



# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

## SOUTHWEST AREA TRANSPORTATION COMMITTEE

### MEETING AGENDA

**Monday, August 1, 2016**  
**3:00 p.m.**

Town of Danville  
510 La Gonda Way, Danville, CA

*Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the San Ramon Permit Center, 2401 Crow Canyon Road, San Ramon, CA during normal business hours.*

#### **1. CONVENE MEETING/SELF INTRODUCTIONS**

#### **2. PUBLIC COMMENT:**

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

#### **3. BOARD MEMBER COMMENT**

#### **4. ADMINISTRATIVE ITEMS**

#### **5. CONSENT CALENDAR**

**5.A Approval of Minutes:** SWAT Minutes of May 9, 2016

**5.B Approval of Minutes:** SWAT Minutes of May 17, 2016

End of Consent Calendar

#### **6. REGULAR AGENDA ITEMS**

**6.A Review and Approve 511 Contra Costa FY 2016-17 SWAT Transportation Demand Management Programs and Budget** *(Attachments – Action)*

**6.B Contra Costa Transportation Authority (CCTA) Transportation Expenditure Plan (TEP);** The Contra Costa Transportation Authority (Authority) has undertaken actions necessary to consider placing a measure on the November 2016 general election ballot which would establish a new one half of one percent transaction and use tax (aka sales tax) for transportation purposes to meet the growing needs of Contra Costa County.

Placing a new transportation sales tax on the ballot requires preparation and adoption of a TEP documenting the use of the revenues expected to be derived from the sales tax. The Authority approved the final language for the TEP on May 18, 2016 and released the TEP for approval by city/town councils and the County Board of Supervisors (BOS).

The TEP was approved unanimously by all city/town councils and the BOS without a single "no" vote. On July 21, 2016 The Contra Costa Transportation Authority voted unanimously to place a tax measure on the November 8 ballot. (*Attachments, Information only, No action necessary*)

**6.C Update on the OBAG 2 Status** (*Information only, No action necessary*)

**7. WRITTEN COMMUNICATIONS** (*Attachments – Action as determined necessary*)

- Contra Costa Transportation Authority Meeting Summary, April 6, 2016;
- Town of Danville – Request for Comments, General Plan Amendment (GPA15-0001), Preliminary Development Plan – Rezoning (PID15-0001), Major Subdivision, and a Final Development Plan (DEV15-0065) to allow for the development of a maximum 38-unit townhouse development, April 12, 2016;
- Contra Costa County, Draft Environmental Impact Report for Tassajara Parks Project, May 12, 2016;
- SWAT Meeting Summary Report to CCTA, May 17, 2016;
- City of Concord, Draft Environmental Impact Report for The Veranda Shopping Center, June 1, 2016;
- Contra Costa Transportation Authority Meeting Summary, May 18, 2016;
- Contra Costa County, Draft Environmental Impact Report Request for Comments for Tassajara Parks Project, June 3, 2016;
- Town of Moraga, Planning Commission, Public Meeting Notice for the Moraga Town Center Homes project, June 6, 2016;
- City of San Ramon, Planning Commission, Public Hearing Notice – San Ramon Valley Apartments, June 7, 2016;
- Contra Costa County, Notice of Public Review and Intent to Adopt a Proposed Mitigated Negative Declaration for County File #DP15-3023 – Bay Point Family Apartments, July 13, 2016;
- Town of Moraga, Planning Commission, Public Meeting Notice for the Moraga Town Center Homes project, July 18, 2016.

**8. DISCUSSION:** Next Agenda

**9. ADJOURNMENT** to Monday, September 12, 2016 3:00 p.m. at Town of Danville

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Lisa Bobadilla at least 48 hours before the meeting at (925) 973-2651 or [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov).

**Staff Contact:** Lisa Bobadilla, SWAT Administrative Staff  
Phone: (925) 973-2651 / E-Mail: [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov).

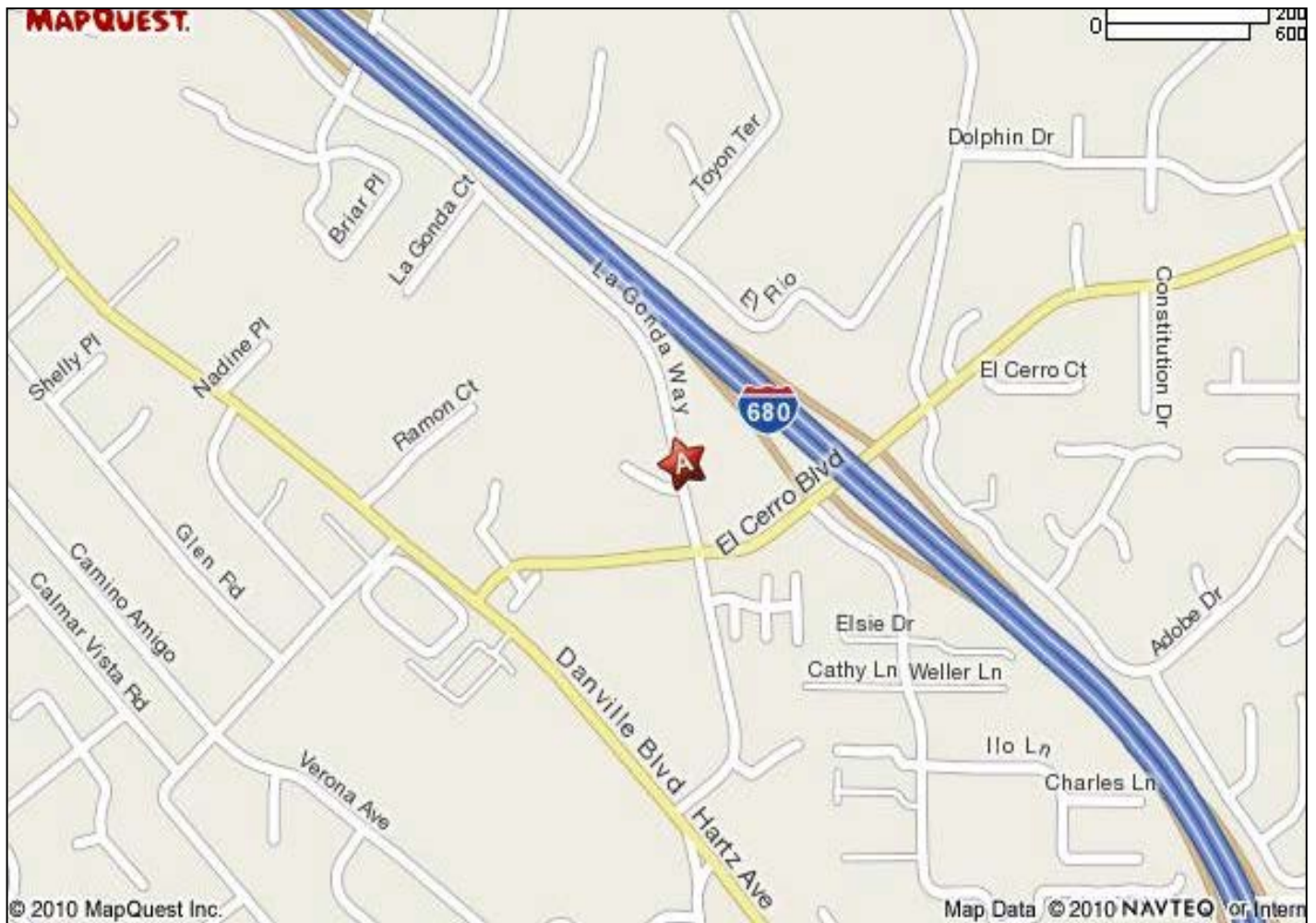
Agendas, minutes and other information regarding this committee can be found at: [www.CCTA-SWAT.net](http://www.CCTA-SWAT.net)

# ***SOUTHWEST AREA TRANSPORTATION COMMITTEE***

## **MEETING LOCATION MAP**

***\*PLEASE NOTE NEW MEETING LOCATION\****

**DANVILLE TOWN OFFICES, LARGE CONFERENCE ROOM  
510 LA GONDA WAY, DANVILLE**



**AGENDA ITEM 5.A**



# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

**SUMMARY MINUTES  
May 9, 2016 – 3:00 p.m.  
Town of Danville Office  
510 La Gonda Way  
Danville, California**

**Committee members present:** Karen Stepper, Town of Danville (Chair); Don Tatzin, City of Lafayette; Mike Metcalf, Town of Moraga, Dave Hudson; City of San Ramon; Amy Worth, City of Orinda, Candace Andersen; Contra Costa County.

**Staff members present:** Lisa Bobadilla, City of San Ramon; Darlene Amaral, City of San Ramon; Andy Dillard, Town of Danville; James Hinkamp, City of Lafayette; Joe Calabrigo, Town of Danville; Robert Sarmiento, Contra Costa County; Ellen Clark, Town of Moraga.

**Others present:** Grace Schmidt, Alamo Resident; Smitty Schmidt, Alamo Resident

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Stepper at 3:01 p.m.
2. **PUBLIC COMMENT:** No public comment.
3. **BOARD MEMBER COMMENT:** No board member comment.
4. **ADMINISTRATIVE ITEMS:**
5. **CONSENT CALENDAR:**  
  
End of Consent Calendar
6. **REGULAR AGENDA ITEMS:**

**6.A Contra Costa Transportation Authority (CCTA) Development of a Potential Transportation Expenditure Plan (TEP):**

Don Tatzin provided an overview on the following language changes to the Draft TEP dated May 6, 2016:

**No. 3 BART Capacity, Access and Parking Improvements**

*This category is intended to provide funding to increase the capacity and ridership of public transit on the BART corridors and for BART station, access and parking improvements in Contra Costa County. Funds in this category are ~~primarily~~ intended to be allocated by the Authority for the acquisition of new BART cars ~~and associated advanced train control systems that can be shown to increase capacity and ridership on BART lines serving Contra Costa~~, provided that: 1) BART agrees to fund*

a minimum of \$100 million in BART station, access and parking improvements in Contra Costa County from other BART revenues, and 2) a regional approach, that includes

commitments of equal funding shares from both Alameda and San Francisco counties and additional regional funding from the Metropolitan Transportation Commission, is developed and approved no later than December 31, ~~2026~~2021. If an agreement is not approved by December 31, 2021, BART may request and the Authority may approve extending this deadline to no later than December 31, 2026.

BART station, access and parking improvements may include station capacity, safety and operational improvements; infrastructure improvements that facilitate Transit Oriented Development at or near BART stations; additional on or off site parking; last mile shuttle or shared vehicles that provide alternatives to driving single-occupant vehicles to BART stations; and bicycle/ pedestrian facilities that provide access to BART stations. ~~The use of these funds for other than new BART cars and associated advanced train control systems will not be considered unless After the time limitations have been exceeded, or if before that date BART informs the Authority it is no longer pursuing the additional BART cars, the Authority may allocate all remaining and associated advanced train control systems project or after December 31, 2026, whichever occurs earlier. BART station, access and parking improvements may include station capacity, safety and operational improvements; infrastructure improvements that facilitate Transit Oriented Development at or near BART stations; additional on or off site parking; last mile shuttle or shared vehicles that provide alternatives to driving single-occupant vehicles to BART stations; and bicycle/ pedestrian facilities that provide access to BART stations. Funds funds not used for BART cars or associated advance train controls, or for BART station, access and parking improvements or may be used for alternate public transit services that access BART.~~

Prior to the allocation of funds to BART, the Authority shall make a finding that BART has continued with its maintenance of effort in the use of farebox revenues for capital project improvements that benefit Contra Costa County.

Don Tatzin stated that BART is developing a Maintenance of Effort (MOE) agreement.

Don Tatzin noted the following title change just for West Contra Costa.

- **No 11. Bus Transit ~~and Other Non-Rail Transit Enhancements~~ in West Contra Costa**
- **No 12. Bus Transit and Other Non-Rail Transit Enhancements**

This title change does not affect SWAT directly, but Amy Worth expressed concern about putting two different transit items in the measure. SWAT would like to see consistency for both Project Categories No. 11 and No. 12.

### **No. 16 Pedestrian, Bicycle and Trail Facilities**

The Authority adopted a proposal to reduce funding for the East Bay Regional Park District share to 25%.

*One-third of the funds are to be allocated to the East Bay Regional Park District (EBRPD) for the development and rehabilitation of paved regional trails. EBRPD is to spend its allocation proportionally in each sub-region, subject to the review and*



*approval of the applicable sub-regional committee, prior to funding allocation by the Authority. The Authority in conjunction with EBRPD will develop a maintenance-of-effort requirement for funds under this component of the funding category.*

Don Tatzin suggested that SWAT withdraw their proposal of one quarter, and recommends that SWAT support one-third for the EBRPD share.

Lisa Bobadilla will include the following language change in the SWAT Summary letter to CCTA:

*EBRPD is to spend its allocation proportionally in each sub-region, subject to the review and approval of the **conceptual planning/design phase by the** applicable sub-regional committee, prior to funding allocation by the Authority.*

### **No. 17 Community Development Transportation Program**

*This category is intended to provide funding to implement a new Community Development Transportation Program (CDTP) to be administered by the Authority in conjunction with the Authority's Transportation for Livable Communities Program (TLC) with projects identified by the Authority's Regional Transportation Planning Committees (RTPC's). Funds will be allocated by the Authority on a competitive basis to transportation projects or programs that promote ~~economic development, job creation and/or~~ housing within planned or established ~~(or planned)~~ centers that are supported by transit, or that support economic development and job creation in Contra Costa County; supportive community centers. Project sponsors must demonstrate that at least 20% of the project is funded from other than local transportation sales tax revenue. Additional priority will be given to projects where the sponsor can demonstrate that the project supports and facilitates development of jobs or housing for all income levels and for additional matching funds, including proposals to secure grants for the Affordable Housing Sustainable Communities Program (AHSC) administered by the State's Strategic Growth Council (SCG) and/or other similar programs. Working with the RTPCs, the Authority will prepare guidelines and establish overall criteria for the program with the intent of complementing and administering the program in conjunction with the Authority's Measure J TLC program no later than December 31, 2017.*

SWAT supports this language as written.

Don Tatzin requested SWAT feedback/comments on the letter from Gray Bowen Scott, dated May 6, 2016 related to Supplemental Review of the Draft TEP, dated April 29, 2016.

### **Major Streets/Completed Streets/Traffic Signal Synchronization Grant Program**

*The Authority will adopt program guidelines that will include information regarding how to evaluate the range of possible project components. All projects will be selected through a competitive project selection process within each subregion with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional needs to achieve the overall program goal. All projects funded through this program must comply with the Authority's Complete Streets Policy and include complete street elements whenever possible.*

SWAT supports language change submitted by Gray Bowen Scott.

### **Policies: Urban Limit Line (ULL)**

4. *Local jurisdictions may, without voter approval, enact a Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction's legislative body and the following requirements:*

a. *Minor Adjustment ~~may include one or several parts that in total~~ shall not exceed 30 acres;*

b. *Adoption of at least one of the findings listed in the County's Measure L (§82-1.018 of County Ordinances 2006-06 § 3, 91-1 § 2, 90-66 § 4);*

c. *Adoption of a finding that the Minor Adjustment is for a clearly defined public benefit.*

~~e.d.~~ *The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceed 30 acres;*

~~d.e.~~ *The Minor Adjustment does not create a pocket of land outside the existing urban limit line, specifically to avoid the possibility of a jurisdiction wanting to fill in those subsequently through separate adjustments;*

~~e.f.~~ *Any jurisdiction proposing to process an ~~that approves a minor~~ adjustment to its applicable ULL that impacts designated agricultural lands shall have is required to ~~have~~ an adopted Agricultural Protection Ordinance or must demonstrate how the loss of the designated agricultural lands will be mitigated by permanently protecting farmland.*

SWAT seeks further clarification on what constitutes a “public benefit.”

### **Policies: Growth Management Program (GMP)**

SWAT continues to express concern of proposed GMP language, specifically:

*To insure the protection of agricultural lands, the following should be added to the Authority's Growth Management Checklist - any jurisdiction with agricultural lands (farming and ranching) within its **designated Planning Area** must have adopted an Agricultural Impact Policy. The Policy would require local agencies to identify and disclose the impacts of converting agricultural land to other uses and will provide information about the impact of future land use decisions on the County's important agricultural lands.*

SWAT recommends the following language:

*The Policy would require local agencies, **that initiates a project within its Planning Area**, to identify and disclose the impacts of converting agricultural land to other uses and will provide information about the impact of future land use decisions on the County's important agricultural lands.*

**ACTION:** SWAT will meet on the following date:

- Tuesday, May 17, 2016 at 2:00pm, Town of Danville Offices



7. **WRITTEN COMMUNICATIONS:** The following written communication items were made available:

**ACTION:** None

8. **DISCUSSION:** Next agenda

9. **ADJOURNMENT:** to Tuesday, May 17, 2016 at 2:00pm, Town of Danville Offices

**ACTION:** Meeting adjourned by Chair Stepper at 4:23 p.m.

**Staff Contact:**

Lisa Bobadilla  
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**AGENDA ITEM 5.B**



# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

**SUMMARY MINUTES  
May 17, 2016 – 2:00 p.m.  
Town of Danville Office  
510 La Gonda Way  
Danville, California**

**Committee members present:** Karen Stepper, Town of Danville (Chair); Don Tatzin, City of Lafayette; Mike Metcalf, Town of Moraga; Amy Worth, City of Orinda, Candace Andersen; Contra Costa County.

**Staff members present:** Lisa Bobadilla, City of San Ramon; Darlene Amaral, City of San Ramon; Andy Dillard, Town of Danville; James Hinkamp, City of Lafayette; Joe Calabrigo, Town of Danville; Robert Sarmiento, Contra Costa County; Ellen Clark, Town of Moraga; Chuck Swanson, City of Orinda.

**Others present:** Smitty Schmidt, Alamo Resident.

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Chair Stepper at 2:01 p.m.
2. **PUBLIC COMMENT:** Smitty Schmidt, Alamo Resident requested copies from the May 2, 2016 agenda under Written Communications. Staff will email Mr. Schmidt the SWAT Meeting Summary Report to Contra Costa Transportation Authority, April 19, 2016 and the Correspondence email from Alamo Resident, Sandy Fink, regarding the Alamo Project – SWAT Expenditure Plan.
3. **BOARD MEMBER COMMENT:** No board member comment.
4. **ADMINISTRATIVE ITEMS:**
5. **CONSENT CALENDAR:**
  - 5.A **Approval of Minutes:** SWAT Minutes of May 2, 2016

**ACTION: APPROVED** – Worth/Andersen/unanimous

End of Consent Calendar
6. **REGULAR AGENDA ITEMS:**
  - 6.A **Contra Costa Transportation Authority (CCTA) Development of a Potential Transportation Expenditure Plan (TEP):**

Lisa Bobadilla recommended that SWAT provide feedback and comment on the following items.

Don Tatzin provided an overview on the following language changes to the Draft TEP dated May 18, 2016:

### **No 3 BART Capacity, Access and Parking Improvements**

*This category is intended to provide funding to increase the capacity of and ridership ~~of public transit~~ on ~~the~~ BART ~~corridors~~ and for BART station, access and parking improvements in Contra Costa County. Funds in this category are intended to be allocated by the Authority for the acquisition of additional new BART cars , provided that: 1) BART agrees to fund a minimum of \$100 million in BART station, access and parking improvements in Contra Costa County from other BART revenues, and 2) a regional approach, that includes commitments of equal funding shares from both Alameda and San Francisco counties and additional regional funding from the Metropolitan Transportation Commission, is developed and approved no later than December 31, ~~2021~~2024. ~~If an agreement is not approved by December 31, 2021, BART may request and the Authority may approve extending this deadline to no later than December 31, 2026.~~*

*BART station, access and parking improvements may include station capacity, safety and operational improvements; infrastructure improvements that facilitate Transit Oriented Development at or near BART stations; additional on or off site parking; last mile shuttle or shared vehicles that provide alternatives to driving single-occupant vehicles to BART stations; and bicycle/ pedestrian facilities that provide access to BART stations. After the time limitations have been exceeded, or if before that date BART informs the Authority it is no longer pursuing the additional BART cars, the Authority may allocate all remaining funds for BART station, access and parking improvements or alternate public transit services that access BART.*

*Prior to the allocation of funds to BART, the Authority shall make a finding that BART has continued ~~with~~ its maintenance of effort in the use of its farebox increase revenues, or an equivalent amount, for capital project improvements that benefit Contra Costa County, except in years in which BART is unable to make a finding that it has continued its efforts specifically due to a decrease in ridership or an economic downturn or a natural disaster occurs.*

Don Tatzin noted that the Authority continues to deliberate with BART on language for this category. The new language changes will be presented at the Authority Board meeting on May 18, 2016.

SWAT supports the language changes as proposed.

### **No 16 Community Development Transportation Program**

Lisa Bobadilla noted that SWAT's previous suggestion regarding additional language has not been included in the last version of the TEP.

*Funds will be allocated by the Authority on a competitive basis **within each subregion** to transportation projects or programs that promote housing within planned or established centers that are supported by transit, or that support economic development and job creation in Contra Costa County.*

SWAT recommends that the following language, within each sub-region, be added to either the Geographic Equity or within in No. 15 Pedestrian, Bicycle and Trail Facilities and No. 16 Community Development Transportation Program:

*All projects will be selected through a competitive project selection process within each subregion with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional needs to achieve the overall program goal.*

### **The Growth Management Program**

Lisa Bobadilla noted that SWAT's previous suggestion to remove the following language has not been removed, *a Hillside Development Policy, a Ridgeline Protection Policy, a policy to protect wildlife corridors and a policy related to the protection of blue line creeks.*

### **Allocation of Funds**

*Each jurisdiction shall demonstrate its compliance with all of the components of the Growth Management Program in a completed compliance checklist. In addition to current requirements, the Growth Management Program compliance checklist will require jurisdiction's, within 24 months of the effective date of this measure, to have the following adopted policies in place (where applicable); a Hillside Development Policy, a Ridgeline Protection Policy, a policy to protect wildlife corridors and a policy related to the protection of ~~blue line~~ creeks. In addition to the above, the Growth Management compliance checklist will also require jurisdictions with designated prime agricultural lands (as defined by the California Department of Conservation) within their planning areas (but outside of city limits ~~or the ULL in the case of the County~~) to have (within 24 months of the effective date of this measure) an adopted Agricultural Impact Policy. Said Agricultural Impact Policy must identify and disclose the impacts of converting ~~prime~~ agricultural land to other uses and provide information about the impact of future land use decisions on the County's important agricultural lands. The jurisdiction shall submit, and the Authority shall review and make findings regarding the jurisdiction's compliance with the requirements of the Growth Management Program, consistent with the Authority's adopted policies and procedures.*

SWAT supports the language as written.

### **Urban Limit Line (ULL) Definitions and Compliance Requirements**

4. *Local jurisdictions may, without voter approval, enact ~~a~~ Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction's legislative body and the following requirements:*

- a. *Minor adjustment ~~may include one or several parts that in total~~ shall not exceed 30 acres;*

- b. Adoption of at least one of the findings listed in the County's Measure L (§82-1.018 of County Ordinances 2006-06 § 3, 91-1 § 2, 90-66 § 4);*

- c. Adoption of a finding that the Minor Adjustment is for a clearly defined public benefit.*

- ~~b.d.~~ The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceed 30 acres;*

*e.e. The Minor Adjustment does not create a pocket of land outside the existing urban limit line, specifically to avoid the possibility of a jurisdiction wanting to fill in those subsequently through separate adjustments;*

*d.f. Any jurisdiction proposing to process a minor ~~that approves a minor~~ adjustment to its applicable ULL that impacts designated prime agricultural lands or agricultural lands of statewide significance ~~agricultural lands~~ (as defined by the California Department of Conservation) is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of these designated agricultural lands will be mitigated by permanently protecting farmland.*

The County is recommending the Authority to provide a broader definition of “public benefit” and not a narrow definition.

### **Advance Mitigation Program**

Lisa Bobadilla noted that the following new language was added:

*2. Development of a Project Impacts Assessment that identifies the portfolio of projects to be included in the Advance Mitigation Program and the estimated costs for mitigation of the environmental impacts of the projects. The Authority will review and approve the Project Impacts Assessment prior to the allocation of funds for the Advance Mitigation Program. ~~The Assessment and estimated costs~~ ~~This estimate does~~ not in any way limit the amount of mitigation that may be necessary or undertaken for the environmental impacts of the projects. ~~The Authority will review and approve the Project Impacts Assessment prior to the allocation of funds for the Advance Mitigation Program.~~*

SWAT supports language as written.

**7. WRITTEN COMMUNICATIONS:** The following written communication items were made available:

- SWAT Meeting Summary Report to CCTA, May 2, 2016;
- SWAT Meeting Summary Report to CCTA, May 9, 2016;
- SWAT Transportation Demand Management (TDM) Annual Report, F/Y 2014-2015.

**ACTION:** None

**8. DISCUSSION:** Next agenda

**9. ADJOURNMENT:** to Monday, June 6, 2016 at 3:00pm, Town of Danville Offices

**ACTION:** Meeting adjourned by Chair Stepper at 2:50 p.m.

**Staff Contact:**

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**AGENDA ITEM 6.A**



# SWAT

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Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

**DATE:** August 1, 2016

**TO:** Southwest Area Transportation Committee (SWAT)

**FROM:** SWAT Technical Advisory Committee  
**By:** Darlene Amaral, SWAT Transportation Analyst

**SUBJECT:** 511 Contra Costa - FY 2016-17 SWAT Transportation Demand Management (TDM) Program and Budget

## **RECOMMENDED ACTION**

The SWAT TAC recommends SWAT approve the following:

1. Approve FY 2016-17 SWAT TDM programs and budget; and
2. Authorize staff to submit applications to the Contra Costa Transportation Authority for Measure J, Transportation Fund for Clean Air (TFCA), and Congestion Mitigation Air Quality (CMAQ) funds.

## **BACKGROUND AND ANALYSIS**

With the passage of Measure C in 1988 and Measure J in 2004, the voters of Contra Costa County approved the county's half cent transportation sales tax and established a Growth Management Program (GMP). Through its countywide and sub-regional TDM programs, 511 Contra Costa provides essential support to Contra Costa jurisdictions in the following areas:

1. Compliance with the TDM ordinance requirements of the Measure J Growth Management Program Compliance Checklist;
2. Implementation of TDM measures in the sub-regional Action Plans;
3. Fulfillment of the TDM priorities of each of the Regional Transportation Planning Committee's (RTPC), including Countywide and local TDM ordinances;
4. Implementation of cost effective Bay Area Air Quality Management District (BAAQMD) TFCA programs to reduce Greenhouse Gas (GHG) emissions;
5. Implementation of the MTC-delegated Employer Outreach Program;
6. Support and implementation of the TDM elements of the Sustainable Community Strategies of SB 375; and

- 
7. Support SWAT employers, with 50 or more employees, to comply with the Bay Area Commuter Benefit Program (SB 1339), by offering commute incentives through the 511 Contra Costa Programs.

### **FISCAL ANALYSIS**

Primary funding for the 511 Contra Costa TDM program is derived from Transportation Fund for Clean Air (TFCA) which is provided by the Bay Area Air Quality Management District (BAAQMD) Program Manager Funds and administered locally by the Contra Costa Transportation Authority (CCTA). The incentive programs (transit, vanpool, carpool, guaranteed ride home) and employer outreach programs are funded with TFCA dollars. The employer outreach program is also supported by federal Congestion Mitigation Air Quality (CMAQ) funds from MTC to the Transportation Authority. In addition to these sources Measure J Commute Alternative funding is available to 511 Contra Costa to cover indirect costs associated with programs funded with TFCA grant money, as well as local TDM projects, approved by the RTPCs.

The CCTA and BAAQMD allocate funding for purposes of implementing TDM related projects/programs that meet the goals and objectives to reduce traffic congestion and improve air quality. Current BAAQMD TFCA policy allows the use of TFCA funds for program and project direct costs but are limited in use for program indirect costs.

Funding for the 511 Contra Costa programs is allocated sub-regionally based on a formula which includes 50% population and 50% jobs within each sub-region. The current allocation distribution is:

Central/East County (TRANSPAC/TRANSPLAN)	57.10%
West County (WCCTAC)	22.70%
Southwest County (SWAT)	20.20%

The BAAQMD allows the Congestion Management Agency's (CCTA) to use 5% of the county allocation for program administration. Therefore, the Authority takes funding "off the top" to cover Authority administration of the program. Once each RTPC is made aware of how much funding it is to receive, the 511 Contra Costa Program Managers take recommended programs/projects which meet BAAQMD criteria, to each RTPC for approval. Projects that can be funded with TFCA funds and meet the strict criteria and cost effectiveness requirements are presented to the Transportation Authority for final approval in accordance with BAAQMD policies. Measure J Commute Alternative Program and CMAQ funds (per MTC requirements for Employer Outreach implementation), are allocated annually to the 511 Contra Costa programs within each sub-region based on RTPC recommendations.

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The proposed FY 2016-17 SWAT TDM programs/budget have been reviewed by SWAT TAC and are forwarded to SWAT for review/approval. The proposed SWAT TDM program expenditure plans and budget for FY 2016-17 is attached.

A summary of TDM program funding for FY 2016-17 is as follows:

TFCA	\$283,602
Measure J	\$141,400
CMAQ	\$14,140
<b>TOTAL:</b>	<b>\$439,142</b>

**STEPS FOLLOWING APPROVAL**

1. Forward FY 2016-17 SWAT TDM Programs and Financial Plan to the Contra Costa Transportation Authority. Authority staff will forward the 511 Contra Costa Countywide TDM program applications to the Bay Area Air Quality Management District;
2. Upon approval by the Bay Area Air Quality Management District, the Air District will enter into an agreement with the Contra Costa Transportation Authority; and
3. Subsequently, the Contra Costa Transportation Authority will enter into an agreement with the City of San Ramon for the implementation and oversight of the SWAT TDM programs for FY 2016-17.

**ATTACHMENT**

1. FY 2016-2017 SWAT TDM program expenditure plans and budget

511 CONTRA COSTA - SWAT SUBREGION  
SUMMARY OF PROGRAMS & PROJECTS

	FY2016-2017 Proposed Budget				FY2015-2016 Budget			
	TFCA SW Emissions/Trip Reduction	17SRMTC	CMAQ	Measure J	TFCA SW Emissions/Trip Reduction	16CC04	CMAQ	Measure J
	17COXX	17SRMTC	17SRMTC	17SRMJ17	16CC03	16CC04	16SRMTC	16SRMJ17
PROGRAMS & PROJECTS				TOTAL	Difference			TOTAL
Personnel	\$ 85,947	\$ 14,140		\$ 100,087	\$ -	\$ 23,175	\$ 14,140	\$ 100,087
Measure J Match		\$ 1,832		\$ 1,832	\$ -		\$ 1,832	\$ 1,832
1 Postage	\$ -			\$ -	\$ (2,800)	\$ 800		\$ 2,800
2 Marketing & Promotions	\$ -			\$ -	\$ (13,000)	\$ 3,000		\$ 13,000
3 Vanpool Passenger Incentives	\$ -			\$ -	\$ (33,000)	\$ 33,000		\$ 33,000
Vanpool Driver Incentives (Bonus Program)	\$ 5,000			\$ 5,000	\$ -	\$ 5,000		\$ 5,000
Survey Incentives	\$ 3,000			\$ 3,000	\$ 100	\$ 1,500		\$ 2,900
Commuter Fairs/Events	\$ 500			\$ 500	\$ -	\$ -		\$ 500
Bike Racks and/or Lockers	\$ 30,523			\$ 30,523	\$ 523	\$ -		\$ 30,000
SWAT Employer Incentive - EV Charging Stations (TFCA - Station Only)	\$ -			\$ -	\$ -	\$ -		\$ -
Bike to Work Day Supplies & Incentives	\$ 2,000			\$ 2,000	\$ -	\$ -		\$ -
Student Transit Ticket Program	\$ 52,000			\$ 52,000	\$ -	\$ -		\$ 52,000
4 High School Carpool to School Incentive Program	\$ -			\$ -	\$ -	\$ -		\$ -
TRAFIX Program (San Ramon Valley)	\$ 54,168			\$ 54,168	\$ -	\$ -		\$ 54,168
Lamorinda School Bus Program				\$ 72,500	\$ -	\$ -		\$ 72,500
TDM Administrative Oversight				\$ 2,000	\$ 500	\$ -		\$ 1,500
5 SWAT 511CC - TDM Supplies				\$ -	\$ (1,000)	\$ -		\$ 1,000
San Ramon In-House Commute Program				\$ 200	\$ -	\$ -		\$ 200
SWAT Employer Incentive - EV Charging Stations (Measure J)				\$ 25,000	\$ -	\$ -		\$ 25,000
Bike East Bay (BEB) Bike Classes & Services				\$ -	\$ -	\$ -		\$ -
Bike Racks and/or Lockers				\$ 20,000	\$ (19,721)	\$ -		\$ 39,721
8 Temporary P/T (SWAT Employer Outreach & Marketing)	\$ 30,464			\$ 30,464	\$ 27,000	\$ -		\$ 5,000
6 High School Carpool Infrastructure & Site Planning Incentive				\$ -	\$ -	\$ -		\$ -
7 College Incentive Program (DVC San Ramon & St. Mary's)				\$ -	\$ -	\$ -		\$ -
Lamorinda Transit Access and Connectivity Study				\$ -	\$ (10,000)	\$ -		\$ 10,000
Southwest Contra Costa County Employer Survey	\$ 20,000			\$ 20,000	\$ 20,000	\$ -		\$ -
Unallocated funding				\$ -	\$ -	\$ -		\$ -
Total Program Expenditures:	\$ 283,602	\$ 15,972	\$ 139,568	\$ 439,142	\$ -	\$ 66,475	\$ 15,972	\$ 173,253
Allocated Amounts by Project	\$ 283,602	\$ 15,972	\$ 139,568	\$ 439,142	\$ 2,287	\$ -	\$ (33,685)	\$ (31,398)

REVENUES	Amounts
TFCA Funds	\$ 283,602
Measure J Funds FY16-17	\$ 141,400
CMAQ Funds	\$ 14,140
Total Program Revenues:	\$ 439,142

Notes:

- 1 No new funding requested. Previous year funding will be used (\$2,600)
- 2 No new funding requested. Previous year funding will be used (\$15,000)
- 3 No new funding requested. Previous year funding will be used (\$33,000)
- 4 No new funding requested. Previous year funding will be used (\$13,200)
- 5 No new funding requested. Previous year funding will be used (\$650)
- 6 No new funding requested. Previous year funding will be used (\$11,238)
- 7 No new funding requested. Previous year funding will be used (\$3,900)



8 Temporary P/T (SWAT Employer Outreach & Marketing)

Work Task:

Update SWAT Employer database (SR Business License, SWAT Chambers)  
Market "new" Employers within SWAT  
Schedule and attend Employer & Community Outreach Events

Examples:

Lafayette Earth Day, 10:30am - 3:30pm (Includes setup & take down)	5 hrs
Moraga Community Faire & Car Show, 10:30am - 4:30pm (Includes setup & take down)	6 hrs
Office Technician 1	\$ 22.42
not to exceed 18 hours per week	18
amount per week	\$ 403.63
	\$ 403.63
18 months x 4 weeks in a month	78 total weeks
Estimate of cost (NOT TO EXCEED)	\$ 31,483.02

City of San Ramon - can't exceed 1,000 hours in a fiscal year

**AGENDA ITEM 6.B**

SWAT  
L.B.

## CONTRA COSTA TRANSPORTATION AUTHORITY ADOPTS TRANSFORMATIVE 30-YEAR PLAN AND APPROVES THE PLACEMENT OF TAX MEASURE ON NOVEMBER 8 BALLOT

If voters approve the measure, the tax revenue will fund the 30-Year Transportation Expenditure Plan

### FOR IMMEDIATE RELEASE:

July 27, 2016

### CONTACT:

Linsey Willis

Director of External Affairs, CCTA

[lwillis@ccta.net](mailto:lwillis@ccta.net)

(925) 256-4728

### ISSUED BY:



CONTRA COSTA  
transportation  
authority

**Walnut Creek, CA** – The Contra Costa Transportation Authority (CCTA) believes that the future success of Contra Costa County includes offering safe, reliable mobility for all. To provide funding for this goal, on Wednesday, July 21<sup>st</sup>, the Contra Costa Transportation Authority board – which includes representatives from all parts of the County – voted unanimously to put a tax measure on the November 8 ballot. If approved by voters, the ballot measure will fund transportation improvements throughout Contra Costa County, as outlined in CCTA's transformative 30-year Transportation Expenditure Plan.

The proposed Transportation Expenditure Plan (TEP) is the culmination of months of extensive public outreach, stakeholder engagement, and advocate input. The TEP has also been approved by all of Contra Costa's 19 cities and towns, as well as the Contra Costa County Board of Supervisors. The plan focuses on innovative strategies and new technologies to promote a strong economy, protect the environment, and enhance the quality of life for all of Contra Costa's diverse communities.

"The CCTA Board is incredibly proud of the TEP. This is a transportation plan that reflects the values of our diverse region, has garnered broad support across the county, and will guide the next 30 years of transportation planning. If a majority of voters approve the tax measure in November, the tax revenue will provide necessary funding for the transportation improvements included in the TEP," said Authority Board Special Meeting Chair Don Tatzin.

Pg. 1 of 3

Contra Costa residents have made significant contributions to their transportation infrastructure since 1988, when voters passed Measure C, a half-cent sales tax dedicated to maintaining the ability of residents to travel safely and conveniently throughout the county. Measure C helped fund the BART extension to Pittsburg/Bay Point, built the Richmond Parkway, improved bicycle and pedestrian trails in the county, and invested more than \$30 million in senior and disabled transit services.

In 2004, voters passed Measure J, which renewed the half-cent sales tax through 2034. Measure J has helped deliver the Fourth Bore of the Caldecott Tunnel, generated \$1.3 billion dollars of investments to Highway 4 in Eastern Contra Costa County, including a BART extension to Antioch, and combined with Measure C has provided \$286 million to Contra Costa's cities and towns to maintain and repair local streets. The measure, which will appear on the November 8 ballot, will ask Contra Costa voters to approve a new half-cent sales tax that will generate \$2.9 billion in revenues over 30 years to continue to improve the transportation system in Contra Costa.

The TEP includes plans to reduce congestion and smooth traffic; improve BART, bus, ferry, and train service; and fix local streets and roads. It also dedicates unprecedented funding to new technologies and bicycle and pedestrian improvements in every part of the county, to give commuters viable alternatives to driving and in the process help get them out of traffic.

The TEP builds on CCTA's strong record of fiscal responsibility and includes strong taxpayer protections and accountability. A public oversight committee will provide independent review of all funds raised and spent. It will ensure that funds are spent only in accordance with the voter-approved plan and only to benefit Contra Costa County.

"As we move into the future, Contra Costa's economic strength is going to depend on people being able to travel quickly and conveniently throughout the county – to jobs, shopping and entertainment destinations, and everywhere else they need to go. This plan – and the measure that will fund the improvements it describes – helps make sure that is a reality in years to come," said Tatzin.

To find out more information about the transportation improvements planned for the next 30 years – including projects in each of Contra Costa's 19 cities and towns – and the tax measure, which will fund those plans if approved by voters on November 8, 2016, visit [KeepContraCostaMoving.net](http://KeepContraCostaMoving.net).

### **About The Contra Costa Transportation Authority**

The Contra Costa Transportation Authority (CCTA) is a public agency formed by Contra Costa voters in 1988 to manage the county's transportation sales tax program and oversee countywide transportation planning efforts. CCTA is responsible for planning, funding and delivering critical transportation infrastructure projects and programs that connect our communities, foster a strong economy, increase sustainability, and safely and efficiently get people where they need to go. CCTA also serves as the county's designated Congestion Management Agency, responsible for putting programs in place to keep traffic levels manageable. More information about CCTA is available at [ccta.net](http://ccta.net).



# Contra Costa County Voter Telephone Survey Summary Report

Presented to the  
Contra Costa Transportation Authority  
Board of Directors  
July 6, 2016  
Authority Special Meeting Handout July 6, 2016  
Agenda Item 1.1





# Methodology

- ▶ Telephone survey of Likely voters in Contra Costa County
- ▶ Interviewing conducted June 15 - 23, 2016.
- ▶ 800 total interviews countywide; Margin of Error =  $\pm 3.50$  points
- ▶ Interviewing conducted by trained, professional interviewers
- ▶ Where applicable, results compared with past research conducted for the CCTA
- ▶ Split sample methodology employed to test potential order effects of presentation of CCTA and BART measures. Half of respondents heard the CCTA measure first, the other half heard the BART measure first. 400 total interviews per split; Margin of Error =  $\pm 4.9$  points
- ▶ Interviews were distributed at the following proportions to allow for regional analysis, and weighted to the appropriate likely voter population distribution

Region	Number of Interviews (Unweighted n)	Margin of Error (+/-)	Weighted %
Central	226	6.5 percentage pts	31%
East	187	7.2 percentage pts	24%
Lamorinda	96	10.0 percentage pts	9%
South	126	8.7 percentage pts	15%
West	165	7.6 percentage pts	21%

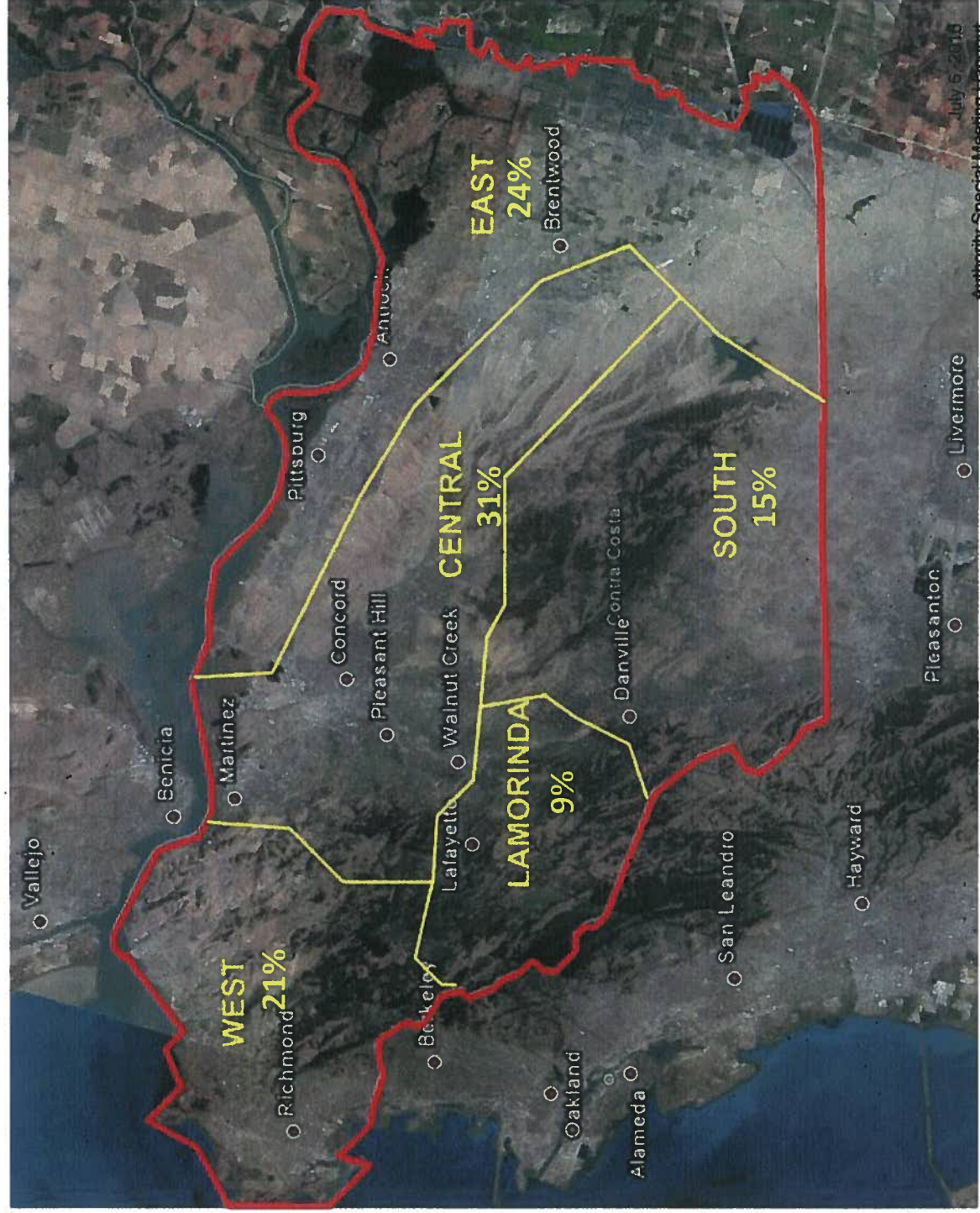
Please note that due to rounding, some percentages may not add up to exactly 100%.

# Key Findings

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- ▶ Voters are optimistic about the direction of the County, and three quarters see a need for additional transportation funding for Contra Costa County's transportation network.
- ▶ Support for a transportation sales tax is supported by 65% of likely voters, within the margin of error of the two-thirds needed for passage.
  - The ballot question as it was tested may have obscured the fact that this measure augments an existing tax for an existing agency; refinements are recommended to ensure clarity on that point.
- ▶ The plan includes a number of elements that are strongly supported by voters, such as pothole and road repairs, traffic congestion reduction, and transparency and accountability components.
- ▶ The survey's presentation of the CCTA and BART measures only, without the additional context that will be present in the election, may have artificially pitted the measures against each other in a way that does not represent the true voter experience.

# Region Subgroups



July 6, 2018  
Authority Special Meeting Handout  
Agenda Item 1.1



# Demographics by Region

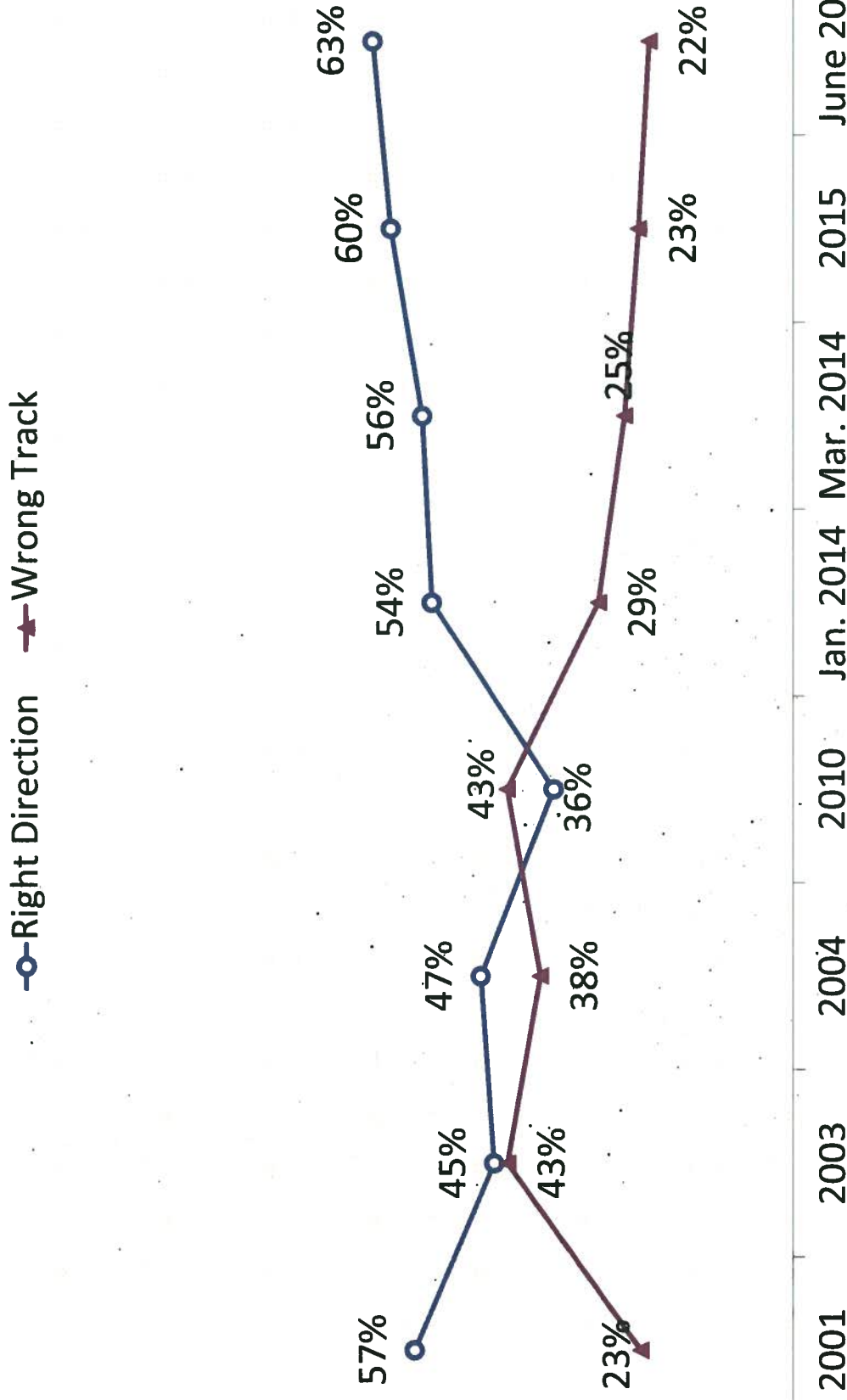
	Overall	Central	East	Lamorinda	South	West
Male	46%	45%	44%	48%	50%	46%
Female	54%	55%	56%	52%	50%	54%
18-49	35%	30%	38%	38%	37%	37%
50-64	34%	34%	36%	33%	35%	31%
65+	31%	36%	26%	29%	28%	32%
White	66%	80%	55%	70%	68%	53%
Non-white	34%	20%	45%	30%	32%	47%
Democrat	51%	50%	53%	43%	37%	63%
Republican	25%	27%	24%	34%	38%	9%
NPP/ Other	24%	23%	22%	23%	25%	27%
Voted 0-3/6	49%	41%	62%	43%	52%	47%
Voted 4-5/6	26%	26%	25%	29%	27%	25%
Voted 6/6	25%	33%	14%	28%	21%	27%

# General Environment



# Right Direction/Wrong Track

Optimism in Contra Costa County has steadily increased in the past six years.



Q5. Do you think things in Contra Costa County are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track?

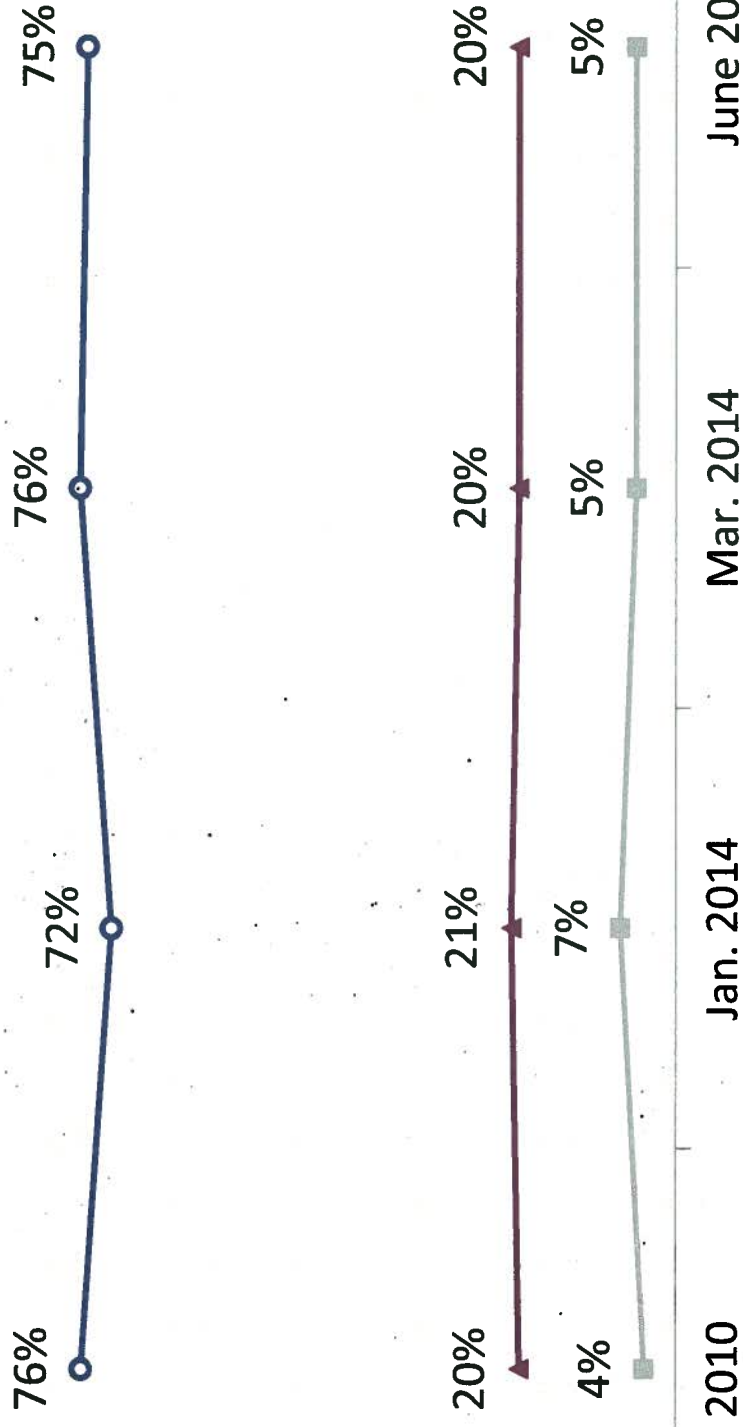




# Need for Transportation Funding

*The perceived need for funding has remained relatively consistent.*

○ Great/Some Need    ■ (Don't know)    ▲ Little/No Need



Q6: Thinking about the roads, highways, BART, buses, bike paths, and sidewalks in Contra Costa County, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding?

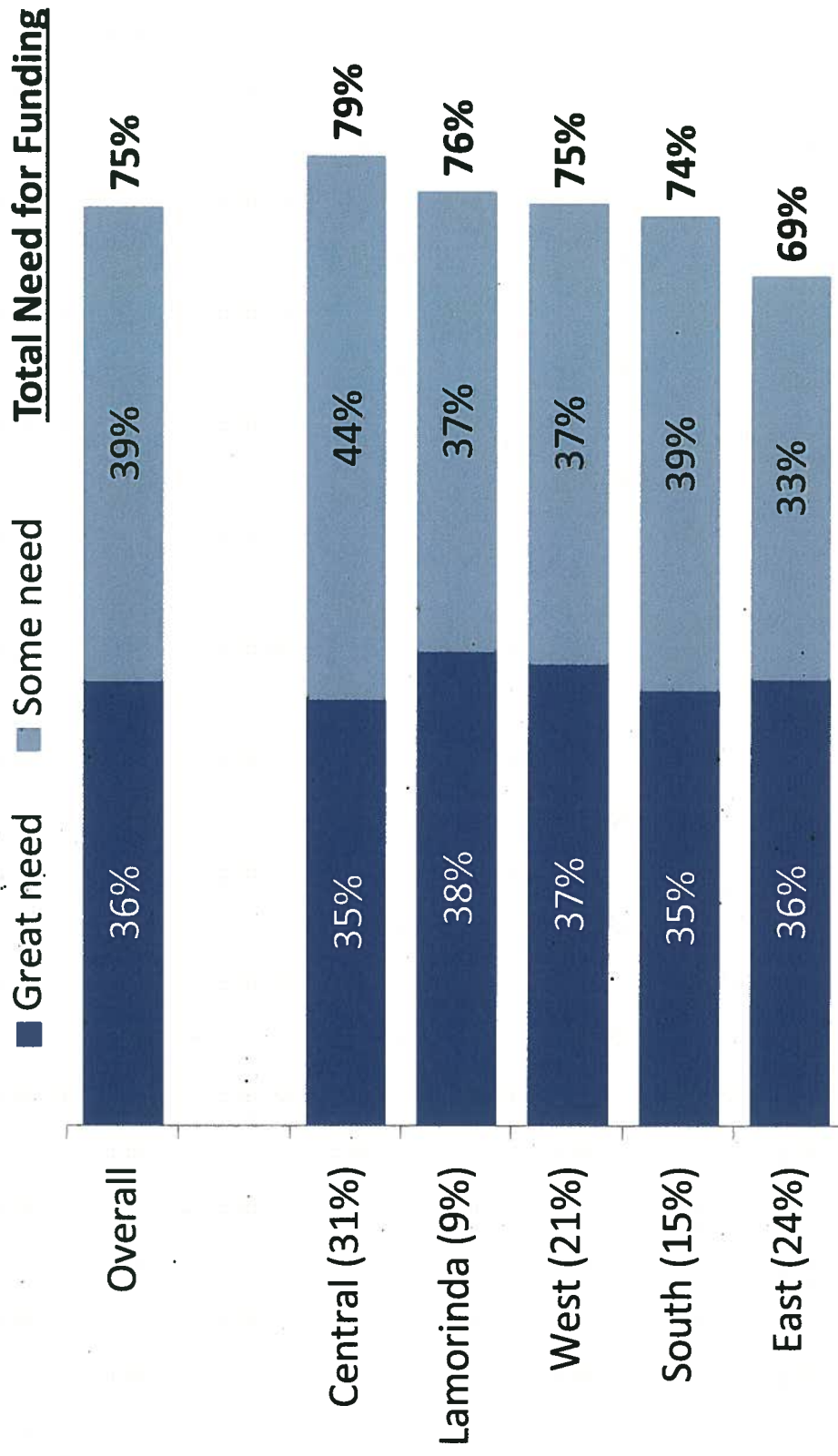
July 6, 2016  
Authority Special Meeting Handout  
Agenda Item 1.1



CCJA | EMC # 16-5941 | 8

# Need for Transportation Funding

Three-quarters of county voters believe there is a need for more transportation funding, with awareness of need high in all parts of the county.



Q6: Thinking about the roads, highways, BART, buses, bike paths, and sidewalks in Contra Costa County, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding?

July 6, 2016  
Authority Special Meeting Handout  
Agenda Item 1.1



CCTA | EMC # 16-5941 | 9

# Support for Transportation Revenue Measures

July 6, 2016  
Authority Special Meeting Handout  
Agenda Item 1.1



# CCTA Measure Initial Vote

*Initial support is within the margin of error of a two thirds threshold.*

To implement a Transportation Expenditure Plan to continue:

- Improving BART capacity, frequency, and reliability;
- Repairing potholes and fixing roads;
- Improving Highways 680, 80, 24, and 4;
- Enhancing bus and other transit for seniors and people with disabilities;
- Increasing bicycle and pedestrian safety;
- Reducing traffic, and;
- Improving air quality;

shall the ordinance enacting a half percent sales tax be adopted, raising \$97,000,000 annually for 30 years, with independent oversight, audits, and all money benefitting local residents?

**Yes**

**65%**

Lean 2%



**No**

**33%**

Lean 1%



**(Undecided)**

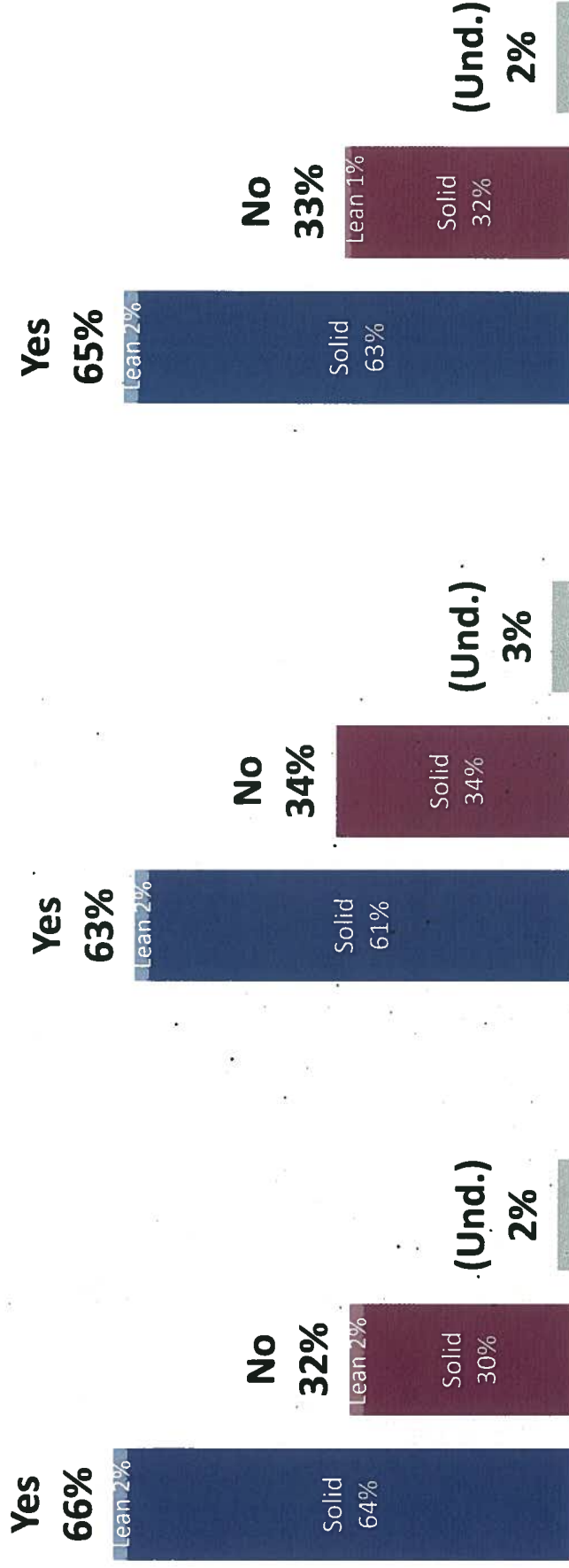
**2%**

*Q7. If this measure were on the ballot today, would you be likely to vote yes to approve it, or no to reject it?*



# CCTA Measure Initial Vote

The CCTA measure fared modestly better when it is heard first, but the two results are within the margin of error of each other.



CCTA measure vote:  
heard before BART  
measure

CCTA measure vote:  
heard after BART  
measure

CCTA measure  
vote: combined

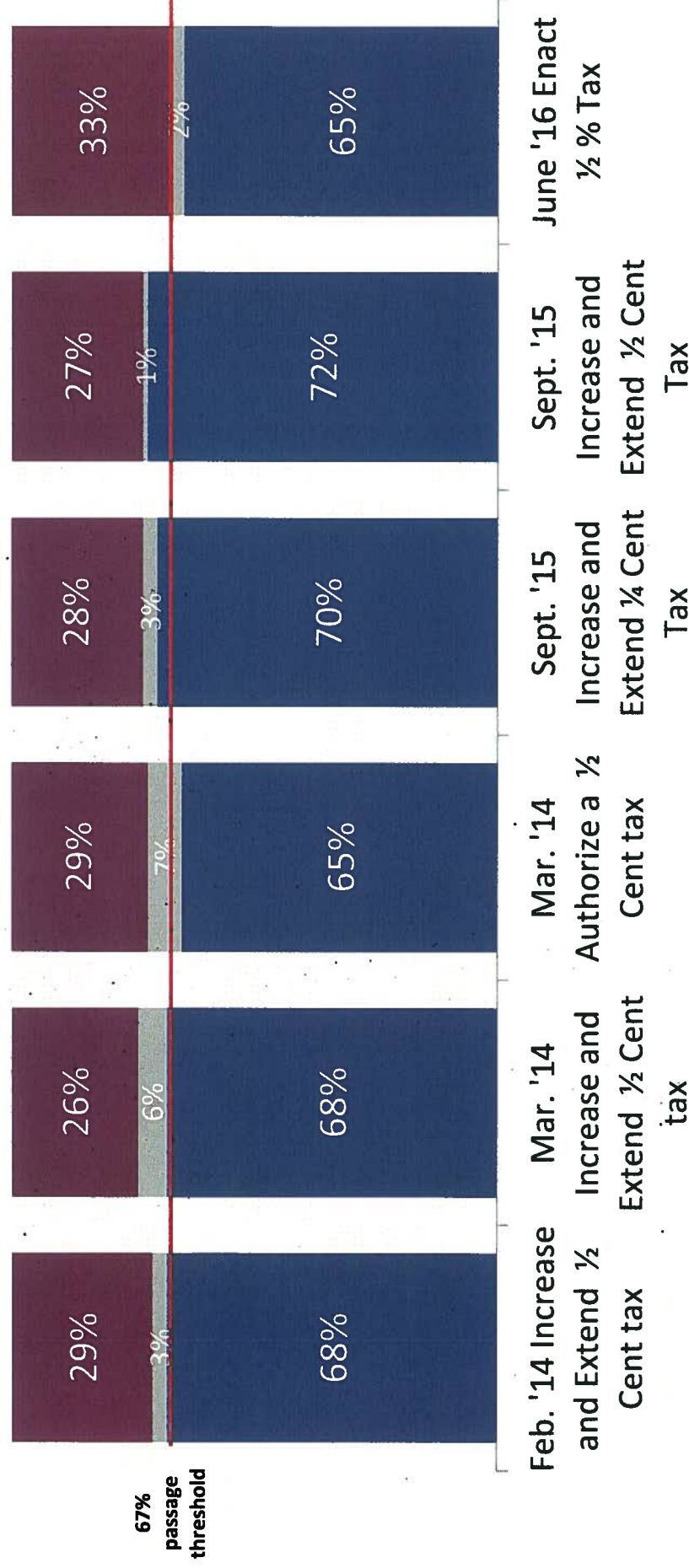
Q7. If this measure were on the ballot today, would you be likely to vote yes to approve it, or no to reject it?



# CCTA Measure over Time

Support for a transportation tax hovers around the required two-thirds.

■ Total Yes ■ (Undecided) ■ Total No



Q7/Q8: If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

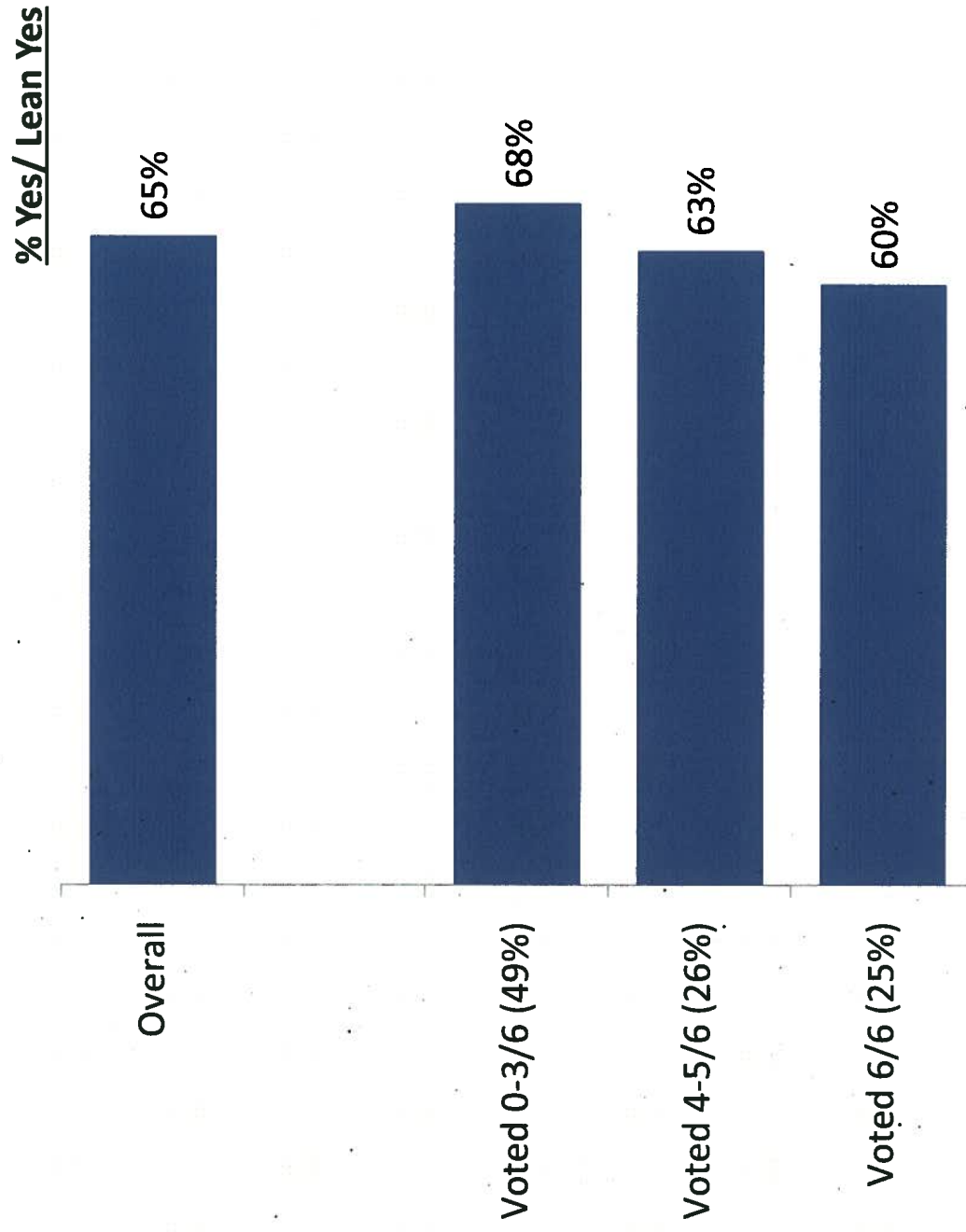
July 6, 2016  
Authority Special Meeting Handout  
Agenda Item 1.1



CCTA | EMC # 16-5941 | 13

# Initial Vote by Vote History

*Less frequent voters are more supportive of a transportation measure.*



Q7. If this measure were on the ballot today, would you be likely to vote yes to approve it, or no to reject it?

# BART Measure Initial Vote

*Initial support for a BART bond is just below two-thirds in Contra Costa. In order to pass, the measure needs to be supported by two-thirds of the voters in Alameda, Contra Costa, and San Francisco counties combined.*

To keep BART safe; prevent accidents/breakdowns/delays; relieve BART crowding and traffic congestion; reduce pollution; and improve earthquake safety and access for seniors/people with disabilities by replacing and upgrading 90 miles of severely worn tracks; tunnels damaged by water intrusion; 44-year-old control system infrastructure; and other deteriorating/aging infrastructure shall the Bay Area Rapid Transit District issue \$3.5 billion dollars of bonds subject to independent oversight and annual audits?

**Yes  
65%**



**No  
32%**



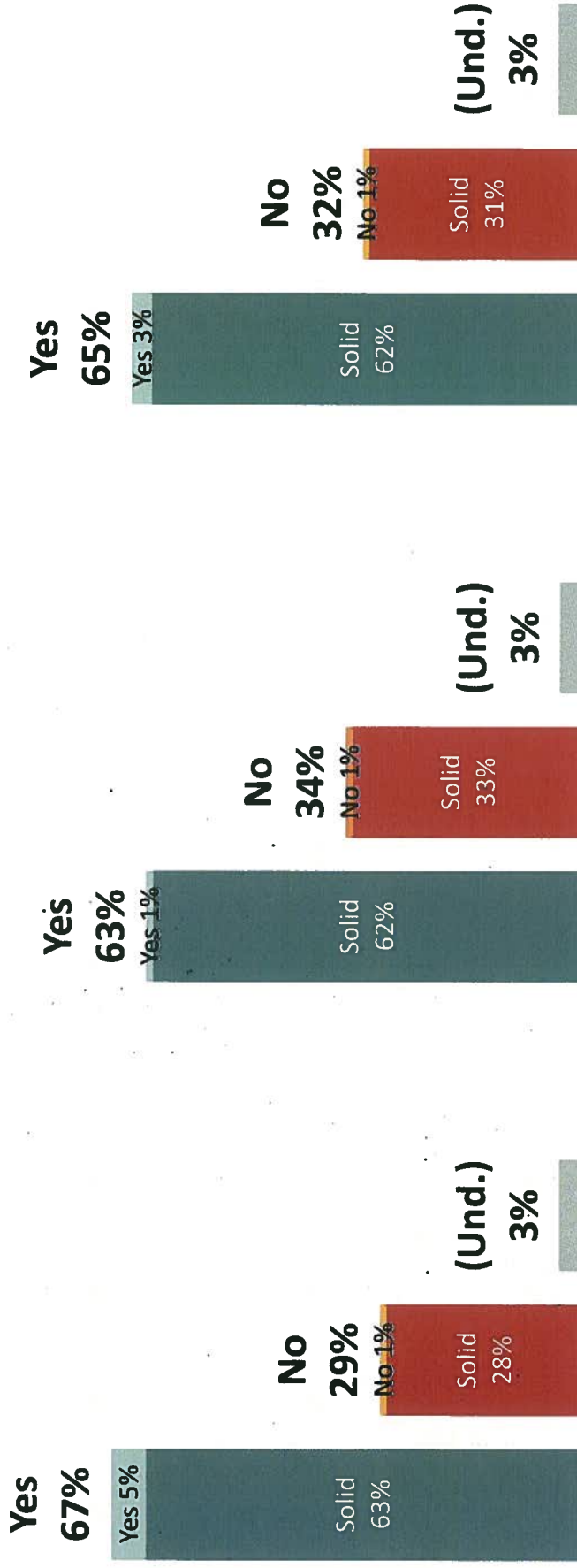
**(Undecided)  
3%**

Q8. If this measure were on the ballot today, would you be likely to vote yes to approve it, or no to reject it?



# BART Measure Initial Vote

*As with the CCTA measure, the BART measure fares modestly better when it is heard first, but the two results are within the margin of error of each other.*



**BART measure vote: heard before CCTA measure**

**BART measure vote: heard after CCTA measure**

**BART measure vote: combined**

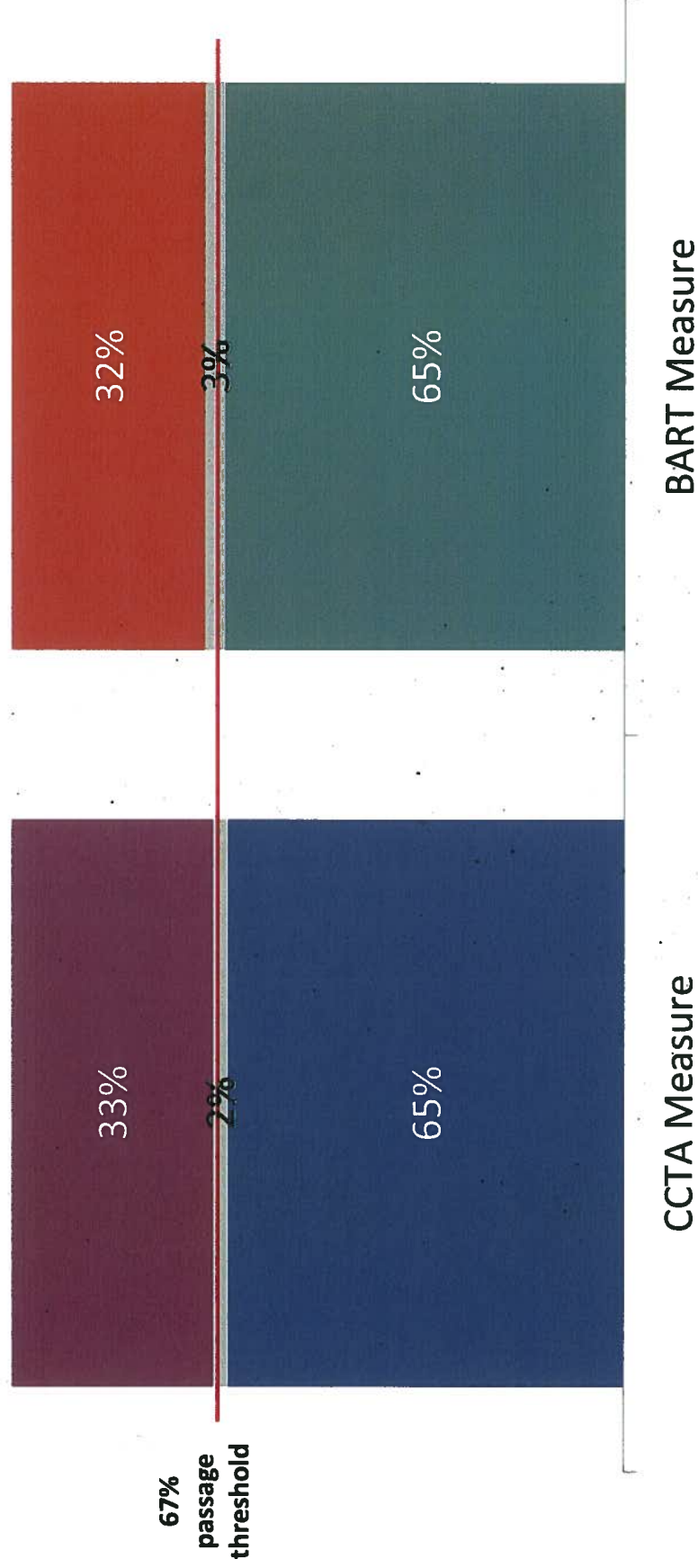
Q8. If this measure were on the ballot today, would you be likely to vote yes to approve it, or no to reject it?



# Combined Initial Vote

Support is nearly equal for both measures.

■ Total Yes ■ (Undecided) ■ Total No



Q7/Q8: If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?

# CCTA/BART Voter Segmentation

*When votes for the CCTA & BART measure are crossed, 76% support at least one of the transportation measures.*

## **Segmentation:**

CCTA and BART= Voted yes on CCTA AND yes on BART  
CCTA/Not BART= Voted yes on CCTA; voted no or undecided on BART  
BART/Not CCTA=Voted yes on BART; voted no or undecided on CCTA  
Not CCTA/BART = Voted no or undecided on both CCTA and BART





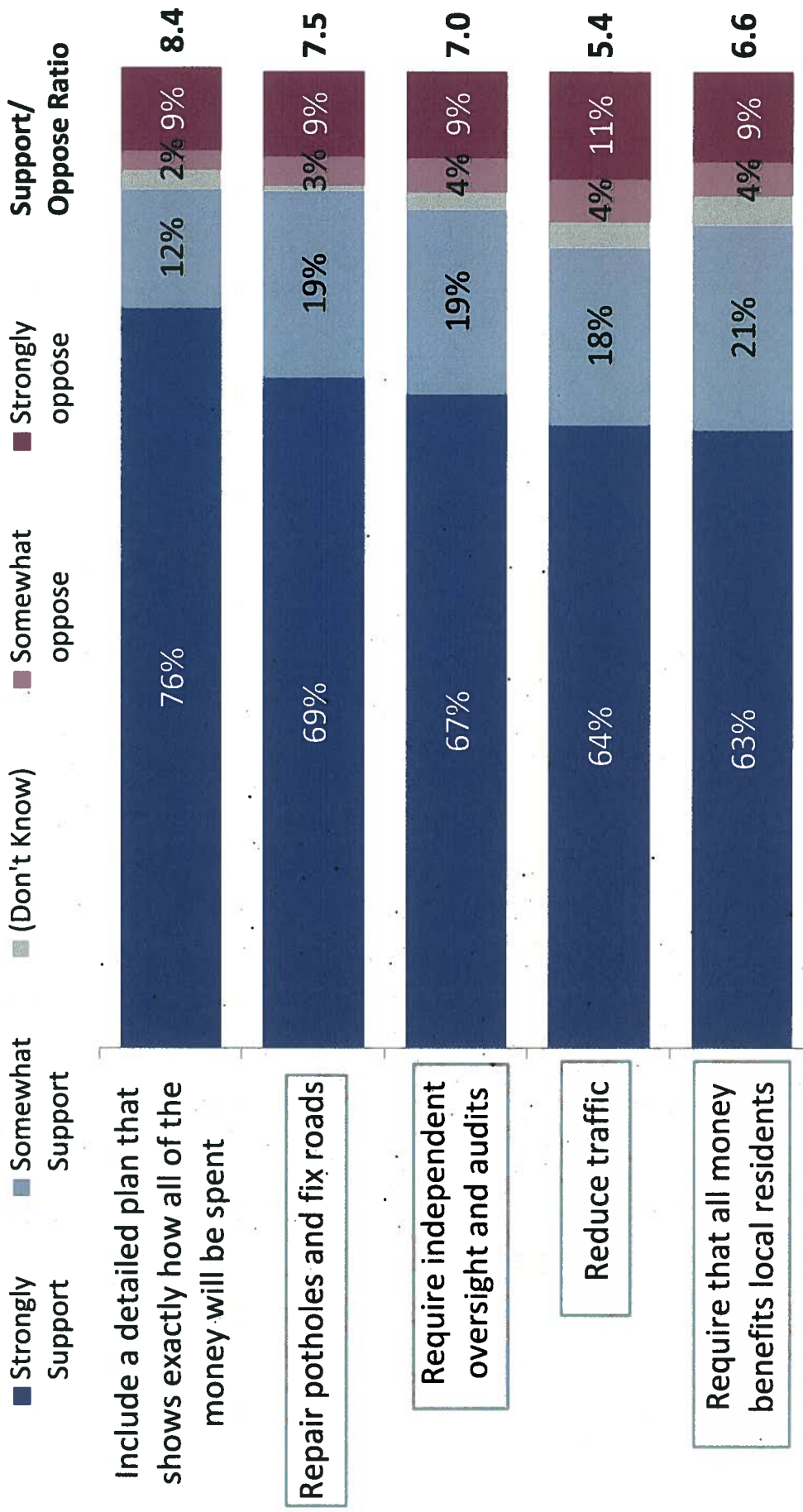
# CCTA Plan Elements

July 6, 2016  
Authority Special Meeting Handout  
Agenda Item 1.1



# Elements of the CCTA Plan Measure: Top Five

Transparency and accountability, repairing potholes and fixing roads, and reduced traffic are the most supported projects among elements.



Q9-29. Now I'm going to read you some of the specific elements of the Contra Costa Transportation Expenditure Plan measure. After each please tell me if you support or oppose that particular element.

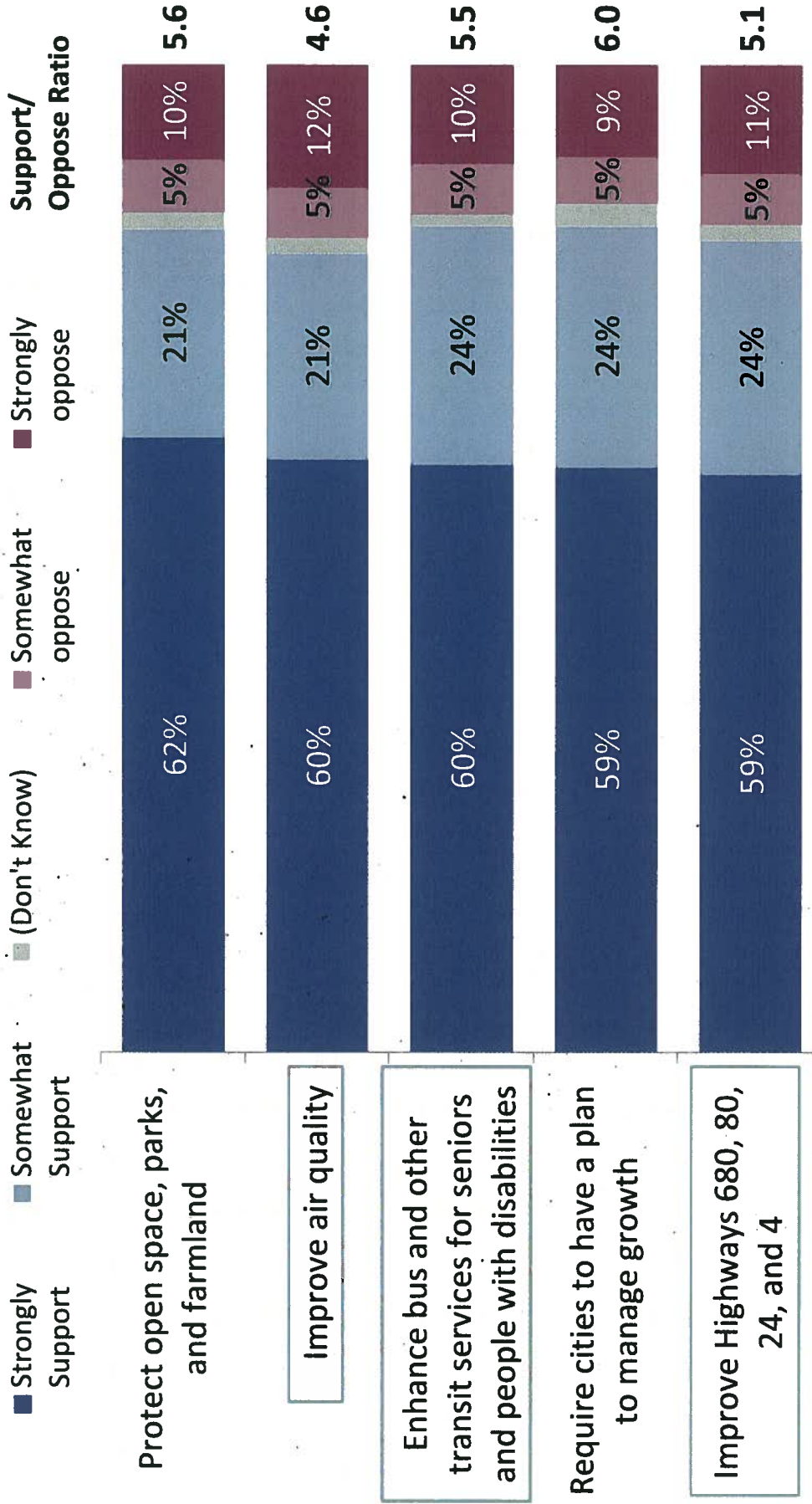
July 6, 2016  
Authority Special Meeting Handout  
Agenda Item 1.1



\*Green box denotes elements pulled directly from the ballot text

# Elements of the CCTA Plan Measure, cont.

Open space, air quality, and transit for seniors and people with disabilities are also strongly supported.

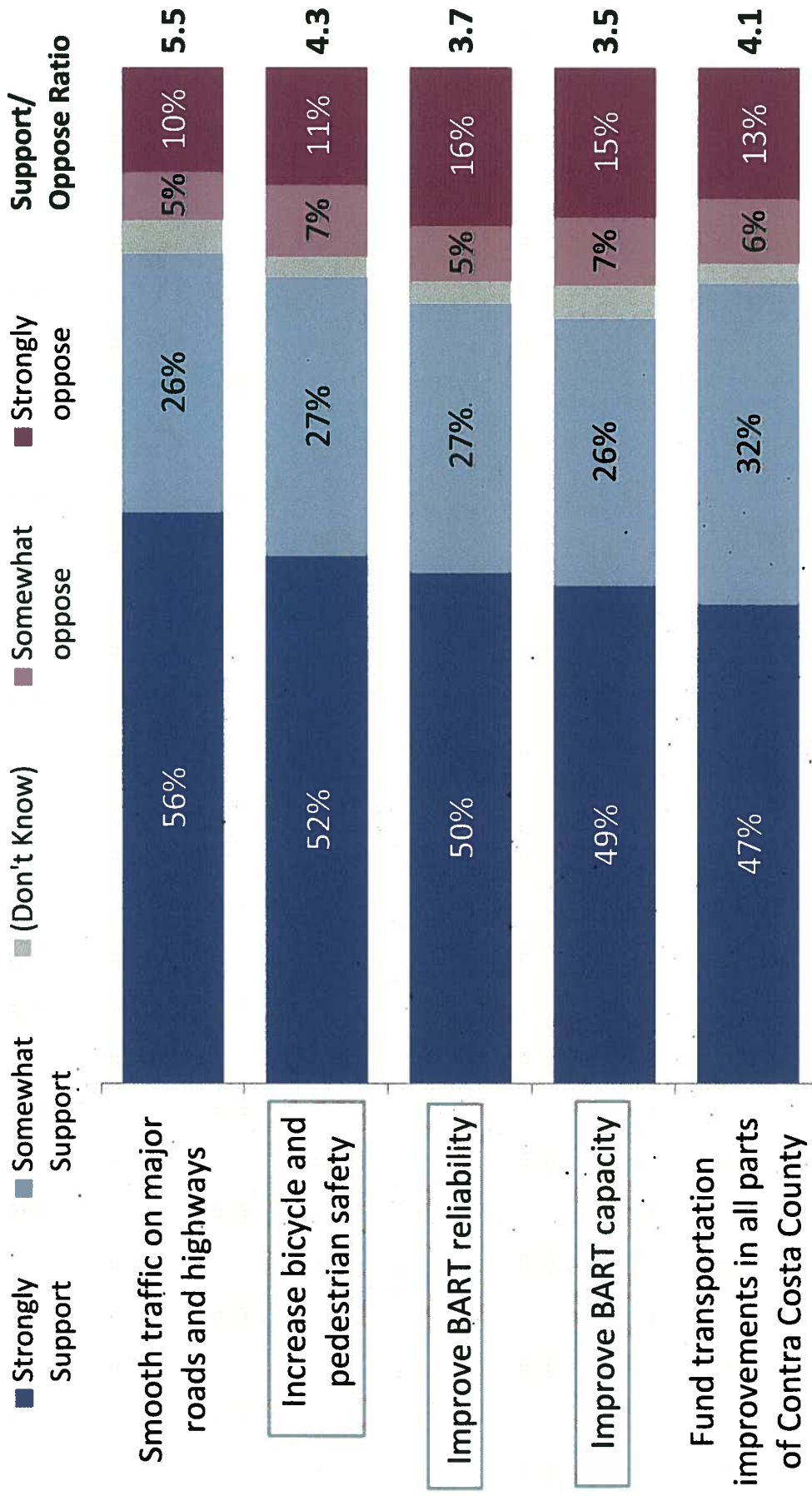


Q9-29. Now I'm going to read you some of the specific elements of the Contra Costa Transportation Expenditure Plan measure. After each please tell me if you support or oppose that particular element.

\*Green box denotes elements pulled directly from the ballot text

# Elements of the CCTA Plan Measure, cont.

BART reliability and capacity are strongly supported by half of voters.



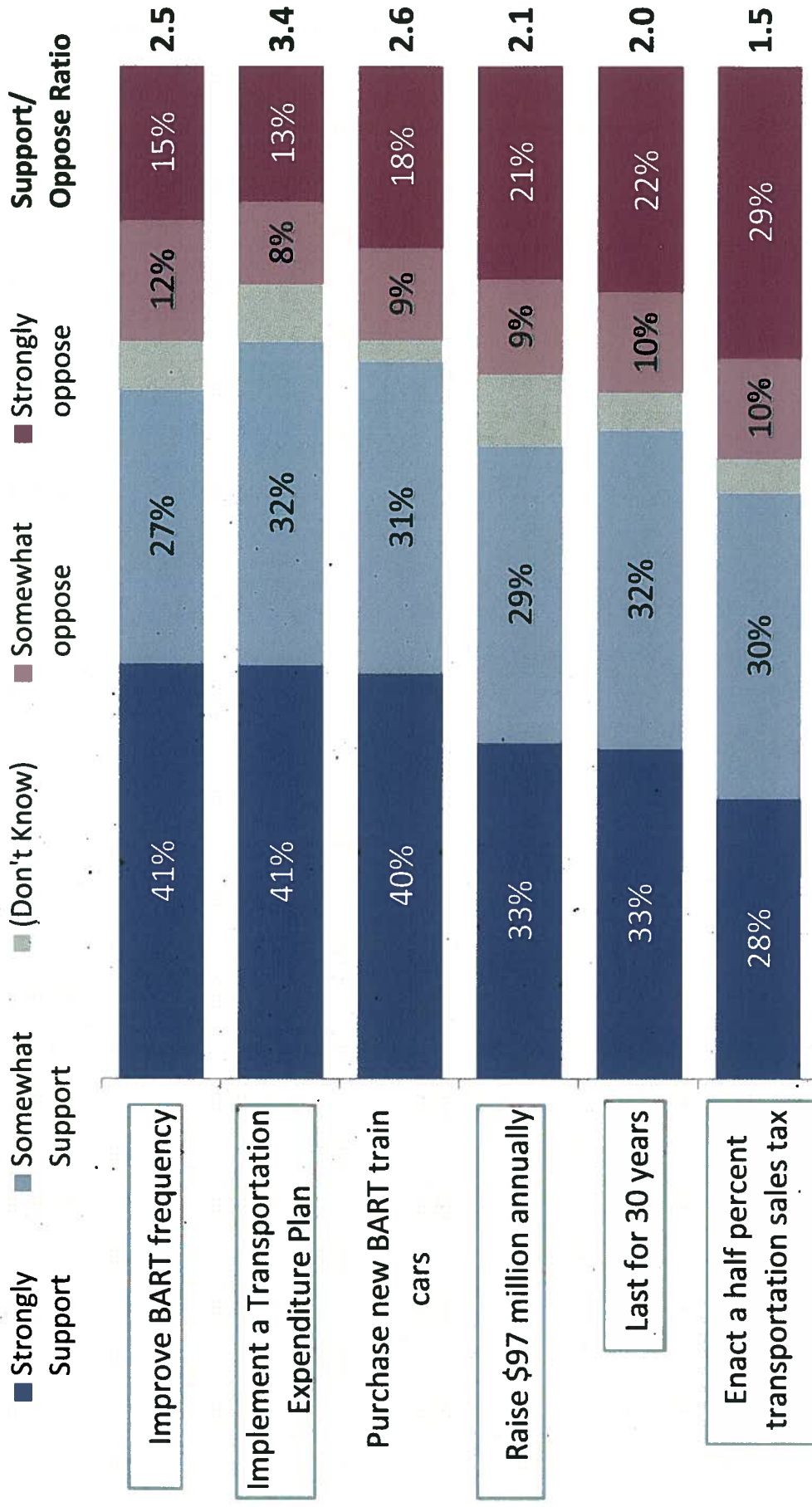
Q9-29. Now I'm going to read you some of the specific elements of the Contra Costa Transportation Expenditure Plan measure. After each please tell me if you support or oppose that particular element.

\*Green box denotes elements pulled directly from the ballot text



# Elements of the CCTA Plan Measure, cont.

Improving BART frequency is not as highly supported as other BART improvements.



Q9-29. Now I'm going to read you some of the specific elements of the Contra Costa Transportation Expenditure Plan measure. After each please tell me if you support or oppose that particular element.

\*Green box denotes elements pulled directly from the ballot text





# Measure Information

*Talking about what the measure will do, along with past successes, are good ways to encourage voters to support the CCTA measure.*

■ Much more likely to support
 ■ Somewhat more likely to support
 ■ No difference/Don't know
 ■ Somewhat more likely to oppose
 ■ Much more likely to oppose

This measure will bring badly-needed transportation improvements to our area, including pothole and road repair, reduced traffic, major BART improvements; and improved transit for youth, seniors and people with disabilities.



This measure builds on the success of earlier voter-approved transportation measures...Approving this measure means continuing to make these types of major improvements that smooth traffic flow and help people get around more easily.



This measure, along with the BART bond, will fund essential improvements...that will directly benefit Contra Costa County residents, including new train cars, parking and station improvements, and a new control system that allows BART to expand capacity.



Q30-35. Now I'd like to read you some statements people have made about the Contra Costa County sales tax measure for transportation. After each one, please tell me if that statement makes you more likely to support the measure, more likely to oppose the measure, or if it does not make a difference to you.

# Measure Information

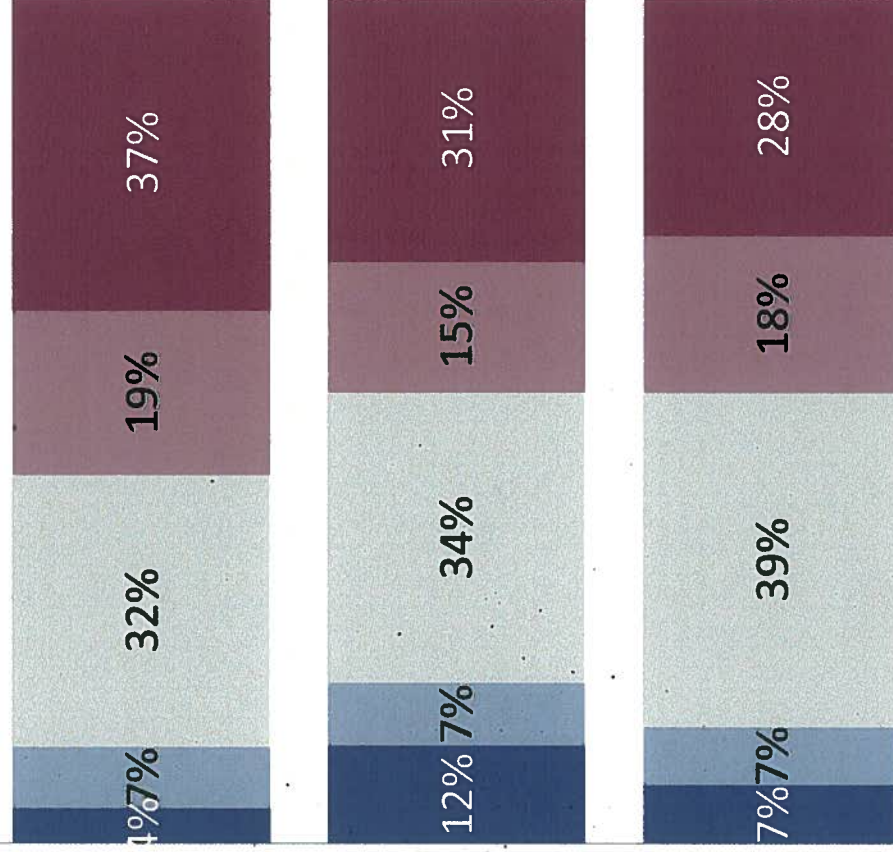
## Discussion of the tax rate raises questions.

■ Much more likely to support    
 ■ Somewhat more likely to support    
 ■ No difference/Don't know    
 ■ Somewhat more likely to oppose    
 ■ Much more likely to oppose

This measure would double the transportation sales tax to a whole cent, raising the sales tax rate in some parts of the county to 10%, among the highest in the state.

BART is mismanaging the money they currently have, wasting billions of dollars on bloated union contracts and pension obligations and allowing its system to fall into terrible disrepair. Why should the taxpayers bail them out of the mess they created?

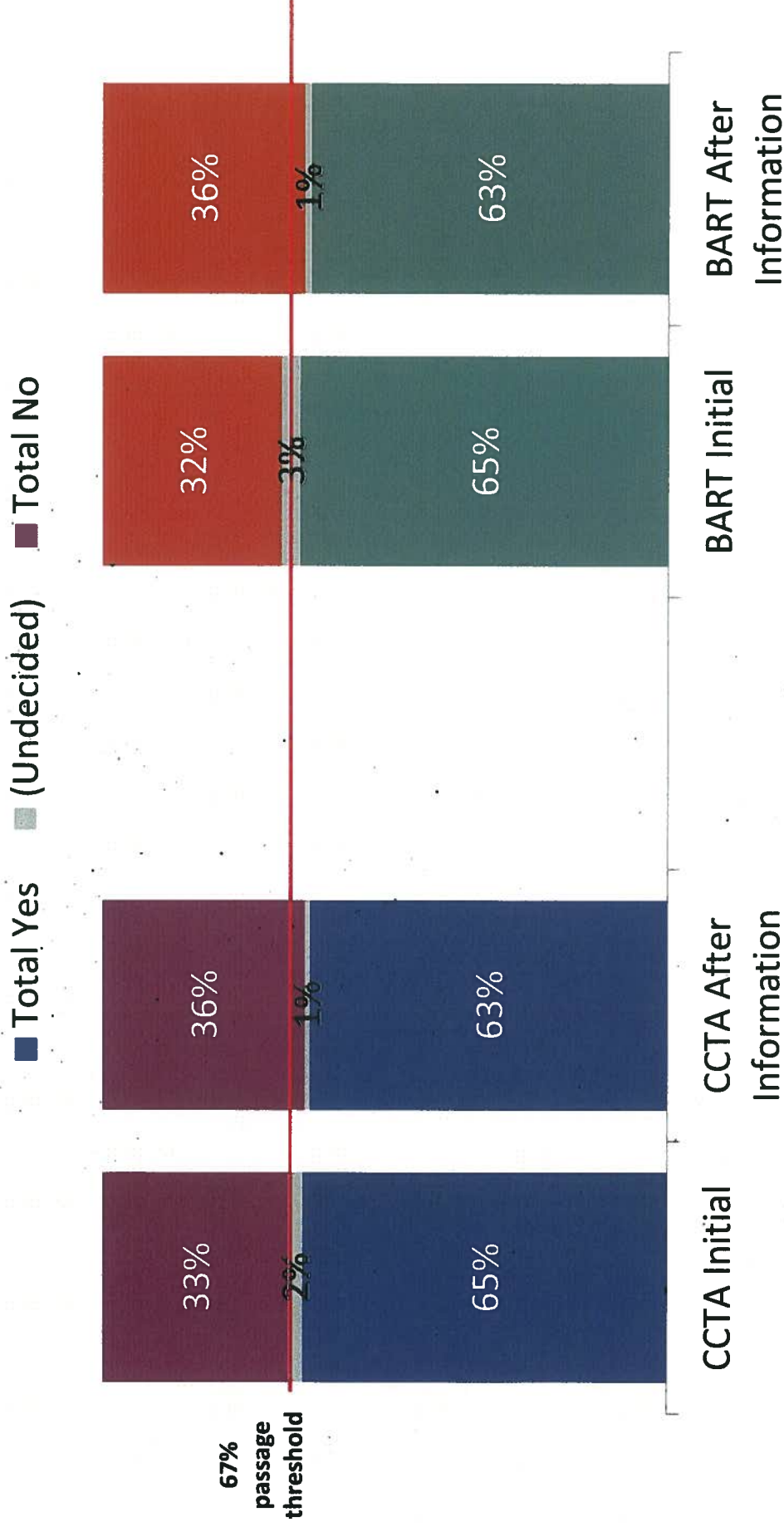
This November's ballot will be loaded with measures that would increase our taxes, including a state school bond measure, a BART bond measure, and plenty of local city and school taxes. This is just too many tax measures.



Q30-35. Now I'd like to read you some statements people have made about the Contra Costa County sales tax measure for transportation. After each one, please tell me if that statement makes you more likely to support the measure, more likely to oppose the measure, or if it does not make a difference to you.

# CCTA and BART Vote Progression

After additional information, support remains essentially unchanged and identical for the two measures.



Q7/Q8; Q36/37: If this measure were on the ballot today, are you likely to vote yes to approve it, or no to reject it?





# Contacts

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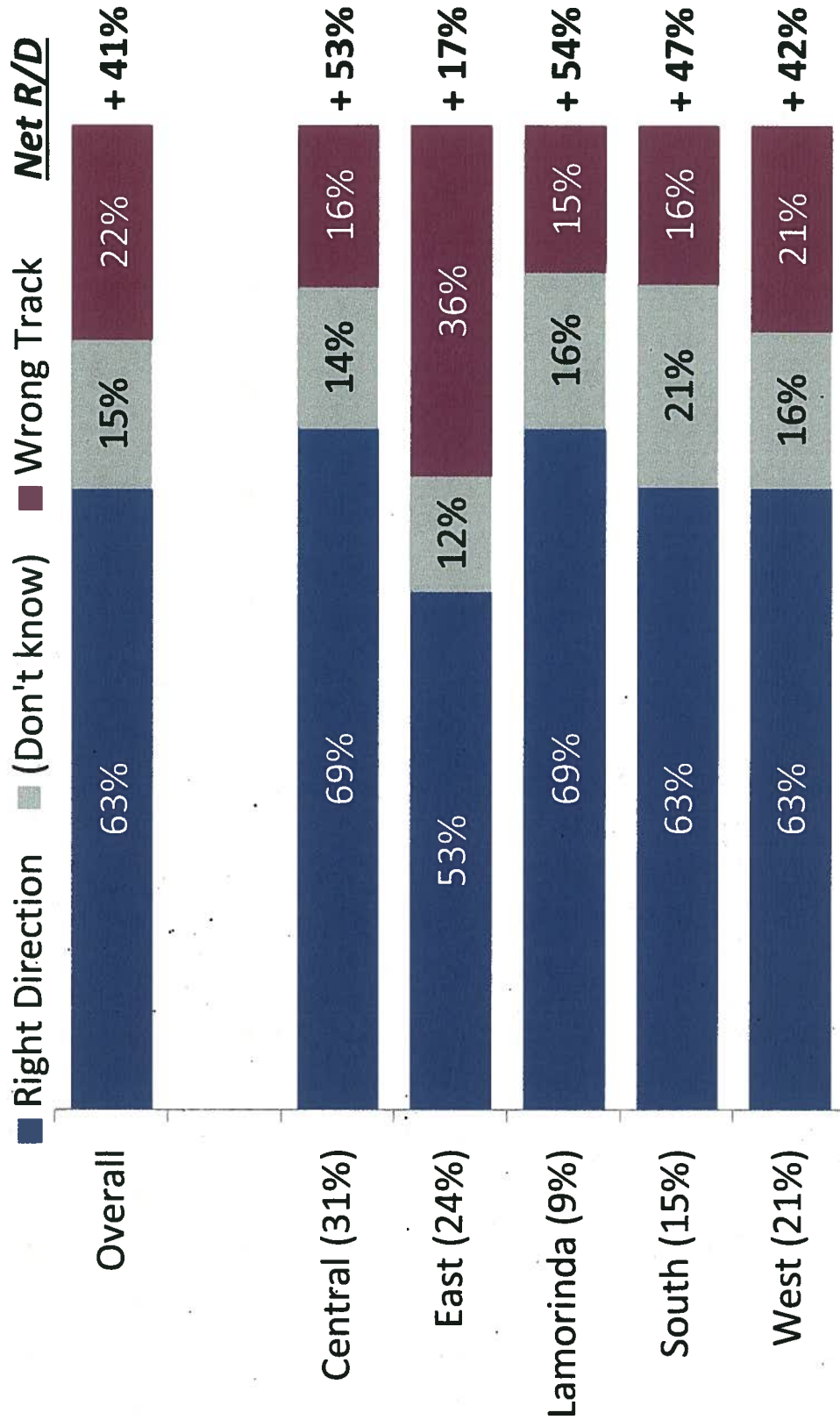


# Appendix: Additional Slides

July 6, 2016  
Authority Special Meeting Handout  
Agenda Item 1.1

# Contra Costa: Right Direction/Wrong Track

Optimism is highest in Central and Lamorinda, those in the East are feeling less optimistic.

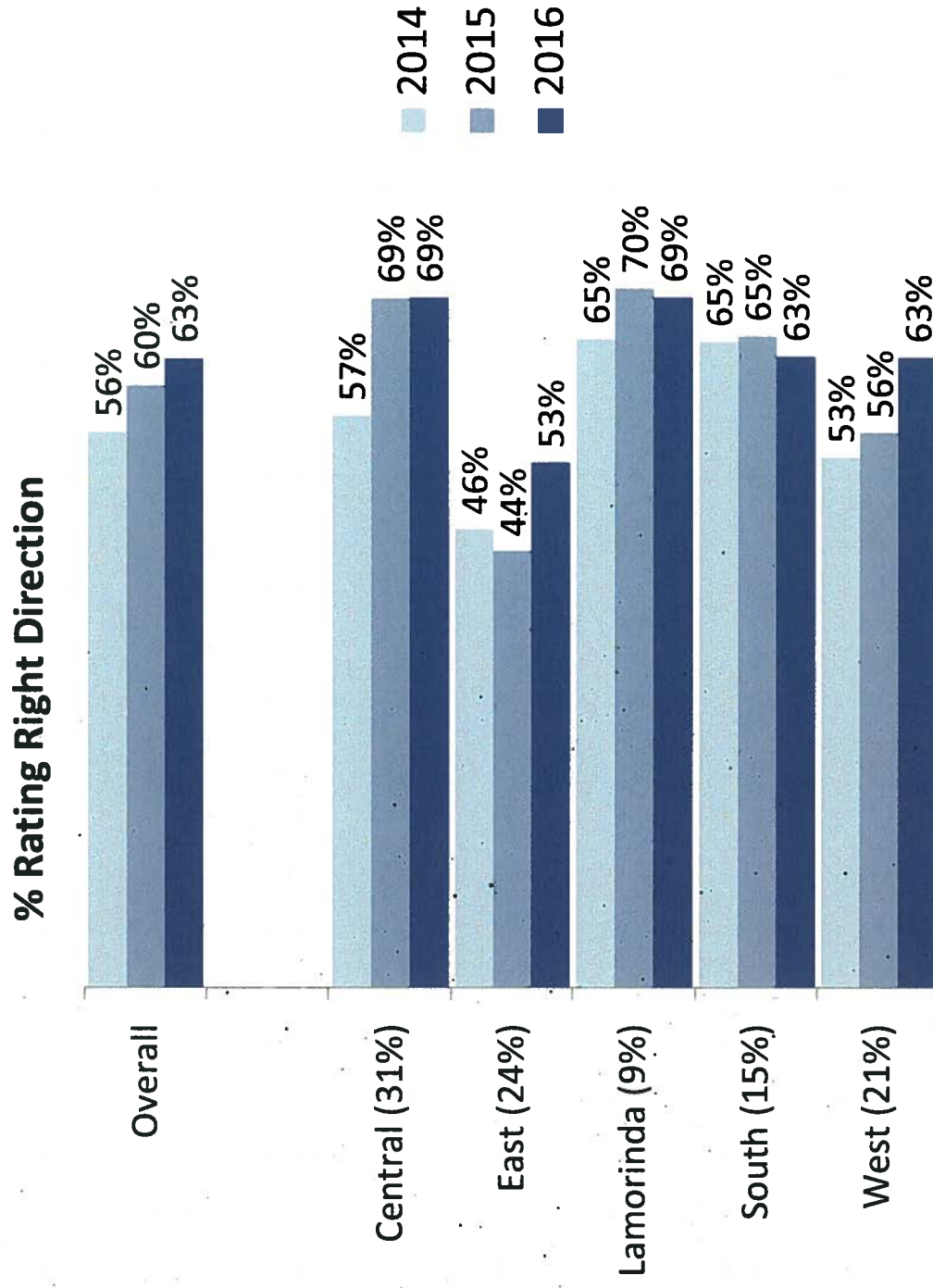


Q5. Do you think things in Contra Costa County are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track?



# Contra Costa: Right Direction/Wrong Track: Tracked

*Optimism has stayed constant or increased across the county.*



Q5. Do you think things in Contra Costa County are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track?



# Previous Measure Language

<p><b><u>Feb. '14 and March '14: Increase and Extend (68%, 68%)</u></b></p> <p>Shall voters authorize implementing the Contra Costa County 25 year Transportation Expenditure Plan to:</p> <ul style="list-style-type: none"> <li>• Expand BART in Contra Costa County;</li> <li>• Improve transit connections to jobs and schools;</li> <li>• Fix roads, improve highways and increase bicycle and pedestrian safety;</li> <li>• Reduce traffic congestion and improve air quality;</li> <li>• Enhance transit services for seniors and people with disabilities?</li> </ul> <p>Approval <b>increases by half a cent and extends the existing County sales tax, with independent oversight and audits. All money spent will benefit Contra Costa County residents.</b></p>	<p><b><u>March '14: Authorize a Half Cent Tax (65%)</u></b></p> <p>Shall voters authorize implementing the Contra Costa County 25 year Transportation Expenditure Plan to:</p> <ul style="list-style-type: none"> <li>• Expand BART in Contra Costa County;</li> <li>• Improve transit connections to jobs and schools;</li> <li>• Fix roads, improve highways and increase bicycle and pedestrian safety;</li> <li>• Reduce traffic congestion and improve air quality;</li> <li>• Enhance transit services for seniors and people with disabilities?</li> </ul> <p>Approval <b>authorizes a half cent sales tax, with independent oversight and audits. All money spent will benefit Contra Costa County residents.</b></p>
<p><b><u>Sept. '15: Half and Quarter Cent Tax (72%, 70%)</u></b></p> <p>Shall voters authorize implementing the Contra Costa County 25 year Transportation Expenditure Plan to:</p> <ul style="list-style-type: none"> <li>• Expand BART in Contra Costa County;</li> <li>• Improve transit connections to jobs and schools;</li> <li>• Fix roads, improve highways and increase bicycle and pedestrian safety;</li> <li>• Reduce traffic congestion and improve air quality;</li> <li>• Enhance transit services for seniors and people with disabilities?</li> </ul> <p>Approval <b>increases by a half/quarter cent and extends the existing County sales tax, with independent oversight and audits. All money spent will benefit Contra Costa County residents.</b></p>	<p><b><u>June '16: Enact a Half Percent Sales Tax (65%)</u></b></p> <p>To implement a Transportation Expenditure Plan to continue:</p> <ul style="list-style-type: none"> <li>• Improving BART capacity, frequency, and reliability;</li> <li>• Repairing potholes and fixing roads;</li> <li>• Improving Highways 680, 80, 24, and 4;</li> <li>• Enhancing bus and other transit for seniors and people with disabilities;</li> <li>• Increasing bicycle and pedestrian safety;</li> <li>• Reducing traffic, and;</li> <li>• Improving air quality;</li> </ul> <p>Shall the ordinance <b>enacting a half percent sales tax be adopted, raising \$97,000,000 annually for 30 years, with independent oversight, audits, and all money benefitting local residents?</b></p>

# Top Measure Components by Region

[TOTAL SUPPORT]

<p><b>Central (31%)</b></p> <ol style="list-style-type: none"> <li><b>Repair potholes and fix roads (92% rating support)</b></li> <li>Include a detailed plan that shows exactly how all of the money will be spent (91%)</li> <li>Require independent oversight and audits (90%)</li> <li>Require cities to have a plan to manage growth (90%)</li> <li><b>Protect open space, parks, and farmland (89%)</b></li> </ol>	<p><b>East (24%)</b></p> <ol style="list-style-type: none"> <li><b>Require independent oversight and audits (86%)</b></li> <li><b>Repair potholes and fix roads (86%)</b></li> <li>Require cities to have a plan to manage growth (85%)</li> <li>Include a detailed plan that shows exactly how all of the money will be spent (84%)</li> <li>Enhance bus and other transit for seniors and people with disabilities (83%)</li> </ol>
<p><b>Lamorinda (9%)</b></p> <ol style="list-style-type: none"> <li><b>Require independent oversight and audits (88%)</b></li> <li>Include a detailed plan that shows exactly how all of the money will be spent (85%)</li> <li><b>Repair potholes and fix roads (81%)</b></li> <li><b>Require that all money benefits local residents (80%)</b></li> <li><b>Reduce traffic (79%)</b></li> </ol>	<p><b>South (15%)</b></p> <ol style="list-style-type: none"> <li><b>Include a detailed plan that shows exactly how all of the money will be spent (89%)</b></li> <li><b>Repair potholes and fix roads (85%)</b></li> <li><b>Require that all money benefits local residents (85%)</b></li> <li>Enhance bus and other transit for seniors and people with disabilities (84%)</li> <li>Require independent oversight and audits (83%)</li> </ol>
<p><b>West (21%)</b></p> <ol style="list-style-type: none"> <li><b>Repair potholes and fix roads (88%)</b></li> <li>Include a detailed plan that shows exactly how all of the money will be spent (88%)</li> <li>Enhance bus and other transit for seniors and people with disabilities (86%)</li> <li><b>Protect open space, parks, and farmland (85%)</b></li> <li><b>Require that all money benefits local residents (84%)</b></li> </ol>	

# Top Measure Components by Region

[STRONGLY SUPPORT]

<p><b>Central (31%)</b></p> <ol style="list-style-type: none"> <li>1. Include a detailed plan that shows exactly how all of the money will be spent (77% Strongly support)</li> <li>2. Require independent oversight and audits (72%)</li> <li>3. Repair potholes and fix roads (69%)</li> <li>4. Protect open space, parks, and farmland (65%)</li> <li>5. Require cities to have a plan to manage growth (65%)</li> </ol>	<p><b>East (24%)</b></p> <ol style="list-style-type: none"> <li>1. Include a detailed plan that shows exactly how all of the money will be spent (75%)</li> <li>2. Repair potholes and fix roads (70%)</li> <li>3. Require that all money benefits local residents (68%)</li> <li>4. Require independent oversight and audits (67%)</li> <li>5. Enhance bus and other transit for seniors and people with disabilities (64%)</li> </ol>
<p><b>Lamorinda (9%)</b></p> <ol style="list-style-type: none"> <li>1. Require independent oversight and audits (72%)</li> <li>2. Include a detailed plan that shows exactly how all of the money will be spent (71%)</li> <li>3. Repair potholes and fix roads (64%)</li> <li>4. Reduce traffic (61%)</li> <li>5. Protect open space, parks, and farmland (59%)</li> </ol>	<p><b>South (15%)</b></p> <ol style="list-style-type: none"> <li>1. Include a detailed plan that shows exactly how all of the money will be spent (78%)</li> <li>2. Repair potholes and fix roads (68%)</li> <li>3. Reduce traffic (67%)</li> <li>4. Require independent oversight and audits (67%)</li> <li>5. Require that all money benefits local residents (66%)</li> </ol>
<p><b>West (21%)</b></p> <ol style="list-style-type: none"> <li>1. Include a detailed plan that shows exactly how all of the money will be spent (74%)</li> <li>2. Repair potholes and fix roads (69%)</li> <li>3. Require that all money benefits local residents (66%)</li> <li>4. Enhance bus and other transit for seniors and people with disabilities (65%)</li> <li>5. Improve air quality (64%)</li> </ol>	

**AGENDA ITEM 7**



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

Dave Hudson  
Chair

Tom Butt  
Vice Chair

Janet Abelson

Newell Americh

David Durant

Federal Glover

Dave Hudson

Karen Mitchoff

Julie Pierce

Kevin Romick

Robert Taylor

Randell H. Iwasaki,  
Executive Director

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

## MEMORANDUM

To: Anita Tucci-Smith, TRANSPAC  
Lisa Bobadilla, SWAT  
Jamar Stamps, TRANSPAN, TVTC  
John Nemeth, WCCTAC  
Ellen Clark, LPMC

From: Randell H. Iwasaki, Executive Director *[Signature]* *for RA1*

Date: May 10, 2016

Re: Item of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its April 20, 2016 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Discussion of Responses Received from Regional Transportation Planning Committees (RTPCs) Regarding Senate Bill (SB) 743-Related Updates to the Action Plans For Routes of Regional Significance.** The Action Plans for Routes of Regional Significance were updated in 2014, including development of new Actions and Multi-modal Transportation Service Objectives (MTSOs). Subsequently, the State adopted Senate Bill 743, which removed Level of Service (LOS) and vehicle delay-based measures as a finding of significance under the California Environmental Quality Act (CEQA) in favor of Vehicle Miles Traveled (VMT). Since many of the Action Plan MTSOs use level of service and other vehicle delay-based measures, the Authority is giving RTPCs the opportunity to revise their MTSOs with measures consistent with the new CEQA rules. Staff will report on the recent discussions with the RTPC Technical Advisory Committees. *The Authority Board approved staff's recommendation to budget \$100,000 for consultant resources to be used for any potential updates to the Action Plans MTSOs with a goal of making them consistent with the new CEQA Guidelines under SB 743. The staff report is attached to this memorandum.*

*Planning Committee* **STAFF REPORT**

**Meeting Date:** April 6, 2016

<b>Subject</b>	<b>Discussion of Responses Received from Regional Transportation Planning Committees (RTPCs) Regarding Senate Bill (SB) 743-Related Updates to the Action Plans For Routes of Regional Significance</b>
<b>Summary of Issues</b>	The Action Plans for Routes of Regional Significance were updated in 2014, including development of new Actions and Multi-modal Transportation Service Objectives (MTSOs). Subsequently, the State adopted Senate Bill 743, which removed Level of Service (LOS) and vehicle delay-based measures as a finding of significance under the California Environmental Quality Act (CEQA) in favor of Vehicle Miles Traveled (VMT). Since many of the Action Plan MTSOs use level of service and other vehicle delay-based measures, the Authority is giving RTPCs the opportunity to revise their MTSOs with measures consistent with the new CEQA rules. Staff will report on the recent discussions with the RTPC Technical Advisory Committees.
<b>Recommendations</b>	Staff recommends authorizing \$100,000 in additional consultant resources in order to fund the potential revisions to the Action Plans.
<b>Financial Implications</b>	\$100,000 from OCP18a (Regional Planning)
<b>Options</b>	
<b>Attachments (<i>See PC Packet, dated 4/6/16</i>)</b>	<b>A.</b> SB 743/Action Plan Memo to RTPCs (dated January 26, 2016)
<b>Changes from Committee</b>	<i>None</i>



## **Background**

The 2014 updates to the Action Plans for Routes of Regional Significance (“Action Plans”) were completed in early 2015, but adoption of those Plans are currently on-hold due to the delay in completing and adopting the Countywide Transportation Plan (CTP), of which the Action Plans form a major component. Updating the Multi-modal Transportation Service Objectives (MTSOs) in the Action Plans was a primary focus of the 2014 updates, with the majority of resulting MTSOs using vehicle delay-based measures. While the Action Plan update was underway, State legislation was adopted that fundamentally changed the approach to traffic analysis in Transit Priority Areas (TPAs), which are locations within ½ mile of transit stations or along “high quality” transit corridors. The legislation changed CEQA by prohibiting the use of LOS and vehicle delay as a finding of significance in CEQA. Senate Bill (SB) 743 (Steinberg) directed the Governor’s Office of Planning and Research (OPR) to develop updated CEQA Guidelines which replace vehicle delay, including Level of Service (LOS), as the transportation analysis metric in CEQA. The January 2016 release of the revised Guidelines includes two major changes to CEQA:

- 1) Prohibiting the use of LOS as a threshold of significance for any project, including those located outside of TPAs, and
- 2) Establishing a new metric for analyzing transportation impacts, Vehicle Miles Traveled (VMT).

Use of VMT focuses on greenhouse gas (GhG) emissions from development and transportation projects, and encouraging mixed-use developments, especially in TPAs. The new rules go into effect in TPAs immediately upon adoption by the California Department of Natural Resources, which is expected late 2016 or early 2017. The rules become applicable statewide two years from adoption, allowing for a gradual opt-in period for jurisdictions.

## **Option to Update MTSOs**

Adoption of the CTP and Action Plans was postponed in light of the SB 743-imposed changes to CEQA law and transportation analysis metrics. In January 2016, the Authority gave the RTPCs the option of re-opening the 2014 Action Plans with the goal of revising or adding to the existing MTSOs in order to address the removal of vehicle delay as a measure in CEQA. Table 1 shows the vehicle delay-based MTSOs as found in each Action Plan.

**Table 1. LOS and Vehicle Delay-Based Action Plan MTSOs by Subregion**

Subregion	Intersection LOS or Volume/Capacity (V/C)	Arterial LOS or Delay Index	Freeway LOS or Delay Index	Side Street Signal Cycle Wait	Hours of Congestion
West	✓		✓		
Central	✓		✓	✓	
East	✓	✓	✓		
Lamorinda		✓	✓	✓	
Tri-Valley	✓	✓	✓		✓

A memorandum was distributed to the RTPC managers on January 26<sup>th</sup> outlining the issues resulting from SB 743 and their relationship to the Action Plans (Attachment A). In February and March, Authority staff attended the five Action Plan RTPCs TAC meetings to present the revised CEQA Guidelines and gauge interest in re-opening the Action Plans. Staff made it clear that there are no legal or pressing need to revise the MTSOs, as under SB 743, delay-based metrics are still allowed in local planning documents, such as the Action Plans. Based on those discussions, four of the five RTPCs were interested in learning more about the transition from LOS to VMT under CEQA, and what types of MTSOs might be appropriate replacements/additions. One of those four (TRANSPAC) indicated they were interested in developing new MTSOs. Only one RTPC (TVTC) was not interested in broaching the subject further.

Based on this response, discussions will need to continue with the four interested RTPCs. This may result, at minimum, in educating the RTPC TAC members on the non-vehicle delay-based measures and how they compare to the traditional delay-based measures currently used in the Action Plans. Following these discussions, there may be changes to four of the Action Plans, which would involve additional staff and consultant resources over the next several months.

#### **Staff Recommendation**

Staff is recommending budgeting \$100,000 for consultant resources to be used for any potential updates to the Action Plans MTSOs with a goal of making them consistent with the new CEQA Guidelines under SB 743.



## REQUEST FOR COMMENTS

DATE: April 12, 2016

To concerned agencies, organizations and individuals:

1. Bay Area Air Quality Management - Henry Hilken
2. California Department of Fish & Wildlife - Scott Wilson
3. California Regional Water Quality Control Board - Watershed Division
4. Central Contra Costa Sanitary District - Russell Leavitt
5. Contra Costa County Environmental Health Department - Land Use Supervisor
6. Contra Costa County Flood Control & Water Conservation - Teri Rie
7. Contra Costa County Hazardous Materials Programs - Planning
8. Contra Costa County Transportation Authority - Diane Bodon
9. EBMUD - Jeni McGregor
10. Pacific Gas & Electric - Chris Medders
11. Republic Services - Susan Hurl
12. San Ramon Valley Fire Protection District - David Stevens
13. San Ramon Valley Unified School District - Richard Lowell
14. Sonoma State University (NWIC) - Bryan Much
15. Southwest Area Transportation Committee (SWAT) - Andy Dillard
16. Tri-Valley Transportation Council (TVTC) - Andy Dillard
17. U.S. Army Corps of Engineers - Kathleen Dadey
18. U.S. Environmental Protection Agency - Kathy Goforth
19. U.S. Fish and Wildlife Services - Ryan Olah
20. U.S. Postal Service - Romy DeGuzman
21. Surrounding Property Owners within and beyond 750 feet

### Town of Danville

22. Chief Building Official - Mike Leontiades
23. Chief of Planning - Kevin Gailey
24. Chief of Police - Steve Simpkins
25. City Attorney - Rob Ewing
26. Clean Water Program Coordinator - Chris McCann
27. Community Development Director - Tai Williams
28. Danville Planning Commission
29. Danville Town Council
30. Development Services Coordinator - Fred Korbmacher
31. Development Services Director - Steve Lake

32. Economic Development Manager - Jill Bergman
33. Landscape Architect - Bob Russell
34. Maintenance Supervisor - Dave Casteel
35. Police Program Specialist/Crime Prevention - Jacklyn McDaniel
36. Senior Civil Engineer - Steven Jones
37. Town Manager - Joe Calabrigo

The Town of Danville is committed to providing public notification of all proposed developments in a manner that is above and beyond the requirements of State law. As a part of this public notification effort, we are writing to advise you that the Town of Danville has received a development application, as described below.

**Project Description:** General Plan Amendment (GPA15-0001), Preliminary Development Plan - Rezoning (PUD15-0001), Major Subdivision, and a Final Development Plan (DEV15-0065) to allow for the development of a maximum 38-unit townhouse development. The General Plan Amendment request pertains to the .29 acre lot only, and would amend the Town's General Plan Land Use Designation from Residential - Single Family - Low Density (1-3 Units Per Acre) to a Mixed Use Land Use Designation. The Preliminary Development Plan - Rezoning request would rezone the project site to a new P-1; Planned Unit Development District, the Major Subdivision would divide the site creating a maximum of 38 multiple family lots, and the Final Development Plan would provide for the approval of project architecture, site design, and landscape design. A Tree Removal application (TR15-0039) is also required to be approved to allow for the removal of Town-Protected trees.

**Location:** The site includes two existing lots, 375 West El Pintado (1.59 acres) (APN: 200-140-011) and 359 West El Pintado (.29 acres) (APN: 200-140-012).

**Applicant:** GMMR, LLC.  
230 Piedmont Lane  
Danville, CA 94526

**Case Number:** GPA15-0001, PUD15-0001, DEV15-0065 (DP), TR15-0039

**General Plan:** Mixed Use and Residential and Residential - Single Family - Low Density (1-3 Units Per Acre)

**Zoning:** P-1; Planned Unit Development District and R-15; Single Family Residential District

We are currently in the early stages of reviewing this application. Your comments, code requirements, and/or recommendations will be taken into consideration during our review, and are requested prior to April 29, 2016.

RESPOND TO: David Crompton, Planning Division, 510 La Gonda Way, Danville, CA 94526 at (925) 314-3349, or you can email your comments to [dcrompton@danville.ca.gov](mailto:dcrompton@danville.ca.gov).

Thank you for your review.

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**Comments or recommended conditions of approval are as follows:**

- ☐ There are no aspects of this project that concern our regulations.
- ☐ This project as shown meets or exceeds our minimum standard regulations.
- ☐ Comments including recommended conditions of approval, project completeness and/or environmental review (pursuant to CEQA) are attached.
- ☐ Comments/conditions of approval will be made at a later phase of approval.
- ☐ We would like this application rerouted upon re-submittal.
- ☐ Other comments:

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Responding Agency/Individual	Signature of Representative	Date



**Department of  
Conservation and  
Development**

30 Muir Road  
Martinez, CA 94553

Phone: 1-855-323-2626

**Contra  
Costa  
County**



**John Kopchik**  
Director

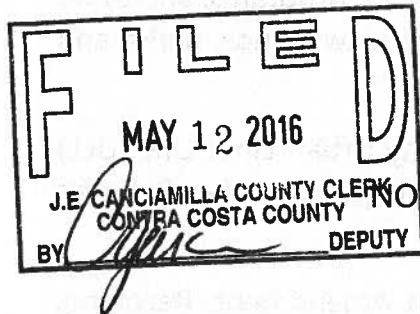
**Aruna Bhat**  
Deputy Director

**Jason Crapo**  
Deputy Director

**Maureen Toms**  
Deputy Director

**Kara Douglas**  
Assistant Deputy Director

**Victoria Mejia**  
Business Operations Manager



May 12, 2016

**NOTICE OF COMPLETION AND AVAILABILITY  
NOTICE OF PUBLIC HEARING  
FOR  
DRAFT ENVIRONMENTAL IMPACT REPORT  
TASSAJARA PARKS PROJECT**

State Clearinghouse Number 2014052089

County File Numbers GP07-0009, RZ09-3212, SD10-9280, DP10-3008

Assessor's Parcel Numbers: 220-100-023, 206-030-065, 223-020-018, 223-020-021

Notice is hereby given pursuant to the California Environmental Quality Act (CEQA) that a document entitled "Draft Environmental Impact Report Tassajara Parks Project" (hereafter referenced as "Draft EIR") has been prepared for the proposed Tassajara Parks Project and is available for public review.

**PROJECT DESCRIPTION:** FT Land LLC (Applicant) has submitted an application to the Contra Costa County Department of Conservation and Development (DCD) requesting approval of a 125-unit single family residential subdivision with substantial park, recreation and open space components (Project) in the Tassajara Valley area of unincorporated Contra Costa County.

The Project site is composed of two, noncontiguous, areas of land, which are referred to as the "Northern Site" and the "Southern Site" – together referred to as the project site. The Southern Site consists of approximately 616-acres and the Northern Site, which is situated less than one-half mile to the north is, approximately 155-acres.

The Northern Site would consist of 125-single family homes on 30-acres, with an adjacent detention basin. The remaining acreage of the Northern Site, containing two staging areas and a public trail, would be dedicated to the East Bay Regional Park District for parks / recreation / open space and agricultural use.

The Applicant proposes to convey almost all of the Southern Site (approximately 609-acres) to the East Bay Regional Park District, for parks / recreation / open space and agricultural use. The remaining 7-acres of the Southern Site would be offered for dedication to the San Ramon Valley Fire Protection District for their potential use.

In addition, the project proponent and the County are considering entering into a Development Agreement to vest the ability to build the Project and secure funding from the project proponent to support, develop, and implement policies, programs, and other actions intended to enhance agriculture and preserve open space, wetlands, parks, and other non-urban uses in the Tassajara Valley.

The Project would require a change to the Contra Costa County Urban Limit Line (ULL) to include the 30-acre residential development area, encompassing the Project's residential development on the Northern Site.

The Project involves the following entitlements: General Plan Amendment, Rezoning, Subdivision, Development Plan, Development Agreement, Tree removal and a change to the ULL (Pursuant to Chapter 82-1.018 of the Contra Costa County Ordinance Code).

**PROJECT LOCATION:** As noted above, the 771-acre Tassajara Parks Project site, located east of the City of San Ramon and Town of Danville is composed of two different areas of land, which are referred to as the "Southern Site" and the "Northern Site". The Southern Site consists of approximately 616-acres and the Northern Site, which is located approximately one-half mile to the north, consists of 155-acres. The Project Site is adjacent to and outside of the ULL. See attached vicinity map.

The Contra Costa County General Plan land use designation for the project site is AL, Agricultural Lands and the zoning designation is A-80, Exclusive Agricultural District.

**ENVIRONMENTAL IMPACTS OF THE PROJECT:** The Draft EIR identifies potentially significant environmental impacts in the following topic areas:

- *Air Quality/Greenhouse Gas \**
- *Biological Resources*
- *Cultural Resources*
- *Geology and Soils*
- *Hazardous Materials*
- *Hydrology and Water Quality*
- *Land Use, Population and Housing*
- *Noise*
- *Transportation and Traffic \**
- *Utilities and Service Systems*
- *Cumulative Impacts*

Most potentially significant impacts can be mitigated to less-than-significant levels. Significant and unavoidable impacts (i.e., impacts that cannot be mitigated to less-than-significant levels) have been identified in the topic areas marked with an asterisk (\*).

**DRAFT EIR PUBLIC REVIEW & COMMENT PERIOD:** Pursuant to CEQA, there is a forty-five (45) day public review and comment period for the Draft EIR. Written comments on the adequacy of the Draft EIR must be submitted by **5:00 p.m. on Monday, June 27, 2016** to the following:

John Osborne  
Contra Costa County Department of Conservation & Development  
30 Muir Road  
Martinez, CA 94553

The County File Numbers indicated near the top of this notice should be included on all correspondence.

During the 45-day review period, the County Zoning Administrator will hold a public hearing to provide additional opportunity for public comment on the Draft EIR. Comments made during the hearing are equivalent to written comments, so it is unnecessary for one to submit written comments and oral comment as long as the oral comments are provided at the hearing. The County Zoning Administrator's hearing will be held on **Monday, June 6, 3:30 p.m. at 30 Muir Road, Martinez, California.**

**DRAFT EIR AVAILABILITY:** Copies of the Draft EIR are available for review and purchase at the offices of the DCD, located at the address indicated above. The Draft EIR is available for purchase in CD format for \$5.00 and in hard copy format for \$50.00. In addition to copies of the Draft EIR, supplemental information including maps, plans, and other material related to the project and the preparation of the Draft EIR are available for public review at the DCD offices. The Draft EIR is also available on the County Web Site at **[www.cccounty.us/tassajaraparks](http://www.cccounty.us/tassajaraparks)**

Hard copies of the Draft EIR are available for review, but not purchase, at the following additional locations:

Danville Library  
400 Front Street  
Danville, CA

San Ramon Library  
100 Montgomery Street  
San Ramon, CA

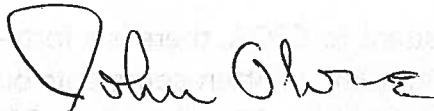
Office of County Supervisor  
Candace Anderson, District II  
309 Diablo Road  
Danville, CA

Dougherty Station Library  
17017 Bollinger Canyon Road  
San Ramon, CA

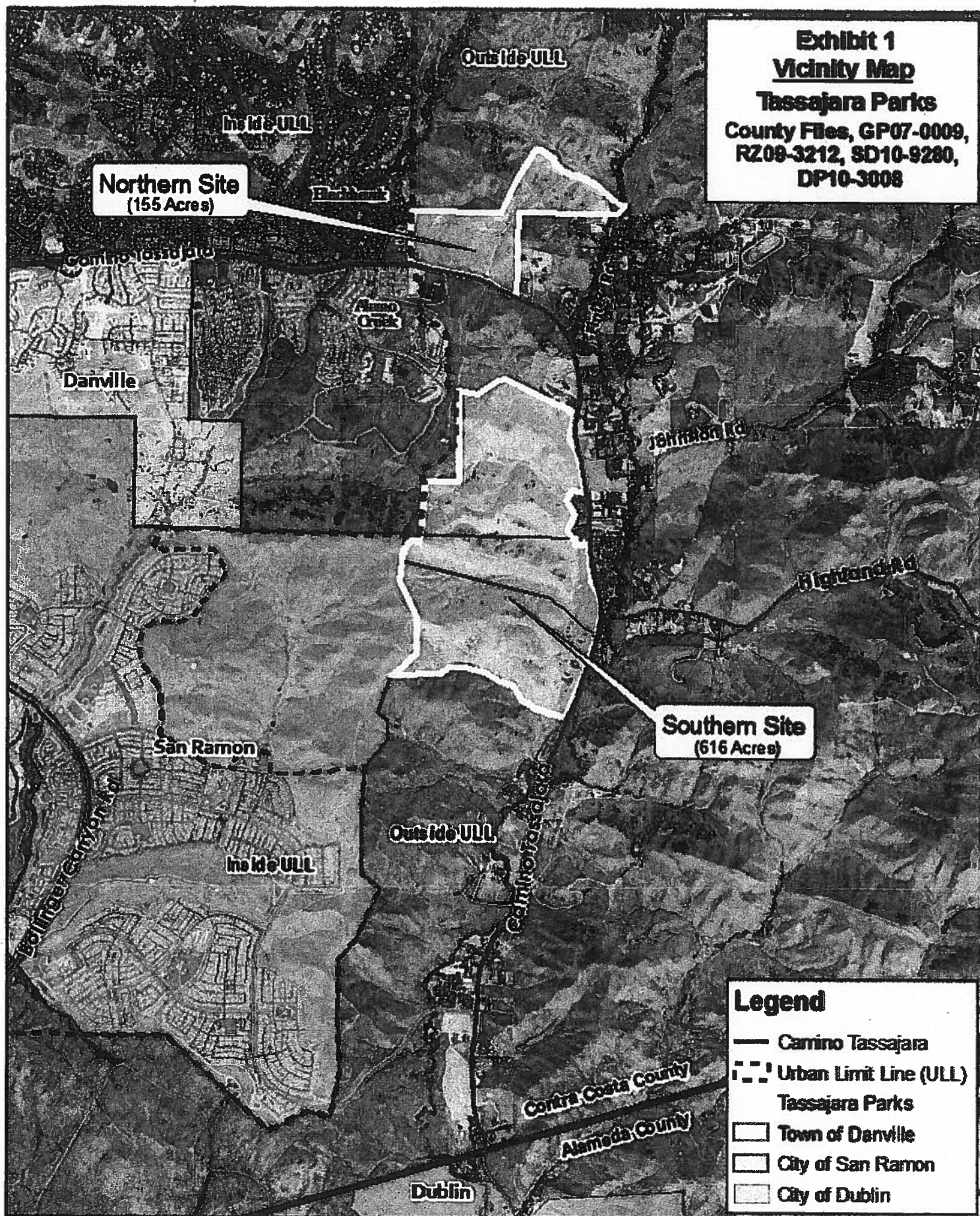
Pleasant Hill Library  
1750 Oak Park Boulevard  
Pleasant Hill, CA

**ADDITIONAL INFORMATION:** For additional information on the Draft EIR and the proposed project, please contact either John Osborne of the DCD by telephone at (925)

674-7793, by e-mail at [John.Oborne@dcd.cccounty.us](mailto:John.Oborne@dcd.cccounty.us), or Ruben Hernandez of the DCD at (925) 674-7785, by email at [Ruben.Hernandez@dcd.cccounty.us](mailto:Ruben.Hernandez@dcd.cccounty.us)



Project Planner



0 0.2 0.4 0.8 Miles

Map Created 10/25/18  
by Contra Costa County Department of  
Conservation and Development, 4150 Central  
Expressway, Suite 200, Dublin, CA 94568  
Tel: 925-794-1225 Fax: 925-794-1226

This map was created by the Contra Costa County Department of Conservation and  
Development and is the property of the County of Contra Costa. It is not to be  
used for any other purpose without the written consent of the County. The County  
assumes no responsibility for any errors or omissions in this map. The County  
assumes no liability for any damages or losses resulting from the use of this map.  
The County of Contra Costa disclaims any liability for any damages or losses  
resulting from the use of this map.







# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

May 18, 2016

Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

**RE: SWAT Meeting Summary Report for May 17, 2016 Comments on Draft  
Transportation Expenditure Plan ("TEP"), Dated May 18, 2016**

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on **Tuesday, May 17, 2016** and discussed the Proposed Transportation Sales Tax Expenditure Plan ("TEP"), dated May 18, 2016. SWAT appreciates the opportunity to provide additional input and acknowledges that the draft plan represents a tremendous amount of hard work and collaboration.

To be consistent with language in Funding Category 2 – Major Streets/Complete Streets/Traffic Signal Synchronization Grant Program, SWAT recommends adding the following: ***"All projects will be selected through a competitive project selection process within each subregion with the Authority approving the final program of projects, allowing for a comprehensive countywide approach while recognizing subregional needs to achieve the overall program goal"***. The proposed language should be added to the following Funding Categories:

- 1. Funding Category 15 - Pedestrian, Bicycle and Trail Facilities;**
- 2. Funding Category 16 – Community Development Transportation; and**
- 3. Funding Category 17 – Innovative Transportation Technology/Connected Communities program.**

Thank you again for the opportunity to provide input and for considering SWAT's comments and recommendations. Please contact SWAT Admin staff, Lisa Bobadilla at (925) 973-2651 or email at [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov), if you should have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Karen J. Stepper".

Karen Stepper  
Chair

Cc: Ross Chittenden, CCTA; Hisham Noeimi, CCTA; SWAT; SWAT TAC;  
Anita Tucci-Smith, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps,  
TRANSPAN



SWAT

Telephone: (925) 671-3128

**NOTICE OF AVAILABILITY  
DRAFT ENVIRONMENTAL IMPACT REPORT**

**PROJECT TITLE:** The Veranda Shopping Center

**STATE CLEARINGHOUSE NUMBER:** 2016012057

**LEAD AGENCY:** City of Concord

**PROJECT LOCATION:** 2001-2003 Diamond Boulevard, Concord, Contra Costa County (APN: 126-440-001). The project site is located on the west side of the City of Concord and is generally bounded by Diamond Boulevard to the northeast, Galaxy Way to the northwest, Interstate 680 (I-680) to the southwest, and Willow Way and the Willows Shopping Center to the southeast. Regional access to the project site is provided by I-680 and State Route 242 (SR-242) via Willow Pass Road to the south and Concord Avenue to the north. A sign ordinance amendment proposed by the project applicant could potentially apply to other commercially zoned properties with freeway frontage along I-680 in the City where a multi-tenant shopping center (at least 300,000 square feet in size) could be developed.

**EXISTING SITE CHARACTERISTICS:** The 30-acre project site currently contains office buildings, parking, landscaping, and related improvements developed between 1970 and 1984 as a regional office for Chevron Corporation. At full occupancy, the office buildings at the site housed over 2,500 employees. As of January 2016 when environmental review commenced, approximately 400 Chevron employees worked at the site. The buildings were vacated in April 2016. Four office buildings with approximately 619,000 square feet of floor area are located in the center of the site, and surface parking lots with approximately 1,690 parking spaces surround the buildings. A wireless telecommunications facility is also located on the site. The project site is not on a list of hazardous waste sites enumerated pursuant to Government Code Section 65962.5.

**PROJECT DESCRIPTION:** The project applicant, CenterCal Properties, LLC, proposes to develop a commercial shopping center (project) at the project site. The existing office buildings, paving, landscaping, utilities, and other improvements would be demolished and replaced by new buildings, landscaping, amenities and related infrastructure for the shopping center. The proposed commercial buildings would have a maximum combined total floor area of up to 375,000 square feet. Buildings would generally be one-story and up to 60 feet in height. Up to 1,500 parking spaces would be provided in surface parking lots consistent with Development Code requirements. The ultimate floor area, site plan configuration, and architectural style of the project would be refined through the City's design and site review and approval process. Anticipated uses include a grocery store, theater, restaurants (including drive-through restaurants), general retail, general office / medical office, health club, and financial services. The project includes text amendments to the City's sign ordinance to allow freeway oriented signage (pylon signs up to 60 feet high, and wall signs) at the project site and other commercially zone properties in the City with frontage along I-680, under limited circumstances.

**SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROJECT:** Prior to the incorporation of mitigation measures, the Draft EIR identifies that the project would result in significant environmental effects to the following environmental topics:

Aesthetics  
Air Quality  
Biological Resources

Geology, Soils, and Seismicity  
Greenhouse Gas Emissions  
Transportation and Circulation

With the incorporation of recommended mitigation measures, all of project's environmental effects would be reduced to less-than-significant levels for all environmental topics with the exception of Transportation and Circulation, where impacts would remain significant and unavoidable.

The Draft EIR examines a reasonable range of alternatives to the project, including the CEQA-mandated No Project Alternative, a Reduced Project Alternative and three other potentially feasible alternatives capable of reducing or avoiding some of the environmental effects of the proposed project.

**DRAFT EIR PUBLIC REVIEW AND COMMENT PERIOD:** The Draft EIR and its technical studies are available during the CEQA-required 45-day public review and comment period from **Friday, May 13 to Monday, June 27, 2016** at the following locations:

Concord Planning Division  
1950 Parkside Drive MS/53  
Concord, CA 94519

Concord Library  
2900 Salvio Street  
Concord, CA 94519

Written comments regarding the conclusions of the Draft EIR must be received no later than 5:00 p.m. on **Monday, June 27, 2016**. The comments should be addressed to:

Frank Abejo, Senior Planner  
Concord Planning Division  
1950 Parkside Drive MS/53  
Concord, CA 94519  
[Frank.Abejo@cityofconcord.org](mailto:Frank.Abejo@cityofconcord.org)  
(925) 671-3128

**SCHEDULED PUBLIC MEETING:** The Planning Commission will conduct a Study Session on **Wednesday, June 1, 2016 at 6:30 p.m. at the City Council Chamber, 1950 Parkside Drive**, to discuss the project and to solicit written and oral comments regarding the Draft EIR. The Planning Commission is scheduled to hold a public hearing on **July 20, 2016** to continue its review of the project and make a recommendation to the City Council.



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

Dave Hudson,  
Chair

Tom Butt  
Vice Chair

Janet Abelson

Newell Americh

David Durant

Federal Glover

Karen Mitchoff

Julie Pierce

Kevin Romick

Don Tatzin

Robert Taylor

Randell H. Iwasaki,  
Executive Director

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

## MEMORANDUM

To: Anita Tucci-Smith, TRANSPAC  
Lisa Bobadilla, SWAT  
Jamar Stamps, TRANSPLAN, TVTC  
John Nemeth, WCCTAC  
Ellen Clark, LPMC

From: Randell H. Iwasaki, Executive Director *RIW*

Date: May 18, 2016

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its May 18, 2016, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

- 1. Adopt Amendment No. 1 to the 2016 Measure J Strategic Plan.** Staff sought approval of Resolution 16-15-P, which adopts Amendment No. 1 to the 2016 Measure J Strategic Plan. Amendment No. 1 reprograms \$17,050,000 in Measure J funds from Interstate 680 (I-680) Direct Access Ramps (Project 8003) to I-680 Corridor Reserve – Southwest County (New Project 8007), and \$600,000 from Transit Oriented Developments (TOD) Supporting Improvements at Central County Bay Area Rapid Transit (BART) Stations (Project 10001-02) to a new project titled Pleasant Hill Parking Structure Elevator Renovation (New Project 10001-07). **Resolution 16-15-P.** *The Authority Board approved Resolution No. 16-15-P adopting Amendment No. 1 to the 2016 Measure J Strategic Plan.*
- 2. FY 2016-17 Preliminary Budget for the Contra Costa Transportation Authority and Congestion Management Agency (CMA).** Staff presented the preliminary Authority Budget for FY 2016-17. Any comments or adjustments to the Preliminary Budget will be incorporated into the Proposed Budget to be considered in June, following a public hearing on the matter. *The Authority Board approved the FY 2016-17 preliminary budget for the Contra Costa Transportation Authority and Congestion Management Agency.*

**Department of  
Conservation and  
Development**

30 Muir Road  
Martinez, CA 94553

Phone: 1-855-323-2626

**Contra  
Costa  
County**



**John Kopchik**  
Director

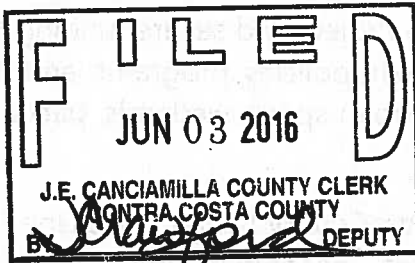
**Aruna Bhat**  
Deputy Director

**Jason Crapo**  
Deputy Director

**Maureen Toms**  
Deputy Director

**Kara Douglas**  
Assistant Deputy Director

**Victoria Mejia**  
Business Operations Manager



June 3, 2016

**NOTICE THE EXTENSION OF COMMENT PERIOD UNTIL JULY 18, 2016**

**FOR**

**DRAFT ENVIRONMENTAL IMPACT REPORT**

**TASSAJARA PARKS PROJECT**

**State Clearinghouse Number 2014052089**

**County File Numbers GP07-0009, RZ09-3212, SD10-9280, DP10-3008**

**Assessor's Parcel Numbers: 220-100-023, 206-030-065, 223-020-018, 223-020-021**

Notice is hereby given pursuant to the California Environmental Quality Act (CEQA) that a document entitled "Draft Environmental Impact Report Tassajara Parks Project" (hereafter referenced as "Draft EIR") has been prepared for the proposed Tassajara Parks Project and is available for public review.

**PROJECT DESCRIPTION:** FT Land LLC (Applicant) has submitted an application to the Contra Costa County Department of Conservation and Development (DCD) requesting approval of a 125-unit single family residential subdivision with substantial park, recreation and open space components (Project) in the Tassajara Valley area of unincorporated Contra Costa County.

The Project site is composed of two, noncontiguous, areas of land, which are referred to as the "Northern Site" and the "Southern Site" – together referred to as the project site. The Southern Site consists of approximately 616-acres and the Northern Site, which is situated less than one-half mile to the north is approximately 155-acres.

The Northern Site would consist of 125-single family homes on 30-acres, with an adjacent detention basin. The remaining acreage of the Northern Site, containing two



staging areas and a public trail, would be dedicated to the East Bay Regional Park District for parks / recreation / open space and agricultural use.

The Applicant proposes to convey almost all of the Southern Site (approximately 609-acres) to the East Bay Regional Park District, for parks / recreation / open space and agricultural use. The remaining 7-acres of the Southern Site would be offered for dedication to the San Ramon Valley Fire Protection District for their potential use.

In addition, the project proponent and the County are considering entering into a Development Agreement to vest the ability to build the Project and secure funding from the project proponent to support, develop, and implement policies, programs, and other actions intended to enhance agriculture and preserve open space, wetlands, parks, and other non-urban uses in the Tassajara Valley.

The Project would require a change to the Contra Costa County Urban Limit Line (ULL) to include the 30-acre residential development area, encompassing the Project's residential development on the Northern Site.

The Project involves the following entitlements: General Plan Amendment, Rezoning, Subdivision, Development Plan, Development Agreement, Tree removal and a change to the ULL (Pursuant to Chapter 82-1.018 of the Contra Costa County Ordinance Code).

**PROJECT LOCATION:** As noted above, the 771-acre Tassajara Parks Project site, located east of the City of San Ramon and Town of Danville is composed of two different areas of land, which are referred to as the "Southern Site" and the "Northern Site". The Southern Site consists of approximately 616-acres and the Northern Site, which is located approximately one-half mile to the north, consists of 155-acres. The Project Site is adjacent to and outside of the ULL. See attached vicinity map.

The Contra Costa County General Plan land use designation for the project site is AL, Agricultural Lands and the zoning designation is A-80, Exclusive Agricultural District.

**ENVIRONMENTAL IMPACTS OF THE PROJECT:** The Draft EIR identifies potentially significant environmental impacts in the following topic areas:

- *Air Quality/Greenhouse Gas \**
- *Biological Resources*
- *Cultural Resources*
- *Geology and Soils*
- *Hazardous Materials*
- *Hydrology and Water Quality*
- *Land Use, Population and Housing*
- *Noise*
- *Transportation and Traffic \**
- *Utilities and Service Systems*
- *Cumulative Impacts*

Most potentially significant impacts can be mitigated to less-than-significant levels. Significant and unavoidable impacts (i.e., impacts that cannot be mitigated to less-than-significant levels) have been identified in the topic areas marked with an asterisk (\*).

**DRAFT EIR PUBLIC REVIEW & COMMENT PERIOD:** Pursuant to CEQA, there is a forty-five (45) day public review and comment period for the Draft EIR. The original 45 day comment period was from May 12, 2016 to June 27, 2016. The County is extending the comment period for 21 days. The new comment period ends on **Monday, July 18, 2016.**

Written comments on the adequacy of the Draft EIR must be submitted by **5:00 p.m. on Monday, July 18, 2016** to the following:

John Osborne  
Contra Costa County Department of Conservation & Development  
30 Muir Road  
Martinez, CA 94553

The County File Numbers indicated near the top of this notice should be included on all correspondence.

**DRAFT EIR AVAILABILITY:** Copies of the Draft EIR are available for review and purchase at the offices of the DCD, located at the address indicated above. The Draft EIR is available for purchase in CD format for \$5.00 and in hard copy format for \$50.00. In addition to copies of the Draft EIR, supplemental information including maps, plans, and other material related to the project and the preparation of the Draft EIR are available for public review at the DCD offices. The Draft EIR is also available on the County Web Site at **[www.cccounty.us/tassajaraparks](http://www.cccounty.us/tassajaraparks)**

Hard copies of the Draft EIR are available for review, but not purchase, at the following additional locations:

Danville Library  
400 Front Street  
Danville, CA

San Ramon Library  
100 Montgomery Street  
San Ramon, CA

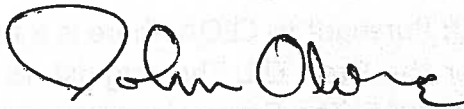
Office of County Supervisor  
Candace Anderson, District II  
309 Diablo Road  
Danville, CA

Dougherty Station Library  
17017 Bollinger Canyon Road  
San Ramon, CA

Pleasant Hill Library  
1750 Oak Park Boulevard  
Pleasant Hill, CA

**ADDITIONAL INFORMATION:** For additional information on the Draft EIR and the proposed project, please contact either John Osborne of the DCD by telephone at (925)

674-7793, by e-mail at [John.Oborne@dcd.cccounty.us](mailto:John.Oborne@dcd.cccounty.us), or Ruben Hernandez of the DCD at (925) 674-7785, by email at [Ruben.Hernandez@dcd.cccounty.us](mailto:Ruben.Hernandez@dcd.cccounty.us)

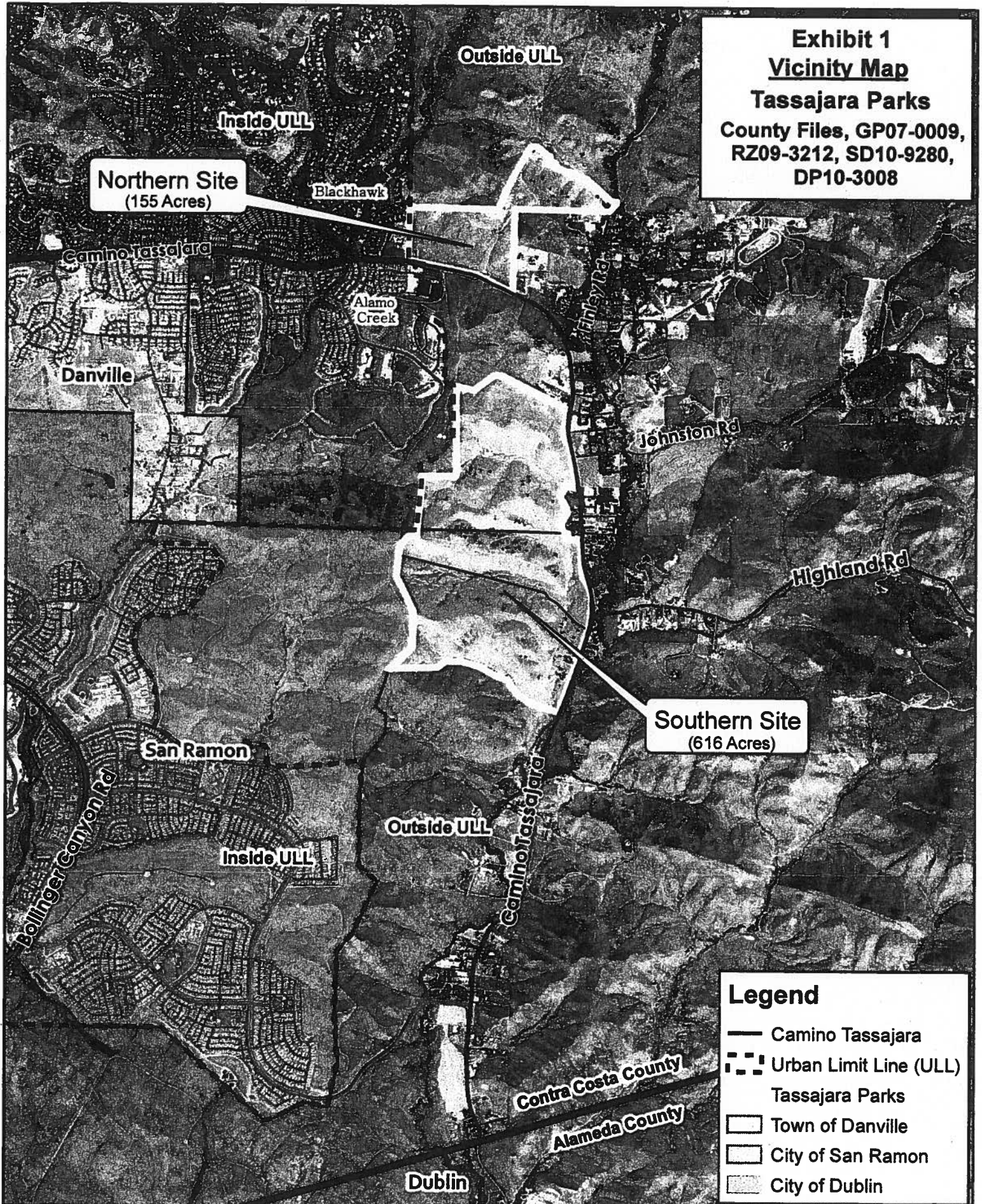


Project Planner

# Exhibit 1 Vicinity Map

## Tassajara Parks

County Files, GP07-0009,  
RZ09-3212, SD10-9280,  
DP10-3008



### Legend

- Camino Tassajara
- - - Urban Limit Line (ULL)
- Tassajara Parks
- Town of Danville
- City of San Ramon
- City of Dublin



0 0.2 0.4 0.8 Miles

Map Created 10/05/2015  
by Contra Costa County Department of  
Conservation and Development, GIS Group  
30 Muir Road, Martinez, CA 94553  
37:59:41.791N 122:07:03.756W

This map was created by the Contra Costa County Department of Conservation and Development with data from the Contra Costa County GIS Program. Some base data, primarily City Limits, is derived from the CA State Board of Equalization's tax rate areas. While obligated to use this data the County assumes no responsibility for its accuracy. This map contains copyrighted information and may not be altered. It may be reproduced in its current state if the source is cited. Users of this map agree to read and accept the County of Contra Costa disclaimer of liability for geographic information.





## **TOWN OF MORAGA PUBLIC MEETING**

### **PLANNING COMMISSION**

The Planning Commission will hold a Public Hearing to consider the following approvals for the Moraga Town Center Homes project, a 36-unit attached single-family residential development:

- General Development Plan, under MMC Section 8.48.110
- Vesting Tentative Subdivision Map, under the Subdivision Map Act

If you wish to comment on this matter, you are invited to attend this Public Meeting or you may submit written comments to the staff person listed below.

<b>DAY/DATE/ TIME/PLACE</b>	<b>Planning Commission Meeting</b> <b>Monday, June 6 at 7:00 p.m.</b> <b>Council Chambers, 335 Rheem Boulevard, Moraga</b>
<b>LOCATION</b>	Vacant lot situated between Moraga Way and Country Club Drive adjacent to the Moraga Orinda Fire District Offices (APN 257-180-082 & 257-190-057)
<b>APPLICANT</b>	City Ventures, 444 Spear Street, Suite 105 San Francisco, CA 94105
<b>OWNER</b>	Russell Bruzzone Inc. and Moraga General Properties, LLC, 899 Hope Lane, Lafayette CA 94595
<b>PROJECT DESCRIPTION</b>	The proposed project is 36 attached single-family homes on 3.06-acre vacant site in the Moraga Center Specific Plan (Area 13). The project would include 15 duplex units and 21 attached townhomes, internal roadways, landscaping and a 10,460 square foot pocket park.
<b>ZONING</b>	Planned Development District – 12-PD-MC (12 Dwelling Units per Acre)
<b>GENERAL PLAN</b>	Moraga Center Specific Plan – Mixed Office / Residential
<b>CEQA STATUS</b>	The project is located within the boundaries of the Moraga Center Specific Plan, which was evaluated under CEQA in an EIR (SCH # 2000031129) certified by the Town Council on January 27, 2010.
<b>STAFF CONTACT</b>	Holly Pearson, Senior Planner (925) 888-7043 hpearson@moraga.ca.us

Published 5/27/16





# NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION AND NOTICE OF A PUBLIC HEARING ON JUNE 7, 2016 TO CONSIDER THE PROPOSED PROJECT APPLICATIONS:

**PROJECT:** San Ramon Valley Apartments  
Architectural Review (AR 15-200-005), Initial Study/Mitigated Negative Declaration (IS 15-250-001), and Development Plan (DP 15-300-002) applications filed on February 5, 2015

**LOCATION:** 2251 San Ramon Valley Blvd. (APN: 208-271-041)

**APPLICANT:** ROEM Development

**PROPERTY OWNER:** John Schireck

**DESCRIPTION OF PROJECT:** The applicant is requesting approval of Architectural Review, Initial Study/Mitigated Negative Declaration, and Development Plan applications to construct a mixed use development project, which consists of 169 apartments including a density bonus request, and 4,817 sq. ft. of commercial space on a 2.55 acre lot commonly known as the Outpost property within the Village Center Mixed Use (VCMU) district of the Crow Canyon Specific Plan.

**ENVIRONMENTAL SETTING:** The City of San Ramon is located in southern Contra Costa County, surrounded by the communities of Danville, Blackhawk and Dublin, as well as the unincorporated lands in both Alameda and Contra Costa Counties. The project site is a 2.55-acre lot located at the southwest corner of the Deerwood Rd. and San Ramon Valley Blvd. intersection. The project site is currently occupied by Outpost Sport Bar and Grill (7,884 sq. ft.) with primarily paved parking lot and minimal landscaping, which will be demolished for the proposed project. The site topography is generally flat, and San Ramon Creek, located along the southern edge of the project site, supports a riparian corridor with groundcover and mature trees, which will be undisturbed by the proposed project.

## DECLARATION

Based on the Initial Study dated May 12, 2016 and identified Mitigation Measures, the Planning Services staff has determined:

- ☒ This project does not have the potential to degrade the quality of the environment, nor to substantially reduce, threaten or eliminate plant, fish or animal communities, or important examples of the major periods of California history or prehistory.
- ☒ This project will not have a detrimental effect upon either short-term or long-term environmental goals.
- ☒ This project will not have impacts which are individually limited, nor cumulatively considerable.
- ☒ This project will not have environmental impacts which will cause substantial adverse effect upon human beings, either directly or indirectly.
- ☒ This project will not adversely impact wildlife resources.

The Initial Study/Mitigated Negative Declaration is available for public review on the City of San Ramon Website at <http://www.sanramon.ca.gov>. Public copies are also available for review at the City of San Ramon Planning Services Division, the San Ramon Senior Center, San Ramon Community Center, Dougherty Station Community Center, Dougherty Station Library, and the City Hall – City Clerk, during regular business hours.

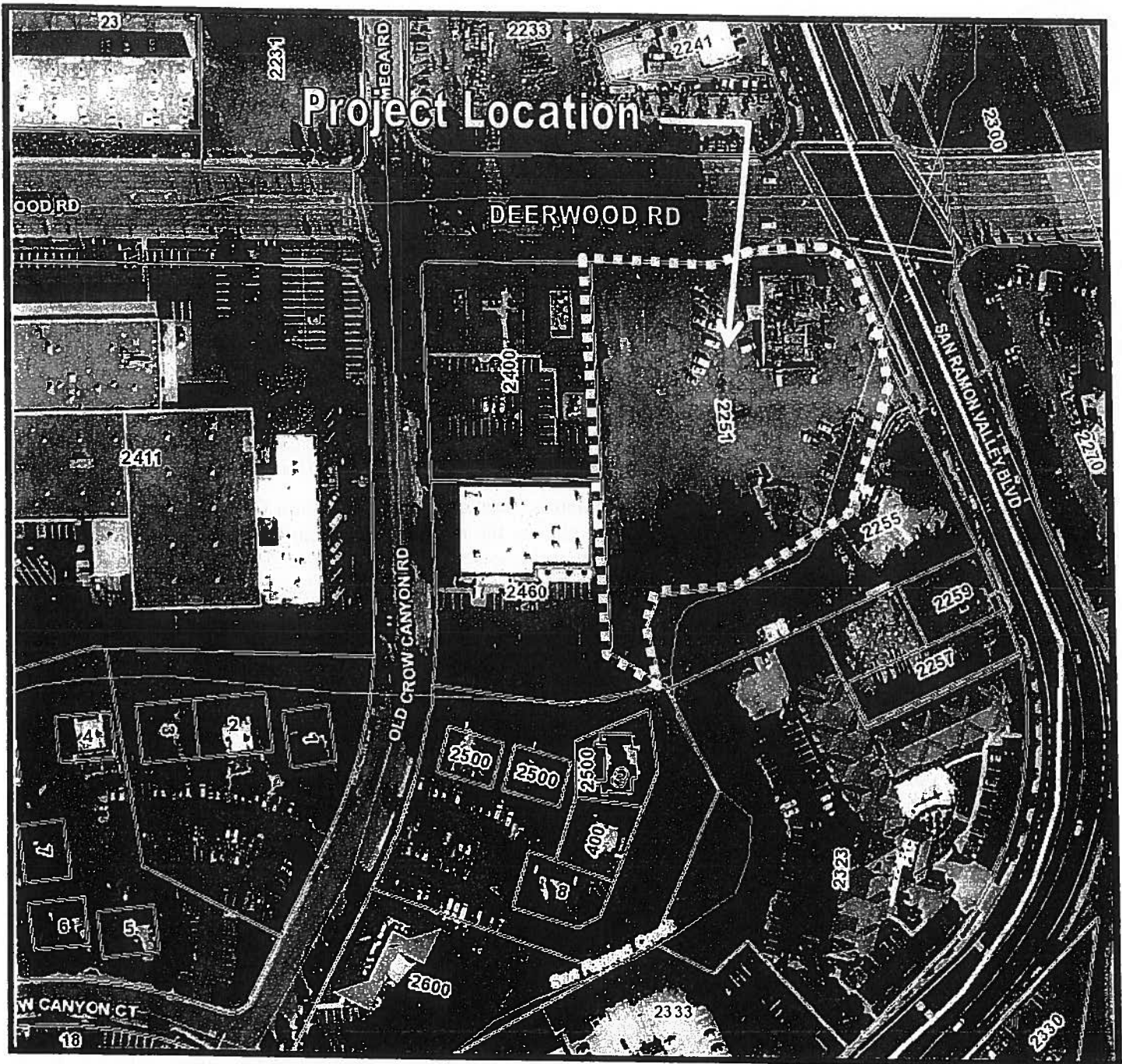
The public is hereby invited to submit written comments regarding the environmental findings and Mitigated Negative Declaration determination during the posting period. Such comments must be submitted prior to the close of the posting period at 5:00 p.m. on June 24, 2016.

**Posting Period:** May 25, 2016 to June 24, 2016

**A public hearing before the City of San Ramon Planning Commission to consider the Project and Initial Study/Mitigated Negative Declaration is scheduled for Tuesday, June 7, 2016 at 7:00 p.m., in the Council Chamber, located at 7000 Bollinger Canyon Rd., San Ramon, California, 94583.**

**(NO ACTION ON THE PROJECT WILL BE TAKEN AT JUNE 7, 2016 HEARING)**

Contact Person: Shinei Tsukamoto, Associate Planner (925) 973-2569 Email: [stsukamoto@sanramon.ca.gov](mailto:stsukamoto@sanramon.ca.gov)  
City of San Ramon, Planning Services Division, 2401 Crow Canyon Road, San Ramon, CA 94583

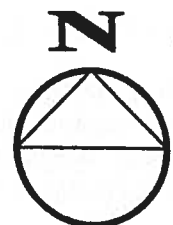


**CITY OF SAN RAMON PLANNING SERVICES**  
Vicinity Location Map



**AR 15-200-005, IS 15-250-001  
 &  
 DP 15-300-002  
 San Ramon Valley Apartments  
2251 San Ramon Valley Blvd**

**(APN: 208-271-041)**



**(Not to Scale)**

**Department of  
Conservation and  
Development**

30 Muir Road  
Martinez, CA 94553

Phone: 1-855-323-2626

**Contra  
Costa  
County**



**John Kopchik**  
Director

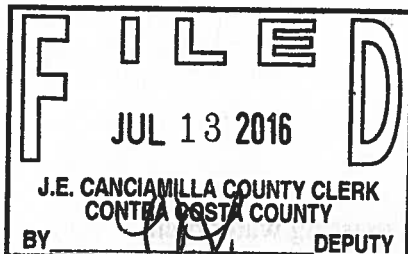
**Aruna Bhat**  
Deputy Director

**Jason Crapo**  
Deputy Director

**Maureen Toms**  
Deputy Director

**Kara Douglas**  
Assistant Deputy Director

**Victoria Mejia**  
Business Operations Manager



July 13, 2016

**NOTICE OF PUBLIC REVIEW AND INTENT TO ADOPT  
A PROPOSED MITIGATED NEGATIVE DECLARATION  
(Extended Review Period)**

County File: #DP15-3023

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970" as amended to date, this is to advise you that the Department of Conservation and Development of Contra Costa County has prepared an initial study on the following project:

**PROJECT NAME:** County File #DP15-3023 – Bay Point Family Apartments

**APPLICANT:** Bay Point Family Apartments LLC  
1640 S. Sepulveda Blvd., #425  
Los Angeles, CA 90025

**LOCATION:** Two parcels totaling 7.61 acres located at the northeast corner of the intersection of Willow Pass Road and Port Chicago Highway in Bay Point.  
Assessor's Parcel Number: 098-240-058, -059

**DESCRIPTION:**

The applicant seeks approval of a Preliminary and Final Development Plan to allow the construction of a new 193-unit apartment complex. The project consists of the following elements:

- Eight three-story multi-unit residential buildings totaling approximately 243,265 square feet of living, garage, circulation, deck, utility, and community center area;
- 193 one-, two-, three-, and four-bedroom units (19 of which are reserved for low income households);

- A density bonus of 19% (32 units) beyond the 161 units allowed under the applicable density standards, as a result of the proposed affordable units and as permitted under the County's Residential Density Bonus Ordinance;
- 328 Covered and uncovered off-street parking spaces;
- 25,180 square foot outdoor pool and recreation area;
- Perimeter gate and two gated entries;
- Two monument signs identifying the development;
- Water and Fire Water lateral extensions from the project site to an existing water main located within the Willow Pass Road right-of-way;
- 8-inch sanitary sewer lateral connection from the project site to an existing sanitary sewer main located within the Willow Pass Road right-of-way;
- Six on-site bio-retention areas for drainage totaling approximately 21,583 square feet;
- Electrical, gas, cable, and telecommunication utility connections to existing extensions within the public right-of-way, via underground joint trenches; and
- Cut and fill grading activities consisting of approximately 24,410 net cubic yards of soil.

#### **SURROUNDING USE/SETTINGS:**

The project site is located within an urban and developed area of Bay Point, in western Contra Costa County. The surrounding area primarily consists of large, high-density, single-family residential developments. However, the Mission Bay Apartments and Rivershore Apartments abut the project site to the northeast and across Weldon Street, and a small 5-unit commercial strip mall abuts the project site at its northwestern corner. Additional land uses such as a Tower Mart and Chevron gas station, Bay Point Open Bible Church, Lynbrook Park, Club Marina and Crestview Mobile Home Parks, and the Delta De Anza Regional Trail are also in the surrounding area. State Highway 4 is located approximately 0.34 miles south of the project site.

The project site is a 7.61-acre area comprised of two vacant parcels which are located at the northeast corner of the intersection of Willow Pass Road and Port Chicago Highway. The project site is relatively flat and is void of any natural or man-made watercourses running within its boundaries. There are no mature trees located on the subject property, but there are ornamental nut tree saplings and one young palm tree located in the southeast corner of the site. There are no curb and gutter improvements along the Port Chicago Highway frontage, and a curb without sidewalk along the Willow Pass Road frontage, and full curb and sidewalk improvements along the Weldon Street frontage.

## ENVIRONMENTAL EFFECTS:

The Initial Study for the proposed project identified potentially significant impacts in the environmental areas of Aesthetics, Biological Resources, Noise, Cultural Resources, Population/Housing, Transportation/Traffic, Air Quality, and Geology/Soils. As a result, a Mitigated Negative Declaration (MND) has been prepared pursuant to Public Resources Code Section 21080(c) and Article 6 of the California Environmental Quality Act (CEQA) guidelines.

Pursuant to the requirements of CEQA (CEQA Guidelines Section 15071) the Mitigated Negative Declaration describes the proposed project; identifies, analyzes, and evaluates the potential significant environmental impacts, which may result from the proposed project; and identifies measures to mitigate adverse environmental impacts. The mitigations identified in this document have been designed for the proposed project, and will ensure that the project will not cause a significant impact to the environment.

A copy of the Mitigated Negative Declaration and all documents referenced in the Mitigated Negative Declaration may be reviewed in the offices of the Community Development Department, and Application and Permit Center at 30 Muir Road, Martinez, during normal business hours.

**Public Comment Period-** The period for accepting comments on the adequacy of the environmental documents extends to **4:00 P.M. Friday, August 12, 2016**. Any comments should be in writing and submitted to the following address:

Name: Sean Tully, Project Planner (925) 674-7800  
Department of Conservation and Development  
Community Development Division  
Contra Costa County  
30 Muir Road  
Martinez, CA 94553

A handwritten signature in cursive script, appearing to read 'Sean Tully', is written over a horizontal line.

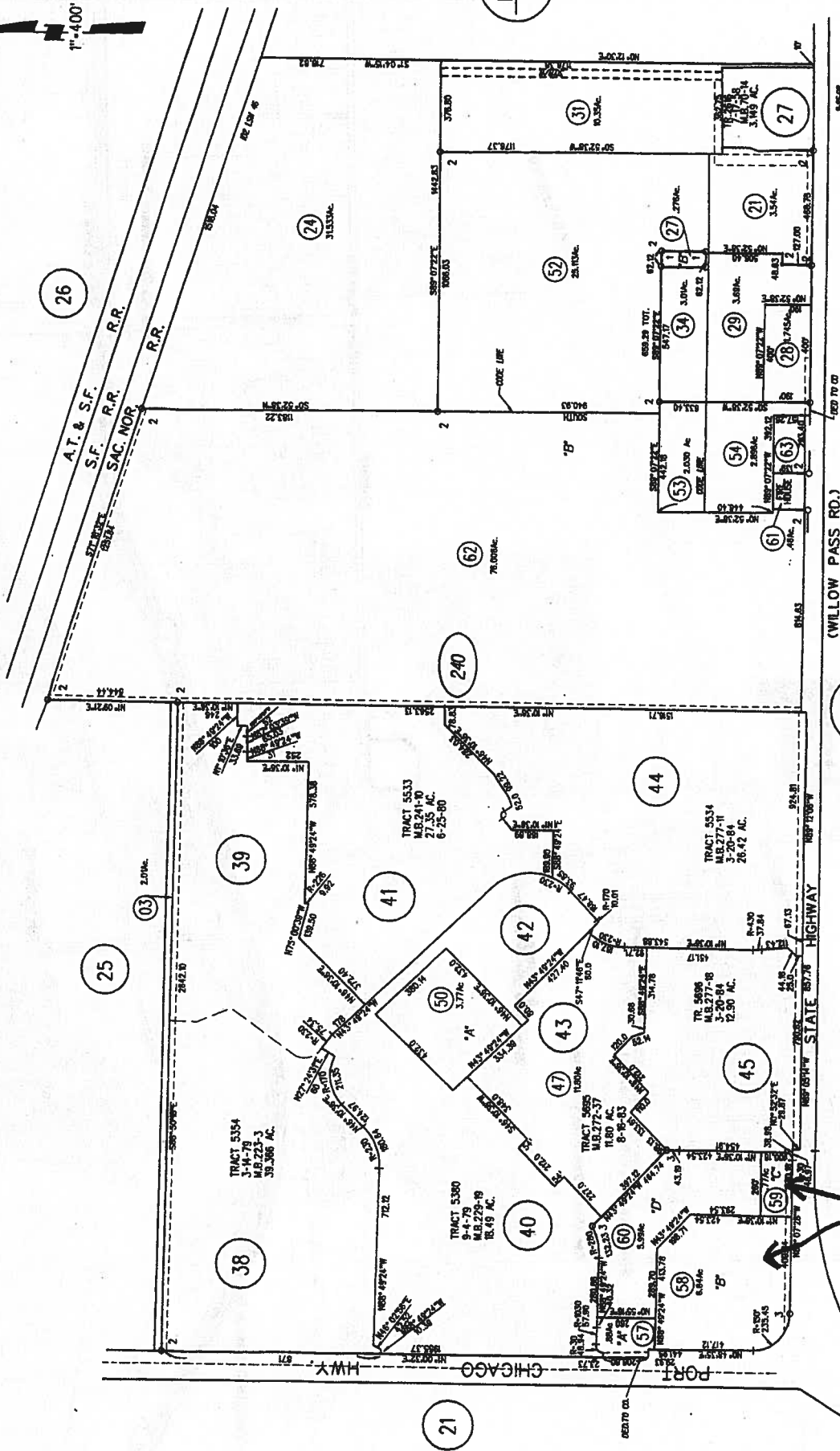
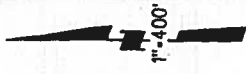
Sean Tully  
Project Planner

cc: County Clerk's Office (2 copies)



S.E. 1/4 SEC. 10 & POR. OF W. 1/2 SEC. 11 T. 2N R. 1W M.D.B.M.

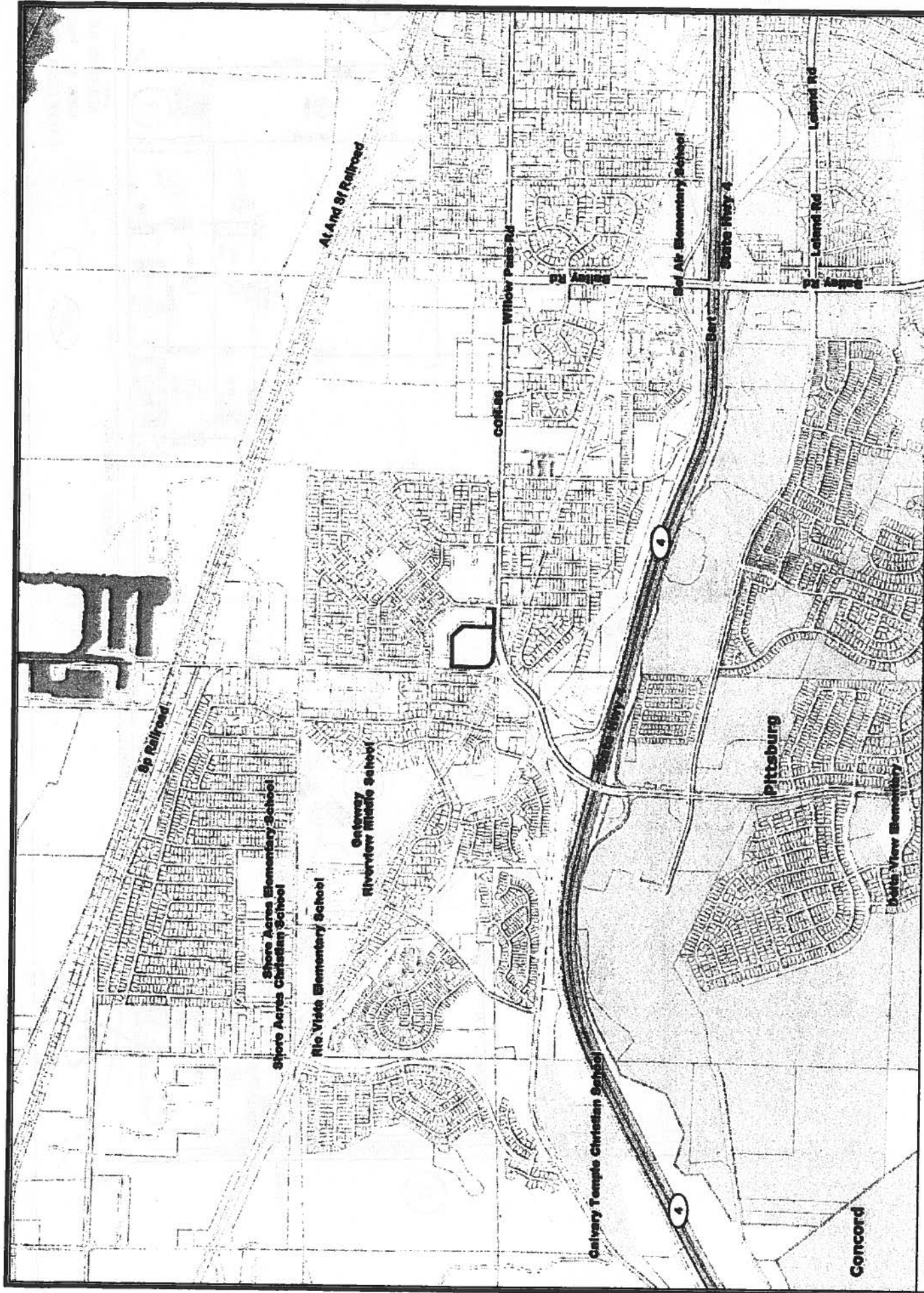
- 1- 59L.S.M. 22 6-18-78
- 2- 70P.M. 1,2 & 3 9-14-78
- 3- 113P.M. 4,2 & 4,3 12-28-84



M.B. 97

240

SITE



Scale 1:20,000  
Contra Costa Internet GIS Map  
Printed: Jun 29, 2016 4:50:09 PM

## Project Vicinity Map



# **TOWN OF MORAGA PUBLIC MEETING**

## **PLANNING COMMISSION**

The Planning Commission will hold a Public Hearing to consider the following approvals for the Moraga Town Center Homes project, a 36-unit attached single-family residential development:

- General Development Plan, under MMC Section 8.48.110
- Vesting Tentative Subdivision Map, under the Subdivision Map Act

If you wish to comment on this matter, you are invited to attend this Public Meeting or you may submit written comments to the staff person listed below.

<b>DAY/DATE/ TIME/PLACE</b>	Planning Commission Meeting Mon, July 18, 2016 7pm p.m. (Continued from June 6) Council Chambers, 335 Rheem Boulevard, Moraga
<b>LOCATION</b>	Vacant lot situated between Moraga Way and Country Club Drive adjacent to the Moraga Orinda Fire District Offices (APN 257-180-082 & 257-190-057)
<b>APPLICANT</b>	City Ventures, 444 Spear Street, Suite 105 San Francisco, CA 94105
<b>OWNER</b>	Russell Bruzzone Inc. and Moraga General Properties, LLC, 899 Hope Lane, Lafayette CA 94595
<b>PROJECT DESCRIPTION</b>	The proposed project is 36 attached single-family homes on 3.06-acre vacant site in the Moraga Center Specific Plan (Area 13). The project would include 15 duplex units and 21 attached townhomes, internal roadways, landscaping and a 10,460 square foot pocket park.
<b>ZONING</b>	Planned Development District – 12-PD-MC (12 Dwelling Units per Acre)
<b>GENERAL PLAN</b>	Moraga Center Specific Plan – Mixed Office / Residential
<b>CEQA STATUS</b>	The project is located within the boundaries of the Moraga Center Specific Plan, which was evaluated under CEQA in an EIR (SCH # 2000031129) certified by the Town Council on January 27, 2010.
<b>STAFF CONTACT</b>	Holly Pearson, Senior Planner (925) 888-7043 hpearson@moraga.ca.us