

# TRI-VALLEY TRANSPORTATION COUNCIL

**Jean Josey**  
**TVTC Chair**  
**Councilmember**  
Dublin  
(925) 833-2530

**Renee Morgan**  
**TVTC Vice Chair**  
**Councilmember**  
Town of Danville  
(510) 366-0716

**David Haubert**  
**Supervisor District 1**  
Alameda County  
(925) 551-6995

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

**Brittni Kiick**  
**Vice Mayor**  
City of Livermore  
(925) 960-4019

**Julie Testa**  
**Councilmember**  
City of Pleasanton  
(925) 931-5001

**Scott Perkins**  
**Councilmember**  
San Ramon  
(925) 973-2544

If you have any questions related to the Tri-Valley Transportation Council meeting agenda. Please contact Sai Midididdi. TVTC Administrative staff at (925)833-6630 or email at [sai.midididdi@dublin.ca.gov](mailto:sai.midididdi@dublin.ca.gov)

## TVTC REGULAR MEETING

**Monday, January 29, 2024**  
**4:00 p.m.**

### In-Person Meeting Locations:

1. City of Dublin, CMO Conference Room, 100 Civic Plaza, Dublin, CA 94568
2. Office of Supervisor Candace Andersen, Contra Costa County, District 2, 309 Diablo Rd. Danville, CA 94526 (via teleconference)
3. Office of Supervisor David Haubert, Alameda County Board of Supervisors, District 1, 4501 Pleasanton Avenue, Pleasanton, CA 94566 (via teleconference)

Pursuant to Government Section 54953(b), members of the Board will be participating via teleconference from the above-listed in-person meeting locations. All in-person meeting locations will be open and accessible to the public and members of the public will have the opportunity to directly address the Board from these locations. This agenda will be posted at all locations.

### Remote Meeting Link:

Join Zoom Meeting Link  
<https://dublinca.zoom.us/j/86163152275>  
Webinar ID: 861 6315 2275

Or One tap mobile:  
+16699009128, 86163152275# US (San Jose)  
+16694449171, 86163152275# US  
Or Telephone:  
+1 669 900 9128 US (San Jose)  
+1 646 558 8656 US (New York)

Members of the public who wish to participate in the meeting electronically have the option of giving public comments via Zoom 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, January 29, 2024**, to [sai.midididdi@dublin.ca.gov](mailto:sai.midididdi@dublin.ca.gov). Please include **"Public Comment 01/29/24"** 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.

# TRI-VALLEY TRANSPORTATION COUNCIL

This AGENDA is posted in accordance with Government Code Section 54954.2(a). If requested, pursuant to Government Code Section 54953.2, this agenda shall be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Section 12132) (ADA), and the federal rules and regulations adopted in implementation thereof. To make a request for disability-related modification or accommodation, please contact the Administrator at (925) 833-6650 or by email at [sai.midididdi@dublin.ca.gov](mailto:sai.midididdi@dublin.ca.gov) at least 24 hours in advance of the meeting. Upon receiving a request, the TVTC will swiftly resolve requests for reasonable accommodation for individuals with disabilities, consistent with the federal ADA, and resolve any doubt in favor of accessibility.

Agenda materials that become available within 72 hours in advance of the meeting, and after publishing of the agenda, will be available at Civic Center, 100 Civic Plaza, and will be posted on the TVTC's website at <https://www.tvtc-jpa.com/Meetings/Upcoming-Meetings.aspx>

Once connected to the Zoom platform using the Zoom link information provided, the public speaker will be added to the Zoom webinar as an attendee and muted. The speaker will be able to observe the meeting from the Zoom platform. The speaker will be unmuted to give public testimony via Zoom.

# TRI-VALLEY TRANSPORTATION COUNCIL

## AGENDA

1. **Call to Order**
2. **Roll Call and Self Introductions**
3. **Public Comment**
4. **Consent Calendar**
  - a. APPROVE October 16, 2023, Minutes\*
  - b. APPROVE AB 1600 Annual Report and ADOPT Resolution 2024-01 Making Five-Year Findings Pursuant to AB 1600 Regarding Unexpended Fund Balances for the Tri-Valley Transportation Development Impact Fee\*  
**Item 4b- SB343**
  - c. ADOPT Resolution 2024-02 Approving the Amendment to Bookkeeping and Accounting Services Contract between TVTC and Krisch & Company\*
  - d. APPROVE the amendment to the Funding Plan in Strategic Expenditure Plan document to include Project B1\*
  - e. Approve Amendment to TVTC 2024 Meeting Calendar\*
5. **Old Business**
  - a. ADOPT Draft Tri-Valley Transportation Development Fee Implementation Guidelines. \*
6. **New Business**
  - a. ADOPT Resolution 2024-03 approving Revised 2023-24 Mid-year Budget Update and 2024-25 Proposed Budget\*
  - b. ADOPT Resolution 2024-04 approving Agreement between TVTC and Meyers Nave for General Counsel Services
  - c. ADOPT Resolution 2024-05 approving Agreement with Cropper Rowe, LLP for Audit Services
  - d. Review End of Year Financial Reports\*
  - e. Review monthly statement, LAIF reports and Mechanics Bank Statement\*
7. **Administrative Business**
8. **Informational Items**

March 28, 2024, at 1:00 pm – *Finance Subcommittee Meeting (pending approval of the amended schedule)*

April 15, 2024, at 4:00 pm – *TVTC Board Meeting*
9. **Adjournment**

\* Attachment(s)

# Item 4

# TRI-VALLEY TRANSPORTATION COUNCIL

## Item 4a - DRAFT - MEETING MINUTES

### TRI-VALLEY TRANSPORTATION COUNCIL REGULARLY SCHEDULED BOARD MEETING

CMO Conference Room, Dublin City Hall, 100 Civic Plaza, Dublin CA 94568 and  
Zoom Teleconference Call  
Monday, October 16, 2023

#### 1. **CALL TO ORDER**

The Tri-Valley Transportation Council (TVTC) was called to order at 4:05 p.m. by Chair, Jean Josey, City of Dublin.

#### 2. **ROLL CALL, AND SELF-INTRODUCTIONS**

##### **TVTC Members in Attendance:**

Jean Josey, Chair, Councilmember, Dublin  
Newell Arnerich, Vice-chair, Councilmember, Town of Danville (absent)  
David Haubert, Supervisor District 1, Alameda County  
Candace Andersen, Supervisor District 2, Contra Costa County  
Brittini Kiick, Vice Mayor, City of Livermore (absent)  
Julie Testa, Councilmember, City of Pleasanton  
Scott Perkins, Councilmember, San Ramon

##### **TVTC Staff in Attendance:**

Andrew Dillard, Danville  
Adam Cleary, Danville  
Joanna Liu, Livermore (absent)  
Pratyush Bhatia, Dublin  
Sai Midididdi, Dublin  
Cedric Novenario, Pleasanton  
Kristen Villanueva, Alameda CTC (absent)  
Matt Kelly, CCTA (absent)  
Chris Weeks, San Ramon  
Robert Sarmiento, Contra Costa County

##### **Others in Attendance**

Lindsay D'Andrea, General Counsel's Office

#### 3. **PUBLIC COMMENT**

None

#### 4. **CONSENT CALENDAR**

- a. APPROVE minutes from April 17, 2023, meeting.
- b. APPROVE the amendment to Bookkeeping and Accounting Services Contract between TVTC and Maze and Associates to memorialize the

# TRI-VALLEY TRANSPORTATION COUNCIL

assignment and assumption of the Contract to and by Krisch & Company  
– Resolution 2023-09

Motion to Approve Consent Calendar Items by **Anderson**; Second by **Perkins**

**Approved (Ayes 5; Noes 0; Abstain 0) Kiick, Arnerich - Absent**

## 5. **OLD BUSINESS**

- a. Review Draft Tri-Valley Transportation Development Fee (TVTDF) Implementation Guidelines and provide feedback.
  - i. Council Feedback: Find out the impact of new housing laws on the guidelines, especially the new laws that now allow School district to build residential development. Are these exempt as well?
  - ii. When to levy the fee exactly? Include clarification in the guidelines.

## 6. **NEW BUSINESS**

- a. APPROVE City of Dublin - Request to Allocate Tri-Valley Transportation Development Fee Funds in the amount of \$1,450,000 to the Tassajara Rd Widening in Dublin Project B-8b and associated Funding Agreement– Resolution 2023-10

Motion to Approve Consent Calendar Items by **Haubert**; Second by **Andersen**

**Approved (Ayes 5; Noes 0; Abstain 0) Kiick, Arnerich - Absent**

- b. Approve TVTC 2024 Meeting Calendar

Motion to Approve Consent Calendar Items by **Perkins**; Second by **Haubert**

**Approved (Ayes 5; Noes 0; Abstain 0) Kiick, Arnerich - Absent**

## 7. **ADMINISTRATIVE BUSINESS**

- a. Review and Accept Year-end Checklist developed by Bookkeeping and Accounting Services Consultant

## 8. **INFORMATIONAL ITEMS**

- a. January 24, 2024, at 4:00 pm – Finance Subcommittee Meeting (pending approval of the schedule)
- b. January 29, 2024, at 4:00 pm – TVTC Board Meeting (pending approval of the schedule)

## 8. **ADJOURNMENT**

The meeting was adjourned by Chair Josey at 4:33 p.m.

# TRI-VALLEY TRANSPORTATION COUNCIL

## Item 4b

**Jean Josey**  
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Dublin  
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**To:** TVTC Board

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

**Date:** January 29, 2024

**Subject:** AB1600 Annual Report of Tri-Valley Transportation Development Fee Pursuant to Government Code Sections 66002, 66006 and 66008 (AB1600) and Five Year Findings Regarding Unexpended Fund Balances

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## BACKGROUND

State law requires public agencies to review and report on an annual basis on the status of development impact fees collected to finance public improvements. This report pertains to Fiscal Year 2022-23. In addition, public agencies are required to make findings every five years related to unexpended fund balances.

## DISCUSSION

Public agencies are authorized under the Mitigation Fee Act to adopt and impose development impact fees on development projects to contribute toward the cost of off-site public improvements, which are needed to mitigate the impact of new development. The law requires the agencies to review, on an annual basis, the status of development fees collected, and to provide a report 180 days from the end of the fiscal year. The law also requires that agencies make findings every 5 years for any unexpended funds. Government Code Section 66006(b)(2) requires the annual report and 5-year findings to be included on the Board meeting agenda at a public meeting not less than 15 days after the information was made available to the public. TVTC posted the annual report and findings on December 7, 2023, and the TVTC Board will review the report and findings at its regularly scheduled meeting on January 29, 2024, which is more than 15 days from the date that the report and findings were posted.

## RECOMMENDATION

TVTC Finance Subcommittee and TAC recommends that the Board review and accept the AB1600 FY 2022-23 annual report and adopt the Resolution Making Findings Regarding Unexpended Fund Balances.

# TRI-VALLEY TRANSPORTATION COUNCIL

## ATTACHMENTS

1. AB1600- Annual Report
2. Five Year AB 1600 Findings
3. Resolution 2024-01 – Adopt A Resolution Making Findings Pursuant to AB 1600 Regarding Unexpended Fund Balances for the Tri-Valley Transportation Development Impact Fee



# TRI-VALLEY TRANSPORTATION COUNCIL

## Attachment 1 TRI-VALLEY TRANSPORTATION COUNCIL AB 1600 ANNUAL REPORT

### Tri Valley Transportation Council Annual AB1600 Report for Fiscal Year 2022-2023

		The fee provides for the construction of transportation improvement projects necessary to accommodate new development within the Tri-Valley Development area. Projects are identified in the Strategic Expenditure Plan.																								
1A	Description of the Type of Fee:																									
1B	Amount of Fee:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Single Family Dwelling</td> <td style="width: 10%; text-align: right;">\$</td> <td style="width: 10%; text-align: right;">5,057.00</td> <td style="width: 25%;">per unit</td> </tr> <tr> <td>MultiFamily Dwelling</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">3,484.00</td> <td>per unit</td> </tr> <tr> <td>Retail</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">3.74</td> <td>per KSF</td> </tr> <tr> <td>Office</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">8.59</td> <td>per KSF</td> </tr> <tr> <td>Industrial</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">5.00</td> <td>per KSF average am/pm</td> </tr> <tr> <td>Other</td> <td style="text-align: right;">\$</td> <td style="text-align: right;">5,620.00</td> <td>peak hour trip</td> </tr> </table>	Single Family Dwelling	\$	5,057.00	per unit	MultiFamily Dwelling	\$	3,484.00	per unit	Retail	\$	3.74	per KSF	Office	\$	8.59	per KSF	Industrial	\$	5.00	per KSF average am/pm	Other	\$	5,620.00	peak hour trip
Single Family Dwelling	\$	5,057.00	per unit																							
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Office	\$	8.59	per KSF																							
Industrial	\$	5.00	per KSF average am/pm																							
Other	\$	5,620.00	peak hour trip																							
1C	Beginning and End Balance of Account																									
	Beginning Balance:	\$ 22,755,932																								
	End Balance:	\$ 22,810,100																								
1D	Amount collected and interest earned:	\$ 3,016,801 (see details below)																								
1E	Public Improvement(s) funded																									
	Project Name:	See below																								
	Amount:	See below																								
	% of the cost funded by TVTDF:	See below																								
1F	Construction start date:	See below																								
1G	Interfund Transfer or loan from account:	None																								
1H																										

1D	Amount Collected and Interest Earned	7/22-6/23
	Revenue and other Sources	Fees/Interest
	Alameda Co	\$ 5,378.96
	Dublin	\$ 1,182,556.86
	Livermore	\$ 351,343.43
	Pleasanton	\$ 273,814.35
	CC County	\$ 50,651.92
	Danville	\$ 262,938.41
	San Ramon	\$ 397,978.12
	LAIF Interest	\$ 492,139.27
		\$ 3,016,801.32

	7/22-6/23	funded by	1F. Construction
1E, 1F	Disbursements	TVTDF	Start Date
Public Improvements Funded			
Project #C-11C – City of Dublin - Iron Horse Trail Bicycle Pedestrian Overcrossing Project at Dublin Blvd	(600,000.00)	100%	Apr-22
Project # C-11 A - City of San Ramon - Iron Horse Trail Bicycle Pedestrian Overcrossing Project at Bollinger Canyon Road	(2,287,629.00)	100%	Apr-23
Administrative Staff Support	(20,000.00)	100%	N/A
Accounting Fees	(15,574.60)	100%	N/A
Bank Fees	(115.00)	100%	N/A
Insurance	(4,007.10)	100%	N/A
Legal fees	(27,407.82)	100%	N/A
Board Meeting Stipends	(4,900.00)	100%	N/A
Refund of Fees	(1,200.00)	100%	N/A
Website Development & Maintenance	(1,799.00)	100%	N/A
<b>Total Resources (Uses)</b>	<b>(2,962,632.52)</b>		

# TRI-VALLEY TRANSPORTATION COUNCIL

## Attachment 2

### TRI-VALLEY TRANSPORTATION COUNCIL FIVE YEAR FINDINGS

#### **Purpose of the Document:**

Making findings pursuant to AB 1600 regarding the continued need for unexpended fund balances for the Tri-Valley Transportation Development Impact Fee (TVTDF).

#### **Background:**

In 2008, the Tri-Valley Transportation Council (TVTC) completed and adopted the “2008 Nexus Study” which identified 22 projects for eligibility to receive funding from the Tri-Valley Transportation Development Fee (TVTDF). The 2008 Nexus Study was subsequently analyzed and validated and updates to the associated Strategic Expenditure Plan (SEP) were adopted.

On August 16, 2021, the Tri-Valley Transportation Council (“TVTC”) adopted the Tri-Valley Transportation Council Nexus Study Fee Update (“Nexus Study”) pursuant to Resolution 2021-10; and many of the 22 projects from the 2008 Nexus Study had been completed at the time of adoption of the Nexus Study and the Nexus Study identified 16 new projects (List C, Table 14) to be included. The Nexus Study update evaluated the following projects (“Projects”) and the number of trips generated by each of the land use types and determined the Maximum Fee Rate for each of the land uses:

Following were projects from 2008 Nexus study that were not complete and were reevaluated in the Nexus Study (Table 13, Exhibit A of the Study):

- A-2a Route 84 Expressway 1-580 to I-680
- A-2b Isabel Route 84/I-580 Interchange
- 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
- A-11 Express Bus/Bus Rapid Transit
- B-1 I-580/I-680 Interchange (westbound to southbound)
- B-3 I-580/First Street interchange modification
- B-4 I-580/Vasco Road interchange modification
- B-5 I-580/Greenville Road interchange modification
- B-6 Jack London Boulevard extension
- B-7 El Charro Road Extension
- B-8 Camino Tassajara widening: East Blackhawk Drive to County line
- B-11b I-680 Transit Corridor Improvements

Following were the “new” projects evaluated in the Nexus Study (Table 14, Exhibit B of the Study):

- C-1 Tesla Road Safety Improvements
- C-2 Norris Canyon Road Safety Improvement
- C-3 Dublin Boulevard – North Canyons Parkway Extensions

# TRI-VALLEY TRANSPORTATION COUNCIL

- 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 Al Costa Blvd
- 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 – Bollinger Canyon Road
- C-11b Iron Horse Trail Bicycle-Pedestrian Overcrossing – Crow Canyon Road
- C-11c **Iron Horse Trail Crossing at Dublin Boulevard**
- C-11d Iron Horse Trail – Livermore
- C-11e Iron Horse Trail to Shadow Cliffs Connection
- 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 Safety Improvements
- C-12 Hacienda/I-580 Interchange Improvements
- C-13 Fallon/El Charro Interchange Improvements
- C-14 Valley Link Rail (Phase 1)
- C-15 Technology Enhancements
- C-16 I-680 Express Bus Service

The Nexus Study determined that a reasonable relationship exists between the unexpended fees and the purpose for which those fees were collected; and in 2022, the TVTC adopted an updated SEP that prioritized and identified funding allocations for the remaining projects from 1999, 2008 and the 16 “new” projects.

## **AB-1600 – Five Year Findings:**

The Mitigation Fee Act (California Government Code § 66001(d)(1)) requires jurisdictions to make certain statutory findings every five years in relation to any unexpended funds collected pursuant to a fee to ensure that a reasonable relationship exists between the unexpended funds and the purpose for which the fees were collected.

In accordance with Government Code § 66001(d)(1)) and based on the information presented in the 2020 Nexus Fee Update Study and 2022 SEP, the TVTC 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 and Strategic Expenditure Plan, is that new development shall contribute for mitigation of its 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 new developments region wide. This finding is documented by the analysis of the projected increase in future travel generated by 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

# TRI-VALLEY TRANSPORTATION COUNCIL

and evening peak hours, excluding effects from more cut-through traffic. The purpose of the TVTDF is to fund projects to mitigate the impact of new development. This finding is also documented in the analysis in the 2020 Nexus Fee Update Study.

2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.

Response: The TVTDF is used to implement projects to mitigate the impacts of additional congestion on Routes of Regional Significance to serve new development as designated in the Strategic Expenditure Plan. New dwelling units and building square footage are indicators of the demand for transportation improvements needed to accommodate growth. As additional dwelling units and building square footage are created, the occupants of these structures generate additional vehicle trips and place additional burdens on the transportation system. The need for the TVTDF is based on transportation model projections of growth that show an increase in vehicle hours of delay on Routes of Regional Significance, as a result of new development, even with planned improvements to that system. The model estimates impacts from new development based on trip generation rates that vary by land use category, providing a reasonable relationship between the type of development and the need for the improvements. New development projects are charged a TVTDF amount based on the size of the project and the land use type and the projected number of trips generated by that land use type. Revenue from the fee is used to fund projects to mitigate these impacts. As the TVTDF is calculated and imposed based on the number of trips a project generates and the TVTDF is used to fund transportation projects to mitigate the impact of those trips, there is a reasonable relationship between the TVTDF and the purpose for which it is expended. This finding is also documented in the analysis in the 2020 Nexus Fee Update Study.

3. Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements.

Response: The 2020 Nexus Fee Update Study and the 2022 Strategic Expenditure Plan Update identifies sources and amounts of funding anticipated to finance incomplete projects.

4. Designate the approximate dates on which the funding referred to in subsection (3) above is expected to be deposited into the appropriate account or fund.

Response: The 2020 Nexus Fee Update Study and the 2022 Strategic Expenditure Plan Update identifies anticipated funding timelines for TVTDF funds and funds from other sources. Funds will be allocated to the appropriate governmental agency and deposited into the appropriate account in accordance with the timelines outlined in the SEP as funding becomes available.

Links to Nexus Study Update and 2022 SEP:

1. Nexus Study Update: [Tri-Valley-Transportation-Council-2020-Nexus-Fe.aspx \(tvtc-jpa.com\)](https://www.tvtc-jpa.com/Tri-Valley-Transportation-Council-2020-Nexus-Fee-Update-Study-Update.aspx)
2. 2022 SEP: [Strategic-Expenditure-Plan-2022-Update-\(1\).aspx \(tvtc-jpa.com\)](https://www.tvtc-jpa.com/Strategic-Expenditure-Plan-2022-Update-(1).aspx)

# TRI-VALLEY TRANSPORTATION COUNCIL

## Attachment 3

### TRI-VALLEY TRANSPORTATION COUNCIL RESOLUTION NO. 2024 – 01

#### A RESOLUTION MAKING FINDINGS PURSUANT TO AB 1600 REGARDING THE CONTINUED NEED FOR UNEXPENDED FUND BALANCES FOR THE TRI-VALLEY TRANSPORTATION DEVELOPMENT IMPACT FEE

**WHEREAS**, in 2008, the Tri-Valley Transportation Council (TVTC) completed and adopted the “2008 Nexus Study” which identified 22 projects for eligibility to receive funding from the Tri-Valley Transportation Development Fee (TVTDF). The 2008 Nexus Study was subsequently analyzed and validated and updates to the associated Strategic Expenditure Plan (SEP) were adopted; and

**WHEREAS**, on August 16, 2021, the Tri-Valley Transportation Council (“TVTC”) adopted the Tri-Valley Transportation Council Nexus Study Fee Update (“Nexus Study”) pursuant to Resolution 2021-10; and

**WHEREAS**, many of the 22 projects from the 2008 Nexus Study had been completed at the time of adoption of the Nexus Study and the Nexus Study identified 16 new projects (List C, Table 14) to be included; and

**WHEREAS**, the Nexus Study evaluated the following projects (“Projects”) and the number of trips generated by each of the land use types and determined the Maximum Fee Rate for each of the land uses:

Projects from Table 13, Exhibit A of the Study:

- A-2a Route 84 Expressway 1-580 to I-680
- A-2b Isabel Route 84/I-580 Interchange
- 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
- A-11 Express Bus/Bus Rapid Transit
- B-1 I-580/I-680 Interchange (westbound to southbound)
- B-3 I-580/First Street interchange modification
- B-4 I-580/Vasco Road interchange modification
- B-5 I-580/Greenville Road interchange modification
- B-6 Jack London Boulevard extension
- B-7 El Charro Road Extension
- B-8 Camino Tassajara widening: East Blackhawk Drive to County line
- B-11b I-680 Transit Corridor Improvements

Projects from Table 14, Exhibit B of the Study:

- C-1 Tesla Road Safety Improvements
- C-2 Norris Canyon Road Safety Improvement
- C-3 Dublin Boulevard – North Canyons Parkway Extensions
- C-4 Vasco Road at Dalton Avenue Intersection Improvements
- C-5 El Charro Road Widening

# TRI-VALLEY TRANSPORTATION COUNCIL

- 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 – Bollinger Canyon Road
- C-11b Iron Horse Trail Bicycle-Pedestrian Overcrossing – Crow Canyon Road
- C-11c Iron Horse Trail Crossing at Dublin Boulevard
- 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 Safety Improvements
- C-12 Hacienda/I-580 Interchange Improvements
- C-13 Fallon/EI Charro Interchange Improvements
- C-14 Valley Link Rail (Phase 1)
- C-15 Technology Enhancements
- C-16 I-680 Express Bus Service

**WHEREAS**, the Nexus Study determined that a reasonable relationship exists between the unexpended fees and the purpose for which those fees were collected; and

**WHEREAS**, in 2022, the TVTC adopted an updated SEP that prioritized and identified funding allocations for the remaining projects from 1999, 2008 and the 16 “new” projects; and

**WHEREAS**, the TVTC has reviewed the 2020 Nexus Fee Update Study and 2022 SEP and has determined, based on its independent judgment and analysis, that a reasonable relationship exists between the unexpended fees and the purpose for which those fees were collected; and

**WHEREAS**, the Mitigation Fee Act (California Government Code § 66001(d)(1)) requires jurisdictions to make certain statutory findings every five years in relation to any unexpended funds collected pursuant to a fee to ensure that a reasonable relationship exists between the unexpended funds and the purpose for which the fees were collected.

**NOW THEREFORE, BE IT RESOLVED THAT** in accordance with Government Code § 66001(d)(1)) and based on the information presented in the 2020 Nexus Fee Update Study and 2022 SEP, the TVTC 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 and Strategic Expenditure Plan, is that new development shall contribute for mitigation of its 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 new developments region wide. This finding is documented by the analysis of the projected increase in

# TRI-VALLEY TRANSPORTATION COUNCIL

future travel generated by 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. The purpose of the TVTDF is to fund projects to mitigate the impact of new development. This finding is also documented in the analysis in the 2020 Nexus Fee Update Study.

2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.

Response: The TVTDF is used to implement projects to mitigate the impacts of additional congestion on Routes of Regional Significance to serve new development as designated in the Strategic Expenditure Plan. New dwelling units and building square footage are indicators of the demand for transportation improvements needed to accommodate growth. As additional dwelling units and building square footage are created, the occupants of these structures generate additional vehicle trips and place additional burdens on the transportation system. The need for the TVTDF is based on transportation model projections of growth that show an increase in vehicle hours of delay on Routes of Regional Significance, as a result of new development, even with planned improvements to that system. The model estimates impacts from new development based on trip generation rates that vary by land use category, providing a reasonable relationship between the type of development and the need for the improvements. New development projects are charged a TVTDF amount based on the size of the project and the land use type and the projected number of trips generated by that land use type. Revenue from the fee is used to fund projects to mitigate these impacts. As the TVTDF is calculated and imposed based on the number of trips a project generates and the TVTDF is used to fund transportation projects to mitigate the impact of those trips, there is a reasonable relationship between the TVTDF and the purpose for which it is expended. This finding is also documented in the analysis in the 2020 Nexus Fee Update Study.

3. Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements.

Response: The 2020 Nexus Fee Update Study and the 2022 Strategic Expenditure Plan Update identifies sources and amounts of funding anticipated to finance incomplete projects.

4. Designate the approximate dates on which the funding referred to in subsection (3) above is expected to be deposited into the appropriate account or fund.

Response: The 2020 Nexus Fee Update Study and the 2022 Strategic Expenditure Plan Update identifies anticipated funding timelines for TVTDF funds and funds from other sources. Funds will be allocated to the appropriate governmental agency and deposited into the appropriate account in accordance with the timelines outlined in the SEP as funding becomes available.

# TRI-VALLEY TRANSPORTATION COUNCIL

**PASSED, APPROVED, AND ADOPTED** at the meeting of January 29, 2024, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

---

Jean Josey, Chair  
Tri-Valley Transportation Council

**ATTEST:**

---

Sai Midididdi, TVTC Administrative Staff



**January 29, 2024**

**SB 343**

Senate Bill 343 mandates supplemental materials that have been received by the Tri-Valley Transportation Council's Administrator that relate to an agenda item after the agenda packets have been distributed to the Board members be made available to the public.

The attached documents were received by the Administrator after distribution of the January 29, 2024, Regular Tri-Valley Transportation Council Board meeting agenda packet.

**Item 4b**

# TRI-VALLEY TRANSPORTATION COUNCIL MEMORANDUM

---

**DATE:** January 29, 2024  
**TO:** Honorable TVTC Board members  
**FROM:** Sai Midididdi, TVTC Administrator  
**SUBJECT:** SB343 - Item 4b: AB1600 Annual Report of Tri-Valley Transportation Development Fee Pursuant to Government Code Sections 66002, 66006 and 66008 (AB1600) and Five-Year Findings Regarding Unexpended Fund Balances

Pursuant to SB 343, Staff needs to make a correction to item 4b where TVTC Finance Subcommittee and Technical Advisory Committee (TAC) recommends that the Board review and accept the AB1600 annual report and adopt the Resolution Making Findings Regarding Unexpended Fund Balances.

After the agenda was posted, Staff identified an error in the Tri-Valley Transportation Council Five-Year Findings (Attachment 2), page 11 and the Resolution 2024-01 (Attachment 3), page 14. The name of the project C-11c "Iron Horse Trail – Dublin" will be updated to match the name of the project in the TVTC's 2020 Nexus Fee Update Study as "Iron Horse Trail Crossing at Dublin Boulevard."

# TRI-VALLEY TRANSPORTATION COUNCIL

## Item 4c

**Jean Josey**  
**TVTC Chair**  
**Councilmember**  
 Dublin  
 (925) 833-2530

**Renee Morgan**  
**TVTC Vice Chair**  
**Councilmember**  
 Town of Danville  
 (510) 366-0716

**David Haubert**  
**Supervisor District 1**  
 Alameda County  
 (925) 551-6995

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

**Brittini Kiick**  
**Vice Mayor**  
 City of Livermore  
 (925) 960-4019

**Julie Testa**  
**Councilmember**  
 City of Pleasanton  
 (925) 931-5001

**Scott Perkins**  
**Councilmember**  
 San Ramon  
 (925) 973-2544

**To:** TVTC Board

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

**Date:** January 29, 2024

**Subject:** Approve second amendment to Bookkeeping and Accounting Services Contract between TVTC and Krisch and Company to increase the not to exceed amount

### BACKGROUND

On April 17, 2023, TVTC Board approved a contract for Accounting and Bookkeeping Services with Maze and Associates. On October 16<sup>th</sup>, 2023, TVTC Board approved amendment to Bookkeeping and Accounting Services Contract between TVTC and Maze and Associates to memorialize the assignment and assumption of the Contract to and by Krisch and Company.

### DISCUSSION

The TVTC's contract with Krisch and Company (Krisch) requires them to provide accounting and bookkeeping services for FY 2023-24, FY 2024-25 with an optional two-year term extension. Additionally, the contract also required Krisch and Company to provide transition accounting assistance services for FY 2022-23. These services were needed to bring the FY 2022-23 financials to Audit compliance. The below table shows the amounts agreed to between TVTC and Krisch and Company per the approved contract.

Name of the Firm	FY 2023-24	FY 2024-25	Transition Services	Year 1 Extension	Year 2 Extension
Krisch and Company	\$ 11,035	\$ 11,587	\$ 2,697	\$ 12,166	\$ 12,774

Krisch and Company's staff indicated that they had to spend 12 more hours than originally anticipated in reconciling the prior year audited balances to the 7/1/22 balances shown in the TVTC's QuickBooks and to bring FY 2022-23 financials to Audit compliance. This effort adds up to an additional dollar amount of \$5,000 for transition services.

# TRI-VALLEY TRANSPORTATION COUNCIL

As such, Krisch is requesting an amendment to the contract to pay for the additional efforts for the transition services.

## RECOMMENDATION

TVTC TAC and the Finance Subcommittee recommend the TVTC Board approve an amendment to the Accounting and Bookkeeping Services contract with Krisch and Company to increase the not to exceed amount from \$50,260 by \$5,000 to an amount of \$55,260 to compensate for the additional efforts required to bring the FY 2022-23 financials to Audit compliance.

## ATTACHMENTS

1. Resolution 2024-02 - A Resolution Approving Second Amendment to a Professional Services Agreement for Bookkeeping and Accounting Services between the Tri-Valley Transportation Council and Krisch & Company
2. Second Amendment to the Professional Services Agreement between the Tri-Valley Transportation Council and Krisch & Company

# TRI-VALLEY TRANSPORTATION COUNCIL

## TRI-VALLEY TRANSPORTATION COUNCIL RESOLUTION NO. 2024-02

### A RESOLUTION APPROVING THE SECOND AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT FOR BOOKKEEPING AND ACCOUNTING SERVICES BETWEEN THE TRI-VALLEY TRANSPORTATION COUNCIL AND KRISCH & COMPANY

**WHEREAS**, on April 17, 2023, TVTC Board awarded a Professional Services Agreement (“Agreement”) contract for Bookkeeping and Accounting Services to Maze and Associates; and,

**WHEREAS**, on May 31, 2023, Maze and Associates announced its plan to separate its tax, accounting services and governmental advisory services practices into an independent and separate firm, as Krisch & Company, an Accountancy Corporation, effective June 1, 2023; and,

**WHEREAS**, On October 16, 2023, TVTC Board amended the Professional Services Agreement with Maze and Associates to memorialize the assignment and assumption of the Agreement to and by Krisch and Company; and,

**WHEREAS**, TVTC Staff now recommends a second amendment to the Agreement to increase the not to exceed amount from \$50,260 by \$5,000 to an amount of \$55,260 to compensate for the additional efforts required to bring the FY 2022-23 financials to Audit compliance (“Second Amendment”); and,

#### **NOW THEREFORE BE IT RESOLVED THAT TVTC:**

1. Approves the Second Amendment to Bookkeeping and Accounting Services Agreement, attached hereto and incorporated herein as Attachment 1 (Second Amendment) and,
2. Authorizes the Chairperson to execute the Second Amendment on behalf of TVTC, subject to review and approval as to form by the General Counsel.

# TRI-VALLEY TRANSPORTATION COUNCIL

**PASSED, APPROVED AND ADOPTED** at the meeting of January 29, 2024, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

---

Jean Josey, Chair  
Tri-Valley Transportation Council

**ATTEST:**

---

Sai Midididdi, TVTC Administrative Staff

# TRI-VALLEY TRANSPORTATION COUNCIL

## SECOND AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT BETWEEN THE TRI-VALLEY TRANSPORTATION COUNCIL AND KRISCH AND COMPANY

THIS SECOND AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT is made as \_\_\_\_\_ day of \_\_\_\_\_ 2024 by and between THE TRI-VALLEY TRANSPORTATION COUNCIL (“TVTC”), and Krisch & Company (“Krisch”) (sometimes referred together as the “Parties”) who agree as follows:

### RECITALS

**WHEREAS**, on April 15, 2023, TVTC and Maze and Associates (“Maze”) entered into that certain Professional Services Agreement (“Agreement”) whereby Maze agreed to provide Accounting and Bookkeeping services for TVTC, as further described in the Scope of Work contained in Exhibit A to the Agreement; and

**WHEREAS**, on May 31, 2023, Maze announced its plan to separate its tax, accounting services and governmental advisory services practices into an independent and separate firm, as Krisch & Company (“Krisch”), an Accountancy Corporation, effective June 1, 2023; and

**WHEREAS**, on October 16, 2023, TVTC approved First Amendment to the Agreement to memorialize the assignment of the Agreement to Krisch & Company; and

**WHEREAS**, TVTC and Krisch now desire to amend the Agreement to increase the Not to Exceed Amount under the Agreement by \$5,000 to pay for additional efforts required to bring the FY 2022-23 financials to Audit compliance; and,

**NOW, THEREFORE**, the foregoing recitals are deemed true and correct and made a part of this Second Amendment and for and in consideration of the promises and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, TVTC, and Krisch do hereby agree to amend the Agreement as follows:

1. All other terms which are defined in the Agreement shall have the same meaning when used in this Amendment, unless specifically provided herein to the contrary.
2. Section 5 of the Agreement. The Not to Exceed Amount provided for in Section 5 for accounting and bookkeeping services is increased by \$5,000 from \$50,260 to an amount of \$55,260.

Krisch agrees this is TVTC’s total contribution for payment of costs under the Agreement unless additional payments are authorized in accordance with the terms of the Agreement and said terms of payment are mutually agreed to by and between the parties in writing.

3. All other terms, conditions and provisions in the Agreement remain in full force and effect. If there is a conflict between the terms of this Second Amendment and the Agreement, the terms of the Agreement will control unless specifically modified by this Second Amendment.

# TRI-VALLEY TRANSPORTATION COUNCIL

*[SIGNATURES ON THE FOLLOWING PAGE]*



# TRI-VALLEY TRANSPORTATION COUNCIL

**IN WITNESS WHEREOF** the Parties have executed this Second Amendment on the dates indicated below, the latest of which shall be deemed the Effective Date of this Amendment.

## TRI-VALLEY TRANSPORTATION COUNCIL

DATED: \_\_\_\_\_

\_\_\_\_\_  
By: Jean Josey, TVTC Chair

**Krisch and Company**  
**CONTRACTOR**

DATED: \_\_\_\_\_

\_\_\_\_\_  
By: Authorized Executive of Company

# TRI-VALLEY TRANSPORTATION COUNCIL

## Item 4d

**Jean Josey**  
**TVTC Chair**  
**Councilmember**  
Dublin  
(925) 833-2530

**Renee Morgan**  
**TVTC Vice Chair**  
**Councilmember**  
Town of Danville  
(510) 366-0716

**David Haubert**  
**Supervisor District 1**  
Alameda County  
(925) 551-6995

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

**Brittini Kiick**  
**Vice Mayor**  
City of Livermore  
(925) 960-4019

**Julie Testa**  
**Councilmember**  
City of Pleasanton  
(925) 931-5001

**Scott Perkins**  
**Councilmember**  
San Ramon  
(925) 973-2544

**To:** TVTC Board

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

**Date:** January 29, 2024

**Subject:** Amend TVTDF Funding Plan from 2022 Strategic Expenditure Plan Update and Include Project B-1 I-580/I-680 Interchange (Westbound to Southbound).

---

### BACKGROUND

On August 16, 2021, TVTC Board approved Resolution No. 2021-10 Adopting the Tri-Valley Transportation Council 2020 Nexus Fee Update Study. On April 18, 2022, the TVTC Board approved Resolution No 2022-07 Adopting the Strategic Expenditure Plan (SEP) Update and SEP Funding Plan, which guides the expenditure of revenue collected from TVTDF.

### DISCUSSION

Project B-1 I-580/I-680 Interchange (Westbound to Southbound) was included in the 2020 Nexus Study analysis and was discussed in the 2022 SEP and in SEP Appendix. However, Project B-1 was inadvertently omitted in the Table 8 SEP priority funding plan that was adopted as part of the SEP. The cost of Project B-1 - \$1,000,000 is already contemplated in the Fee structure. Adding the project onto the SEP Funding Plan does not increase, decrease, or impact the calculation of the fee in any way; this amendment is an administrative change. TVTC TAC recommends even disbursement of \$500,000 in FY 2027-2028 and in FY 2028-2029. The projected new remainder balance is \$800,000 in FY 2027-2028

and \$6,400,000 in FY 2028-2029. This disbursement does not impact any other element of the SEP or Plan and implements the funding that was already contemplated in the previous SEP.

### RECOMMENDATION

TVTC Finance Subcommittee and TAC recommend that the Board approve amending the Table 8 - SEP Funding Plan to include Project B-1.

### ATTACHMENTS

1. SEP with Amended Funding Plan

# TRI-VALLEY TRANSPORTATION COUNCIL STRATEGIC EXPENDITURE PLAN 2022 UPDATE

For the Tri-Valley Transportation Development  
Fee

## TVTC MEMBER AGENCIES



## IN ASSOCIATION WITH



FINAL REPORT | ADOPTED JUNE 6, 2022

AMENDED JANUARY 29, 2024

Prepared By:

**Kimley»Horn**

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## ACRONYM LIST

ACE	Altamont Corridor Express
Alameda CTC	Alameda County Transportation Commission
AMT	Arroyo Mocho Trail
BART	Bay Area Rapid Transit
BRT	Bus Rapid Transit
CCI	Construction Cost Index
CCTA	Contra Costa Transportation Authority
CHP	California Highway Patrol
CTP	Countywide Transportation Plan
EIR	Environmental Impact Report
HOV	High Occupancy Vehicle
I-580	Interstate 580
I-680	Interstate 680
IHT	Iron Horse Trail
JEPA	Joint Exercise of Powers Agreement
JPA	Joint Power Agreement
LAVTA	Livermore Amador Valley Transit Authority
PM	Post Mile
PA&ED	Project Approval and Environmental Documents
PS&E	Plans, Specifications, and Estimates
PSR	Project Study Report
PSR-PDS	Project Study Report-Project Development Support
ROW	Right of Way
RRS	Routes of Regional Significance
SAV	Shared Autonomous Vehicles
SEP	Strategic Expenditure Plan
SOV	Single Occupant Vehicles
SR 84	State Route 84
STIP	State Transportation Improvement Program
SWAT	Southwest Area Transportation
TAC	Technical Advisory Committee
TEP	Transportation Expenditure Plan
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

V2X            Vehicle to Everything  
V2I            Vehicle to Infrastructure  
VTA            Santa Clara Valley Transportation Authority

## CHAPTER 1: INTRODUCTION

### 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 Tri-Valley Transportation Development Fee (Fee or TVTDF) to allocate a fair share of regional infrastructure cost to go towards new development. The first nexus study for the fee program was completed in 1995 and 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 the maximum fee allowed under the nexus study. 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. The TVTP/AP was again updated in 2000 to reflect projects that 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 a new fee nexus study to update the fee, and potentially the project list.

Completed and adopted in early 2008, the next TVTC nexus study, identified 22 new projects that the TVTC elected for eligibility to receive funding from the TVTDF. The first 11 projects were adopted into the original program in 1995. The second set of 11, were new projects that were included in the 2008 Nexus Study. 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 an update to the 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—which reaffirmed TVTC's commitment to high priority projects.

In 2011, an update to the SEP incorporated estimated TVTDF revenues over a 10-year horizon. The SEP 2011 Update recommended allocating funding to all of projects on List A and several projects on List B, at an approximate total of \$60 million between FY10/11 and FY 19/20. The TVTC SEP 2011 Update was adopted on February 10, 2011.

In October 2013, TVTC signed a Joint Exercise of Powers Agreement to establish the TVTC as a separate agency that is 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. One of the primary duties of the TVTC is the preparation of a TVTP/AP and cost sharing of recommended improvements. As previously noted, the TVTP/AP was originally prepared and presented to all member jurisdictions in April 1995. The TVTP/AP has been subsequently updated in 2004, 2009, 2013, and 2017.

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 a reasonable relationship between the unexpended fees and the purpose for which those fees were collected remain valid. This comparison analyzed the 2008 Nexus Study Fee Update in consideration of then current traffic conditions, forecasted growth, and project updates and found that the unexpended fees and the purpose of which those fees were collected remained valid<sup>1</sup>.

In January 2017, the TVTC approved the 2008 TVTC Nexus Study Validation Review and adopted the 2017 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 estimated TVTDF revenues over a 10-year horizon. The SEP 2017 Update recommended allocating funding to all of projects on List A and several projects on List B, at an approximate total of \$50 million between FY16/17 and FY 25/26. The TVTC SEP 2017 Update was adopted on January 23, 2017.

## RECENT ACTIONS AND CURRENT SEP UPDATE

With half of the current project list no longer being eligible for funding as a result of projects being completed or changes to the program, TVTC reviewed and selected additional projects to be considered for funding from the TVTDF. This selection process resulted in a new list of projects to mitigate the impacts of new development based on feasibility and stakeholder support. From this process, 16 projects (“List C”) were identified to be consider for receive funding from the TVTDF.

In 2020, the 2020 TVTC Nexus Fee Update Study evaluated the remaining projects from List A and List B, as well as the addition of 16 projects from List C. The analysis found that these projects would reduce the congestion created by new development. The 2020 Nexus Study also determined the new maximum fee needed to fund the improvement projects. The study was adopted on August 16, 2021.

This report constitutes the 2022 SEP Update and incorporates and builds upon the updated project descriptions, funding programs, and progression of the TVTDF over the last six years, as well as the project description of the new selected List C projects. As such, this report summarizes the status of the 38 projects listed in the 2022 Nexus Study, project prioritization, estimates revenues from the TVTDF over a 10-year horizon, and provides a funding plan for the priority projects. The proposed 10-year funding allocations and project disbursements were approved by the SEP Finance Subcommittee in April 4, 2022 prior to full review and adoption by the TVTC Board in April 18, 2022.

---

<sup>1</sup> Kimley-Horn. *Validation Review of the 2008 Nexus Study*. Nov 2015.



## CHAPTER 2: PROJECT DESCRIPTIONS

This section includes project summaries for each of the 38 projects included in the 2022 Nexus Study. The summaries are based on information provided by member agencies who act as project sponsors and include a project description, phasing details, funding sources, schedule, and status. The 38 projects are presented in order based on their original list identifier, “A”, “B”, and “C”, representing the original 11 projects, the 11 projects included in the 2008 Nexus Study, and the 16 projects included in the 2020 Nexus Study, respectively. Detailed project descriptions are provided in **Appendix A**.

### LIST A

- A-1 Interstate 580 (I-580)/Interstate 680 (I-680) Interchange (southbound to eastbound)
  - Completed, therefore not considered for further funding
- A-2a State Route 84 (SR 84) Expressway (I-580 to I-680)
- A-2b SR 84/I-580 Interchange
- A-3 I-680 Auxiliary Lanes (Segment 2)
  - Completed, therefore not considered for further funding
- A-4 West Dublin/Pleasanton Bay Area Rapid Transit (BART) Station
  - Completed, therefore not considered for further funding
- A-5a I-580 Eastbound Auxiliary Lane
  - Completed, therefore not considered for further funding
- A-5b I-580 High Occupancy Vehicle (HOV) Lane Westbound
  - Completed, therefore not considered for further funding
- A-6 I-680 HOV Lanes, SR 84 to Top of Sunol Grade
  - Southbound completed, northbound not considered for funding
- A-7 I-580/Foothill Road/San Ramon Road Interchange Modifications
  - Completed, therefore not considered for further funding
- A-8 I-680/Alcosta Boulevard Interchange
  - Completed, therefore not considered for further funding
- 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
- A-11 Express Bus/Bus Rapid Transit (BRT) – Phase 2

### LIST B

- B-1 I-580/I-680 Interchange (westbound to southbound)
- B-2 Fifth Eastbound Lane on I-580 from Santa Rita Road to Vasco Road
  - Completed, therefore not considered for further funding
- B-3 I-580/First Street Interchange Modification
- B-4 I-580/Vasco Road Interchange Modification
- B-5 I-580/Greenville Road Interchange Modification
- B-6 Jack London Boulevard Extension
- B-7 El Charro Road Extension (Stoneridge Drive/Jack London Boulevard to Stanley Boulevard)
  - Project incorporated into Project C-5 El Charro Widening and removed from project list and no longer considered for funding

- B-8 Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive)
- B-9 Danville Boulevard/Stone Valley Road I-680 Interchange Improvements
  - Removed from project list and no longer considered for funding
- B-10 I-680 Southbound HOV Lane Gap Closure (North Main Street to Rudgear Road)
  - Completed, therefore not considered for further funding
- B-11a I-680 HOV Direct Access Ramps
  - Removed from project list and no longer considered for funding
- B-11b I-680 Transit Corridor Improvements
  - Project incorporated into Project C-10 Innovate 680 and removed from project list and no longer considered for funding

#### LIST C

- C-1 Tesla Road Safety Improvements
- C-2 Norris Canyon Road Safety Improvement
- C-3 Dublin Boulevard – North Canyon 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 – Bollinger Canyon Road
- C-11b Iron Horse Trail Bicycle-Pedestrian Overcrossing – Crow Canyon Road
- C-11c Iron Horse Trail Crossing at Dublin Boulevard
- C-11d Iron Horse Trail – Livermore
- 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 – Sycamore Valley Road
- C-11h Iron Horse Trail System-wide improvements
- C-12 Hacienda/I-580 Interchange Improvements
- C-13 Fallon/El Charro Interchange Improvements
- C-14 Valley Link Rail (Phase 1)
- C-15 Technology Enhancements
- C-16 I-680 Express Bus Service

## CHAPTER 3: PROJECT PRIORITIZATION

Historically, the TAC and TVTC have prioritized the use of TVTDF funding to leverage other federal or state funds in order to advance a project to its next stage, rather than to fully fund any single project in its entirety. For example, the funds could be used as the local match for other grant money. Or, the money could be used to fund the next project development phase, such as a PSR, which is typically assumed to cost 5% of the total project cost, or the PS&E, which is typically assumed to cost about 10% of the total project cost.

Forecasted revenue generated by the TVTDF for the 10-year SEP horizon period is not sufficient to providing funding for all eligible projects, therefore projects are ranked to determine funding priority based on the criteria presented in the following section.

### PRIORITIZATION CRITERIA

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

**Table 1: Project Prioritization**

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

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

The results of the project prioritization are included as **Appendix B**.

## CHAPTER 4 : REVENUE FORECASTING

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

### DEVELOPMENT FORECAST

To best understand the available revenue to fund the 38 projects identified in the Nexus Study, fee estimates were developed based on 10-year land use projections as provided by TVTC member agencies. The development forecast which resulted from this process is provided in **Appendix C**.

### TVTDF RATE ADJUSTMENTS

The 2020 Nexus Study update determined the maximum fee to fund the improvement projects evaluated. Similar to prior efforts, it was recommended that only a percentage of the maximum fee be collected to provide a regional transportation funding source to offset development related impacts.

### RATE ADJUSTMENT SCENARIO ANALYSIS

To determine how the TVTDF rate should be adjusted as part of the update, several potential rate adjustment scenarios were considered by the SEP subcommittee. The resultant scenario analysis included the following 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 0.8% Admin Fee.
- Scenarios considered various numbers of adjustments increases, and included a two-step increase scenario similar to the previous iteration, as well as having a one-step, four-step, and annual increase variations.
- Scenarios considered capping the rate between 15% and 20% of the maximum fee rate
- Some of the scenarios also assumed a reduction for retail
- Projects included in the prior SEP funding plan, that had yet to be funded, would be carried over to the funding plan.

Based on the SEP Subcommittees review of these draft scenarios, a recommended approach to rate adjustments and allocation was identified for consideration and subsequently adopted by the TVTC Board.

### RATE ADJUSTMENT

The adopted rate adjustments are presented in **Tables 2 and 3**. As shown in **Table 2**, only an initial rate adjustment for funding year FY 22/23 at approximately 15% of the maximum fee rate is planned for the duration of the SEP for all uses except retail and "other" land uses. Note that in subsequent years, the rates will still be adjusted to reflect changes in the CCI.

Similar to the prior SEP, it is recommended that retail continue to have a lower percentage of the maximum fee rate to help encourage retail growth, especially since local serving retail has been greatly impacted by the global pandemic. Retail is recommended to initially be established at 6% and then

increase to 7% of the maximum fee rate in funding year FY 23/34 with no additional increases, beyond the CCI, currently planned.

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

As noted, it was also recommended that the TVTDF rate continue to increase on an annual basis based on the annual 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. Essentially this means that the CCI adjustment would not be applied for any use in funding year FY 22/23 and also not to retail in funding year FY 23/24.

**Table 2: FY 2022/2023 Rate Adjustment**

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

DU = Dwelling Units; SF = Square Feet

**Table 3: FY 2023/2024 Rate Adjustment**

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

DU = Dwelling Units; SF = Square Feet

\*CCI adjustment will be applied

## ESTIMATION OF DEVELOPER FEE REVENUES

The potential developer fee revenue was estimated based on development forecast and the rates shown in **Table 2** and **Table 3**. **Table 4** summarizes the estimated developer fee revenues between FY 22/23 and FY 31/32. Between FY 22/23 and FY 31/32, it is forecasted that there will be \$128.88 million available to fund projects. As of June 30, 2016, there was a SEP fund balance of \$17.00 million, resulting in a maximum estimate of \$145.88 million being available for allocation to projects.

**Table 4: Estimate of Development Fee Revenue**

Fiscal Year	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32	Total
Sub-Total of Revenue	\$14.58	\$16.33	\$14.58	\$13.86	\$14.13	\$12.95	\$15.60	\$12.95	\$33.77	\$13.98	\$162.73
Return to Source (20%)	\$2.92	\$3.27	\$2.92	\$2.77	\$2.83	\$2.59	\$3.12	\$2.59	\$6.75	\$2.80	\$32.55
Administrative Costs (0.8%)	\$0.12	\$0.13	\$0.12	\$0.11	\$0.11	\$0.10	\$0.12	\$0.10	\$0.27	\$0.11	\$1.30
Revenue for TVTDF Allocation	\$11.55	\$12.93	\$11.55	\$10.98	\$11.19	\$10.25	\$12.35	\$10.26	\$26.75	\$11.07	\$128.88

All revenue calculations shown in Millions of dollars and rounded to the nearest hundredth decimal point. Rounding may result in some values not calculating accurately in Table 4.

## CHAPTER 5: PROJECT FUNDING

For this funding plan, the funds over the next 10-years are planned to be distributed towards 21 projects.

Out of the \$145.88 million available to program to projects, \$291.67 million was identified as committed to project in the 2017 SEP, but not yet disbursed. These projects include:

- A-2b: SR 84/I-580 Interchange
- 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
- [B1: I-580/I-680 Interchange \(Westbound to Southbound\)](#)
- B-8a: Camino Tassajara/Tassajara Road Widening Project (Contra Costa Segment)

Approximately \$101.62 million is programed for the top priority projects. The projects with priority rank 1 through 15 (Top 15) were selected for funding within this 10-year horizon and programed to receive approximately 10% of their total project cost except for Project B-8 and Project C-11c. Following are the Top 15 projects:

- B-4: I-580/Vasco Road Interchange Modification
- B-5: I-580/Greenville Road Interchange Modification
- B-8a: Camino Tassajara/Tassajara Road Widening Project (Contra Costa Segment)
- B-8b: Camino Tassajara/Tassajara Road Widening Project (Dublin Segment)
- C-2: Norris Canyon Road Safety Improvement
- C-3: Dublin Boulevard – North Canyons Parkway Extensions
- C-6: Sunol/680 Interchange Improvements
- C-7b: I-680 Express Lanes – Hwy 84 to Alcosta (Northbound)
- C-8: Santa Rita/I-580 Interchange
- C-10: Innovate 680
- C-11a: Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon Road
- C-11c: Iron Horse Trail – Dublin
- C-11d: Iron Horse Trail – Livermore
- C-11e: Iron Horse Trail to Shadow Cliffs

Additionally, the SEP subcommittee recommended that \$800,000 be allocated to Project A-11 Express Bus/Bus Rapid Transit (BRT) - Phase 2 in conjecture with Project C-3 Dublin Boulevard – North Canyons Parkway Extensions.

The remaining \$232.60 million forecasted over the 10-year horizon was set aside for reserves.

A more detailed description of the funding allocation by project are shown in **Table 5** through **7**. Note that these tables only include those projects that have TVTDF funds programmed in the 2022 SEP Update's 10-year horizon (FY 22/23 – FY 31/32).

**Table 8** provides a summary of estimated TVTDF revenues throughout the 10-year SEP horizon, project funding allocations, and the overall ongoing fund balance.

**Table 5: List of A Projects in TVTC 2022 SEP**

	<b>Project Recommended Funding</b>	<b>Funding Strategy</b>
A-2b	SR 84/I-580 Interchange \$2.00 Million in FY 29/30 \$1.50 Million in FY 30/31 \$1.65 Million in FY 31/32	Funding is programmed for project development activities including environmental assessment and design.
A-9a	Crow Canyon Road Improvements Phase 1 \$1.55 Million in FY 24/25	Funding is programmed for the estimated cost to prepare the PSR and implement short-term improvements.
A-9b	Crow Canyon Road Improvements Phase 2 \$1.69 Million in FY 25/26	Funding is programmed for the estimated cost to prepare the PSR.
A-10a	Vasco Road Safety Improvements Phase 1 \$0.50 Million in FY 23/24 \$2.82 Million in FY 24/25	Funding is programmed for the construction phase.
A-10b	Vasco Road Safety Improvements Phase 2 \$2.58 Million in FY 25/26	Funding is programmed for the estimated costs to prepare the PS&E.
A-11	Express Bus/Bus Rapid Transit (BRT) - Phase 2 \$0.80 Million in FY 26/27	Funding is programmed for transit improvements in conjuncture Project C-3 Dublin Boulevard – North Canyon Parkway Extension.

Table 5 only includes projects that have TVTDF funds programmed in the 2022 SEP Update 10-year horizon (FY 22/23 – FY 31/32)



**Table 6: List of B Projects in TVTC 2022 SEP**

	Project Recommended Funding	Funding Strategy
B-1	<a href="#">I-580/I-680 Interchange (Westbound to Southbound)</a>  <a href="#">\$0.50 Million in FY 27/28</a> <a href="#">\$0.50 Million in FY 28/29</a>	<a href="#">Funding is programed to begin project development/scoping</a>
B-4	I-580/Vasco Road Interchange Modification  \$5.14 Million in FY 24/25 \$3.43 Million in FY 25/26	Funding is programmed for project development activities including environmental assessment and design.
B-8	Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive) (Contra Costa Segment)  \$4.38 Million in FY 24/25 \$2.00 Million in FY 25/26	Funding is programmed for the estimated costs for the PS&E and Construction.
B-8	Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive) (Dublin Segment)  \$1.45 Million in FY 23/24	Funding is programmed for the estimated costs for the PS&E and Construction.

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Table 6 only includes projects that have TVTDF funds programmed in the 2022 SEP Update 10-year horizon (FY 22/23 – FY 31/32)

**Table 7: List of C Projects in TVTC 2022 SEP**

	<b>Project Recommended Funding</b>	<b>Funding Strategy</b>
C-2	Norris Canyon Road Safety Improvement \$0.54 Million in FY 22/23	Funding is programmed for project development activities including environmental assessment and design.
C-3	Dublin Boulevard – North Canyon Parkway Extension \$16.04 Million in FY 23/24	Funding is programmed for PS&E and ROW certification.
C-6	Sunol/680 Widening \$2.65 Million in FY 23/24	Funding is programmed for project development activities including environmental assessment and design.
C-7	I-680 Express Lanes – Hwy 84 to Alcosta \$3.30 Million in FY 24/25 \$5.30 Million in FY 25/26 \$5.30 Million in FY 26/27 \$7.30 Million in FY 27/28	Funding is programmed for project development activities including environmental assessment and design for Phase 2.
C-8	Santa Rita/I-580 Interchange \$1.03 Million in FY 28/29	Funding is programmed for project development activities including environmental assessment and design.
C-10	Innovate 680 \$3.43 Million in FY 23/24 \$2.29 Million in FY 24/25	Funding is programmed for project development activities associated with Advanced Technologies portion.
C-11a	Iron Horse Trail Bicycle Pedestrian Overcrossing – Bollinger Canyon Road \$2.29 Million in FY 22/23	Funding is programmed for the estimated costs for the PS&E and Construction.
C-11c	Iron Horse Trail Crossing at Dublin Boulevard \$0.60 Million in FY 22/23	Funding is programmed for the estimated costs for the PS&E and Construction.
C-11d	Iron Horse Trail – Livermore \$2.70 Million in FY 29/30	Funding is programmed for the estimated costs for the PS&E and Construction.
C-11e	Iron Horse Trail to Shadow Cliffs \$0.16 Million in FY 31/32	Funding is programmed for project development activities including environmental assessment and design.
C-13	Fallon/EI Charro Interchange \$2.07 Million in FY 26/27 \$1.38 Million in FY 27/28	Funding is programmed for project development activities including environmental assessment and design.

	Project Recommended Funding	Funding Strategy
C-14	Valley Link Rail (Phase 1) \$5.17 Million in FY 27/28 \$5.17 Million in FY 28/29 \$5.17 Million in FY 29/30 \$5.17 Million in FY 30/31	Funding is programmed towards construction cost and access improvement for three stations in Tri-Valley Area.

Table 7 only includes projects that have TVTDF funds programmed in the 2022 SEP Update 10-year horizon (FY 22/23 – FY 31/32)

Table 8: 2022 TVTDF Funding 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	\$973,440	\$6,628,993	\$7,024,183	\$21,944,751	
		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	\$13,327,460	\$16,887,802	\$33,769,840	\$33,016,746	\$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	\$14,343,912	\$6,698,467	\$9,863,619	\$11,825,089	\$10,419,955	\$123,288,069	
Remainder	\$22,469,002	\$13,981,855	\$6,057,276	\$2,042,094	\$5,064,310	\$973,440	\$6,628,993	\$7,024,183	\$21,944,751	\$22,596,791	\$22,596,791	
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-1	I-580/I-680 Interchange (Westbound to Southbound)					\$500,000	\$500,000				\$1,000,000	
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	Nomis 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 – Livemore							\$2,698,530			\$2,698,530	
C-11e	Iron Horse Trail to Shadow Cliffs									\$164,866	\$164,866	
C-13	Fallon/EI 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	

Note: Only Projects reciving funding within SEP 10-year horizon are shown.

## APPENDIX

# Appendix A – Project Description

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

### TVTC PROJECT SPONSOR

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Alameda County

### LEAD AGENCY

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Caltrans

### PROJECT DESCRIPTION

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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

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This project has been completed.

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 (Alameda CTC)

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

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

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Project A-2a will be constructed in five segments. Segments 1, 2, 3, and 4 are completed and open to the public. For Segment 5, final design and right-of-way acquisition was completed in September 2020 and construction began in May 2021. It is anticipated that completion of construction in Spring 2024.

## PHASING AND SCHEDULE

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Project A-2a will be constructed in five segments. Below is the schedule for each segment.

- Segment 1 – Completed and opened to traffic in March 2012
- Segment 2 – Completed and opened to traffic in June 2014.
- Segment 3 – Completed and open to traffic 2017.
- Segment 4 – Completed and opened to traffic in October 2008.
- Segment 5 – Final design and right-of-way acquisition was completed in September 2020. Construction began in May 2021 and anticipated to be completed in Spring 2024.

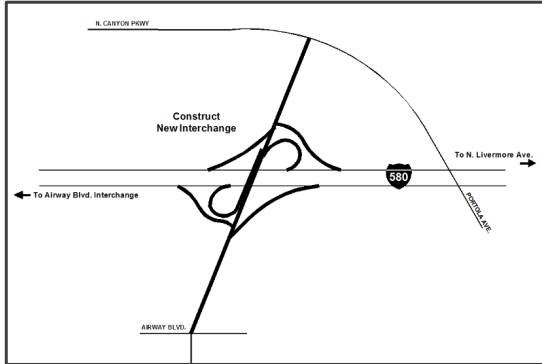
## COST ESTIMATE AND FUNDING SOURCES

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### Segment 5:

<b>Cost (Millions)</b>	<b>\$244.10</b>
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
<b>Total Funding (Millions)</b>	<b>\$244.10</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$0.00</b>

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



### TVTC PROJECT SPONSOR

City of Livermore

### LEAD AGENCY

Caltrans, City of Livermore

### PROJECT DESCRIPTION (UPDATED SUMMARY 2021)

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.

### PHASING AND SCHEDULE

The project is expected to be constructed in the following stages:

- Phase 1 – Completed and opened to traffic in March 2012.
- Phase 2 – Project development to begin in 2023.

COST ESTIMATE AND FUNDING SOURCES

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**Phase 2:**

<b>Cost (Millions)</b>	<b>\$22.00</b>
Funding (Millions)	
Livermore Traffic Impact Fee (TIF)	\$16.28
TVTDF	\$5.15
<b>Total Funding (Millions)</b>	<b>\$21.43</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$0.57</b>

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

#### TVTC PROJECT SPONSOR

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Town of Danville

#### LEAD AGENCY

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Contra Costa Transportation Authority (CCTA)

#### PROJECT DESCRIPTION

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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.

COMPLETED

## A-4. WEST DUBLIN/PLEASANTON BART STATION

### TVTC PROJECT SPONSOR

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City of Dublin, City of Pleasanton

### LEAD AGENCY

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BART

### PROJECT DESCRIPTION

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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

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This project has been completed.

COMPLETED

## A-5A. I-580 EASTBOUND AUXILIARY LANE

### TVTC PROJECT SPONSOR

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City of Pleasanton

### LEAD AGENCY

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Alameda CTC

### PROJECT DESCRIPTION

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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.

COMPLETED

## A-5B. I-580 HOV LANE WESTBOUND

### TVTC PROJECT SPONSOR

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City of Pleasanton

### LEAD AGENCY

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Alameda CTC

### PROJECT DESCRIPTION

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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

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This project has been completed.

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

### TVTC PROJECT SPONSOR

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City of Pleasanton

### LEAD AGENCY

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Caltrans and Alameda CTC

### PROJECT DESCRIPTION

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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

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This project has been completed.

COMPLETED



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

### TVTC PROJECT SPONSOR

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City of Pleasanton

### LEAD AGENCY

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Caltrans

### PROJECT DESCRIPTION

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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

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This project has been completed.

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.

COMPLETED

## A-9A. CROW CANYON ROAD IMPROVEMENTS PHASE 1



### TVTC PROJECT SPONSOR

Alameda County

### LEAD AGENCY

Alameda County

### PROJECT DESCRIPTION (UPDATED SUMMARY 2021)

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.

### PHASING AND SCHEDULE

Construction of Phase 1 is to be determined.

### COST ESTIMATE AND FUNDING SOURCES

<b>Cost (Millions)</b>	<b>\$18.87</b>
Funding (Millions)	
CMA TIP	\$0.45
Local Alameda County	\$0.45
TVTDF	\$1.55
<b>Total Funding (Millions)</b>	<b>\$2.45</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$8.42</b>

**A-9B. CROW CANYON ROAD IMPROVEMENTS PHASE 2**



**TVTC PROJECT SPONSOR**

Alameda County

**LEAD AGENCY**

Alameda County

**PROJECT DESCRIPTION  
(UPDATED SUMMER 2021)**

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).

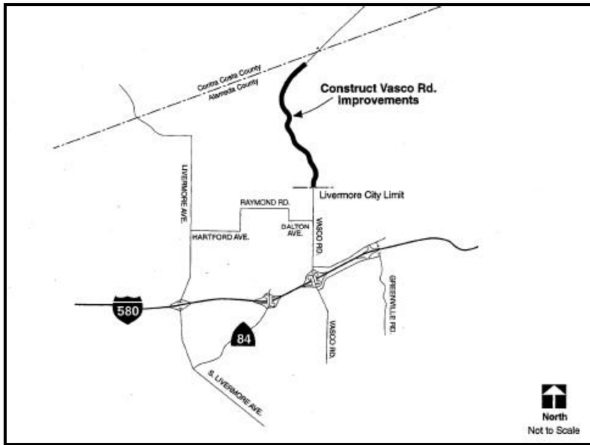
**PHASING AND SCHEDULE**

Phasing and schedule have not yet been determined.

**COST ESTIMATE AND FUNDING SOURCES**

<b>Cost (Millions)</b>	<b>\$58.77</b>
Funding (Millions)	
TVTDF	\$1.69
Total Funding (Millions)	\$1.69
<b>Total Funding Shortfall (Millions)</b>	<b>\$57.08</b>

## A-10A. VASCO ROAD SAFETY IMPROVEMENTS PHASE 1



### TVTC PROJECT SPONSOR

Alameda County

### LEAD AGENCY

Alameda County

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

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 installation 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.

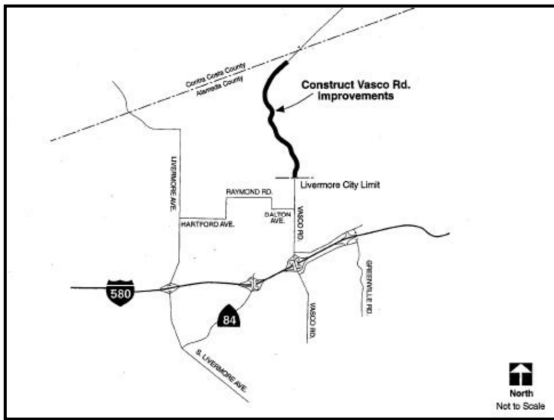
### PHASING AND SCHEDULE

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 ESTIMATE AND FUNDING SOURCES

<b>Cost (Millions)</b>	<b>\$40.57</b>
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
<b>Total Funding (Millions)</b>	<b>\$29.43</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$11.14</b>

## A-10B. VASCO ROAD SAFETY IMPROVEMENTS PHASE 2



### TVTC PROJECT SPONSOR

Alameda County

### LEAD AGENCY

Alameda County

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

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.

### PHASING AND SCHEDULE

The Phase 2 project is expected to begin Project Study Report (PSR) in 2016. Alameda County is in progress to retain consultant services.

### COST ESTIMATE AND FUNDING SOURCES

<b>Cost (Millions)</b>	<b>\$31.20</b>
Funding (Millions)	
TVTDF	\$2.58
<b>Total Funding (Millions)</b>	<b>\$2.58</b>
<b>Total Funding Shortfall (Millions, 2015)</b>	<b>\$28.62</b>

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



### TVTC PROJECT SPONSOR

City of Dublin

### LEAD AGENCY

Livermore Amador Valley Transit Authority (LAVTA)

### OTHER INVOLVED PARTIES

City of Livermore, City of Pleasanton

### PROJECT DESCRIPTION (UPDATED SUMMARY 2021)

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, 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

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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.

#### PHASING AND SCHEDULE

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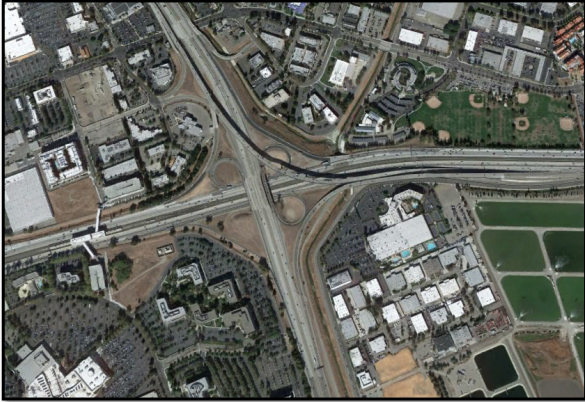
Costs for Phase 2 have been updated to reflect current pricing for the project elements listed above. Phase 2 Scope of work, schedule, and full funding parameters are not known at this time.

#### COST ESTIMATE AND FUNDING SOURCES

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<b>Phase 2:</b>	
<b>Cost (Millions)</b>	<b>\$22.35</b>
Funding (Millions)	
TVTDF	\$1.94
<b>Total Funding (Millions)</b>	<b>\$1.94</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$20.41</b>

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



### TVTC PROJECT SPONSOR

City of Dublin

### LEAD AGENCY

Alameda CTC

### OTHER INVOLVED PARTIES

Caltrans and City of Pleasanton

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

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.

### PHASING AND SCHEDULE

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 priority project list, while Phase 2 is listed under 30-Year project list.

COST ESTIMATE AND FUNDING SOURCES

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<b>Cost (Millions)</b>	<b>\$1,785.65</b>
Funding (Millions)	
Measure BB	\$20.00
TVTDF	\$1.00
<b>Total Funding (Millions)</b>	<b>\$21.00</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$1,764.65</b>

**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

COMPLETED

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



#### TVTC PROJECT SPONSOR

City of Livermore

#### LEAD AGENCY

Caltrans

#### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

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.

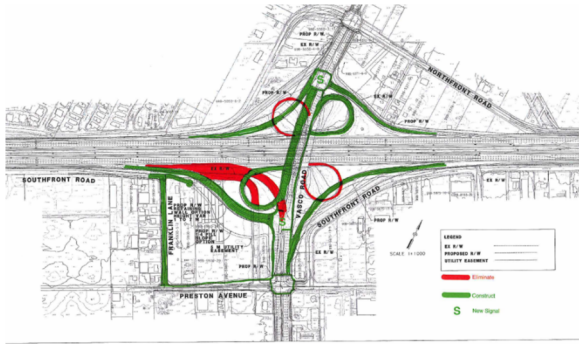
#### PHASING AND SCHEDULE

The project schedule and phasing are not available at this time.

#### COST ESTIMATE AND FUNDING SOURCES

<b>Cost (Millions)</b>	<b>\$61.00</b>
Funding (Millions)	
Livermore TIF	\$53.07
<b>Total Funding (Millions)</b>	<b>\$53.07</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$7.93</b>

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



### TVTC PROJECT SPONSOR

City of Livermore

### LEAD AGENCY

Caltrans

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

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.

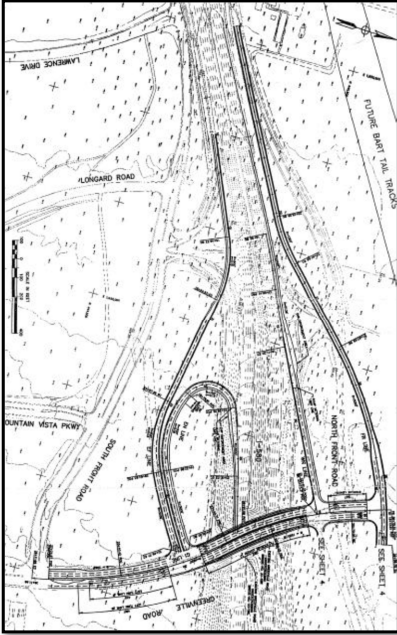
### PHASING AND SCHEDULE:

A PSR and programmatic environmental impact report (EIR) for right-of-way protection has been completed. Right-of-way acquisition is underway.

### COST ESTIMATE AND FUNDING SOURCES:

<b>Cost (Millions)</b>	<b>\$85.65</b>
Funding (Millions)	
Livermore TIF	\$67.66
Measure BB	\$1.38
TVTDF	\$8.57
<b>Total Funding (Millions)</b>	<b>\$77.61</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$8.07</b>

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



### TVTC PROJECT SPONSOR

City of Livermore

### LEAD AGENCY

Caltrans

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

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 Environmental Impact Report (EIR) for right-of-way protection has been completed. Right-of-way acquisition is underway.

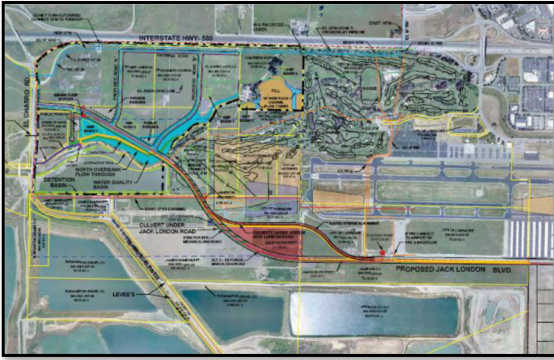
### PHASING AND SCHEDULE

The project phasing and schedule is unavailable.

### COST ESTIMATE AND FUNDING SOURCES

<b>Cost (Millions)</b>	<b>\$86.00</b>
Funding (Millions)	
Livermore TIF	\$67.08
<b>Total Funding (Millions)</b>	<b>\$67.08</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$18.92</b>

## B-6. JACK LONDON BOULEVARD EXTENSION



### TVTC PROJECT SPONSOR

City of Livermore

### LEAD AGENCY

City of Livermore

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

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.

### PHASING AND SCHEDULE

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.

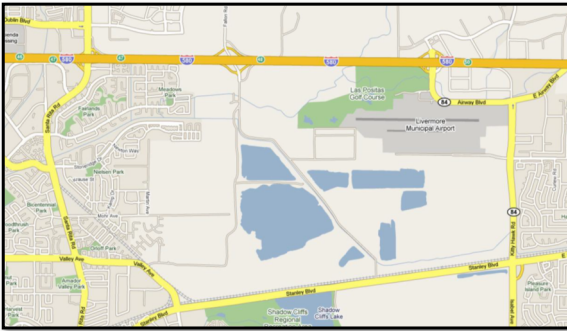
### COST ESTIMATE AND FUNDING SOURCES

#### Phase 2:

<b>Cost (Millions)</b>	<b>\$28.16</b>
Funding (Millions)	
Livermore TIF	\$18.08
<b>Total Funding (Millions)</b>	<b>\$18.08</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$10.08</b>



## 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 (UPDATED SUMMER 2021)

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 has been incorporated into Project C-5 EL Charro Widening, therefore Project B-7 has been removed from the project list and is no longer considered for funding.

### PHASING AND SCHEDULE

The project has been removed from the project list and is no longer considered for funding.

**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**

*(UPDATED SUMMER 2021)*

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
- **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)

**Safety Improvement Project**

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**

The roadway widening project consist of two segments:

- Segment A – Windemere Parkway to County line
- Segment B – Quarry Lane School/ Wallis Ranch Drive to North Dublin Ranch Drive

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 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.

**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.

**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.

**PHASING AND SCHEDULE**

**Safety Improvement Project**

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**

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 ESTIMATE AND FUNDING SOURCES**

**Contra Costa County:**

<b>Cost (Millions)</b>	<b>\$38.19</b>
Funding (Millions)	
Contra Costa Traffic Mitigation Fees	\$18.73
TVTDF	\$6.38
<b>Total Funding (Millions)</b>	<b>\$25.11</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$13.08</b>

**City of Dublin:**

<b>Cost (Millions)</b>	<b>\$49.89</b>
Funding (Millions, 2015)	
Dublin EDTIF	\$2.49
Dublin Transportation Improvement Fee (TIF) Program	\$1.00
Dublin Dougherty Valley Contributions	\$2.13
TVTD (City of Dublin 20% Local Funding)	\$2.80
TVTDF	\$1.45
<b>Total Funding (Millions)</b>	<b>\$9.87</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$40.02</b>

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

**TVTC PROJECT SPONSOR**

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City of San Ramon

**LEAD AGENCY**

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CCTA

**OTHER INVOLVED PARTIES**

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Caltrans

**PROJECT DESCRIPTION**

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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.

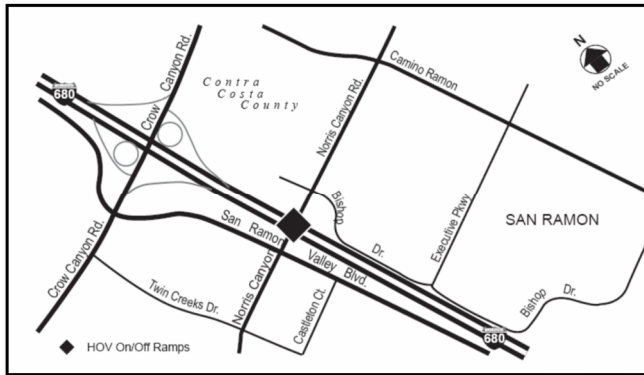
**STATUS**

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This project has been completed.

COMPLETED

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



TVTC PROJECT  
SPONSOR

City of San Ramon

LEAD AGENCY

CCTA

### PROJECT DESCRIPTION (UPDATED SUMMER 2016)

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.

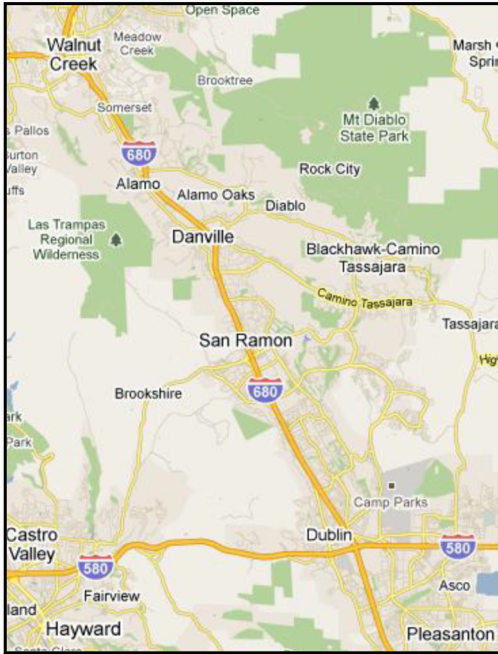
### STATUS

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.

### PHASING AND SCHEDULE

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**  
*(UPDATED SUMMER 2021)*

Project 11-B is located along I-680 in San Ramon. The project would fund a corridor express lane and operational improvements to facilitate carpools and increase transit use in the corridors 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**

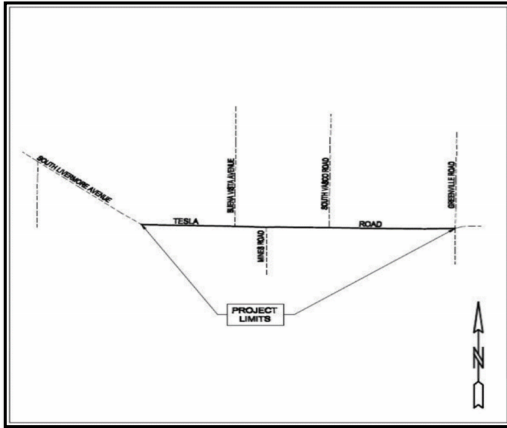
A Project Study "I-680 Transit Investment Congestion Relief Study" was completed in 2015 with Measure J funds. Specific details for this project will be further developed when additional funding is identified.

Project 11b has been incorporated into Project C-10 Innovate 680 and therefore has been removed from the project list and is no longer considered for funding.

**PHASING AND SCHEDULE**

The project has been removed from the project list and is no longer considered for funding.

## C-1. TESLA ROAD SAFETY IMPROVEMENT



### TVTC PROJECT SPONSOR

Alameda County

### LEAD AGENCY

Alameda County

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

Project C-1 is 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

The project is currently in the scoping phase.

### PHASING AND SCHEDULE

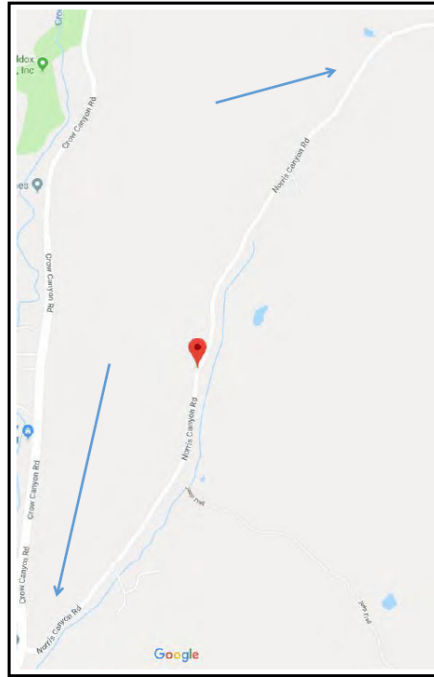
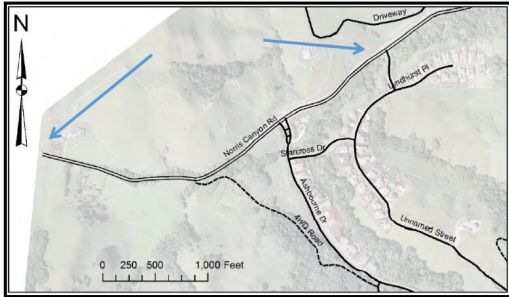
The scoping phase is expected to be completed by 2024.

### COST AND FUNDING SOURCES

<b>Cost (Millions)</b>	<b>\$13.19</b>
Funding (Millions)	\$0.00
<b>Total Funding (Millions)</b>	<b>\$0.00</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$13.19</b>



## C-2. NORRIS CANYON ROAD SAFETY IMPROVEMENT



### TVTC PROJECT SPONSORS

Contra Costa County, Alameda County

### LEAD AGENCY

Contra Costa County, Alameda County

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

Project C-2 includes countermeasures that will increase safety on a Norris Canyon Road, 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.

### 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.

## PHASING AND SCHEDULE

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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 (ROW) Acquisition, Construction, and Construction Inspection.

## COST AND FUNDING SOURCES

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### Contra Costa County (Segment 1 & 2):

<b>Cost (Millions)</b>	<b>\$8.00*</b>
Funding (Millions)	
TVTDF	\$0.00**
<b>Total Funding (Millions)</b>	<b>\$0.00</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$8.00</b>

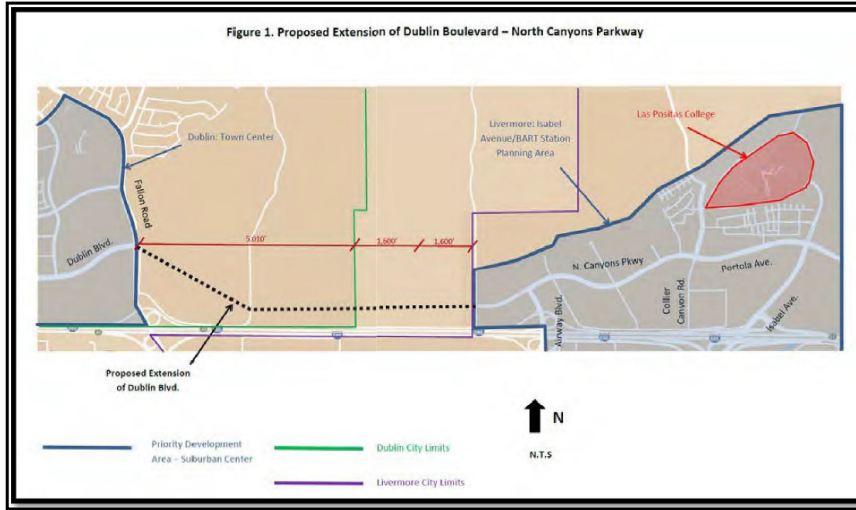
\*Segment 1: \$2 million, Segment 2: \$6 million

### Alameda County (Segment 3):

<b>Cost (Millions)</b>	<b>\$16.49</b>
Funding (Millions)	
TVTDF	\$0.00**
<b>Total Funding (Millions)</b>	<b>\$0.00</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$16.49</b>

\*\*2022 SEP programed \$0.54 Million for Project C-2, but the share between Contra Costa and Alameda County is to be determined.

### C-3. DUBLIN BOULEVARD – NORTH CANYONS PARKWAY EXTENSION



#### TVTC PROJECT SPONSORS

City of Dublin, City of Livermore

#### LEAD AGENCY

City of Dublin, City of Livermore, LAVTA

#### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

Project C-3 will construct the street extension to connect Dublin Boulevard 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

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This project is currently in Preliminary Design Phase including the environmental analysis for the project.

## PHASING AND SCHEDULE

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The environmental approval was completed in December 2019. Currently the PS&E and ROW certification is in progress and is anticipated to be completed in 2023. Construction is anticipated to begin in 2023.

## COST AND FUNDING SOURCES

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<b>Cost (Millions)</b>	<b>\$160.39</b>
Funding (Millions)	
Measure BB	\$7.75
Federal	\$0.54
Local	\$17.20
Total Funding (Millions)	<b>\$25.49</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$134.91</b>

## C-4. VASCO ROAD AT DALTON AVENUE INTERSECTION IMPROVEMENTS



### TVTC PROJECT SPONSORS

Alameda County, City of Livermore

### LEAD AGENCY

Alameda County, City of Livermore

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

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

The project is in the scoping phase.

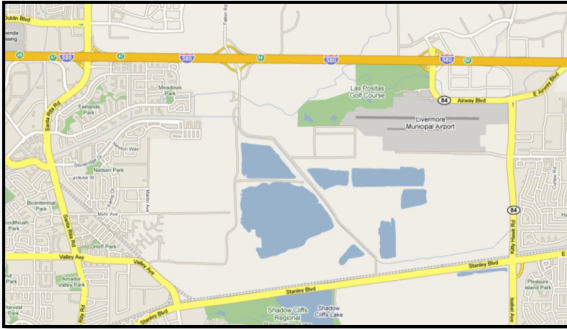
### PHASING AND SCHEDULE

The scoping phase is expected to be completed by 2023.

### Cost and Funding Sources:

<b>Cost (Millions)</b>	<b>\$3.39</b>
Funding (Millions)	\$0.00
Total Funding (Millions)	<b>\$0.00</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$3.39</b>

## C-5. EL CHARRO ROAD WIDENING



### TVTC PROJECT SPONSOR

City of Pleasanton

### LEAD AGENCY

City of Pleasanton

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

Project C-5 will construct El Charro 1.7 miles south of its current terminus at Stoneridge Drive/ Jack London

Boulevard. This segment will consist 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.

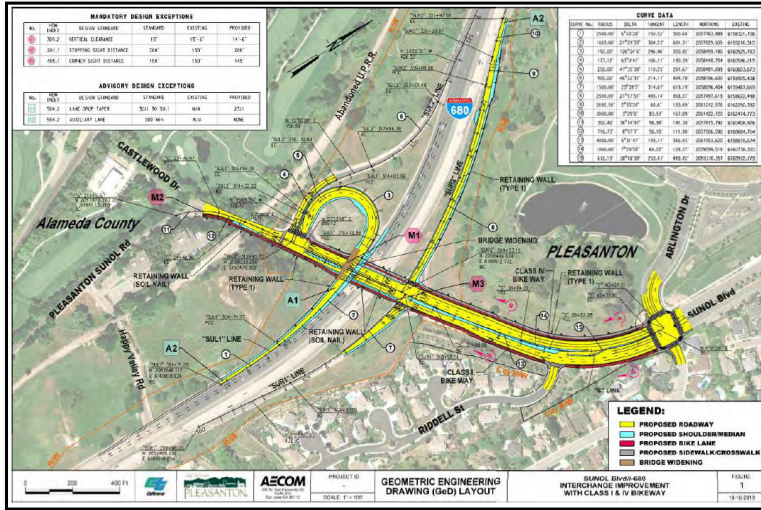
### PHASING AND SCHEDULE

Phasing and schedule are unavailable at this time.

### COST AND FUNDING SOURCES

<b>Cost (Millions)</b>	<b>\$68.09</b>
Funding (Millions)	
Pleasanton TIF	\$30.00
<b>Total Funding (Millions)</b>	<b>\$30.00</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$38.09</b>

## C-6. SUNOL/680 INTERCHANGE IMPROVEMENTS



### TVTC PROJECT SPONSOR

City of Pleasanton

### LEAD AGENCY

City of Pleasanton

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

Project C-6 will fund the design of the I-680 at Sunol Boulevard interchange improvement. This will include a PSR to establish a project scope and cost estimate, environmental documentation, and the preparation of PS&E.

### STATUS

Currently in PSR-PDS phase.

### PHASING AND SCHEDULE

Currently the project is in the PSR-PDS. Scheduling for future phases is to be determined.

COST AND FUNDING SOURCES

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<b>Cost (Millions)</b>	<b>\$16.60</b>
Funding (Millions)	
Pleasanton TIF	\$2.00
TVTDF	\$2.65
<b>Total Funding (Millions)</b>	<b>\$4.65</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$11.95</b>



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



**TVTC PROJECT SPONSOR**

City of Pleasanton

**LEAD AGENCY**

Alameda CTC, City of Pleasanton

**PROJECT DESCRIPTION (UPDATED SUMMER 2021)**

Project C-7 will close the gap between existing and in-progress 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.

Design and construction of this project is being rolled out in two phases: southbound (Phase 1) and northbound (Phase 2).

**STATUS**

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.

**PHASING AND SCHEDULE**

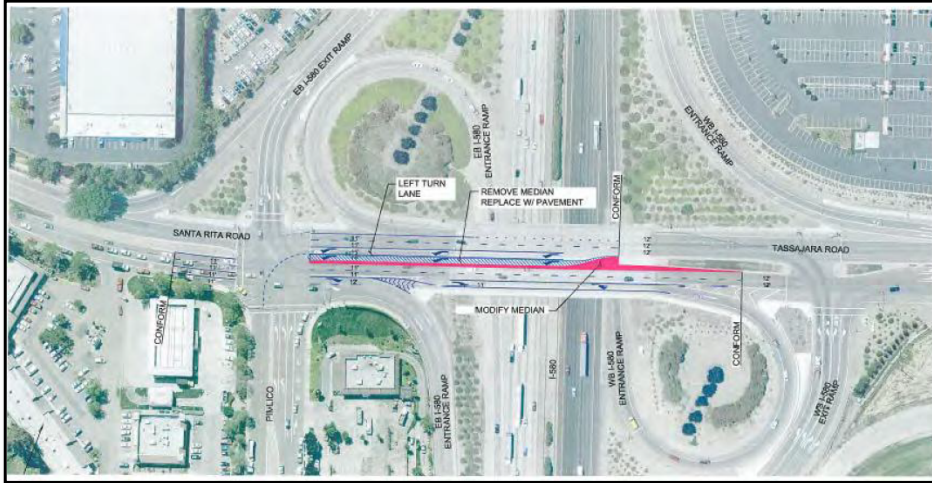
The project is expected to be constructed in several stages.

- Phase 1 (Southbound) – 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.
- Phase 2 (Northbound) - Schedule is undetermined at this time.

**COST AND FUNDING SOURCES**

<b>Cost (Millions)</b>	<b>\$527.57</b>
Funding (Millions)	
Measures BB	\$20.00
TVTDF	\$21.20
<b>Total Funding (Millions)</b>	<b>\$41.20</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$486.37</b>

## C-8. SANTA RITA/I-580 INTERCHANGE



### TVTC PROJECT SPONSOR

City of Pleasanton

### LEAD AGENCY

City of Pleasanton

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

Project C-9 will construct a second 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.

### PHASING AND SCHEDULE

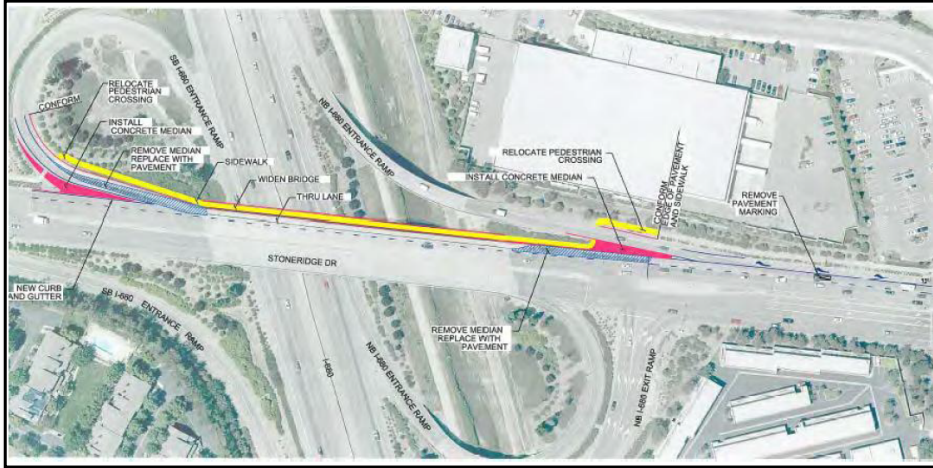
Phasing and schedule have not yet been determined.

COST AND FUNDING SOURCES

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<b>Cost (Millions)</b>	<b>\$10.33</b>
Funding (Millions)	
Pleasanton TIF	\$7.70
TVTDF	\$1.03
<b>Total Funding (Millions)</b>	<b>\$8.73</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$1.60</b>

## C-9. STONERIDGE/I-680 INTERCHANGE



### TVTC PROJECT SPONSOR

City of Pleasanton

### LEAD AGENCY

City of Pleasanton

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

Project C-9 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 is currently in progress.

### PHASING AND SCHEDULE

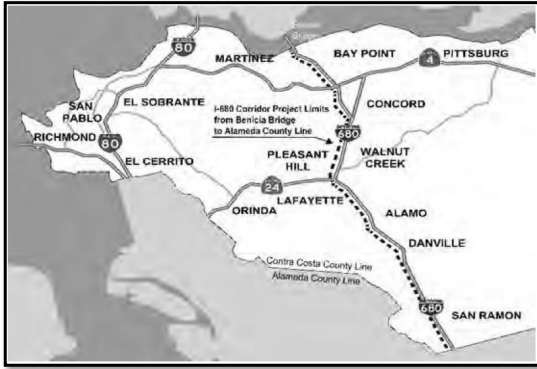
Phasing and schedule have not yet been determined.

COST AND FUNDING SOURCES

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

## C-10. INNOVATE 680



### TVTC PROJECT SPONSORS

Town of Danville, City of San Ramon,  
Contra Costa County

### LEAD AGENCY

CCTA, Town of Danville, City of San  
Ramon, Contra Costa County, CCTA

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

Innovate 680 will 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

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Currently in planning and project approval & environmental documents (PA&ED) phase.

## PHASING AND SCHEDULE

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It is anticipated that by 2024, Advance technology portion of the project will finalize and adopt a concept of operations document and begin implementation, conduct environmental studies, and begin the design phase.

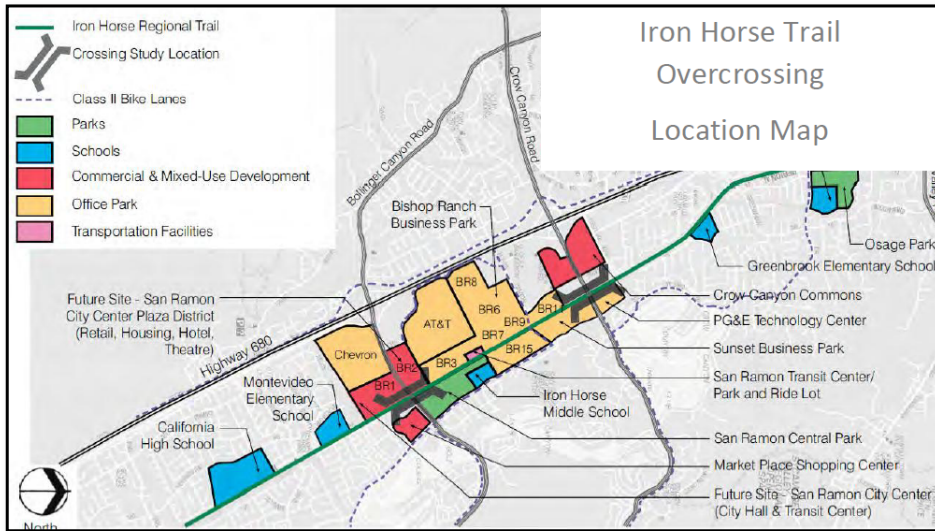
## COST AND FUNDING SOURCES

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### Advance Technologies:

<b>Cost (Millions)</b>	<b>\$57.21</b>
Funding (Millions)	
Measure J	\$0.55
STMP	\$2.00
TVTDF	\$5.72
<b>Total Funding (Millions)</b>	<b>\$8.27</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$48.94</b>

**C-11A. IRON HORSE TRAIL BICYCLE PEDESTRIAN OVERCROSSING – BOLLINGER CANYON ROAD**



**TVTC PROJECT SPONSORS**

City of San Ramon, Contra Costa County

**LEAD AGENCY**

CCTA, City of San Ramon, Contra Costa County

**PROJECT DESCRIPTION (UPDATED SUMMER 2021)**

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. Project C-11a will construct an overcrossing at 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

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Currently in PA&ED phase.

PHASING AND SCHEDULE

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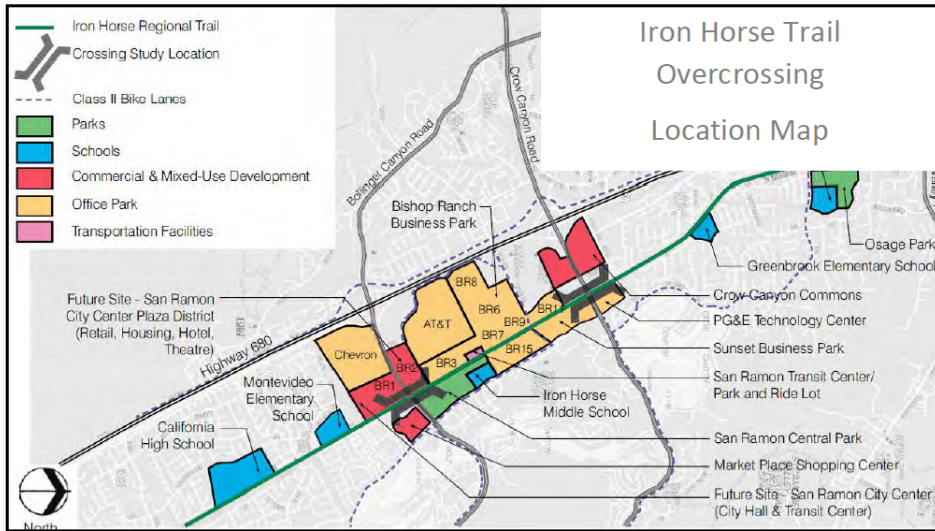
The CEQA phase has been completed and the PA &ED has begun.

COST AND FUNDING SOURCES

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<b>Cost (Millions)</b>	<b>\$22.88</b>
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
TVTDF	\$2.29
<b>Total Funding (Millions)</b>	<b>\$16.58</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$6.30</b>

**C-11B. IRON HORSE TRAIL BICYCLE PEDESTRIAN OVERCROSSING – CROW CANYON ROAD**



**TVTC PROJECT SPONSORS**

City of San Ramon, Contra Costa County

**LEAD AGENCY**

CCTA, City of San Ramon, Contra Costa County

**PROJECT DESCRIPTION (UPDATED SUMMER 2021)**

The 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. Project C-11a will construct an overcrossing at Crow Canyon Road. At this location, the overcrossing will provide substantial benefits including:

Improve safety by eliminating conflicts between pedestrians, bicyclists, and motorists;

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

**STATUS**

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Currently in PA&ED phase.

**PHASING AND SCHEDULE**

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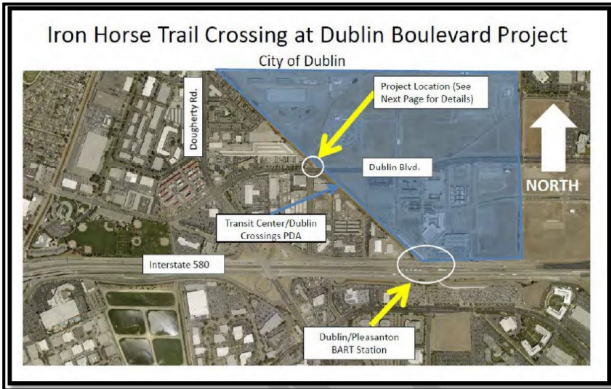
The CEQA phase has been completed and the PA &ED has begun.

**COST AND FUNDING SOURCES**

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<b>Cost (Millions)</b>	<b>\$19.69</b>
Funding (Millions)	\$0.00
Total Funding (Millions)	<b>\$0.00</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$19.69</b>

## C-11C. IRON HORSE TRAIL CROSSING AT DUBLIN BOULEVARD



### TVTC PROJECT SPONSOR

City of Dublin

### LEAD AGENCY

City of Dublin

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

Project C-11c 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.

### PHASING AND SCHEDULE

Environmental approval was complete in December 2019. PS&E began in June 2018.

COST AND FUNDING SOURCES

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<b>Cost (Millions)</b>	<b>\$11.60</b>
Funding (Millions)	
2014 MBB	\$6.05
TFCA	\$0.86
Local	\$1.59
Private	\$1.00
Safe Route to BART Grant	\$1.50
TVTDF	\$0.60
<b>Total Funding (Millions)</b>	<b>\$11.60</b>
<b>Total Funding Shortfall (Millions)</b>	<b>-</b>

**C-11D. IRON HORSE TRAIL - LIVERMORE**



**TVTC PROJECT SPONSOR**

City of Livermore

**LEAD AGENCY**

City of Livermore

**PROJECT DESCRIPTION (UPDATED SUMMER 2021)**

This project will extend existing trail and provide gap closures.

**STATUS**

Feasibility Study/Environmental has been completed.

**PHASING AND SCHEDULE**

Feasibility Study/Environmental has been completed. Schedule for design has yet to be determined.

**COST AND FUNDING SOURCES**

<b>Cost (Millions)</b>	<b>\$26.99</b>
Funding (Millions)	
TVTDF	\$2.70
<b>Total Funding (Millions)</b>	<b>\$2.70</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$24.29</b>

**C-11E. IRON HORSE TRAIL TO SHADOW CLIFFS CONNECTION**



**TVTC PROJECT SPONSORS**

City of Pleasanton

**LEAD AGENCY**

City of Pleasanton

**PROJECT DESCRIPTION (UPDATED SUMMER 2021)**

Currently, the Iron Horse Trail 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 space under the railroad bridge that could accommodate the trail.

Project C-11e 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.

**PHASING AND SCHEDULE**

The phasing and schedule for this project have not been defined.

**COST AND FUNDING SOURCES**

<b>Cost (Millions)</b>	<b>\$1.65</b>
Funding (Millions)	
Pleasanton TIF	\$0.60
Direct Developer Fee	\$0.75
TVTDF	\$0.16
<b>Total Funding (Millions)</b>	<b>\$1.51</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$0.14</b>

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



**TVTC PROJECT SPONSOR**

City of Pleasanton

**LEAD AGENCY**

City of Pleasanton

**PROJECT DESCRIPTION (UPDATED SUMMER 2021)**

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.

**PHASING AND SCHEDULE**

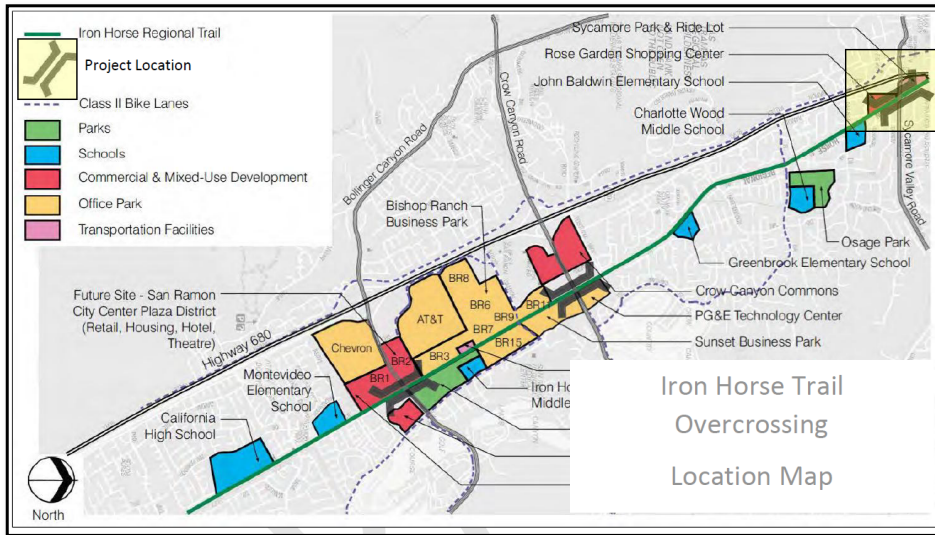
The phasing and schedule for this project have not been defined.

**COST AND FUNDING SOURCES**

<b>Cost (Millions)</b>	<b>\$0.87</b>
Funding (Millions)	
Pleasanton TIF	\$0.40
<b>Total Funding (Millions)</b>	<b>\$0.40</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$0.48</b>



**C-11G. IRON HORSE TRAIL BICYCLE/PEDESTRIAN OVERCROSSING – SYCAMORE VALLEY ROAD**



**TVTC PROJECT SPONSOR**

Town of Danville, Contra Costa County

**LEAD AGENCY**

Town of Danville, Contra Costa County, CCTA

**PROJECT DESCRIPTION (UPDATED SUMMER 2021)**

The Iron Horse Trail 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. Project C-11g will construct an overcrossing at Sycamore Valley 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

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

PHASING AND SCHEDULE

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PSR (Feasibility Study) is completed.

COST AND FUNDING SOURCES

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<b>Cost (Millions)</b>	<b>\$19.78</b>
Funding (Millions)	\$0.00
<b>Total Funding (Millions)</b>	<b>\$0.00</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$19.78</b>

## 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

### LEAD AGENCY

Contra Costa County, Town of Danville, City of San Ramon Alameda County, City of Dublin, City of Livermore, and City of Pleasanton

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

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.

### PHASING AND SCHEDULE

The phasing and schedule for this project have not been defined.

### COST AND FUNDING SOURCES

<b>Cost (Millions)</b>	<b>\$85.60</b>
Funding (Millions)	\$0.00
<b>Total Funding (Millions)</b>	<b>\$0.00</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$85.60</b>

## C-12. HACIENDA/I-580 INTERCHANGE IMPROVEMENTS



### TVTC PROJECT SPONSOR

City of Dublin, City of Pleasanton

### LEAD AGENCY

City of Dublin, City of Pleasanton

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

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.

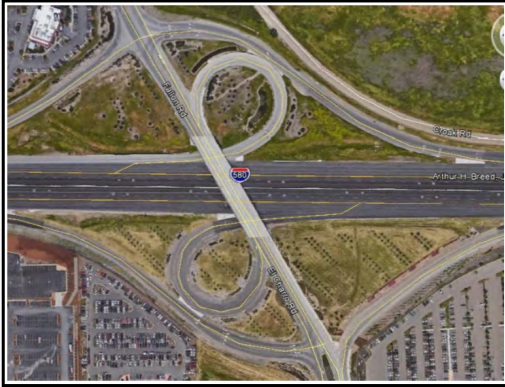
### PHASING AND SCHEDULE

It is anticipated that environmental approval will be completed in late 2022 and PS&E begin in early 2023.

### COST AND FUNDING SOURCES

<b>Cost (Millions)</b>	<b>\$39.13</b>
Funding (Millions)	
Dublin TIF	\$4.95
Pleasanton TIF	\$0.04
<b>Total Funding (Millions)</b>	<b>\$4.63</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$34.50</b>

### C-13. FALLON/EL CHARRO INTERCHANGE IMPROVEMENTS



**TVTC PROJECT SPONSOR**

City of Pleasanton, City of Dublin, City of Livermore

**LEAD AGENCY**

City of Pleasanton, City of Dublin, City of Livermore

**PROJECT DESCRIPTION (UPDATED SUMMER 2021)**

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 turn lanes; widening of the eastbound on-ramp; widening of the westbound off-ramp to provide two left turn and two right turn lanes; and widening of the westbound on-ramp.

**STATUS**

The project is currently not yet started.

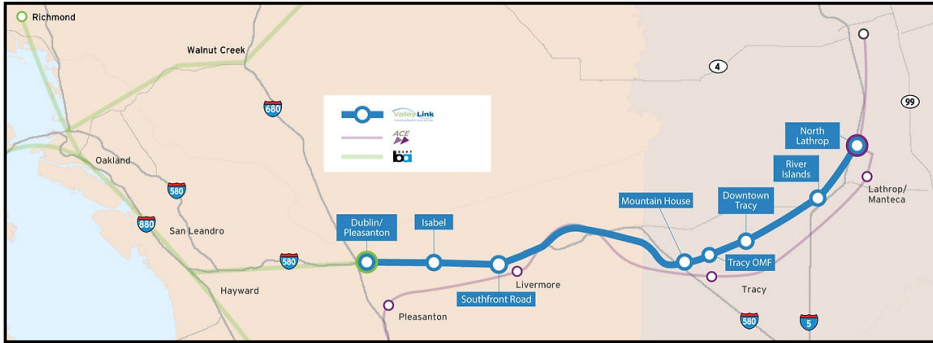
**PHASING AND SCHEDULE**

The phasing and schedule for this project have not been defined.

**COST AND FUNDING SOURCES**

<b>Cost (Millions)</b>	<b>\$34.51</b>
Funding (Millions)	
Dublin TIF	\$4.05
Pleasanton TIF	\$4.10
Livermore TIF	\$6.40
TVTDF	\$3.45
<b>Total Funding (Millions)</b>	<b>\$18.00</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$16.51</b>

## C-14. VALLEY LINK RAIL (PHASE 1)



### TVTC PROJECT SPONSOR

City of Pleasanton, City of Dublin, City of Livermore, Alameda County

### LEAD AGENCY

City of Pleasanton, City of Dublin, City of Livermore, Alameda County

### PROJECT DESCRIPTION (UPDATED SUMMER 2021)

Valley Link Rail project will connect Northern San Joaquin County communities to the Tri-Valley and BART through 41 miles of rail and 7 stations. The project will extend from the planned Altamont Corridor Express (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 Southfront).

### STATUS

The EIR was completed in 2021.

### PHASING AND SCHEDULE

The project will be completed in multiple phases:

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

COST AND FUNDING SOURCES

---

<b>Cost (Millions)</b>	<b>\$258.25</b>
Funding (Millions)	
TVTDF	\$20.68
<b>Total Funding (Millions)</b>	<b>\$20.68</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$237.57</b>

## C-15. TECHNOLOGY ENHANCEMENTS

### TVTC PROJECT SPONSOR

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City of Pleasanton, City of Dublin, City of Livermore

### LEAD AGENCY

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City of Pleasanton, City of Dublin, City of Livermore, LAVTA

### PROJECT DESCRIPTION *(UPDATED SUMMER 2021)*

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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 continuous 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 SAVs to improve transit connectivity to shift travelers from SOVs to transit.
- E. Prepare intersections around transit center and BART 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 complete the construction/implementation and operation of the proposed project.

### STATUS

---

The project is currently not yet started.



PHASING AND SCHEDULE

---

The phasing and schedule for this project have not been defined.

COST AND FUNDING SOURCES

---

<b>Cost (Millions)</b>	<b>\$0.33</b>
Funding (Millions)	\$0.00
Total Funding (Millions)	<b>\$0.00</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$0.33</b>

## C-16. I-680 EXPRESS BUS SERVICE

### TVTC PROJECT SPONSORS

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Alameda CTC, CCTA

### LEAD AGENCY

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Alameda CTC, CCTA

### PROJECT DESCRIPTION *(UPDATED SUMMER 2021)*

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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 reliability, 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 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.

### PHASING AND SCHEDULE

---

The phasing and schedule for this project have not been defined.

COST AND FUNDING SOURCES

---

<b>Cost (Millions)</b>	<b>\$59.35</b>
Funding (Millions)	\$0.00
Total Funding (Millions)	<b>\$0.00</b>
<b>Total Funding Shortfall (Millions)</b>	<b>\$59.35</b>

# Appendix B – Project Prioritization

ID	Project	Prioritization							Score Total Sum of Columns A, C, E, F & G; Maximum of 15	PriorityScore Score total on 10-pt scale	PriorityScore Rank Rank 1 through 37
		A	B	C	D	E	F	G			
		Project Urgency <sup>1</sup>	TVTDF Allocation <sup>2</sup>	TVTDF Allocation Score	Project Readiness <sup>3</sup>	Project Funding <sup>4</sup>	Project Effectiveness <sup>5</sup>				
Urgency Score	% TVTDF Allocation	TVTDF Allocation Score	Current Project Stage	Readiness Score	Funding Score	Effectiveness Score					
A-2a	SR 84 Expressway (I-580 to I-680) - Segment 3	Phase Fully Funded									
A-2a	SR 84 Expressway (I-580 to I-680) - Segment 5	Phase Fully Funded									
A-2b	SR 84 / I-580 Interchange - Phase 1	Project Completed									
A-2b	SR 84 / I-580 Interchange - Phase 2	1	23%	1	PRE-PID	0.5	2.92	1	6.42	4.28	35
A-9a	Crow Canyon Improvements Phase 1	1	14%	2	PRE-PID	0.5	0.68	2	6.18	4.12	36
A-9b	Crow Canyon Improvements Phase 2	1	3%	3	PRE-PID	0.5	0.09	2	6.59	4.39	34
A-10a	Vasco Road Safety Improvements Phase 1	1	8%	3	PRE-PID	0.5	2.18	2	8.68	5.78	24
A-10b	Vasco Road Safety Improvements Phase 2	1	8%	3	PRE-PID	0.5	0.25	2	6.75	4.50	32
A-11	Express Bus/Bus Rapid Transit (BRT) - Phase 2	1	5%	3	PRE-PID	0.5	0.15	2	6.65	4.44	33
B-1	I-580/I-680 Interchange (Westbound to Southbound)	2	0%	3	PSR	1.0	0.04	3	9.04	6.02	23
B-3	I-580/First Street Interchange Modification	1	0%	3	PRE-PID	0.5	2.61	1	8.11	5.41	28
B-4	I-580/Vasco Road Interchange Modification	2	8%	3	PSR	1.0	2.66	2	10.66	7.10	13
B-5	I-580/Greenville Rd Interchange Modification	2	0%	3	PRE-PID	0.5	2.34	3	10.84	7.23	10
B-6	Jack London Blvd. Extension	1	0%	3	PRE-PID	0.5	1.93	1	7.43	4.95	31
B-7	El Charro Rd Extension (Stoneridge Dr/Jack London Blvd to Stanley Boulevard)	Project Removed - Incorporated into Project C-5									
B-8a	Camino Tassajara/Tassajara Rd Widening Project (Contra Costa County Segment)	3	14%	2	PA/ED	1.5	1.30	3	10.80	7.20	11
B-8b	Camino Tassajara/Tassajara Rd Widening Project (Dublin Segment)	2	0%	3	PS&E	2.0	1.37	3	11.37	7.58	6
B-10	I-680 Southbound HOV Lane Gap Closure (North Main St to Rudgear Rd)	Project Completed									
B-11b	I-680 Transit Corridor Improvements	Project Removed - Incorporated into Project C-10									
C-1	Tesla Road Safety Improvements	3	0%	3	PSR	1.0	0.00	3	10.00	6.67	18
C-2	Norris Canyon Road Safety Improvement - Segment 1	3	0%	3	PA/ED	1.5	0.97	3	11.47	7.65	5
C-2	Norris Canyon Road Safety Improvement - Segment 3	1	0%	3	PRE-PID	0.5	0.00	1	5.50	3.67	37
C-3	Dublin Boulevard - North Canyons Parkway Extension	3	0%	3	PS&E	2.0	0.48	3	11.48	7.65	4
C-4	Vasco Road at Dalton Avenue Intersection Improvements	2	0%	3	PRE-PID	0.5	0.00	2	7.50	5.00	29
C-5	El Charro Widening	2	0%	3	PRE-PID	0.5	1.32	3	9.82	6.55	20
C-6	Sunol/680 Widening	3	0%	3	PA/ED	1.5	1.02	3	11.52	7.68	3
C-7a	I-680 Express Lanes - Hwy 84 to Alcosta (Southbound)	Phase Fully Funded									
C-7b	I-680 Express Lanes - Hwy 84 to Alcosta (Northbound)	3	0%	3	PS&E	2.0	0.28	3	11.28	7.52	7
C-8	Santa Rita/I-580 Interchange	2	0%	3	PRE-PID	0.5	2.24	3	10.74	7.16	12
C-9	Stoneridge/I-680 Interchange	2	0%	3	PRE-PID	0.5	1.98	3	10.48	6.99	17
C-10	Innovate 680	3	0%	3	PA/ED	1.5	0.13	3	10.63	7.09	14
C-11a	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon Road	3	0%	3	PS&E	2.0	1.88	3	12.88	8.58	1
C-11b	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Crow Canyon Road	2	0%	3	PA/ED	1.5	0.00	3	9.50	6.33	21
C-11c	Iron Horse Trail – Dublin	2	0%	3	PS&E	2.0	2.84	3	12.84	8.56	2
C-11d	Iron Horse Trail – Livermore	3	0%	3	PA/ED	1.5	0.00	3	10.50	7.00	15
C-11e	Iron Horse Trail to Shadow Cliffs	2	0%	3	PRE-PID	0.5	2.46	3	10.96	7.30	9
C-11f	Iron House Trail Connection Improvements at Santa Rita Road	2	0%	3	PRE-PID	0.5	1.36	3	9.86	6.58	19
C-11g	Iron Horse Trail Bicycle/Pedestrian Overcrossing – Sycamore Valley Road	1	0%	3	PA/ED	1.5	0.00	2	7.50	5.00	29
C-11h	Iron Horse Trail Safety Improvements	2	0%	3	PRE-PID	0.5	0.00	3	8.50	5.67	25

ID	Project	Prioritization							Score Total Sum of Columns A, C, E, F & G; Maximum of 15	PriorityScore Score total on 10-pt scale	PriorityScore Rank Rank 1 through 37
		A	B	C	D	E	F	G			
		Project Urgency <sup>1</sup>	TVTDF Allocation <sup>2</sup>		Project Readiness <sup>3</sup>		Project Funding <sup>4</sup>	Project Effectiveness <sup>5</sup>			
Urgency Score	% TVTDF Allocation	TVTDF Allocation Score	Current Project Stage	Readiness Score	Funding Score	Effectiveness Score					
C-12	I-580 Interchange Improvements at Hacienda Drive	2	0%	3	PSR	1.0	0.35	2	8.35	5.57	27
C-13	Fallon/El Charro Interchange	3	0%	3	PSR	1.0	1.26	3	11.26	7.51	8
C-14	ValleyLink Rail (Phase 1)	3	0%	3	PA/ED	1.5	0.00	3	10.50	7.00	15
C-15	Feasibility Study of Technology Enhancements to Connect Transit with Arterials and Arterials with Freeways for Connected and Autonomous Vehicles and Vehicle-to-Infrastructure Technologies	2	0%	3	PRE-PID	0.5	0.00	3	8.50	5.67	25
C-16	680 Express Bus Service	3	0%	3	PRE-PID	0.5	0.00	3	9.50	6.33	21

Note

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

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

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

# Appendix C – Land Use Projections

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



		Fiscal Years										2022-2032 Total	20 Yr Growth	Percent of 20 Yr Growth
		22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	31/32			
Contra Costa	Danville													
	Single Family (DU)	25	25	25	25	25	25	25	25	25	25	250	536	47%
	Multi-Family (DU)	48	48	48	48	48	48	48	48	48	48	480	457	105%
	Retail (KSF)	3	3	3	3	3	3	3	3	3	3	30	83	36%
	Office (KSF)	0	0	0	0	0	0	0	0	0	0	0	1	0%
	Industrial (KSF)	0	0	0	0	0	0	0	0	0	0	0	0	0%
	Other (KSF)											0	77	0%
	San Ramon													
	Single Family (DU)	32	60	103	80	77						352	3,117	11%
	Multi-Family (DU)	103	460	498	213	184	250	282	261	248	525	3,024	5,897	51%
	Retail (KSF)		6		61		6	15				88	909	10%
	Office (KSF)					110						110	1,187	9%
	Industrial (KSF)	8										8	139	6%
	Other (KSF)	118	45	25	8							196	1,513	13%
	Unincorporated													
	Single Family (DU)	34	34	34	34	34	34	34	34	34	34	340	117	291%
	Multi-Family (DU)	14	14	14	14	14	14	14	14	14	14	140	147	95%
	Retail (KSF)											0	62	0%
Office (KSF)											0	27	0%	
Industrial (KSF)											0	7	0%	
Other (KSF)											0	78	0%	
Total	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%

# TRI-VALLEY TRANSPORTATION COUNCIL

## Item 4e

**Jean Josey**  
**TVTC Chair**  
**Councilmember**  
Dublin  
(925) 833-2530

**Renee Morgan**  
**TVTC Vice Chair**  
**Councilmember**  
Town of Danville  
(510) 366-0716

**David Haubert**  
**Supervisor District 1**  
Alameda County  
(925) 551-6995

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

**Brittni Kiick**  
**Vice Mayor**  
City of Livermore  
(925) 960-4019

**Julie Testa**  
**Councilmember** City  
of Pleasanton (925)  
931-5001

**Scott Perkins**  
**Councilmember** San  
Ramon  
(925) 973-2544

**To:** Tri-Valley Transportation Council (TVTC)

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

**Date:** January 29, 2024

**Subject:** APPROVE Amended TVTC 2024 Board Meeting  
Schedule

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TVTC 2024 Meeting Schedule has been amended to show the revised Finance Subcommittee meeting date from March 4, 2024, to March 28, 2024. Amended schedule is shown below:

**\*\*\*January 22, 2024, at 4:00 pm – Finance Subcommittee Meeting, City of Dublin, CMO Conference Room, 100 Civic Plaza, Dublin, 94568**

**January 29, 2024, at 4:00 pm – City of Dublin, CMO Conference Room, 100 Civic Plaza, Dublin, 94568**

**\*\*\*March 28, 2024, at 1:00 pm – Finance Subcommittee Meeting, City of Dublin, CMO Conference Room, 100 Civic Plaza, Dublin, 94568**

**April 15, 2024, at 4:00 pm – City of Dublin, CMO Conference Room, 100 Civic Plaza, Dublin, 94568**

**July 15, 2024, at 4:00 pm – Danville Town Offices, Community Meeting Room, 500 La Gonda Way, Danville, CA 94526**

**October 21, 2024, at 4:00 pm – Danville Town Offices, Community Meeting Room, 500 La Gonda Way, Danville, CA 94526**

*\*\*\*Finance subcommittee dates included for informational purposes and subject to member availability*

## RECOMMENDATION

ADOPT the revised 2024 TVTC Board Meeting Calendar.

# Item 5

# TRI-VALLEY TRANSPORTATION COUNCIL

## Item 5a

**Jean Josey**  
**TVTC Chair**  
**Councilmember**  
Dublin  
(925) 833-2530

**Renee Morgan**  
**TVTC Vice Chair**  
**Councilmember**  
Town of Danville  
(510) 366-0716

**David Haubert**  
**Supervisor District 1**  
Alameda County  
(925) 551-6995

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

**Brittni Kiick**  
**Vice Mayor**  
City of Livermore  
(925) 960-4019

**Julie Testa**  
**Councilmember**  
City of Pleasanton  
(925) 931-5001

**Scott Perkins**  
**Councilmember**  
San Ramon  
(925) 973-2544

**To:** TVTC Board

**From:** TVTC Technical Advisory Committee (TAC)

**Date:** January 29, 2024

**Subject:** Adopt TVTC's Draft Tri-Valley Transportation Development Fee Implementation Guidelines.

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### BACKGROUND

On October 16, 2023, TVTC Board reviewed Tri-Valley Transportation Development Fee (TVTDF) Implementation Guidelines and provided feedback.

### DISCUSSION

At the October 16, 2023, TVTC Board study session on the draft TVTDF Implementation Guidelines, staff received a question from the Board regarding the impact of recently adopted state legislation pertaining to streamlined housing development on property owned by educational and/or religious institutions and permitted housing development on property owned by local educational agencies in light of the proposed exemption from the TVTDF in the draft Guidelines for public schools. The State Legislature has passed two bills pertinent to the issue of development of housing projects on school property: AB 2295 and SB4. The Governor signed AB 2295 in September of 2022 and signed SB 4 in October of 2023.

Under AB 2295, a housing development project reserved for local educational agency employees with a majority of the units reserved for affordable units is an allowable use on any real property owned by a local educational agency if the housing development satisfies certain conditions. The bill defines "local educational agency" as "a school district or county office of education." This bill does not exempt projects from payment of impact fees, like the TVTDF. Specifically, the bills states that in order for a project to be eligible, the housing development must comply with all infrastructure-related requirements, including payment of impact fees that are existing or pending at the time the application is submitted. Consequently, a project that seeks approval under AB 2295 is not exempt from development fees under the statute but would likely be exempt under the draft Manual as an affordable housing project. However, to the extent that any of the units in a project are not reserved for affordable units, TVTC could impose the TVTDF on those market rate units consistent with the draft Manual.

## TRI-VALLEY TRANSPORTATION COUNCIL

Under SB 4, local jurisdictions must provide streamlined approval (including exemption from CEQA review) for affordable housing projects that are proposed on any land owned by an independent institution of higher education or religious institution on or before January 1, 2024, if the development satisfies specified criteria. Under SB 4, an independent institution of higher education is defined as “those nonpublic higher education institutions that grant undergraduate degrees, graduate degrees, or both, and that are formed as nonprofit corporations in this state and are accredited by an agency recognized by the United States Department of Education” and a religious institution is defined as “an institution owned, controlled, and operated and maintained by a bona fide church, religious denomination, or religious organization composed of multidenominational members of the same well-recognized religion, lawfully operating as a nonprofit religious corporation...or as a corporation sole pursuant to...the Corporations Code.” This bill does not exempt housing projects approved under this framework from development impact fees; however, the bill does state that local jurisdictions cannot impose special or increased fees on these projects simply because they are approved under the streamlined process.

To summarize, the requirements of SB 4 and AB 2295 do not have any impact on TVTC jurisdictions’ ability to impose the TVTDF on housing development projects on property owned by educational or religious institutions. However, under the proposed exemptions in the current draft Tri-Valley Transportation Development Fee Implementation Guidelines, public school buildings and affordable housing projects are exempt from the TVTDF. Staff has made a clarifying edit to the draft Guidelines to make it explicit that any development of market rate housing on property owned by public schools and/or religious institutions is not exempt from the TVTDF. Affordable housing development projects are exempt from the TVTDF as proposed in the draft Guidelines. Consequently, projects that seek streamlined approval under SB 4 for development of affordable housing on property owned by educational institutions or religious institutions and projects that seek approval of affordable housing for local educational agency employees would be exempt from the TVTDF as affordable housing projects, not because they are being developed on property owned by educational institutions or religious institutions.

Separately, staff also received a question from the Board regarding whether there is flexibility under the Mitigation Fee Act (“MFA”) to adjust the timing of when the TVTDF is collected from project applicants. Both the MFA and the TVTC JEPA speak to this issue.

The MFA imposes some timing requirements for imposition of fees on residential development. Specifically, any local agency that imposes any fees or charges on a residential development for the construction of public improvements or facilities shall not require the payment of those fees or charges until the date of the final inspection, or the date the certificate of occupancy is issued, whichever occurs first. In a multiunit development, the agency may collect fees on a prorata basis on the completion of individual dwelling units. There is some flexibility to impose the fees earlier if certain conditions are met related to fees that are collected for public facilities where the local agency has established an account or appropriated funds for the project and the local agency has adopted a proposed construction schedule or plan prior to final inspection or issuance of the certificate of occupancy. Further, in circumstances where projects involve land transfers, a local agency may defer collection of fees up to the close of escrow. For non-residential projects, jurisdictions often impose development impact fees prior to building permit issuance.

# **TRI-VALLEY TRANSPORTATION COUNCIL**

Section 6(c)(i) of the TVTC JEPAs recommends that jurisdictions adopt TVTDF ordinances/resolutions that impose the TVTDF prior to issuance of building permit or no later than occupancy. Consequently, the timing for collection of the TVTDF is dictated by the TVTC member agencies' individual ordinances/resolutions in accordance with the requirements of the MFA.

As the MFA and the JEPAs outline procedures for the timing of collection, there is limited ability to modify the timing of collection in the Draft Tri-Valley Transportation Development Fee Implementation Guidelines. However, staff has added language into Step 5 of the Fee Collection Process outlined in the Draft Tri-Valley Transportation Development Fee Implementation Guidelines to reflect the recommendation in the JEPAs that member jurisdictions' ordinances/resolutions require the TVTDF be collected prior to issuance of building permit, but no later than occupancy of the project.

## **RECOMMENDATION**

TVTC Staff recommends adopting the Draft Tri-Valley Transportation Development Fee Implementation Guidelines.

## **ATTACHMENTS**

1. Draft Tri-Valley Transportation Development Fee Implementation Guidelines

# Tri-Valley Transportation Council (TVTC)

Tri-Valley Transportation Development Fee Implementation Guidelines

October 2023(DRAFT)

## 1. Introduction and Background

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### Tri-Valley Transportation Council (TVTC)

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 Tri-Valley Transportation Development Fee (Fee or TVTDF) to allocate a fair share of regional infrastructure cost to go towards new development. The first nexus study for the fee program was completed in 1995 and justified allocating the unfunded cost needed to complete all the 11 projects identified in the TVTP/AP to new development.

In October 2013, TVTC signed a Joint Exercise of Powers Agreement to establish the TVTC as a separate agency that is 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. One of the primary duties of the TVTC is the preparation of a TVTP/AP and cost sharing of recommended improvements. As previously noted, the TVTP/AP was originally prepared and presented to all member jurisdictions in April 1995. The TVTP/AP has been subsequently updated in 2004, 2009, 2013, 2017 and 2023.

In addition to updating the TVTP/AP, TVTC has also conducted several subsequent nexus studies and adopted updates to the TVTDF Fee Program and associated project list. The TVTDF Fee Program was most recently updated in 2022.

### Tri-Valley Transportation Development Fee (TVTDF)

The Tri-Valley Transportation Development Fee (TVTDF) allocates a fair share of regional infrastructure costs of new development within seven jurisdictions. These fees go towards regionally-significant transportation projects identified in TVTC Nexus Study. This section summarizes the existing practices and information publicly accessible.

#### Purpose of Fee Implementation Guidelines

The purpose of this document is to be a reference guide for member agencies for calculating TVTDF. This document provides guidance on how to calculate fees and outlines past and current practices among the TVTC member agencies.

This document incorporates (by reference or in practice) the analysis of the Nexus Study, the terms established by the Joint Power Agreement between the member agencies, and regional impact fee implementation policies and practices used by other regional and metropolitan planning organization through the state.



## 2. Fee Collection Process

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### Developments subjected to TVTDF

Except for developments listed in **Appendix B**, all developments within the Tri-Valley development area that receive a land use entitlement from any of the member agencies shall be required to pay the TVTDF.

### Fee Calculation Methodology

Fee calculation flowchart is included in **Appendix C**. Example worksheets are include in **Appendix D**.

#### Step 1 – Identify the Land Use Type

Lead agency should identify the land use type (based on land use definition included in **Appendix A**) to be used to calculate the fee.

#### Step 2 – Calculate the Base Fee

The base fee will be calculated based on the land use type determined in **Step 1**.

$$\text{Base Fee} = \text{Land Use Quantity} \times \text{Fee Rate}$$

Multiply the project's land use quantities (e.g. dwelling units for "single family residential" or square feet gross floor area for "office") by corresponding fee rate

**Example – 100,000 SF retail will be redeveloped into a 250-unit multi-family apartment building. The based fee would equal to:**

$$250 \text{ dwelling units} \times \$3,178.06 \text{ per dwelling unit} = \$794,515$$

#### Step 3 – Calculate Credit

Credits can be given to a development that includes a change in existing development. Credits will be given based on the existing land use. If the property has been vacant for more than 2 years, no credit will be given.

**Example – 100,000 SF retail will be redeveloped into a 250-unit multi-family apartment building. The credit for the retail use would equal to:**

$$100,000 \times \$3.41 \text{ per square feet gross floor area} = \$341,000$$

#### Step 4 – Calculate TVTDF Amount

The TVTD Fee Amount would take the difference between the Base fee, calculated in **Step 2**, and Credit, calculated in **Step 3**.

$$\text{TVTD Fee} = \text{Base Fee} - \text{Credit}$$

**Example – 100,000 SF retail will be redeveloped into a 250-unit multi-family apartment building. The TVTD Fee amount would equal to:**

$$\$794,515 - \$341,000 = \$453,515$$

#### Step 5 – Collect Payment of TVTDF

The development project applicant pays the final calculated TVTDF to the local agency. The TVTDF is separate from any development impact fees that the local agency may be collecting as part of their locally-funded capital improvement fee programs.

To the extent permitted by the language of each member agencies' TVTDF resolutions/ordinances imposing the fee, TVTC recommends that member jurisdictions consider allowing some flexibility in the timing for collection of the TVTDF based on project needs. However, in accordance with Section 6(c)(i) of the JEPA, TVTC recommends that the TVTDF be collected prior to issuance of building permit or no later than occupancy or as otherwise required by the Mitigation Fee Act.

#### Step 6 – Send to TVTC Treasurer

Per Section 6.e.ii of the JEPA, lead agency shall transmit to the Treasurer within 30 days of the end of each quarter not less than 80% of all the TVTD Fees collected by that lead agency during the quarter, and any interest or income generated on such 80% amount, together with notification of the Projects that the lead agency intends to fund with any retained portion of revenues.

Member agencies are eligible to spend the remaining 20% funds only on eligible projects and the funds can be spent at any time. Eligible projects are any project included in the adopted TVTC Strategic Expenditure Plan (SEP).

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### 3. Frequently Asked Questions

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This section provides anticipated Frequently Asked Questions.

1. Which agency collects the TVTDF?

*The local agency, the City/Town/County where the project is located and processed.*

2. What projects are responsible for TVTDF payment?

*Except for developments listed in **Appendix A**, all developments within the Tri-Valley development area that receive a land use entitlement from any of the member agencies shall be required to pay the TVTDF.*

3. How often are the fee rates updated?

*The fee rates are reviewed and adjusted annually as of July 1 of every year.*

4. How should the TVTDF be determined on mixed-use development?

*The fee should be calculated using the rates for each land use category used in the development then tallying up for a total fee. Alternatively, the development can be categorized as “other”, and a traffic study can be completed to determine net new average AM/PM peak hour trips.*

5. Can a developer receive credit or reimbursement for public improvements constructed?

*A developer may be entitled to credit against the TVTDF or to reimbursement from TVTDF if the developer constructs all or a portion of one of the eligible transportation improvement projects identified in the Board approved Nexus Study. Credit or reimbursement shall be provided if TVTC TAC has approved the construction by the developer of all or a portion of the project identified in the nexus study.*

6. Are there any fee credits for demolition of existing buildings to make way for new developments?

*Step 3 of the Fee Calculation Methodology (Chapter 2) outlines how credits can be given for changes to existing developments.*

7. What if a developer is requesting a permit for a building shell, where the final land use for the development is not known?

*The development must identify land use for the shell building in the entitlement request, which can be based on environmental analysis conducted for the building. Fees will be assessed based on the entitlement request. The owner may lease to any occupant that is equal or less intense than the maximum use. No reimbursement is given if the finalized uses are less than anticipated.*

8. How should the TVTDF be determined for developments that require a special study?

*Developments that require a special study would most likely fall under “Other” land use category and the TVTDF would be based on the average AM/PM peak hour trips calculated using rates from the most current edition of the ITE Trip Generation Manual or other approved TVTC trip rates.*

*If the special study uses trip rates that are not based on the ITE Trip Generation Manual or other approved TVTC trip rates, then these rates must be approved by the TVTC TAC. It is recommended that the following language be included in the permit process:*

"THE TRI-VALLEY TRANSPORTATION DEVELOPMENT FEE RATE (TVTDF) OF \$\_PER\_ HAS BEEN CHARGED BASED UPON INITIAL STUDY TO ALLOW THE DEVELOPMENT TO PROCEED. THIS RATE WILL BE SUBMITTED TO TVTC FOR RATIFICATION AND CONFIRMATION AND MAY RESULT IN AN INCREASE OR DECREASE. THE APPLICANT RECOGNIZES THAT THE OPTION IS TO WAIT FOR PAYMENT OF FEES, AND APPROVALS, UNTIL A TVTDF RATE IS DETERMINED OR AGREE TO PAY ANY INCREASE AS DETERMINED."

9. How long can an agency lock in TVTDF for projects with a “vesting tentative map” and Development Agreement?

*Project with vesting tentative map will pay TVTD fee that is in effect at the beginning of the approval year for up to 2 years, regardless of when building permits are pulled for construction, unless there is an agreement justifying extension beyond 2 years. TVTC fees for Development Agreements are based on the terms of the agreement with the member agency. Refer to section 6 (C) of JEPA for significant changes associated with Development Agreements.*

10. When should the need for TVTC TAC review or Board review be necessary for approval for fees or waivers?

*TVTC TAC shall be notified if a member agency has justification to charge a different rate for a land use that may typically fall under the “other” category. TVTC TAC shall also be notified if the number of trips is based on information other than the current ITE Trip Generation manual or approved TVTC trip rates.*

*Board review and approval is necessary if a development is seeking credit or reimbursement (see FAQ #5 for details).*

## Appendix

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A – Land Use Definition

B – Exempted Land Uses

B – TVTDF Calculation Flow Chart

C – TVTDF Calculation Worksheet

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## Appendix A – Land Use Definition

Land Use Category	Definition
Single Family Residential	Buildings or parts of buildings designed and used for occupation as the residence of one family.
Multi-Family Residential	Building or parts of buildings designed and used exclusively as a dwelling unit among other dwelling units, either on the same parcel (e.g. apartments and mobile home parks), or under separate ownership (e.g. condominium, townhomes, duplexes, or duets.)
Office	Developments or parts of developments designed for the purpose of housing non-retail, non-manufacturing business
Retail	Developments or parts of developments design for the purpose of the retail sale of merchandise and services.
Industrial	Developments or parts of developments for the purpose of manufacture or fabrication of products, the processing of material, the warehousing of merchandise for sale of distribution, research and development of industrial products and process, and the wholesaling of merchandise.
Other	Land use not implicitly included within the land use categories of “single-family residential,” “multi-family residential,” “office,” “retail,” or “industrial” and for which alternative trip generation rates can be found in the Institute of Transportation Engineers (ITE) Trip Generation Manual, in a rate schedule that the TVTC has explicitly approved, or as determined by a traffic impact study/analysis.

### “Other” Land Uses

The number of trips used in the fee calculation should be based on the current Institute of Transportation Engineers (ITE) Trip Generation Manual. If there are limited data within the ITE Trip Generation Manual, the City/Town/County traffic engineer may request the applicant to submit a trip generation study. The fee will be assessed based on the net new average AM/PM trips calculated based on the ITE trip generation rates or as shown in the trip generation study.

It is up to the City/Town/County traffic engineer to determine if a development falls under the “other” land use category. *If a member agency has justification to charge a rate different than the “other” rate, TVTC TAC must be notified.*

Per the Nexus study, Office/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. Industrial includes agriculture, manufacturing, and trading employment-types.

Some examples of land use categories that may need traffic engineers' discretion based on the project description and/or supported by special study to determine if a land use falls under "other" or a different category include:

- Entertainment/Recreational
  - Conference Centers
  - Dance studios
  - Gyms
  - Sport facilities
  - Theaters
- Residential/Lodging
  - Assisted Living Facilities
- Retail/Service
  - Animal shelter/adoption buildings
  - Drive through coffee
  - Gas Stations with or without mini-mart
  - Veterinary Hospitals
- Miscellaneous
  - Landfill

If the TVTC TAC requires additional guidance it may seek direction from the Board.

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## Appendix B – Exempted Land Uses

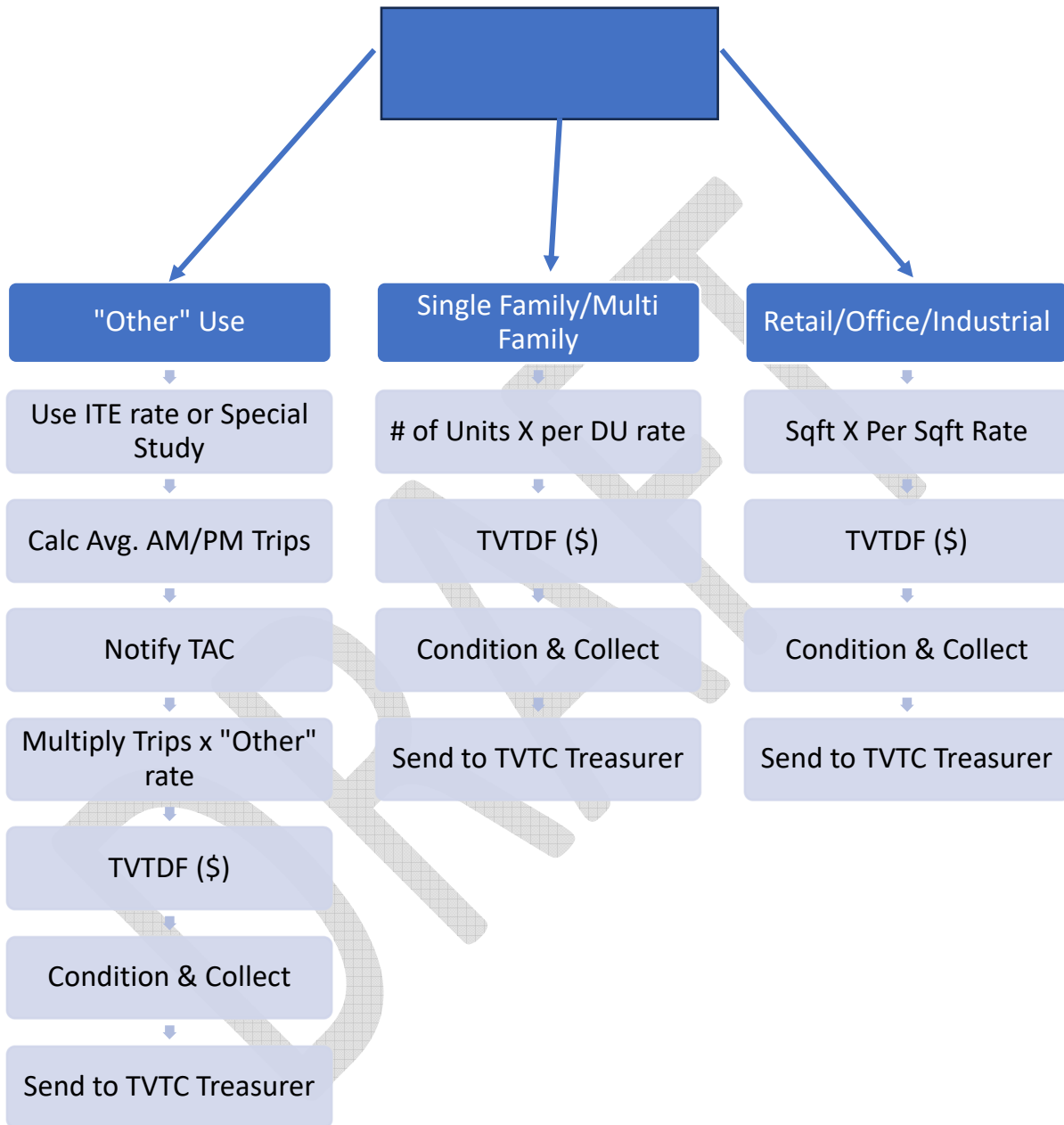
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The following developments are exempt from TVTDF:

- Any alteration or addition to ~~an~~the existing single family residential unit, including if the addition or alteration results in an ADU or junior ADU, ~~then it is exempt~~.
- Any replacement or reconstruction of an existing single family residential unit that has been destroyed or demolished; provided that the building permit for reconstruction is obtained within one year after the building was destroyed or demolished. A reconstruction or replacement that adds another additional dwelling unit (except an ADU or junior ADU) or changes the type of use is not exempt.
- Any replacement or reconstruction of an existing nonresidential structure that has been destroyed or demolished; provided, that the building permit for new reconstruction is obtained within one year after building was destroyed or demolished and the reconstructed building would not increase the destroyed or demolished building’s average peak hour trips.
- TK-12 Public School buildings (except for market rate housing developed on public school property).
- Affordable and Subsidized housing development, as defined as, housing facilities developed by public agencies, limited dividend housing corporation, or nonprofit corporation, and maintained exclusively for persons or families of very low, low or moderate income, as defined in Section 50093 of the Health and Safety Code.
- Affordable and subsidized housing development ~~built~~ developed by for profit corporations and maintained exclusively for persons or families of very low, low or moderate income, as defined in Section 50093 of the Health and Safety Code.
- Governmental buildings owned by any public entity unless a development agreement provides for payment of the TVTD fee for a governmental building.
- Development projects which are the subject of a current and valid development agreement in effect prior to adoption of the TVTDF, except that the fee shall be applicable to any “significant” changes to any existing development agreement adopted after October 17, 2013. As used herein, “significant” means any of the following:
  - Change in land use type (e.g. office to retail);
  - Intensification of land use types (e.g. increase in square footage of approved offices);
  - Extension of term of development agreement; and
  - Reduction or removal of project mitigation requirements or conditions of approval
- Religious Institution (except for market rate housing or commercial or other uses developed onat religious institution property that generate peak hour trips).
- Communication Towers.
- Wind Farms.



## Appendix C – TVTDF Calculation Flow Chart



## Appendix D – TVTDF Calculation Worksheet

Land Use Category	Proposed Land Use Quantity			Fee Rate	=	Base Fee
Single Family Residential		Dwelling units	X		=	
Multi-Family Residential		Dwelling units	X		=	
Office		Square Feet Gross Floor	X		=	
Retail		Square Feet Gross Floor	X		=	
Industrial		Square Feet Gross Floor	X		=	
Other		Average AM/PM Peak Hour Trips	X		=	
<b>Base Total</b>						

Credit for Existing Land Uses?

- No  
 Yes

Land Use Category	Existing Land Use Quantity			Fee Rate	=	Credit
		<input type="checkbox"/> Dwelling Units <input type="checkbox"/> Square Feet Gross Floor <input type="checkbox"/> Trips	X		=	

Total Base Fee	-	Credit	=	Total TVTD Fee
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# Item 6

# TRI-VALLEY TRANSPORTATION COUNCIL

## Item 6a

**Jean Josey**  
**TVTC Chair**  
**Councilmember**  
Dublin  
(925) 833-2530

**Renee Morgan**  
**TVTC Vice Chair**  
**Councilmember**  
Town of Danville  
(510) 366-0716

**David Haubert**  
**Supervisor District 1**  
Alameda County  
(925) 551-6995

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**Supervisor District 2**  
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**Julie Testa**  
**Councilmember**  
City of Pleasanton  
(925) 931-5001

**Scott Perkins**  
**Councilmember**  
San Ramon  
(925) 973-2544

**To:** TVTC Finance Subcommittee

**From:** TVTC Technical Advisory Committee

**Date:** January 29, 2024

**Subject:** ADOPT Resolution 2024-03 approving the Revised FY 2023-2024 Administrative Budget and the Proposed FY 2024-2025 Budget

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### BACKGROUND

The TVTC Joint Exercise of Powers Agreement (JEPA) requires the TVTC to 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 Board.

TVTC's Bylaws require TVTC to adopt an annual budget prior to July 1<sup>st</sup> each year for administrative costs. The annual budget includes costs for stipends, administration, legal counsel, accounting, treasurer, auditor, and insurance. The Bylaws also state TVTC may revise the budget from time to time within a fiscal year to account for additional costs. The adoption of the annual administrative budget, or any revisions requires a vote of a supermajority of five.

In January 2018, the TVTC adopted an Administrative Expenses 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 identify the percentage of anticipated TVTDF funds allocated to administrative expenses.
3. The annual administrative budget shall report the final dollar amount of administrative expenditure budgeted and spent in the prior fiscal year.
4. The annual administrative budget shall include expenses for special studies and efforts. 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.
5. 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

# TRI-VALLEY TRANSPORTATION COUNCIL

reserve funds for administrative expenses. The administrative budget is not required to be at or less than the 1% set-aside.

## DISCUSSION

### Revised FY 2023 - 2024 Mid-Year Additional Administration Expenses (\$8,500) (Exhibit A)

On April 18, 2023, TVTC Board approved FY 2023-2024 annual operating budget of \$71,200. Staff is requesting an additional budget of \$8,500 to cover the unanticipated costs resulting from additional consultation beyond what was originally anticipated for accounting, unbilled amount from FY 2021/22 for audit, and security certificate costs for website services. Krisch and Company (the accounting and bookkeeping services contractor newly hired by TVTC in 2023) had to spend more hours than anticipated to identify the beginning balances, and to reconcile the prior year audited balances to the 7/1/22 balances shown in the QuickBooks data that they received from the previous contractor. Cropper Rowe LLP, the audit firm, has invoiced for an unbilled amount of \$2,500 from FY 2021/22. The additional FY 2022-2023 mid-year administrative budget includes the following expenses:

1. Accounting Services (\$5,000)
2. Audit Services (\$2,500)
3. Website Services (\$1,000)

The TAC recommends approving the additional mid-year budget for FY 2023-2024.

### FY 2024-2025 Administrative Expenses (\$80,700)

The proposed TVTC FY 2024-2025 Administrative Budget is \$80,700 (Exhibit A). The proposed Administrative Budget includes the following expenses:

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 and TAC reviewed the revised FY 2023-2024 Additional Administrative Budget and the proposed FY 2024-2025 Administrative Budget and recommends the TVTC Board approve both the budgets. All expenses will be reviewed and can be adjusted, if necessary, throughout the year as permitted by the Bylaws.

# TRI-VALLEY TRANSPORTATION COUNCIL

## RECOMMENDATION

The TVTC Finance Subcommittee and TAC recommend that the TVTC Board adopt Resolution 2024-03 approving the revised TVTC FY 2023-2024 revised and 2024-2025 Administrative Budget.

## ATTACHMENTS:

- a. Resolution 2024-03: A Resolution Adopting the Tri-Valley Transportation Council Revised FY 2023-2024 and Proposed FY 2024-2025 Administrative Operating Budgets
  - Exhibit A to Resolution: Revised FY 2023-2024 and Proposed FY 2024-2025 Administrative Operating Budgets

# TRI-VALLEY TRANSPORTATION COUNCIL

## TRI-VALLEY TRANSPORTATION COUNCIL RESOLUTION NO. 2024-03

### A RESOLUTION ADOPTING THE TRI-VALLEY TRANSPORTATION COUNCIL REVISED FY 2023-2024 AND PROPOSED FY 2024-2025 ADMINISTRATIVE OPERATING BUDGETS

**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 includes costs for ongoing administrative functions, including administrative staff support, accounting services, audit services, legal services, treasurer oversight, insurance, website services, and banking services; and

**WHEREAS**, on April 18, 2023, TVTC Board approved the FY 2023-2024 budget of \$71,200; and

**WHEREAS** staff reviewed and identified the need for an additional budget of \$8,500, to cover additional costs in FY 2023-2024; and

**WHEREAS**, staff prepared the FY 2024-2025 budget, which includes \$80,700 for administrative costs; and

**WHEREAS**, the TVTC Finance Subcommittee reviewed the revised FY 2023-2024 budget and the proposed FY 2024-2025 budget and recommended that the Board approve the budgets.

**NOW THEREFORE BE IT RESOLVED THAT:** TVTC adopts the revised FY 2023-2024 budget and the FY 2024-2025 budget, as recommended by the TVTC Financial Subcommittee, attached hereto and incorporated herein as Exhibit A

# TRI-VALLEY TRANSPORTATION COUNCIL

**PASSED, APPROVED AND ADOPTED** at the meeting of January 29, 2024, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

---

Jean Josey, Chair  
Tri-Valley Transportation Council

**ATTEST:**

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Sai Midididdi, TVTC Administrative Staff



Tri-Valley Transportation Council

Exhibit A

TVTC's FY 2023-2024 Mid-Year Budget Request + FY 2024-2025 Proposed Budget

Date: 1/29/2024

Expenses / Description	PREVIOUS YEAR		CURRENT YEAR				NEXT YEAR
	Revised Total FY 2022-2023 Budget as of April 17, 2023	FY 2022-23 Actual Budget (used)	FY 2023-2024 Approved Budget- As of April 18, 2023	FY 2023-2024 Remaining Budget as of November 30, 2023	Mid-year budget request for FY 2023-24	Revised FY 2023-24 budget	FY 2024-25 Projected Budget
TVTC Administrator (a)	\$20,000	\$20,000	\$20,000	\$0		\$20,000	\$20,000
Accounting Services (b)	\$11,000	\$9,575	\$15,000	\$6,588.75	\$5,000.00	\$20,000	\$15,000
Audit Services (c)	\$6,000	\$6,000	\$6,000	\$3,500	\$2,500	\$8,500	\$10,000
Legal Services (d)	\$26,000	\$25,583	\$16,000	\$8,843		\$16,000	\$20,000
Treasurer Oversight (e)	\$1,200	\$1,200	\$1,200	\$1,200		\$1,200	\$1,200
Insurance (f)	\$6,000	\$4,366	\$6,000	\$4,570.78		\$6,000	\$6,000
Banking/Service Charges (g)	\$500	\$115	\$500	\$480		\$500	\$500
Website Monthly/Annual Maintenance (h)	\$1,500	\$1,674	\$1,500	\$750	\$1,000	\$2,500	\$3,000
Board Member Stipends (i)	\$5,000	\$4,900	\$5,000	\$4,500		\$5,000	\$5,000
<b>Operating Budget Expenses Subtotal</b>	<b>\$77,200</b>	<b>\$73,413</b>	<b>\$71,200</b>	<b>\$30,433</b>	<b>\$8,500</b>	<b>\$79,700</b>	<b>\$80,700</b>
<b>Special Studies and Efforts (Non-Project Specific Admin Expenses)</b>							
Development Fee Manual + Amendment to SEP	\$5,000					\$5,000	
<b>GRAND TOTAL EXPENSES</b>	<b>\$82,200</b>	<b>\$73,413</b>	<b>\$71,200</b>	<b>\$30,433</b>	<b>\$8,500</b>	<b>\$84,700</b>	<b>\$80,700</b>

Notes:

- (a) TVTC Administration Annual Stipend
- (b) Franklin Management + Transition Service
- (c) Annual Audit/Cropper Rowe LLP - budget includes \$6,000 approved on April 18,2023 + rollover unbilled approved amount from 2021/22 of \$2,500
- (d) General Counsel/Meyers Nave
- (e) Treasurer
- (f) General Liability+Crime Insurance/Alliant
- (g) Mechanics Bank
- (h) Tech Support,annual domain renewal&Security Certificate - \$1,999/year/contract
- (i) Board member stipends for board and sub-committee meetings
- (k) Wrapping up Development Fee Manual + SEP 2022 Amendment

# TRI-VALLEY TRANSPORTATION COUNCIL

## Item 6b

**Jean Josey**  
**TVTC Chair**  
**Councilmember**  
Dublin  
(925) 833-2530

**To:** TVTC Board

**From:** TVTC Technical Advisory Committee (TAC)

**Date:** January 29, 2024

**Renee Morgan**  
**TVTC Vice Chair**  
**Councilmember**  
Town of Danville  
(510) 366-0716

**Subject:** ADOPT Resolution 2024-04 approving TVTC General Counsel Services Agreement.

---

**David Haubert**  
**Supervisor District 1**  
Alameda County  
(925) 551-6995

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

**Brittni Kiick**  
**Vice Mayor**  
City of Livermore  
(925) 960-4019

**Julie Testa**  
**Councilmember**  
City of Pleasanton  
(925) 931-5001

**Scott Perkins**  
**Councilmember**  
San Ramon  
(925) 973-2544

## BACKGROUND

The current contract for General Counsel Services expires on June 30, 2024. TVTC Bylaws Section 3H requires a request for proposal (RFP) process prior to expending funds or entering into contract in excess of \$10,000. In accordance with this requirement, the TVTC issued an RFP and the TVTC TAC reviewed the proposals and recommended that Meyers Nave be awarded an Agreement for General Counsel Services. Meyers Nave has been the TVTC's General Counsel since 2014 and the TAC is satisfied with the services provided.

## DISCUSSION

Four firms Aleshire and Wynder, Best Best and Krieger (BBK), Burke William and Sorensen and Meyers Nave submitted proposals for General Counsel services. A subcommittee of the TAC consisting of the Town of Danville, Cities of San Ramon, Dublin and Alameda County reviewed proposals from prospective firms in December 2023. The subcommittee selected Meyers Nave based on two main factors:

- Familiarity of TVTC operations
- Providing General Counsel stability during rotation of TVTC Administrators

The FY23/24 General Counsel Services budget is \$16,000. Currently, the TVTC has paid Meyers Nave approximately \$9,000 this fiscal year. The TVTC Finance Subcommittee recommends the TVTC award the General Counsel Services contract to Meyers Nave in the amount of \$40,000 which accounts for two years of General Counsel Services for FY 2024-25 and 2025-26 at \$20,000 per year. The RFP also contemplates that the contract may include two one-year extensions.

## RECOMMENDATION

TVTC Staff recommends adopting Resolution 2024-04 approving the Agreement with Meyers Nave and authorizing the TVTC Chairperson to execute the Agreement on behalf of the TVTC.

# TRI-VALLEY TRANSPORTATION COUNCIL

## ATTACHMENTS

1. Resolution 2024-04 Approving the Legal Services Retainer Agreement between the Tri-Valley Transportation Council and Meyers Nave for General Counsel Services
2. Attachment 1: Legal Services Retainer Agreement Exhibit A: Proposal, Scope of Work and Fees

# TRI-VALLEY TRANSPORTATION COUNCIL

## TRI-VALLEY TRANSPORTATION COUNCIL RESOLUTION NO. 2024-04

### A RESOLUTION APPROVING THE LEGAL SERVICES RETAINER AGREEMENT BETWEEN THE TRI-VALLEY TRANSPORTATION COUNCIL AND MEYERS NAVE FOR GENERAL COUNSEL SERVICES

**WHEREAS**, in November 2023, the Tri-Valley Transportation Council (TVTC) released a Request for Proposals for General Counsel Services with a deadline to receive the proposals by December 1, 2023; and

**WHEREAS**, TVTC received four proposals from Aleshire and Wynder, Best Best and Krieger (BBK), Burke William and Sorensen and Meyers Nave; and

**WHEREAS**, Staff evaluated the proposals and determined Meyers Nave has extensive general counsel legal services experience, is the most qualified firm to meet TVTC's RFP requirements, and their proposal best meet the needs of TVTC; and

**WHEREAS**, TVTC staff now recommends that TVTC award a Professional Services Agreement ("Agreement") for General Counsel Services to Meyers Nave and approve the form of said Agreement attached hereto and incorporated herein as Attachment 1; and,

**NOW THEREFORE BE IT RESOLVED THAT** the Tri-Valley Transportation Council approves the LEGAL SERVICES RETAINER AGREEMENT and authorizes the TVTC Chair to execute the LEGAL SERVICES RETAINER AGREEMENT on behalf of the TVTC.

# TRI-VALLEY TRANSPORTATION COUNCIL

**PASSED, APPROVED, AND ADOPTED** at the meeting of January 29, 2024, by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

---

Jean Josey, Chair  
Tri-Valley Transportation Council

**ATTEST:**

---

Sai Midididdi, TVTC Administrative Staff

# TRI-VALLEY TRANSPORTATION COUNCIL

## ATTACHMENT 1

### LEGAL SERVICES RETAINER AGREEMENT

The Tri-Valley Transportation Council, a joint powers authority formed under the Joint Exercise of Powers Act (Gov. Code §§ 6500 *et seq.*) (“TVTC”) and Meyers Nave, a professional law corporation, (“Attorneys”), hereby agree as follows:

1. **Scope of Work: Attorneys will furnish general legal services to TVTC** in accordance with Exhibit A, attached hereto and by this reference made a part hereof.

2. **Term:** The term of this Agreement shall begin on July 1, 2024 and continues until June 30, 2026 as provided for in paragraphs 6 or 10 below. The parties may agree to two (2) one-year (1) extensions.

3. **Compensation Rate:** The hourly rate of compensation for the initial term and any extension shall be as described in **Form B**, attached hereto and by this reference made a part hereof. The parties have agreed on a “Not to Exceed” Amount of Forty Thousand dollars (\$40,000), which is limited to annual not to exceed amounts of Twenty Thousand dollars (\$20,000). Amounts approved for any year beyond the first year of this Agreement are subject to the limits of Paragraph H, subpart 3 of the Tri-Valley Transportation Council Bylaws.

4. **PAYMENT:** Except for the compensation rate, stated above, all terms and conditions set forth in this Agreement shall dictate the terms and conditions under which services will be performed by Attorneys. All billing statements should be directed to the TVTC Administrator for review and approval. The billing statements should be provided on approximately a monthly basis (or as otherwise agreed to in writing by the Attorneys and the TVTC Administrator) detailing each person performing service and a brief description of the work performed. In addition to applicable approved hourly rates, Attorneys will be reimbursed for those out-of-pocket expenses, including travel expenses, copying expenses, and other expenses.

5. **DIRECTION:** Attorney’s work under this Agreement shall be under the supervision of the TVTC Administrator.

6. **TERMINATION:** This Retainer Agreement for legal services may be terminated by the TVTC at any time, upon written notice by the TVTC.

7. **EXPERT CONSULTANTS:** The TVTC Administrator will review all requests for extraordinary expenses before the same are incurred by Attorneys. Attorneys will engage no expert consultants without having first received the consent of the TVTC Administrator both as to the identify and task of the consultants and the hourly amount to be paid for the consultant’s work.

8. **PROFESSIONAL SKILL:** Attorneys are skilled in the professional calling necessary to perform the work agreed to be done under this Agreement, and TVTC relies upon the skill of Attorneys to do and perform the work in a professional and skillful manner, and Attorneys agree to perform the work in accordance with this standard.

# TRI-VALLEY TRANSPORTATION COUNCIL

## 9. INSURANCE:

- a. During the term of this Agreement, Attorneys shall maintain comprehensive general liability coverage with aggregate limits in an amount not less than \$5 million, and automobile coverage with combined single limits in an amount not less than \$1 Million. Upon TVTC's request, Attorneys shall provide TVTC a certificate evidencing this insurance. The TVTC shall be named as an additional insured on each liability and automobile policy providing such coverage. Attorneys' coverage shall be primary to any insurance maintained by TVTC. Unless the policy is simultaneously replaced with a new policy providing the same coverage, Attorneys shall immediately forward to TVTC any notice of the cancellation or non-renewal of such coverages, or any other policy changes that materially affect coverage.
- b. During the term of this Agreement, Attorneys also shall maintain professional liability insurance coverage with primary limits in an amount not less than \$1 Million per person and \$5 Million per incident. Such insurance shall insure Attorneys' work to be performed under this Agreement. Upon TVTC's request, Attorneys shall provide TVTC a certificate evidencing this insurance. Attorneys' professional liability coverage shall be primary to any insurance maintained by TVTC. Unless the policy is simultaneously replaced with a policy providing the same or greater coverage and limits, Attorneys shall provide 30 days advanced written notice to the TVTC of the cancellation or non-renewal of Attorneys' professional liability coverage, or any other policy changes that materially affect such coverage.
- c. During the term of this Agreement, Attorneys shall also maintain workers' compensation insurance as required by law. At TVTC's request, Attorneys shall provide TVTC a certificate evidencing this insurance. Attorneys' workers' compensation insurance shall be primary to any insurance maintained by TVTC. Unless the policy is simultaneously replaced with a new policy providing the same coverage, Attorneys shall provide 30 days advanced written notice to the TVTC of the cancellation or non-renewal of said Attorney's workers' compensation insurance, or any other policy changes that materially affect such coverage.

**10. MAXIMUM COMPENSATION:** Notwithstanding anything in this Agreement to the contrary and except as provided in Section 3, the maximum amount of money which the TVTC shall be obligated to pay Attorneys under this Agreement shall not exceed Forty thousand dollars (\$40,000) for general counsel services, which is limited to annual not to exceed amounts of Twenty Thousand dollars (\$20,000), as such budget may be modified from time to time. The parties agree to negotiate an amendment to this Agreement which are mutually acceptable to the parties. In the event the parties cannot agree on additional compensation or other terms, modifications or additions to this Agreement, this Agreement shall terminate.

**11. EMPLOYER/EMPLOYEE RELATIONSHIP:** No relationship of employer and employee is created by this Agreement, it being understood that Attorneys shall act

# TRI-VALLEY TRANSPORTATION COUNCIL

hereunder as independent contractors; that Attorneys shall not have any claim under this Agreement or otherwise against TVTC for seniority, vacation time, vacation pay, sick leave, personal time off, overtime, health insurance, medical care, hospital care, retirement benefits, Social Security, disability, Workers', Compensation, or unemployment insurance benefits, civil service protection, or employee benefits of any kind; that Attorneys shall be solely liable for and obligated to pay directly all applicable taxes, including, but not limited to, federal and state income taxes, and in connection therewith Attorneys shall indemnify and hold TVTC harmless from any and all liability which TVTC may incur because of Attorneys' failure to pay such taxes; that Attorneys do, by this Agreement, agree to perform their sad work and functions at all times in strict accordance with currently approved methods and practices in their field and that the sole interest of TVTC is to ensure that said service shall be performed and rendered in a competent, efficient, timely and satisfactory manner and in accordance with the standards required by the agency concerned.

**12. ASSIGNMENT OF CONTRACT:** Nothing contained in this Agreement shall be construed to permit assignment or transfer by Attorneys of any rights under this Agreement and such assignment or transfer is expressly prohibited and void, unless expressly approved in writing in advance by TVTC.

**13. DRUG-FREE WORKPLACE:** Attorneys and Attorneys' employees shall maintain a drug-free workplace. Neither Attorneys nor Attorneys' employees shall unlawfully manufacture, distribute, dispense, possess or use controlled substances, as defined in 21 U.S. Code Section 812, including marijuana, heroin, cocaine, and amphetamines, at any of TVTC's facilities or work sites. If any principal or employee of Attorneys is convicted or pleads *nolo contendere* to a criminal drug statute violation occurring at TVTC's facilities or work sites, Attorneys shall notify the TVTC Administrator within five days thereafter. Violation of this provision shall constitute a material breach of this Agreement.

**14. CONFLICT OF INTEREST:** No officer, or employee of TVTC and no member of their governing bodies shall have any pecuniary interest, direct or indirect, in this Agreement or the proceeds thereof. Neither of Attorneys shall serve on the TVTC Governing Council, committee, or hold any such position which either by rule, practice or action nominates, recommends, supervises Attorneys' operations, or authorizes funding to Attorneys.

**15. RECORDS AND AUDITS:** Attorneys will retain all records concerning this Agreement, or microfilm/electronic records of them, except original documents concerning telephone, copy, postage, telecopy and messenger charges, for a period of at least five years from the date of service.

Until the expiration of five years after the furnishing of any services pursuant to this Agreement, Attorneys shall make available, upon written request, to TVTC, any of its member cities or counties, or to the Federal/State government or any of their duly authorized representatives, this Agreement, and such books, documents, and records of Attorneys that are necessary to certify that the nature and extent of the reasonable cost of services to TVTC. If Attorneys enter into any Agreement with any related organization to provide services pursuant to this agreement with a value or cost of \$10,000 or more over a twelve-month period, such Agreement shall contain a clause to the effect that until



## TRI-VALLEY TRANSPORTATION COUNCIL

the expiration of five years after the furnishing of services pursuant to such subcontract, the related organization shall make available, upon written request, to the Federal/State government or any of their duly authorized representatives, the subcontract, arid books, documents and records of such organization that are necessary to verify the nature and extent of such costs. This paragraph shall be of no force and effect when and if is not required by law.

**16. INDEMNITY:** Attorneys shall indemnify and hold and save TVTC harmless from any and all claims, expenses and damages arising from Attorneys' performance under this Agreement, including, but not limited to, third-party claims for injury to persons or property damage, to the extent Attorneys negligently or intentionally failed to perform such services in accordance with the standard of care applicable to Attorneys.

**17. BREACH:** In the event that Attorneys fail to perform any of the services described in this Agreement or otherwise breach this Agreement, TVTC shall have the right to pursue all remedies provided by law or equity. Disputes relating to the performance of this Agreement shall not be subject to non-judicial arbitration.

**18. MODIFICATION:** No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by the parties hereto.

After having had the opportunity to review this Agreement and after having the language in form of this Agreement approved as containing the agreement between the parties, as shown below, and by signing this Agreement, the undersigned agrees to the terms of the Agreement.

# TRI-VALLEY TRANSPORTATION COUNCIL

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement as of the day and year first written below.

## TRI\_VALLEY TRANSPORTATION COUNCIL

Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Jean Josey, Chair

## ATTORNEYS

Meyers Nave

Dated: \_\_\_\_\_

By: \_\_\_\_\_  
Authorized Partner of Law Firm

# TRI-VALLEY TRANSPORTATION COUNCIL

## EXHIBIT A SCOPE OF WORK

General Counsel shall have:

### Knowledge of:

- Legal research.
- Principles and practice of constitutional, civil and administrative law and procedure.
- California statutory and constitutional law.
- Law in relation to authority, responsibilities and obligations of public officials, administrative boards and joint exercise of powers agencies.
- California civil and appellate procedures.
- Areas of law unique to public law practice: Brown Act, Public Records Act, Joint Exercise of Powers Act, etc.
- Federal and State law on the financing of transportation and transit projects.
- Land Use law, California Environmental Quality Act (CEQA).
- Trial and hearing procedures and rules of evidence.
- TVTC governing documents (Joint Exercise of Powers Agreement, Bylaws – both documents enclosed for reference).

### Ability to:

- Direct legal preparation in difficult and complex matters.
- Perform legal research.
- Present oral and written statements of fact, law and argument in a clear and logical manner.
- Exercise good judgment; make sound decisions on legal casework and in dealing with people.
- Identify sensitive and political issues/considerations underlying requests for legal assistance from clients.
- Respond to various interpersonal reactions of clients, judges and attorneys in a sensitive and tactful manner.
- Frame oral and written comments or argument appropriately within a sensitive and political environment.

### **RESPONSIBILITIES OF GENERAL COUNSEL**

1. Serve as General Counsel to TVTC and will have responsibility of overseeing the TVTC's legal affairs. General Counsel will report to the TVTC Staff Administrator ("Administrator") as an independent contractor and will advise the TVTC Governing Council ("Governing Council") and TVTC Technical Advisory Committee (TAC) as needed.
2. General Counsel will review and/or draft contracts, procurement documents, bidding procedures, and other documents arising in the ordinary course of business. General Counsel shall be familiar with the federal and state procurement laws and regulations as well as laws affecting the operation and financing of the Regional Transportation Development Fee. General Counsel will be responsible for executing Governing Council Resolutions and other documents requiring the signature of TVTC General Counsel.

## TRI-VALLEY TRANSPORTATION COUNCIL

3. General Counsel will be asked to attend Governing Council meetings. Meetings are held a minimum of 6 times a year, usually during late afternoon in various locations throughout the TVTC service area. General Counsel will also attend special meetings at the request of Administrator on TVTC specific matters as needed. These meetings may occur 4-6 times a month with 1-3 weeks' notice. General Counsel will also be required to be available for regular phone conferences as needed.
4. General Counsel will attend meetings of other government agencies or legal proceedings on behalf of TVTC.

Any legal matters requiring extraordinary amounts of time, e.g. litigation, shall not necessarily be covered by this agreement, but will be agreed to by the General Counsel and the Administrator on an ad hoc basis, and may be subject to a separate engagement with written approval of the Governing Council.

### FORM B

#### Price Summary

Annual Cost Estimate	\$20,000
Hourly Rate	Senior Principal \$475 Of Counsel \$420 Associate \$350 Paralegal \$200
Optional First One-Year Extension	Senior Principal \$499 Of Counsel \$441 Associate \$368 Paralegal \$210
Optional Second One-Year Extension	Senior Principal \$524 Of Counsel \$464 Associate \$386 Paralegal \$222

# TRI-VALLEY TRANSPORTATION COUNCIL

## Item 6c

**Jean Josey**  
**TVTC Chair**  
**Councilmember**  
 Dublin  
 (925) 833-2530

**To:** TVTC Board  
**From:** TVTC Technical Advisory Committee (TAC)  
**Date:** January 29, 2024

**Renee Morgan**  
**TVTC Vice Chair**  
**Councilmember**  
 Town of Danville  
 (510) 366-0716

**Subject:** ADOPT Resolution 2024-05 approving TVTC Audit Services Agreement.

### BACKGROUND

**David Haubert**  
**Supervisor District 1**  
 Alameda County  
 (925) 551-6995

The TVTC Joint Exercise of Powers Agreement (“JEPA”) requires a designated, independent certified accountant perform an annual audit of accounts and records of the TVTC.

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

The current contract for Audit Services expires on June 30, 2024. TVTC Bylaws Section 3H requires a request for proposal (RFP) process prior to expending funds or entering into contract in excess of \$10,000. In accordance with this requirement, the TVTC issued an RFP and TVTC TAC recommends that Cropper Rowe, LLP (Cropper) be awarded a contract for Audit Services. Cropper has been the TVTC’s Auditor since 2020 and the TAC is satisfied with the services provided.

**Brittini Kiick**  
**Vice Mayor**  
 City of Livermore  
 (925) 960-4019

**Julie Testa**  
**Councilmember**  
 City of Pleasanton  
 (925) 931-5001

### DISCUSSION

**Scott Perkins**  
**Councilmember**  
 San Ramon  
 (925) 973-2544

The Request for Proposal (RFP) for Audit services was released in November 2023 and the proposals were due on December 1, 2023. However, since no proposals were submitted by December 1, the deadline was extended till January 19, 2024. Few firms have acknowledged receiving RFP and communicated to TVTC Administrator that they could

not submit the proposal because of their current work load. Cropper has submitted a proposal for Audit services. TVTC TAC is satisfied with Cropper’s services and recommends entering in to a contract with them.

Below is the price summary of Cropper’s proposal:

<b>Fiscal Year Audit</b>	<b>Required Completion Date</b>	<b>Audit</b>	<b>Fee</b>
FY 2023/24	12/31/24		\$5,000
FY 2024/25	12/31/25		\$5,250
FY 2025/26*	12/31/26		\$5,500
FY 2026/27*	12/31/27		\$5,750
<b>Total</b>			<b>\$21,500</b>

Note: \*Optional two-year extension.

# TRI-VALLEY TRANSPORTATION COUNCIL

The TVTC TAC recommends the TVTC award the Audit Services contract to Cropper in the amount of \$10,250 which accounts for two years of Audit Services at \$5,000 for FY 2024-25 and \$5,250 for FY 2025-26. The RFP contemplates that the contract may include two one-year extensions upon mutual agreement of TVTC and Cropper.

## **RECOMMENDATION**

TVTC Staff recommends adopting the Resolution 2024-05 approving the Agreement with Cropper and authorizing the TVTC Chairperson to execute the Agreement on behalf of the TVTC.

## **ATTACHMENTS**

3. Resolution 2024-05 Approving Professional Services Agreement between the Tri-Valley Transportation Council and Cropper Rowe, LLP for Audit Services
4. Attachment 1: Audit Services Agreement Exhibit A: Proposal, Scope of Work and Fees

# TRI-VALLEY TRANSPORTATION COUNCIL

## TRI-VALLEY TRANSPORTATION COUNCIL RESOLUTION NO. 2024-05

### A RESOLUTION APPROVING THE PROFESSIONALSERVICES AGREEMENT BETWEEN THE TRI-VALLEY TRANSPORTATION COUNCIL AND CROPPER ROWE, LLP FOR AUDIT SERVICES

**WHEREAS**, in November 2023, the Tri-Valley Transportation Council (TVTC) released a Request for Proposals for Audit Services with a deadline to receive the proposals by January 19, 2024; and

**WHEREAS**, pursuant to the RFP, TVTC received one proposal from Cropper Rowe, LLP (Cropper), outlining their qualifications and ability to ability to perform TVTC's required audits; and,

**WHEREAS**, staff believes Cropper's proposal meets TVTC's needs and recommends awarding a Professional Services Agreement ("Agreement") for Audit Services to Cropper and approve the form of said Agreement attached hereto and incorporated herein as Attachment 1; and,

**NOW THEREFORE BE IT RESOLVED THAT** the Tri-Valley Transportation Council approves the Agreement with Cropper and authorizes the TVTC Chair to execute the Agreement on behalf of the TVTC subject to review and approval as to form by the General Counsel.

**PASSED, APPROVED, AND ADOPTED** at the meeting of January 29, 2024 by the following votes:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

---

Jean Josey, Chair  
Tri-Valley Transportation Council

**ATTEST:**

---

Sai Midididdi, TVTC Administrative Staff

# TRI-VALLEY TRANSPORTATION COUNCIL

## PROFESSIONAL SERVICES AGREEMENT BETWEEN THE TRI VALLEY TRANSPORTATION COUNCIL (“TVTC”) AND CROPPER ROWE, LLP FOR AUDITING SERVICES

This is an agreement between the Tri Valley Transportation Council, hereinafter referred to as “TVTC,” and Cropper Rowe, LLP hereinafter referred to as “CONTRACTOR,” for Auditing Services.

**WHEREAS**, TVTC desires to secure professional Auditing Services and CONTRACTOR is qualified and willing to provide such professional assistance.

**NOW, THEREFORE**, TVTC and CONTRACTOR agree as follows:

1. **Scope of Service.** CONTRACTOR shall provide TVTC with financial audit services and corresponding audit reports (“Work”). An outline of the scope of services for the Work including mandatory timeframes for performance, deadlines for providing deliverables to TVTC, and the maximum fee for each item under this Agreement is attached hereto as Exhibit A and incorporated herein (“Scope of Services”).

CONTRACTOR shall comply with specific standards or governmental requirements applicable to specific tasks hereunder or as may be necessary to enable CONTRACTOR to express the opinions required hereunder.

2. **Modification of Agreement.** The TVTC may request changes to this Agreement including to the Scope of Services to be performed by CONTRACTOR. Such requests shall be made in writing exclusively by the TVTC Chair, and shall describe in detail the proposed additions, deletions, or modifications. Such requests will include tabulation of costs, expenses, and time required to complete the requested additional work. Neither TVTC’s request nor CONTRACTOR’S reply shall constitute a modification of this Agreement. Any modification shall be contained in a written amendment to the Agreement and will be effective only if signed by both parties. Execution of the Amendment by the TVTC shall constitute authorization to proceed with the additional work identified in the request.



- 3. Time of Performance.** CONTRACTOR'S performance shall begin on July 1, 2024 and be completed by June 30, 2026. CONTRACTOR may commence work as of the date authorized by the TVTC Technical Advisory Committee ("TVTC TAC"), which date may be prior to execution of this Agreement. The parties may agree to two one-year extensions of the term of this Agreement.

However, CONTRACTOR is under no obligation to commence work hereunder prior to execution of this Agreement.

- 4. Compensation.** TVTC agrees to pay CONTRACTOR at the rates set forth in Exhibit A, and incorporated herein, in a sum not to exceed TEN THOUSAND TWO HUNDRED FIFTY DOLLARS (**\$10,250**).

Upon completion and acceptance of the deliverables CONTRACTOR shall submit an itemized invoice for the completed work showing applicable rates and charges as agreed to hereunder and the total amount due. CONTRACTOR shall submit invoices within forty-five (45) days from the completion of the final audit report.

- 5. Extension.** TVTC has the option to request two (2) one-year extensions to this Agreement to provide for two subsequent financial audits. In the event that TVTC requests such an extension or extensions and CONTRACTOR agrees to accept such extension, TVTC shall pay CONTRACTOR for any subsequent audits at the extension term rates set forth in Exhibit B, attached hereto and incorporated herein. Such extension must be memorialized in a writing signed by both parties.

- 6. Cooperation of TVTC.** TVTC shall make available to CONTRACTOR all financial records and related information necessary for performance of CONTRACTOR'S work under this Agreement.

- 7. Independent Contractor.** CONTRACTOR is an independent CONTRACTOR and shall not for any purpose be deemed to be an employee, agent, or other representative of TVTC. Services called for herein shall be deemed to be unique. CONTRACTOR shall not assign, sublet, transfer, or otherwise substitute its interest in this Agreement, or any of its obligations hereunder, without the prior written consent of the TVTC.

- 8. Proprietary or Confidential Information.** CONTRACTOR understands and agrees that, in the performance of the work under this Agreement or in contemplation thereof, CONTRACTOR may have access to private or confidential information owned or controlled by TVTC. Such information may contain proprietary or confidential details, the disclosure of which may be damaging to TVTC or to third parties.

CONTRACTOR agrees that all information disclosed to CONTRACTOR by TVTC shall be held in confidence and used only in performance of this Agreement. CONTRACTOR shall exercise the same standard of care to protect such information, as a reasonably prudent businessperson would use to protect its own proprietary or confidential information.

9. **Work Product.** Under AICPA auditing standards, the work product of CONTRACTOR is the property of the CONTRACTOR. However, copies of such work product shall be provided to TVTC and to authorized regulatory agencies upon written request..
10. **Final Work Product.** Under AICPA auditing standards, the work product of CONTRACTOR is the property of the CONTRACTOR. However, copies of such work product shall be provided to TVTC and to authorized regulatory agencies upon written request..
11. **Records of Contractor.** CONTRACTOR shall maintain records prepared under this Agreement and full documentation of performance hereunder. CONTRACTOR shall permit TVTC to have access to those records for the purpose of making an audit, examination, or review of financial and performance information relating to this Agreement. CONTRACTOR shall maintain such records for a minimum of seven (7) years following payment by TVTC for the last invoice for such services to be provided.
12. **Nondiscrimination.** CONTRACTOR represents that it does not and agrees that it shall not discriminate against any employee or applicant for employment because of race, color, religion, gender, age, sexual preference, national origin, disability or other condition protected by law.
13. **Indemnification.** To the fullest extent permitted by law, CONTRACTOR shall indemnify, defend, and hold harmless the TVTC, its officers and employees, from and against any and all claims, demands, liability, costs, and expenses of whatever nature, including court costs and attorney fees, arising out of or resulting in any manner from the willful misconduct, negligent acts, errors or omissions, of CONTRACTOR, its subcontractors, agents, employee, licensees, or guests in the making or performance of this Agreement.

CONTRACTOR shall hold TVTC harmless and defend any suit or other proceedings brought by CONTRACTOR'S employees, contractors and/or agents, either against CONTRACTOR and/or TVTC, for compensation and/or other benefits claimed as "common law" or "implied by law" employees of TVTC.

14. **Insurance.** CONTRACTOR shall procure, prior to commencement of service, and keep in force for the term of this Agreement, the following policies of insurance, certificates, or binders as necessary to establish that the coverage described below is in place with companies licensed to do business in California. If requested, CONTRACTOR shall provide TVTC with copies of all insurance policies. The insurance coverage shall include:

- A. **Commercial General Liability Insurance.** Commercial General Liability insurance, including but not limited to, bodily injury, broad form property damage, contractual liability and, if necessary, products and completed operations or owners and CONTRACTOR protective liability. The policy shall contain a severability of interest clause or cross liability clause or the equivalent thereof.

Coverage afforded TVTC shall be primary insurance. Any other insurance available to TVTC under any other policies shall be excess insurance. Limits of liability shall include the following:

- (1) Bodily injury, one million dollars (\$1,000,000)
- (2) Property damage, one million dollars (\$1,000,000) or
- (3) Combined single limit (CSL) for bodily injury and property damage, one million dollars (\$1,000,000) per accident for bodily injury and property damage.

If the policy is a "claims made" policy, the following endorsements shall be included:

- (1) The retroactive shall be the effective date of this Agreement or a prior date.
- (2) The extended reporting or discovery period shall be not less than thirty-six (36) months.

- B. Automobile Liability Insurance. Automobile liability insurance, including all owned, non-owned and hired automobiles used by the CONTRACTOR or its agents in the performance of this Agreement shall have a minimum combined single limit of one million dollars (\$1,000,000) for bodily injury and property damage.
- C. Worker's Compensation Insurance. Worker's Compensation insurance as required by the laws of the State of California including statutory coverage for Employers Liability with limits not less than one million dollars (\$1,000,000).

CONTRACTOR is aware of provisions in the California Labor Code, which require every employer to provide Worker's Compensation coverage, or to self-insure in accordance with provisions of that Code. CONTRACTOR shall comply with those provisions before commencing work hereunder and throughout the term of this Agreement. Likewise, CONTRACTOR shall require all of its subcontractors to comply with those provisions.

- D. Professional Liability Insurance. Professional liability (errors and omissions) insurance is required in the amount of one million dollars (\$1,000,000) per claim and in the aggregate for two (2) years beyond completion of this Agreement.

**15. Additional Insurance Provisions.** The following additional provisions apply to the insurance coverage required as indicated in paragraph 15 above.

- A. Additional Insured. CONTRACTOR shall name TVTC, its Councilmembers, officers, agents, and employees as additional insured in the aforementioned Comprehensive Commercial General Liability and Automobile Liability policies. If CONTRACTOR submits the ACORD Insurance Certificate, the additional insured endorsements must be set forth on CH20 10 11 85 (or more recent) form and/or CA 20 48 form.

- B. Notice of Cancellation. The policies shall provide for thirty (30) days written notice to TVTC prior to cancellation, termination or material change in coverage.
- C. Certificate Holder. The certificate holder shall be the same person and have the address as indicated in Paragraph 19 (Notices) of this Agreement.
- D. Insurance Rating. Insurers shall have current A.M. Best's rating of not less than A:VII, shall be licensed to do business in the State of California, and shall be acceptable to TVTC.
- E. Replacement Coverage. In the event CONTRACTOR breaches any of the insurance provisions of this Agreement, TVTC shall have the option to obtain, at CONTRACTOR'S expense, the coverage required hereunder. The cost of obtaining and maintaining such coverage may be deducted from any sums otherwise payable to CONTRACTOR for services under this Agreement.
- F. Interpretation. All endorsements, certificates, forms, coverage and limits of liability referred to herein shall have the meaning given such terms by the Insurance Services Officer of the State of California as of the effective date of this Agreement.
- G. Proof of Insurance. CONTRACTOR will be required to provide proof of insurance coverage required hereunder prior to executing the Agreement. Additionally, if requested by TVTC, CONTRACTOR shall provide certified copies of the insurance policies. Any endorsements must be signed by a person authorized by the insurer to bind coverage on its behalf.
- H. If the CONTRACTOR's insurance policy includes a self-insured retention that must be paid by a named insured as a precondition of the insurer's liability, or which has the effect of providing that payments of the self-insured retention by others, including additional insureds or insurers do not serve to satisfy the self-insured retention, such provisions must be modified by special endorsement so as to not apply to the additional insured coverage required by this Agreement so as to not prevent any of the parties to this agreement from satisfying or paying the self-insured retention required to be paid as a precondition to the insurer's liability.

**16. Termination on Notice.** TVTC may terminate this Agreement immediately for cause or without cause upon giving thirty (30) calendar days' written notice to CONTRACTOR. In the event of termination without cause TVTC shall pay all charges outstanding and approved by TVTC at the time of termination within thirty (30) days following termination.

**17. Suspension of Performance.** For the convenience of TVTC or because of events beyond the control of TVTC, TVTC may give written notice to CONTRACTOR to suspend all work under this Agreement. If CONTRACTOR'S work is suspended for

longer than a period of one hundred twenty (120) days, an adjustment to CONTRACTOR'S compensation may be made for increased costs, if any and this Agreement shall be modified accordingly.

18. Notices. If either party shall desire or is required to give notice to the other such notice shall be given in writing, via facsimile and concurrently by prepaid U.S. certified or registered postage, addressed to recipient as follows:

**To TVTC:**

c/o City of Dublin

**Attn: Sai Midididdi**

TVTC Administrative Staff

100 Civic Plaza

Dublin, CA 94568

**To CONTRACTOR:**

John Cropper

Cropper Rowe, LLP

2700 Ygnacio Valley Road, #270

Walnut Creek, CA 94598

Changes to the above information shall be given to the other party in writing ten (10) business days before the change is effective.

19. Commencement, Completion and Closeout. Time is of the essence in the performance of this Agreement. Any time extension granted to CONTRACTOR must be in writing and shall not constitute a waiver of right the TVTC may have under the Agreement.
20. It shall be the responsibility of CONTRACTOR to coordinate and schedule the work to be performed so that commencement and completions take place in accordance with the provisions of the Agreement. Within thirty (30) days of completion CONTRACTOR shall submit to TVTC a final billing to include all costs, charges, and claims in connection with the completed work. TVTC shall not be required to pay for any work or claims not included on the aforementioned final billing.
21. Arbitration. The parties will make a good faith effort to settle any controversy, claim or dispute arising out of or relating to this Agreement within thirty (30) days. If the issue is not resolved within that time, it shall be resolved by the American Arbitration Association. Judgment upon arbitration hereunder may be joined or consolidated with any other arbitration matter between the parties as the interest of justice and judicial economy may dictate. The prevailing party in any arbitration hereunder shall be entitled to recover all arbitration and legal expenses incurred, except attorney fees.
22. Governing Law/Venue. This Agreement shall be governed by the laws of the State of California with venue in either Alameda or Contra Costa County.
23. Entire Agreement of Parties. This Agreement supersedes any and all agreements, oral or written, between the parties with respect to the rendering of services by CONTRACTOR to CITY and contains all of the representations, covenants and agreements between the parties as to the rendering of those services.

**\*\*\*SIGNATURES ON NEXT PAGE\*\*\***

# TRI-VALLEY TRANSPORTATION COUNCIL

**IN WITNESS WHEREOF** the parties have executed this Agreement on the dates indicated below, the latest of which shall be deemed the effective date of this Agreement.

## TRI-VALLEY TRANSPORTATION COUNCIL

DATED: \_\_\_\_\_

\_\_\_\_\_  
By: Jean Josey, TVTC Chair

**Cropper Rowe, LLP  
CONTRACTOR**

DATED: \_\_\_\_\_

\_\_\_\_\_  
By: John A. Cropper, CPA, CGFM

**APPROVED AS TO FORM**

DATED: \_\_\_\_\_

\_\_\_\_\_  
By: TVTC Legal Counsel

**EXHIBIT A**

<b>Fiscal Year Audit</b>	<b>Required Audit Completion Date</b>	<b>Fee</b>
FY 2023/24	12/31/24	\$5,000
FY 2024/25	12/31/25	\$5,250
FY 2025/26*	12/31/26	\$5,500
FY 2026/27*	12/31/27	\$5,750
<b>Total for Initial Term:</b>		<b>\$10,250</b>

Note: \*Optional two-year extension.

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01/12/24

Accrual Basis

**Item 6d**  
**Monthly Financial Statement**  
**Profit & Loss**  
**December 2023**

---

	<u>Dec 23</u>
<b>Income</b>	
4050 · Investment Income	178,763.51
<b>Total Income</b>	178,763.51
<b>Expense</b>	
5040 · Nexus Study/Startegic Exp plan	2,065.85
5090 · Insurance - Liability, D and O	374.60
5060 · Website Development	125.00
5020 · Accounting Fees	2,906.50
<b>Total Expense</b>	5,471.95
<b>Net Income</b>	<u><u>173,291.56</u></u>



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01/12/24

Accrual Basis

**Tri-Valley Transportation Council**  
**Profit & Loss by Class**  
 July through December 2023

	Admin	Contra Costa Co	Danville	Dublin
<b>Income</b>				
4051 · Interest - Member Agencies	0.00	239.84	1.61	288.12
4050 · Investment Income	0.00	0.00	0.00	0.00
4000 · Development Fees	0.00	5,554.64	13,542.40	99,444.33
<b>Total Income</b>	0.00	5,794.48	13,544.01	99,732.45
<b>Expense</b>				
6000.5 · Project C-10, Innovate 680	0.00	3,432,438.00	0.00	0.00
5070 · Administrative Staff Support	20,000.00	0.00	0.00	0.00
5000 · Bank Service	50.00	0.00	0.00	0.00
5040 · Nexus Study/Strategic Exp plan	2,065.85	0.00	0.00	0.00
5090 · Insurance - Liability, D and O	2,178.42	0.00	0.00	0.00
5060 · Website Development	750.00	0.00	0.00	0.00
5080 · Board Meeting Stipends	500.00	0.00	0.00	0.00
5030 · Legal Fees	7,157.00	0.00	0.00	0.00
5020 · Accounting Fees	13,817.75	0.00	0.00	0.00
6000 · Transportation Improvements	0.00	0.00	0.00	0.00
<b>Total Expense</b>	46,519.02	3,432,438.00	0.00	0.00
<b>Net Income</b>	<b>-46,519.02</b>	<b>-3,426,643.52</b>	<b>13,544.01</b>	<b>99,732.45</b>

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01/12/24

Accrual Basis

**Tri-Valley Transportation Council**  
**Profit & Loss by Class**  
 July through December 2023

	LAIF	Livermore	Pleasanton	TOTAL
<b>Income</b>				
4051 · Interest - Member Agencies	0.00	0.00	0.00	529.57
4050 · Investment Income	372,738.18	0.00	0.00	372,738.18
4000 · Development Fees	0.00	172,177.94	0.00	290,719.31
<b>Total Income</b>	372,738.18	172,177.94	0.00	663,987.06
<b>Expense</b>				
6000.5 · Project C-10, Innovate 680	0.00	0.00	0.00	3,432,438.00
5070 · Administrative Staff Support	0.00	0.00	0.00	20,000.00
5000 · Bank Service	0.00	0.00	0.00	50.00
5040 · Nexus Study/Strategic Exp plan	0.00	0.00	0.00	2,065.85
5090 · Insurance - Liability, D and O	0.00	0.00	0.00	2,178.42
5060 · Website Development	0.00	0.00	0.00	750.00
5080 · Board Meeting Stipends	0.00	0.00	0.00	500.00
5030 · Legal Fees	0.00	0.00	0.00	7,157.00
5020 · Accounting Fees	0.00	0.00	0.00	13,817.75
6000 · Transportation Improvements	0.00	0.00	2,650,000.00	2,650,000.00
<b>Total Expense</b>	0.00	0.00	2,650,000.00	6,128,957.02
<b>Net Income</b>	<b>372,738.18</b>	<b>172,177.94</b>	<b>-2,650,000.00</b>	<b>-5,464,969.96</b>

**Tri-Valley Transportation Council**  
**Profit & Loss YTD Comparison**  
**December 2023**

---

	<u>Dec 23</u>	<u>Jul - Dec 23</u>
<b>Income</b>		
4051 · Interest - Member Agencies	0.00	529.57
4050 · Investment Income	178,763.51	372,738.18
4000 · Development Fees	0.00	290,719.31
<b>Total Income</b>	<u>178,763.51</u>	<u>663,987.06</u>
<b>Expense</b>		
6000.5 · Project C-10, Innovate 680	0.00	3,432,438.00
5070 · Administrative Staff Support	0.00	20,000.00
5000 · Bank Service	0.00	50.00
5040 · Nexus Study/Strategic Exp plan	2,065.85	2,065.85
5090 · Insurance - Liability, D and O	374.60	2,178.42
5060 · Website Development	125.00	750.00
5080 · Board Meeting Stipends	0.00	500.00
5030 · Legal Fees	0.00	7,157.00
5020 · Accounting Fees	2,906.50	13,817.75
6000 · Transportation Improvements	0.00	2,650,000.00
<b>Total Expense</b>	<u>5,471.95</u>	<u>6,128,957.02</u>
<b>Net Income</b>	<u><u>173,291.56</u></u>	<u><u>-5,464,969.96</u></u>

## Tri-Valley Transportation Council

## Balance Sheet

As of December 31, 2023

01/12/24

Accrual Basis

	<u>Dec 31, 23</u>
<b>ASSETS</b>	
<b>Current Assets</b>	
<b>Checking/Savings</b>	
1300 · Local Agency Invest Fund (023)	17,392,259.40
1000 · Mechanics Bank (0415)	538,784.82
<b>Total Checking/Savings</b>	17,931,044.22
<b>Accounts Receivable</b>	
1100 · Interest Receivable - LAIF	178,763.51
1200 · Developer Fee Receivables	13,606.45
<b>Total Accounts Receivable</b>	192,369.96
<b>Other Current Assets</b>	
1305 · Gain/Loss on LAIF	-332,652.28
<b>Total Other Current Assets</b>	-332,652.28
<b>Total Current Assets</b>	17,790,761.90
<b>Other Assets</b>	
1400 · Prepaid Insurance	3,052.36
<b>Total Other Assets</b>	3,052.36
<b>TOTAL ASSETS</b>	<b><u>17,793,814.26</u></b>
<b>LIABILITIES &amp; EQUITY</b>	
<b>Liabilities</b>	
<b>Current Liabilities</b>	
<b>Accounts Payable</b>	
2000 · Accounts Payable	4,972.35
<b>Total Accounts Payable</b>	4,972.35
<b>Other Current Liabilities</b>	
2100 · Unearned Revenue	49,888.56
<b>Total Other Current Liabilities</b>	49,888.56
<b>Total Current Liabilities</b>	54,860.91
<b>Total Liabilities</b>	54,860.91
<b>Equity</b>	
3010 · Unrestricted Net Position	23,203,923.31
Net Income	-5,464,969.96
<b>Total Equity</b>	17,738,953.35
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b><u>17,793,814.26</u></b>

## Tri-Valley Transportation Council Check Detail July through December 2023

Type	Num	Date	Name	Item	Paid Amount
Check		09/11/2023			-10.00
TOTAL					-10.00
Check		10/18/2023			-10.00
TOTAL					-10.00
Bill Pmt -Check		11/01/2023	City Of Pleasanton ...		
Bill	10232...	10/23/2023			-2,650,000.00
TOTAL					-2,650,000.00
Check		11/01/2023			-30.00
TOTAL					-30.00
Bill Pmt -Check	2691	07/19/2023	Alliant Insurance S...		
Bill	23537...	07/03/2023			-1,276.00
TOTAL					-1,276.00
Bill Pmt -Check	2692	07/19/2023	City of Dublin {V}		
Bill	230228	06/05/2023			-600,000.00
TOTAL					-600,000.00
Bill Pmt -Check	2693	07/19/2023	Franklin Managem...		
Bill	13048	05/31/2023			-465.00
Bill	13101	07/20/2023			-547.60
TOTAL					-1,012.60
Bill Pmt -Check	2694	07/19/2023	Maze & Associates		
Bill	49994	05/31/2023			-1,849.50
TOTAL					-1,849.50
Bill Pmt -Check	2695	07/19/2023	Meyers Nave profe...		
Bill	205911	06/15/2023			-79.00
Bill	206922	07/13/2023			-438.00
TOTAL					-517.00

**Tri-Valley Transportation Council**  
**Check Detail**  
 July through December 2023

Type	Num	Date	Name	Item	Paid Amount
<b>Bill Pmt -Check</b>	<b>2696</b>	<b>07/19/2023</b>	<b>Planeteria Media L...</b>		
Bill	20495	06/10/2023			-125.00
Bill	20585	07/10/2023			-125.00
TOTAL					-250.00
<b>Bill Pmt -Check</b>	<b>2697</b>	<b>08/18/2023</b>	<b>Cropper Rowe, LLP</b>		
Bill	478	07/31/2023			-2,500.00
TOTAL					-2,500.00
<b>Bill Pmt -Check</b>	<b>2698</b>	<b>08/18/2023</b>	<b>Maze &amp; Associates</b>		
Bill	50431	06/30/2023			-847.50
TOTAL					-847.50
<b>Bill Pmt -Check</b>	<b>2699</b>	<b>08/18/2023</b>	<b>Planeteria Media L...</b>		
Bill	20672	08/10/2023			-125.00
TOTAL					-125.00
<b>Bill Pmt -Check</b>	<b>2700</b>	<b>08/18/2023</b>	<b>Town of Danville {v}</b>		
Bill	4077	06/30/2023			-1,200.00
TOTAL					-1,200.00
<b>Bill Pmt -Check</b>	<b>2701</b>	<b>10/11/2023</b>	<b>Alliant Insurance S...</b>		
Bill	2567	09/11/2023			-3,219.15
TOTAL					-3,219.15
<b>Bill Pmt -Check</b>	<b>2702</b>	<b>09/19/2023</b>	<b>Planeteria Media L...</b>		
Bill	20757	09/10/2023			-125.00
TOTAL					-125.00
<b>Bill Pmt -Check</b>	<b>2703</b>	<b>09/19/2023</b>	<b>Maze &amp; Associates</b>		
Bill	50621	07/31/2023			-244.00
Bill	50955	08/31/2023			-244.00
TOTAL					-488.00
<b>Bill Pmt -Check</b>	<b>2704</b>	<b>09/19/2023</b>	<b>Contra Costa Tran...</b>		
Bill	08222...	08/22/2023			-3,432,438.00
TOTAL					-3,432,438.00

**Tri-Valley Transportation Council**  
**Check Detail**  
 July through December 2023

Type	Num	Date	Name	Item	Paid Amount
<b>Bill Pmt -Check</b>	<b>2705</b>	<b>09/19/2023</b>	<b>City of Dublin {V}</b>		
Bill	230390	08/22/2023			-20,000.00
TOTAL					-20,000.00
<b>Bill Pmt -Check</b>	<b>2706</b>	<b>10/11/2023</b>	<b>Planeteria Media L...</b>		
Bill	20838	10/10/2023			-125.00
TOTAL					-125.00
<b>Bill Pmt -Check</b>	<b>2708</b>	<b>10/30/2023</b>	<b>Scott Perkins</b>		
Bill		10/17/2023			-100.00
TOTAL					-100.00
<b>Bill Pmt -Check</b>	<b>2709</b>	<b>10/30/2023</b>	<b>Meyers Nave profe...</b>		
Bill	210010	09/30/2023			-1,971.00
TOTAL					-1,971.00
<b>Bill Pmt -Check</b>	<b>2710</b>	<b>10/30/2023</b>	<b>Maze &amp; Associates</b>		
Bill	51244	09/30/2023			-244.00
Bill	51245	09/30/2023			-2,097.25
TOTAL					-2,341.25
<b>Bill Pmt -Check</b>	<b>2711</b>	<b>10/30/2023</b>	<b>Julie Testa</b>		
Bill		10/17/2023			-100.00
TOTAL					-100.00
<b>Bill Pmt -Check</b>	<b>2712</b>	<b>10/30/2023</b>	<b>Jean Josey</b>		
Bill		10/17/2023			-100.00
TOTAL					-100.00
<b>Bill Pmt -Check</b>	<b>2713</b>	<b>10/30/2023</b>	<b>David Haubert</b>		
Bill		10/17/2023			-100.00
TOTAL					-100.00
<b>Bill Pmt -Check</b>	<b>2714</b>	<b>10/30/2023</b>	<b>Candace Andersen</b>		
Bill		10/17/2023			-100.00
TOTAL					-100.00
<b>Bill Pmt -Check</b>	<b>2715</b>	<b>11/22/2023</b>	<b>Planeteria Media L...</b>		
Bill	20913	11/10/2023			-125.00
TOTAL					-125.00

**Tri-Valley Transportation Council**  
**Check Detail**  
 July through December 2023

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<u>Type</u>	<u>Num</u>	<u>Date</u>	<u>Name</u>	<u>Item</u>	<u>Paid Amount</u>
<b>Bill Pmt -Check</b>	<b>2716</b>	<b>11/22/2023</b>	<b>Meyers Nave profe...</b>		
Bill	210959	10/31/2023			-2,311.50
TOTAL					-2,311.50
<b>Bill Pmt -Check</b>	<b>2717</b>	<b>11/22/2023</b>	<b>Krisch &amp; Company</b>		
Bill	51557	10/31/2023			-2,886.00
Bill	51558	10/31/2023			-244.00
TOTAL					-3,130.00
<b>Bill Pmt -Check</b>	<b>2718</b>	<b>12/28/2023</b>	<b>Krisch &amp; Company</b>		
Bill	51770	11/30/2023			-244.00
Bill	51772	11/30/2023			-2,208.00
TOTAL					-2,452.00
<b>Bill Pmt -Check</b>	<b>2719</b>	<b>12/28/2023</b>	<b>Meyers Nave profe...</b>		
Bill	212076	11/30/2023			-2,874.50
TOTAL					-2,874.50
<b>Bill Pmt -Check</b>	<b>2720</b>	<b>12/28/2023</b>	<b>Planeteria Media L...</b>		
Bill	20997	12/10/2023			-125.00
TOTAL					-125.00



Item 6e  
LAIF and Mechanics Bank Statement

California State Treasurer  
**Fiona Ma, CPA**



Local Agency Investment Fund  
P.O. Box 942809  
Sacramento, CA 94209-0001  
(916) 653-3001

January 12, 2024

[LAIF Home](#)  
[PMIA Average Monthly Yields](#)

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TRI-VALLEY TRANSPORTATION COUNCIL

ADMINISTRATOR  
7000 BOLLINGER CANYON ROAD  
SAN RAMON, CA 94583

[Tran Type Definitions](#)



**Account Number:** 40-07-023

December 2023 Statement




**Account Summary**

Total Deposit:	0.00	Beginning Balance:	17,392,259.40
Total Withdrawal:	0.00	Ending Balance:	17,392,259.40

RETURN SERVICE REQUESTED

TRI-VALLEY  
TRANSPORTATION COUNCIL  
200 OLD BERNAL AVE  
PLEASANTON CA 94566-7016

**Managing Your Accounts**

-  Client Services 800.797.6324
-  Online [www.mechanicsbank.com](http://www.mechanicsbank.com)
-  Mobile Download Our Mobile Apps

**WAIT BEFORE YOU WIRE**

Protecting your assets and finances from wire fraud is crucial as a business owner



Check out our blog 'The Long Weekend' to learn what you should do at [www.MechanicsBank.com/Insights](http://www.MechanicsBank.com/Insights)

**WATCH OUT FOR TECH SUPPORT SCAMS**

Scammers pose as technology support representatives and offer to fix non-existent computer or technology issues. Learn how to spot this scam at [www.MechanicsBank.com/Security](http://www.MechanicsBank.com/Security).

**Summary of Accounts**

Account Type	Account Number	Ending Balance
PUBLIC CHECKING	XXXXXXXX0415	\$545,433.32

**HOW TO CONTACT US** 800.797.6324  
 P.O. Box 8070  
 Walnut Creek, CA 94596  
[www.mechanicsbank.com](http://www.mechanicsbank.com)

**This information applies only to consumer accounts as defined by the Electronic Fund Transfer Act and Regulation E.**

**IN CASE OF ERRORS OR QUESTIONS ABOUT YOUR ELECTRONIC TRANSFERS**

Call us at 800.797.6324, during regular business hours, or write us at: Mechanics Bank, P.O. Box 8070, Walnut Creek, CA 94596 as soon as you can, if you think your statement or receipt is wrong or if you need more information about a transfer on the statement or receipt. We must hear from you no later than 60 days after we sent you the FIRST statement on which the error or problem appeared.

1. Tell us your name and account number.
2. Describe the error or the transfer you are unsure about, and explain as clearly as you can why you believe it is an error or why you need more information.
3. Tell us the dollar amount of the suspected error.

If you tell us orally, we may require that you send us your complaint or question in writing within 10 business days.

We will determine whether an error occurred within 10 business days after we hear from you and will correct any error promptly. If we need more time, however, we may take up to 45 days to investigate your complaint or question. If we decide to do this, we will credit your account within 10 business days for the amount you think is in error, so that you will have the use of the money during the time it takes us to complete our investigation. If we ask you to put your complaint or question in writing and we do not receive it within 10 business days, we may not credit your account.

For errors involving new accounts, point-of-sale, or foreign-initiated transactions, we may take up to 90 days to investigate your complaint or question. For new accounts, we may take up to 20 business days to credit your account for the amount you think is in error.

We will tell you the results within three (3) business days after completing our investigation. If we decide that there was no error, we will send you a written explanation. You may ask for copies of the documents that we used in our investigation.

**NOTICE TO BUSINESS AND COMMERCIAL CUSTOMERS:**

Accounts owned by business and commercial customers are not subject to consumer regulations, such as the Truth in Savings Act and the Electronic Fund Transfer Act. The information regarding Electronic Transfers does not apply to business or commercial accounts. You acknowledge the risk of loss from unauthorized items. You further acknowledge that the Bank offers various services that allow business and commercial customers to closely monitor their account activity, such as Business Online Banking, Positive Pay, and other services ("Fraud Prevention Services"), which can reduce potential fraud. If you fail to use one or more of the available Fraud Prevention Services, you agree that you will be deemed to have assumed the risk of any losses that could have been prevented if you had used the Fraud Prevention Services.

**How to balance your account**

1. Subtract from your check register any service, miscellaneous, or automatic charge(s) posted on this statement.
2. Mark ✓ your register after each check listed on the front of this statement.
3. Check off deposits shown on the statement against those shown in your check register.
4. Complete the form below.
5. The final "balance" in the form below should agree with your check register balance. If it does not, read "HINTS FOR FINDING DIFFERENCES".

**HINTS FOR FINDING DIFFERENCES**

Recheck all additions and subtractions or corrections.

Verify the carryover balance from page to page in your check register.

Make sure you have subtracted the service or miscellaneous charge(s) from your check register balance.

**HOW TO BALANCE YOUR ACCOUNTS**

TRANSFER AMOUNT FROM PAGE ONE	\$	
ADD DEPOSITS MADE SINCE ENDING DATE ON STATEMENT		
SUBTOTAL	\$	
LIST CHECKS NOT CLEARED ON THIS STATEMENT OR PRIOR STATEMENTS		
TOTAL CHECKS NOT LISTED		
SUBTRACT TOTAL CHECKS NOT LISTED FROM SUBTOTAL ABOVE	BALANCE	\$



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1) Available to new Paychex payroll customers only. First payroll must process before February 29, 2024 to qualify. See banker for important information.  
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## PUBLIC CHECKING-XXXXXXXXX0415

### Account Summary

Date	Description	Amount
12/01/2023	Beginning Balance	\$551,099.82
	0 Credit(s) This Period	\$0.00
	4 Debit(s) This Period	\$5,666.50
12/29/2023	Ending Balance	\$545,433.32

### Checks Cleared

Check Nbr	Date	Amount	Check Nbr	Date	Amount
2713	12/11/2023	\$100.00	2716	12/04/2023	\$2,311.50
2715*	12/13/2023	\$125.00	2717	12/04/2023	\$3,130.00

\* Indicates skipped check number

### Daily Balances

Date	Amount	Date	Amount	Date	Amount
12/04/2023	\$545,658.32	12/11/2023	\$545,558.32	12/13/2023	\$545,433.32

### Overdraft and Returned Item Fees

	Total for this period	Total year-to-date
Total Overdraft Fees	\$0.00	\$0.00
Total Returned Item Fees	\$0.00	\$0.00