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# Development Program Report for the 2022 Update of the Tri-Valley Transportation Development Fee

June 2022

Prepared Pursuant to Section 913 of the County Ordinance Code

Prepared by and for:  
Contra Costa County Public Works Department, Transportation Engineering Division

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## Chapter 1: Introduction and Purpose

The Tri-Valley Transportation Development (“TVTD”) Fee is a uniform fee on development to fund transportation improvements in the Tri-Valley area, both in Contra Costa County and in Alameda County. The Tri-Valley area consists of the San Ramon Valley, Livermore Valley and Amador Valley. Within this area are portions of southern Contra Costa County and northern Alameda County and the Cities of San Ramon, Livermore, Pleasanton, Dublin and the Town of Danville, which collectively comprise the Tri-Valley Development Area.

This Development Program Report (“DPR”) is required by the Contra Costa County Board of Supervisors’ Policy on Bridge Crossing and Major Thoroughfare Fees (adopted July 17, 1979), which implements Division 913 of the County Ordinance Code and Section 66484 of the State Subdivision Map Act.

The April 22, 1998, “Joint Exercise of Powers Agreement Pertaining to Tri-Valley Transportation Development Fee for Traffic Mitigation” (“JEPA”) is an agreement among the County of Contra Costa (“County”), the Town of Danville, the City of San Ramon, the City of Pleasanton, the City of Dublin, the City of Livermore, and the County of Alameda. The JEPA established a framework for the enactment of the TVTD Fee by the participant jurisdictions within the Tri-Valley Development Area. These participant jurisdictions formed the Tri-Valley Transportation Council (TVTC). The TVTC entered into a new agreement on May 16, 2011, which resulted in the establishment of a funding authority and also adopted a Strategic Expenditure Plan (SEP).

This DPR details the basis for collection of the TVTD Fee in the County. The County’s ordinance will apply only to new development within the unincorporated areas of the Tri-Valley Development Area, an area known as the TVTD Fee Area. The TVTD Fee Area is specifically described in Exhibit A and generally shown in Exhibit B. Similar ordinances will be or already have been adopted by the other parties to the JEPA.

One of the objectives of the County General Plan and of the JEPA is to relate new development directly to the provision of facilities necessary to serve that new development. Accordingly, development cannot be allowed to occur unless a mechanism is in place to provide the funding for the infrastructure necessary to serve that development. The TVTD Fee provides funds to construct

regional road improvements to serve new residential, office, commercial/retail, and industrial developments. Requiring that all new development pay a regional road improvement fee will ensure their participation in the cost of improving the regional road system.

Each new development or expansion of an existing development will generate new additional traffic. Where the existing road system is inadequate to meet future needs based on new development, improvements are required to meet the new demand. The purpose of a development program is to determine improvements ultimately required to serve estimated future development throughout the Tri-Valley Development Area and to require developers to pay a fee to help fund these improvements. Because the TVTD Fee is based on the relative impact on the road system and the costs of the necessary improvements to mitigate this impact, the fee amount is roughly proportional to the development impact. This DPR discusses the basis of that fee amount.

## Chapter 2: Background

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

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

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

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

With respect to the TVTC JEPAs, in October 2013 TVTC entered into a new Joint Exercise of Powers Agreement (JEPAs) comprised of seven member agencies: the County of Alameda, the County of Contra Costa, the City of Livermore, the City of Pleasanton, the City of San Ramon, the City of Dublin, and the Town of Danville. The purpose of the new JEPAs agreement was to establish the TVTC as a separate agency responsible for planning, coordinating, and receiving disbursement of traffic impact fee revenues from member agencies to help implement transportation improvement projects within the Tri-Valley Area.

## **Strategic Expenditure Plan**

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

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

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

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

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

## Chapter 3: Location and Boundary

The Tri-Valley Transportation Development Fee Area location is described in Exhibit A and generally shown in Exhibit B.

## Chapter 4: General Plan Relationship

The basis for the TVTD Fee is consistent with the features of the County General Plan and its amendments and subscribes to the policies of the General Plan elements. The General Plan policies include, but are not limited to, improving the County roadway network to meet existing and future traffic demands. Establishing and charging new development the TVTD Fee will assist in funding the necessary improvements required for future growth that are generally shown in the General Plan.

The fees will be used to help finance improvements to state highways including freeways, not just local surface streets. The Contra Costa County General Plan includes freeways in its Transportation and Circulation Element as part of the General Plan Roadway and Transit Network. The Transportation and Circulation Element also states the County shall work with Caltrans to establish commuter lanes on new and expanded freeways and state highways and that the County shall work with cities to establish regional funding mechanisms to fund improvements to the Roadway and Transit Network in the General Plan. The funding mechanisms “may include sales taxes, gas taxes, or fees on new development” (Contra Costa County General Plan page 5-17, Item 5-f).

The County General Plan and its various elements are available for review on-line at the Department of Conservation and Development’s website or at the Community Development Division, 30 Muir Road, Martinez, during regular office hours.

## Chapter 5: Project List

The project list for the TVTD Fee Program is set forth in Exhibit C. The current projects are divided into two lists. The first list, List A, includes 7 projects that were included in the original program adopted in 1995. The second list, List B, includes 8 projects that were included in the 2008 Nexus Study.

Of the 27 existing projects, 10 projects have been completed and are no longer considered for further funding. In addition, two projects (B-9 Danville Boulevard/Stone Valley Road I-680 Intersection and B-11a I-680 HOV Direct Access Ramps) have been removed from the project list and are no longer being considered for funding. Thus, a total of 12 projects have been removed from the prior lists. The remaining projects have not been fully completed. The project list table in Exhibit C summarizes the projects in List A and B along with their total project costs and their remaining unfunded costs.

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



## Chapter 6: Development Potential

The Nexus Study: Tri-Valley Transportation Council (Nexus Study), dated August 2021, was prepared by Kimley Horn and Associates, Inc. for the TVTC, and is attached as Exhibit D and incorporated herein by reference. The Nexus Study provides the technical basis for establishing the required nexus between the anticipated future development within the TVTD Area and the need for certain facilities. The projected growth in households and employment within the TVTD Area is discussed and shown in the Nexus Study.

A summary of the potential new residential dwelling units, office, industrial, and commercial/ retail developments (net growth from 2020 to 2040) for 7 total agencies comprising the TVTC are shown below in Table 1 and Table 2.

Table 1. Total Household Forecasts by Agency

Agency	2020-2040 Growth (Households)	Percent Change	Annual Growth Rate
Danville	993	6%	0.31%
Dublin	7,397	34%	1.48%
Livermore	9,074	30%	1.30%
Pleasanton	6,316	23%	1.03%
San Ramon	9,014	33%	1.42%
Unincorporated Alameda	254	12%	0.57%
Unincorporated Contra Costa	264	2%	0.11%
<b>Total Tri-Valley</b>	<b>33,312</b>	<b>24%</b>	<b>1.09%</b>

Table 2. Total Employment Forecasts by Agency

Agency	2020-2040 Growth (Employment)	Percent Change	Annual Growth Rate
Danville	189	1%	0.05%
Dublin	9,314	40%	1.69%
Livermore	20,757	45%	1.88%
Pleasanton	24,293	39%	1.66%
San Ramon	8,488	17%	0.78%
Unincorporated Alameda	555	13%	0.60%
Unincorporated Contra Costa	351	8%	0.38%
<b>Total Tri-Valley</b>	<b>63,947</b>	<b>30%</b>	<b>1.34%</b>



## Chapter 7: Estimated Cost of Road Improvements

The estimated cost of the road improvements planned for the TVTD Fee Program is listed in Exhibit C. The TVTD Fee Program will only finance the proportional share of the improvements necessitated by the impact on the road system from new development.

Detailed cost estimates for the projects included in the road improvement plan are provided in Appendices A and B of the Nexus Study.

The County will assess an administrative fee equal to 2% of the applicable fee. This additional fee will be used to cover staff time for fee collection, accounting, and technical support to the community groups and traffic advisory committees.

## Chapter 8: Basis for Fee Apportionment

The basis for the fee apportionment is set forth in detail Chapter 4 of the Nexus Study and Chapter 9 of this DPR.

To summarize, the land use categories for which a fee will be assessed in the TVTDT Area, are single-family and multi-family residential, office, industrial, commercial/retail, and "other." The total TVTDT Fee share of the cost of improvements is divided by the total number of peak-hour trips generated by all of these land use categories to determine a cost per peak-hour trip.

The costs are then distributed based on a peak-hour trip rate. For the residential categories, the cost is distributed among all dwelling units. In the non-residential categories, the cost is distributed per square foot of gross floor area. For the "other" category, which includes land uses that do not fall within the defined land use categories, the fee is based on the number of peak-hour trips generated by the particular type of development. For those type of developments that do not fall within a standard category, a traffic study prepared by a licensed engineer, reviewed, and approved by the Public Works Department, or an analysis completed in accordance with the latest revision of the Institute of Traffic Engineers Trip Generation Manual, may be required to analyze the project's impact during the peak traffic hours. The project would then be charged the peak-hour trip rate multiplied by the number of peak-hour trips identified by one of the methods above.

## Chapter 9: Fee Rates

### Calculation of Maximum Fees

The fee calculation is set forth in detail in Chapter 4 of the Nexus Study.

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

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

The maximum fees are summarized in Table 3. As shown in Table 3, the maximum fee for a single-family residential unit is \$43,397 while the maximum fee for one square-foot of retail use is \$84.52.

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

Table 3. Maximum Fee Calculations

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

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

## Recommended Fee Rate

The 2022 TVTD Fee is proposed to be set at between 6% to 15% of the justified maximum fee rate and thus, the amount of the fee is lower than the actual costs attributable to new development. The recommended fee rate is 15% of the maximum fee rate for the duration of the SEP for all uses except retail and “other” land uses, which are recommended to be set at 6% and 12% of the maximum fee rate, respectively. These rates are shown in Table 4 below.

Table 4. Determination of FY 2022/2023 Fee Rates

Land Use Type	Maximum Fee	% of Maximum	FY 2022/2023 Rates
Single-Family Residential	\$43,976 per DU	15%	\$6,596.40 per DU
Multi-Family Residential	\$25,928 per DU	15%	\$3,889.20 per DU
Retail	\$84.52 per SF	6%	\$5.07 per SF
Office	\$58.72 per SF	15%	\$8.81 per SF
Industrial	\$33.81 per SF	15%	\$4.97 per SF
Other	\$50,839 per trip*	12%	\$6,100.68 per trip*

\*Average AM/PM trip.

# Chapter 10: Program Finance Considerations

## Other Funding Sources

The planned improvements are only partially funded by the TVTD Fee. The rate of revenue generated in the TVTD Area is dependent on the rate of new development within this area. This rate of revenue affects the timing of the construction of the improvements as it is dependent on the total amount of fees collected less expenditures.

Other funding sources may be available to help fund the proposed transportation projects. These other funding sources include but are not limited to Regional Measure J Funds, State Transportation Improvement Program (STIP) Funds, and Federal Program Funds, or local sources such as sales tax, gas tax, etc.

## **Review of Fees**

Project cost estimates will be reviewed periodically while the TVTDT Fee Program is in effect. On July 1 of each year, the amount of the fees will be increased or decreased based on the percentage change in the Engineering News Record Construction Cost Index for the San Francisco Bay Area for the 12-month period ending April 30 of that calendar year, without further action of the Board of Supervisors.

## **Collection of Fees**

Fees will be collected when a building permit is issued in accordance with Section 913-4.204 of Title 9 (Subdivisions) of the County Ordinance Code. Fees collected will be deposited into interest bearing trust funds established pursuant to Section 913-8.002 of the County Ordinance Code.

## **Interest on Fees**

The interest accrued on the fees collected shall continue to accumulate in the trust account and shall be expended for administration, design and construction of the improvements, or to reimburse the County for the cost of constructing the improvements, pursuant to Section 913-8.006 of the County Ordinance Code.

## **Dedication in Lieu of Fee**

A development may be required to construct, or dedicate right-of-way for, a portion of the improvements as a condition of approval. In such an event, the developer may be eligible to receive credit for the TVTDT Fee or reimbursement. The eligible credit and/or reimbursement will be determined in accordance with the County's "Traffic Fee Credit and Reimbursement Policy".

## Exhibit A: Tri-Valley Development Fee Area Legal Description

Real property in Southern Contra Costa County, California, bounded on the south by Alameda County, bounded on the north by the "South Walnut Creek Area of Benefit" adopted December 6, 1994, by Contra Costa County Board of Supervisors' Resolution 94/604, and bounded on the north and west by the "Central County Area of Benefit" adopted June 13, 1995, by Contra Costa County Board of Supervisors' Resolution 95/273 described as follows:

Beginning at the intersection of the west line of Section 23, Township 2 South, Range 1 East, Mount Diablo Meridian with the boundary common to Contra Costa and Alameda Counties; thence from the Point of Beginning, along said County boundary in a general westerly direction 101,550 feet, more or less, to Rancho corner P.C. No. 31 on the boundary of Rancho Laguna de los Palos Colorados; thence along said Rancho boundary, north 19°28'45" east 3,547.16 feet to Rancho Corner P.C. No. 32 and north 1°13'26" east 929.81 feet to the boundary of the Record of Survey filed June 20, 1980, in Book 67 of Licensed Surveyors' Maps at page 9; thence along the boundary of said Record of Survey as follows: 1) north 88°52'39" east 513.17 feet, 2) north 0°15'16" west 1,303.04 feet, 3) north 88°43'10" east 1,290.34 feet, and 4) north 0°27'37" west 1,306.53 feet to the northwest corner of Section 28, Township 1 South, Range 2 West, Mount Diablo Meridian; thence along the north lines of Sections 28, 27 and 26 (T1S, R2W), easterly 15,840 feet, more or less, to the west line of Section 25 (T1S, R2W); thence along said west line, southerly 2,640 feet, more or less, to the west quarter corner of said Section 25; thence south 88°43'05" east 1,063.84 feet to the northwest corner of Subdivision MS 28-82 filed November 21, 1983, in Book 108 of Parcel Maps at page 11; thence along the north line of Subdivision MS 28-82, south 88°47'23" east 1,062.06 feet to the northwest corner of Subdivision MS 53-81 filed March 28, 1985, in Book 115 of Parcel Maps at page 14; thence along the north line of Subdivision MS 53-81, south 88°43'43" east 3,035.66 feet to the east line of said Section 25 (T1S, R2W); thence along said east line, northerly 2,640 feet, more or less, to the northeast corner of Section 25, said point lying on the southerly boundary of the parcel of land described as PARCEL FIVE in the deed to East Bay Regional Park District recorded April 4, 1974, in Book 7189 of Official Records at page 183; thence along said boundary, in a general northerly direction 2,325.7 feet to the east line of the Parcel of land described as PARCEL ONE in the deed to the United States of America recorded July 29, 1980, in Book 9930 of Official Records at page 913; thence along said east line, in a general northwesterly direction 192.27 feet to an angle point on the boundary of said East Bay Regional Park District PARCEL FIVE (7189 O.R. 183); thence along said boundary, in a general northwesterly direction 1207.59 feet to the northeast corner thereof, said point being the southeast corner of the parcel of land described as PARCEL TWO in said deed to the East Bay Regional Park District (7189 O.R. 183); thence along the northeast line of PARCEL TWO (7189 O.R. 183), said line also being the boundary of Rancho San Ramon, northwesterly 4,840 feet, more or less, to the most easterly





corner of Subdivision MS 150-75 filed June 14, 1976, in Book 45 of Parcel Maps at page 41; thence along the boundary of said Subdivision MS 150-75 as follows: 1) south  $63^{\circ}16'$  west 193.73 feet, 2) south  $76^{\circ}18'50''$  west 481.39 feet, 3) north  $84^{\circ}17'$  west 2,622.91 feet, and 4) north  $0^{\circ}39'40''$  west 1,233.72 feet to the northwest corner of said Subdivision MS 150-75, said point lying on the south line of Subdivision 6419 filed July 28, 1988, in Book 323 of Maps at page 39; thence along said south line, north  $84^{\circ}47'44''$  west 1,353.46 feet to the southwest corner of said Subdivision 6419, said point lying on the centerline of Section 14, Township 1 South, Range 2 West, Mount Diablo Meridian; thence along said centerline of Section 14 and the centerline of Section 11 (T1S, R2W), northerly 6,663.66 feet to the southwest corner of the parcel of land described in the deed to David L. Gates, et ux, recorded April 9, 1981, in Book 10275 of Official Records at page 438; thence along the south line of said Gates parcel (10275 O.R. 438) easterly 300 feet to the most southeast corner thereof, said point lying on the boundary of Subdivision MS 58-75 recorded October 26, 1978, in Book 71 of Parcel Maps at page 23; thence along the boundary of said Subdivision MS 58-75 (71 PM 23) as follows: 1) north  $87^{\circ}05'11''$  east 274.17 feet, 2) in a general northerly direction 3,354.5 feet to the northeast corner thereof, 3) north  $89^{\circ}12'12''$  west 176.01 feet, and 4) south  $0^{\circ}36'$  west 41.92 feet to the southeast corner of Subdivision MS 133-72 filed September 7, 1972, in Book 24 of Parcel Maps at page 9; thence along the south line of Subdivision MS 133-72, south  $89^{\circ}12'36''$  west 259.78 feet to the Centerline of Castle Hill Ranch Road (a private road); thence along said centerline in a general northerly direction, 907 feet, more or less to the northeast corner of Lot "B" as shown on the Record of Survey filed May 13, 1984, in Book 74 of Licensed Surveyors' Maps at page 12, said point being the most southern corner of the said "South Walnut Creek Area of Benefit" (Res. 94/604); thence along the boundary of said "South Walnut Creek Area of Benefit", in a general northerly and easterly direction, 6,275 feet, more or less, to the most eastern corner thereof, said point being the intersection of the centerline of Crest Avenue with the extended west right of way line of South Main Street; thence along said extension and west right of way line in a general southerly direction 565 feet, more or less, to the southeast corner of Subdivision MS 114-75 filed October 20, 1976 in Book 49 of Parcel Maps at page 19; thence along the arc of a non-tangent curve concave to the northwest having a radius of 1,096 feet on the northwest line of the Southern Pacific Railroad right of way, northeasterly 52 feet, more or less, to the most western corner of Assessor Parcel Number (hereinafter referred to as APN) 183-093-031 described as PARCEL THIRTY-ONE in the deed to Contra Costa County recorded December 9, 1985 in Book 12652 of Official Records at page 570; thence non-tangent along the southwest line thereof, crossing Engineer's Station 603+65, southeasterly 110 feet, more or less, to the southeast line of said County parcel, being a non-tangent curve concave to the northwest having a radius of 1,196 feet and being concentric with said northwest line; thence along the arc of said curve, northeasterly 52 feet, more or less, to the southwest line of APN 183-093-023 described in the deed to East Bay Municipal Utility District (hereinafter referred to as EBMUD) recorded January 5, 1968 in Book 5530 of Official Records at page 93; thence along said southwest line, south  $22^{\circ}53'01''$  east 33.76 feet; thence crossing Rudgear Road, southeasterly 245 feet, more or less, to the northwest corner of APN 187-040-007 described as PARCEL 11 in the deed to Contra Costa County Flood Control and Water Conservation District recorded December 20, 1967 in Book 5520 of Official Records at page 451; thence along the boundary of PARCEL 11, in a general southeasterly direction 1,036.02 feet and north  $64^{\circ}16'18''$  east 239.65 feet, to the most eastern

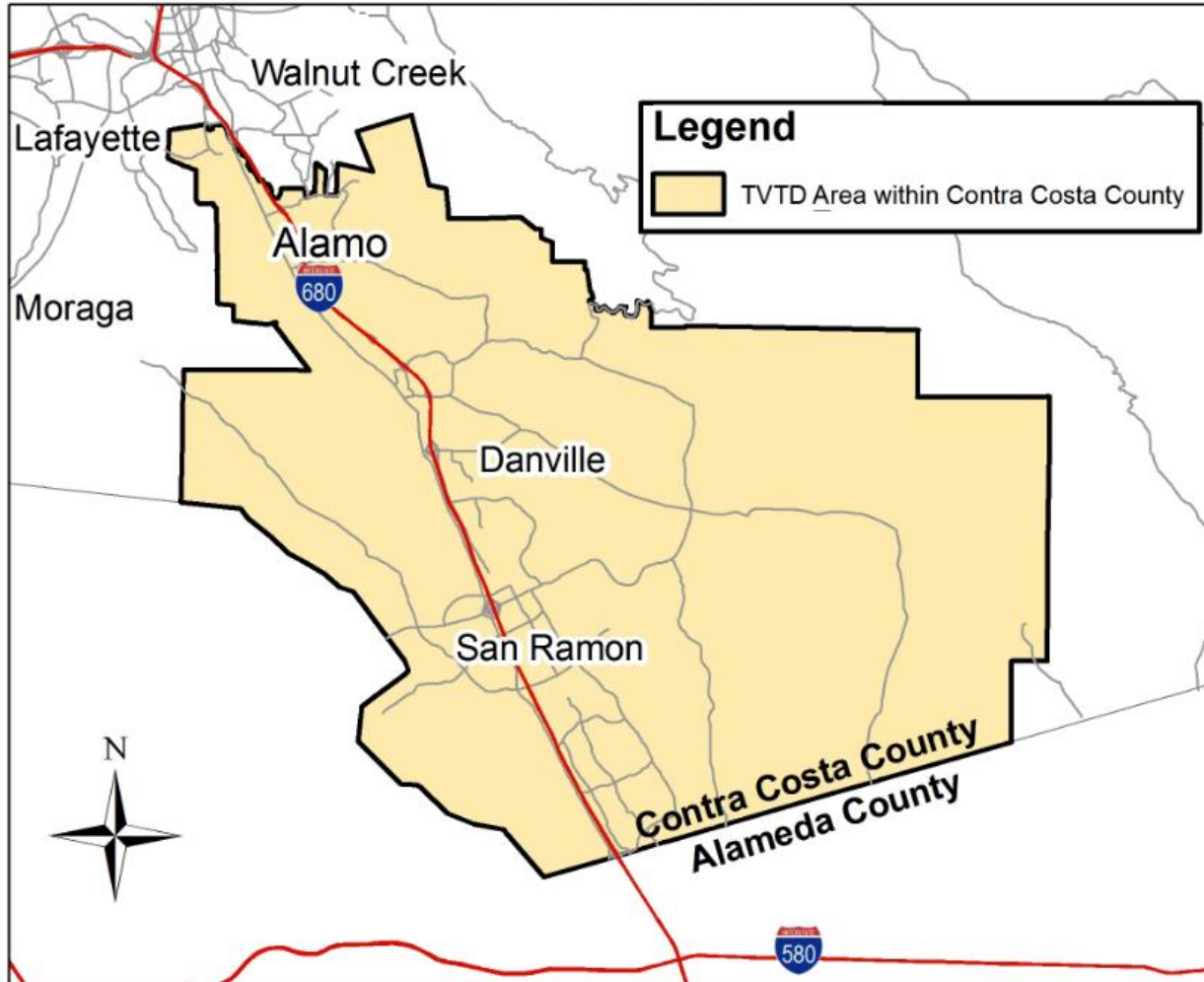




corner thereof on the west right of way line of Interstate Freeway 680; thence along said west line in a general southeasterly direction 836 feet, more or less, to the boundary of APN 187-050-011 and 012 described as Parcel 1 in the deed to Edward Johannessen and Juliet Johannessen 1987 Revocable Living Trust recorded March 22, 1988 in Book 14228 of Official Records at page 211; thence along said boundary as follows: 1) south  $63^{\circ}37'38''$  west 44.33 feet, 2) south  $23^{\circ}15'36''$  east 359.22 feet, 3) north  $64^{\circ}03'39''$  east 14.72 feet, 4) south  $23^{\circ}15'36''$  east 144.57 feet, 5) south  $45^{\circ}21'24''$  west 36.15 feet, 6) south  $55^{\circ}15'24''$  west 108.21 feet, 7) south  $32^{\circ}31'24''$  west 152.34 feet, 8) south  $12^{\circ}04'24''$  west 20.34 feet, 9) south  $33^{\circ}09'41''$  east 465.15 feet, 10) north  $35^{\circ}52'50''$  east 129.8 feet, 11) south  $29^{\circ}21'32''$  east 64.96 feet, and 12) south  $69^{\circ}09'52''$  east 54.67 feet, to the most southeastern corner thereof on the west right of way line of Interstate Freeway 680; thence along said west line in a general southeasterly direction 1,209.59 feet; thence crossing said freeway, north  $53^{\circ}47'20''$  east 290 feet, more or less, to the east right of way line thereof; thence along said east line in a general southeasterly direction 2,259.08 feet to the west line of Subdivision 6468 recorded January 8, 1982 in Book 286 of Maps at page 41; thence along said west line in a general northerly direction 828.77 feet to the south line of APN 187-160-013 described as Parcel Three in the deed to the City of Walnut Creek recorded July 5, 1984 in Book 11867 of Official Records at page 965; thence along said south line and the south line of Subdivision 4810 filed September 23, 1976 in Book 189 of Maps at page 48, south  $89^{\circ}43'18''$  east 944.73 feet, to the southwest corner of Subdivision 3037 recorded June 25, 1964 in Book 99 of Maps at page 30; thence along lot lines of Subdivision 3037, south  $89^{\circ}43'18''$  east 933.43 feet, south  $6^{\circ}19'31''$  east 712.51 feet and along the north right of way line of Livorna Road, north  $72^{\circ}23'20''$  east 145.74 feet; thence crossing Trotter Way, north  $72^{\circ}23'20''$  east 100 feet, more or less, to the south line of Lot 131 (99 M 30); thence continuing along lot lines of Subdivision 3037 as follows: 1) along the north right of way line of Livorna Road, north  $72^{\circ}23'20''$  east 272.09 feet, 2) north  $1^{\circ}36'23''$  east 275.72 feet, 3) south  $88^{\circ}23'37''$  east 149.23 feet 4) south  $1^{\circ}36'23''$  west 223.71 feet, and 5) along the north right of way line of Livorna Road in a general easterly direction 79.27 feet, to the east boundary of Subdivision 3037; thence along said boundary in a general northerly direction 1,532.28 feet to the northeast corner thereof, also being the southeast corner of Subdivision 3827 recorded June 11, 1969 in Book 126 of Maps at page 38; thence along the east line of Subdivision 3827, north  $1^{\circ}31'55''$  east 942.5 feet, to the southwest corner of Subdivision 5366 recorded March 25, 1980 in Book 236 of Maps at page 7; thence along the boundary of Subdivision 5366 in a general easterly direction 400.83 feet to the southeast corner thereof on the boundary of Subdivision 5931 recorded June 29, 1983 in Book 271 of Maps at page 21; thence along the boundary of Subdivision 5931, in a general southeasterly direction 105.63 feet along Livorna Heights Road right of way line and south  $55^{\circ}22'55''$  east 537 feet, to the southeast corner of Subdivision 5931 on the west line of Subdivision 4402 recorded December 27, 1974 in Book 175 of Maps at page 25; thence along said west line, south  $1^{\circ}32'10''$  west 1063.35 feet to the northwest corner of Subdivision 3973 recorded August 18, 1972 in Book 149 of Maps at page 20; thence along the west line of Subdivision 3973 and its southern prolongation, south  $1^{\circ}32'10''$  west 967.1 feet, to the centerline of Livorna Road; thence along said centerline in a general easterly direction 890.41 feet to the southern prolongation of the east line of Subdivision 3973; thence along said prolongation and east line, north  $1^{\circ}44'25''$  east 1,057.06 feet, to the southeast corner of Subdivision 4402 (175 M 25); thence continuing north  $1^{\circ}44'25''$  east 1,527.78

feet to the northeast corner of Subdivision 4402 on the boundary of Subdivision 4924 recorded May 18, 1977 in Book 196 of Maps at page 28; thence along said boundary in a general southeasterly direction 2,879.25 feet to the southeast corner thereof on the boundary of Subdivision 6743 filed June 9, 1987 in Book 313 of Maps at page 28; thence along said boundary, north  $21^{\circ}53'15''$  west 3,423.26 feet, north  $73^{\circ}16'01''$  east 4,566.44 feet, and south  $13^{\circ}51'48''$  east 5,687.22 feet, to the most southern corner thereof on the south line of Rancho San Miguel and the Record of Survey filed August 27, 1970 in Book 53 of Licensed Surveyors' Maps at page 13; thence along said south line, south  $76^{\circ}53'13''$  east 1,445.41 feet, to the most southern corner of said Record of Survey (53 LSM 13) on the boundary of that 787.58 acre parcel shown on the Record of Survey filed June 22, 1960, in Book 18 of Licensed Surveyors' Maps at page 39; thence along the boundary of said parcel (18 LSM 39), south  $6^{\circ}08'40''$  east 2,389.28 feet and north  $87^{\circ}52'06''$  east 9,881.20 feet to the southeast corner thereof on the northwest line of Lot D, Rancho San Miguel Robert Allen Tract; thence along said northwest line, northeasterly 3,100 feet, more or less, to the centerline of Mount Diablo Scenic Boulevard (North Gate Road); thence along said centerline in a general easterly direction 12,400 feet, more or less, to the centerline intersection of Summit Road; thence along the centerline of Mount Diablo Scenic Boulevard (South Gate Road) in a general southerly direction 6,700 feet, more or less, to the south line of Section 12 Township 1 South, Range 1 West, Mount Diablo Meridian; thence along said south line, easterly 4,400 feet, to the northwest corner of Section 18, Township 1 South, Range 1 East, Mount Diablo Meridian; thence along the west line of said Section 18 (T1S, R1E) southerly 5,280 feet, more or less, to the southwest corner thereof; thence along the south line of Sections 18, 17 and 16, Township 1 South, Range 1 East, Mount Diablo Meridian, easterly 15,840 feet, more or less, to the northwest corner of Section 22, Township 1 South, Range 1 East, Mount Diablo Meridian, thence along the west line of said Section 22 (T1S, R1E), southerly 5,280 feet, more or less, to the southwest corner thereof; thence along the south line of Sections 22 and 23 (T1S, R1E), easterly 10,560 feet, more or less, to the northeast corner of Section 26 (T1S, R1E); thence, along the east line of Sections 26 and 35 (T1S, R1E), southerly 10,560 feet, more or less to the northeast corner of Section 2, Township 2 South, Range 1 East, Mount Diablo Meridian; thence along the east line of Sections 2 and 11 (T2S, R1E), southerly 10,560 feet, more or less, to the northeast corner of Section 14, Township 2 South, Range 1 East, Mount Diablo Meridian; thence along the north line of said Section 14, (T2S, R1E), westerly 2,640 feet, more or less, to the northeast corner of Parcel "D" of Subdivision MS 80-85 filed May 14, 1987, in Book 127 of Parcel Maps at page 32; thence along the east line of said Parcel "D" and its southerly prolongation, southerly 6,250 feet, more or less, to a point on the said boundary common to Contra Costa and Alameda Counties; thence along said County boundary in a general westerly direction 2,800 feet, more or less, to the Point of Beginning.

# Exhibit B: Tri-Valley Development Fee Area Boundary Map



## Exhibit C: Project List with Total and Unfunded Costs

<b>Allocation of Project Costs to Tri-Valley Transportation Development Fee Program</b>			
<b>Project Number</b>	<b>Project</b>	<b>Total Cost (2021 \$Million)</b>	<b>Unfunded Cost (2021 \$Million)</b>
A-2a	State Route (SR 84) Expressway (I-580 to I-680)	\$325.4	-
A-2b	SR 84/I-580 Interchange	\$22.7	\$6.42
A-9a	Crow Canyon Road Improvements Phase 1	\$10.87	\$8.42
A-9b	Crow Canyon Road Improvements Phase 2	\$58.77	\$57.08
A-10a	Vasco Road Safety Improvements Phase 1	\$40.57	\$11.14
A-10b	Vasco Road Safety Improvements Phase 2	\$31.20	\$28.62
A-11	Express Bus/Bus Rapid Transit (BRT) – Phase 2	\$22.35	\$21.21
B-1	I-580/I-680 Interchange (westbound to southbound)	\$1,785.65	\$1,746.65
B-3	\$98I-580/First Street Interchange Modification	\$61.00	\$7.93
B-4	I-580/Vasco Road Interchange Modification	\$85.65	\$16.61
B-5	I-580/Greenville Road Interchange Modification	\$86.00	\$18.92



B-6	Jack London Boulevard Extension	\$28.16	\$10.08
B-7	El Charro Road Extension (Stoneridge Drive/Jack London Boulevard to Stanley Boulevard)	\$72.48	\$72.48
B-8	Camino Tassajara/Tassajara Road Widening Project (East of Blackhawk Drive to North Dublin Ranch Drive)	\$88.08	\$54.55
B-11b	I-680 Transit Corridor Improvements	\$274.85	\$274.85
C-1	Tesla Road Safety Improvements	\$13.19	\$13.19
C-2	Norris Canyon Road Safety Improvement	\$24.49	\$18.49
C-3	Dublin Boulevard – North Canyons Parkway Extensions	\$160.39	\$134.91
C-4	Vasco Road at Dalton Avenue Intersection Improvements	\$3.39	\$3.39
C-5	El Charro Road Widening	\$68.09	\$38.09
C-6	Sunol/680 Interchange Improvements	\$16.60	\$7.60
C-7	I-680 Express Lanes – Hwy 84 to Alcosta	\$527.57	\$507.57
C-8	Santa Rita/I-580 Interchange	\$10.33	\$2.63
C-9	Stoneridge/I-680 Interchange	\$11.98	\$4.08



C-10	Innovate 680	\$57.21	\$54.66
C-11a	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Bollinger Canyon Road	\$22.88	\$8.58
C-11b	Iron Horse Trail Bicycle-Pedestrian Overcrossing – Crow Canyon Road	\$19.69	\$19.69
C-11c	Iron Horse Trail – Dublin	\$11.60	-
C-11d	Iron Horse Trail – Livermore	\$26.99	\$26.99
C-11e	Iron Horse Trail to Shadow Cliffs	\$1.65	\$0.30
C-11f	Iron House Trail Connection Improvements at Santa Rita Road	\$0.87	\$0.48
C-11g	Iron Horse Trail Bicycle/Pedestrian Overcrossing – Sycamore Valley Road	\$19.78	\$19.78
C-11h	Iron Horse Trail Safety Improvements	\$85.60	\$85.60
C-12	Hacienda/I-580 Interchange Improvements	\$39.13	\$34.50
C-13	Fallon/El Charro Interchange Improvements	\$34.51	\$19.96
C-14	Valley Link Rail (Phase 1)	\$258.25	\$258.25
C-15	Technology Enhancements	\$0.33	\$0.33
C-16	I-680 Express Bus Service	\$59.35	\$59.36

**Source: Tri-Valley Transportation Council 2020 Nexus Fee Update Study**



**Exhibit D: Tri-Valley Transportation Council 2020 Nexus  
Fee Update Study**

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**Exhibit D  
Attached as Separate Document**

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