

Doug Hardcastle, Chair
Oakley
City Council

Mary N. Piepho, Vice-Chair
Contra Costa County
Board of Supervisors

Salvatore Evola
Pittsburg
City Council

Tony Tiscareno
Antioch
City Council

Robert Taylor
Brentwood
City Council

Kerry Motts
Antioch
Planning Commission

Joseph Weber
Brentwood
Planning Commission

Duane Steele
Contra Costa
Planning Commission

Kevin Romick
Oakley
Planning Commission

James Coniglio
Pittsburg
Planning Commission

Staff Contact:
Jamar Stamps
TRANSPLAN
30 Muir Road
Martinez CA 94553
Phone
(925) 674-7832
Facsimile
(925) 674-7258
www.transplan.us
jamar.stamps@
dcd.cccounty.us

TRANSPLAN Committee Meeting

Thursday, November 10, 2016 – 6:30 PM

Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch

We will provide reasonable accommodations for persons with disabilities to participate in TRANSPLAN meetings if they contact staff at least 48 hours before the meeting. Please contact Jamar Stamps at 925-674-7832 or jamar.stamps@dcd.cccounty.us

AGENDA

Items may be taken out of order based on the business of the day and preferences of the Committee.

- 1. OPEN** the meeting.
- 2. ACCEPT** public comment on items not listed on agenda.

Consent Items (see attachments where noted [♦])

- 3. ADOPT** Minutes from 7/14/16 TRANSPLAN Meetings ♦ Page 2
- 4. ACCEPT** Correspondence ♦ Page 4
- 5. ACCEPT** Status Report on Major Projects ♦ Page 20
- 6. ACCEPT** Calendar of Events ♦ Page 27
- 7. ACCEPT** Environmental Register ♦ Page 29
- 8. ADOPT** 2017 TRANSPLAN meeting calendar ♦ Page 31
- 9. ACCEPT** report on Contra Costa County initiated amendments to the Land Use and Transportation and Circulation Element of the 2005-2020 General Plan related to the proposed “TriLink” and Vasco Road-Byron Highway Connector rights-of-way in the Southeast County area. ♦ Page 33
- 10. ADOPT** Resolution No. 2016-01 supporting exploration of the concept of the Marsh Creek Corridor Multi-Use Trail, and other related efforts to advance the concept. ♦ Page 44

End of Consent Items

Open the Public Meeting

- 11. PRESENTATION** recognizing outgoing Committee member.
- 12. RECEIVE** presentation on 511 Contra Costa Program update (Presentation: Peter Engel, Contra Costa Transportation Authority and Stantec). (Information)
- 13. ADJOURN** to next meeting on Thursday, December 8, 2016 at 6:30 p.m. or other day/time as deemed appropriate by the Committee.

ITEM 3
7/14/16 TRANSPLAN COMMITTEE MEETING MINUTES

TRANSPLAN COMMITTEE
Antioch - Brentwood - Pittsburg - Oakley and Contra Costa County

MINUTES

July 14, 2016

The meeting of the TRANSPLAN Committee was called to order in the Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch, California by Chair Doug Hardcastle at 7:07 P.M.

ROLL CALL / CALL TO ORDER

PRESENT: Kevin Romick (Oakley), Robert (Bob) Taylor (Brentwood), Joe Weber (Brentwood), Doug Hardcastle (Chair, Oakley), James Coniglio (Pittsburg), Salvatore (Sal) Evola (Pittsburg), and Duane Steele (Contra Costa Planning Commission)

ABSENT: Mary N. Piepho (Vice Chair, Contra Costa County Board of Supervisors), Kerry Motts (Antioch), and Tony Tiscareno (Antioch)

STAFF: Jamar Stamps, Senior Planner, TRANSPLAN Staff

PUBLIC COMMENTS

There were no comments from the public.

ADOPT *proposed Fiscal Year ("FY") 2016/17 Work Plan and Budget and DIRECT staff to deliver invoices to the member agencies.*

Jamar Stamps, Senior Planner, provided a summary of the proposed FY 2016/17 Work Plan and Budget. The Committee unanimously approved staff's recommendation.

ADJOURNMENT

Chair Hardcastle adjourned the meeting of the TRANSPLAN Committee at 7:13 P.M. to Thursday, August 11, 2016 at 6:30 P.M. or other day/time deemed appropriate by the Committee.

Respectfully submitted,

Jamar Stamps, TRANSPLAN staff

**ITEM 4
CORRESPONDENCE**



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 *WR for:*

Date: October 11, 2016

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

At its September 21, 2016 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

- 1. Approval to Release Proposed One Bay Area Grant (OBAG 2) Program and Measure J Coordinated Call for Projects.** The Authority approved release of a Coordinated Call for Projects for the OBAG 2 program, Measure J Program 12 Transportation for Livable Communities (TLC), and Program 13 Pedestrian, Bicycle and Trail Facilities (PBTF). The Metropolitan Transportation Commission (MTC) has allocated approximately \$56.1 million to Contra Costa through the OBAG 2 Program and about \$35.3 million will be available during the same period through the two Measure J Programs. The proposed approach responds to the required factors and requirements in MTC's Resolution 4202, including the new housing displacement requirements, as well as, the requirements of the Measure J Programs. *The Authority Board approved the release of a proposed Coordinated Call for Projects for the OBAG 2 program, Measure J Program 12 Transportation for Livable Communities (TLC) and Program 13 Pedestrian, Bicycle and Trail Facilities (PBTF) as amended. Final details for addressing housing displacement and the surplus land resolution will be discussed at the Authority's regular Board meeting on October 19, 2016.*

TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
2300 Contra Costa Boulevard, Suite 110
Pleasant Hill, CA 94523
(925) 969-0841

October 13, 2016

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

Re: Status Letter for TRANSPAC Meeting – October 13, 2016

Dear Mr. Iwasaki:

At its meeting on October 13, 2016, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received status report on the transition and current programs under the 511 Contra Costa Program with the CCTA and Stantec.
2. Adopted Resolution 2016-1 in support of the concept of a Marsh Creek Corridor Multi-Use Trail connecting the Delta to Mount Diablo and neighboring communities.
3. Conducted initial interviews of candidates for the TRANSPAC Managing Director position.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Ron Leone
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
Jamar I. Stamps, TRANSPLAN; Doug Hardcastle, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Don Tatzin, Chair, SWAT
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC
Tarienne Grover, CCTA
June Catalano, Diane Miguel (City of Pleasant Hill) **TRANSPLAN Packet Page: 6**



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: *MRE for:* Randell H. Iwasaki, Executive Director

Date: October 25, 2016

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

At its October 19, 2016 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

1. **Approval of Response Letter to the Sierra Club Regarding Status of Priority Development Areas (PDAs).** Last August, the Sierra Club sent a letter to Chair Hudson and CCTA Commissioners with questions and comments for consideration regarding the status of Contra Costa’s PDAs. The letter was briefly discussed at the Authority Board meeting on September 21st, and staff was directed to prepare a draft response for consideration by the Authority at the October 19th meeting. *The Authority Board approved transmittal of a response letter to the Sierra Club regarding the status of Priority Development Areas in Contra Costa County. A copy of the final response letter is attached to this correspondence.*
2. **Review of the Metropolitan Transportation Commission’s (MTC’s) Proposed “Plan Bay Area 2040” Preferred Scenario for Incorporation into the 2017 Draft Regional Transportation Plan (Draft RTP).** MTC and the Association of Bay Area Governments (ABAG) have released the Draft Preferred Scenarios to local jurisdictions and the Congestion Management Agencies (CMAs) for initial review. The proposed land use scenario represents a projected pattern of household and employment growth in the Bay Area through 2040. It includes, for Contra Costa,

115,300 new households and 112,500 new jobs by 2040 (compared to 2010). *The Authority Board approved transmittal of a letter to MTC's Executive Director Steve Heminger and ABAG's Deputy Executive Director Bradford Paul to provide CCTA's comments on the Plan Bay Area 2040 Draft Preferred Scenario, specifically land use forecasts and transportation improvements. A copy of the final comment letter is attached.*

3. **Further Discussion of One Bay Area Grant (OBAG 2) Project Screening and Selection Criteria.** The combined "Call for Projects" for OBAG 2 and Measure J programs was authorized for release to project sponsors at the Authority Board meeting held on September 21, 2016. Authority members voiced concern, however, about requiring anti-displacement policies as a project selection criterion, and about the requirement for a local resolution pledging adherence to the Surplus Land Act. The Authority requested that staff from MTC and ABAG attend the Authority meeting on October 19th to discuss the Board's concerns and reply to questions. *The Authority Board approved transmittal of a comment letter to MTC's Executive Director Steve Heminger to suggest that MTC amend Resolution 4202 to eliminate the Surplus Land Resolution and incorporate the requirement into the local compliance checklist. A copy of the final comment letter is attached.*



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

October 19, 2016

Mr. Matt Williams
Chair, San Francisco Bay Chapter Transportation and Compact Growth
Committee
Sierra Club
2530 San Pablo Avenue
Berkeley, CA 94702

Subject: Priority Development Areas in Contra Costa County

Dear Mr. Williams,

Thank you for your letter of August 2nd regarding Priority Development Areas (PDA) in Contra Costa. The Authority generally agrees with your overall assessment of PDAs. We recognize the important role that PDAs will play in achieving the Bay Regions greenhouse gas (GhG) reduction targets.

Below are a list of your specific comments and our responses.

Several PDAs are Classified as Potential and Need [to be] Changed [to Planned] to be Successful: The Authority is fully committed to the successful development of PDAs in Contra Costa. To foster this development, the Authority prepares and regularly updates a PDA Investment & Growth Strategy, as specified and required by MTC. Following extensive public outreach and technical and policy collaboration with the PDA cities within Contra Costa County, the first PDA Strategy was published in April 2013. The update to that Initial PDA Strategy document was published in April 2014. The Authority will update the PDA Strategy every four years thereafter, as required by MTC Resolution 4202.

The PDA Strategy contains four objectives and eight actions to achieve these objectives. Of those eight actions, one is completed, a second is "in process," and the remaining six are "on-going. For a complete description of the objectives and actions, please refer to the PDA Investment & Growth Strategy – 2014 Update, Adopted April 16, 2014, and available on the CCTA website at www.ccta.net.

The Authority is also in the process of allocating new funding to the PDAs through MTC's One Bay Area Grant (OBAG) program. The first round of OBAG

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

funding included \$41 million in discretionary funding that was allocated to support PDA development and transportation alternatives based upon a priority-setting project selection process focused on assigning funds to projects that offered the greatest support to PDA development.

The second round of funding, called OBAG 2, involves \$46 million in federal funds to improve transportation infrastructure for local roads, transit, bicycle and pedestrians facilities that serve PDAs. CCTA recently released a coordinated “Call for Projects” that combines these federal funds with \$27.7 million in Measure J Transportation for Livable Communities funds, and \$7.6 million in Measure J Pedestrian, Bicycle and Trail Facilities funds, with much of it focused on improving PDAs.

The above-described programs and documents do not favor “planned” over “potential” PDAs; all PDAs are eligible to receive OBAG 2 funding, regardless of designation.

Several PDAs do not have the Required Minimal Level of Mass Transit Service: With regard to transit service, the OBAG 2 funds are limited to certain uses. For example, these funds cannot be used to fund ongoing transit service. Measure J, on the other hand, includes funding for transit service, as does the proposed Transportation Expenditure Plan (TEP) that will appear on the November ballot. The new TEP, adopted by the Authority on July 20, includes nearly one billion dollars for improving BART, bus, ferry, rail, pedestrian and bicycle facilities. Of this total, \$295 million may be used to support bus and other non-rail transit service. We believe that Measure J, in combination with the new TEP (if approved by the voters in November 2016) will go a long way in improving transit service to all communities in Contra Costa, including PDAs.

Several PDAs do not have a Complete Streets Plan: According to our records, all of the local jurisdictions in Contra Costa have adopted a Complete Streets Plan, either by resolution or through incorporation into the General Plan. The Complete Streets plans apply to the entire geographic area of the local jurisdiction that adopts them, including PDAs. The five PDAs mentioned in your letter are located in unincorporated Contra Costa County. The County recently adopted a Complete Streets Resolution (July 12, 2016, Resolution No. 2016/374), thereby fulfilling this OBAG requirement. No further action by the Authority is needed at this time.

Several PDAs are Subject to Flooding Due to Sea Level Rise from Climate Change: The Authority, through its participation in the Bay Area Partnership, serves on a number of committees that are tracking the impacts of sea level rise on transportation infrastructure in the Bay Region. Authority staff currently serves on the “Adapting for Rising Tides” committee, which is evaluating the built infrastructure in existing communities to determine the level of vulnerability of those facilities to projected sea level rise, including facilities located within PDAs. The committee is tasked with identifying all “at-risk” infrastructure, coming up with a protection and resiliency plan, and developing plans for adaptation. At this time, the planning phase for this effort is funded, however, the cost to the owner-operators to protect their facilities is still under evaluation and remains unfunded. The Authority continues to work through the Partnership to address the issue of data collection for the Delta, where sea-level rise data is unavailable.

Several PDAs do not have a Required Recreational Park: With regard to parks, the designation of park areas in PDAs is at the discretion of the local jurisdiction in which the PDA is located. While having parks within or in close proximity to PDAs is desirable, ABAG has not identified parks as a mandatory requirement. In cases where access to open space is feasible, the Authority could consider designation of additional Priority Conservation Areas (PCAs). We currently have 16 PCAs in Contra Costa that have been designated by local jurisdictions and accepted by ABAG. We will re-examine how we might improve connections between PDAs and PCAs.

Several PDAs had no Affordable Housing Units Built in 2013-2014: While the Authority fully supports the development of affordable housing in PDAs, it cannot control the number of units that are constructed and/or occupied over any given year. OBAG 2 does require, however, that each local jurisdiction receiving funds have a Housing Element in its General Plan that has been found by the state Housing and Community Development (HCD) department to be in compliance with applicable State law. Identifying eligible parcels of land for affordable housing is an important first step towards achieving our affordable housing goals. Construction of new affordable housing, however, will require significant additional funding to help make these projects financially viable. The Department of Conservation and Development at Contra Costa County estimates that each affordable housing unit built in Contra Costa requires a subsidy of \$350,000. It is outside of the purview of the Authority to provide this subsidy,

because revenues from the Measure J sales tax may only be used for transportation purposes.¹

The Production of Housing Units in Contra Costa's PDAs is Inadequate [Compared] to [the] Need: The production of housing in PDAs is monitored by ABAG. The recently completed Draft Preferred Scenario for PBA 2040 (*Projections 2017*) includes new forecasts for housing development in PDAs. Once the Preferred Scenario is defined, a table comparing *Projections 2013* and the new projection series (P-2017) will be available for review. The Authority is fully committed to implementing infrastructure and transit investments to support housing development and to implement PBA 2040 following its adoption in July 2017.

The Target of Adequate Housing and Anti-Displacement of Low-Income Residents: The Authority recognizes MTC's objective to house 100 percent of the Region's projected growth. The proposed Preferred Scenario for PBA 2040 reflects this objective and assigns a significant amount of new housing to Contra Costa between 2010 and 2040 when compared with the previous RTP (*Projections 2013*). PBA 2040 envisions 115,350 new dwelling units in Contra Costa, compared with 88,000 in the previous RTP. This constitutes a 23 percent increase in housing growth comparing draft PBA 2040 with *Projections 2013*. The proposed housing forecast, if adopted by ABAG and MTC in 2017, will be incorporated into the Authority's Travel Demand Forecasting Model that will be applied for the next Countywide Plan update.

The Target of Adequate Housing and Anti-Displacement of Low-Income Residents: With the final adoption of Resolution 4202 in July 2016, MTC instructed the CMAs to address this issue through the project selection process. In response, the Authority has adopted a policy that rewards jurisdictions that have adopted anti-displacement policies. The OBAG 2 "call for projects" includes a specific selection criterion that assign four points (out of 100) to local

¹ The Local Transportation Authority and Improvement Act (Public Utility Code Sections 180000 *et. seq.*) is the State enabling legislation that allows CCTA to collect and expend sales tax funds on transportation. Section 180205 states that "[t]he revenues from the taxes imposed ... may be allocated by the authority for the construction and improvement of state highways, the construction, maintenance, improvement, and operation of local streets, roads, and highways, and the construction, improvement, and operation of public transit systems. For purposes of this section, "public transit systems" includes paratransit services.

jurisdictions that prevent or limit housing displacement. The scoring is based on UC Berkeley Urban Displacement Projects database available as <http://www.urbandisplacement.org/map/sf#>. Projects that are located in jurisdictions that have the most number of policies will receive a higher score in this area.

We hope that we have responded adequately to your concerns. Thank you again for your letter. We look forward to hearing from you over the coming year as we work to guide the OBAG 2 investments towards improving our PDAs, and subsequent updates of our PDA Strategy.

Sincerely,

A handwritten signature in black ink, appearing to read "David E. Hudson". The signature is fluid and cursive, with a long horizontal stroke at the end.

David E. Hudson
Chair

File: 3.85



CONTRA COSTA
transportation
authority

COMMISSIONERS

Dave Hudson, Chair

Tom Butt,
Vice Chair

Janet Abelson

Newell Arnerich

David Durant

Federal Glover

Karen Mitchoff

Julie Pierce

Kevin Romick

Don Talzin

Robert Taylor

Randell H. Iwasaki,
Executive Director

October 19, 2016

Steve Heminger
Executive Director
Metropolitan Transportation Commission
375 Beale St, Suite 800
San Francisco, California 94105

Bradford Paul
Deputy Executive Director
Association of Bay Area Governments
375 Beale St, Suite 700
San Francisco, California 94105

Subject: CCTA Comments on the Plan Bay Area 2040 Draft Preferred Scenario

Dear Mr. Heminger and Mr. Paul:

The Contra Costa Transportation Authority (CCTA) appreciates the effort the regional agencies have expended in order to develop the draft Preferred Scenario for Plan Bay Area 2040 – the Bay Region’s Regional Transportation Plan for 2017. MTC staff members Ken Kirkey and Matt Maloney provided the Contra Costa Planning Directors with a thorough presentation outlining the Draft Preferred Scenario at their September 14th meeting. Some initial comments were communicated to staff at the meeting, however, the following is an exhaustive list of our comments on the draft. The majority of our comments will focus on the land use allocations published in the August 30th, 2016 memo from MTC/ABAG.

Land Use Forecasts

- Our primary concern with the allocation of households and jobs in Contra Costa is the exacerbation of our county being primarily a producer of housing, with residents having to commute elsewhere for employment. The draft Preferred Scenario forecasts an increase of over 115,000 new households in Contra Costa over the life of the Plan (through 2040), an increase of 26,500 (23%) over the 2013 RTP forecast of nearly 89,000 new households. At the same time, job growth is forecast to grow by 112,500, a 9% reduction from the 2013 RTP forecast of nearly 122,500 new jobs.

This is concerning because Contra Costa residents already have the longest commutes in the Bay Area (Source: MTC Vital Signs), and under the draft Preferred Scenario, this will only worsen as residents attempt to

access living wage jobs located further and further from their homes. East Contra Costa, home to three of the top five longest commute cities in the region, will grow by 34,500 households through 2040, with jobs increasing by only 16,000 new jobs in that timeframe, a divide that will drive East County's workers-per-job ratio from 2.4 in 2040 under the 2013 RTP to 2.5 in the draft Preferred Scenario. Although Contra Costa has invested significant local dollars into the expansion of transportation alternatives in East County, including the widening of SR-4 and extension of eBART to Antioch, these investments will struggle to keep up with the thousands of commuters who will need to travel outside the area for work.

- Similar to the above comment, we are concerned with the continued growth in housing and reduced job forecasts in Solano County, our neighbor to the north. The draft Preferred Scenario projects a slight increase in the number of households from the 2013 RTP, while the number of jobs is reduced by over 21,000. As the majority of high-paying jobs will most likely be located to the south, we expect most of those new vehicle trips to cross the Carquinez and Benicia-Martinez Bridges seeking employment in Contra Costa, and to the major job centers beyond in San Francisco, Oakland and Silicon Valley, all further adding to the traffic woes in Contra Costa. We question whether MTC has fully considered the impact that tens of thousands of new employed residents in Contra Costa, Solano, and Sonoma will have on the transportation system when the jobs they must commute to are in the big cities. Contra Costa will have to bear the brunt of the increased demand on our regional routes as a result of the increased number of households and reduction in jobs that will exacerbate the existing commute issues we already grapple with, and could work against our efforts to address greenhouse gas emissions reductions.
- There is a statement in the August 30th memo under the 'Moving Forward' heading that refers to "...the process of refining the Bay Area's ideal development pattern...". These words suggest that MTC has happened upon the quintessential land use development pattern that will solve our transportation problems. We continue to question the

the tried-and-failed policy of putting housing far away from huge job centers is less than “ideal”. The residents of Contra Costa, who will endure even longer, more congested commutes under the Preferred Scenario, would consider “ideal” to mean more jobs closer to existing and planned homes. Lessons learned over the past 40 years have proven again and again that creating larger “bedroom communities” as proposed in the Preferred Scenario only makes for more stress and strain on I-80, I-680, I-580, SR 4 & 24, the bridges, and BART. Moreover, these facilities are already maxed out with zero vacant capacity to absorb additional demand, and no plans for future capacity expansion.

- We are thankful that the ‘No Project’ alternative assumption to expand Contra Costa’s existing urban growth boundaries, has been removed under the draft Preferred Scenario. While urban growth boundaries in other counties may be more fluid, Contra Costa’s voter-approved Urban Limit Line under the County’s Measure L, and the Authority’s Measure J Growth Management Program (GMP) are much more difficult to re-draw due to the rigid GMP requirements that make their future expansion highly unlikely.
- We believe that the establishment and inclusion in the Plan of the Priority Production Areas program (formerly Priority Industrial Areas) in the RTP is extremely vital for preserving the Bay Area’s industrial and manufacturing sectors, which produce valuable middle-income jobs in areas closer to existing housing. For Contra Costa, living-wage job production is just as important as housing production. Nearly 55 miles of Bay shoreline from Hercules to Oakley has been the focus of Contra Costa County as part of the Northern Waterfront Initiative. This effort would seek to capitalize on the bayside geography of the waterfront, and stimulate the economy by expanding the existing industrial, maritime, and manufacturing uses and providing incentives for additional development of this unique area. The County is anticipating significant job growth in the six cities and unincorporated areas, and this vision is not reflected in the Preferred Scenario. Realizing the economic potential of the Northern Waterfront could be aided by the Priority Production Area program and associated grants, as we have seen with the OBAG

program for Priority Development Area under the last two RTPs. We would also suggest the program be re-branded as “Manufacturing Activity Zones”, or something similar that would more accurately reflect the variety of enterprises that might locate there.

- We also have noticed some anomalies in the draft Preferred Scenario forecasts (from the August 30th memo) which we hope can be clarified during the development of the Plan. These will be transmitted to your staff under separate cover.

Transportation Improvements

We have been working very closely with MTC staff on the 2017 Call for Projects and subsequent large project performance assessment and compelling case process. The process has been challenging, but ultimately, the Authority is pleased with the project list and found that all of our priority projects were included. We appreciate the attention to detail and willingness of staff to work closely with us on the effort.

Thank you for this opportunity to comment on the Draft Plan Bay Area. CCTA looks forward to working collaboratively with MTC and ABAG as the Preferred Scenario is developed and adopted in 2017.

Sincerely,



Randell H. Iwasaki
Executive Director

cc: Bay Area CMA Directors
Ken Kirkey, MTC
Miriam Chion, ABAG

File: 13.03.09.01



CONTRA COSTA
transportation
authority

COMMISSIONERS

October 20, 2016

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

Mr. Steve Heminger
Executive Director
Metropolitan Transportation Commission
The Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

Subject: Surplus Land Resolution

Dear Mr. Heminger,

Resolution 4202, which established the Commission’s blueprint for the second cycle of the One Bay Area Grant (OBAG 2) program, contains the following requirement:

Cities and counties receiving funds through the County Program must adopt a surplus land resolution by the date the CMAs submit their OBAG 2 project recommendations to MTC. The resolution must verify that any disposition of surplus land undertaken by the jurisdiction complies with the State Surplus Land Act, as amended by AB 2135, 2014.

We would note, however, that since the Act is State law, cities and counties must comply with its requirements already. Requiring cities and counties to adopt a separate resolution seems to us to be a useless exercise and a waste of governmental resources.

We suggest that MTC amend Resolution 4202 to eliminate the surplus land resolution and incorporate the requirement as follows into the local compliance checklist found in Appendix A-10:

- a. Does Has the jurisdiction understand and comply met MTC’s Surplus Land Requirements for OBAG 2 prior to the CMA submitting its program, through adoption of a resolution demonstrating compliance with the State’s Surplus Land Act (AB 2135 amended)? (This question Resolution requirement applies only to general law cities and counties

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

Mr. Steve Heminger
October 20, 2016
Page 2

unless and until a final court decision is rendered that charter cities must comply with the provisions of this Act.)

This rewording achieves the Commission's purpose in reminding cities and counties of this requirement and ensuring their commitment to carrying out the Act's purposes.

If you have further questions on this issue, feel free to contact Martin Engelmann, Deputy Executive Director for Planning, by phone at 925 256-4729 or by email at mre@ccta.net.

Sincerely,

A handwritten signature in black ink, appearing to read "David E. Hudson". The signature is fluid and cursive, with a long horizontal stroke at the end.

David E. Hudson

Chair

File: 3.16

ITEM 5
STATUS REPORT ON MAJOR PROJECTS

TRANSPLAN: Major East County Transportation Projects

- State Route 4 Widening • State Route 4 Bypass
- State Route 239 • eBART

Monthly Status Report: November 2016

Information updated from previous report is in *underlined italics*.

STATE ROUTE 4 WIDENING

A. SR4 Widening: Railroad Avenue to Loveridge Road **COMPLETED**

Lead Agency: CCTA

Project Description: The project widened the existing highway from two to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately $\frac{3}{4}$ mile west of Loveridge Road and provided a median for future transit.

Current Project Phase: Completed.

Project Status: Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress as required by the Cooperative Agreement with Caltrans, was complete on June 24, 2013. Caltrans has accepted the project and will take over the maintenance responsibilities. The CCTA Board accepted the completed construction contract, approved the final contractor progress payment, approved the release of the retention funds to the contractor, and authorized staff to close construction Contract No. 241 at its September 18, 2013 meeting.

Issues/Areas of Concern: None.

B. SR4 Widening: Loveridge Road to Somersville Road **COMPLETED**

Lead Agency: CCTA

Project Description: The project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR 160.

Current Project Phase: Completed.

Project Status: Caltrans accepted the contract on June 30, 2014. The construction contract is now closed with no outstanding claims.

Issues/Areas of Concern: None.

C. SR4 Widening: Somersville Road to SR 160

Lead Agency: CCTA

Project Description: This project will widen State Route 4 (e) from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and then six lanes to SR 160, including a wide median for transit. The project also includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and the Hillcrest Avenue Interchange.

Current Project Phase: Construction.

Project Status: The project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to Route 160.

Segment 1: Somersville Interchange

Segment was open to traffic in December 2013.

Segment 2: Contra Loma Blvd. to A St./Lone Tree Way

Construction began in March 2012 and was completed in February 2016.

Segment 3A: A Street Interchange and Cavallo Undercrossing

Construction began in August 2012 and is anticipated to be complete in summer 2016.

Segment 3B: Hillcrest Avenue to SR160

Construction began in March 2013 and is anticipated to be complete in summer 2016.

Issues/Areas of Concern:

- *Due to the drought emergency, the Landscaping project is being re-designed to utilize reclaimed water where possible. Reclaimed water is also being used for dust control and compaction.*

D. SR4 Bypass: SR4/SR160 Connector Ramps **COMPLETED**

Project Fund Source: Bridge Toll Funds

Lead Agency: CCTA

Project Description: Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.

Current Phase: Completed.

Project Status:

- *The project opened to traffic on February 29, 2016.*
- *Final paving is complete and a ribbon cutting was held on February 29, 2016.*

Issues/Areas of Concern: None.

E. East County Rail Extension (eBART)

CCTA Fund Source: Measure C and J

Lead Agency: BART/CCTA

eBART Construction Contact: Mark Dana: mdana@bart.gov

Project Description: Implement rail transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east.

Current Project Phase: Construction.

Project Status:

- The project is in the construction phase and is being completed under multiple contracts managed by BART.
- The overall construction of the transfer platform (Contract 110) in the median is complete.
- The Hillcrest parking lot, maintenance shop building (shell) and improvements to Slatten Ranch Road (Contract 120) are complete.
- Contract 130, consisting of stations and maintenance facility finishes, track work and systems is underway.

Issues/Areas of Concern: *None.*

F. SR4 Operational Improvements: I-680 to Bailey Road (6006)

CCTA Fund Source: Measure J

Lead Agency: City of Concord

Project Description: The project will evaluate various operational improvements along SR4 between I-680 and Bailey Road, including the addition of mixed flow lanes, high occupancy vehicle (HOV) lanes and auxiliary lanes.

Current Project Phase: *Preliminary Studies/Planning*

Project Status: Draft Project Study Report – Project Development Support (PSR-PDS) was to identify project improvements and an implementation phasing plan is in circulation through Caltrans.

Issues/Areas of Concern: *Project has significant funding shortfall. However, \$108 million in funding is included in proposed Measure X.*

STATE ROUTE 4 BYPASS PROJECT

G. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1 **COMPLETED**

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road, and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.

Current Phase: Completed.

Project Status: Construction completed 2015.

Issues/Areas of Concern: None.

H. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005)

CCTA Fund Source: East Contra Costa Regional Fee and Finance Authority (ECCRFFA)

Lead Agency: CCTA

Project Description: The Phase 1 project will include a new SR4 bridge crossing over Balfour Road, providing one southbound and one northbound lane for SR4; northbound and southbound SR4 loop on-ramps, servicing both westbound and eastbound Balfour Road traffic; and northbound and southbound SR4 diagonal off-ramps.

Current Phase: *Right of Way and Utilities.*

Project Status:

- *The final design is completed.*
- *Right of Way acquisition by the SR 4 Bypass Authority is nearing completion with the Kinder Morgan MOU executed.*
- *Utility Encasement Exception Request had been submitted to Caltrans for approval.*
- *The PG&E transmission towers have been relocated.*

- *Advance joint trench relocation work by AT&T, Comcast and PG&E is ongoing.*

Issues/Areas of Concern:

- *The utility relocation schedule provides limited schedule contingency. The construction bid will include workarounds to minimize delay risk.*
- *Complications associated with the Kinder Morgan relocation agreement have delayed finalizing the right-of-way agreements and certification.*

I. SR4 Bypass: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002)

CCTA Fund Source: Measure J

Lead Agency: CCTA

Project Description: Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide. This project is required as a condition of approval under the SR-4 Bypass project.

Current Phase: Design.

Project Status:

- The CEQA clearance is complete.
- The 65% design plans are complete.
- The current focus is to obtain approval of Caltrans Permit Engineering Evaluation Report (PEER).

Issues/Areas of Concern:

- Right of Way and construction funding for the project has not been identified yet.
- Project costs may escalate as schedule is impacted by funding shortfall.
- The NEPA clearance, if needed, may be problematic.
- BART announced that the recommended new station location for a future eBART extension should be at a location adjacent to the point of contact. The impacts of this decision will need to be considered.

STATE ROUTE 239 (BRENTWOOD-TRACY EXPRESSWAY) PHASE 1 - PLANNING

Staff Contact: Martin Engelmann, (925) 256-4729, mre@ccta.net

November 2016 Update – No Changes from Last Month

Study Status: Current project activities include model development, compilation of mapping data/conceptual alignments, development of staff and policy advisory groups, Project Visioning/Strategy-Scenario Development, and preparation of the Draft Feasibility Study.

Administration: Responsibility for the State Route 239 Study the associated federal funding was transferred from Contra Costa County to the Contra Costa Transportation Authority in January 2012.

eBART Next Segment Study

eBART Next Segment Study Contact: Ellen Smith: esmith1@bart.gov

The Next Segment Study is a pre-feasibility evaluation of the Bypass and Mococo alignments beyond Hillcrest Avenue, and review of six possible future station site opportunities. Station sites being evaluated on the Bypass alignment are: Laurel Road, Lone Tree Way, Mokelumne Trail crossing of SR4, Sand Creek Road, Balfour, and a location near Marsh Creek Road and the Bypass serving Byron and Discovery Bay. The Next Segment Study will be completed in early 2013.

Staff will provide updates as needed.

G:\Transportation\Committees\TRANSPLAN\TPLAN_Year\2016-17\standing items\major projects status\Major Projects Report.doc

**ITEM 6
CALENDAR OF EVENTS**

Calendar of Upcoming Events*

2015	Location	Event
2015/2016	East County	Planning for Integrated Corridor Management (ICM) program on Highway 4
July 20, 2016	Antioch	Highway 4 Corridor Ribbon Cutting Celebration
Summer 2016	Antioch/Oakley	OPEN: SR-4 Segments 3A & 3B
Summer 2016	Brentwood	SR-4/Balfour Interchange Groundbreaking
2017/2018	Antioch/Pittsburg	OPEN: East County Rail Extension (eBART)

*"Upcoming Events" are gleaned from public agency calendars/board packets, East Bay Economic Development Alliance Calendar of Events, submissions from interested parties, etc. If you have suggestions please forward to Jamar Stamps at jamar.stamps@dcd.cccounty.us

**ITEM 7
ENVIRONMENTAL REGISTER**

LEAD AGENCY	GEOGRAPHIC LOCATION (City, Region, etc.)	NOTICE /DOCUMENT	PROJECT NAME	DESCRIPTION	COMMENT DEADLINE	RESPONSE REQUIRED
City of Oakley	APN033-240-015	Notice of Public Hearing	Bopari Minor Subdivision Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Request for approval of a Tentative Parcel Map subdividing one 1.07 acre lot into two lots of 0.51 and 0.56 acres	2/23/16 (hearing date)	No Comments
City of Pittsburg	APNs: 089-010-010 089-020-009; -011; -014; -015	Notice of Public Hearing and Avail. of FEIR	Montreux Residential Subdivision Contact: Kristin Pollot, Project Planner (925) 252-6941 kpollot@ci.pittsburg.ca.us	Rezoning ("Hillside Planned Development" to Single Family Residential/6k sq. ft. lots), annexation and subdivision of 148.3 acres into 351 SFR lots	8/17/15 (meeting date)	No Comments
City of Pittsburg	APN096-100-034	Notice of Preparation	WesPac Pittsburg Infrastructure Project Contact: Kristin Pollot, Project Planner (925) 252-6941 kpollot@ci.pittsburg.ca.us	Modernization and reactivation of existing fuel storage and distribution systems	7/31/15	No Comments
City of Oakley	APN032-050-003	Notice of Public Hearing	Dal Porto South Subdivision Contact: Ken Streelo, Senior Planner strelo@ci.oakley.ca.us	Vesting tentative map w/ approx. 403 residential lots (183 acres)	7/14/15 (hearing date)	No Comments
City of Oakley	APN033-240-004	Notice of Public Hearing	Retail and Self-Storage Contact: Joshua McMurray, Planning Manager mcmurray@ci.oakley.ca.us	Use Permit and Design Review for a new retail (5,120 sq. ft.) and self-storage (approx. 97,000 sq. ft.) project.	6/9/15 (hearing date)	No Comments
City of Pittsburg	APN089-010-016	Notice of Intent (mitigated neg. declaration)	The Reserve at Woodland Hills Contact: Jordan Davis, Associate Planner (925) 252-4015	General Plan Amendment: Business Commercial to Medium Density Residential Rezoning: Office Commercial to Medium Density Residential Design Review: Existing office building conversion into 18 apartment units	6/12/15 6/9/15 (hearing date)	No Comments
City of Pittsburg	APN073-200-013	Notice of Public Hearing	Mt. Diablo Resource Recovery Park Contact: Kristin Pollot, Project Planner (925) 252-6941 kpollot@ci.pittsburg.ca.us	Use permit for expansion of Mt. Diablo Recycling Facility and design review for new 18,000 square foot building/maintenance facility	5/26/15 (hearing date)	No Comments

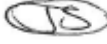
ITEM 8
2017 MEETING CALENDAR

TRANSPLAN COMMITTEE

EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

TO: TRANSPLAN Board Members
TRANSPLAN Technical Advisory Committee (TAC)

FROM: Jamar Stamps, TRANSPLAN staff 

DATE: November 10, 2016

SUBJECT: **Adoption of the TRANSPLAN Committee and TRANSPLAN Technical Advisory Committee Meeting Calendar**

2017 TRANSPLAN Committee Meeting Dates

All meetings to be on Thursdays at 6:30 PM at the Tri-Delta Board Room (Tri Delta Transit Board Room, 801 Wilbur Avenue, Antioch) unless otherwise noticed:

January 12th

February 9th

March 9th

April 13th

May 11th

June 8th

July 13th

August 10th

September 14th

October 12th

November 9th

December 14th

2017 TRANSPLAN Technical Advisory Committee Meeting Dates

All meetings to be on Tuesdays starting at 1:30 PM in the Antioch City Hall (200 H Street) unless otherwise noticed:

January 17th

February 21st

March 21st

April 18th

May 16th

June 20th

July 18th

August 15th

September 19th

October 17th

November 21st

December 19th

RECOMMENDATION

ADOPT the 2017 TRANSPLAN Committee and Technical Advisory Committee Meeting Calendar.

ITEM 9
CONTRA COSTA COUNTY GENERAL PLAN AMENDMENT

COUNTY PLANNING COMMISSION
CONTRA COSTA COUNTY
TUESDAY, OCTOBER 25, 2016
30 MUIR ROAD
MARTINEZ, CALIFORNIA 94553

CHAIR: Duane Steele
VICE-CHAIR: Rand Swenson
COMMISSIONERS: Richard Clark, Marvin Terrell, Don Snyder, Jeffrey Wright

NOTICE: Commission may change the order of items on the agenda at the beginning of the meeting.

No new items involving the opportunity for public hearing will be considered by the Commission after 10:00 P.M. unless specifically authorized by a unanimous vote of the Commission present. The Commission will adjourn at 10:30 P.M. unless there is a unanimous consent to continue. Items not heard may be rescheduled to the next meeting.

The Community Development Division of the Department of Conservation and Development will provide reasonable accommodations to those persons needing translation services and for persons with disabilities who wish to participate in County Planning Commission meetings. Please contact Hiliانا Li at least 48 hours before the meeting at (925) 674-7792.

**** 7:00 P.M.****

1. PUBLIC COMMENTS:

2. BOARD OF APPEALS: DEVELOPMENT PLAN: PUBLIC HEARING

- 2a. TERENCE HAWLEY (Appellant) - WADE SKEELS (Applicant) - PATRICK & CARA MARASCO (Owners), County File #DP15-3012: This is an appeal of the Zoning Administrators July 18, 2016 decision to approve a Development Plan with a Kensington Design Review to construct a residential addition, totaling 716 square feet of new livable area, to an existing single-family residence. The proposed addition results in a total gross floor area of 2,778 square feet which exceeds the threshold by 178 square feet. The project involves a 225 square-foot addition to the homes main level, as well as the construction of a new 491 square-foot second story. The project is located at 215 Columbia Avenue in the Kensington area. (Zoning: R-6 Single-Family Residential, Tree Obstruction of Views Combining District, Kensington Combining District) (Assessor's Parcel Number: 570-180-025) AV [Staff Report](#)

3. GENERAL PLAN AMENDMENT: PUBLIC HEARING

- 3a. AMENDMENTS TO THE CONTRA COSTA COUNTY GENERAL PLAN (County File #GP16-0006): This project consists of County-initiated amendments to the Land Use Element and Transportation and Circulation Element of the 2005-2020 Contra Costa County General Plan related to the Camino Tassajara right-of-way in the South County area, and the proposed TriLink and Vasco Road-Byron Highway Connector rights-of-way in the Southeast County area. WRN [Staff Report](#)

4. STAFF REPORT:

- COMMISSIONERS' COMMENTS:

5. COMMUNICATIONS:

PLEASE NOTE: THE NEXT MEETING OF THE CONTRA COSTA COUNTY PLANNING COMMISSION WILL BE ON TUESDAY, NOVEMBER 8, 2016.

Staff reports prepared for hearing items may be obtained by calling the Community Development Division at (925) 674-7205 or by visiting our office at 30 Muir Road, Martinez, California. Environmental Impact Reports have been prepared for each of the agenda items indicated by an asterisk (*).

Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the Community Development Division to a majority of members of the County Planning Commission less than 96 hours prior to that meeting are available for public inspection at the Community Development Division of the Department of Conservation and Development, 30 Muir Road, Martinez, California during normal business hours.

Information about this hearing may be obtained online from the Contra Costa County website at <http://www.co.contra-costa.ca.us> under the Department of Conservation & Development's homepage, Commission and Committees and County Planning Commission. Recordings of this hearing are available for reviewing or copying purposes at the Community Development Division of the Department of Conservation and Development, 30 Muir Road, Martinez, California during normal business hours. We are open continuously from 7:30 a.m. to 5:00 p.m. Monday through Thursday and 7:30 a.m. to 4:00 p.m. on Friday. Advance arrangements may be made by calling (925) 674-7205.



Department of Conservation and Development

County Planning Commission

Tuesday, October 25, 2016 – 7:00 .P.M.

STAFF REPORT

Agenda Item: 3a

Project Title:	General Plan Amendments Regarding Camino Tassajara and the TriLink and Vasco Road-Byron Highway Connector Projects
County File Number:	GP16-0006
Applicant/Owner:	Contra Costa County
Project Location:	Camino Tassajara in the vicinity of the Contra Costa/Alameda County line and the Southeast County Area
California Environmental Quality Act (CEQA) Status:	Exempt pursuant to CEQA Guidelines Section 15061(b)(3)
Project Planner:	Will Nelson, Principal Planner, (925) 674-7791
Staff Recommendation:	Adopt a resolution recommending the Board of Supervisors adopt the proposed CEQA finding and General Plan Amendment. See full recommendation in Section II.

I. PROJECT SUMMARY

The proposed project consists of a County-initiated General Plan Amendment (GPA) to update the Transportation and Circulation Element, Roadway Network Plan, regarding Camino Tassajara and the area of the proposed TriLink (aka State Route 239) and Vasco Road – Byron Highway Connector, and add a policy to the Land Use Element related to the TriLink and Connector.

II. RECOMMENDATION

Staff recommends that the County Planning Commission (CPC) adopt a resolution (Attachment A, County Planning Commission Draft Resolution #15-2016) recommending the Board of Supervisors:

1. FIND, on the basis of the whole record before the County, for purposes of compliance with CEQA, that there is no possibility the proposed project will have a significant effect on the environment, and the project is therefore exempt from CEQA pursuant to CEQA Guidelines section 15061(b)(3); and
2. ADOPT the GPA, County File #GP16-0006, amending the Transportation and Circulation and Land Use Elements of the 2005-2020 Contra Costa County General Plan, as the second consolidated GPA for calendar year 2016.

III. BACKGROUND & STAFF ANALYSIS

Camino Tassajara

Camino Tassajara is a principal arterial in Contra Costa County running from the Town of Danville to the Contra Costa/Alameda County line, where the roadway name changes to Tassajara Road in the City of Dublin. Both the Contra Costa County and City of Dublin General Plans identify an ultimate six-lane road configuration in the vicinity of the County line. Since 2010, the County Public Works Department has been coordinating with the City of Dublin to realign the roadway between Windemere Parkway and Fallon Road as part of the Camino Tassajara/Tassajara Road Realignment Project.

In 2014 the County was approached by the City of Dublin regarding policies for Camino Tassajara in the vicinity of the County line. Specifically, Dublin asked if the County would participate in a study to determine if future traffic volumes warranted a six-lane Camino Tassajara/Tassajara Road. The County and Dublin then initiated the Tassajara Road/Camino Tassajara Capacity Analysis ("Analysis"). Roadway improvements in this area are subject to certain requirements in the Dougherty Valley Settlement Agreement (DVSA), one of which is consultation with the Town of Danville and City of San Ramon. Both jurisdictions were consulted on the Analysis and engaged in the process. The Analysis determined that widening Camino Tassajara/Tassajara Road to four lanes (two in each direction) would result in minimal traffic diversion to other roads, similar levels-of-service at area intersections, and minimal increase in travel times compared to a six-lane configuration.

Because of the DVSA requirements, on December 7, 2015, staff reported the above findings to the Dougherty Valley Oversight Committee, which adopted a motion to approve reconfiguration of Camino Tassajara/Tassajara Road to four lanes instead of six.

Staff proposes amending the Roadway Network Plan to indicate a future four-lane roadway where a six-lane roadway is currently indicated (see Attachment A to the attached Draft CPC Resolution). Such amendment is a policy change that will result in the Public Works Department developing a Precise Alignment for a narrower right-of-way for the effected portion of Camino Tassajara (approximately 3,400 linear feet). There are several anticipated benefits:

- a. The costs to acquire land and construct the project will be lower.
- b. Construction of a narrower roadway presumably will result in fewer impacts to the natural environment.
- c. As building setbacks are typically measured from property lines, a narrower right-of-way will allow the seven private properties adjacent to the subject stretch of Camino Tassajara to retain and utilize more land.

TriLink and Vasco Road-Byron Highway Connector

The proposed Vasco Road-Byron Highway Connector would provide an east-west vehicular connection between Vasco Road and Byron Highway, thereby improving regional traffic flow in the southeastern portion of the County and access to Byron Airport. The Connector was considered part of the larger TriLink (aka State Route 239) project, but is now identified as a stand-alone project in the Contra Costa Transportation Authority's (CCTA) new 30-year Transportation Expenditure Plan, which will appear as Measure X on the November 2016 ballot. The CCTA has suggested that the County's General Plan make reference to the TriLink and Connector projects.

While the County's Roadway Network Plan already indicates a proposed expressway in the area envisioned for TriLink and the Connector, final alignments have not been identified for these projects. These alignments will be determined based on several factors including physical constraints, cost, impacts to existing residents and land uses, and impacts to biological and cultural resources. Given the uncertainty regarding the alignments, staff proposes amending the Roadway Network Plan to delete the existing reference to a proposed expressway and indicate a "Special Planning Area" where potential conflicts with the alignments should be considered in land use decisions (see Attachment A to the attached Draft CPC Resolution).

Staff also proposes adding the following policy to the Land Use Element as Policy 3-77 under the *Policies for the Southeast County Area* subheading:

- 3-77. The TriLink (State Route 239) and Vasco Road-Byron Highway Connector (Airport Connector) projects are proposed in the Southeast Area of the County. The "Special Planning Area" indicated on the Roadway Network Plan encompasses the area of potential right-of-way alignments for these projects. Because the final alignments have not been determined, potential alignment conflicts within the Special Planning Area shall be considered in land use decisions.

The proposed policy requires consideration of potential conflicts, but does not prohibit development within the potential alignments. The intent is to provide awareness to the public and decision makers, not to restrict use of private property.

If the proposed policy is adopted, then existing Policy 3-77 will become Policy 3-78 and all subsequent policies will be renumbered to conclude at Policy 3-217.

IV. ENVIRONMENTAL REVIEW

The proposed project consists of amendments to the General Plan. Such amendments qualify as projects under CEQA and are therefore subject to environmental review. Staff has determined that the proposed project would not have a significant impact on the environment for the following reasons:

1. None of the proposed revisions to the General Plan confer a right or entitlement for development.
2. The specific projects discussed in the proposed revisions to the General Plan, namely the Camino Tassajara/Tassajara Road widening and the TriLink and Vasco Road-Byron Highway Connector, would be subject to their own CEQA reviews, allowing any project-specific environmental impacts to be studied at the time each project was undertaken.
3. The Tassajara Road/Camino Tassajara Capacity Analysis conducted by the County and City of Dublin, in consultation with the Town of Danville and City of San Ramon, determined that widening Camino Tassajara/Tassajara Road to four lanes (two in each direction) would result in minimal traffic diversion to other roads, similar levels-of-service at area intersections, and minimal increase in travel times compared to the previously-planned six-lane configuration.
4. Constructing a narrower Camino Tassajara/Tassajara Road would presumably result in fewer impacts to the natural environment, especially given the biological sensitivity of the project area.
5. The revisions regarding the TriLink and Vasco Road-Byron Highway Connector projects are informational and provide guidance on application processing; they do not impact the environment in any way.

Based on the foregoing, pursuant to CEQA Guidelines section 15061(b)(3), the proposed project is exempt from CEQA because it can be seen with certainty that the project would not have a significant effect on the environment.

V. CONCLUSION

The proposed General Plan Amendment would update and clarify the Transportation and Circulation and Land Use Elements based on recently completed studies and would not result in significant environmental impacts. Therefore, staff recommends that the County Planning Commission adopt Resolution #15-2016, recommending that the Board of Supervisors 1) find the project to be exempt from CEQA, and 2) adopt the proposed General Plan Amendment.

VI. ATTACHMENT

- A. Draft County Planning Commission Resolution #15-2016

**ATTACHMENT A
COUNTY PLANNING COMMISSION
DRAFT RESOLUTION NO. 15-2016**

RESOLUTION OF THE PLANNING COMMISSION OF THE COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, INCORPORATING RECOMMENDATIONS AND FINDINGS FOR ADOPTION OF A GENERAL PLAN AMENDMENT AFFECTING THE LAND USE ELEMENT AND TRANSPORTATION AND CIRCULATION ELEMENT OF THE GENERAL PLAN OF SAID COUNTY.

WHEREAS, in 2014 the City of Dublin approached Contra Costa County regarding policies for Camino Tassajara in the vicinity of the Contra Costa/Alameda County line, which resulted in the jurisdictions jointly initiating the Tassajara Road/Camino Tassajara Capacity Analysis ("Analysis"); and

WHEREAS, because roadway improvements in the vicinity of the Dougherty Valley project are subject to certain requirements in the Dougherty Valley Settlement Agreement, the Town of Danville and City of San Ramon were consulted on the Analysis and engaged in the process; and

WHEREAS, the Analysis determined that widening Camino Tassajara/Tassajara Road to four lanes would result in minimal traffic diversion to other roads, similar levels-of-service at area intersections, and minimal increase in travel times compared to the previously planned six-lane configuration; and

WHEREAS, on December 7, 2015, staff reported the findings of the Analysis to the Dougherty Valley Oversight Committee, which adopted a motion to approve reconfiguration of Camino Tassajara/Tassajara Road to four lanes instead of the previously planned six; and

WHEREAS, in May 2014 the Contra Costa Transportation Authority released the *TriLink (State Route 239) Feasibility Study Final Report*, which among other things, identified several potential right-of-way alignments for the TriLink and Vasco Road-Byron Highway Connector (also known as the Airport Connector) projects; and

WHEREAS, in July 2015 the Contra Costa Transportation Authority and Caltrans released the *Project Study Report-Project Development Support* for the TriLink and Vasco Road-Byron Highway Connector projects, which identifies right-of-way alignments similar to those identified in the *TriLink (State Route 239) Feasibility Study Final Report*; and

WHEREAS, on October 18, 2016, the Board of Supervisors voted to authorize a General Plan Amendment study, County File #GP16-0006, to amend the General Plan Land Use Element and Transportation and Circulation Element to update and clarify information and policies regarding Camino Tassajara/Tassajara Road and the TriLink and Vasco Road-Byron Highway Connector projects; and

WHEREAS, for purposes of compliance with the California Environmental Quality Act (CEQA) and the State and County CEQA Guidelines, the County, as Lead Agency, determined there is no possibility that the proposed General Plan Amendment will have a significant effect

**ATTACHMENT A
COUNTY PLANNING COMMISSION
DRAFT RESOLUTION NO. 15-2016**

on the environment, and is therefore exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3); and

WHEREAS, after notice having been lawfully given, a public hearing was scheduled before the County Planning Commission on Tuesday, October 25, 2016, whereat all persons interested in the matter might appear and be heard; and

WHEREAS, on Tuesday, October 25, 2016, the County Planning Commission fully reviewed, considered, and evaluated all testimony and evidence submitted in this matter.

NOW, THEREFORE BE IT RESOLVED that the County Planning Commission recommends the Board of Supervisors:

1. FIND, on the basis of the whole record before the County, for purposes of compliance with CEQA, there is no possibility that the proposed amendment to the 2005-2020 Contra Costa County General Plan will have a significant effect on the environment, and the project is therefore exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3); and
2. FIND that adoption of the proposed General Plan Amendment would be in the public interest, pursuant to Government Code Section 65358, as it would update the General Plan with the most current information and relevant policies on Camino Tassajara and the TriLink and Vasco Road-Byron Highway Connector projects; and
3. FIND that the proposed General Plan Amendment would be compatible with the other goals, policies, and implementation measures described in the General Plan, allowing the General Plan to remain internally consistent, and would not cause a violation of any of the Growth Management Performance standards as described in the Growth Management Element; and
4. ADOPT the General Plan Amendment, County File #GP16-0006, amending the 2005-2020 Contra Costa County General Plan, as the 2nd Consolidated General Plan Amendment for calendar year 2016, as permitted under State law, described as follows:
 - A. Transportation and Circulation Element: Amend the Roadway Network Plan to indicate: 1) a four-lane ultimate roadway for Camino Tassajara between Windemere Parkway and the Contra Costa/Alameda County line, and 2) a "Special Planning Area" in the vicinity of the proposed TriLink and Vasco Road-Byron Highway Connector projects, as shown on Attachment A.
 - B. Land Use Element: Renumber existing Policy 3-77 as Policy 3-78, renumber all subsequent policies accordingly, and add the following new text as Policy 3-77:
 - 3-77. The TriLink (State Route 239) and Vasco Road-Byron Highway Connector (Airport Connector) projects are proposed in the Southeast

**ATTACHMENT A
COUNTY PLANNING COMMISSION
DRAFT RESOLUTION NO. 15-2016**

Area of the County. The "Special Planning Area" indicated on the Roadway Network Plan encompasses the area of potential right-of-way alignments for these projects. Because the final alignments have not been determined, potential alignment conflicts in the Special Planning Area shall be considered in land use decisions.

The instructions by the County Planning Commission to prepare this resolution were given by motion of said Commission on Tuesday, October 25, 2016, by the following vote:

AYES: Commissioners -
NOES: Commissioners -
ABSENT: Commissioners -
ABSTAIN: Commissioners -

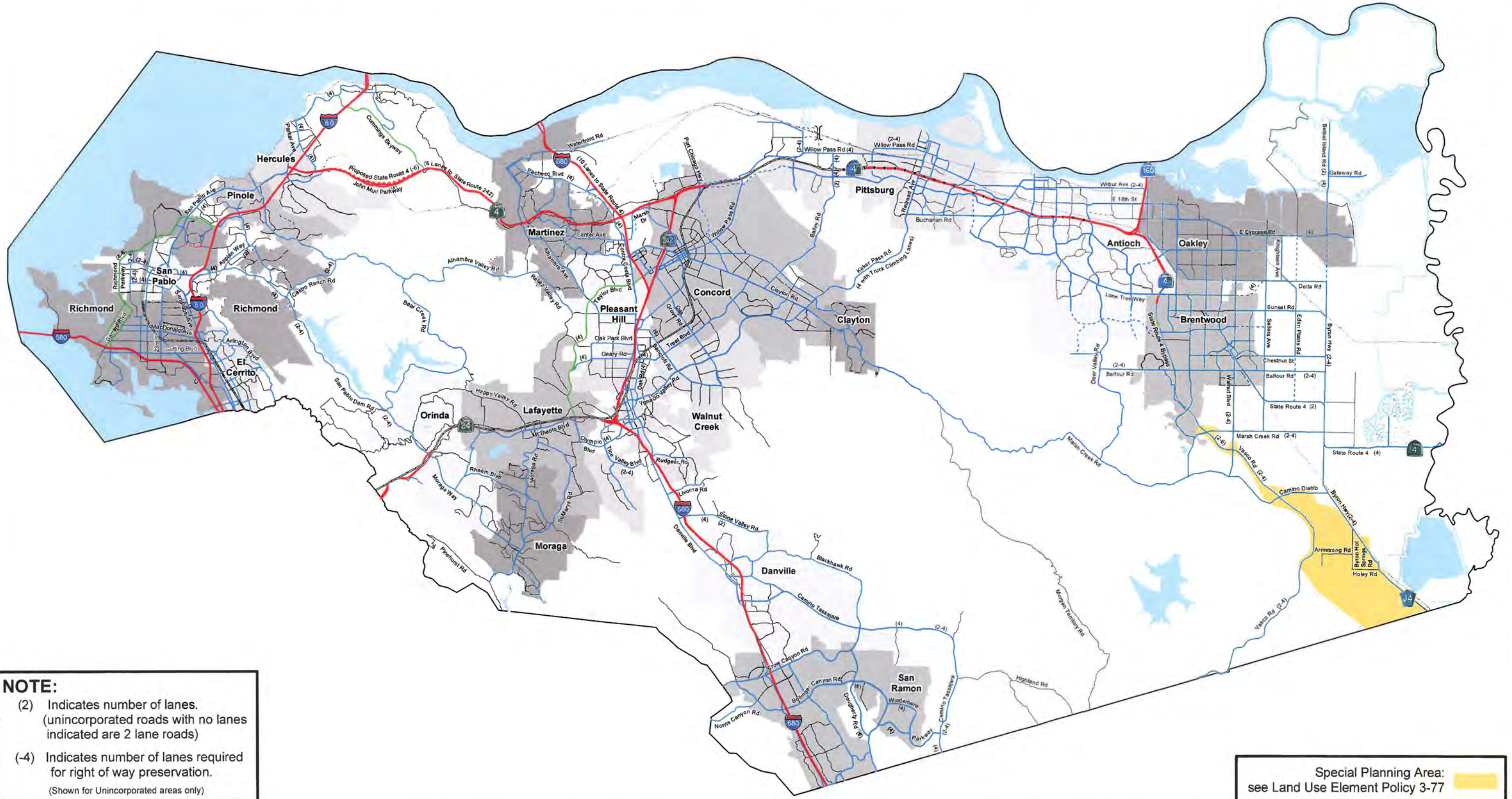
Duane Steele
Chair of the Planning Commission
County of Contra Costa
State of California

I, Aruna Bhat, Secretary of the County Planning Commission, certify that the foregoing was duly called and approved on October 25, 2016.

ATTEST:

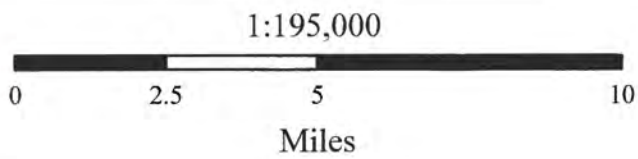
Aruna M. Bhat
Secretary of the Planning Commission
County of Contra Costa
State of California

Attachment A: Roadway Network Plan - Proposed Revisions



NOTE:
 (2) Indicates number of lanes.
 (unincorporated roads with no lanes indicated are 2 lane roads)
 (-4) Indicates number of lanes required for right of way preservation.
 (Shown for Unincorporated areas only)

Special Planning Area:
 see Land Use Element Policy 3-77



- | | | | | | |
|--|-----------------------------|--|--------------------|--|------------------------|
| | Existing Freeways | | Existing Arterial | | City Limits |
| | Proposed Freeway | | Proposed Arterial | | Proposed Bridges |
| | Expressway on Existing Road | | Existing Collector | | Major Railroads |
| | Proposed Expressway | | Proposed Collector | | Bay Area Rapid Transit |
| | | | | | Proposed BART |

CONTRA COSTA COUNTY

Map Created on October 18th, 2016
 Contra Costa County Department of Conservation & Development
 30 Muir Road, Martinez, CA 94553
 37.59.41.791N 122.07.03.756W



ITEM 10
**TRANSPLAN RESOLUTION NO. 2016-01: SUPPORT STUDY OF MARSH
CREEK CORRIDOR MULTI-USE TRAIL**

MARSH CREEK CORRIDOR MULTI-USE TRAIL

CONCEPT FOR EXPANDED CONNECTIVITY: DELTA SHORELINE TO MOUNT DIABLO



Cyclist on Marsh Creek Road



Marsh Creek Corridor



View of multi-use trail

Project Description: Develop an approximately 15-mile long multi-use trail through the Marsh Creek Corridor on or near Marsh Creek Road between the City of Clayton and the City of Brentwood. Once this trail and adjacent trails are completed, there will be one continuous non-motorized route from Concord to Mount Diablo that ultimately continues to the shoreline of the Delta in Oakley.

Background: Marsh Creek Road is a major thoroughfare that connects Central and East Contra Costa County. This stretch of Marsh Creek Road where a trail is proposed receives up to 10,000 average vehicle trips a day. The western segment of Marsh Creek Road carries a higher volume of commuters on average each day due to its proximity to the City of Clayton while the eastern segment near Round Valley Regional Preserve (Deer Valley Road) receives significantly fewer average daily vehicle trips. Marsh Creek Road is the gateway to 110,000 acres of open space and recreational areas managed by the East Bay Regional Park District, Contra Costa Water District, State Parks, and other organizations. A significant number of bicycle trips take place on Marsh Creek Road, in spite of the lack of a bicycle path or designated lane. Marsh Creek Road within Clayton has an existing Class II bicycle lane, which connects to Clayton's extensive trail network. In East Contra Costa County, the Marsh Creek Trail currently runs from the Big Break Regional Shoreline in Oakley to the southern city limits of the City of Brentwood. The East Bay Regional Park District plans to extend the Marsh Creek Trail through the City of Brentwood to the Round Valley Regional Preserve. After that section is completed, a gap in the multi-use trail would still exist between Round Valley Regional Preserve and the City of Clayton.

Benefits: The completed multi-use trail will create a new major non-motorized east-west thoroughfare for expanded commuting and recreational opportunities. It will provide access to downtown Clayton, Diablo View Middle School, Mount Diablo State Park, Round Valley Regional Preserve, and the existing Marsh Creek Trail in Brentwood and Oakley. Once this trail is completed, there will be one continuous trail from Concord to the Delta shoreline in Oakley that can accommodate various forms of non-motorized travel, including pedestrians, bicyclists, and equestrians. Various trail alignment options are available that allow for flexible design opportunities. These include potential alignments that follow the creek, the road or separate the trail entirely to follow safer and more user-friendly routes. Construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County Habitat Conservation Plan /Natural Community Conservation Plan, and be constructed in a manner that reflects the scenic and natural resources of the area.

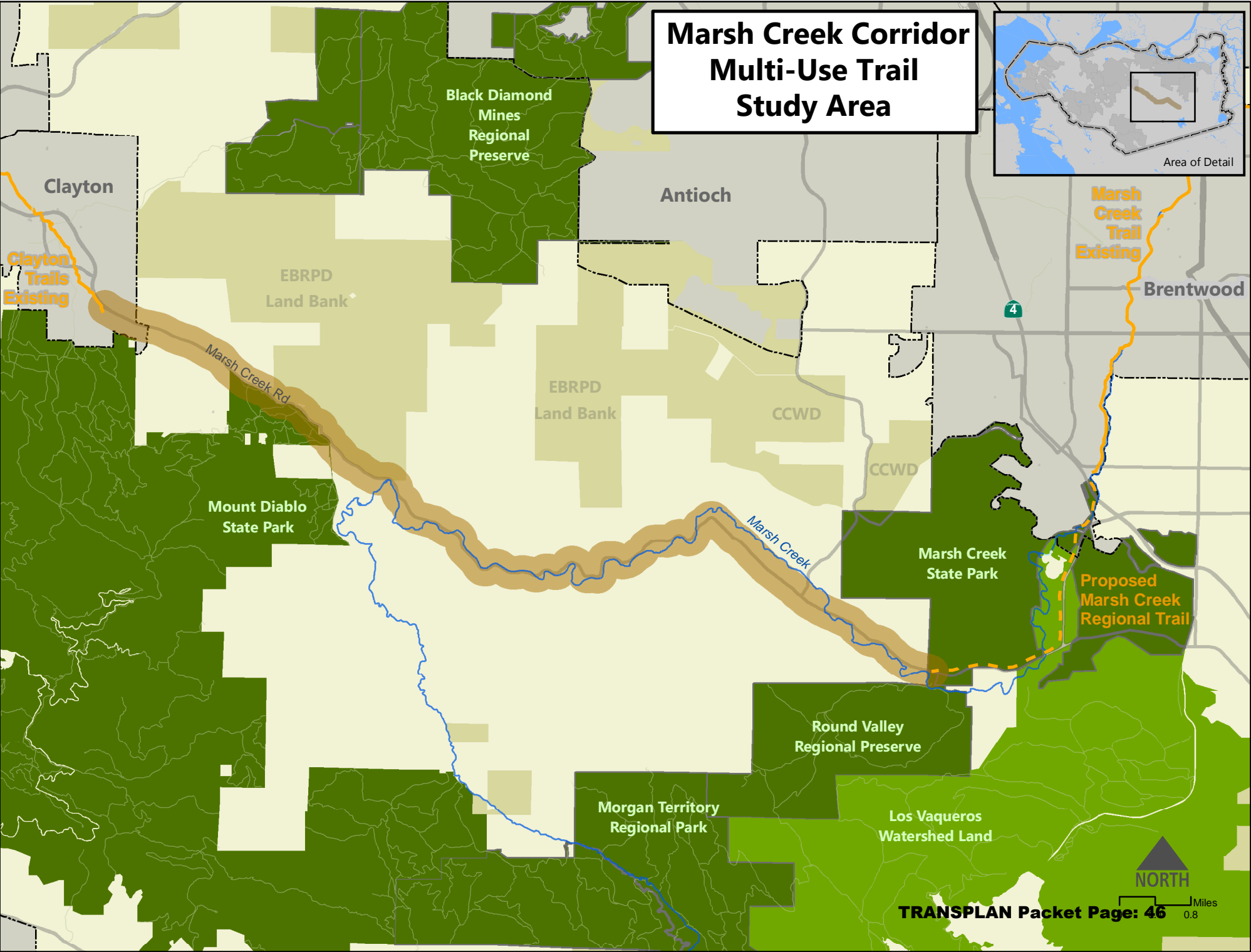
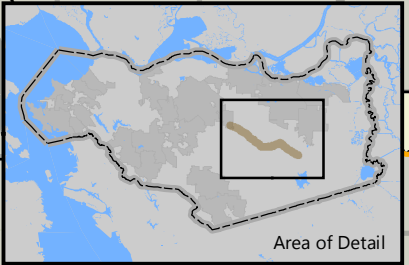
Policies: Both the County's General Plan and the Contra Costa Transportation Authority's Countywide Bicycle and Pedestrian Plan call for bicycle facilities along Marsh Creek Road.

Funding Opportunities: A number federal, state, and local funding opportunities exist to support the planning, additional ROW acquisition, and construction of the Marsh Creek Trail. Local agencies in Contra Costa County have an additional opportunity to generate secure local funding by including the Marsh Creek Trail as a project in the upcoming proposed augmentation of the county-wide transportation sales tax.

Cost: TBD

TRANSPLAN Packet Page: 45

Marsh Creek Corridor Multi-Use Trail Study Area



RESOLUTION NO. 2016-01

RESOLUTION OF THE TRANSPLAN COMMITTEE SUPPORTING THE CONCEPT OF A MARSH CREEK CORRIDOR MULTI-USE TRAIL THAT CONNECTS THE DELTA TO MOUNT DIABLO AND NEIGHBORING COMMUNITIES

WHEREAS, Marsh Creek Road is a major thoroughfare that connects Central Contra Costa County and East Contra Costa County and is the gateway to 110,000 acres of open space and recreational areas managed by the East Bay Regional Park District, Contra Costa Water District, State Parks and other local jurisdictions; and

WHEREAS, a significant number of bicycle trips take place on Marsh Creek Road, in spite of the lack of a bicycle path or a dedicated lane; and

WHEREAS, Marsh Creek Road within Clayton has an existing Class II bicycle lane, which connects to Clayton's extensive trail network into Concord and Mount Diablo State Park; and

WHEREAS, in East Contra Costa County, the Marsh Creek Trail currently runs from the Big Break Regional Shoreline in Oakley to the southern city limits of the City of Brentwood, leaving a gap between that terminus and trails in the City of Clayton; and

WHEREAS, the completed multi-use trail would create a new major non-motorized east-west thoroughfare for expanded and safer commuting and recreational opportunities, would provide non-motorized access to Downtown Clayton, Diablo View Middle School, Mount Diablo State Park, Round Valley Regional Preserve, and the Marsh Creek Trail through Brentwood and Oakley; and

WHEREAS, once this trail and adjacent trails are completed, there will be one continuous non-motorized route from Central Contra Costa County to the Delta; and

WHEREAS, improved access to separated trails, of the type proposed, are consistently shown to substantially increase use of non-motorized modes of travel relative to facilities in the shared roadway; and

WHEREAS, construction of the trail could be performed in conjunction with restoration of Marsh Creek, as anticipated in the East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan and be constructed in a sensitive manner that reflects the scenic and natural resources of the area.

NOW, THEREFORE, BE IT RESOLVED by the members of the TRANSPLAN Committee that the Committee will support exploration of the concept of the Marsh Creek Corridor Multi-Use Trail, and will support efforts to identify and secure funding for this project, including study and potential implementation, in local, state, and federal transportation, recreation, park and open space funding efforts.

The foregoing Resolution was adopted by TRANSPLAN on November 10, 2016, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Doug Hardcastle, Chair