUS STUDY

A comparison of the total growth (base year to horizon year) and the annual growth rates between the 2008 Nexus Study and the 2020 Nexus Study forecast is presented in **Table 8**. The household growth estimated in the current 2020 Nexus Study is approximately half as much as estimated in the 2008 Nexus Study. The employment growth is estimated to be slightly lower than the 2008 Nexus Study. A slower build-out results in smaller amount of development being available to pay towards improvement projects.

Table 8: Overall Growth Comparison

	Total Growth		Annual Growth	
	Household	Employment	Household	Employment
2008 Nexus Study (2007 to 2030 Growth)	51%	42%	1.81%	1.54%
2020 Nexus Study (2020 to 2040 Growth)	24%	30%	1.09%	1.34%

Detailed comparison household and employment are discussed in the following sections.

2.2.3.1 Household

Table 9, Table 10 and **Figure 11** presents a comparison of the household growth between 2008 Nexus Study and the 2020 refined growth forecast. Single family housing experienced 4% less growth than anticipated in the 2008 Nexus Study. Multifamily housing experienced 10% less growth than anticipated in the 2008 Nexus Study. The multifamily growth trend is similar between the 2008 and 2020 Nexus Study.

Figure 10: 2008 Nexus and 2020 Refined Dwelling Unit Forecast

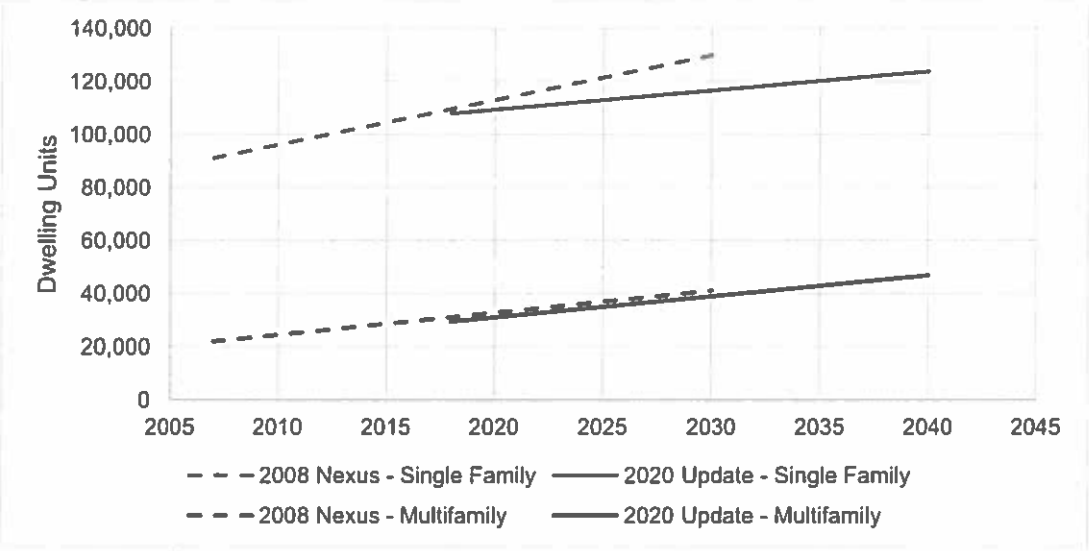


Table 9: Household Growth Comparison

Dwelling Type	2008 Nexus Study					2020 Nexus Study				
	2007	2030	2007-2030 Growth	Percent Change	Annual Growth	2018	2040	2020-2040 Growth	Percent Change	Annual Growth
Single Family	91,136	129,818	38,682	42%	1.55%	107,944	123,800	15,856	15%	0.69%
Multifamily	21,959	41,042	19,083	87%	2.76%	29,449	46,905	17,456	59%	2.35%
Total	**113,095**	**170,860**	**57,765**	**51%**	**1.81%**	**137,393**	**170,705**	**33,312**	**24%**	**1.09%**

Table 10: Actual Versus Projected 2020 Household Values

Dwelling Type	2020 Projected	2020 Actual	Difference	Percent Difference
Single Family	113,000	107,944	-5,056	-4%
Multifamily	32,745	29,449	-3,296	-10%
Total	**145,745**	**137,393**	**-8,352**	**-6%**

Note: 2020 Projected assumes linear growth based on 2007-2030 growth assumed in 2008 Nexus Study

2.2.3.2 Employment

Table 11, Table 12, Figure 12, and **Figure 13** presents a comparison of the employment growth between 2008 Nexus Study and the 2020 Nexus Study. All employment types except for Other are forecast to experience less growth than anticipated in the 2008 Nexus Study. Retail and Other employment experience higher growth at 15% and 8% more than 2020 estimate. For Agriculture employment, there was a -7% difference. Service, manufacturing, and trading employment experienced the greatest difference, ranging from -37% to -43% compared to employment numbers anticipated for 2020 in 2008 Nexus Study. While the actual numbers differ from the anticipated growth assumed in 2008 Nexus Study, the 2020 Nexus Study is anticipating similar growth trends as the previous study for all employment types.

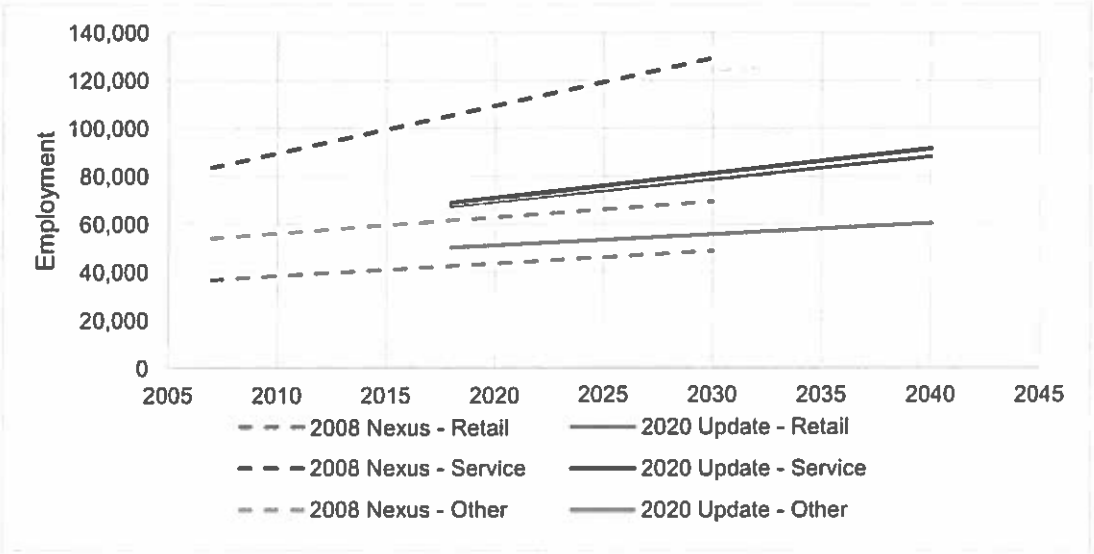


Figure 11: 2008 Nexus Study and 2020 Nexus Study Employment Forecast (Retail, Service, Other)

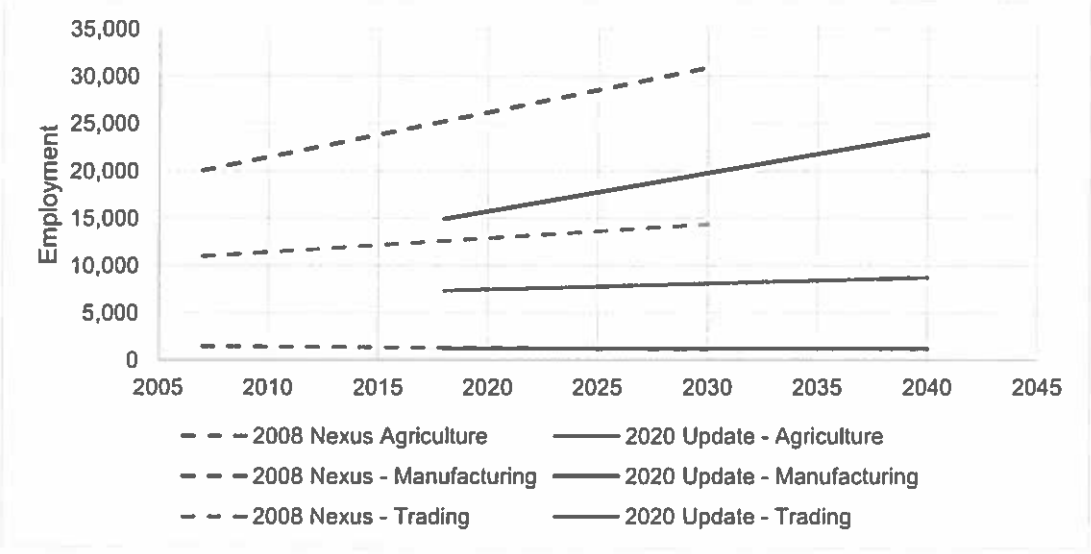


Figure 12: 2008 Nexus Study and 2020 Nexus Study Employment Forecast (Agriculture, Manufacturing, Trading)

Table 11: Employment Growth Comparison

Employment Type	2008 Nexus Study					2020 Nexus Study				
	2007	2030	2007-2030 Growth	Percent Change	Annual Growth	2020	2040	2020-2040 Growth	Percent Change	Annual Growth
Retail	36,806	48,927	12,121	33%	1.25%	50,168	60,403	10,235	20%	0.93%
Service	83,608	129,427	45,819	55%	1.92%	69,029	91,685	22,656	33%	1.43%
Other	54,076	69,459	15,383	28%	1.09%	67,621	88,356	20,735	31%	1.35%
Agriculture	1,483	1,182	-301	-20%	-0.98%	1,225	1,224	-1	0%	0.00%
Manufacturing	20,048	30,895	10,847	54%	1.90%	14,942	23,842	8,900	60%	2.36%
Trading	10,986	14,371	3,385	31%	1.17%	7,338	8,760	1,422	19%	0.89%
Total	**207,007**	**294,261**	**87,254**	**42%**	**1.54%**	**210,323**	**274,270**	**63,947**	**30%**	**1.34%**

Table 12: Actual Versus Projected 2020 Employment Values

Employment Type	2020 Projected	2020 Actual	Difference	Percent Difference
Retail	42,603	42,603	7,565	15%
Service	105,521	105,521	-36,492	-37%
Other	61,433	61,433	6,188	8%
Agriculture	1,339	1,339	-114	-7%
Manufacturing	25,236	25,236	-10,294	-43%
Trading	12,605	12,605	-5,267	-43%
Total	**248,737**	**248,737**	**-38,414**	**-18%**

Note: 2020 Projected assumes linear growth based on 2007-2030 growth assumed in 2008 Nexus Study

3 IMPROVEMENT PROJECTS AND COST ESTIMATES

This chapter presents the 38 improvement projects included as part of the 2020 Nexus Updates.

3.1 IMPROVEMENT PROJECTS

There are 38 improvement projects that the TVTC has included in the Tri-Valley Transportation Development Fee (TVTDF) for the 2020 Nexus Study. Of those projects, 15 projects exist in the current TVTDF and 23 that are to be considered as part of this nexus update study.

3.1.1 CURRENT PROJECT LIST

Current projects are divided into two lists. The first list, List A, includes 7 projects that were included in the original program adopted in 1995. The second list, List B, includes 8 projects that were included in the 2008 Nexus Study.

Out of the 27 existing projects, 10 projects have been completed and are no longer considered for further funding. In addition, two projects (B-9 Danville Boulevard/Stone Valley Road I-680 Intersection and B-11a I-680 HOV Direct Access Ramps) have been removed from the project list and are no longer being considered for funding (for a total of 12 projects removed from the prior lists). The remaining projects have not been fully completed. **Table 13** summaries the projects in List A and B along with their total project costs and their remaining unfunded cost. Detailed description of projects in Lists A and B are provided in **Appendix A.**

3.1.2 NEW SELECTED PROJECT LIST

With almost half of the current project list completed and no longer receiving funding, TVTC reviewed and selected additional projects to be considered for receiving funding from the TVTDF. This selection process involved a comprehensive planning process to develop a project list that mitigates the impacts of new development based on feasibility and stakeholder support. From this process, 23 additional projects (List C) were identified to receive funding from the TVTDF. List C projects, along with their total project costs and their remaining unfunded costs are listed in **Table 14**. Detailed descriptions of projects in List C are provided in **Appendix B**.

3.2 UNFUNDED COST

Tables 13 and **14** presents total project cost and their remaining unfunded cost. The total investment for projects eligible to receive TVTDF funding is estimated to be $4.470 billion, where $3.677 billion is unfunded. An additional reduction was applied to account for external "cut-though" trips on roadway congestion projects. Future development within the Tri-Valley area is not responsible to pay for these trips since these trips are caused by growth outside of the Tri-Valley area. This reduces the total unfunded cost to be covered by the maximum TVTDF to $2.928 billion. Note that this does not change the overall project costs.

The funded amount includes the current TVTDF amount currently allocated toward projects as well as additional federal, state, regional, or local funding sources. Based on input received from member

jurisdictions, it is anticipated that approximately $793.24 million of funding has been identified for the current project list. **Appendices A** and **B** include a cost estimate and a portfolio of likely funding sources.

Table 13: Existing Projects – List A& B

	Project	Total Cost (2021 $Millions)	Unfunded Cost (2021 $Millions)
A-1	Interstate 580 (I-580)/Interstate 680 (I-680) Interchange (southbound to eastbound)	-	-
A-2a	State Route 84 (SR 84) Expressway (I-580 to I-680)	$325.4	-
A-2b	SR 84/I-580 Interchange	$22.7	$6.42
A-3	I-680 Auxiliary Lanes (Segment 2)	-	-
A-4	West Dublin/Pleasanton Bay Area Rapid Transit (BART) Station	-	-
A-5a	I-580 Eastbound Auxiliary Lane	-	-
A-5b	I-580 High Occupancy Vehicle (HOV) Lane Westbound	-	-
A-6	I-680 HOV Lanes, SR 84 to Top of Sunol Grade	-	-
A-7	I-580/Foothill Road/San Ramon Road Interchange Modifications	-	-
A-8	I-680/Alcosta Boulevard Interchange	-	-
A-9a	Crow Canyon Road Improvements Phase 1	$10.87	$8.42
A-9b	Crow Canyon Road Improvements Phase 2	$58.77	$57.08
A-10a	Vasco Road Safety Improvements Phase 1	$40.57	$11.14
A-10b	Vasco Road Safety Improvements Phase 2	$31.20	$28.62
A-11	Express Bus/Bus Rapid Transit (BRT) – Phase 2	$22.35	$21.21
B-1	I-580/I-680 Interchange (westbound to southbound)	$1,785.65	$1,746.65
B-2	Fifth Eastbound Lane on I-580 from Santa Rita Road to Vasco Road	-	-
B-3	I-580/First Street Interchange Modification	$61.00	$7.93
B-4	I-580/Vasco Road Interchange Modification	$85.65	$16.61
B-5	I-580/Greenville Road Interchange Modification	$86.00	$18.92
B-6	Jack London Boulevard Extension	$28.16	$10.08
B-7	El Charro Road Extension (Stoneridge Drive/Jack London Boulevard to Stanley Boulevard)	$72.48	$72.48
B-8	Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive)	$88.08	$54.55
B-9	Danville Boulevard/Stone Valley Road I-680 Interchange Improvements	-	-
B-10	I-680 Southbound HOV Lane Gap Closure (North Main Street to Rudgear Road)	-	-
B-11a	I-680 HOV Direct Access Ramps	-	-
B-11b	I-680 Transit Corridor Improvements	$277.85	$274.85

Note: Completed or removed projects that are no longer considered for further funding are shaded.

Table 14: New Selected Projects – List C

	Project	Total Cost (Millions)	Unfunded Cost (Millions)
C-1	Tesla Road Safety Improvements	$13.19	$13.19
C-2	Norris Canyon Road Safety Improvement	$24.49	$18.49
C-3	Dublin Boulevard – North Canyons Parkway Extensions	$160.39	$134.91
C-4	Vasco Road at Dalton Avenue Intersection Improvements	$3.39	$3.39
C-5	El Charro Road Widening	$68.09	$38.09
C-6	Sunol/680 Interchange Improvements	$16.60	$7.60
C-7	I-680 Express Lanes – Hwy 84 to Alcosta	$527.57	$507.57
C-8	Santa Rita/I-580 Interchange	$10.33	$2.63
C-9	Stoneridge/I-680 Interchange	$11.98	$4.08
C-10	Innovate 680	$57.21	$54.66
C-11a	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon Road	$22.88	$8.58
C-11b	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Crow Canyon Road	$19.69	$19.69
C-11c	Iron Horse Trail – Dublin	$11.60	-
C-11d	Iron Horse Trail – Livermore	$26.99	$26.99
C-11e	Iron Horse Trail to Shadow Cliffs	$1.65	$0.30
C-11f	Iron House Trail Connection Improvements at Santa Rita Road	$0.87	$0.48
C-11g	Iron Horse Trail Bicycle/Pedestrian Overcrossing – Sycamore Valley Road	$19.78	$19.78
C-11h	Iron Horse Trail Safety Improvements	$85.60	$85.60
C-12	Hacienda/I-580 Interchange Improvements	$39.13	$34.50
C-13	Fallon/El Charro Interchange Improvements	$34.51	$19.96
C-14	Valley Link Rail (Phase 1)	$258.25	$258.25
C-15	Technology Enhancements	$0.33	$0.33
C-16	I-680 Express Bus Service	$59.35	$59.35

4 NEXUS FINDINGS

This chapter presents the relationship of between the increase travel demand from new development, the cost of improvements needed to accommodate that growth, and the impact fee to fund those investments.

4.1 OVERALL METHODOLOGY

Impact fees may be calculated using a purely technical method that would fund the cost of facilities required to accommodate growth. The four steps followed in any development impact fee study include the following:

1. Prepare growth projections;
2. Identify facility standards;
3. Determine the amount and cost of facilities required to accommodate new development based on facility standards and growth projections; and
4. Calculate the public facilities fee by allocating the total cost of facilities per unit of development.

This nexus study results in a calculation of the maximum fee based on the list of projects identified in Chapter 3 (and described in Appendices A and B) to the greatest extent technically defensible under the Mitigation Fee Act. Consistent with the TVTC's directions, the full cost of funding these improvements is used to calculate the maximum fee rates the TVTC could apply to all new residential and non-residential development in the Tri-Valley between 2020 and 2040.

4.2 MITIGATION FEE ACT FINDINGS

Development impact fees are one-time fees typically paid when a building permit is issued and imposed on development projects by local agencies responsible for regulating land use (cities and counties). To guide the widespread imposition of public facilities fees, the State Legislature adopted the Mitigation Fee Act (Act) with Assembly Bill 1600 in 1987 and subsequent amendments. The Act, contained in California Government Code Sections 66000 through 66025, establishes requirements on local agencies for the imposition and administration of fee programs. The Act requires local agencies to document five findings when adopting a fee.

The five statutory findings required for adoption of the TVTC updated impact fee were adopted when the first TVTC fee was adopted in 1995 and subsequently again when the Nexus Study was updated in 2008 and 2017. They are presented here and supported by the Nexus Analysis section (Chapter 2) of this report. All statutory references below are to the Act. This sample framework for the Mitigation Fee Act findings is only to provide local agencies with guidance and is not a substitute for legal advice. Local agencies will customize the findings for their jurisdiction and consult with their legal counsel prior to adoption of the updated TVTDF.

4.2.1 PURPOSE OF FEE

For the first finding, the local agency must identify the purpose of the fee (Section 66001(a)(1)). The TVTC policy, as expressed through the TVTC Action Plan, is that new development shall contribute for mitigation of their impacts on the Routes of Regional Significance, and that the cost sharing of recommended improvements will be implemented through the TVTDF regional impact fee program. This is administered by the seven jurisdictions of Alameda County, Contra Costa County, Dublin, Pleasanton, Livermore, Danville, and San Ramon, which all signed a joint powers authority (JPA). The fee advances a legitimate

public interest by enabling the TVTC to fund improvements to transportation infrastructure required to accommodate new development.

4.2.2 USE OF FEE REVENUES

For the second finding, the local agency must identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan, as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged (Section 66001(a)(2)). The TVTDF will fund expanded facilities on the Routes of Regional Significance to serve new development. These facilities include the following:

- Roadway widening;
- Roadway extension;
- Traffic signal coordination and other traffic improvements;
- Freeway interchanges and related freeway improvements;
- Active transportation (pedestrian/bicycle) improvements;
- Safety improvements needed to mitigate the higher volume of traffic generated by new development on a major arterial or other regional facility; and
- Improvements required for regional express bus and rail transit.

4.3 BENEFIT RELATIONSHIP

The nexus must show a reasonable benefit relationship between the fee's use and the type of development project upon which the fee is imposed. In other words, the nexus must demonstrate that the improvement projects will mitigate the impacts of new development upon which the fee is imposed. This section describes the methodology and results for establishing the benefit relationship.

4.3.1 METHODOLOGY

The previous 2008 Nexus Study used a model-based delay methodology to determine how List A and List B would mitigate the impacts of new development by comparing vehicle hours of delay (VHD) from the 2005 base year with the Future 2030 No-build and Future 2030 Build scenarios. Given that some of the new recommended projects cannot be effectively analyzed using this same methodology, additional methodologies are being introduced as part of this update to appropriately assess the benefits of some select projects.

To facilitate this approach, projects were aggregated into different improvement categories. These categories include roadway capacity, transit, safety, pedestrian/bicycle, intersection, and technology. If the project's benefit could not be sufficiently analyzed based on model-delay, either because the project could not be reflected in the model or that the model is insensitive to the benefits associated with a specific project, the project was categorized as a safety, pedestrian/bicycle, intersection, or technology improvement and accordingly analyzed using off-model techniques. Since these improvement categories improve different aspects of the transportation system, differing methodologies and measures of effectiveness (MOEs) are necessary to appropriately evaluate their anticipated benefit to the transportation system. It should be noted some projects could be categorized into multiple improvement types; however, projects were limited to the category which best reflects their primary benefit for the purposes of supporting this Nexus Study. **Table**

15 summarizes the different methodology and MOEs that are proposed for this evaluation. A full list of how each project was categorized is included in **Appendix C**.

Table 15: Methodology and Improvements

Improvement Type	Methodology	MOE/Benefit
Roadway Capacity	Model-based Delay	• AM and PM Peak Hour Delay (combined with Transit and Pedestrian/Bicycle Improvement Categories)
Transit	Model-based Delay	• AM and PM Peak Hour Delay (combined with Capacity and Pedestrian/Bicycle Improvement Categories)
Safety	Crash Reduction Factors	• Crash Reduction Estimates • Qualitative Assessment of Resultant Delay Reduction
Pedestrian/ Bicycle	Planning-level Assessment Based on NCHRP 552	• Delay Based on the Conversion of Estimated Commuter Usage of Proposed Facilities (combined with Capacity • and Transit Improvement Categories) • Crash Reduction Estimates
Intersection	Planning-level Assessment	• Qualitative Assessment of Resultant Delay Reduction
Technology	Planning-level Assessment	• Qualitative Assessment of Resultant Delay Reduction

4.3.2 ROADWAY CAPACITY AND TRANSIT IMPROVEMENTS

Roadway capacity projects include improvements that involve increasing capacity such as widening a roadway to add additional through lanes or extending existing roadways. Transit projects include improvements that upgrade or expand existing transit service or assist with the implementation of new transit routes and services. Both roadway capacity and transit improvement projects were evaluated based on region wide delay derived using the CCTA travel demand model. Morning and evening region wide peak hours of delay from the two future scenarios, 2040 No-Build (without improvement projects) and 2040 Build (with improvement projects), were compared to the 2020 base year conditions.

The 2040 No-Build scenario is based on a year 2040 transportation network that will carry all of the locally produced or attracted new trips, but that only includes improvements that are expected to be funded under the financially-constrained RTP without the proposed Tri-Valley Transportation Development Fee projects (List A, B, and C). The 2040 Build scenario is based on a year 2040 transportation network that includes all the additional improvements that are expected to be funded with the updated Tri-Valley Transportation Development Fee. Both the 2040 No-Build and 2040 Build project scenarios include all of the travel associated with new development within the Tri-Valley. Under both scenarios, travel associated with through trips was excluded from the resultant delay summary (i.e., trips that have origins and destinations outside the Tri-Valley). Excluding through trips is common practice for this analysis given that the impact of this travel is not generated by land uses within the Tri-Valley area and therefor assessing a fee is impractical.

The improvement projects were evaluated using the aggregate regional peak-hour average weekday VHD delay on all the significant roadways (includes freeways, expressways arterials, and major collectors) in the

Tri-Valley on the 2020 Base Year networks and the 2040 No-Build and Build networks. The aggregate VHD provide a reasonable system wide measure of the impact of new development on congestion and mobility.

According to the CCTA travel demand model, between 2020 and 2040, if no projects are undertaken, the number of AM peak hours of delay is expected to increase 60 percent from 24,718 to 39,570 hours, while the number of PM peak hours of delay is expected to escalate 88 percent from 15,613 to 29,376 hours. If the projects are undertaken, the number of AM peak hours of delay would decrease 15 percent compared to the 2040 No-Build scenario, whereas, the number of PM peak hour of delay would decrease 23 percent. This modest improvement demonstrates that the proposed improvement projects only partially mitigate future congestion by new development. **Table 16** and **Figure 14** show the comparison between the Future 2040 Build and Future 2040 No-Build scenarios.

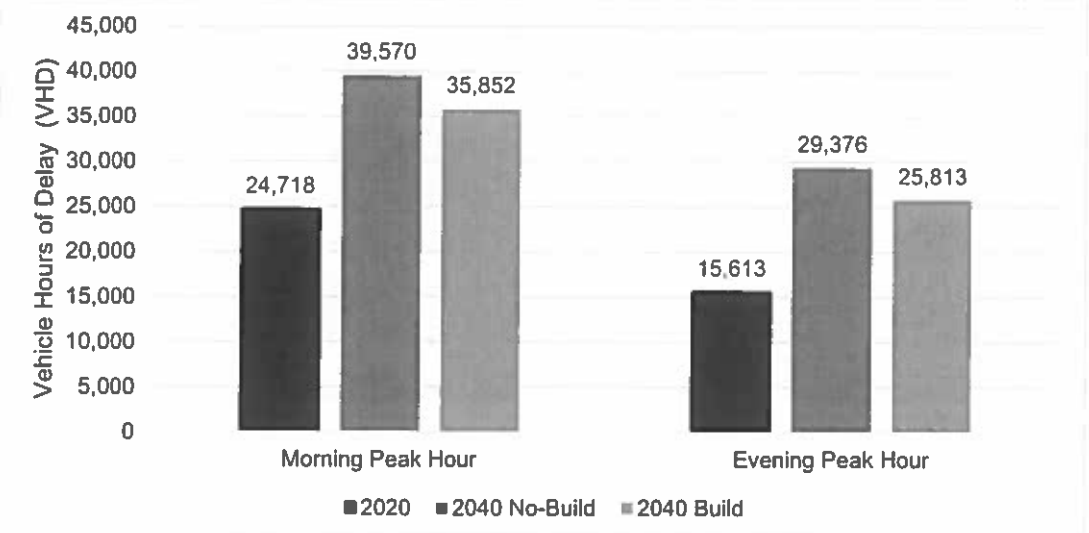
In the aggregate, the comparison between the three scenarios showed that: 1) the 2020 Base Year conditions are better than the Future 2040 No-Build conditions; 2) the Future 2040 Build conditions are better than the Future 2040 No-Build; and 3) the Future 2040 Build conditions are not better than the 2020 Base Year conditions. These comparisons demonstrated that, in the aggregate, new development does not fund infrastructure needed to address existing deficiency caused by existing development.

Table 16: Future Build vs No Build Scenario Vehicle Hours of Delay (VHD)

Peak Period	2020 Base Year	Future 2040		Difference	
		No-Build	Build	No-Build	Build
AM Peak Hour	24,718	39,570	35,852	60%	45%
PM Peak Hour	15,613	29,376	25,813	88%	65%

Note: Hours of delay are based on trips with origin or destination in the TVTC region.

Figure 13: Future Build vs No Build Scenario Vehicle Hours of Delay (VHD)



Note: Hours of delay are based on trips with origin or destination in the TVTC region.

In addition to reducing VHD, many roadway capacity and transit projects include additional secondary benefits to the transportation system. Many of these projects will result in safety benefits, as congestion can often exacerbate unsafe motoring conditions. Additionally, specific project attributes such as modifying interchanges or widening roadways to provide additional lanes so vehicles can safely maneuver along the roadway or provide space for slower moving vehicles during peak times can also improve safety. Other common project benefits may include pedestrian and bicycle improvements either directly or indirectly. For example, interchange can often be barriers for bicycles and pedestrian, however several of the interchange projects (e.g. C-12: Hacienda/I-580 Interchange Improvements and C-13: Fallon/El Charro Interchange Improvements) include bicycle and pedestrian improvements which close existing gaps and encourage more pedestrian and bicycle activity.

Based on this analysis it is determined that the planned projects identified in this report will expand the capacity of the Routes of Regional Significance to accommodate the increased trips generated by new development and thus, there is a reasonable relationship between the use of the fee for these projects and the new development on which the fee will be imposed.

4.3.3 SAFETY IMPROVEMENTS

Safety projects involves safety-related improvements such as shoulder widening, installing guardrail, installing median barriers, or realigning roadway. For these projects, a crash reduction factor was calculated based on each safety improvements being implemented. The crash reductions were subsequently applied to crash forecasts for the purpose of identifying future benefits. The safety improvements considered in the evaluation are listed below:

- California Highway Patrol (CHP) Enforcement Area
- Guard Rail Update
- Guardrails
- High Friction Pavement
- Additional Turn Lanes
- Intersection Improvement
- Roadway Median Barrier
- Roadway Realignment
- Retaining Walls
- Shoulder Widening
- Signal Timing Optimization
- Speed Feedback Signs
- Increased Super elevation

Each of the safety elements for the proposed improvements were converted to a total number of annual crash savings in the region based on the Caltrans' Local Roadway Safety Manual (LRSM) and Federal Highway Authority's (FHWA) Crash Modification Factors (CMF) Clearing House guide. CMFs are based on before and after research of safety improvement implementations. They indicate the proportion of future crashes that may be prevented by implementing a given countermeasure, reducing the crash frequency for an intersection or roadway segment. In other words, a CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site.

The CMF was applied to a crash forecast which was based on 5-years of historical crash data which resulted in fatality or injury. The reduction in crashes was then then converted to annual crash saving based on Highway Safety Improvement Program (HSIP) crash saving dollar amounts shown in **Table 17**.

Table 17: HSIP Crash Saving Dollar Amounts

Severity	Crash Savings (per crash)
Fatal	$2,190,000
Serious	$2,190,000
Moderate	$142,300
Minor	$80,900

Table 18 shows the overall annual crashes saving from traffic injuries that were potentially eliminated. Note that this analysis excludes property costs and as such should be conservative. Also note that the forecast only considers the effect of new traffic impacts and excludes the effect of existing conditions for the purposes of establishing Nexus.

Table 18: Future Safety Benefits with Project Improvements

Safety Benefits	Total	Fatal	Serious	Moderate	Minor
5-Years Reduction in Crashes	153.0	2.5	14.1	45.3	91.0
1-Year Reduction in Crashes	30.6	0.5	2.8	9.1	18.2
Value per Annum (2019 Dollars)	$10,048,590	$1,092,810	$6,192,599	$1,290,003	$1,473,178

As shown in **Table 19**, there is a direct cost benefit to the investments made for roadway safety improvements in the region. While it is difficult to estimate an absolute percentage in reduced peak hour delays, the expected reductions in crashes will also enhance system reliability and resilience.

4.3.4 PEDESTRIAN/BICYCLE IMPROVEMENTS

While projects may include pedestrian and/or bicycle improvements, out of the 38 projects, project C-11 Iron Horse Trail Improvements is the only project that predominantly focuses on pedestrian and bicycle improvements. Project C-11 consists of various improvements to the Iron Horse Trail within the TVTC boundaries including overcrossing construction, closing existing gaps, and adding safety improvements through the trail system. Pedestrian and bicycle improvement were evaluated based on *NCHRP 552 Guidelines for Analysis of Investments in Bicycle Facilities.* This approach relies on spatial analysis techniques to determine the likely number of new active transportation users resulting from the introduction of a new pedestrian/bicycle improvement. **Table 19** shows the comparison between the Future 2040 Build and Future 2040 No-Build scenarios.

Table 19: Future Project Induced Daily Bicycle Demand

Total Induced Demand	2020 Base Year	Future 2040 No- Build	Future 2040 Build
Adult Bicyclists	1,275	1,778	3,338
Child Bicyclists	731	1,038	2,077
Total Facility Users	**2,006**	**2,817**	**5,415**

As shown in **Table 19**, Project C-11 could add over 2,500 bicycle trips per day on the Iron Horse Trail by 2040 which will provide an alternative to congested vehicular travel as well as significant health and recreational value. Closing existing gaps in the trail will also encourage bicycle trips for other trip purposes beyond just commute trips, including school, commercial and recreational trips.

Project C-11 improvements will result in additional secondary operational and safety benefits. Currently many at-grade crossings are located at intersections with high vehicular, pedestrian, and bicycle volumes which are regularly disrupted by conflicting at-grade operations given required traffic signal phasing. These improvements will help improve vehicular traffic operations by relocating pedestrian and bicycle traffic away from vehicular traffic helping to offset the transportation impacts associated with future development. These improvements will also provide safety benefits by reducing the potential for vehicle-bicycle and vehicle-pedestrian conflicts. Using the same methodology described in the previous section, a separate safety analysis was conducted to quantify the safety benefits of all the C-11 project. **Table 20** summarizes the safety benefit for Project C-11.

Table 20: Safety Benefits with Project C-11

Safety Benefits	Total	Fatal	Serious	Moderate	Minor
Annual Reduction in Crashes	7	2	1	4	0
Value per Annum (2019 Dollars)	$7,166,200	$4,380,000	$2,190,000	$596,200	-

4.3.5 INTERSECTION IMPROVEMENTS

There are two projects in List C with intersection improvements. Project C-4: Vasco Road & Dalton Avenue intersection Improvements, includes the addition of a traffic lane, signal optimization, and other improvements such as shoulder widening and roadway alignment to improve safety. Vasco Road is a major commute corridor connecting the City of Livermore and City of Brentwood. The intersection at Dalton Avenue provides access to the communities in the San Ramon Valley. With the planned and anticipated residential and industrial development along the corridor, this intersection is expected to have significant delays during the peak hours of commute.

Project C-8: Santa Rita and I-580 Interchange, will construct a second southbound left turn lane from Santa Rita onto Pimilico Drive. The City of Pleasanton General Plan has identified this intersection to have a reduced Level of Service under build out conditions.

4.3.6 TECHNOLOGY IMPROVEMENTS

There are two technology projects in List C. While Project C-10: Innovate 680 consist of multiple components including transit infrastructure and service improvements, roadway improvements, and technology enhancement, this project has been categorized as a technology improvement because TVTDF funding is being requested only for the Advance Technology component of the project. Other project components are expected to be funded through alternative sources. The Advance Technology component consist of implementing three technology-related strategies to improve operation along the I-680 corridor. Strategies include providing an enhanced 511 mobile app and implementing a shared autonomous vehicles (SAV) program to shift travel away from single occupant vehicles by providing travelers with better information about mode choice opportunities, resultant travel time, cost per trip, and the availability of

transit. Other technology strategies include integrating adaptive ramp metering and/or corridor/incident management systems which can help improve the efficiency and safety of the transportation system.

Project C-15: Technology Enhancements proposes to provide connectivity for transit and vehicles between local arterials and regional facilities. The project is expected to be completed in three phases - Feasibility, Design, and Construction. The TVTDF will help fund the feasibility study phase of the study, since the details of the design and construction phase are unknown at this time. The feasibility study will focus on the first and last mile connectivity opportunities at key transit hubs and along major transit routes in the Tri-Valley area. Leveraging existing and emerging technology, such as connected and autonomous vehicles, may help increase safety and mobility for all modes. These technologies may also help with increasing transit ridership or expanding transit service to less-served areas, especially for communities that currently lack service. Given that the resultant projects are intended to offset the impacts of future development, the feasibility study is appropriate to include in the TVTC project list.

4.4 BURDEN RELATIONSHIP

The need for the TVTDF is based on the forecasted increase in congestion on routes of regional significance as well as other transportation impacts resulting from new development. Consistent with the methodology from the 2008, the contribution by each land use was based on the proportion of average AM/PM trips generated by each land use. As demonstrated in this Study, there is a reasonable relationship between the need for the planned projects and the types of development upon which the fee is imposed because the planned projects will mitigate the transportation impacts of said new development.

4.4.1 TRIP RATE

The 2008 Nexus Study used the 7th Edition of Institute of Transportation Engineers (ITE)'s Trip Generation Handbook to develop the trip rates for each land use category. Since then, three additional editions of the Trip Generation Handbook have been published for use, ending with the most recent 10th Edition. It was determined that for all categories except the 'Other' category, the trip rates would be developed using the 10th Edition rather than the 7th Edition for this update. In addition, consistent with the 2008 Nexus Study, the trip rates were developed based on adjacent street traffic rather than peak-hour of generator. A 30-percent reduction was also taken for retail trips to account for pass-by trips, consistent with the 2008 Nexus Study. **Table 21** below summarizes the comparison in average AM and PM peak-hour trip rates by land use type. As shown in **Table 21**, every land use category results in a lower trip rate using the 10th Edition when compared to the 7th Edition.

Table 21: AM/PM Peak-Hour Average Trip Rate Comparison Between 7th Edition and 10th Edition

Land Use Type	7th Edition Average Trip Rate	10th Edition Average Trip Rate	Difference
Single-Family Residential	0.90	0.87	-0.03
Multi-Family Residential	0.62	0.51	-0.11
Retail	1.67	1.66	-0.01
Office	1.53	1.16	-0.37
Industrial	0.89	0.67	-0.22
Other	1.00	1.00	0.00

4.4.2 TOTAL TRIPS BY LAND USE

The total number of trips generated by the growth in either dwelling units or square-feet for each land use category are shown in **Table 22**. As shown in **Table 22**, a total of 57,596 trip ends are generated by the land use growth between 2020 and 2040. The growth attributable to single-family residential units generates the largest number of trips, 13,716, or almost 25-percent of the total trips. The growth attributable to industrial employment or industrial buildings generates the fewest number of trips, 6,178, or just over 10-percent of the total trips.

Table 22: Total Trip Ends by Land Use Category

Land Use Type	Growth (HH or Sq. Ft)	Trip Rate	Forecast Trips
Single-Family Residential	15,857	0.87	13,716
Multi-Family Residential	17,456	0.51	8,903
Retail	5,117,500	1.66	8,508
Office	6,796,800	1.16	7,850
Industrial	9,289,800	0.67	6,178
Other	12,441,000	1.00	12,441

4.5 FEE ESTIMATION

As required by the Mitigation Fee Act, the following section outlines the methodology for calculating the proposed fee and demonstrates how there is a reasonable relationship between the amount of the proposed fee and the cost of the public facility or portion of the public facility attributable to the development on which the fees will be imposed.

The following steps were taken to determine the fee for each land use type:

1. Determine total unfunded cost.
2. Determine average AM/PM forecast peak-hour trips generated
3. Determine Fee per Land Use Category
4. Determine Maximum Fee

4.5.1 TOTAL UNFUNDED COST

The total investment for projects eligible to receive TVTDF funding is estimated to be $4.470 billion, where $3.677 billion is unfunded. An additional reduction was applied to account for external "cut-though" trips on roadway congestion projects. Future development within the Tri-Valley area is not responsible to pay for these trips since these trips are caused by growth outside of the Tri-Valley area. This reduces the total unfunded cost to be covered by the maximum TVTDF to $2.928 billion. Note that this not change the overall project costs.

4.5.2 PEAK-HOUR TRIP FORECAST

Section 4.4.2. describes how the peak hour forecast was determined. Based on **Table 22**, an average of 57,596 AM/PM peak hour trips are generated by the land use growth between 2020 and 2040.

4.5.3 FEE PER LAND USE CATEGORY

To determine the total project cost by category, each land use category's share of the total trips generated by land use growth was multiplied by the total cost. An example calculation is shown below:

$$Single\ Family\ Residential = \$XXX\ Million \times \frac{13{,}716\ Single\ Family\ Residentail\ Trips}{57{,}596\ Total\ Averate\ Trips} = \$XXX\ Million$$

The total cost by land use category is shown in **Table 23**. As shown in **Table 23**, the total cost ranges from $396.27 million for industrial uses to $879.78 million for single-family residential uses.

Table 23: Total Fee by Land Use Category

Land Use Type	Forecast Trips*	Total Fee by Land Use (Millions)
Single-Family Residential	13,716	$697.31
Multi-Family Residential	8,903	$452.62
Retail	8,508	$432.54
Office	7,850	$399.09
Industrial	6,178	$314.08
Other	12,441	$632.49

* Average AM/PM trip

4.5.4 MAXIMUM FEE

To determine the maximum fee per dwelling unit, square-foot, or trip depending on the land use category, the total cost per category was divided by the total number of units, square-feet, or trips that occur between 2020 and 2040. An example calculation is shown below

$$Single\ Family\ Residential = \frac{\$XXX\ Million}{15{,}857\ Dwelling\ Unit} = \$XXX\ per\ dwelling\ unit$$

The maximum fees are summarized in **Table 24**. As shown in **Table 24**, the maximum fee for a single-family residential unit is $43,397 while the maximum fee for one square-foot of retail use is $84.52.

Historically the TVTC has not applied the maximum fee schedule. For both the 1995 and 2008 nexus studies, the TVTC jurisdiction set rates at approximate one-third of the maximum fee calculated in the 1995 and 2008 Nexus studies to help foster growth within the Tri-Valley area, while providing a regional funding source that could be used to match and help compete for Federal and State transportation grants and funding programs.

Table 24: Total Cost and Maximum Fee by Land Use Category

Land Use Type	Growth	Maximum Fee
Single-Family Residential	15,857 DU	$43,976 per DU
Multi-Family Residential	17,456 DU	$25,928 per DU
Retail	5,117,500 SF	$84.52 per SF
Office	6,796,800 SF	$58.72 per SF
Industrial	9,289,800 SF	$33.81 per SF
Other	12,441 trips*	$50,839 per trip*

Note: Reduction cost is only provided for comparison purposes and should not be seen as the preferred fees. Average AM/PM trip*

5 NEXT STEPS

This report documents the findings needed to adopt a fee schedule to fund the improvements projects elected to receive funding from the TVTDF. Below are next steps needed for the TVTC to adopt a fee schedule that is most appreciate for their needs.

5.1 ADJUSTMENT TO MAXIMUM FEE CALCULATION

As previously discussed, the maximum fee would generate sufficient revenues to fund the total unfunded cost of all selected projects. However, if the TVTC adopts fee schedule below the maximum, this would result in revenue shortfall and TVTC would need to take one or both of the following actions:

- Increase funding from other sources
- Fund selected projects or project phases

5.1.1 INCREASE FUNDING FROM OTHER SOURCES

TVTC could reduce the funding shortfall for specific projects by increasing funding form other federal, state, regional, and local fund sources. Some potential funding sources as listed below:

- Federal
  - One Bay Area Grant Program (OBAG)
- State
  - State Transportation Improvement Program (STIP)
  - Senate Bill 1 (SB 1)
  - Office of Traffic Safety (OTS) Grant
  - Active Transportation Program (ATP)
- Regional
  - Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund Local
  - Measure B & Measure BB
  - Measure J
- Local
  - Traffic Impact/Mitigation Fees
  - Development Fees
  - General Purpose Funds

5.1.2 FUND SELECTED PROJECTS OR PROJECT PHASES

TVTC could determine to fund the full amount for selected projects or fund certain phases of the project such as the planning or design phase of a project.

5.2 UPDATE STRATEGIC EXPENDITURE PLAN (SEP)

Once the final fee schedule has been adopted TVTC should update the SEP to set priority for which projects should be funded first.

APPENDIX

A – Existing TVTC Projects

B – Additional TVTC Projects

C – Project Improvement Category

APPENDIX A – EXISTING TVTC PROJECTS

A-1. I-580/I-680 INTERCHANGE (SOUTHBOUND TO EASTBOUND)

TVTC Project Sponsor: Alameda County

Lead Agency: Caltrans

Project Description: Project A-1 was located at the I-580 and I-680 interchange. The project constructed the southbound to eastbound flyover, northbound to eastbound direct connector, southbound on- and off-loop ramps, and a northbound on-ramp.

The project was needed to improve safety and reduce congestion on southbound and northbound I-680 near I-580, and mitigate the impacts of local and regional growth in housing and employment. This project was approved by the voters of Alameda County, as a portion of the Measure B sales tax program.

Status: This project has been completed.

A-2A. SR 84 EXPRESSWAY (I-580 TO I-680)

TVTC Project Sponsor: City of Livermore, City of Pleasanton

Lead Agency: Alameda County Transportation Commission (ACTC)

Project Description: Project A-2a is located along SR 84 between I-580 and I-680 in Livermore and Pleasanton. The project will widen and reconstruct SR 84 to expressway standards. The ultimate configuration is expected to consist of six lanes from I-580 to Stanley Boulevard and four lanes from Stanley Boulevard to I-680.

The project has been segmented into five primary sections:

- Segment 1 (I-580 to Jack London Boulevard) – widening and Phase I of the I-580/SR 84 Interchange project (Project A-2b).
- Segment 2 (Jack London Boulevard to a point roughly halfway between Concannon Boulevard and Stanley Boulevard) – widening existing configuration from two lanes to four lanes and from four lanes to six lanes.
- Segment 3 (Halfway between Concannon Boulevard and Stanley Boulevard to Ruby Hill Drive) – widening from two lanes to four lanes.
- Segment 4 (Ruby Hill Drive to Pigeon Pass) – straightening the roadway alignments and adding truck climbing lanes.
- Segment 5 (Pigeon Pass to I-680) – widening the roadway from two lanes to four lanes and improvements at the SR 84/I-680 interchange.

Status: Below is the status of the project.

- Final design and right-of-way acquisition was completed in September 2020.
- Construction began in May 2021.
- Completion of construction is anticipated in spring 2024.

Cost Estimate and Funding Sources

Segment 3:

Cost (Millions)	**$105.40**
Funding (Millions)	
Measure B	$34.87
Measure BB	$10.00
State	$47.03
Local (CMA-TIP)	$2.00
Local (City)	$1.50
TVTDF	$10.00
Total Funding (Millions)	**$105.40**
Total Funding Shortfall (Millions)	**$0.00**

Segment 5:

Cost (Millions)	**$244.10**
Funding (Millions)	
Measure B	$1.05
Measure BB	$123.40
State (SB 1 LPP)	$8.60
Regional Improvement Program (RIP)	$11.11
Regional Measure 3 (RM 3)	$85.00
TVTDF	$14.94
Total Funding (Millions)	**$244.10**
Total Funding Shortfall (Millions)	**$0.00**

A-2B. SR 84/I-580 INTERCHANGE

TVTC Project Sponsor: City of Livermore

Lead Agency: Caltrans and City of Livermore

Project Description: Project A-2b is located in Livermore, at the intersection of I-580 and Isabel Avenue including Portal Avenue.

The project consists of two phases:

- Phase 1 – The Isabel Avenue Interchange project which included replacing the I-580/Portola Avenue interchange with the I-580/Isabel Avenue-SR 84 interchange. Phase I also included realignment of Isabel Avenue and the realignment and extension of Portola Avenue from East Airway Boulevard to Isabel Avenue.
- Phase 2 – The ultimate improvements at the I-580/Isabel Avenue-SR 84 Interchange are to provide six lanes over I-580 at the Isabel Avenue-SR 84 Interchange and four lanes over I-580 at the Portola Avenue overcrossing.

Status: A programmatic environmental assessment and right-of-way acquisition is complete.

- Phase 1 – Construction of Phase I of the project was completed in March 2012.
- Phase 2 – Conceptual design is approved. Project development activities are anticipated to begin in 2023.

Cost Estimate and Funding Sources

Phase 2:

Cost (Millions)	**$22.00**
Funding (Millions)	
Livermore Traffic Impact Fee (TIF)	$16.28
TVTDF	$5.15
Total Funding (Millions)	**$21.43**
Total Funding Shortfall (Millions)	**$0.57**

A-3. I-680 AUXILIARY LANES (SEGMENT 2)

TVTC Project Sponsor: Town of Danville

Lead Agency: Contra Costa Transportation Authority (CCTA)

Project Description: Project A-3 was located along I-680 in Danville and constructed auxiliary lanes in both directions between Crow Canyon Road in San Ramon and Sycamore Valley Road in Danville. The project was the last segment of auxiliary lanes in both directions of I-680 between Bollinger Canyon Road in San Ramon and Diablo Road in Danville.

Status: This project has been completed.

A-4. WEST DUBLIN/PLEASANTON BART STATION

TVTC Project Sponsor: City of Dublin, City of Pleasanton

Lead Agency: BART

Project Description: Project A-4 was located in Dublin and Pleasanton and constructed the West Dublin/Pleasanton BART station and related transit improvements. The project was a joint public and private venture to build a station on the active BART line in the median of I-580. The related transit improvements were located on both the north (Dublin) and south (Pleasanton) sides of the freeway on property owned by BART and included patron parking garages, passenger pick-up and drop-offs, and bus drop-offs.

Status: This project has been completed.

A-5A. I-580 EASTBOUND AUXILIARY LANE

TVTC Project Sponsor: City of Pleasanton

Lead Agency: Alameda CTC

Project Description: Project A-5a was located along eastbound I-580 from Hacienda Drive in Pleasanton and Greenville Road in Livermore. The project constructed eastbound auxiliary lanes between Isabel Avenue and North Livermore Avenue and between North Livermore Avenue and First Street in Livermore. In addition, the project included widening two eastbound bridges at Arroyo-Los Positas Road and adding final asphalt concrete pavement across all lanes in the eastbound direction from Hacienda Drive to Greenville Road.

Status: This project has been completed.

A-5B. I-580 HOV LANE WESTBOUND

TVTC Project Sponsor: City of Pleasanton

Lead Agency: Alameda CTC

Project Description: Project A-5b was located along westbound I-580 from Greenville Road in Livermore to Foothill Road overcrossing in Dublin and Pleasanton. The project constructed westbound HOV lanes and rehabilitated existing pavement.

The project increased capacity, safety, and efficiency for commuters and freight along the primary trade corridor connecting the Bay Area with the Central Valley.

The project was completed in two segments:

- East Segment – Greenville Road overcrossing to Isabel Avenue in Livermore
- West Segment – Isabel Avenue to Foothill Road overcrossing

Status: This project has been completed.

A-6. I-680 HOV LANES, SR 84 TO TOP OF SUNOL GRADE

TVTC Project Sponsor: City of Pleasanton

Lead Agency: Caltrans and Alameda CTC

Project Description: Project A-6 was located along southbound I-680 between SR-84 and the top of the Sunol Grade. The project constructed HOV lanes along approximately a 3.5-mile segment of I-680.

Status: This project has been completed.

A-7. I-580/FOOTHILL ROAD/SAN RAMON ROAD INTERCHANGE MODIFICATIONS

TVTC Project Sponsor: City of Pleasanton

Lead Agency: Caltrans

Project Description: Project A-7 was located at the intersection of the I-580 ramps and Foothill Road in Pleasanton. The project constructed improvements to improve intersection operations and safety. The project modified the intersection to remove the direct eastbound to southbound connection and eastbound to northbound loop connection so that it terminates into a "T" style signalized intersection at Foothill Road just south of the Foothill Road Bridge.

Status: This project has been completed.

A-8. I-680/ALCOSTA BOULEVARD INTERCHANGE

TVTC Project Sponsor: City of San Ramon

Lead Agency: Caltrans

Project Description: Project A-8 was located at the I-680/Alcosta Boulevard interchange in San Ramon. The project reconstructed the southbound off-ramp and added a new on-ramp to improve operations at the interchange. This project closed the southbound off-ramp and built new on- and off-ramps north of Alcosta Boulevard.

Status: This project has been completed.

A-9A. CROW CANYON ROAD IMPROVEMENTS PHASE 1

TVTC Project Sponsor: Alameda County

Lead Agency: Alameda County

Project Description: Project A-9a is located along Crow Canyon Road between E. Castro Valley Boulevard and the Alameda/Contra Costa County line.

Project A-9a is Phase 1 of a two-phase safety improvement project along Crow Canyon Road. Please refer to Project A-9b for details on Phase 2.

Phase 1 safety improvements include speed feedback signs, shoulder widening, California Highway Patrol (CHP) enforcement areas, and guard rail modifications.

Overall, the short-term safety improvements will facilitate traffic safety and operations, while reducing congestion for residents traveling between Alameda and Contra Costa Counties.

Status: The project is currently in the Preliminary Engineering/Environmental Studies stage. Construction of Phase 1 is to be determined.

Cost and Funding Source

Cost (Millions)	$18.87
Funding (Millions)	
CMA TIP	$0.45
Local Alameda County	$0.45
TVTDF	$1.55
Total Funding (Millions)	$2.45
Total Funding Shortfall (Millions)	$8.42

A-9B. CROW CANYON ROAD IMPROVEMENTS PHASE 2

TVTC Project Sponsor: Alameda County

Lead Agency: Alameda County

Project Description: Project A-9b is located along Crow Canyon Road between E. Castro Valley Boulevard and the Alameda/Contra Costa County Line.

Project A-9b is Phase 2 of the two-phase safety improvement project along Crow Canyon Road. Please refer to Project A-9a for details on Phase 1.

Phase 2 safety improvements include roadway realignment, shoulder widening, roundabouts, two-way left turn lanes (as needed), and tunnels at post mile (PM) 2.15.

This project will increase safety for motorists traveling along this major arterial roadway between Castro Valley in Alameda County and San Ramon in Contra Costa County. The realignment of various curves, shoulder widening, and tunnels at PM 2.15 will facilitate improved traffic operations and reduce congestion for residents traveling between Alameda and Contra Costa Counties.

Status: This project is in the scoping stage. Construction is expected to begin after completion of Phase 1 (Project A-9a). Phasing and schedule have not yet been determined.

Cost and Funding Source

Cost (Millions)	$58.77
Funding (Millions)	
TVTDF	$1.69
Total Funding (Millions)	$1.69
Total Funding Shortfall (Millions, 2015)	$57.08

A-10A. VASCO ROAD SAFETY IMPROVEMENTS PHASE 1

TVTC Project Sponsor: Alameda County

Lead Agency: Alameda County

Project Description: Project A-10a is located along Vasco Road in Alameda County.

Project A-10a is Phase 1 of the Vasco Road Safety Improvements, a two-phase safety improvement project along Vasco Road. The project includes roadway realignment, shoulder widening, and installment of median barriers along Vasco Road. Please refer to Project A-10b for details on Phase 2.

Roadway realignments have been completed and consisted of straightening the alignment of Vasco Road at about 1.8-miles north of the Livermore city limits to the Alameda/Contra Costa county line. A median barrier has been installed between the Contra Costa County line and about 1.8-miles north of the Livermore city limits. The installation of median barriers eliminates crossover-type collisions that resulted in fatalities in the past. The realignment of tight curves facilitates Tri Delta bus services between Alameda and Contra Costa Counties.

The remaining components of Phase 1 includes sub-standard shoulder modifications.

Status: The utility relocation phase of this project has been completed. Construction of the realignment project was completed in November 2009. Installation of the median barriers was also completed. The Vasco Road Safety Improvement Project is scheduled to be constructed in two stages. Shoulder improvements for Phase 1 are expected to be completed by 2020.

Cost and Funding Sources

Cost (Millions)	**$40.57**
Funding (Millions)	
Measure B	$1.50
STIP	$4.60
TCRP	$6.50
Local Alameda County	$2.81
STP/CMAQ	$3.90
Prop 1-B	$6.00
Fed demo	$0.80
TVTDF	$3.32
Total Funding (Millions)	**$29.43**
Total Funding Shortfall (Millions, 2015)	**$11.14**

A-10B. VASCO ROAD SAFETY IMPROVEMENTS PHASE 2

TVTC Project Sponsor: Alameda County

Lead Agency: Alameda County

Project Description: Project A-10b is located along Vasco Road in Alameda County. Project A-10b is Phase 2 of the Vasco Road Safety Improvements, a two-phase safety improvement project along Vasco Road. Please refer to Project A-10a for details on Phase 1.

Phase 2 includes roadway realignment, shoulder widening, and installation of median barriers. This phase of the project will install median barriers along Vasco Road within Alameda County on portions of the roadway not covered by Phase 1. In addition, this phase will include shoulder widening and curve modifications, as needed. Phase 2 of Vasco Road will provide continuous median barrier protection

between Contra Costa County and the City of Livermore. The installation of median barriers will eliminate crossover-type collisions that resulted in fatalities in the past.

Status: The Phase 2 project is in the scoping stage. The Phase 2 project includes the PSR to be done by Alameda County.

Cost and Funding Sources

Cost (Millions)	**$31.20**
Funding (Millions)	
TVTDF	$2.58
Total Funding (Millions)	**$2.58**
Total Funding Shortfall (Millions, 2015)	**$28.62**

A-11. EXPRESS BUS/BUS RAPID TRANSIT (BRT) – PHASE 2

TVTC Project Sponsor: City of Dublin

Lead Agency: Livermore Amador Valley Transit Authority (LAVTA)

Project Description: Project A-11 is Phase 2 of the Express Bus/BRT, which consists of two phases. The express bus route associated with Phase 1 of the project has been operating since January 2011.

Phase 2 includes upgrades to and expansion of the initial Rapid Project, as well as some project refinements, updates, and maintenance/replacement of original project elements and equipment based on evaluation of the existing components and conditions at the time of funding. The transit system priorities include the following elements:

- A technologically advanced transit system
- A multi-modal transportation system that supports the local economy
- Prioritized regional transfers and connections
- Reliability and efficiency that maximizes value to taxpayers and the community

Phase 2 will consist of five key potential elements (based upon conditions at time of funding):

1. **Advanced Technology** – Design and installation of advanced technologies and road features allowing rapid transit to operate quickly and efficiently, and help to mitigate delay in dwell times, boardings, and travel times. Some of the advanced technologies and road features that LAVTA is considering for Phase 2 are: transit signal priority (TSP), enhanced stations, queue jumps, environmentally friendly coaches and advanced onboard technology, advanced fare collection systems, level boarding, dedicated travel lanes, and better integrated park and ride facilities and transit centers. Element 1 is currently budgeted at $2 Million.
2. **North/South Express Bus/Rapid Service** – In keeping with the Alameda Countywide Transit Plan, and in order to provide a strong foundation for LAVTA's System, I-680 service expansion, North/South Express Bus/BRT service, and other Express/Rapid service options, will be explored and considered. Element 2 is currently budgeted at $6.5 Million.
3. **Dublin Extension** – Continued study and planning will be done on how best to integrate the planned extension of Dublin Boulevard and the planned Livermore BART Extension into LAVTA's Express Bus/BRT service. Element 3 is currently budgeted at $6.5 Million.

4. **Pleasanton Alignment** – Complete "Rapidization," of the Livermore to Pleasanton alignment will be evaluated, with advanced technology and improved service elements planned for the south side of I-580, and possible connection to the existing Rapid service. Element 4 is currently budgeted at $1.5 Million.
5. **Park and Ride Lots** – In working with local cities and Alameda County, LAVTA will consider improved park and ride elements to support bus, biking, and walking access in the Tri-Valley, and to improve the accessibility of transportation alternatives that would ease congestion on I-580. These options might include: construction of new lots, smart signage, improved bicycle storage, increased pedestrian accessibility and safety, enhanced multi-modal elements on coaches, and increased or revised bus service to rail stations and regional transit connections. Element 5 is currently budgeted at $2 Million.

Status: Phase 1 is fully completed and operational, as of January 2011. Phase 2 is in the research, design, and planning stage. In August 2016, LAVTA realigned the Express Bus/BRT Route (Route 30R) to serve Las Positas College, and transformed existing Route 10 into an Express Bus/BRT (Route 10R) operating through Pleasanton to BART. The transformation of Route 10 into Route 10R was the first step in implementation of the Phase 2 Pleasanton Alignment. LAVTA intends to implement additional items from Phase 2 (Advanced Technology) to both Routes 10R and 30R in 2017, which includes upgrading the traffic signal priority onboard the buses and at key intersections along both Rapid routes. Costs for Phase 2 have been updated to reflect current pricing for the project elements listed above. Phase 2 Scope of work, schedule, and full funding parameters are not known at this time.

Cost and Funding Sources

Phase 2:

Cost (Millions)	**$22.35**
Funding (Millions)	
TVTDF	$1.14
Total Funding (Millions)	**$1.14**
Total Funding Shortfall (Millions)	**$21.21**

B-1. I-580/I-680 INTERCHANGE (WESTBOUND TO SOUTHBOUND)

TVTC Project Sponsor: City of Dublin

Lead Agency: Alameda CTC

Project Description: Project B-1 is located at the I-580/I-680 Interchange in Alameda County. The proposed project limits are from 1,700 feet east of the Hacienda Drive Overcrossing to 2,000 feet west of the San Ramon Road Overcrossing along I-580, and from the Amador Valley Boulevard Undercrossing to 3,400 feet south of the Stoneridge Drive Overcrossing along I-680.

Status: A Project Study Report-Project Development Support (PSR-PDS) was completed and approved by Caltrans in 2009.

The next steps in project development will be to:

- Review the existing PSR-PDS to validate the information

- Identify the need for updates/revisions to identify financially feasible improvements to address the latest safety, operational, and congestion issues

The Alameda CTC's 2014 Transportation Expenditure Plan (TEP), approved as part of Measure BB, includes $20 Million in funding for I-580/I-680 Interchange improvements. Further project development is being explored. Alameda CTC is working with local, regional, and state agencies in identifying funding.

The Alameda CTC's 2020 Countywide Transportation Plan (CTP) split this project into two phases. Phase 1 is part of the County's 10-year priory project list, while Phase 2 is listed under 30-Year project list.

Cost and Funding Sources

Cost (Millions, 2015)	**$1,785.65**
Funding (Millions, 2015)	
Measure BB	$20.00
TVTDF	$1.00
Total Funding (Millions, 2015)	**$21.00**
Total Funding Shortfall (Millions, 2015)	**$1,764.65**

B-2. FIFTH EASTBOUND LANE ON I-580 (SANTA RITA ROAD TO VASCO ROAD)

TVTC Project Sponsor: City of Pleasanton, City of Livermore

Lead Agency: Alameda CTC

Project Description: Project B-2 is located along eastbound I-580 between Santa Rita Road and Vasco Road. The project would construct a fifth eastbound mixed flow lane and would eliminate the lane drop at Santa Rita Road.

Status: This project has been completed.

B-3. I-580/FIRST STREET INTERCHANGE MODIFICATION

TVTC Project Sponsor: City of Livermore

Lead Agency: Caltrans

Project Description: Project B-3 is located at the I-580/First Street interchange in Livermore. The project would modify the interchange by widening the overcrossing to six lanes and reconstructing the ramps to achieve a partial cloverleaf interchange design.

Status: A PSR has been completed. The project schedule and phasing are not available at this time.

Cost and Funding Sources

Cost (Millions)	$61.00
Funding (Millions)	
Livermore TIF	$53.07
Total Funding (Millions)	**$53.07**
Total Funding Shortfall (Millions)	**$7.93**

B-4. I-580/VASCO ROAD INTERCHANGE MODIFICATION

TVTC Project Sponsor: City of Livermore

Lead Agency: Caltrans

Project Description: Project B-4 is located at the I-580/Vasco Road interchange in Livermore. The project would modify the interchange by widening the overcrossing to eight lanes and reconstructing the ramps to achieve a modified partial cloverleaf interchange design.

Status: A PSR and programmatic Environmental Impact Report (EIR) for right-of-way protection has been completed. Right-of-way acquisition is underway. Environmental assessment, project development activities, and design are anticipated to begin in 2018.

Cost and Funding Sources

Cost (Millions)	$85.65
Funding (Millions)	
Livermore TIF	$67.66
Measure BB	$1.38
TVTDF	$6.80
Total Funding (Millions)	**$75.84**
Total Funding Shortfall (Millions)	**$9.81**

B-5. I-580/GREENVILLE ROAD INTERCHANGE MODIFICATION

TVTC Project Sponsor: City of Livermore

Lead Agency: Caltrans

Project Description: Project B-5 is located at the I-580/Greenville Road interchange in Livermore. The project would modify the interchange by widening the undercrossing to six lanes and reconstructing the ramps to achieve a modified partial cloverleaf interchange design. The project would also construct segments of auxiliary lanes in the vicinity of the interchange.

Status: A PSR and programmatic EIR for right-of-way protection has been completed. Right-of-way acquisition is underway. The project phasing and schedule is unavailable.

Cost and Funding Sources

Cost (Millions)	**$86.00**
Funding (Millions)	
Livermore TIF	$67.08
Total Funding (Millions)	**$67.08**
Total Funding Shortfall (Millions)	**$18.92**

B-6. JACK LONDON BOULEVARD EXTENSION

TVTC Project Sponsor: City of Livermore

Lead Agency: City of Livermore

Project Description: Project B-6 is located along Jack London Boulevard in Livermore. The project would widen Jack London Boulevard to El Charro Road as a four-lane arterial roadway.

The project will be constructed in two phases.

- Phase 1 - two lane extension
- Phase 2 – relocate a portion of the roadway south of the Livermore Airport to its ultimate alignment

Status: An EIR, design, right-of-way acquisition, and construction of the two-lane extension (Phase 1) has been completed.

The project is expected to be constructed in two phases.

- Phase 1 – Completed 2009.
- Phase 2 - Will not commence until after the quarries have completed mining operations.

Cost and Funding Sources

Phase 2:

Cost (Millions)	**$28.16**
Funding (Millions)	
Livermore TIF	$18.08
Total Funding (Millions)	**$18.08**
Total Funding Shortfall (Millions)	**$10.08**

B-7. EL CHARRO ROAD EXTENSION (STONERIDGE DRIVE/JACK LONDON BOULEVARD TO STANLEY BOULEVARD)

TVTC Project Sponsor: City of Pleasanton

Lead Agency: City of Pleasanton

Project Description: Project B-7 is located along El Charro Road in Pleasanton. The project would extend El Charro Road south from its current terminus at Stoneridge Drive/Jack London Boulevard to connect with Stanley Boulevard. Currently, this section of El Charro Road is a private roadway, but the El Charro extension will be open for public use.

The El Charro Road Extension project consists of two phases.

- Phase 1 – between I-580 and Stoneridge Drive-Jack London Boulevard
- Phase 2 – between Stoneridge Drive-Jack London Boulevard and Stanley Boulevard, approximately 1.7 miles

Status: Phase 1 was completed and open for public use in 2012 with the construction of the Livermore Outlets. Phase 2 is dependent on the status/development of the East Pleasanton Specific Plan. This plan will identify the land use and circulation along the future El Charro Road and will identify a timeline for opening of this roadway for public use. It is anticipated that the project will be constructed with the first stages of the East Side Specific Plan development. The City of Pleasanton began the East Pleasanton Specific Plan in 2013 and the Pleasanton City Council, in 2015, determined that the completion of the Plan would occur at a later date and the Plan adoption was placed on hold.

The project is expected to be constructed in several stages.

- Phase 1 – Completed and opened to traffic in 2012.
- Phase 2 – Schedule is undetermined at this time.

Cost and Funding Sources

Cost (Millions)	**$72.48**
Funding (Millions)	$0.00
Total Funding (Millions)	**$0.00**
Total Funding Shortfall (Millions)	**$72.48**

B-8. CAMINO TASSAJARA/TASSAJARA ROAD WIDENING PROJECT (EAST OF BLACKHAWK DRIVE TO NORTH DUBLIN RANCH DRIVE)

TVTC Project Sponsor: Contra Costa County, City of Dublin

Lead Agency: Contra Costa County, City of Dublin

Project Description: Project B-8 is located along Camino Tassajara-Tassajara Road. This project consists of two project phases:

Safety Improvement Project – Blackhawk Drive in Contra Costa County to Moller Ranch (Palisades Drive) in the City of Dublin

- The safety improvement project will widen Camino Tassajara from two to four lanes from East of Blackhawk Drive to Moller Ranch (Palisades Drive) in the City of Dublin. The project may also include realignment of various horizontal curves along the roadway. Interim improvements may include roadway widening to meet two-lane rural road standards with sufficient lane width and

shoulder width to improve safety and allow for future bike lanes. The project will improve safety for motorists and create bicycle facilities consistent with the Contra Costa Countywide Bicycle and Pedestrian Plan and the City of Dublin Bicycle and Pedestrian Master Plan. The ultimate improvements will increase capacity along Camino Tassajara to help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley.

Roadway Widening Project – Windemere Parkway to County Line (Contra Costa County) and Quarry Lane School/Wallis Ranch Drive to North Dublin Ranch Drive (City of Dublin)

- The roadway widening project consist of two segments:
  - Segment A – Windemere Parkway to County line
    - Segment A will widen and realign Camino Tassajara from two to four lanes. The horizontal curves at the Contra Costa/Alameda County Line will be realigned to increase safety along the roadway. Roadway shoulders will be widened to create bicycle facilities consistent with the Contra Costa Countywide Bicycle and Pedestrian Plan. The ultimate improvements will increase capacity along Camino Tassajara/Tassajara Road to help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley.
  - Segment B – Quarry Lane School/ Wallis Ranch Drive to North Dublin Ranch Drive
    - Segment B will widen Tassajara Road from two to four lanes and will improve safety for motorists, bicyclists, and pedestrians, by providing sidewalks, bike lanes, and widening from two to four lanes. Roadway improvements will be consistent with the City of Dublin Bicycle and Pedestrian Master Plan. The ultimate improvements will increase capacity along Tassajara Road to help mitigate the impacts of local and regional growth in housing and employment within the Tri-Valley.

The segment of Tassajara Road from the County line to North Dublin Ranch Drive in the City of Dublin is a RRS and was modeled in the 2008 Nexus Study. However, the segment was not included in previous TVTDF funding plans to receive funding. By identifying this segment of the project in the project description, this will enable the City of Dublin to utilize various revenue sources, including the 20% TVTDF return-to-source funds on this segment. This will not impact the projected revenue allocation or resulting benefit of the 2008 Nexus Study.

Status:

Safety Improvement Project: The PSR for the project has been completed. The City of Dublin and Contra Costa County are coordinating on various aspects of the Camino Tassajara/Tassajara Road safety improvements near the Contra Costa/Alameda County line. Contra Costa County and the City of Dublin are beginning design of Phase 1 improvements of the safety project limits from Windermere Parkway to Moller Ranch (Palisades Drive).

Roadway Widening Project: The PSR for the project has been completed. The City of Dublin and Contra Costa County are coordinating on various aspects of the Camino Tassajara/Tassajara Road widening phase. Contra Costa County and the City of Dublin are conducting initial preliminary engineering for the Segment A and B roadway widening project within their respective jurisdictions.

Cost and Funding Sources

Safety Improvement Project
Contra Costa County:

Cost (Millions)	**$20.54**
Funding (Millions)	
Contra Costa Traffic Mitigation Fees	$4.25
TVTDF	$3.70*
Total Funding (Millions)	**$7.95**
Total Funding Shortfall (Millions)	**$12.59**

City of Dublin:

Cost (Millions)	**$34.55**
Funding (Millions, 2015)	
Dublin EDTIF	$2.49
Dublin Dougherty Valley Contributions	$0.50
TVTD (City of Dublin 20% Local Funding)	$1.00
TVTDF	$0.00*
Total Funding (Millions)	**$3.99**
Total Funding Shortfall (Millions)	**$30.56**

*The City of Dublin and Contra Costa to share $2.0 Million from the 2017 SEP Update for project segment between Windermere Parkway and Moller Ranch (Palisades Drive). Remaining $1.70 Million to be used in Contra Costa County.

Roadway Widening Project
Segment A: County

Cost (Millions)	**$17.65**
Funding (Millions)	
Contra Costa Traffic Mitigation Fees	$14.48
TVTDF	$2.68**
Total Funding (Millions)	**$17.16**
Total Funding Shortfall (Millions, 2021)	**$0.49**

Segment B: City of Dublin

Cost (Millions)	**$15.34**
Funding (Millions)	
Dublin Transportation Improvement Fee (TIF) Program	$1.00
Dublin Dougherty Valley Contributions	$1.63
TVTD (City of Dublin 20% Local Funding)	$1.80
Total Funding (Millions)	**$4.43**
Total Funding Shortfall (Millions)	**$10.91**

**$2.68 Million to be used in Contra Costa County.

B-10. I-680 SOUTHBOUND HOV LANE GAP CLOSURE (NORTH MAIN STREET TO RUDGEAR ROAD)

TVTC Project Sponsor: City of San Ramon

Lead Agency: CCTA

Lead Agency: Project B-10 is located along southbound I-680 between North Main Street and Rudgear Road. The project would close the HOV lane gap along this segment of I-680 and provide a continuous HOV lane from the Benicia-Martinez Bridge to the Contra Costa/Alameda County line.

The project is necessary to encourage carpooling, vanpooling, and transit; while providing the necessary infrastructure for express buses in the corridor. When completed, the HOV lane is planned to be converted to an Express Lane as part of the I-680 Express Lanes Project.

Status: This project has been completed.

Cost and Funding Sources

Cost (Millions)	**$98.70**
Funding (Millions)	
RM2	$14.1
Measure J	$30.4
STIP/RP	$15.6
BAIFA	$15.1
TVTDF	$6.49
Total Funding (Millions)	**$81.69**
Total Funding Shortfall (Millions)	**$17.01**

B-11A. I-680 HOV DIRECT ACCESS RAMPS

TVTC Project Sponsor: City of San Ramon

Lead Agency: CCTA

Project Description: Project B-11a is located along I-680 in San Ramon. The project would construct dedicated HOV on- and off-ramps in the median of I-680, in both the northbound and southbound directions at Norris Canyon Road or at Executive Parkway in San Ramon. The project received a high level of community interest, with a number of local residents voicing strong oppositions about the direct HOV ramps at Norris Canyon. An alternative location for the direct ramps is also being evaluated at Executive Parkway.

Status: March 2016, a letter from the City of San Ramon to CCTA was submitted and stated that the City of San Ramon withdrew support for the project. Subsequently, the CCTA has suspended work on the project. The project has been removed from the project list and is no longer considered for funding.

B-11B. I-680 TRANSIT CORRIDOR IMPROVEMENTS

TVTC Project Sponsor: City of San Ramon

Lead Agency: CCTA

Other Involved Parties: Caltrans, Southwest Area Transportation (SWAT) Committee, Transportation Partnership and Cooperation (TRANSPAC)

Project Description: Project B.11b is located along I-680 in San Ramon Valley. The project would fund a corridor express lane and operational improvements to facilitate carpools, vanpools and increase transit use in the corridor as an alternative to single occupant vehicle travel. Funding may also be used to implement high capacity transit improvements along I-680. These improvements may include an express lane, relevant transit projects, advanced traffic management programs, and/or autonomous or connected vehicles.

Status: A Project Study "I-680 Transit Investment Congestion Relief Study" was completed in 2015 with Measure J funds. Specific details for this project will be further developed when additional funding is identified. Phasing and schedule are unavailable at this time.

Cost Estimate and Funding Sources:

Cost (Millions)	**$277.85**
Funding (Millions)	
Measure J	$1.00
TVTDF	$2.00
Total Funding (Millions)	**$3.00**
Total Funding Shortfall (Millions)	**$274.85**

APPENDIX B – ADDITIONAL TVTC PROJECTS

C-1 TESLA ROAD SAFETY IMPROVEMENT

TVTC Project Sponsor: Alameda County

Project Description: This project along Tesla Road from Greenville Road to South Livermore Avenue in rural Unincorporated Alameda County includes shoulder widening, turn lanes to access wineries and residences, pavement rehabilitation, and utilities undergrounding. This safety improvements project will address rear end type collisions, improve access to wineries, and improve goods movements as well as commute traffic issues. Proposed improvements will reduce queues along this congested rural roadway connecting Unincorporated areas of Alameda County to City of Livermore.

Status: This project is in the scoping phase and is expected to be completed by 2024.

Cost and Funding Sources:

Cost (Millions)	**$13.19**
Funding (Millions)	$0.00
Total Funding (Millions)	**$0.00**
Total Funding Shortfall (Millions)	**$13.19**

C- 2 NORRIS CANYON ROAD SAFETY IMPROVEMENT PROJECT

TVTC Project Sponsors: Contra Costa County, Department of Public Works & Alameda County, Department of Public Works

Project Description: The proposed project for Norris Canyon Road includes countermeasures that will increase safety on a regional route that connects San Ramon to Alameda County. The proposed project includes the following road segments:

- Segment 1 (Norris Canyon Road from San Ramon City Limits to 300 feet west of Ashbourne Drive) – this segment has experienced an increase in run off the road collisions and is slated for countermeasures such as guardrails and other safety countermeasures.
- Segment 2 (Norris Canyon Road from 300 feet west of Ashbourne Drive to Alameda County limits) – this segment currently has a 20' pavement width and no road shoulders. This segment has also experienced an increase in run off the road collisions. Countermeasures include shoulder widening, installation of a retaining wall, and installation of a guardrail.
- Segment 3 (Norris Canyon Road from the Alameda County limit line to Crow Canyon Road) – the narrow rural road continues west into Alameda County where the road pavement continues to be narrow with approximately 20' existing pavement width and no road shoulders. The proposed project would include shoulder widening and guardrail installation to reduce serious injury collisions.

For each phase of this project, there will be a project scope and cost estimate, environmental documentation, preparation of plans, specifications, and estimates (PS&E), Right of Way Acquisition, Construction, and Construction Inspection.

Status: The Project is in the preliminary engineering phase for Segments 1 and 2 as other funding is sought in order to continue planning studies and further design efforts.

Cost and Funding Sources:

Contra Costa County (Segment 1 & 2):

Cost (Millions)	**$8.00****
Funding (Millions)	$0.00
Total Funding (Millions)	**$0.00**
Total Funding Shortfall (Millions)	**$8.00**

****Segment 1: $2 million, Segment 2: $6 million**

Alameda County (Segment 3):

Cost (Millions)	**$16.49**
Funding (Millions)	$0.00
Total Funding (Millions)	**$0.00**
Total Funding Shortfall (Millions)	**$16.49**

C- 3 DUBLIN BOULEVARD – NORTH CANYONS PARKWAY EXTENSION

TVTC Project Sponsor: Dublin and Livermore

Project Description: This project will construct the street extension to connect Dublin Blvd at Fallon Road in Dublin with North Canyons Parkway in Livermore at Doolan Road. The preliminary phase (currently underway) of this planned project will update the project by incorporating multimodal travel, and the current State, regional, and local priorities.

Dublin Boulevard - North Canyons Parkway Extension project would extend Dublin Boulevard in Dublin at its current terminus at Fallon Road to North Canyons Parkway in Livermore. The new extended street is planned to have 4 to 6 travel lanes, bike lanes, sidewalks, curb and gutter, traffic signals/roundabouts, a raised median, bus stops, and all street utilities. This project will consider the provision of dedicated transit lanes in addition to the mixed flow travel lanes for higher level of transit service with 10 to 20-minute headways during appropriate peak demand periods. This project will also require enhanced multimodal connectivity to various land uses along its stretch and at its terminus, including connectivity to 5 PDAs. While addressing Sustainable Communities Strategies, circulation inside and outside the PDAs will be incorporated as part of the design. This project is currently in Preliminary Design Phase (funded by local monies) including the environmental analysis for the project. It will require design and construction funding.

Status: Environmental phase is complete. Currently in design phase. Anticipated to complete design in 2023. Subsequent milestones are TBD.

Cost and Funding Sources

Cost (Millions)	**$160.39**
Funding (Millions)	
Measure BB	$7.75
Federal	$0.54
Local	$17.20
Total Funding (Millions)	**$25.49**
Total Funding Shortfall (Millions)	**$134.91**

C-4 VASCO ROAD AT DALTON AVENUE INTERSECTION IMPROVEMENTS

TVTC Project Sponsor: Alameda County/City of Livermore

Project Description: The project along Vasco Road at Dalton Avenue includes the addition of a traffic lane, traffic signal modification, shoulder widening, and utility adjustments as needed.

This project is a continuation of the safety improvements project along Vasco Road that included a roadway realignment and other safety improvements north of the Livermore city limits to the Alameda/Contra Costa county line.

Status: This project is in the scoping phase and is expected to be completed by 2023.

Cost and Funding Sources:

Cost (Millions)	**$3.39**
Funding (Millions)	$0.00
Total Funding (Millions)	**$0.00**
Total Funding Shortfall (Millions)	**$3.39**

C-5 EL CHARRO ROAD WIDENING

TVTC Project Sponsor: Pleasanton

Project Description: Construct 1.7 miles of 4-lane divided road with Class I and Class IV bike facilities, including a bridge over the Arroyo Mocho and a grade separation.

Status: This project has not been started.

Cost and Funding Sources:

Cost (Millions)	**$68.09**
Funding (Millions)	
Pleasanton TIF	$30.00
Total Funding (Millions)	**$30.00**
Total Funding Shortfall (Millions)	**$38.09**

C-6 SUNOL/680 INTERCHANGE IMPROVEMENTS

TVTC Project Sponsor: Pleasanton

Project Description: This project will fund the design of the I-680 at Sunol Boulevard interchange improvement. This will include a Project Study Report (PSR) to establish a project scope and cost estimate, environmental documentation, and the preparation of plans, specifications, and estimates (PS&E).

Status: Currently in PSR-PDS, PA&ED Phase anticipated Spring/Summer 2019

Cost and Funding Sources

Cost (Millions)	**$16.60**
Funding (Millions)	
Pleasanton TIF	$2.00
Total Funding (Millions)	**$2.00**
Total Funding Shortfall (Millions)	**$14.60**

C-7 I-680 EXPRESS LANES – HWY 84 TO ALCOSTA

TVTC Project Sponsor: Pleasanton/ACTC

Project Description: This project will close the gap between existing and in-progress high-occupancy vehicle (HOV)/express lane projects to the north and south. The project extends for approximately nine miles on northbound I-680 through Sunol, Pleasanton, Dublin, and San Ramon.

Status: Design and construction of this project is being rolled out in two phases—southbound (Phase 1) and northbound (Phase 2). Environmental and preliminary engineering studies are complete. Phase 1 final design work was initiated in February 2020 and construction for Phase 1 is anticipated to start in 2022.

Cost and Funding Sources

Cost (Millions)	**$527.57**
Funding (Millions)	
Measures BB	$20.00
Total Funding (Millions)	**$20.00**
Total Funding Shortfall (Millions)	**$507.57**

C-8 SANTA RITA/I-580 INTERCHANGE

TVTC Project Sponsor: Pleasanton

Project Description: This project will construct a 2nd southbound left turn lane from Santa Rita onto Pimilico Drive. The left turn vehicle queue length exceeds the length of the left turn pocket and blocks the #1 southbound lane, thus reducing the Level of Service.

Status: This project has not been started.

Cost and Funding Sources

Cost (Millions)	$10.33
Funding (Millions)	
Pleasanton TIF	$7.70
Total Funding (Millions)	$7.70
Total Funding Shortfall (Millions)	$2.63

C-9 STONERIDGE/I-680 INTERCHANGE

TVTC Project Sponsor: Pleasanton

Project Description: This project will make modifications to the Stoneridge Drive Interchange to allow four westbound through lanes. This project will modify the northbound I-680 on ramp by one lane to provide two northbound ramp lanes. The widening will include the widening of the bridge structure as well as widening on Stoneridge Drive and safety improvements on the pedestrian and bicycle crossing.

Status: PS&E

Cost and Funding Sources

Cost (Millions)	$11.98
Funding (Millions)	
2014 MBB (TEPO – 26) from Alameda CTC	$5.20
Developer	$2.70
Total Funding (Millions)	$7.70
Total Funding Shortfall (Millions)	$2.63

C-10 INNOVATE 680

TVTC Project Sponsor: CCTA/Danville/San Ramon/CCC

Project Description: Implement the following strategies in the I-680 corridor:

Strategy No. 1: Complete HOV/Express Lanes
Eliminate the gap in existing carpool lanes in the NB direction and convert to an express lane to increase efficiency.

Strategy No. 2: Cool Corridor "Hot Spots"
Improve congestion "hot spots" caused by high-volume weaving areas around N. Main Street, Lawrence Way, Treat Blvd, and other locations south of SR 24 (Livorna Road, etc.). This strategy will be completed with Strategy 1 since they are interdependent.

Strategy No. 3: Increase Efficiency of Bus Service
Increase bus service efficiency by improving express bus service, implementing bus operations on shoulder (BOS), and increasing technology-based intermodal transit centers/managed park and ride lots.

Strategy No. 4: Enhance TDM Strategies

Provide enhanced 511 mobile app providing options to make informed decisions about mode choice, travel time, and cost per trip.

Strategy No. 5: Provide First Mile/Last Mile Connections
Implement Shared Autonomous Vehicles (SAVs) to improve transit connectivity and to shift travelers from Single Occupant Vehicles (SOVs).

Strategy No. 6: Innovative Operational Strategies
Deploy a suite of technology-based solutions to maximize the efficiency of the roadway system integrating adaptive ramp metering, integrated corridor management, incident management, and decision support systems.

Strategy No. 7: Prepare Corridor for the Future
Prepare corridor to accommodate the evolution of CV applications and AV technologies for improved traffic flow by building new and upgraded vehicle-to-infrastructure and vehicle-to-vehicle communications.

TVTDF would go towards Advance Technology portions of the project.

Status: Currently in Planning, PA&ED

Cost and Funding Sources:

Advance Technologies:

Cost (Millions)	**$57.21**
Funding (Millions)	
Measure J	$0.55
STMP	$2.00
Total Funding (Millions)	**$2.55**
Total Funding Shortfall (Millions)	**$54.66**

C-11A IRON HORSE TRAIL BICYCLE PEDESTRIAN OVERCROSSING – CITY OF SAN RAMON

TVTC Project Sponsor: CCTA/San Ramon/CCC

Project Description: The Iron Horse Trail (IHT) is an 18-mile regional non-motorized trail that runs north/south through the San Ramon Valley providing critical access to adjacent land uses. The construction of overcrossings at key locations will develop attractive travel alternatives for congestion relief for commute trips as well as enhanced facilities for school, shopping, and recreation trips. For the scope of this project, the proposed overcrossing location is Bollinger Canyon Road. At this location, the overcrossing will provide substantial benefits including:

1. Improve safety by eliminating conflicts between pedestrians, bicyclists and motorists;
2. Improve motor vehicle circulation by removing the at-grade crossings;
3. Reduce and eliminate unsafe crossing maneuvers by pedestrians and bicyclists;
4. Enhance safety by providing an environment that encourages walking and bicycling along the Iron Horse Regional Trail; and
5. Increase trail usage by improving the connectivity at the Bollinger Canyon Road and Crow Canyon Road crossings.

Status: Currently in PA&ED, CEQA Completed. Design Underway. Construction anticipated 2022.

Cost and Funding Sources

Cost (Millions)	$22.88
Funding (Millions)	
OBAG2	$4.80
Measure J (Transportation for Livable Communities)	$2.51
Measure J (TLC future year pre-commitment)	$4.98
San Ramon General Fund	$2.00
Total Funding (Millions)	$14.30
Total Funding Shortfall (Millions)	$8.58

C-11B IRON HORSE TRAIL BICYCLE PEDESTRIAN OVERCROSSING – CITY OF SAN RAMON

TVTC Project Sponsor: CCTA/San Ramon/CCC

Project Description: The Iron Horse Trail (IHT) is an 18-mile regional non-motorized trail that runs north/south through the San Ramon Valley providing critical access to adjacent land uses. The construction of overcrossings at key locations will develop attractive travel alternatives for congestion relief for commute trips as well as better facilities for school, shopping, and recreations trips. For the scope of this project, the proposed overcrossing location is Bollinger Canyon Road. At this location, the overcrossing will provide substantial benefits including:

1. Improve safety by eliminating conflicts between pedestrians, bicyclists, and motorists;
2. Improve motor vehicle circulation by removing the at-grade crossings;
3. Reduce and eliminate unsafe crossing maneuvers by pedestrians and bicyclists;
4. Enhance safety by providing an environment that encourages walking and bicycling along the Iron Horse Regional Trail; and
5. Increase trail usage by improving the connectivity at the Bollinger Canyon Road and Crow Canyon Road crossings.

Status: Currently in PA&ED, CEQA Completed

Cost and Funding Sources

Cost (Millions)	$19.69
Funding (Millions)	$0.00
Total Funding (Millions)	$0.00
Total Funding Shortfall (Millions)	$19.69

C-11C IRON HORSE TRAIL CROSSING AT DUBLIN BOULEVARD

TVTC Project Sponsor: Dublin

Project Description: This project will build a bicycle and pedestrian bridge over Dublin Boulevard in order to connect two segments of the Iron Horse Trail. This bridge will create a total separation between vehicles and bicyclists/pedestrians. This will eliminate the possibility of motorized vehicles and pedestrians having a collision, making this segment of the road safer for all users. Along with this, congestion will be reduced as cars will no longer have to wait for pedestrians. This reduction of congestion will also allow for the transit to operate more efficiently. Pedestrians and bicyclists will also not have to wait for a walk signal since they will be able to continue their walk or ride without stopping.

The bridge will follow ADA requirements so that disabled people will be able to use it as well. This bridge will also be aesthetically pleasing in order to attract users and improve the user's experience. The bridge will also connect BART to Dublin in a safe manner, encouraging recreational user of the Iron Horse Trail and the opening of local businesses. This safe and fast route of crossing the Iron Horse Trail will promote walking and bicycling for both recreational and commuting purposes in Dublin, this encouraging the shift from motorized vehicles to alternative forms of transportation.

Status: The project is currently in the final design phase. Additionally, Environmental Analysis of the project is currently in-progress.

Cost and Funding Sources

Cost (Millions)	**$11.60**
Funding (Millions)	
2014 MBB	$6.05
TFCA	$0.86
Local	$0.23
Private	$1.00
Total Funding (Millions)	**$11.60**
Total Funding Shortfall (Millions)	**-**

C-11D IRON HORSE TRAIL

TVTC Project Sponsor: Livermore

Project Description: This project will extend existing trail and provide gap closures.

Status: Feasibility Study/Environmental Complete

Cost and Funding Sources

Cost (Millions)	**$26.99**
Funding (Millions)	$0.00
Total Funding (Millions)	**$0.00**
Total Funding Shortfall (Millions)	**$26.99**

C-11E IRON HORSE TRAIL TO SHADOW CLIFFS CONNECTION

TVTC Project Sponsor: Pleasanton, Alameda County

Project Description: Currently, the Iron Horse Trail (IHT) ends as a narrow-paved path to the overcrossing bridge of the regional railway on the east side of Valley Avenue, where there is a flat, paved spaced under the railroad bridge that could accommodate the trail.

This project would construct a continuous Class I trail, at least 10 feet wide, and would include protected intersection improvements and additional crossing improvements of Valley/Bernal and Stanley to improve pedestrian and bicyclist safety.

Status: This project has not started.

Cost and Funding Sources

Cost (Millions)	**$1.65**
Funding (Millions)	
Pleasanton TIF	$0.60
Direct Developer Fee	$0.75
Total Funding (Millions)	**$1.35**
Total Funding Shortfall (Millions)	**$0.30**

C-11F IRON HORSE TRAIL CONNECTION IMPROVEMENTS AT SANTA RITA ROAD

TVTC Project Sponsor: Pleasanton

Project Description: The Iron Horse Trail (IHT) is a major north-south regional route for bicyclists and cyclists. The Arroyo Mocho Trail (AMT) is an important east-west route for bicyclists and pedestrians extending to Livermore that bypasses many busy streets.

This project would improve connections from the IHT on Santa Rita Road to the AMT. The AMT would receive an improved Class I Pathway. A new pedestrian bridge would be constructed over the Arroyo Mocho to connect the southern Arroyo Mocho Class I pathway to the IHT to the north. The IHT then connects to the north and provides access to the Dublin/Pleasanton BART station.

Status: This project has not started. TBD

Cost and Funding Sources

Cost (Millions)	**$0.87**
Funding (Millions)	
Pleasanton TIF	$0.40
Total Funding (Millions)	**$0.40**
Total Funding Shortfall (Millions)	**$0.48**

C-11G IRON HORSE TRAIL BICYCLE/PEDESTRIAN OVERCROSSING – TOWN OF DANVILLE

TVTC Project Sponsor: Danville/CCC/CCTA

Project Description: The Iron Horse Trail (IHT) is an 18-mile regional non-motorized trail that runs north/south through the San Ramon Valley providing critical access to adjacent land uses. The construction of overcrossings at key locations will develop attractive travel alternatives for congestion relief for commute trips as well as better facilities for school, shopping, and recreations trips. For the scope of this project, the proposed overcrossing location is Bollinger Canyon Road. At this location, the overcrossing will provide substantial benefits including:

1. Improve safety by eliminating conflicts between pedestrians, bicyclists, and motorists;
2. Improve motor vehicle circulation by removing the at-grade crossings;
3. Reduce and eliminate unsafe crossing maneuvers by pedestrians and bicyclists;
4. Enhance safety by providing an environment that encourages walking and bicycling along the Iron Horse Regional Trail; and
5. Increase trail usage by improving the connectivity at the Bollinger Canyon Road and Crow Canyon Road crossings.

Status: PSR (Feasibility Study) completed. Project will require coordination, permitting, and agreements with Contra Costa County. East Bay Regional Parks Direct and various utilities.

Cost and Funding Sources

Cost (Millions)	**$19.78**
Funding (Millions)	$0.00
Total Funding (Millions)	**$0.00**
Total Funding Shortfall (Millions)	**$19.78**

C-11H IRON HORSE TRAIL SYSTEM-WIDE IMPROVEMENTS

TVTC Project Sponsor: Contra Costa County, Town of Danville, City of San Ramon, Alameda County, City of Dublin, City of Livermore, and City of Pleasanton

Project Description: As the primary regional multi-modal corridor between Contra Costa and Alameda County, the Iron Horse Trail is the spine for active modes of travel in the East Bay. The proposed project for the Iron Horse Trail includes safety, operational, and capacity improvements within the TVTC boundary from Alamo to Livermore. The proposed project and associated cost estimate includes safety improvements at roadway crossings, a proposed parallel path to separate users according to speed, and a buffer between users traveling at high or low speed. The improvements would include features such as passive detection at road crossings, actuated flashers or warning signals at roadway crossings, high visibility markings, minor grading, construction of a new 10 foot wide parallel asphalt path with shoulders, and a buffer between high and low speed corridors which may include vegetation or fencing to maintain safe separation. Other safety improvements may be necessary to fit site conditions and as determined through additional study.

Separated grade crossings or bridges that have already been identified as critical for improved vehicle traffic flow at current at grade crossings and to improve safety for trail users are listed as separate projects

within the TVTC program. The cost and context for each bridge site warrants a specific project identification rather than to be included within the system-wide improvements under this project.

Status: A phasing plan has not yet been developed.

Cost and Funding Sources:

Cost (Millions)	**$85.60**
Funding (Millions)	$0.00
Total Funding (Millions)	**$0.00**
Total Funding Shortfall (Millions)	**$85.60**

C-12 I-680 INTERCHANGE IMPROVEMENTS AT HACIENDA DRIVE

TVTC Project Sponsor: Dublin and Pleasanton

Project Description: Implement I-580 Hacienda Drive Interchange Improvements, which includes reconstructing the overcrossing to add lanes.

I-580/Hacienda Drive interchange Improvements will include; reconstruction of overcrossing to provide additional northbound lane; widening of the eastbound off-ramp to include an additional lane to be used as a combined left and right turn lane; modifying signal and striping, modifying the westbound loop on-ramp; and widening of the westbound off-ramp to include a third left-turn lane.

Status: The project is currently in Preliminary Engineering phase and an EIR is currently underway.

Cost and Funding Sources

Cost (Millions)	**$39.13**
Funding (Millions)	
Dublin TIF	$4.95
Pleasanton TIF	$0.04
Total Funding (Millions)	**$4.63**
Total Funding Shortfall (Millions)	**$34.50**

C-13 FALLON/EL CHARRO INTERCHANGE

TVTC Project Sponsor: Pleasanton, Dublin, Livermore

Project Description: I-580/El Charro Road Interchange Improvements (Phase 2): reconstruction of overcrossing to provide four-lanes in each direction with bike lanes; reconstruction of the southbound to eastbound loop on-ramp; widening of the eastbound off-ramp to provide two exit lanes with two left turn and two right tum lanes; widening of the eastbound on-ramp; widening of the westbound off-ramp to provide two left tum and two right tum lanes; and widening of the westbound on-ramp.

Status: The project has not yet started.

Cost and Funding Sources

Cost (Millions)	$34.51
Funding (Millions)	
Dublin TIF	$4.05
Pleasanton TIF	$4.10
Livermore TIF	$6.40
Total Funding (Millions)	$14.55
Total Funding Shortfall (Millions)	$19.96

C-14 VALLEY LINK RAIL (PHASE 1)

TVTC Project Sponsor: Pleasanton, Dublin, Livermore, Alameda County

Project Description: This project will connect Northern San Joaquin County communities to the Tri-Valley and Bay Area Rapid Transit (BART) through 41 miles of rail and 7 stations. The project will extend from the planned ACE N. Lathrop Station in the San Joaquin Valley through the Altamont Pass, then readily connect with the Dublin/Pleasanton BART terminus. The TVTDF would go towards construction cost and access improvement for three stations in Tri-Valley Area (Dublin/Pleasanton, Isabel, and Greenville).

Status: 2018-2020 Design/Environmental, 2019-2023 Procurement, 2020-2026 Design/Construction.

Cost and Funding Sources:

Cost (Millions)	$258.25
Funding (Millions)	$0.00
Total Funding (Millions)	$0.00
Total Funding Shortfall (Millions)	$258.25

C-15 TECHNOLOGY ENHANCEMENTS

TVTC Project Sponsor: Pleasanton, Dublin, Livermore

Project Description: Provide connectivity for transit and vehicles between local arterials and regional facilities. This project will also focus on the first and last mile connectivity at key transit hubs and along major transit routes.

A. Support expansion and facilitate interoperability among partner agencies of existing and future intelligent transportation system deployments, including connected/autonomous vehicles, integrated corridor management, transit vehicle operations, and emergency vehicle operations, among other uses.
B. Plan and implement connected and autonomous vehicle access in a seamless manner across Tri-Valley jurisdictions' boundaries including arterial access to freeways. This requires a continued emphasis on sharing communication infrastructure, field equipment at jurisdictional boundaries, and data.
C. Update the existing communication links and enhance the existing connectivity of all Tri-Valley Traffic Operations Centers for on-going data and communication sharing.

D. Prepare corridors around transit centers and BART stations to implement Shared Autonomous Vehicles (SAVs) to improve transit connectivity to shift travelers from Single Occupancy Vehicles (SOVs) to transit.
E. Prepare intersections around transit center and ABRT stations to accommodate the evolution of Connected Vehicle applications and Autonomous Vehicle technologies for improved traffic flow by building new and upgraded vehicle-to-infrastructure and vehicle-to-vehicle communications.
F. Test and develop standard/protocol at the intersections, through existing and new Vehicle-to-Everything (V2X) and Vehicle-to-Infrastructure (V2I) technologies as a regional standard to be adopted by the local agencies among the Tri-Valley Jurisdictions. These technologies will allow a vehicle to communicate in real time with its surroundings.
G. Work with regional agencies in incorporating signal and vehicle communications in day to day operations. This would include sharing of equipment and data for seamless integration of connected and autonomous vehicle access across Tri-Valley Jurisdictions and freeway infrastructure including express lanes.

The project will be implemented in phases. Phase 1 of the proposed project will comprise of a feasibility study to identify potential locations, improvements, and develop cost estimates at key transit hubs, along major transit routes, and at freeway access locations in tri-valley area. Phase 2 of the project will further the development of the project with completion of design and Phase 3 will compete the construction/implementation and operation of the proposed project.

Status: The project is currently not yet started.

Cost and Funding Sources

Cost (Millions)	**$0.33**
Funding (Millions)	$0.00
Total Funding (Millions)	**$0.00**
Total Funding Shortfall (Millions)	**$0.33**

C-16 I-680 EXPRESS BUS SERVICE

TVTC Project Sponsor: Alameda CTC, in partnership with CCTA

Project Description: This project proposes to construct capital improvements and purchase buses in order to establish an express bus service on I-680. This project requires the construction of the I-680 Express Lane Gap Closure project, closing the gap in the express lanes between Alcosta Blvd and State Route 84, in order to utilize the express lanes to avoid congestion, reduce travel time, and improve reliably, as part of an express bus service between the Tri-Valley communities and Silicon Valley. This express bus service would likely be combined with and become part of similar efforts by Contra Costa Transportation Authority (CCTA) and their Innovate 680 program, with the intent to serve the entire I-680 corridor extending from Martinez to San Jose, utilizing buses to provide access to additional commute options, including BART, Amtrak, Caltrain, VTA light rail, local bus service, and Greyhound, for those living along the corridor.

The service would operate weekdays only, with proposed 20-minute headways during peak periods and one-hour headways during off-peak hours. The service would be bi-directional to avoid substantial deadhead time and to maintain a high level of service. New electric buses would be purchased as part of this project.

The project proposes to place express bus stops in the Tri-Valley area at the West Dublin/Pleasanton BART Station and at a future park and ride to be constructed at the Bernal Avenue interchange in Pleasanton. Understanding that the express buses must merge across all lanes of traffic to access the express lane, these stop locations are spaced to efficiently serve the Tri-Valley area while also maximizing the express lane distance the bus is able to utilize in-between bus stops.

The estimated costs below assume that at each bus stop location there would be construction of roadway and bus stop improvements, including installation of transit amenities such as shelters, bike lockers, lighting, and real time information signs.

Status: A project schedule has not yet been developed.

Cost and Funding Sources:

Cost (Millions)	**$59.35**
Funding (Millions)	$0.00
Total Funding (Millions)	**$0.00**
Total Funding Shortfall (Millions)	**$59.35**

APPENDIX C – PROJECT IMPROVEMENT CATEGORIES

	Project	Improvement Category*
A-2a	State Route 84 (SR 84) Expressway (I-580 to I-680)	Roadway Capacity
A-2b	SR 84/I-580 Interchange	Roadway Capacity
A-9a	Crow Canyon Road Improvements Phase 1	Safety
A-9b	Crow Canyon Road Improvements Phase 2	Safety
A-10a	Vasco Road Safety Improvements Phase 1	Safety
A-10b	Vasco Road Safety Improvements Phase 2	Safety
A-11	Express Bus/Bus Rapid Transit (BRT) – Phase 2	Safety
B-1	I-580/I-680 Interchange (westbound to southbound)	Roadway Capacity
B-3	I-580/First Street Interchange Modification	Roadway Capacity
B-4	I-580/Vasco Road Interchange Modification	Roadway Capacity
B-5	I-580/Greenville Road Interchange Modification	Roadway Capacity
B-6	Jack London Boulevard Extension	Roadway Capacity
B-7	El Charro Road Extension (Stoneridge Drive/Jack London Boulevard to Stanley Boulevard)	Roadway Capacity
B-8	Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive)	Roadway Capacity Safety
B-10	I-680 Southbound HOV Lane Gap Closure (North Main Street to Rudgear Road)	Roadway Capacity
B-11b	I-680 Transit Corridor Improvements	Transit
C-1	Tesla Road Safety Improvements	Safety
C-2	Norris Canyon Road Safety Improvement	Safety
C-3	Dublin Boulevard – North Canyons Parkway Extensions	Roadway Capacity
C-4	Vasco Road at Dalton Avenue Intersection Improvements	Intersection
C-5	El Charro Road Widening	Roadway Capacity
C-6	Sunol/680 Interchange Improvements	Roadway Capacity
C-7	I-680 Express Lanes – Hwy 84 to Alcosta	Roadway Capacity
C-8	Santa Rita/I-580 Interchange	Intersection
C-9	Stoneridge/I-680 Interchange	Roadway Capacity
C-10	Innovate 680	Technology
C-11a	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon Road	Pedestrian/Bicycle
C-11b	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Crow Canyon Road	Pedestrian/Bicycle
C-11c	Iron Horse Trail – Dublin	Pedestrian/Bicycle
C-11d	Iron Horse Trail – Livermore	Pedestrian/Bicycle
C-11e	Iron Horse Trail to Shadow Cliffs	Pedestrian/Bicycle
C-11f	Iron House Trail Connection Improvements at Santa Rita Road	Pedestrian/Bicycle
C-11g	Iron Horse Trail Bicycle/Pedestrian Overcrossing – Sycamore Valley Road	Pedestrian/Bicycle

	Project	Improvement Category*
C-11h	Iron Horse Trail Safety Improvements	Pedestrian/Bicycle
C-12	Hacienda/I-580 Interchange Improvements	Roadway Capacity
C-13	Fallon/El Charro Interchange Improvements	Roadway Capacity
C-14	Valley Link Rail (Phase 1)	Transit
C-15	Technology Enhancements	Technology
C-16	I-680 Express Bus Service	Transit

Note: Table only includes projects that have not been fully completed.

* Improvement category used to determine project benefit for Nexus. Projects may also project additional benefits to the system.

EXHIBIT B

SEP AND PROJECT PRIORITIZATION AND FUNDING PLAN

Attachment B – Proposed Subcommittee Recommended Funding Plan

ID	Project	July 1st FY Balance ($)										Total
		$17,000,000	$22,469,002	$13,981,855	$6,057,278	$2,042,094	$5,064,310	$1,473,440	$7,828,993	$8,024,183	$22,944,751	
		Revenue Forecast ($)										
		$14,577,263	$16,331,555	$14,584,716	$13,862,827	$14,130,377	$12,945,760	$15,598,510	$12,953,043	$33,760,769	$13,970,792	$162,733,410
		Return to Local Source - 20% ($)										
		$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	$25,532,950	$17,036,476	$13,233,353	$15,317,352	$13,827,460	$17,887,802	$34,769,840	$34,916,746	$236,884,861
		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	$21,421,738	$19,475,674	$14,994,382	$8,169,843	$13,843,912	$6,198,467	$9,863,619	$11,826,088	$10,419,966	$122,288,869
		$22,469,002	$13,981,855	$6,057,278	$2,042,094	$5,064,310	$1,473,440	$7,828,993	$8,024,183	$22,944,781	$23,696,791	$23,696,791
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
A-11	Express Bus/Bus Rapid Transit (BRT) - Phase 2					$800,000						$800,000
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)			$3,298,382	$5,298,382	$5,298,382	$7,298,382					$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)						$5,165,089	$5,165,089	$5,165,089	$5,165,089	$5,165,089	$25,825,445

EXHIBIT C

AB 602 Supplemental Analysis

5093402.1

MEMORANDUM

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

From: Michael Schmitt, AICP CTP, PTP, RSP1
Elizabeth Chau, P.E.

Date: April 8, 2022

Subject: TVTC SEP 2021 Update – AB 602 Supplemental Analysis (DRAFT)

As the 2020 TVTC Nexus Study was adopted in August of 2021, prior to the implementation of Assembly Bill 602 (AB 602), the Nexus Study and its resultant fee program is not subject to its requirements. However, TVTC has undertaken this supplemental analysis to guide future analysis requirements and to help inform the TVTC how AB 602 may impact the program when the next Nexus Study update[1] is completed.

Background

Assembly Bill 602 (AB 602)

Assembly Bill 602 was approved and signed into law on September 28, 2021. Among other things, this bill requires that impact fee nexus studies adopted on and after January 1, 2022 must, as appropriate, identify the existing level of service, the new level of service, and include an explanation as to why the new level of service is necessary for each public facility included in an impact fee program. It should be noted that the basis for the required level of service analyses is not specifically defined in AB 602 and that as a practical matter, level of service methods applied to various public facilities need to vary depending on the type of facility being analyzed and the information available.

AB 602 also requires that studies adopted after July 1, 2022 either calculate a fee levied or imposed on a housing development project proportionately to the square footage of the proposed units, or make specified findings explaining why square footage is not an appropriate metric to calculate the fee.

2020 Nexus Study

The performance analysis conducted in support of the 2020 TVTC Nexus Study analyzed the benefits of proposed projects in the aggregate based on specific improvement categories. This aggregate approach is an industry-accepted method when evaluating project impacts on a regional, system-wide basis. This method is especially appropriate where a fee program is targeted to regional improvements, as is the case with TVTC's fee program. These categories included roadway capacity, transit, safety, pedestrian/bicycle, intersection, and technology. Since these improvement

[1] The next nexus study is required to be completed within 8 years (2029).

categories improve different aspects of the transportation system, differing methodologies and measures of effectiveness (MOEs) were necessary to appropriately evaluate their anticipated benefit to the transportation system. It should be noted that some projects have multiple beneficial project elements and thus could be analyzed using more than one analysis technique (i.e., a project can have both a congestion benefit and a safety benefit). However, for the purposes of this analysis, project analysis was limited to the basis which best reflects the primary benefit and/or purpose of the project.

Level of Service Analysis

Methodology

Table 1 summarizes the methodology and measure of effectiveness (MOE) that was used to evaluate existing and future conditions for public facilities included within the 2020 TVTC Nexus Study. As described in the prior section, the methodology and MOE selected were dependent on the type of public facility being analyzed and the data available.

Table 1: Methodology and Measure of Effectiveness

Improvement Type	Facility Type	Methodology	Measure of Effectiveness
Roadway Capacity	Freeway	HCM Freeway	LOS (Density)
	State Route	HCM Highway	LOS (Density)
	Arterial	ACTC Roadway Segment	LOS (V/C)
	Interchanges	HCM Intersection	LOS (Delay)
Transit	All Facility Type	TCQSM	Service Frequency LOS
Safety	All Facility Type	HSM Safety Performance Functions	Crash Rate
Pedestrian/ Bicycle	All Facility Type	Montgomery County Level of Traffic Stress	Level of Traffic Stress (LTS)
Intersection	-	HCM Intersection	LOS (Delay)
Technology	All Facility Type	Qualitative Assessment	Resultant Delay/Congestion Reduction

Note: HCM = Highway Capacity Manual, ACTC = Alameda County Transportation Commission, LOS = Level of Service, TCQSM = Transit Quality of Service Manual, HSM = Highway Safety Manual

Roadway Capacity

Analysis of roadway capacity projects was completed based on the HCM concept of Level of Service (LOS). The HCM LOS for a roadway facility is a qualitative measure used to describe operational conditions. LOS ranges from LOS A (free flow traffic with minimal delay) to LOS F (heavy congestion operating near or over capacity). As discussed in the following sections, Freeway, State Route, and Interchange projects were evaluated using methodologies defined in the HCM 6th Edition, while arterial roadway analyses were completed based on a volume/capacity (V/C) methodology commonly applied for project analyses undertaken by the Alameda County Transportation Commission (ACTC).

For existing conditions, AM (7-9) and PM (4-6) peak period traffic volumes were obtained from the Caltrans Traffic Census Program[2] or recent publicly accessible traffic studies conducted within the Tri-Valley area. These traffic counts were then evaluated to determine the highest AM and PM peak hours of traffic which is the basis of the analysis contained herein. Future 2040 No Build and 2040 Build peak hour volumes were developed using post-processed data from a version of the CCTA travel demand model updated to reflect input from the TVTC member jurisdictions. Further information on the travel demand model's development is provided within the 2020 TVTC Nexus Study. Generally speaking, forecast volumes were developed using the "difference method", which involves adding forecasted traffic growth (future minus existing estimated traffic volumes from the travel demand model) to an existing count.

In cases where a project is proposing a new roadway segment (C-4 Dublin Boulevard – North Canyons Parkway Extension and C-5 El Charro Road Widening), a parallel roadway segment was used as the basis for evaluating project need.

A minimum level of service standard of LOS F was used for roadway analyses.

Freeway

Freeway facilities were analyzed using the HCM 6th edition methodology for basic freeway segments. As shown in **Table 2**, LOS is determined based on the density of traffic flow.

Table 2: Freeway Facility Level of Service Criteria

Level of Service (LOS)	Density (pc/mi/ln)
A	≤ 11
B	> 11 – 18
C	> 18 – 26
D	> 26 – 35
E	> 35 – 45
F	> 45 or v/c > 1.0

pc/mi/ln = passenger car per mile per lane; v/c = volume-to-capacity
Source: *Highway Capacity Manual*, 6th Edition

State Route

State Route facilities were analyzed using the HCM 6th edition methodology for multi-lane roadway segments. As shown in **Table 3**, LOS is determined based on density of traffic flow.

[2] Caltrans, https://dot.ca.gov/programs/traffic-operations/census, Accessed March 2022.

Table 3: Multilane Level of Service Criteria

Level of Service (LOS)	Density (pc/mi/ln)			
	FFS: 45 mph	FFS: 50 mph	FFS: 55 mph	FFS: 60 mph
A	≤ 11	≤ 11	≤ 11	≤ 11
B	> 11 – 18	> 11 – 18	> 11 – 18	> 11 – 18
C	> 18 – 26	> 18 – 26	> 18 – 26	> 18 – 26
D	> 26 – 35	> 26 – 35	> 26 – 35	> 26 – 35
E	> 35 – 45	> 35 – 43	> 35 – 41	> 35 – 40
F	> 45	> 43	> 41	> 40

Source: *Highway Capacity Manual*, 6th Edition

Arterial

Alameda County Transportation Commission (ACTC) and Contra Costa Transportation Authority (CCTA) evaluate arterials using different methodologies. ACTC's methodology is based on volume-to-capacity (v/c) ratios while CCTA evaluates arterials based on intersection level of service. This analysis was evaluated based on the ACTC methodology given the nature of the analysis requirements. During the design phase of a project, it is anticipated that more detailed operational analysis will be completed.

Arterial level of service analysis assumed a per-lane capacity of 800 vehicles per hour. The LOS criteria shown in **Table 4.**

Table 4: ACTC Rodway Segment Level of Service Criteria

Level of Service (LOS)	V/C
A	0.35
B	0.58
C	0.75
D	0.90
E	1.00
F	> 1.00

Source: *Alameda Congestion Management Program 2019*

Interchange

Interchanges were analyzed based on HCM intersection methodologies. The basis of the LOS criteria is shown in **Table 5**.

Table 5: Intersection Level of Service Criteria

Level of Service (LOS)	Signalized	Unsignalized[1]
	Delay (sec/veh)	Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10.0 – 20.0	> 10.0 – 15.0
C	> 20.0 – 35.0	> 15.0 – 25.0
D	> 35.0 – 55.0	> 25.0 – 35.0
E	> 55.0 – 80.0	> 35.0 – 50.0
F	> 80.0	> 50.0

[1] For All-way stop-control intersection (AWSC), LOS is defined based on average intersection delay. For side-street stop-controlled intersections (SSSC), LOS is defined based on the worst movement delay.
Source: *Highway Capacity Manual*, 6th Edition

Transit

Transit projects were evaluated based on service frequency LOS from the *Transit Capacity and Quality of Service Manual* (TCQSM) under which LOS criteria varies depending on the type of transit service. As shown in **Table 6**, LOS for urban scheduled transit service[3] is determined on headway or the time between buses/trains. For intercity schedule transit services, commuter or express buses, LOS is determined on the number of trips provided each day.

For this analysis, all transit projects were evaluated on the basis of the urban scheduled transit service LOS criterion as the projects are anticipated to operate throughout the day on a fixed schedule. A level of service standard of LOS F was used for this analysis. In addition, other benefits such as increases in ridership, as well as resultant system-wide VMT reductions may also be evaluated.

Safety

The number of crashes per million vehicle miles travelled (crash/M-VMT) were calculated for the project segment based on the observed number of crashes within 5 years. The number of crashes for the future no build conditions were estimated based on the Safety Performance Functions (SPF) described in Highway Safety Manual (HSM) 2010. SPFs are regression equations that estimate the average crash frequency for a specific site type as a function of annual average daily traffic and the segment length. The reduction in crashes in the Future 2040 Build scenario were calculated by applying Crash Modification Factors (CMF) based on proposed safety improvements for each project.

For the purposes of this study and based on the observed data reviewed, a threshold designation was established for crashes per million-VMT of more than 1.

[3] Urban schedule transit service includes all scheduled service within a city, as well as service between cities within a larger metropolitan area.

Table 6: Transit Level of Service Criteria

Level of Service (LOS)	Urban Scheduled Transit Service		Intercity Scheduled Transit Service
	Headway (min)	Veh/hr	Trips/Day
A	< 10	> 6	> 15
B	10-14	5-6	12-15
C	15-20	3-4	8-11
D	21-30	2	4-7
E	31-60	1	2-3
F	> 60	< 1	0-1

Source: *Transit Capacity and Quality of Service Manual*

Pedestrian / Bicycle

Pedestrian / Bicycle improvements were evaluated using the modified level of traffic stress (LTS) methodology used in the Montgomery County Bicycle Master Plan[4] in Maryland. This methodology is based on the original LTS methodology developed in 2012 by the Mineta Transportation Institute and San Jose State University[5]. Both methodologies assign a traffic stress level base on street/traffic attributes (e.g. traffic speed, traffic volume, number of lanes, etc.). As shown in **Table 7**, the original LTS has four stress levels, while the Montgomery County methodology provides three additional stress levels. The Montgomery County methodology also includes criteria for separated bikeways, two-lane roads, and industrial streets. For the purpose of this analysis, a threshold of LTS 4 was used.

Table 7: Level of Traffic Stress (LTS) categories

Original LTS	Montgomery County LTS
LTS 1 – Very Low	LTS 0 – None
	LTS 1 – Very Low
LTS 2 – Low	LTS 2 – Low
LTS 3 – Moderate	LTS 2.5 – Moderate Low
	LTS 3 – Moderate High
LTS 4- High	LTS 4 – High
	LTS 5 – Very High

Source: Montgomery County, MD. *The Bicycle Master Plan Appendix D*, 2018

[4] Montgomery County, MD *The Bicycle Master Plan Appendix D*, 2018
[5] Mekuria, Maaza, Peter G. Furth, and Hilary Nixon, Low-Stress Bicycling and Network Connectivity, San Jose, CA: Mineta Transportation Institute, 2012

Crossings were evaluated based on the criteria summarized in **Table 8**, which is based on posted speed limit, if there is a median refuge, and the number of lanes of the street being crossed.

Table 8: Level of Traffic Stress Criteria - Crossing

Posted Speed Limit on Street being Crossed (mph)	# Lanes of Street Being Crossed					
	No Median Refuge			Median Refuge (≥ 6 ft wide)		
	2-3	4-5	6+	2-3	4-5	6+
≤ 25	LTS 1	LTS 2	LTS 4	LTS 1	LTS 1	LTS 2
30	LTS 2	LTS 2.5	LTS 4	LTS 1	LTS 2	LTS 2.5
35	LTS 2.5	LTS 3	LTS 4	LTS 1	LTS 2.5	LTS 3
≥ 40	LTS 3	LTS 4	LTS 4	LTS 2	LTS 2.5	LTS 4

Source: Montgomery County, MD. *The Bicycle Master Plan Appendix D*, 2018

Segments were evaluated based on criteria summarized in **Table 9**, which is based on posted speed limit and the type of buffer between the shared path and adjacent roadways.

Table 9: Level of Traffic Stress Criteria - Segment

Posted Speed Limit (mph)	Shared Use Path		
	Side path w/ Buffer < 5ft (and no railing OR many driveways)	Side path w/ Buffer ≥ 5ft (and no railing OR many driveways)	Independent Right-of-Way
≤ 25	LTS 1[A] or LTS 2	LTS 1	LTS 0
30	LTS 1[A] or LTS 2	LTS 1	LTS 0
35	LTS 1[A] or LTS 2	LTS 1	LTS 0
40	LTS 2	LTS 1[B] or LTS 2	LTS 0
≥ 45	LTS 2	LTS 1[B] or LTS 2	LTS 0

Note:
[A] LTS 1 is given if the road is residential and buffer is at last 5 feet wide.
[B] LTS 1 is given if the buffer is wide.
Source: Montgomery County, MD. *The Bicycle Master Plan Appendix D*, 2018

Intersection

Intersection improvements were evaluated using the HCM intersection methodology. As shown in **Table 5**, intersection LOS is based on delay. Existing AM (7-9) and PM (4-6) traffic volumes were obtained from recent publicly accessible traffic studies. Future 2040 No Build and 2040 Build volumes were developed based on the "difference method" previously described. A level of service standard of LOS F was used for this analysis.

Technology

Technology projects included in the 2020 TVTC Nexus Study include studies to evaluate and identify potential technology-based solutions. Since these are studies and not public facilities, no MOE or

thresholds were established at this time. AB 602 acknowledges that level of service analysis is not possible for certain types of projects. However, a qualitative assessment was conducted to determine how the technology being studies may result in delay or congestion reduction to offset the impacts related to future growth.

Results

This section presents a summary of results for each project.

Roadway Capacity

Freeway

Freeway analysis was used to evaluate the following projects:

- B-1 I-580/I-680 Interchange (westbound to southbound)
- C-3 Dublin Boulevard – North Canyons Parkway Extensions
- C-7 I-680 Express Lanes – Hwy 84 to Alcosta

Project B-1 evaluated multiple segments along I-580 and I-680. In the existing conditions, these segments operated at LOS D or LOS F. Even though some segments continue to operate at LOS F with the Project in 2040, there will be a reduction in volume-to-capacity ratio (v/c).

Even though **Project C-3** is a local roadway, the I-580 segment between Fallon Road and Airway Boulevard was analyzed because the Dublin Boulevard-North Canyon Parkway extension would divert local traffic from this freeway segment. In existing condition, the I-580 segment between Fallon Road and Airway Boulevard operates at an unacceptable LOS F. Even though some segments continue to operate at LOS F with the Project in 2040, there will be a reduction in v/c.

For **Project C-7**, future development will increase congestion along I-680 and will improve with the construction of the project.

State Route

State Route analysis was used to evaluate the state route portion (SR-84/Isabella Avenue) of **Projects A-2b SR 84/I-580 Interchange**. Future development will change the LOS from LOS B or better in existing condition to LOS C through LOS E in 2040 No Build condition. Project A-2b will improve LOS to LOS B or better.

Arterial

Arterial analysis was used to evaluate the following projects:

- A-2b SR 84/I-580 Interchange
- B-6 Jack London Boulevard Extension
- C-5 Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive)
- Roadway capacity portion of Project B-8 El Charro Road Widening

Project A-2b evaluated Portola Avenue along the I-580 overpass. This segment operates at LOS F in existing and 2040 No Build conditions. Project A-2b will improve operations to acceptable levels of service.

Project B-6 evaluated Jack London Boulevard, east of El Charro Road. This segment operates at LOS F in the existing and 2040 No Build conditions. With the project, Jack London Boulevard may continue to operate at LOS F; however, there will be a reduction in v/c.

For Project B-8, future development will increase congestion along Camino Tassajara and will cause the roadway to operation at LOS F in 2040 No Build conditions. Project B-8 will improve operations to acceptable levels.

Since **Project C-5** will extend El Charro Road south of Stoneridge Road/Jack London Boulevard, a parallel route along Santa Rita Road was analyzed. Future development will increase congestion along Santa Rita Road and will cause the roadway to operate at LOS F. Project C-5 will improve operations to acceptable levels.

Interchange

Interchange analysis was used to evaluate the following projects:

- B-3 I-580/First Street Interchange Modification
- B-4 I-580/Vasco Road Interchange Modification
- B-5 I-580/Greenville Road Interchange Modification
- C-6 Sunol/680 Interchange Improvements
- C-9 Stoneridge/I-680 Interchange
- C-12 Hacienda/I-580 Interchange Improvements
- C-13 Fallon/El Charro Interchange Improvements

For **Project B-3**, the I-580/First Street interchange operates at LOS C or better in the existing condition. Future development will increase the delay at the interchange. Project B-3 will reduce delay compared to 2040 No Build conditions.

For **Project B-4**, the I-580/Vasco Road interchange operates at LOS E or better in the existing condition. Future development will cause this interchange to operation at LOS F in the PM peak. Project B-4 will improve operations to acceptable levels of LOS C or better.

For **Project B-5**, the I-580/Greenville Road interchange operates at LOS E or better in the existing condition. Future development will cause this interchange to operate at LOS F in PM peak. Project B-5 will improve operations to acceptable levels of LOS E or better.

For **Project C-6**, the I-680/Sunol Boulevard interchange operate at LOS F in the existing and 2040 No Build conditions. Project C-6 will improve operations to acceptable levels of LOS B or better.

For **Project C-9**, the I-680/Stoneridge Drive interchange operates at LOS B in the existing condition. Future development will increase delay at the interchange. Project C-9 will reduce delay compared to 2040 No Build conditions.

For **Project C-12**, the I-580/Hacienda Drive interchange operates at LOS C or better in the existing condition. Future development will increase delay at the interchange. Project C-12 will improve operations compared to 2040 No Build conditions.

For **Project C-13**, the I-580/Fallon Road interchange operates at LOS A or better in the existing condition. Future development will increase delay at the interchange. Project C-13 will improve operations compared to 2040 No Build conditions.

Transit

Transit projects include the following projects:

- A-11 Express Bus/Bus Rapid Transit (BRT) – Phase 2
- C-14 Valley Link Rail (Phase 1
- C-16 I-680 Express Bus Service

For **Project A-11**, both 10R and 30R routes have 15-minute headways (LOS C) in the existing condition. Without the improvements proposed in Project A-11, congestion from future development may increase the headway for these routes. Improvements proposed in Project A-11, such as transit signal priority, queue jumps, dedicated travel lanes may allow 10R and 30R to operate more quickly and efficiently.

Project C-14 would construct new stations and a transit line, so there is no LOS for existing or 2040 No Project conditions. It is anticipated that Valley Link would operate on similar headways as BART which is 15 minutes in the AM peak and 20 minutes in the PM peak, which equates to LOS C. In addition, the Valley Link EIR reports a 0.3% reduction in average weekday VMT between No Build and Build condition.

Project C-16 would establish a new express bus service, so there is no LOS for existing or 2040 No Project conditions. It is currently proposed that the bus would run on 20-minute headways during the peak period, which equates to LOS C.

Safety

Safety analysis evaluate the following projects:

- A-9a Crow Canyon Road Improvements Phase 1
- A-9b Crow Canyon Road Improvements Phase 2
- A-10a Vasco Road Safety Improvements Phase 1
- A-10b Vasco Road Safety Improvements Phase 2
- C-1 Tesla Road Safety Improvements
- C-2 Norris Canyon Road Safety Improvement

- Safety component for Project B-8 Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive)

Project A-9a and **A-9b** were analyzed together because both projects are difference project phases within the same project limits. In existing conditions, the project segment along Crow Canyon has a crash rate of 0.59 and future development is anticipated to increase the crash rate to 0.62. It is anticipated that the safety improvements proposed in Projects A-9a and A-9b will reduce the crash rate to 0.06.

Project A-10a and **A-10b** were analyzed together because both projects are difference project phases within the same project limits. In existing conditions, the project segment along Vasco Road has a crash rate of 0.68 and future development is anticipated to increase the crash rate to 0.98. It is anticipated that the safety improvements proposed in Projects A-10a and A-10b will reduce the crash rate to 0.53.

For **Project B-8**, the project segment along Camino Tassajara/Tassajara Road has a crash rate of 0.83 in the existing condition and future development is anticipated to increase the crash rate over the threshold to 1.04. It is anticipated that the safety improvements proposed in Projects C-1 will reduce the crash rate to 0.76.

For **Project C-1**, the project segment along Tesla Road has a crash rate of 0.86 in the existing condition and future development is anticipated increase the crash rate over the threshold to 1.11. It is anticipated that the safety improvements proposed in Projects C-1 will reduce the crash rate to 0.62.

For **Project C-2**, the project segment along Norris Canyon Road exceeds the crash rate threshold in the existing condition with a rate of 1.20. Future development is anticipated to increase the rate to 1.63. It is anticipated that the safety improvements proposed in Projects C-2 will reduce the crash rate to 0.20.

Pedestrian / Bicycle

Pedestrian / Bicycle analysis was conducted for all of the Iron Horse Trail projects which include the following:

- C-11a Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon Road
- C-11b Iron Horse Trail Bicycle-Pedestrian Overcrossing – Crow Canyon Road
- C-11c Iron Horse Trail – Dublin
- C-11d Iron Horse Trail – Livermore
- C-11e Iron Horse Trail to Shadow Cliffs
- C-11f Iron House Trail Connection Improvements at Santa Rita Road
- C-11g Iron Horse Trail Bicycle/Pedestrian Overcrossing – Sycamore Valley Road
- C-11h Iron Horse Trail System-wide Improvements

The crossing at Bollinger Canyon Road (**Project C-11a**) has a LTS of 4 in the existing condition . The crossing will continue to have a LTS of 4 in the future conditions. Project C-11a will construct an overcrossing which will improve the LTS to LTS 0.

The crossing at Crow Canyon Road (**Project C-11b**) has a LTS of 4 in the existing condition. The crossing will continue to have a LTS of 4 in the future conditions. Project C-11b will construct an overcrossing which will improve the LTS to LTS 0.

The crossing at Dublin Road (**Project C-11c**) has a LTS of 4 in the existing condition. The crossing will continue to have a LTS of 4 in the future conditions. Project C-11c will construct an bicycle/pedestrian bridge which will improve the LTS to LTS 0.

Project C-11d will construct new trail segments, so there are no LTS for existing or 2040 No project conditions. Project C-11d will construct LTS 1 trail segment.

Project C-11e will construct new trail segments, so there are no LTS for existing or 2040 No project conditions. Project C-11e will construct LTS 1 trail segment.

Project C-11f will construct new trail segments, so there are no LTS for existing or 2040 No project conditions. Project C-11e will construct LTS 1 trail segment.

The crossing at Sycamore Valley Road (**Project C-11g**) has a LTS of 4 in the existing condition. The crossing will continue to have a LTS of 4 in the future conditions. Project C-11g will construct an overcrossing which will improve the LTS to LTS 0.

Project C-11h will provide system-wide improvements, such as closing existing gaps in the trail system, therefore it was assumed that there is no LTS for existing or 2040 No project conditions. Project C-11h will construct LTS 1 trail segment to fill in existing gaps and other improvements.

Intersection

Intersection analysis evaluate the following projects:

- C-4 Vasco Road at Dalton Avenue Intersection Improvements
- C-8 Santa Rita/I-580 Interchange

Project C-4 evaluated Vasco Road and Dalton Avenue intersection. This intersection operates at LOS F in existing and 2040 No Build conditions. Project C-4 will improve operations to acceptable levels.

Project C-8 evaluated Santa Rita Road and I-580 EB Ramps/Pimilico Drive intersection. This intersection operated at LOS D or better in existing conditions. Future development will increase congestion at this intersection. The project will improve operation compared to 2040 No Build conditions.

Technology

There are two technology projects: C-10 Innovate 680 and C-15 Technology Enhancements. Since these are studies and not public facilities, no MOE or thresholds were established at this time. However, a qualitative assessment was conducted to determine how the technology being studied may result in delay or congestion reductions or other benefits.

Project C-10 Innovate 680 consists of multiple components including transit infrastructure and service improvements, roadway improvements, and technology enhancement, this project has been categorized as a technology improvement because TVTDF funding is being requested only for the Advance Technology component of the project. Other project components are expected to be funded through alternative sources. The Advance Technology component consists of implementing three technology-related strategies to improve operation along the I-680 corridor. Strategies include providing an enhanced 511 mobile app and implementing a shared autonomous vehicles (SAV) program for first and last mile connectivity and access at Mobility Hubs, to shift travel away from single occupant vehicles by providing travelers with better information about mode choice opportunities, resultant travel time, cost per trip, and the availability of transit. Other technology strategies include integrating adaptive ramp metering and/or corridor/incident management systems which can help improve the efficiency and safety of the transportation system.

Project C-15 Technology Enhancements proposes to provide connectivity for transit and vehicles between local arterials and regional facilities. The project is expected to be completed in three phases - Feasibility, Design & Construction. The TVTDF will help fund the feasibility study phase of the study, since the details of the design and construction phase are unknown at this time. The feasibility study will focus on the first and last mile connectivity opportunities at key transit hubs and along major transit routes in the Tri-Valley area. Leveraging existing and emerging technology, such as connected and autonomous vehicles, may help increase safety and mobility for all modes. These technologies may also help with increasing transit ridership or expanding transit service to less-served areas, especially for communities that currently lack service. Given that the resultant projects are intended to offset the impacts of future development, the feasibility study is appropriate to include in the TVTC project list.

AB 602 Proportional Allocation

Future development is responsible for paying for its proportional use of public facilities, rather than the full unfunded cost of projects. Under AB 602s project-specific analysis methods , the proportional allocation of costs for certain projects under the 2020 TVTC Nexus Study would be lower.

$$AB\ 602\ Proportional\ Allocation\ \% = \frac{2040\ No\ Build\ Growth}{Existing\ Volume}$$

AB 602 proportional allocation calculations are included in **Attachment A**.

AB 602 Analysis Maximum Fee Rate

Table 10 presents the AB 602 maximum fee. Historically, TVTC jurisdictions have not applied the maximum fee schedule, therefore **Table 10** also presents the rate being proposed as part of the 2022

SEP update. As shown, in **Table 11**, the proposed 2022 SEP rates are less than the adjusted maximum fee rate under the AB 602 analysis methods. Maximum rate adjustment calculations are included in **Attachment B**.

Table 10: 2020 Nexus Fee Update Study Maximum Fee

Land Use	AB 602 Maximum Fee Rate	2022 SEP Proposed Rates
Single Family (DU)	$18,752	$6,596.40
Multi-Family (DU)	$11,056	$3,889.20
Retail (SF)	$36.04	$5.92
Office (SF)	$25.04	$8.81
Industrial (SF)	$14.42	$4.97
Other (avg AM/PM trips)	$21,679	$6,100.68

DU = Dwelling Units, SF = Square Feet

Attachment A – AB 602 Proportional Allocation Calculations
Attachment B – AB 602 Maximum Rate Adjustment Calculations

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Attachment A – AB 602 Proportional Allocation Calculations

	Project	Methodology	Existing Volume	Future Volume	Growth	AB 602 Proportion Allocation%
A-1	Interstate 580 (I-580)/Interstate 680 (I-680) Interchange (southbound to eastbound)	Project Completed	-	-	-	-
A-2a	State Route 84 (SR 84) Expressway (I-580 to I-680)	Project Fully Funded	-	-	-	-
A-2b	SR 84/I-580 Interchange	Roadway Capacity – State Route Roadway Capacity - Arterial	12,800	22,100	9,300	73%
A-3	I-680 Auxiliary Lanes (Segment 2)	Project Completed	-	-	-	-
A-4	West Dublin/Pleasanton Bay Area Rapid Transit (BART) Station	Project Completed	-	-	-	-
A-5a	I-580 Eastbound Auxiliary Lane	Project Completed	-	-	-	-
A-5b	I-580 High Occupancy Vehicle (HOV) Lane Westbound	Project Completed	-	-	-	-
A-6	I-680 HOV Lanes, SR 84 to Top of Sunol Grade	Project Completed	-	-	-	-
A-7	I-580/Foothill Road/San Ramon Road Interchange Modifications	Project Completed	-	-	-	-
A-8	I-680/Alcosta Boulevard Interchange	Project Completed	-	-	-	-
A-9a	Crow Canyon Road Improvements Phase 1	Safety	-	-	-	100%
A-9b	Crow Canyon Road Improvements Phase 2	Safety	-	-	-	100%
A-10a	Vasco Road Safety Improvements Phase 1	Safety	-	-	-	100%
A-10b	Vasco Road Safety Improvements Phase 2	Safety	-	-	-	100%
A-11	Express Bus/Bus Rapid Transit (BRT) – Phase 2	Transit	-	-	-	100%
B-1	I-580/I-680 Interchange (westbound to southbound)	Roadway Capacity - Freeway	54,000	55,500	1,500	3%
B-2	Fifth Eastbound Lane on I-580 from Santa Rita Road to Vasco Road	Project Completed				-
B-3	I-580/First Street Interchange Modification	Roadway Capacity - Interchange	-	-	-	100%
B-4	I-580/Vasco Road Interchange Modification	Roadway Capacity - Interchange	-	-	-	100%
B-5	I-580/Greenville Road Interchange Modification	Roadway Capacity - Interchange	-	-	-	100%
B-6	Jack London Boulevard Extension	Roadway Capacity - Arterial	3,300	7,600	4,300	100%
B-7	El Charro Road Extension (Stoneridge Drive/Jack London Boulevard to Stanley Boulevard)	Project Removed - Incorporated into Project C-5	-	-	-	-
B-8	Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive)	Roadway Capacity - Arterial Safety	-	-	-	100%
B-9	Danville Boulevard/Stone Valley Road I-680 Interchange Improvements	Project Completed	-	-	-	-
B-10	I-680 Southbound HOV Lane Gap Closure (North Main Street to Rudgear Road)	Project Completed	-	-	-	-
B-11a	I-680 HOV Direct Access Ramps	Project Removed	-	-	-	-
B-11b	I-680 Transit Corridor Improvements	Project Removed - Incorporated into Project C-10	-	-	-	-
C-1	Tesla Road Safety Improvements	Safety	-	-	-	100%
C-2	Norris Canyon Road Safety Improvement	Safety	-	-	-	99%
C-3	Dublin Boulevard – North Canyons Parkway Extensions	Roadway Capacity - Freeway	28,400	37,700	9,300	33%
C-4	Vasco Road at Dalton Avenue Intersection Improvements	Intersection	4,400	5,500	1,100	25%
C-5	El Charro Road Widening	Roadway Capacity - Arterial	-	-	-	100%
C-6	Sunol/680 Interchange Improvements	Roadway Capacity - Interchange	9,400	11,100	1,700	18%
C-7	I-680 Express Lanes – Hwy 84 to Alcosta	Roadway Capacity - Freeway	-	-	-	100%
C-8	Santa Rita/I-580 Interchange	Intersection	-	-	-	100%
C-9	Stoneridge/I-680 Interchange	Roadway Capacity - Interchange	-	-	-	100%
C-10	Innovate 680	Technology	-	-	-	100%
C-11a	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon Road	Pedestrian/Bicycle	5,500	6,000	500	9%
C-11b	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Crow Canyon Road	Pedestrian/Bicycle	5,600	6,400	800	14%
C-11c	Iron Horse Trail – Dublin	Pedestrian/Bicycle	7,600	8,300	700	9%
C-11d	Iron Horse Trail – Livermore	Pedestrian/Bicycle	-	-	-	100%

		Project	Methodology	Existing Volume	Future Volume	Growth	AB 602 Proportion Allocation%
C-11e		Iron Horse Trail to Shadow Cliffs	Pedestrian/Bicycle	-	-	-	100%
C-11f		Iron House Trail Connection Improvements at Santa Rita Road	Pedestrian/Bicycle	-	-	-	100%
C-11g		Iron Horse Trail Bicycle/Pedestrian Overcrossing – Sycamore Valley Road	Pedestrian/Bicycle	4,000	6,000	2,000	50%
C-11h		Iron Horse Trail System-wide Improvements	Pedestrian/Bicycle	-	-	-	100%
C-12		Hacienda/I-580 Interchange Improvements	Roadway Capacity - Interchange	-	-	-	100%
C-13		Fallon/El Charro Interchange Improvements	Roadway Capacity - Interchange	-	-	-	100%
C-14		Valley Link Rail (Phase 1)	Transit	-	-	-	100%
C-15		Technology Enhancements	Technology	-	-	-	100%
C-16		I-680 Express Bus Service	Transit	-	-	-	100%

Note

Project B-6: Growth exceed 100%, therefore AB 602 proportion allocation was assumed to be 100%

Project C-2: Growth is based on the percentages of TVTC road users along project corridor

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Attachment B – AB 602 Maximum Rate Adjustment Calculations

	Project	Total Cost (2021$ Million)	AB 602 Proportion Allocation%	AB 602 TVTDF Eligible Cost (2021$ Million)*
A-1	Interstate 580 (I-580)/Interstate 680 (I-680) Interchange (southbound to eastbound)	-	-	-
A-2a	State Route 84 (SR 84) Expressway (I-580 to I-680)	$325.40	-	-
A-2b	SR 84/I-580 Interchange	$22.70	73%	$4.58
A-3	I-680 Auxiliary Lanes (Segment 2)	-	-	-
A-4	West Dublin/Pleasanton Bay Area Rapid Transit (BART) Station	-	-	-
A-5a	I-580 Eastbound Auxiliary Lane	-	-	-
A-5b	I-580 High Occupancy Vehicle (HOV) Lane Westbound	-	-	-
A-6	I-680 HOV Lanes, SR 84 to Top of Sunol Grade	-	-	-
A-7	I-580/Foothill Road/San Ramon Road Interchange Modifications	-	-	-
A-8	I-680/Alcosta Boulevard Interchange	-	-	-
A-9a	Crow Canyon Road Improvements Phase 1	$10.87	100%	$8.42
A-9b	Crow Canyon Road Improvements Phase 2	$58.77	100%	$57.08
A-10a	Vasco Road Safety Improvements Phase 1	$40.57	100%	$11.14
A-10b	Vasco Road Safety Improvements Phase 2	$31.20	100%	$28.62
A-11	Express Bus/Bus Rapid Transit (BRT) – Phase 2	$22.35	100%	$21.21
B-1	I-580/I-680 Interchange (westbound to southbound)	$1,785.65	3%	$34.69
B-2	Fifth Eastbound Lane on I-580 from Santa Rita Road to Vasco Road	-	-	-
B-3	I-580/First Street Interchange Modification	$61.00	100%	$7.93
B-4	I-580/Vasco Road Interchange Modification	$85.65	100%	$16.61
B-5	I-580/Greenville Road Interchange Modification	$86.00	100%	$18.92
B-6	Jack London Boulevard Extension	$28.16	100%	$10.08
B-7	El Charro Road Extension (Stoneridge Drive/Jack London Boulevard to Stanley Boulevard)	$72.48	-	-
B-8	Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive)	$88.08	100%	$54.55
B-9	Danville Boulevard/Stone Valley Road I-680 Interchange Improvements	-	-	-
B-10	I-680 Southbound HOV Lane Gap Closure (North Main Street to Rudgear Road)	-	-	-
B-11a	I-680 HOV Direct Access Ramps	-	-	-
B-11b	I-680 Transit Corridor Improvements	$277.85	-	-
C-1	Tesla Road Safety Improvements	$13.19	100%	$13.19
C-2	Norris Canyon Road Safety Improvement	$24.49	99%	$24.24
C-3	Dublin Boulevard – North Canyons Parkway Extensions	$160.39	33%	$35.72
C-4	Vasco Road at Dalton Avenue Intersection Improvements	$3.39	25%	$0.85
C-5	El Charro Road Widening	$68.09	100%	$38.09
C-6	Sunol/680 Interchange Improvements	$16.60	18%	$1.37
C-7	I-680 Express Lanes – Hwy 84 to Alcosta	$527.57	100%	$300.72

	Project	Total Cost (2021$ Million)	AB 602 Proportion Allocation%	AB 602 TVTDF Eligible Cost (2021$ Million)*
C-8	Santa Rita/I-580 Interchange	$10.33	100%	$2.63
C-9	Stoneridge/I-680 Interchange	$11.98	100%	$4.08
C-10	Innovate 680	$57.21	100%	$54.66
C-11a	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon Road	$22.88	9%	$0.78
C-11b	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Crow Canyon Road	$19.69	14%	$2.81
C-11c	Iron Horse Trail – Dublin	$11.60	9%	$0.00
C-11d	Iron Horse Trail – Livermore	$26.99	100%	$26.99
C-11e	Iron Horse Trail to Shadow Cliffs	$1.65	100%	$0.30
C-11f	Iron House Trail Connection Improvements at Santa Rita Road	$0.87	100%	$0.48
C-11g	Iron Horse Trail Bicycle/Pedestrian Overcrossing – Sycamore Valley Road	$19.78	50%	$9.89
C-11h	Iron Horse Trail System-wide Improvements	$85.60	100%	$85.60
C-12	Hacienda/I-580 Interchange Improvements	$39.13	100%	$34.50
C-13	Fallon/El Charro Interchange Improvements	$34.51	100%	$19.96
C-14	Valley Link Rail (Phase 1)	$258.25	100%	$258.25
C-15	Technology Enhancements	$0.33	100%	$0.33
C-16	I-680 Express Bus Service	$59.35	100%	$59.35
	TOTAL	**$4,470.60**		**$1,248.62**

*AB 602 TVTDF Eligible Cost also includes reduction in cost to account for external "cut-through" trips that is generated by growth outside the Tri-Valley area.

Tri-Valley Transportation Council (TVTC)

Information Session

Update on Tri-Valley Transportation Mitigation Fee Program

Wednesday, February 23, 2022 4:00 p.m. to 5:00 p.m.

Proposed Projects

- Bicyle/Pedestrian Infrastrucure Improvements
- Bicycle/Pedestrian Overcrossings Iron Horse Trail
- Public Transit Enhancements transit amenities
- Tri-Valley "Valley Link Rail and Stations"
- Roadway Safety and Interchange Improvements
- Express Lane Enhancements
- Transportation Innovation and Technology Enhancements

In April 2022, the TVTC will consider adopting an updated traffic mitigation fee program for the Tri-Valley, incluing a Strategic Expenditure Plan and a Priority List of Projects. If adopted, the new fee program will be implemented July 1, 2022. To learn more about the fee program and projects, attend the Information Session

Join Zoom Meeting

https://cityofsanramon.zoom.us/j/95540435365?pwd=RkxZMDh2VXpFekZ1K01jNUQ4MXI4dz09

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Passcode: 397494

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The TVTC is comprised of seven jurisdictions representing the unincorporated areas of Alameda County, Contra Costa County, and the cities of Dublin, Pleasanton, Livermore, San Ramon and the Town of Danville. TVTC is a Joint Powers Authority (JPA) responsible for planning, coordinating, receiving and disbursement of traffic impact fee revenues from member agencies to help implement transportation improvement projects within the Tri-Valley Area.

7000 Bollinger Canyon Road, San Ramon, CA 94583
(925) 973-2651

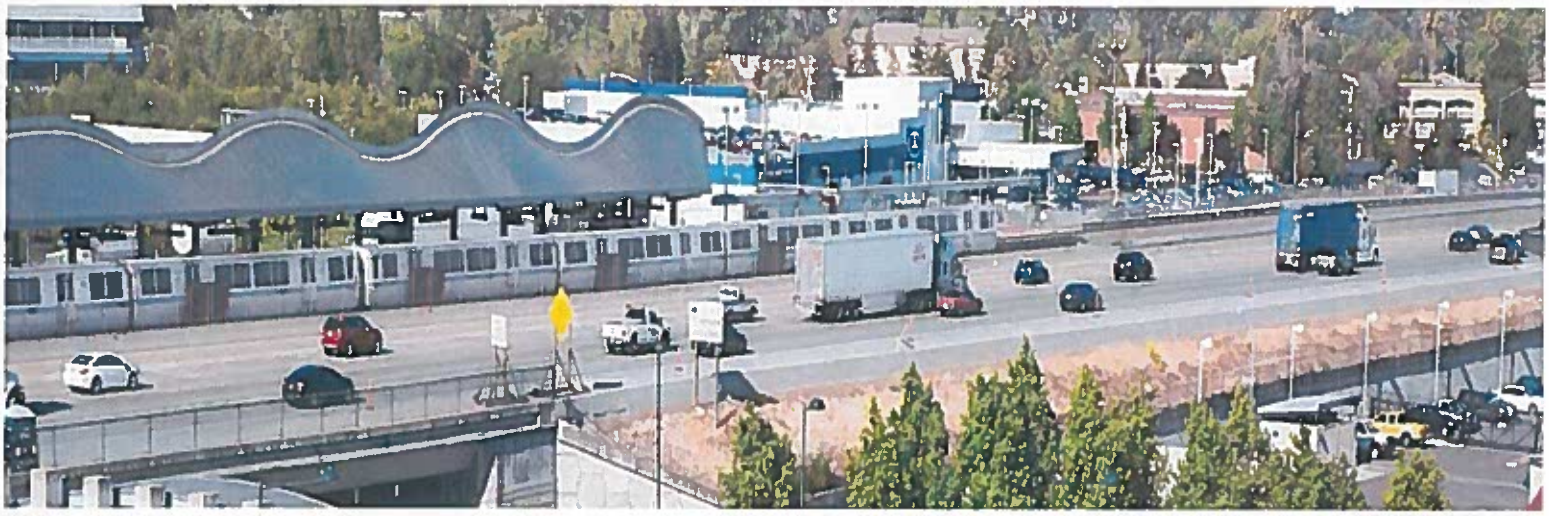
www.tvtc-jpa.com

Tri-Valley Transportation Council (TVTC)

Information Session

Update on Tri-Valley Transportation Mitigation Fee Program

Wednesday, March 30, 2022 4:00 p.m. to 5:00 p.m.



Proposed Projects

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Join Zoom Meeting

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Meeting ID: 969 2886 6309

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www.tvtc-jpa.com

TRI-VALLEY TRANSPORTATION COUNCIL

April 12, 2022

Mr. Dave Campbell
Advocacy Director
Bike East Bay

RE: Tri-Valley Transportation Council Strategic Expenditure Plan

Dear Mr. Campbell:

Thank you for your interest in the Tri-Valley Transportation Council (TVTC) Strategic Expenditure Plan (SEP). We value your input and appreciate your time. Due to your interest in this process, we'd like to thank you for your attendance at the two community information sessions held in February and March 2022. The information sessions provided interested community members with an overview of the Nexus Study and the SEP process.

The 2021 Nexus Study was adopted by the TVTC on August 16, 2021 and can be obtained on the TVTC website at www.tvtc-jpa.com. At the time the Nexus Study was adopted, the ABAG RHNA assigned housing units had not been adopted; therefore the housing forecast at that time, were used. The proposed 23 new projects, submitted by local agency staff members in concert with Alameda County Transportation Commission, Contra Cosa Transportation Authority, are comprised of a variety of transportation projects for the region, including:

- Transit;
- Safety;
- Pedestrian/Bicycle;
- Intersection Operations;
- Roadway Capacity; and
- Technology.

With respect to Project A-11, the project received Tri-Valley Transportation Development Fee (TVTDF) funding ($1.14 M) in 2017. In the proposed SEP, a funding allocation of $800,000 is included and will be considered by the TVTC Board.

The draft SEP Funding Plan and the new proposed TVTDF rate schedule are scheduled for review and consideration by the TVTC Board on April 18, 2022 at 4:00 pm via Zoom Teleconference. If you have any questions, please do not hesitate to contact me at (925) 973-2651, or e-mail me at lbobadilla@sanramon.ca.gov.

Sincerely,

Lisa Bobadilla
TVTC Administrative staff

TRI-VALLEY TRANSPORTATION COUNCIL

April 12, 2022

Mr. Steve Dunbar
Steven.james.dunbar@gmail.com

RE: Tri-Valley Transportation Council (TVTC) Strategic Expenditure Plan (SEP)

Dear Mr. Dunbar:

Thank you for your interest in the Tri-Valley Transportation Council (TVTC) Strategic Expenditure Plan (SEP). We value your input and appreciate your time. TVTC takes public engagement seriously and in addition to the multiple public input opportunities at committee and Board meetings, the TVTC Technical Advisory Committee has (TAC) held two information sessions to provide interested community members with an overview of the Nexus Study and the SEP process. The first information session was held on Wednesday, February 23, 2022 and the second information session was held on Wednesday, March 30, 2022, both via Zoom Teleconference. These meetings were well-attended and provided additional background and insight into the SEP process. On behalf of the TVTC TAC, we thank you for attending both sessions.

Since adoption of the Tri-Valley Transportation Development Fee (TVTDF) 2008, there have been changes in the funding, planning and traffic conditions under which the Fee was originally developed. Many of the original 22 projects have been completed and the TVTC has identified 23 new projects to be considered. The 23 projects were recommended by transportation professionals and/or traffic engineers from the member agencies, with input and feedback from the local Transportation Planning Agencies (ACTC and CCTA). Based on these factors an updated nexus study was prepared to support updates to the TVTDF. The 2020 Nexus Study was developed by Kimley-Horn and Associates (KHA), an experienced transportation consulting firm, using an appropriate methodology consistent with prior updates to the TVTDF. As with prior updates, this process resulted in the identification of projects to be funded by a proposed fee that are necessary to mitigate anticipated growth and then dividing the total cost of those projects in the aggregate amongst anticipated development projects generating those impacts is a standard and defensible method for calculating a fee under a Nexus Study. The 2020 Nexus Study was adopted by the TVTC on August 16, 2021 and can be obtained on the TVTC website at www.tvtc-jpa.com. At the time the Nexus Study was adopted, the ABAG RHNA assigned housing units had not been adopted; therefore, the available housing forecast at that time, was used in the Nexus Study.

With the adoption of the 2020 TVTC Nexus Study, the TVTC embarked on updating the Strategic Expenditure Plan ("SEP"), which establishes the funding level and allocation of the TVTDF among the identified projects. To assist in that effort, a SEP subcommittee of the TVTC Board was formed, with board members Perkins, Josey and Kiick to assist the Consultant Kimley-Horn and the TVTC TAC, with updating the SEP. The SEP update process has included the following steps: 1) Project Prioritization; 2) Revenue Forecasting; and 3) Project Allocation.

Project Prioritization - All projects were prioritized using five criteria: 1) Project Urgency, 2) TVTDF Allocation (what % of TVTDF funding is allocated to the project total cost), 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 as determined either on the facts of the project or based on direct input from the project responsible agency.

Revenue Forecasting – As part of the SEP process, a more detailed growth forecast for the next 10 years was developed based on input provided by each representative agency. This forecast along with the proposed funding schedule resulted in the revenue forecast estimate for the next 10 years.

The proposed list of 23 new projects, which were approved by the TVTC Board prior to beginning the 2020 Nexus study, include a variety of transportation project types, including Transit, Safety, Pedestrian/Bicycle, Intersection Improvements, Roadway capacity and Technology. With respect to transit projects, within the 23 new projects identified, there are six projects that include a transit component:

- Project C-3 – Dublin Blvd. – North Canyons Parkway Extension;
- Project C-7b I-680 Express Lanes Hwy 84 to Alcosta;
- Project C-10 – Innovate 680;
- Project C-14 – Valley Link Rail (Phase 1);
- Project C-15 – Technology Enhancements; and
- Project C-16 – I-680 Express Bus Service

The SEP subcommittee has formulated a draft SEP Funding Plan that is proposed for adoption at the next regularly scheduled TVTC Board meeting on April 18th at 4:00 pm via Zoom Teleconference. The draft SEP Funding Plan is available on the TVTC website at www.tvtc-jpa.com. Four of the above projects are included in the draft SEP Funding Plan, which comprise more than a quarter of the 15 initially funded projects. The draft SEP Funding Plan prioritizes listed projects for funding within the SEP 10-year horizon.

In formulating the draft SEP Funding Plan, several potential rate adjustment scenarios/criteria were considered by the SEP subcommittee including a two-step increase scenario like the previous iteration, as well as a one-step, four-step, and annual increase variations. As part of this evaluation the SEP subcommittee also considered differing rate caps and the special treatment provided for retail in the current TVTDF. Following the evaluation of these options, three scenarios were developed from which the SEP Subcommittee selected the recommended approach that was presented at the information meetings and that includes the following additional considerations:

- 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 0.1% allocation for administrative costs.
- The SEP subcommittee also recommends maintaining prior commitment to fund priority projects identified in the 2017 SEP, totaling $15M.

Since the initial information meeting, the SEP subcommittee has made two modifications to the proposed SEP, including:

- Adding $800,000 in funding for project A-11-Expres Bus/Bus Rapid Transit (BRT) – Phase 2 in funding year 2026/2027.
- Altering the planned yearly distributions for the following projects (note that the total distribution for each project did not change):
    - Project A-9a – Crow Canyon improvements Phase 1
    - Project A-9b – Crow Canyon improvements Phase 2
    - Project A-10a – Vasco Road Safety Improvements Phase 1
    - Project A-10b – Vasco Road Safety Improvements Phase 2
    - Project C-7b - I-680 Express Lanes – Hwy 84 to Alcosta (Northbound)
    - Project C-14 – Valley Link Rail (Phase 1)

As stated above, the draft SEP Funding Plan and the new TVTDF rate schedule is proposed for adoption by the TVTC Board on April 18, 2022 at 4:00 pm via Zoom Teleconference. If you have any questions, please do not hesitate to contact me at (925) 973-2651, or e-mail me at lbobadilla@sanramon.ca.gov.

Sincerely,

Lisa Bobadilla
TVTC Administrative staff

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TRI-VALLEY TRANSPORTATION COUNCIL

April 12, 2022

Mr. Marcus Crawley
Alameda County Taxpayers Association
186 Airway Blvd
Livermore, CA 94551

RE: Tri-Valley Transportation Council (TVTC) Strategic Expenditure Plan (SEP)

Dear Mr. Crawley:

Thank you for your interest in the Tri-Valley Transportation Council Strategic Expenditure Plan (SEP). We value your input and appreciate your time. TVTC takes public engagement seriously and as ACTA and other interested parties were made aware, the TVTC Technical Advisory Committee (TAC) held two information sessions to provide interested community members with an overview of the Nexus Study and the SEP process. The first session was held on Wednesday, February 23, 2022 and the second was held on Wednesday, March 30, 2022, both via Zoom Teleconference. These meetings were well-attended and provided additional background and insight into the SEP process.
Since adoption of the Tri-Valley Transportation Development Fee ("TVTDF") in 2008, there have been changes in the funding, planning and traffic conditions under which the Fee was originally developed. Many of the original 22 projects have been completed and the TVTC identified 23 new projects to be considered in the 2020 Nexus Study. The 23 projects were recommended by transportation professionals and/or traffic engineers from the member agencies, with input and feedback from the local Transportation Planning Agencies (ACTC and CCTA).

The 2020 Nexus Study was adopted by the TVTC on August 16, 2021 and is available on the TVTC website at www.tvtc-jpa.com. With respect to the Strategic Expenditure Plan (SEP), Section 8(a) of the JEPA requires the TVTC to adopt or update the SEP every five years. With the adoption of the 2020 TVTC Nexus Study, the TVTC embarked on updating the SEP, which establishes the funding level and allocation of the TVTDF among the 23 identified projects. The TVTC formed a SEP subcommittee to formulate a SEP draft funding plan for consideration by the TVTC Board. The draft SEP funding plan is also available on the TVTC website at www.tvtc-jpa.com.

The Valley Link Project was included in the Nexus Study; therefore it is a component of the SEP. The Valley Link Project has also been proposed for funding in the draft SEP funding plan. The Project sponsors include the cities of Pleasanton, Dublin, Livermore and Alameda County. The Tri-Valley Transportation Development Funds (TVTDF) will go towards construction costs and access improvements for three stations in the Tri-Valley area (Dublin/Pleasanton, Isabel and South Front Street). With all three stations proposed to be constructed simultaneously. The portion of the Valley Link Project proposed for funding is located within the jurisdiction of TVTC member agencies and will be used for station access improvements at three Tri-Valley stations. When completed, these stations will help to alleviate congestion and transportation impacts caused by new development. Consequently, there is a reasonable relationship between the use of the fee for this project and the type of development upon which the fee is imposed.

TRI-VALLEY TRANSPORTATION COUNCIL

The TVTC will hold a public hearing, at its regularly scheduled meeting on Monday, April 18, 2022 – 4:00 p.m. to consider adoption of the TVTC SEP and adoption of the updated TVTC development fees.

If you have any questions, please do not hesitate to contact me at (925) 973-2651, or e-mail me at lbobadilla@sanramon.ca.gov.

Sincerely,

Lisa Bobadilla
TVTC Administrative staff

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TRI-VALLEY
TRANSPORTATION COUNCIL

2022 Strategic Expenditure Plan

TVTC Board Meeting - April 18, 2022

Agenda

- 2020 Nexus Study
- SEP Process
- Community Meeting
- Proposed SEP Plan
- AB 602

2020 Nexus Study

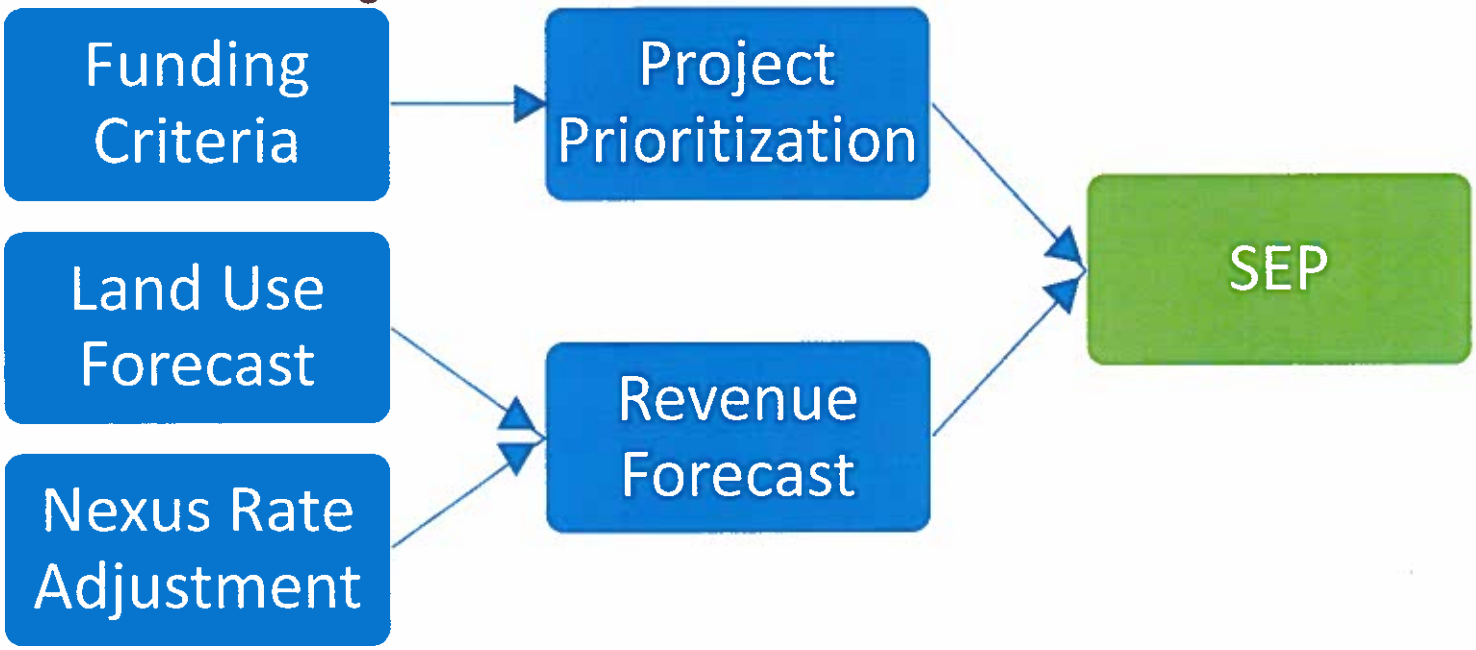
- Adopted August 2021
- Determined maximum TVTDF fee rates to fund Projects from List A, B, & C

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 Unit; SF = Square Feet

Strategic Expenditure Plan (SEP)

- SEP establishes funding level and allocation of TVTDF



Prioritize Projects

2022 SEP prioritized funding criteria:

- Project Urgency
  - How urgent is the project?
  - Is project expected to move forward in the ten-year SEP horizon?
- TVTDF Allocation
  - What % TVTDF allocation does the project currently have?
- Project Readiness
  - How ready is a project is to expend capital funds?
  - What stage the project is in?
- Project Funding
  - How much total funding is committed for the project?
- Project Effectiveness
  - How well project aligns with Lead Agency Policy/Goals; e.g. General Plan, regional transportation plan, etc.

10-Year Development Forecast

- Received 10-Year Land Use Development Forecast from Agency Staff

	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			
Total													
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%

SEP Subcommittee Recommended Rate Adjustments

- Increase rates in FY 22/23
  - Exception to retail which has an increase in FY 22/23 & FY 23/24
- Approximately 15% of the maximum
  - ~7% of the maximum for retail
  - ~12% of the maximum for "other"
- Continue annual CCI increase
  - No CCI adjustment (8%) applied if rates are increased in FY 22/23

Land Use	Current 2021 Rate	2022 Maximum	FY 2022/23 Rates	FY 2023/24 Rates
Single Family (DU)	$5,057	$43,976	$6,596.40	$6,596.40
Multi-Family (DU)	$3,484	$25,928	$3,889.20	$3,889.20
Retail (SF)	$3.74	$84.52	$5.07	$5.92
Office (SF)	$8.59	$58.72	$8.81	$8.81
Industrial (SF)	$5.00	$33.15	$4.97	$4.97
Other (avg AM/PM trips)	$5,620	$50,839	$6,100.68	$6,100.68

DU = Dwelling Unit; SF = Square Feet

Resulting Revenue of Recommendation

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
Remaining 2017 SEP Commitments	$14,290,000

*Estimated total revenue does not account for CCI rate adjustments

** 20% must be used for SEP projects, but at local agency/sponsor discretion

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

Draft Funding Plan

- ***Presented to TVTC December 13, 2021***
- Funding Horizon: When funding for that project would be needed
  - 1 – Short (within 1-4 years)
  - 2 – Medium (within 4-7 years)
  - 3 – Long (withing 7-10 years)

ID	Project	TVTC Project Sponsor/ Lead Agency	Priority Score Rank Rank 1 through 31	Funding Horizon 1-Short (1-4 yr) 2-Medium (4-7 yr) 3-Long (7-10yr)
A-2b	SR 84 / I-580 Interchange - Phase 2	LVR / Caltrans	35	3
A-9a	Crow Canyon Improvements Phase 1	AC	36	3
A-9b	Crow Canyon Improvements Phase 2	AC	34	3
A-10a	Vasco Road Safety Improvements Phase 1	AC	24	3
A-10b	Vasco Road Safety Improvements Phase 2	AC	32	3
B-4	I-580/Vasco Road Interchange Modification	LVR / Caltrans	13	2 - Construction 2025
B-5	I-580/Greenville Rd Interchange Modification	LVR / Caltrans	10	3
B-8a	Camino Tassajara/Tassajara Rd Widening Project (Cor	CCC	11	1/2 - Construction 2025
B-8b	Camino Tassajara/Tassajara Rd Widening Project (Dub	DUB	6	1 - Construction in next couple yrs
C-2	Norris Canyon Road Safety Improvement - Segment 1	CCC	5	1
C-3	Dublin Boulevard - North Canyons Parkway Extension	DUB / LVR / LAVTA	4	1/2
C-6	Sunol/680 Widening	PLS	3	1
C-7b	I-680 Express Lanes - Hwy 84 to Alcosta (Northbound)	PLS / ACTC	7	1
C-8	Santa Rita/I-580 Interchange	PLS	12	2/3
C-10	Innovate 680	DAN/SAN/CCC/CCTA	14	1 - construction 24/25
C-11a	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bolt	SAN/CCC/CCTA	1	1 - construction later this year
C-11c	Iron Horse Trail – Dublin	DUB	2	1 - Construction 2023
C-11d	Iron Horse Trail – Livermore	LVR	15	3
C-11e	Iron Horse Trail to Shadow Cliffs	PLS	9	3
C-13	Fallon/El Charro Interchange	PLS / DUB / LVR	8	2
C-14	Valley Link Rail (Phase 1)	DUB/LVR/PLS/AC	15	TBD (assumed to be 2/3)

Draft Funding Plan

- ***Presented to TVTC Board December 13, 2021***
- Total Disbursement Amounts
  - For projects ranked 1-15, Kimley-Horn assumed that 10% of total project cost would be disbursed except for:
    - B-8a: Increased to 14% to match $6.38 Million that was allocated in previous SEP
    - C-11c: Changed to match project's funding shortfall
  - Draft Plan also accounts remaining TVTDF to be distributed (Project A-2a, A-9a, A-9b, A-10a, & A-10b)

ID	Project	Percent of Total Project Cost	Draft New TVTDF to be Distributed ($)	Total TVTDF to be Distributed
		10%	$100,818,089	$121,488,089
A-2b	SR 84 / I-580 Interchange - Phase 2		$0	$5,150,000
A-9a	Crow Canyon Improvements Phase 1		$0	$1,550,000
A-9b	Crow Canyon Improvements Phase 2		$0	$1,690,000
A-10a	Vasco Road Safety Improvements Phase 1		$0	$3,320,000
A-10b	Vasco Road Safety Improvements Phase 2		$0	$2,580,000
B-4	I-580/Vasco Road Interchange Modification	10%	$8,585,000	$8,585,000
B-5	I-580/Greenville Rd Interchange Modification	10%	$8,600,000	$8,600,000
B-8a	Camino Tassajara/Tassajara Rd Widening Project (Co	14%	$0	$6,380,000
B-8b	Camino Tassajara/Tassajara Rd Widening Project (Du	10%	$1,450,000	$1,450,000
C-2	Norris Canyon Road Safety Improvement - Segment 1	10%	$538,561	$538,561
C-3	Dublin Boulevard - North Canyons Parkway Extension	10%	$16,039,300	$16,039,300
C-6	Sunol/680 Widening	10%	$2,850,000	$2,850,000
C-7b	I-680 Express Lanes - Hwy 84 to Alcosta (Northbound	10%	$21,193,529	$21,193,529
C-8	Santa Rita/I-580 Interchange	10%	$1,033,378	$1,033,378
C-10	Innovate 680	10%	$5,720,730	$5,720,730
C-11a	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bol	10%	$2,287,629	$2,287,629
C-11c	Iron Horse Trail – Dublin	5%	$600,000	$600,000
C-11d	Iron Horse Trail – Livermore	10%	$2,698,530	$2,698,530
C-11e	Iron Horse Trail to Shadow Cliffs	10%	$164,866	$164,866
C-13	Fallon/El Charro Interchange	10%	$3,451,101	$3,451,101
C-14	Valley Link Rail (Phase 1)	10%	$25,825,445	$25,825,445

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	$11,438,248	$22,849,682	
			Revenue Forecast ($)										
			$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	$182,733,410
			Return to Local Source - 20% ($)										
			$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	$32,548,682
			Admin Fee -0.8% ($)										
			$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	$19,906,478	$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
		Disbursed	$6,076,190	$20,921,738	$17,105,674	$15,028,623	$11,873,284	$10,983,663	$5,337,619	$9,502,771	$15,334,241	$9,524,888	$121,488,089
		Remainder	$22,469,002	$14,481,855	$8,927,276	$4,877,853	$4,395,828	$3,665,807	$10,682,207	$11,438,248	$22,849,682	$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 (Cor				$4,380,000	$2,000,000							$6,380,000
B-8b	Camino Tassajara/Tassajara Rd Widening Project (Dub			$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 – Bol		$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	$4,304,241		$25,825,445

Community Informational Meetings

- 2 Meetings Held: February 23, 2022 and March 30, 2022
- Presentation Included:
  - Background
  - Who are we?
  - Board and Technical Advisory Committee members
  - Consultant Team – Strategic Expenditure Plan
- TVTC Nexus Study
  - Project List
- 2022 SEP Update
  - Project Prioritization
  - 10-Year Land Use Forecast
  - Nexus Fee Rate Adjustments
  - Allocate Funding
- TVTC Board Next Steps/Action Items
- Q&A

Proposed Funding Plan

- Since the December 13, 2021 TVTC Board Study Session, and as a result of feedback received from the two community meetings, the SEP sub committee recommends and adjustment to the Funding Plan presented to the Board on December 13, 2021.

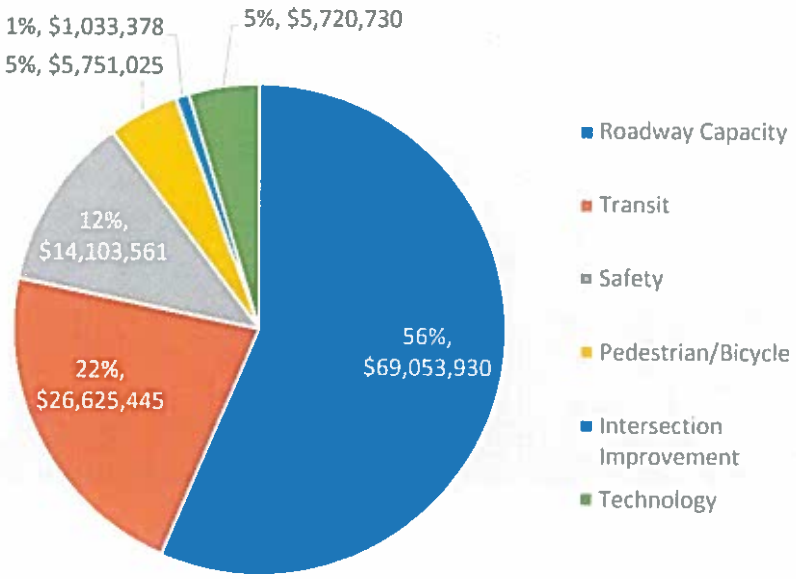
- The proposed new Funding Plan consists of:
  - 22 new projects (16 new and 6 from previous plan)

ID	Project		July 1st FY Balance ($)									Total
			$17,000,000	$22,469,002	$13,981,855	$6,057,276	$2,042,094	$5,064,310	$1,473,440	$7,628,993	$8,024,183	$22,944,751	
			Revenue Forecast ($)									
			$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	$25,532,950	$17,036,476	$13,233,353	$15,317,352	$13,827,460	$17,887,802	$34,769,840	$34,016,746	$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
		Disbursed	$6,076,190	$21,421,738	$19,475,674	$14,994,382	$8,169,043	$13,843,912	$6,198,467	$9,863,619	$11,825,089	$10,419,955	$122,288,069
		Remainder	$22,469,002	$13,981,855	$6,057,276	$2,042,094	$5,064,310	$1,473,440	$7,628,993	$8,024,183	$22,944,751	$23,596,791	$23,596,791
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
A-11	Express Bus/Bus Rapid Transit (BRT) - Phase 2						$800,000						$800,000
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)				$3,298,382	$5,298,382	$5,298,382	$7,298,382					$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)							$5,165,089	$5,165,089	$5,165,089	$5,165,089	$5,165,089	$25,825,445

2022 Strategic Expenditure Plan

Primary Project Type	Total Funding	%
Roadway Capacity	$69,053,930	56%
Transit	$26,625,445	22%
Safety	$14,103,561	12%
Pedestrian/Bicycle	$5,751,025	5%
Intersection Improvement	$1,033,378	1%
Technology	$5,720,730	5%
TOTAL	**$122,288,069**	**100%**

Updated on 3/23/2022 to include $800,000 towards A-11



Fee Comparison

Land Use	TVTC		East Contra Costa FY 20/21	West Contra Costa Effective 7/1/2020	Lamorinda 2015 Nexus[2]	TAMC (Monterey County)[4]	Ventura County[4]
	Current Rate	Proposed Rates					
Single Family (DU)	$5,057	$6,596.40	$38,000	$5,744	$7,269	$4,404	$1,564
Multi-Family (DU)	$3,484	$3,889.20	$17,950	$2,829	$5,088	$3,092	-
Retail (SF)	$3.74	$5.92	$36.64	$6.96	$7.78[3]	$5.64	$2.09
Office (SF)	$8.59	$8.81	$51.61	$9.21		$5.07	$1.67
Industrial (SF)	$5.00	$4.97	$30.16	$5.87	-	$3.21	-
Other (Trips[1])	$5,620	$6,100.68	$38,080	$7,762	$800	$460	$130.44

DU = Dwelling Unit; SF = Square Feet

Other fee program rates higher than proposed TVTDF are in red.

[1]TVTC: per average AM/PM trips; East Contra Costa: per peak hour trip; Lamorinda, TAMC, and Ventura County: per daily trips

[2]Lamorinda encompasses Lafayette, Moraga, and Orinda. Fee shown is new rates adopted in 2015 Nexus study. Actual current rates may be higher due to inflation factor applied each year.

[3]Lamorinda fee program has a commercial which consist of retail and office land uses.

[4] TAMC and Ventura County impact fee program consist of multiple benefit zones/traffic district. The maximum rate for each land use is shown.

Assembly Bill No. 602

- Bill effective January 1, 2022
- Does not apply to TVTC because Nexus Study was adopted prior to effective date of AB 602
- Kimley Horn asked to provide analysis on future implications of AB 602
- AB 602 Supplemental Analysis is proposed to be adopted by TVTC; as it will guide future Nexus Study updates

Options for Board Consideration

Option One – TVTC consider adopting the Proposed Rate Adjustment, Proposed Funding Plan and Prioritization of Projects, recommend by SEP Subcommittee.

Option Two – TVTC consider an alternate Fee Rate Adjustment and Funding Plan.

Option Three – Leave TVTDF as is. If so, the Construction Cost Index (8%) will be in place effective July 1, 2022.

Approval of new SEP (Rate Adjustment, Funding Plan and Prioritization of Projects) require a supermajority of TVTC (6 members).

If Option One is approved by the TVTC Board:

- Circulate the TVTC Resolution for local member agency adoption
- TVTDF schedule goes into effect July 1, 2022

Questions

Item 7.a

TRI-VALLEY TRANSPORTATION COUNCIL

To: Tri-Valley Transportation Council (TVTC)

From: TVTC Technical Advisory Committee (TAC)

Date: April 18, 2022

Subject: Rotation of TVTC Chair, Vice-Chair, Administrator, and Treasurer for Fiscal Year (FY) 2022-23 and FY 2023-24 and authorization to rotate LAIF successors

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BACKGROUND

The TVTC's Joint Exercise of Powers Agreement (JEPA) (Section 4a) required the TVTC at its initial meeting to elect a Chair and Vice-Chair from among its members. The JEPA also states that the Chair and Vice Chair shall serve as defined by the Bylaws, starting on July 1st. The TVTC Bylaws (Section B.1) specify a two-year term and outline the following rotation schedule for the Chair and Vice Chair with the FY 2022/23 Chair highlighted:

Chair	Vice Chair	Start Date July 1
Contra Costa County	City of Livermore	2028
City of Livermore	City of Pleasanton	2030
City of Pleasanton	City of San Ramon	2032
City of San Ramon	City of Dublin	2034
City of Dublin	Town of Danville	2022
Town of Danville	Alameda County	2024
Alameda County	Contra Costa County	2026

The JEPA (Section 4f) states that the TVTC may employ, contract, or appoint an Administrator to implement the objectives of the TVTC. The Bylaws (Section B2) states that the Chair shall serve as the liaison between the TVTC's Administrative staff and the TVTC. The Bylaws also outline the duties of the Administrator (Section C) and state that the TVTC may employ or appoint an Administrator to implement the objectives of the TVTC.

While the rotation of Chair and Vice Chair is an automatic occurrence, rotation of the Administrator requires an appointment by the TVTC. In September 2010, the TVTC unanimously agreed to rotate the Chair and Administrative staff together to provide continuity.

Additionally, the TVTC's Local Agency Investment Fund (LAIF) authorizing resolution does not reflect the biennial rotation of officers and administrator and therefore additional paperwork is necessary with every rotation to allow the TVTC's Chair, Vice Chair, and Administrator to deposit or withdraw funds in TVTC LAIF account.

DISCUSSION

June 30, 2022 is the conclusion of the two-year term for the City of San Ramon as the Chair and the City of Dublin as the Vice Chair. In accordance with the TVTC rotation schedule as shown above, starting on July 1, 2022, the City of Dublin will become the Chair and the Town of Danville will become the Vice Chair.

With the City of San Ramon concluding its two-year term as TVTC Administrator, as required by the Bylaws, the TVTC must appoint the next Administrator. If the TVTC chooses to rotate the Chair and Administrative staff together, the FY 2022-23 through FY2023-24 Administrator is the City of Dublin.

The City of Dublin is the current TVTC treasurer. The TAC recommends rotating treasurer duties to the Town of Danville representative from FY2022-23 through FY 2023-24. In doing so, it relieves the City of Dublin TAC representative of treasurer duties while performing in an Administrator capacity and it provides the Town of Danville TAC representative experience with TVTC operations prior to assuming administrator duties after Dublin.

RECOMMENDED ACTIONS

Staff recommends the TVTC take the following actions:

1. Adopt **Resolution 2022-09** to do the following:
    1. Confirm the rotation of the TVTC Chair to the City of Dublin; and
    2. Confirm the rotation of the TVTC Vice Chair to the Town of Danville; and
    3. Appoint the City of Dublin as the TVTC Administrator; and
    4. Appoint the Town of Danville as the TVTC Treasurer.

ATTACHMENTS

A. Resolution No. 2022-09

TRI-VALLEY TRANSPORTATION COUNCIL
RESOLUTION NO. 2022-09

A RESOLUTION CONFIRMING THE ROTATION OF TVTC CHAIR TO THE CITY OF DUBLIN, VICE CHAIR TO THE TOWN OF DANVILLE, AND APPOINTING THE CITY OF DUBLIN AS THE TVTC ADMINISTRATOR AND THE TOWN OF DANVILLE AS TVTC TREASURER

WHEREAS, the TVTC's Joint Exercise of Powers Agreement (JEPA) (Section 4a) required the TVTC at its initial meeting to elect a Chair and Vice-Chair from among its members; and

WHEREAS, the JEPA states that the Chair and Vice Chair shall serve a term as defined by the Bylaws, starting on July 1st; and

WHEREAS, the TVTC Bylaws (Section B.1) specifies a two-year term and outlines the rotation schedule for the Chair and Vice Chair; and

WHEREAS, the JEPA (Section 4f) states that the TVTC may employ, contract, or appoint an Administrator to implement the objectives of the TVTC; and

WHEREAS, the Bylaws (Section B2) states that the Chair shall serve as the liaison between the TVTC's Administrative staff and the TVTC. The Bylaws also state that the TVTC may employ or appoint an Administrator to implement the objectives of the TVTC; and

WHEREAS, under the TVTC governing documents, the rotation of Chair and Vice Chair are automatic occurrences and the rotation of the Administrator requires an appointment by the TVTC; and

WHEREAS, in September 2010, the TVTC unanimously agreed to rotate the Chair and Administrative staff together to provide continuity; and

WHEREAS, June 30, 2022 concludes the two-year term for the City of San Ramon as the Chair, the City of Dublin as the Vice Chair, and the City of San Ramon as the Administrator; and

WHEREAS, the TVTC desires to appoint the City of Dublin as the Administrator to coincide with the City of Dublin's term as Chair; and

WHEREAS, the Bylaws (Section C3) states that the TVTC shall designate a Treasurer, which may consist of the treasurer of a TVTC Member jurisdiction; and

WHEREAS, the TVTC desires to appoint the Town of Danville as the Treasurer to coincide with the Town of Danville's term as Vice-Chair.

NOW THEREFORE BE IT RESOLVED THAT THE TVTC TAKES THE FOLLOWING ACTIONS EFFECTIVE JULY 1, 2022 THROUGH JUNE 30, 2024:

1) Confirms the rotation of the TVTC Chair to the City of Dublin; and
2) Confirms the rotation of the Vice Chair to the Town of Danville; and
3) Appoints the City of Dublin as TVTC Administrator; and
4) Appoints the Town of Danville as TVTC Treasurer

PASSED, APPROVED AND ADOPTED at the meeting of April 18, 2022 by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Scott Perkins, Chair
Tri-Valley Transportation Council

ATTEST:

_____

Lisa Bobadilla, TVTC Administrative Staff

5093106.1

Item 7.b
verbal report