
TRI-VALLEY TRANSPORTATION COUNCIL

Kathy Narum
TVTC Chair
Councilmember
Pleasanton
(925) 931-5001

Monday, July 15, 2019
4:00pm

City of Pleasanton – Remillard Room
3333 Busch Road, Pleasanton, CA 94566

Scott Perkins
TVTC Vice-Chair
Councilmember
San Ramon
(925) 973-2530

Patricia Munro
Councilmember
Livermore
(925) 960-4016

Jean Josey
Councilmember
Dublin
(925) 833-6650

Karen Stepper
Councilmember
Danville
(925) 275-2412

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

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

1. Call to Order, Roll Call, and Self Introductions
2. Public Comment
3. Consent Calendar
 - a. APPROVE April 15, 2019 TVTC Meeting Minutes (Action)*
4. Old Business
 - a. ADOPT Resolution 2019-03 – Resetting the Accessory Dwelling Unit/Secondary Dwelling Unit Fee from the TVTC Development Fee Program (Action)*
 - b. REVIEW proposed agency projects for the TVTC Nexus Study*
5. New Business - None
6. Other Business – None
7. Informational Item
 - a. Professional Services Agreement with Kimley-Horn for the Development of the TVTC Development Fee Procedures Manual*
8. Adjournment

* Attachment(s)

The Tri-Valley Transportation Council meetings are wheelchair accessible. If you have any questions related to the Tri-Valley Transportation Council meeting agenda, please contact Cedric Novenario, TVTC Administrative staff at (925) 931-5667 or email at cnovenario@cityofpleasanton.ca.gov

Upcoming Meetings:

TVTC TAC: August 7, 2019, 10am, Pleasanton – 200 Old Bernal City Council Conference Room

TVTC: October 21, 2019, 4:00pm, Remillard Room – 3333 Busch Road, Pleasanton, CA 94566

Item 3a

MEETING MINUTES

TRI-VALLEY TRANSPORTATION COUNCIL

City of Pleasanton – Operations Services Department, Remillard Room
3333 Busch Road, Pleasanton, CA 94566

Monday, April 15, 2019, at 4:00pm

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

The Tri-Valley Transportation Council (TVTC) was called to order at 4:00 p.m. by the Chair, Councilmember Kathy Narum, City of Pleasanton.

TVTC Members in Attendance:

Kathy Narum, Chair, Councilmember, Pleasanton
Patricia Munro, Councilmember, Livermore
Candace Andersen, Supervisor District 2, Contra Costa County
Scott Haggerty, Supervisor, District 1, Alameda County
Jean Josey, Councilmember, Dublin
Karen Stepper, Councilmember, Danville

TVTC Members Absent:

Scott Perkins, Vice – Chair, Councilmember, San Ramon

TVTC Staff in Attendance:

Cedric Novenario, City of Pleasanton
Obaid Khan, City of Dublin
Thomas Valdriz, Town of Danville
Mary Halle, Contra Costa County
Lisa Bobadilla, City of San Ramon

Others in Attendance:

Claire Lai, Meyers Nave, TVTC General Counsel
Susan Miller, Contra Costa Transportation Authority
Martin Englemann, Contra Costa Transportation Authority

2) **PUBLIC COMMENT**

None

3) **CONSENT CALENDAR**

- a. APPROVE February 11, 2019 TVTC Special Meeting Minutes
- b. ADOPT TVTC Resolution 2019-02 and Approve a Funding Agreement to Appropriate TVTDF Funds for Reimbursement of Contra Costa Measure J Sales Tax Funds for the I-680 Southbound High Occupancy Vehicle Lane Gap Closure Project B-10

Motion to Approve by Supervisor Andersen; Second by Councilmember Josey
Approved (Ayes 6; Noes 0; Absent 1)

4) OLD BUSINESS

- a. **DISCUSSION** on Secondary Dwelling Unit/Accessory Dwelling Unit (SDU/ADU) Fee

The TVTC Administrator informed the TVTC Board that approximately \$289,000 in TVTDF Funds were collected for 151 ADUs over the past two fiscal years. TVTC TAC will continue to monitor the CASA Compact and any housing legislation supporting any of the elements from CASA.

The Board directed the TAC to remove the collection of ADU/SDU fees from the TVTDF program going forward and to cease collection of TVTDF for ADU/SDU currently in process. The Board will consider approval at their July 15, 2019 meeting.

5) NEW BUSINESS

- a. **ADOPT** TVTC Resolution 2019-01 and **APPROVE** the TVTC Fiscal Year 2019/20 Budget as recommended by the TVTC Finance Subcommittee

Motion to Approve by Supervisor Andersen; Second by Councilmember Stepper
Approved (Ayes 6; Noes 0; Absent 1)

- b. **ADOPT** the Tri-Valley Transportation Development Fee Annual Construction Cost Index Increase

Motion to Approve by Supervisor Haggerty; Second by Councilmember Josey Approved
(Ayes 6; Noes 0; Absent 1)

6) OTHER BUSINESS – None

7) INFORMATIONAL ITEM

- a. Tri-Valley City Council's Housing and Policy Framework including Tri-Valley City's Staff Reports

TVTC Staff presented the Housing and Policy Framework and Staff Reports from the Tri-Valley Cities supporting that Policy. The TVTC TAC will continue to monitor the development of the CASA Compact and any supporting housing legislation.

8) ADJOURNMENT

The meeting was adjourned by Chair Narum at 4:20 p.m.

DRAFT

Item 4a

TRI-VALLEY TRANSPORTATION COUNCIL

Kathy Narum
TVTC Chair
Councilmember
Pleasanton
(925) 931-5001

To: Tri-Valley Transportation Council (TVTC)
From: TVTC Technical Advisory Committee (TAC)
Date: July 15, 2019

Scott Perkins
TVTC Vice-Chair
Councilmember
San Ramon
(925) 973-2530

Subject: ADOPT Resolution 2019-03 – Recommend resetting of the Accessory Dwelling Unit/Secondary Dwelling Unit Fee in the Tri-Valley Transportation Council Development Fee Program

Patricia Munro
Councilmember
Livermore
(925) 960-4016

BACKGROUND

The general definition of an Accessory Dwelling Unit (ADU) or a Secondary Dwelling Unit (SDU) is an attached or detached residential dwelling unit that provides independent living facilities for one or more persons. A unit includes facilities for living, sleeping, eating, cooking and sanitation on the same lot as the single-family dwelling is situated. ADU/SDU's can be occupied by members of the same family. With the impact of housing in the Bay Area, ADU/SDU's are increasingly being used as rental property.

Jean Josey
Councilmember
Dublin
(925) 833-6650

In January 2019, CASA – The Committee to House the Bay Area released several recommendations in an effort to reduce barriers to housing. One of these recommendations is the “CASA Compact Element #4: Remove Regulatory Barriers to Accessory Dwelling Units.” This recommendation is to remove regulatory barriers to ADUs for the intent of creating additional housing within their neighborhoods. Two legislative bills were created to support this recommendation. These two bills are AB 69 (Ting) and SB 13 (Wieckowski). The bills have been referred to the Commission on Housing and Community Development and the Commission on Rules in January 2019, respectively.

Karen Stepper
Councilmember
Danville
(925) 275-2412

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

The Tri-Valley Cities of Dublin, Livermore, Pleasanton, San Ramon and the Town of Danville developed a joint Housing and Policy Framework in late February 2019. This framework was developed as a collaborative response and statement to the CASA Compact. Subsequently, each Tri-Valley agency adopted a resolution supporting the Housing and Policy Framework.

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

At the April 15, 2019 TVTC Board Meeting, the TAC informed the board that approximately \$289,000 in TVTD fees were collected for 151 permitted ADUs the past two fiscal years. The Board directed the TAC to prepare a staff report for the removal and cease collection of future ADU fees and for those ADU projects currently in process. This will be considered for approval at the July 15, 2019 TVTC Board Meeting.

TRI-VALLEY TRANSPORTATION COUNCIL

DISCUSSION

The Tri-Valley Cities, through their Housing and Policy Framework, generally support the ADU/SDU recommendations described in the CASA Compact. The TVTC Board recognizes that minimizing or removing regulatory barriers to the construction of ADU/SDU will be a component of addressing the housing crisis in the Bay Area. Some TVTC member agencies are not currently collecting ADU/SDU fees, while others are considering removing transportation fees related to ADU/SDUs altogether. The approximate number of ADUs in process within the TVTC boundary is 32.

In consultation with the TVTC General Counsel, it was suggested that instead of removing the ADU/SDU fee from the TVTC Development Fee Program altogether, pursuant to Section 6(b) of the Joint Powers Authority (JEPA), the ADU/SDU fee be reset to \$0. This concept allows the TVTC to support the intent of CASA Compact Element #4, the Tri-Valley Cities Housing and Policy Framework, and the Board's desire to support more affordable housing in the Tri-Valley, however, it also provides an opportunity to increase the ADU/SDU fee in the future if conditions change or as needed. Resolution Number 2019-03 outlines the resetting of the ADU/SDU Fee from the TVTC Development Fee Program.

RECOMMENDATION

ADOPT Resolution 2019-03 Resetting the Accessory Dwelling Unit/Secondary Dwelling Unit Fee from the Tri-Valley Transportation Development Fee in the Tri-Valley Transportation Council Development Fee Program

ATTACHMENT

1. Resolution 2019-03

**TRI-VALLEY TRANSPORTATION COUNCIL
RESOLUTION NO. 2019-03**

**A RESOLUTION RECOMMENDING RESETTING THE ACCESSORY DWELLING
UNIT/SECONDARY DWELLING UNIT FEE IN THE TRI-VALLEY TRANSPORTATION
COUNCIL DEVELOPMENT FEE PROGRAM**

WHEREAS, the Metropolitan Transportation Commission formed CASA, the Committee to House the Bay Area, to address the affordable housing crisis; and

WHEREAS, the CASA Compact proposes ten elements to remedy the Bay Area's housing issues; and

WHEREAS, CASA Compact Element #4 aims to remove regulatory barriers for the construction of Accessory Dwelling Units/Secondary Dwelling Units; and

WHEREAS, the cities within the Tri-Valley area ("Tri-Valley Cities") collectively developed a Housing and Policy Framework which fully supports and expands upon the Accessory Dwelling Unit/Secondary Dwelling Unit recommendations from CASA Compact Element #4; and

WHEREAS, each Tri-Valley City approved a resolution supporting the Housing and Policy Framework; and

WHEREAS, the TVTC desires to support more affordable housing in the Tri-Valley to help address the housing crisis; and

WHEREAS, the California Department of Housing and Community Development ("HCD") has advised that a way for local jurisdictions to encourage the development of accessory dwelling units ("ADU") is to reduce or eliminate fees; and

WHEREAS, pursuant to Section 6(b) of the Joint Exercise of Powers Authority ("JEPA"), the TVTC Board can recommend fee amounts; and

WHEREAS, the TVTC recommends setting the ADU/SDU fee at \$0 in order to support the development of affordable housing in the Tri-Valley area.

NOW THEREFORE BE IT RESOLVED THAT:

1. The TVTC finds that the foregoing recitals and true and correct are incorporated into this Resolution; and
2. The TVTC recommends setting the Accessory Dwelling Unit/Secondary Dwelling Unit fee at \$0.

PASSED, APPROVED AND ADOPTED at the meeting of July 15, 2019, by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

Kathy Narum, Chair
Tri-Valley Transportation Council

ATTEST:

Cedric Novenario, TVTC Administrative Staff

Item 4b

TRI-VALLEY TRANSPORTATION COUNCIL

Kathy Narum
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Councilmember
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(925) 957-8860

To: Tri-Valley Transportation Council (TVTC)

From: TVTC Technical Advisory Committee (TAC)

Date: July 15, 2019

Subject: REVIEW agency projects for the TVTC Nexus Study

BACKGROUND

The California Mitigation Fee Act law (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:

Identify the purpose for collecting development impact fees;

1. Identify the use to which the fee is to be put, including identifying the facilities to be built;
2. Determine that there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed;
3. 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
4. Determine that there is a reasonable relationship (proportionality) 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.

TRI-VALLEY TRANSPORTATION COUNCIL

In 1998, the Tri-Valley Transportation Council (TVTC) adopted the Tri-Valley Transportation Development Fee (TVTDF) Nexus Study and in January 2008, the TVTC adopted the TVTC Nexus Study Fee Update. Both the adoption and the update of the TVTC Nexus Study were completed in compliance with the California Mitigation Fee Act.

In January 2017, the TVTC approved the 2008 TVTC Nexus Study Validation Review. This validation was the first step in the 2015 Strategic Expenditure Plan (SEP) update, which was also adopted by the TVTC in January 2017.

DISCUSSION

An important element in preparing an RFP for the TVTC Nexus Study Update is to identify infrastructure projects that will be included for evaluation in the Nexus Study. The TVTC Board requested that each project be accompanied by a project justification. The TVTC TAC discussed this and are recommending using the Multimodal Transportation Service Objectives (MTSO) identified in the 2017 Tri-Valley Transportation Plan and Action Plan for Routes of Regional Significance.

In total, the TVTC TAC is proposing 17 projects to be included for evaluation in the Nexus Study. These projects range from interchange improvements, road extensions, Iron Horse Trail improvements, safety improvements, and Valley Link. Some projects will require intra-agency partnerships as those projects will benefit multiple agencies. The proposed projects are on the Tri-Valley Routes of Regional Significance. The proposed projects will be identified as “List C” projects as shown in the attachments. Note: the project sheets C-14 (Hacienda/580 Interchange Improvements), C-15 (Fallon/El Charro Interchange Improvements), and C-17 (Intelligent Transportation Systems) are still being developed. The project sheets will be made available at the TVTC Board meeting if they are completed.

The TVTC’s legal counsel noted that List A and List B projects identified in the Strategic Expenditure Plan do not have to be re-evaluated in the Nexus Study. However, the TVTC TAC recommended that remaining projects from List A and List B should still be modeled in the Nexus Study to help calculate the various TVTVDF costs. Remaining List A and List B projects will not to be re-scoped or generate new project cost estimates.

Below is a tentative schedule for the release of the Nexus Study RFP:

Activity	Proposed Due Date
Review Proposed Agency Projects	July 2019 TVTC Meeting
Publish RFP	August 2019
Award RFP	October 2019 TVTC Meeting

The TVTC budget set aside \$100,000 to begin work on the Nexus Study and Strategic Expenditure Plan (the full cost for both studies is approximately \$250,000 and will be allocated over multiple fiscal years). It is anticipated that the TVTC Nexus Study Update will take approximately 2 years to complete, followed by an update to the Strategic Expenditure Plan.

TRI-VALLEY TRANSPORTATION COUNCIL

RECOMMENDATION

REVIEW proposed agency projects for the TVTC Nexus Study and provide comments as necessary.

ATTACHMENTS

1. List C Projects

List C Projects

- C-1 Tesla Road Safety Improvements
- C-2 Norris Canyon Safety Improvements
- C-3 Dublin Blvd – North Canyons Parkway Extension
- C-4 Vasco at Dalton Intersection Improvements
- C-5 El Charro Widening
- C-6 Sunol/680 Interchange Improvements
- C-7 NB 680 Express Lane – Hwy 84 to Alcosta
- C-8 Santa Rita/580 Interchange
- C-9 Stoneridge/680 Interchange
- C-10 Innovate 680
- C-11 Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon
- C-12 Iron Horse Trail Bicycle-Pedestrian Overcrossing – Crow Canyon
- C-13 Iron Horse Trail – Livermore
- C-14 Hacienda/580 Interchange Improvements (Project sheet not yet available)
- C-15 Fallon/El Charro Interchange Improvements (Project sheet not yet available)
- C-16 Valley Link
- C-17 Intelligent Transportation Systems (Project sheet not yet available)

Tesla Road Safety Improvements

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.

PROJECT JUSTIFICATION: 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.

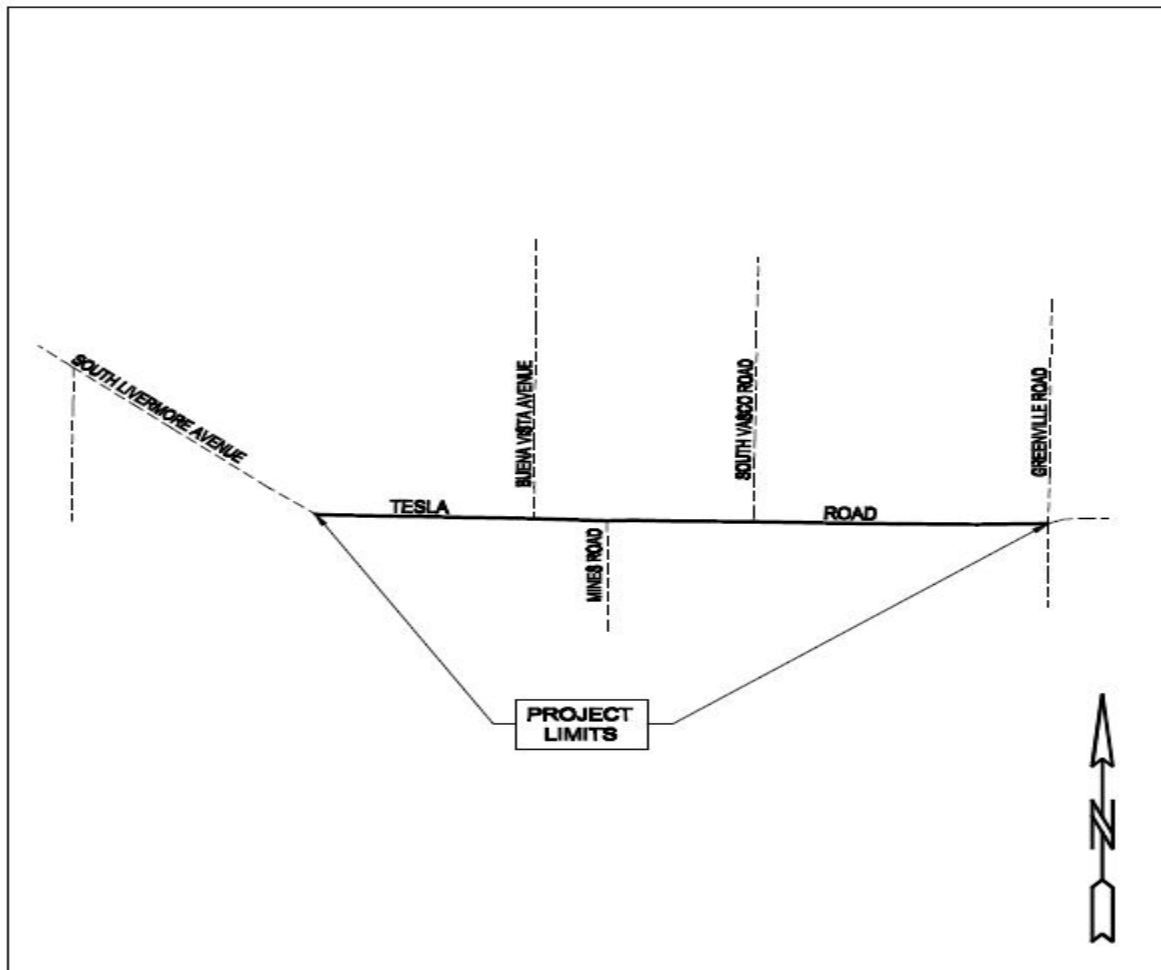
MTSO Justification: N/A Safety Project

Project Sponsor: Alameda County

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

Construction Estimate and Funding Sources: Cost is approx. \$12.0 M that includes Local funds from Alameda County and additional local contribution towards the undergrounding.

Location Map:



Norris Canyon Road Safety Improvement Project.

Phase I Contra Costa County and Phase II Alameda County

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 runoff the road collisions and is slated for countermeasures such as increasing the superelevation at the two outside curves for the eastbound direction and installation of High Friction pavement.
- **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 runoff the road collisions. Countermeasures include shoulder widening and installation of a retaining wall and guardrail where the edge of road pavement currently coincides with the top of bank for San Catalino Creek. For approximately 250' of the project length, safety guardrail installation will require construction of a battered retaining wall to support the railing, as well as pavement widening to provide standard lanes and road shoulders.
- **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.

The phases of this project will include preparation of a Project Study Report (PSR) to establish a project scope and cost estimate, environmental documentation, preparation of plans, specifications and estimates (PS&E), Right of Way Acquisition, Construction and Construction Inspection.

PROJECT JUSTIFICATION: During the last decade, two run-off-the-road collisions resulted in fatalities as the adjacent creek drops approximately twenty feet or more below the roadway. Since 2014, the number of collisions has increased from four per year to twelve per year. Given this history of fatal collisions and the recent increase in collisions, this project is critical to keep people moving safely through County roads. The proposed safety rail project is intended to keep motorists from leaving the roadway to minimize injuries resulting from collisions, minimize impacts to the creek, and reduce the need for right of way acquisition.

MTSO Justification: N/A

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

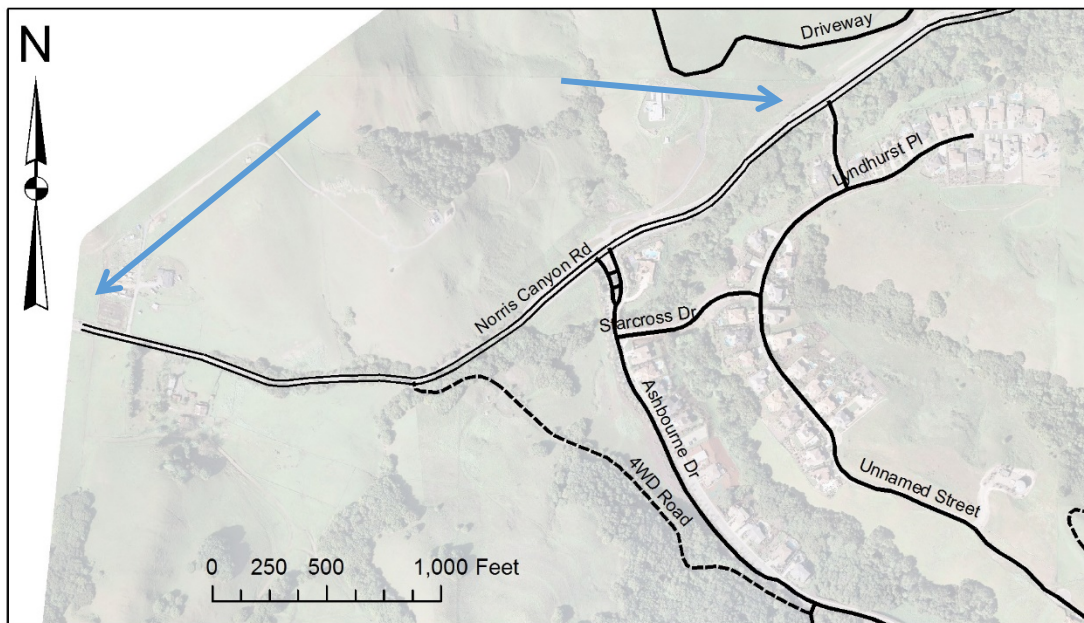
Project Phasing:

The Project design and environmental phase is currently 35% complete for segment 2. The project is currently awaiting additional funds in order to continue planning studies and further design efforts.

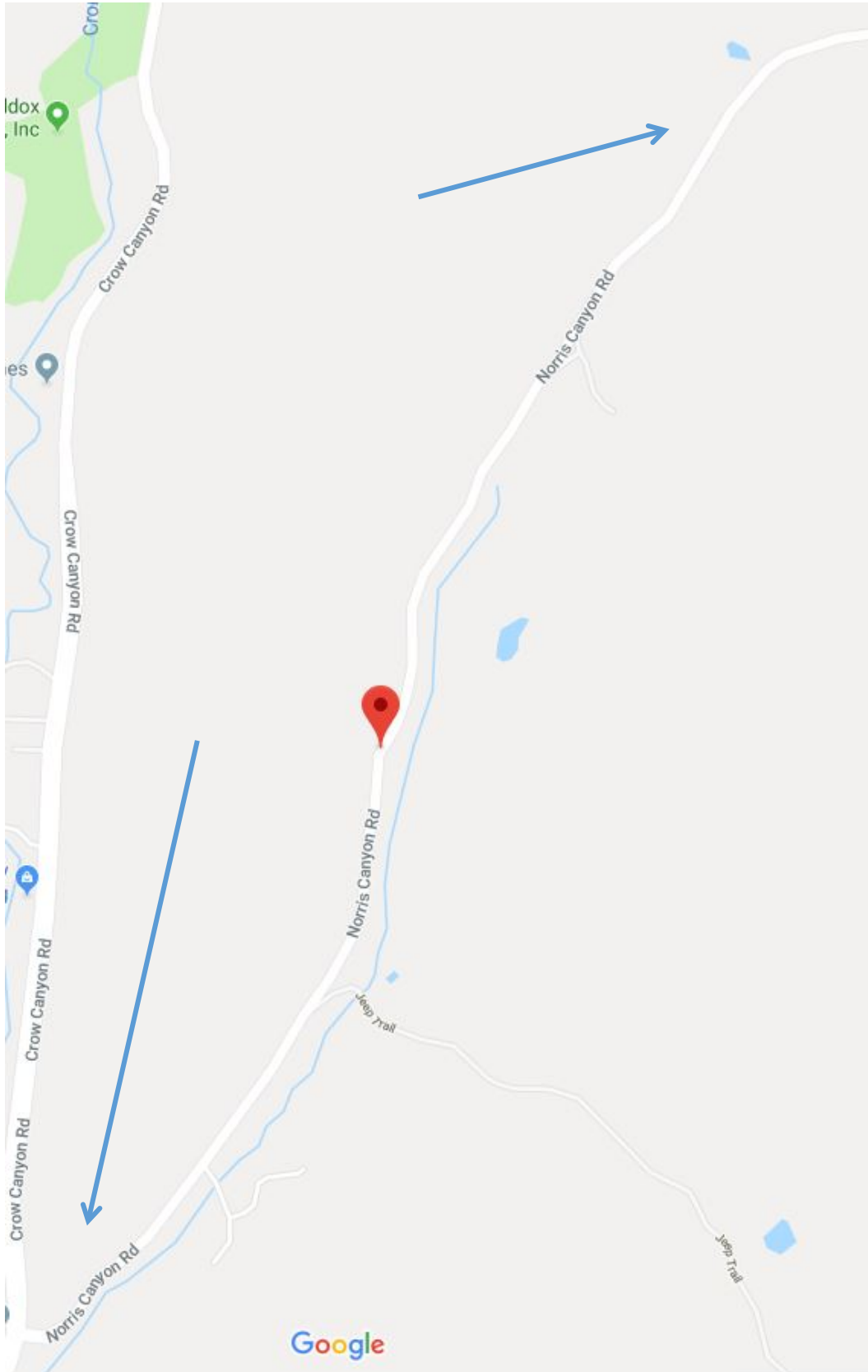
Construction Estimate and Funding Sources: The Contra Costa County estimates the project (Phase I) to cost \$4.9M within Contra Costa County. The County will allocate \$1,300,000 from Measure J (SWAT Major Streets fund) and \$440,000 from Local Road Funds (SB1). The Alameda County Portion (Phase II) is approx. \$15,000,000. Alameda County will allocate a mix of various local funds.

Location Maps:

Norris Canyon Phase I; Contra Costa County



Norris Canyon Phase II; Alameda County



Dublin Boulevard - North Canyons Parkway Extension

Project Description: This project will construct the street extension to connect Dublin Blvd at Fallon Road in Dublin with North Canyons Pkwy. 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.

PROJECT JUSTIFICATION:

1. Create direct connectivity to 5 PDAs in Dublin and Livermore and connects to 2 BART stations; Camp Parks; Iron Horse Trail; downtowns of Dublin and Livermore; Las Positas College; and various residential and commercial lands outside the PDAs. Las Positas College enrolls 8,500 students.
2. This project would reduce VMT in the region due to its proximity to I-580 (1/4 mile from I-580) and ability to provide access to various land uses. This roadway extension project is expected to reduce trip lengths by diverting localized inter-city trips from the freeway.
3. Extend the reliever route. This street extension will extend the existing reliever along the north side of I-580 from San Ramon Road/Foothill Road to State Route 84 at Isabel/I-580 interchange.
4. Addresses lack of existing RTP project to account for new state (SB375) and regional (Complete Street) policies on multimodal and sustainable transportation.

MTSO Justification: Intersection Levels of Service, Transit Ridership and Average Vehicle Ridership

Project Sponsor: Dublin and Livermore

Project Phasing: The project is currently in Preliminary Engineering phase and an EIR and an EA is currently underway.

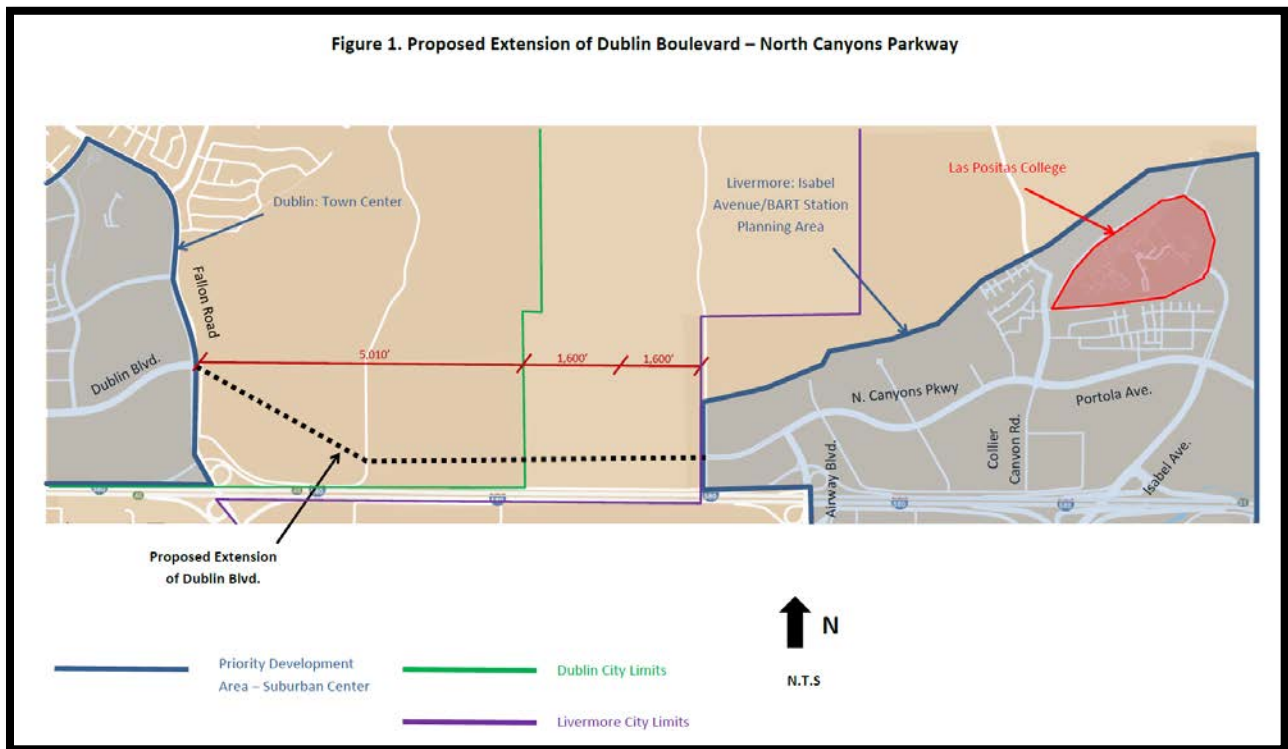
Project Phase	Date
PE phase and Environmental	Dec 2019/19
PS&E and ROW certification	June 2021
Construction	Jan 2023
Accept Contract	

Submit Capital Project Final Invoice/Project Closeout	
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Construction Estimate and Funding Sources:

Project Phase	Cost Estimate	Funding Source
PSR/Scoping	\$1,200,000	City of Dublin and Livermore Traffic Impact Fees and Measure BB grant
PE/Environmental		
PS&E/Final Design	\$6,957,000	Measure BB
Right of Way	\$17,917,000	TBD
Construction Capital and Support	\$72,486,000	TBD
Total	\$100,803,000	TBD

Location Map:



Vasco Road at Dalton Avenue Intersection Improvements

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.

PROJECT JUSTIFICATION: This project will improve traffic flow and safety along this intersection connecting Unincorporated Alameda County and City of Livermore. Proposed improvements will reduce queues along this congested rural arterial roadway connecting Alameda (City of Livermore) and Contra Costa Counties (City of Brentwood).

MTSO Justification: Safety and Congestion Duration

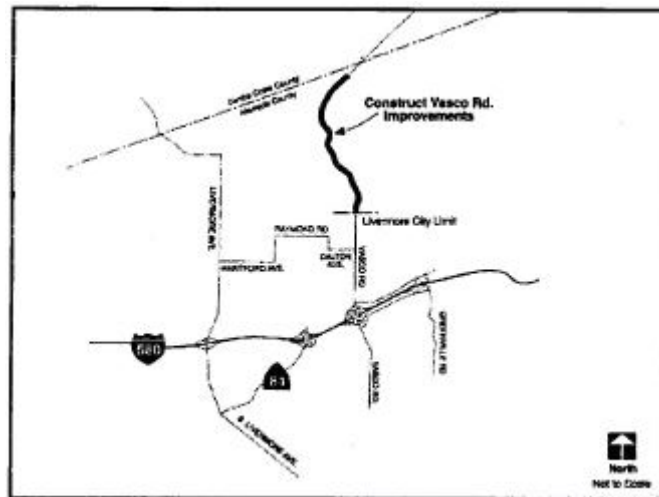
Project Sponsor: Alameda County/City of Livermore

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

Construction Estimate and Funding Sources: Cost is approx. \$3.0M that includes Local funds from Alameda County and City of Livermore, SB-1, Gas Tax, and TVTDF as applicable.

PS&E phase : \$.5M; R/W Phase: \$0.1M; CON: \$2.4M.

Location Map: Map to be updated



El Charro Road Widening

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

PROJECT JUSTIFICATION: This project will provide north-south connectivity allowing for improved circulation and will accommodate land development and anticipated traffic impacts on the east side of Pleasanton.

MTSO Justification: Delay Index and Level of Service

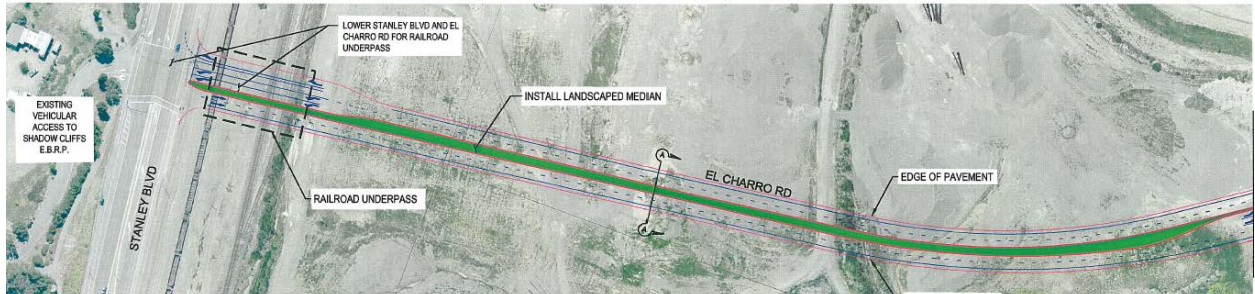
Project Sponsor: Pleasanton

Project Phasing: Not yet started

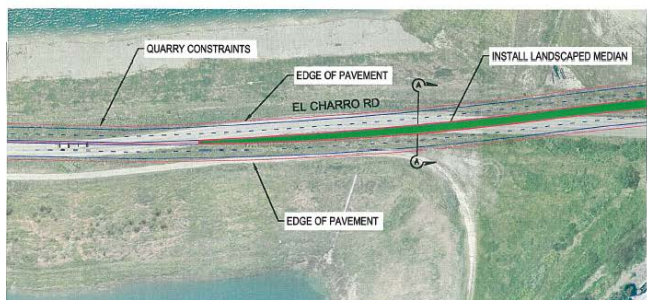
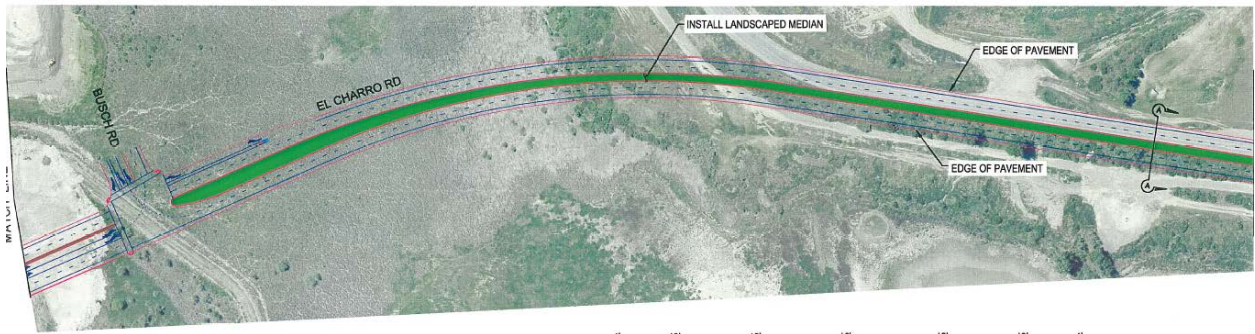
Construction Estimate and Funding Sources:

Phase	Estimate	Funding Source
PSR-PDS	\$TBD	Pleasanton TIF
PA&ED	\$TBD	Pleasanton TIF
Design	\$6,195,000	Pleasanton TIF
Right of Way	\$TBD	
Construction	\$TBD	
Total Project Estimate	\$61,950,000	50%TIF/50% Direct Developer

Location Map:



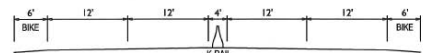
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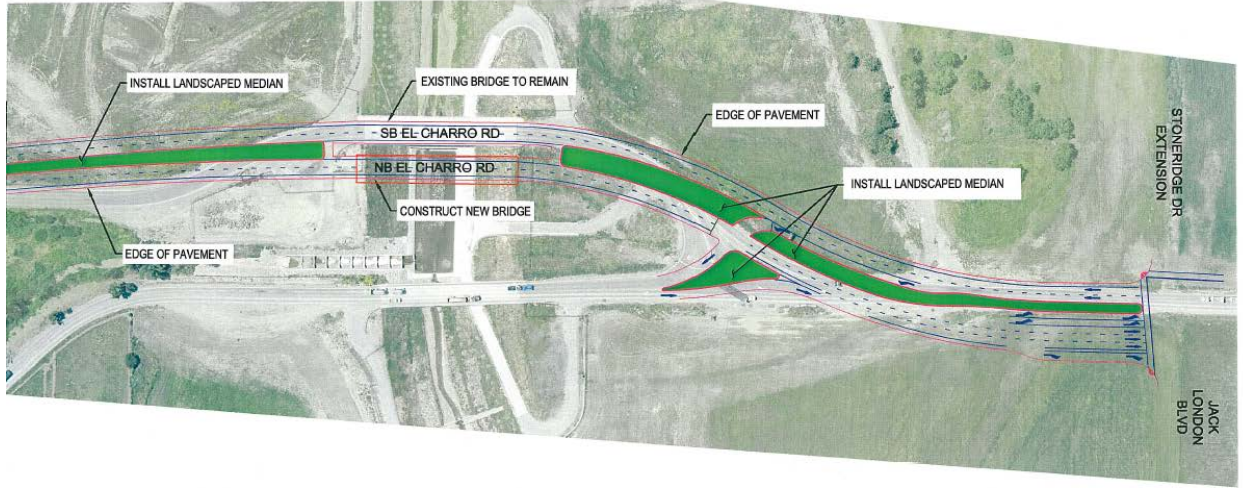
MATCH LINE - SEE SHEET 3 OF 3



SECTION A-A



SECTION B-B



Sunol/680 Interchange Improvements

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).

PROJECT JUSTIFICATION: The project will improve congestion along Sunol Boulevard by widening the I-680 southbound on-ramp to accommodate two on-ramp lanes. Southbound 680 will also be widened to construct an auxiliary lane, which will include roadway widening, retaining walls and widening of the bridge over Happy Valley Road. The project will also improve safety with the traffic signal installation at Sunol Boulevard and both the I-680 northbound and southbound intersections.

MTSO Justification: Delay Index and Duration of Congestion

Project Sponsor: Pleasanton

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

Construction Estimate and Funding Sources:

Phase	Estimate
PSR-PDS	\$450,000
PA&ED	\$500,000
Design	1,050,000
Right of Way	\$1,100,000
Construction	\$12,000,000

Funding Source(s)	Estimate
Pleasanton TIF	\$2,000,000
TBD	\$13,000,000

NB 680 Express Lanes – Hwy 84 to Alcosta

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.

PROJECT JUSTIFICATION: Heavy commute traffic to and from Silicon Valley, especially in the morning peak period, results in traffic congestion for approximately 10 hours each day

MTSO Justification: Duration of Congestion, Delay Index

Project Sponsor: Pleasanton/Alameda CTC

Project Phasing: Currently in PA&ED

Construction Estimate and Funding Sources:

Phase	Estimate
PSR-PDS	\$1,000,000
PA&ED	\$6,500,000
Design	\$27,000,000
Right of Way	\$10,500,000
Construction	\$435,000,000

Funding Source(s)	Estimate
Measure BB	\$22,000,000
TBD	\$460,000,000

Location Map:



Santa Rita/I-580 Interchange

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.

PROJECT JUSTIFICATION: Future Level of Service during the P.M. peak period is expected to be E. This project is expected to improve the operation of the intersection of LOS C during the P.M. peak period.

MTSO Justification: Level of Service

Project Sponsor: Pleasanton

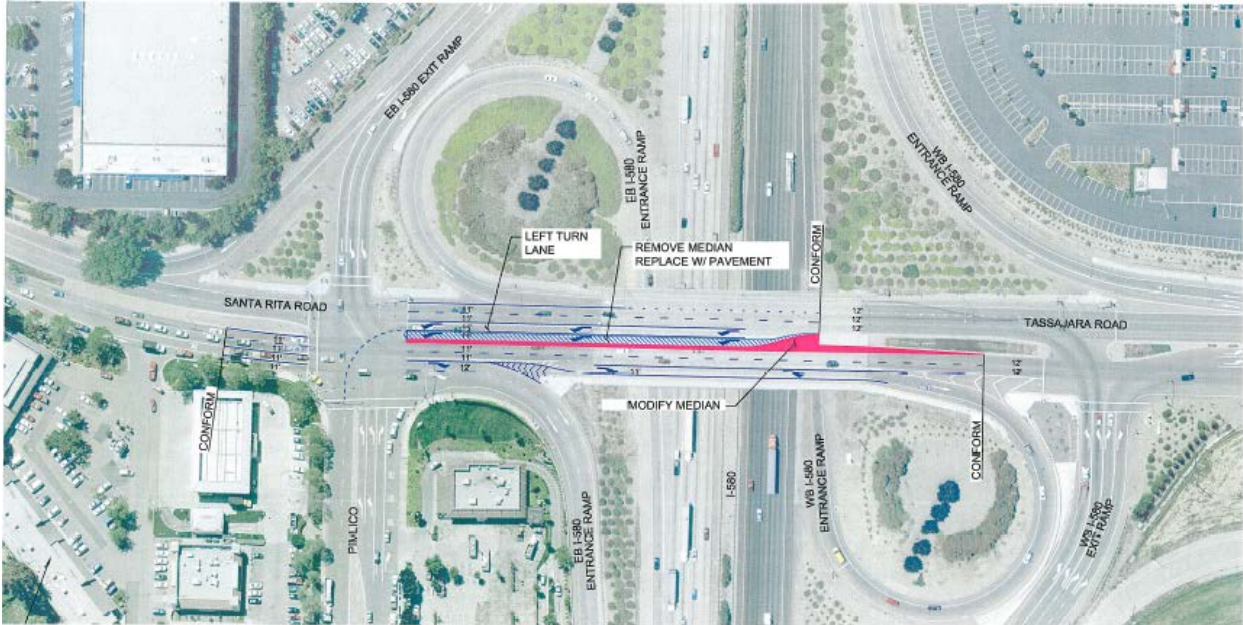
Project Phasing: Not yet started

Construction Estimate and Funding Sources:

Phase	Estimate
Project Scoping/Conceptual Engineering	\$100,000
Preliminary Engineering/Environmental	\$125,000
Design	\$769,000
Right of Way	\$350,000
Construction	\$8,058,000

Funding Source(s)	Estimate
Pleasanton TIF	\$7,700,000
TBD	\$1,700,000

Location Map:



Stoneridge/I-680 Interchange

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.

PROJECT JUSTIFICATION: Westbound Stoneridge Drive experiences heavy peak volumes and queueing impacting access to northbound and southbound on-ramps onto I-680, as well as, increasing delay and congestion for westbound Stoneridge Drive.

MTSO Justification: Delay Index and Duration of Congestion

Project Sponsor: Pleasanton

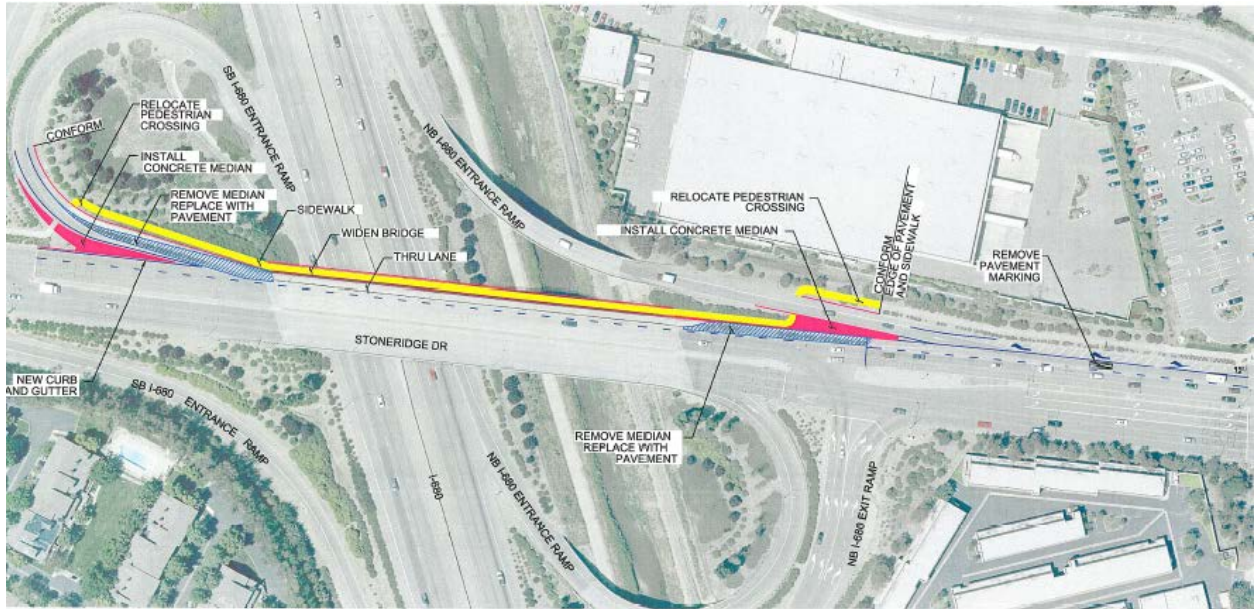
Project Phasing: PS&E

Construction Estimate and Funding Sources:

Phase	Estimate
PSR-PDS	\$100,000
PA&ED	\$500,000
Design	\$1,000,000
Right of Way	\$1,100,000
Construction	\$8,200,000

Funding Source(s)	Estimate
Developer	\$2,700,000
TBD	\$2,200,000
2014 MBB (TEP – 26) from Alameda CTC	\$5,200,000

Location Map:



Innovate 680

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.

PROJECT JUSTIFICATION: Heavy AM/PM commute traffic along I-680 Corridor, limited high-quality transit

MTSO Justification: Peak Hour Travel Speed, Delay Index, Duration of Congestion

Project Sponsor: CCTA/Danville/San Ramon/CCC

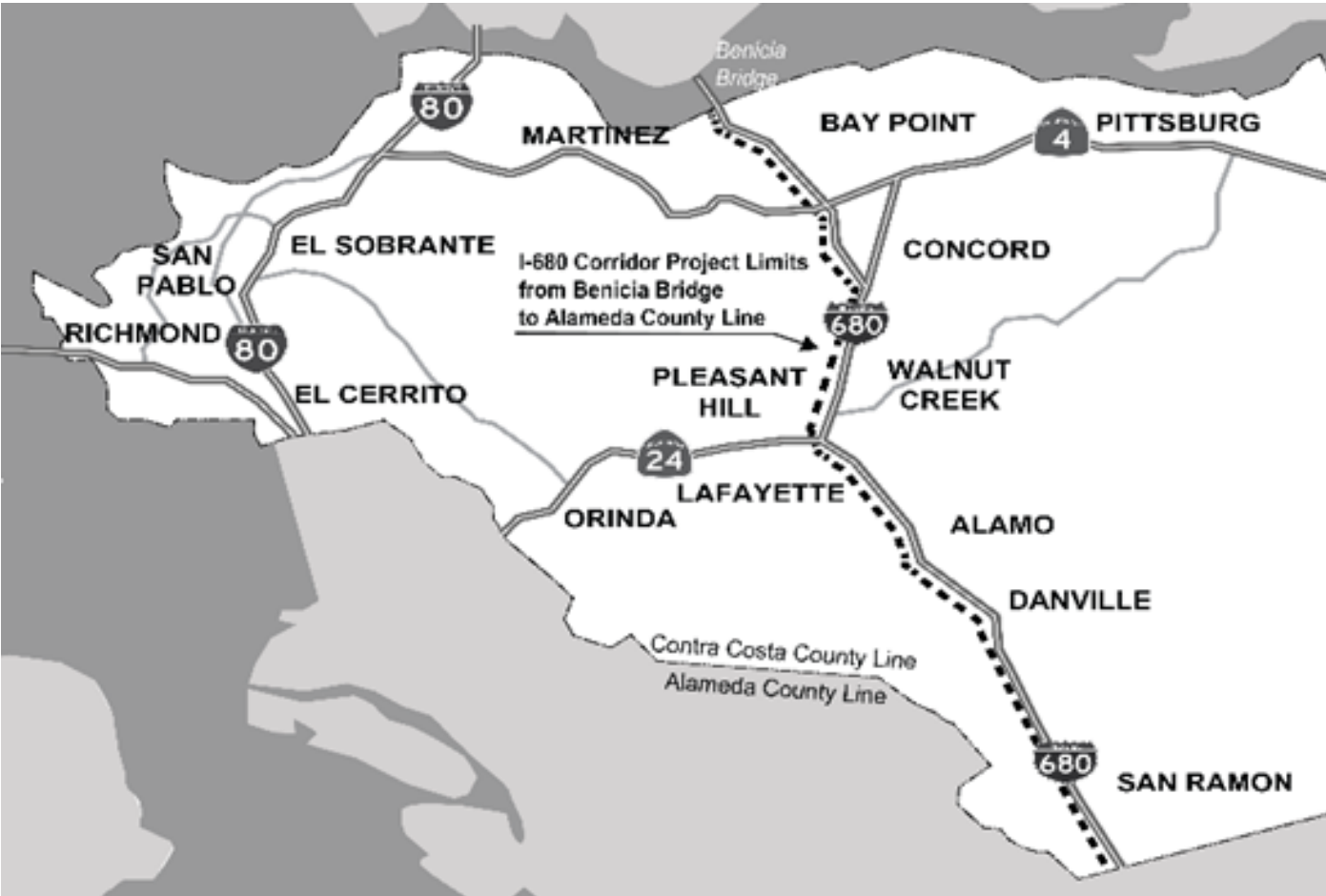
Project Phasing: Currently in Planning, PA&ED

Construction Estimate and Funding Sources:

Phase	Estimate (\$000s)				Totals
	NB HOV (Strategy 1-2)	BOS (Strategy 3a)	Technology (Strategy 4-7)	Bus Service (Strategy 3b)	
Project Mgmt.	\$4,500	\$200	\$900	\$600	\$6,200
Planning	\$600	\$400	\$1,000	\$600	\$2,600
Env. Clearance	\$15,450	\$500	\$2,900	\$1,000	\$19,850
Design	\$28,325	\$900	\$5,400	\$1,500	\$36,125
Right of Way	\$5,000	—	—	\$12,000	\$17,000
Construction	\$296,125	\$7,100	\$42,500	\$42,500	\$388,225
	Total				\$470,000

Funding Source	Estimate				Totals
	NB HOV (Strategy 1-2)	BOS Strategy 3a	Technology Strategy 4-7	Bus Service Strategy 3b	
Measure J	\$6,584	\$4,100	\$18,200	\$7,116	\$36,000
Measure J (TLC)	—	—	\$2,000	—	\$2,000
TVTDF	\$14,205	—	—	—	\$14,205
MTC (STP)	—	—	—	\$1,500	\$1,500
SB1-LPP	\$2,286	—	—	—	\$2,286
RM3	\$75,000	\$5,000	\$1,800	\$3,200	\$85,000
TBD	\$251,925	—	\$30,700	\$46,384	\$329,009
Totals	\$350,000	\$9,100	\$52,700	\$58,200	\$470,000

Location Map:



DRAFT

Iron Horse Trail Bicycle Pedestrian Overcrossing – City of San Ramon**Bollinger Canyon Road**

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.

Project Justification: Heavy AM/PM commute traffic along the main arterial, Bollinger Canyon Road, which is anticipated to grow by 250% in the near future as a result of new development within the Priority Development Area.

MTSO Justification: Peak Hour Travel Speed, Delay Index, Duration of Congestion

Project Sponsor: CCTA /San Ramon/CCC

Project Phasing: Currently in PA&ED, CEQA Completed

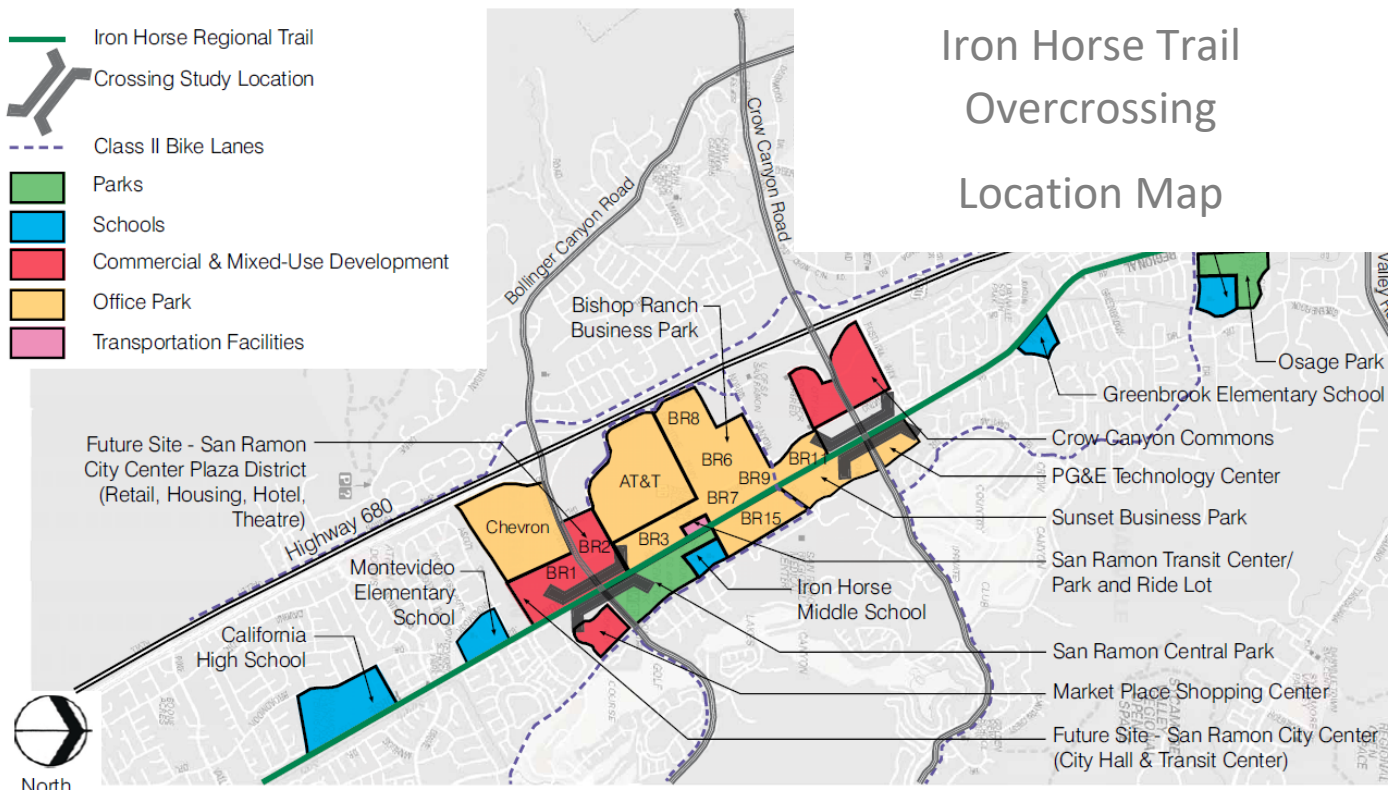
Construction Cost Estimate:

Cable Stay Median Pylon Bridge	Estimate
Overcrossing structure, foundation, approach ramps and walls	\$9,855,785
Landscaping, lighting, art, misc	\$1,000,000
Mobilization, roadway & trail modification, utility relocation, site drainage, environmental mitigation	\$2,500,000
Inflation (2018-2022 @ 3.5%)	\$1,970,285
Subtotal Construction	\$15,326,070
NEPA approval & local assistance approval (2% for CCTA est)	\$306,521
Project Management (3% for CCTA est)	\$459,782
Design (11% for CCTA est)	\$1,685,868
Design support during construction (3.5% for CCTA est)	\$536,412
Construction Management & Testing (15% for CCTA est)	\$2,298,911
Permits & Fees	\$200,000
Subtotal Design and Management	\$5,487,494
Total	\$20,813,565

Funding Source:

Funding Source	Amount
City of San Ramon General Fund	\$2,000,000
Measure J Transportation for Livable Communities (TLS) 2017	\$2,511,000
Measure J TLC future years pre-commitment	\$4,989,000
OBAG2 (Federal Funding)	\$4,800,00
Total	\$14,300,00

Location Map:



DRAFT**Iron Horse Trail Bicycle Pedestrian Overcrossing – City of San Ramon****Crow Canyon Road**

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 at Crow 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.

Project Justification: Heavy AM/PM commute traffic along the main arterial, Crow Canyon Road, which is anticipated to grow by 240% in the near future as a result of new development.

MTSO Justification: Peak Hour Travel Speed, Delay Index, Duration of Congestion

Project Sponsor: CCTA /San Ramon/CCC

Project Phasing: Currently in PA&ED, CEQA Completed

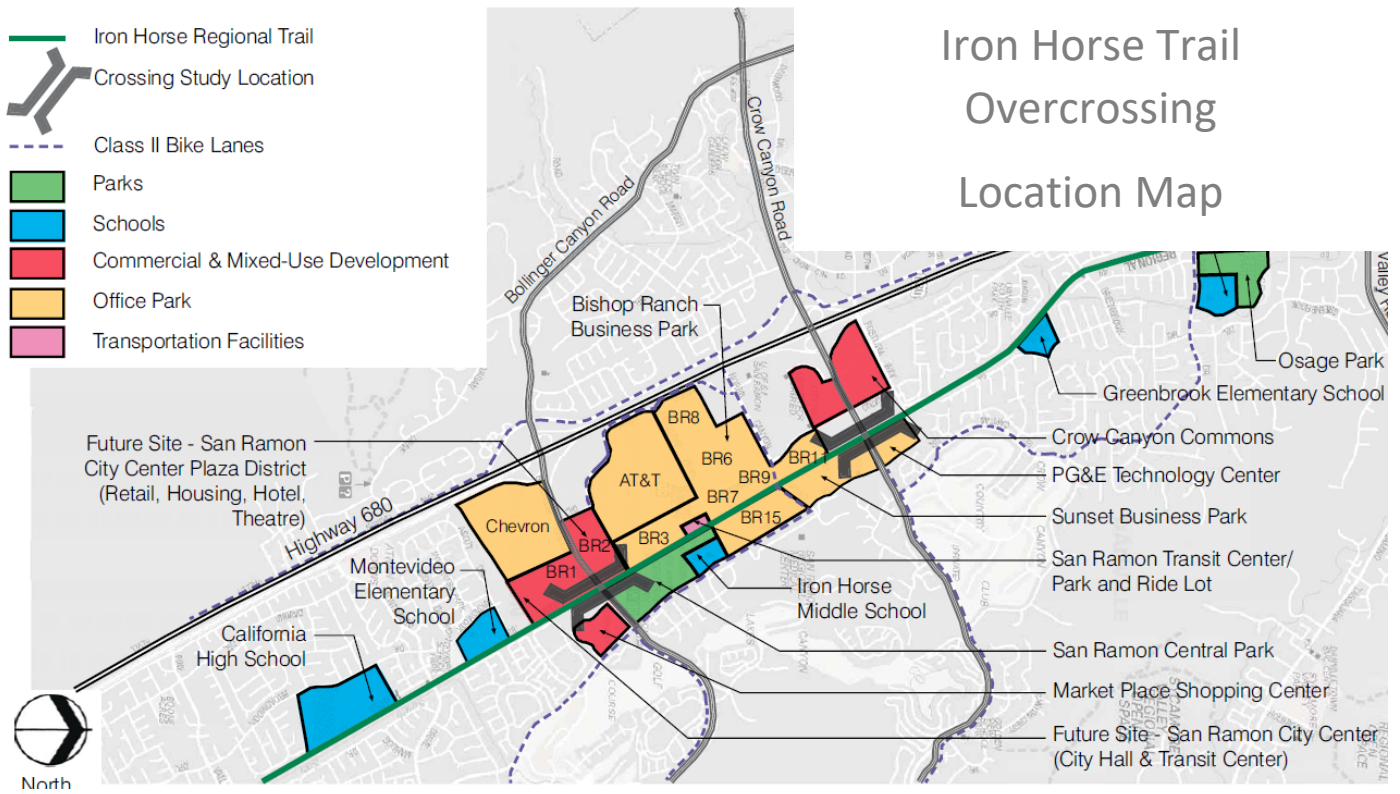
Construction Cost Estimate:

Arch Bridge Structure	Estimate
Overcrossing structure, foundation, approach ramps and walls	\$7,977,055
Landscaping, lighting, art, misc	\$1,000,000
Mobilization, roadway & trail modification, utility relocation, site drainage, environmental mitigation	\$2,500,000
Inflation (2018-2022 @ 3.5%)	\$1,693,130
Subtotal Construction	\$13,170,185
NEPA approval & local assistance approval (2% for CCTA est)	\$263,404
Project Management (3% for CCTA est)	\$395,106
Design (11% for CCTA est)	\$1,448,720
Design support during construction (3.5% for CCTA est)	\$460,956
Construction Management & Testing (15% for CCTA est)	\$1,975,528
Permits & Fees	\$200,000
Subtotal Design and Management	\$4,743,714
Total	\$17,913,899

Funding Source:

Funding Source	Amount
No sources have been identified yet	
Total	tbd

Location Map:



**Iron Horse Trail
Overcrossing
Location Map**

Iron Horse Trail

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

PROJECT JUSTIFICATION: The Iron Horse, which is a designated Route of Regional Significance in the TVTC Action Plan, would provide a continuous recreation and transportation corridor through the entirety of Alameda County. For residents of Livermore, the Iron Horse Trail will provide a direct connection to the Downtown Livermore, Vasco and Downtown ACE stations, local parks and community facilities, Pleasanton, the Dublin/Pleasanton BART station, regional parks, and to other cities connected by the Iron Horse Trail. The existing Iron Horse Trail aligns through the communities of Concord, Pleasant Hill, Walnut Creek, Alamo, Danville, San Ramon, Dublin and areas of Pleasanton, and is one of the most widely used trails in the East Bay. A portion of the proposed trail, near Greenville Road and Altamont Pass Road, would also serve as a segment of the De Anza National Historic Trail.

MTSO Justification: Pedestrian and Bicycle Volumes, Auto Volumes at Crossings, Average Trail User Delay at Major Road Crossings, Frequency of Pedestrian or Bicycle Injury, Pavement Conditions.

Project Sponsor: Livermore

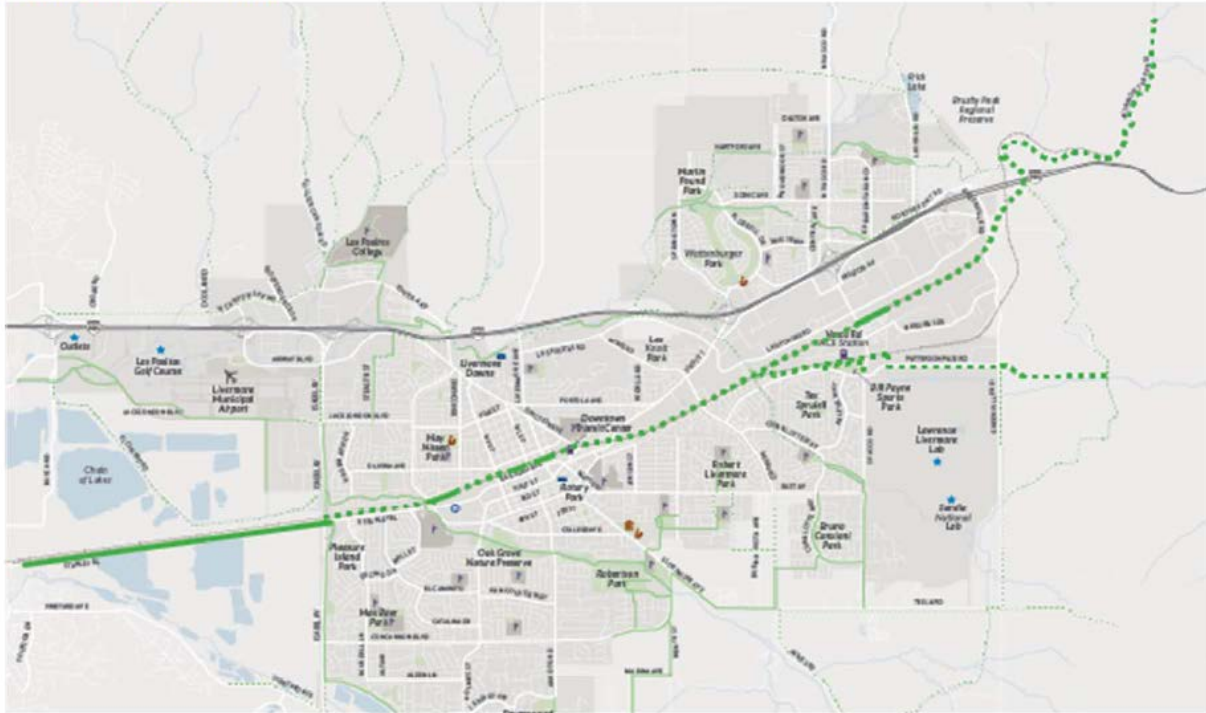
Project Phasing: Feasibility Study/Environmental Complete

Construction Estimate and Funding Sources:

Phase	Estimate
Design	\$ 2,049,840
Right of Way	\$ 3,074,760
Construction	\$20,498,400

Location Map:

T16 IRON HORSE TRAIL



Proposed Trail

Existing Trail

Valley Link Rail (Phase 1)

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.

PROJECT JUSTIFICATION: Strategic and planned interregional mobility throughout the Altamont Pass Corridor is essential to sustained economic vitality in the megaregion. Connecting the Bay Area Rapid Transit District's (BART) rapid transit system and the Altamont Corridor Express (ACE), and providing expanded passenger rail connectivity between the San Joaquin Valley and the Bay Area, will increase interregional mobility and provide much needed highway capacity for expanded goods movement to the Bay Area's five seaports and the inland Port of Stockton. It will help alleviate pressure on I-580 from the exponential population growth projected for the San Joaquin Valley. It will connect people, jobs and housing, and support the vision of the California State Rail Plan.

MTSO Justification: Peak Hour Travel Speed, Duration of Congestion, Transit Ridership

Project Sponsor: Dublin, Livermore, Pleasanton, Alameda County

Project Phasing: 2018-2020 Design/Environmental, 2019-2023 Procurement, 2020-2026 Design/Construction

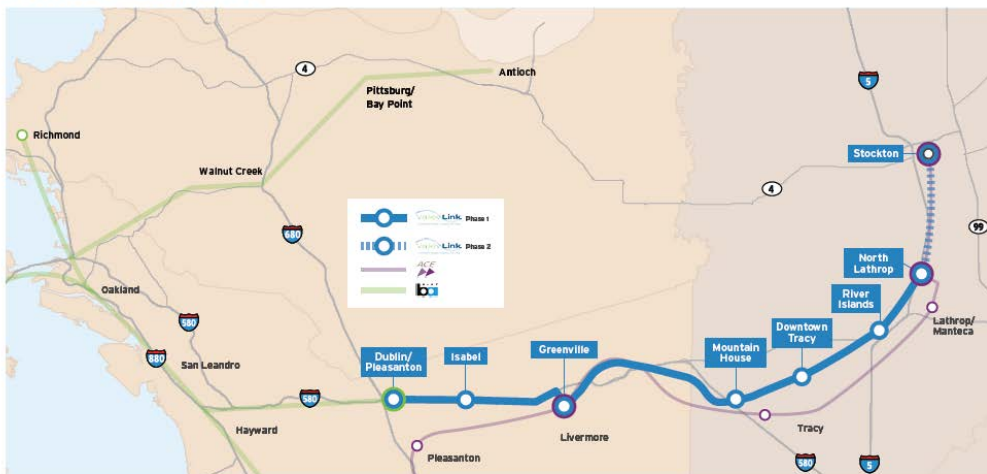
Construction Estimate and Funding Sources: In 2018 dollars, the full Valley Link project between Dublin/Pleasanton BART and North Lathrop including alignment, stations, an operations and maintenance facility, and vehicles is estimated to cost \$1.8 billion.

Potential Funding Sources:

ACTC-Measure BB, MTC-RM1, MTC-RM3, MTC-AB1171, Alameda County Development Impact Fee, Air Quality Management District, TIRCP Grant, San Joaquin County Development Impact Fee, San Joaquin County TIF, Congested Corridors Grant, Additional State Funds, Federal Funds and TVTC

Location Map:

Corridor Snapshot



Item 7a

TRI-VALLEY TRANSPORTATION COUNCIL

Kathy Narum
TVTC Chair
Councilmember
Pleasanton
(925) 931-5001

To: Tri-Valley Transportation Council (TVTC)
From: TVTC Technical Advisory Committee (TAC)
Date: July 15, 2019

Scott Perkins
TVTC Vice-Chair
Councilmember
San Ramon
(925) 973-2530

Subject: INFORMATIONAL ITEM - Development Fee Procedures Manual Professional Services Agreement with Kimley-Horn and Associates

Patricia Munro
Councilmember
Livermore
(925) 960-4016

BACKGROUND

At the April 2019 TVTC meeting, the board approved increasing the Development Fee Guidance Procedures Manual budget from \$5000 to \$10,000. This increase was based on feedback received from the consulting community.

Jean Josey
Councilmember
Dublin
(925) 833-6650

DISCUSSION

The intent of this work is to gather and review the best practices on the collection of Development Fees across all TVTC member jurisdictions and surrounding similar agencies. This work will identify those best practices suitable for the TVTC and will formalize it into a procedures manual, which will ensure that TVTC member agencies are consistent when assessing Development Fees.

Karen Stepper
Councilmember
Danville
(925) 275-2412

The TVTC TAC solicited proposals from five consultants: BKF, Mark Thomas, Kimley-Horn, Advanced Mobility Group, and Gray-Bowen-Scott. Only Kimley-Horn and Advanced Mobility Group responded with proposals. Of those two, Kimley-Horn submitted a proposal within the Development Fee Guidance Procedures Manual budget. The proposed cost from Advanced Mobility is more than twice the allotted budget, thus, the TVTC TAC recommends entering into a Professional Services Agreement with Kimley-Horn. The TVTC General Counsel has reviewed the Professional Services Agreement with Kimley-Horn. Per the Section 3a of the TVTC Bylaws, the TVTC Administrator may authorize expenditures identified within the Administrative budget in the amounts up to \$10,000.

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

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

RECOMMENDATION

Informational item only, the TVTC TAC will begin to work with Kimley-Horn in late July and anticipates completion of the work by the October 2019 TVTC Board Meeting.