

# TRANSPLAN Technical Advisory Committee

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County  
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART  
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

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**March 19, 2024 – 1:30 to 3:30 p.m.**

## **Meeting Location:**

**Antioch City Hall, Third Floor Conference Room  
200 H Street, Antioch, CA 94509**

## **Virtual meeting call-in/log-in information:**

**<https://cccouny-us.zoom.us/j/88950770934>**

**Meeting ID: 889 5077 0934**

## **Or Telephone:**

**Dial:**

**USA 214 765 0478 US Toll  
USA 888 278 0254 US Toll-free  
Conference code: 198675**

## **AGENDA**

***NOTE: The Technical Advisory Committee ("TAC") agenda/packet is only distributed digitally; no paper copies will be sent. If you need a printed copy, please contact TRANSPLAN staff.***

### **Action/Discussion Items (see attachments where noted [♦])**

**Item 1: Public Comment:** The public will have an opportunity to comment on items not on the agenda.

**Item 2: RECEIVE presentation on BART Safe and Clean Plan.** BART launched its Safe and Clean Plan this past September, which will enhance the rider experience by committing to rider safety, cleanliness, and better night and weekend service. ♦ **Page 2**

**Item 3: RECEIVE update on Pittsburg Technology Park Specific Plan.** TRANSPLAN staff received and reviewed a Notice of Preparation (NOP) for an Environmental Impact Report (EIR) for the plan and has drafted a comment letter. The deadline to submit comments on the NOP to the City of Pittsburg is Friday, March 29, 2024, 5PM. ♦ **Page 14**

**Item 4: Adjourn to Tuesday, April 16, 2024, at 1:30PM, or other date/time as deemed appropriate by the Committee.**

*The TAC meets on the third Tuesday of each month, 1:30 p.m., third floor conference room at Antioch City Hall. The TAC serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.*

*Persons needing a disability-related accommodation should contact Robert Sarmiento, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting.*



# Moving BART Forward

TRANSPLAN TAC  
March 19, 2024



# BART's Safe and Clean Plan

BART launched its Safe and Clean Plan this past September, to enhance the rider experience by committing to rider safety, cleanliness, and better night and weekend service.

Who we are doing this for:

- 31% of BART riders live in households with income under \$50,000.
- 44% of BART riders do not have a vehicle.
- 67% of BART riders identify as non-white.





# Commitment to Service Reliability



- New schedule relies less on traditional commute riders.
- Encourages leisure and other non-work trips by increasing night and weekend service.
- Running only new Fleet of the Future trains as base schedule.
- Trains arrive every 20 minutes or less. Yellow line waits are even shorter.
- Customer on-time performance has improved to 93%.

# Commitment to a Clean Ride



- Doubling the rate of deep cleaning on train cars.
- Adding nearly 66% more dedicated crews working to keep stations clean.
- Staffing restrooms at high-volume stations with attendants to guarantee cleanliness and safety.

⚠ *Report a biohazard on the BART app or through **[bart.gov/biohazard](https://bart.gov/biohazard)**.*



# Commitment to Safety and Security



- Doubling BART Police presence systemwide and ensuring officers are riding trains to increase visibility and keep riders safe.
- Increased patrols help deter crime, aid in apprehending suspects, and enforcement of BART Code of Conduct.
- Running shorter trains to enhance safety.
- Number of trains delayed by unwanted behavior dropped by nearly 40% from May to October.

# Commitment to Progressive Policing

The Progressive Policing Bureau connected 188 people with services from July through September 2023.

## Crisis Intervention Specialists

- Background in social work and provide outreach to people in crisis struggling with homelessness, mental health, and substance abuse.



## Ambassadors

- Unarmed personnel trained in de-escalation, equipped with masks, Narcan, and a police radio.

A report to MTC on the effectiveness of Progressive Policing programs is required for BART to receive state and regional operations funding.







# Commitment to New Fare Gates

Antioch Station is included in the next phase of deployment in Summer 2024.

- Other stations include: Civic Center, Montgomery, Powell, 24th Street, SFO, Fruitvale, and Richmond.
- Gates are taller and stronger to deter fare evasion.
- Improve accessibility and reliability with modern equipment and advanced sensors.
- BART is committed to robust outreach to community groups, local businesses, and riders in the coming months.
- Systemwide installation of 700+ new fare gates by the end of 2025.
- Project completion is required for BART to receive state and regional operations funding.



# Commitment to Equity: Clipper START



- Clipper START is a pilot program to provide discounts to eligible riders.
- Riders are eligible if household income is under 200% of the federal poverty level (a four-person household must earn under \$60,000).
- BART expanded our discount to 50% this year.
- Apply online at [www.clipperstartcard.com](http://www.clipperstartcard.com).

# Clipper BayPass is the Bay Area's first unlimited regional transit pass



For rides on all **bus, rail and ferry** services in the Bay Area



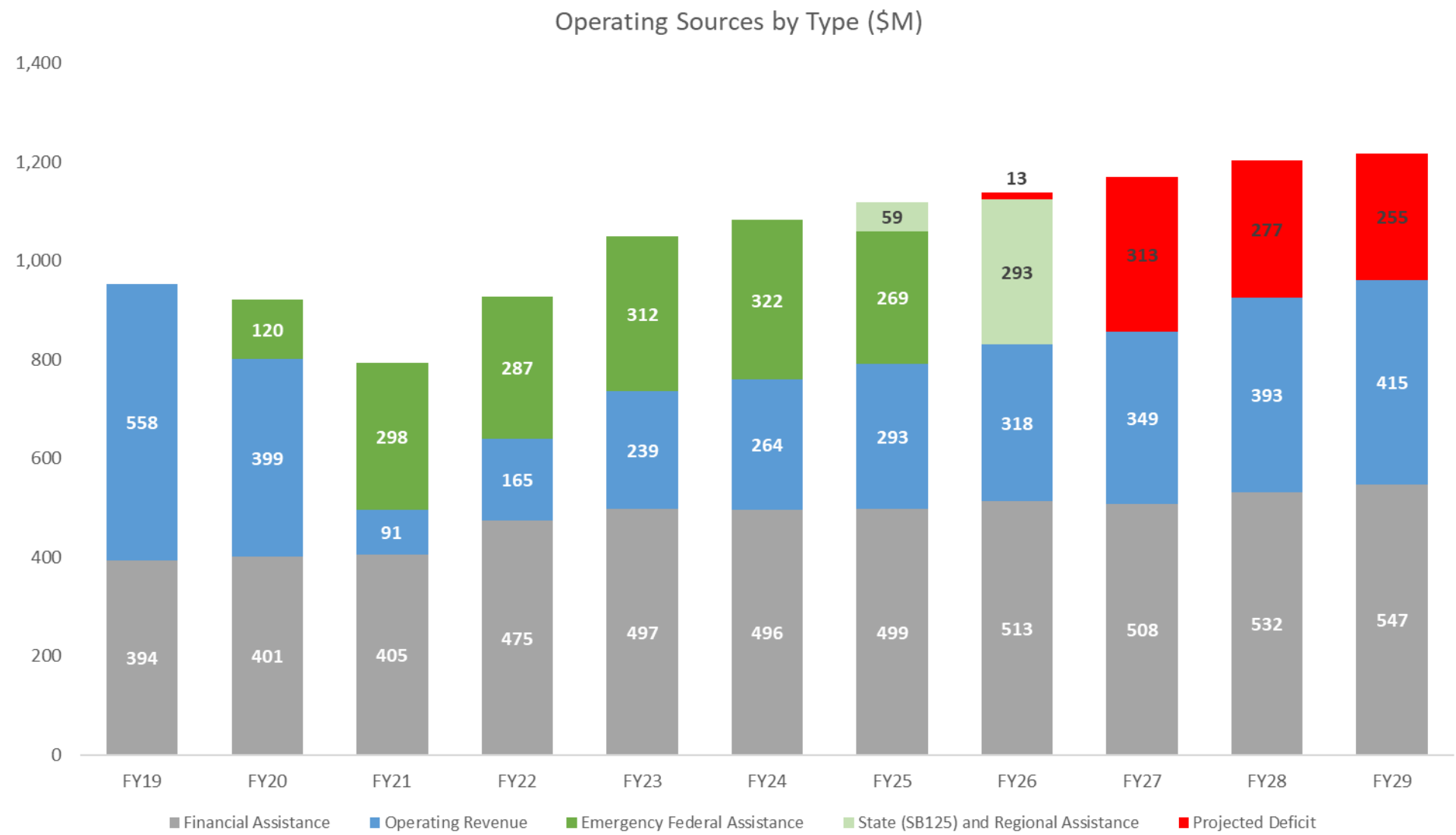
MTC and BART are inviting 10 employers to participate in a 2-year pilot for unlimited travel.

Complete the interest form for more information at [www.clipperbaypass.com](http://www.clipperbaypass.com) or email [ClipperBayPass@bart.gov](mailto:ClipperBayPass@bart.gov).





# BART's Financial Outlook



# Long-term Reliable Funding Needed

- The Metropolitan Transportation Commission approved enabling legislation framework for a regional transportation measure in January 2024.
- Senator Wiener introduced Senate Bill (SB) 925 which will be a vehicle to enable the measure.
- Revenue options:
  - MTC is proposing a menu of options.
  - Transit advocates have urged \$2B annually for transformational investment.



**BART** @SFBART · 11/9/23

We love seeing @GavinNewsom come through BART and chat with staff including our safety ambassador Kingsley.

Thank you for supporting transit!

The state budget funds are helping us pay for enhanced safety initiatives, deep cleaning, and reliable service.





# Contact Information

## **Kerry Hillis**

Principal Government and Community Relations Representative

[Khillis@BART.gov](mailto:Khillis@BART.gov)

(510) 724-7492





Community and Economic Development Department – Planning Division

## NOTICE OF PREPARATION

**To:** State Clearinghouse  
P.O. Box 3044  
Sacramento, CA 95812

**From:** City of Pittsburg, Planning Division  
65 Civic Avenue  
Pittsburg, CA 94565

**To:** Interested Parties;  
Responsible & Trustee  
Agencies

**Subject:** Notice of Preparation of an Environmental Impact Report for the  
Pittsburg Technology Park Specific Plan

The City of Pittsburg (City) will serve as the Lead Agency, consistent with Section 15020 and 15021 of the California Environmental Quality Act (CEQA), in preparing an Environmental Impact Report (EIR) for the Pittsburg Technology Park Specific Plan project (proposed project). The purpose of this Notice of Preparation (NOP) is to provide responsible and trustee agencies with sufficient information describing the proposed project and to request input on the scope and content of the environmental issues and alternatives to be evaluated in the EIR. The City is also soliciting comments on the scope of the EIR from any interested persons.

**Project Title:** Pittsburg Technology Park Specific Plan

**Project Applicant:** Pittsburg Data Hub, LLC  
107 Elm St – Suite 501; Stamford, CT 06902

**Date:** February 28, 2024

**Signature:** Alison Hodgkin

**Title:** Associate Planner

**Telephone:** (925) 252-6987

**Email:** ahodgkin@pittsburgca.gov

*Reference: California Code of Regulations, Title 14 (California Environmental Quality Act Guidelines) Sections 15082(a), 15103, 15375*



## PUBLIC SCOPING MEETING AND COMMENT SUBMITTAL

Pursuant to the public participation goals of CEQA, as set forth in particular in Public Resources Code Section 21083.9, subdivision (a), the City, in its role as Lead Agency, shall hold a public scoping meeting to provide an opportunity for the public and representatives of public agencies to address the scope of the EIR.

Two scoping meetings, open to the public, agencies, and stakeholders, will be held to receive public comments and suggestions on the proposed project. At these meetings, staff will give a brief presentation of the EIR process and will take public comment on the proposed EIR. The scoping meetings will be open to the public and held at the following locations:

An online (Zoom) scoping meeting will be held:

**Date:** Thursday, March 14, 2024  
**Time:** 11:00 A.M.  
**Zoom Link:** <https://us02web.zoom.us/j/87523808494?pwd=TmQwZ0JRQzFYt2ZkUHE1M3NuT3ZWZz09>  
**Meeting ID:** 875 2380 8494  
**Passcode:** 744913

An in-person scoping meeting will be held:

**Date:** Thursday, March 14, 2024  
**Time:** 6:00 P.M.  
**Location:** Pittsburg City Hall, 3<sup>rd</sup> Floor Council Chambers  
65 Civic Avenue, Pittsburg, California 94565

The purpose of the EIR is to provide information about potential significant environmental impacts of the Pittsburg Technology Park Specific Plan project, to identify possible ways to minimize those significant impacts, and to describe and analyze possible alternatives to the proposed project if potential significant impacts are identified. Preparation of an NOP or EIR does not indicate a decision by the City to approve or disapprove the project. However, prior to making any such decision, the City Council must review and consider the information contained in the EIR.

Written comments on the scope of the EIR during the 30-day review period are encouraged. **Please submit comments by 5:00 PM on Friday, March 29, 2024.** Written comments should be sent to Alison Hodgkin, Associate Planner, at 65 Civic Avenue, Pittsburg, California 94565, or via email at [ahodgkin@pittsburgca.gov](mailto:ahodgkin@pittsburgca.gov), or via fax at (925) 252-4814. The NOP is also available on-line at <https://www.pittsburgca.gov/pittsburgtechpark>.

Questions concerning the environmental review of the proposed project should be directed to Alison Hodgkin at [ahodgkin@pittsburgca.gov](mailto:ahodgkin@pittsburgca.gov). To be considered during preparation of the EIR, comments must be received in writing by the deadline identified above.

## PROJECT LOCATION AND SETTING

The Specific Plan project area (Plan Area) is located in the City of Pittsburg, approximately 45 miles southwest of Sacramento and 33 miles northeast of the San Francisco Bay Area, in Contra Costa County. The Plan Area generally encompasses the eastern half of the former municipal Delta View Golf Course, south of West Leland Road, located at 2232 Golf Club Road (Attachment 1). The Plan Area consists of three individual parcels totaling approximately 76.38 acres.

The Contra Costa Canal runs east-west through the Plan Area, separating the site into two major project areas. The parcel north of the canal is approximately 22.05 acres and the two parcels south of the canal total approximately 54.33 acres. The Plan Area is predominantly undeveloped and includes remnant features of the defunct golf course including sand pits, paved roads, and parking areas. Vegetation onsite primarily consists of annual grasses and large trees with some wetlands occurring in larger drainage swales.

The Plan Area has a *2020 General Plan* land use designation of “Park,” consistent with the former golf course use. The Notice of Preparation for the *2040 General Plan Update*, circulated in April 2022, anticipates the Plan Area to be redesignated from “Park” to “Employment Center Industrial (ECI),” consistent with City Council direction provided in 2018. To achieve internal consistency between the proposed *2040 General Plan Update* and the City’s zoning ordinance, as required by Government Code 65860, the City also anticipates proposing a series of associated zoning map and text amendments. One of the proposed zoning map amendments would include a rezone of the Plan Area from “Open Space (OS)” District to “Limited Industrial with an Overlay (IL-O)” District to allow for employment-generating and light manufacturing uses with specific development regulations. Both of these actions are anticipated to occur prior to release of the EIR for the proposed project.

## PROJECT DESCRIPTION

The proposed Pittsburg Technology Park Specific Plan (Specific Plan) would serve as the overarching planning document for the Plan Area, providing policy guidance, implementation measures, development standards and design guidelines for future development of the Plan Area as a technology-focused business park. The proposed Specific Plan would also include sections addressing circulation and mobility, and utilities and infrastructure for the Plan Area.

### Specific Plan Uses

As described in the *2040 General Plan*, allowable uses for properties with the “ECI” land use designation include those that accommodate technology, advanced manufacturing, logistics, and other sectors that generate substantial employment opportunities. For instance, administrative, financial, business, professional, medical and public offices, business incubators, research and development, custom and light manufacturing, limited assembly, warehousing and distribution, data centers, technology and innovation, energy, services, light and heavy automobile services, and supporting commercial uses.

Allowable uses within the Plan Area would be subject to development standards and design guidelines, and land use entitlement procedures and actions outlined in the Specific Plan.

### Project Phases

The proposed Specific Plan is based on a concept for development of the Plan Area in three phases. Phase I would include the development of a data center and corresponding substation on the 22.05-acre portion of the Plan Area north of the Contra Costa Canal. Phase I development

would allow up to 347,740 square feet of estimated development. The Phase I data center CEQA compliance documentation would be completed by the California Energy Commission, as it has regulatory authority over data centers with over 49 megawatts (MW) or greater capacity.

Future Phases II and III, on the 54.33-acre portion of the Plan Area south of the canal, would be designed to accommodate up to 761,118 square feet of development. Phases II and III would allow for the development of a wide range of employment opportunities generated from allowable ECI uses based on market conditions.

The Conceptual Site Plan for the Plan Area illustrates the potential building envelopes for each phase of development, planned infrastructure, and circulation throughout the Plan Area (Attachment 2).

## **REQUIRED APPROVALS**

The proposed Specific Plan would be accompanied by a Tentative Map to subdivide the parcels into lots for future development phases.

Note: The proposed Specific Plan will establish the standards and guidelines for development within the Plan Area and therefore does not provide project-level analysis. Future project proposals within the Plan Area will be evaluated for consistency with the objectives and provisions of the Specific Plan through individual permit applications, as determined by the Zoning Administrator.

## **POTENTIAL ENVIRONMENTAL IMPACTS**

Pursuant to CEQA Guidelines Section 15063, the City is preparing an EIR to determine if the proposed Specific Plan may have a significant impact on the environment. The purpose of the EIR is to provide the public with information on potential environmental effects that could result from implementation of the proposed Specific Plan. The City anticipates that the EIR will address the following topic areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Based on a preliminary analysis, the City has determined that impacts to the following topics would be less than significant.

- Agricultural and Forestry Resources
- Mineral Resources

Full documentation of the factual basis for this determination will be provided in the EIR. Unless specific comments are received during the NOP public comment period that indicate a potential for the proposed Specific Plan to result in significant impacts, these topics will not be analyzed further in the EIR.



## **STATUTORILY REQUIRED SECTIONS**

The Statutorily Required Sections chapter of the EIR will summarize potentially significant, unavoidable, significant irreversible, growth-inducing, and cumulative impacts. CEQA Guidelines, Section 15130 requires that an EIR discuss the cumulative and long-term effects of the proposed project that would adversely affect the environment. “Cumulative impacts” are defined as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (CEQA Guidelines, Section 15355). “Individual effects may be changes resulting from a single project or a number of separate projects” (CEQA Guidelines, Section 15355, subd. [a]). “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time” (CEQA Guidelines, Section 15355, subd. [b]).

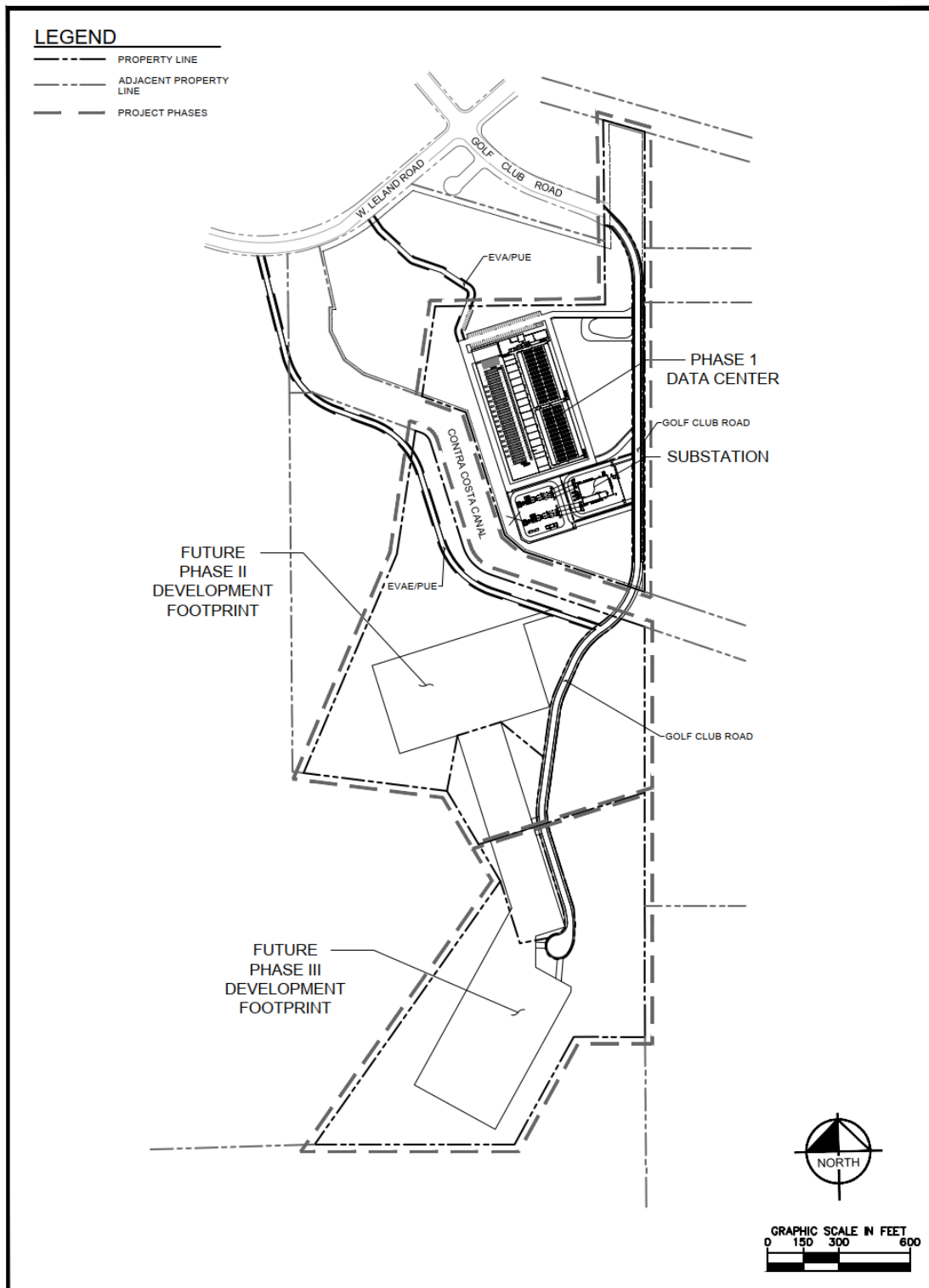
## **ALTERNATIVES TO THE PROPOSED PROJECT**

In accordance with CEQA Guidelines Section 15126(a), the EIR will include an Alternatives Analysis. The Alternatives chapter will evaluate, at a minimum, three alternatives, including the no-project-alternative option. Alternatives will be selected when more information related to the proposed project’s impacts is available so the alternatives can be designed to reduce significant project impacts. Additional alternatives might be developed during preparation of the EIR to respond to identified significant impacts. The Alternatives chapter will describe the alternatives and identify the environmentally superior alternative. The alternatives will be analyzed at a level of detail less than that of the proposed project; however, the analysis will include sufficient detail to allow a meaningful comparison of the impacts. The Alternatives chapter will also include a section of alternatives considered but dismissed. A matrix comparing the impacts of the proposed project to the three alternatives will also be included.

## Attachment 1 – Plan Area



## Attachment 2 – Conceptual Site Plan





# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

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

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March 19, 2024

Alison Hodgkin, Associate Planner  
City of Pittsburg  
65 Civic Avenue  
Pittsburg, CA 94565

### **RE: Notice of Preparation for a Draft Environmental Impact Report – Pittsburg Technology Park Specific Plan**

Dear Ms. Hodgkin:

On behalf of the TRANSPLAN Committee, I would like to thank you for the opportunity to provide comments on the Notice of Preparation (“NOP”) for a Draft Environmental Impact Report (“DEIR”) for the City of Pittsburg’s (“City”) proposed Pittsburg Technology Park Specific Plan (“proposed project”). This letter provides comments on multiple aspects of the proposed project, which include the following:

1. approval of a specific plan, and
2. subsequent future developments on the site:
  - a. data center and corresponding substation use up to 347,740 square feet on a 22.05-acre portion of the plan area (Phase I), and
  - b. “Employment Center Industrial” uses, for instance, professional offices, manufacturing, warehousing, and distribution centers, up to 761,118 square feet on a 54.33-acre portion of the plan area (Phase II and Phase III).

TRANSPLAN is the sub-regional transportation planning committee (“RTPC”) in eastern Contra Costa County and is comprised of five member agencies (cities of Antioch, Brentwood, Oakley and Pittsburg, and Contra Costa County), and includes partner agencies such as Tri-Delta Transit, BART, and 511 Contra Costa. TRANSPLAN coordinates the transportation interests of the communities in eastern Contra Costa County and administers the East County Action Plan for Routes of Regional Significance (“Action Plan”). The Action Plan facilitates establishment of goals and performance measures (called Multimodal Transportation Service Objectives, or “MTSOs”) for designated Routes of Regional Significance (“RRS”), and outlines a set of projects, programs, measures, and actions that will support achievement of the MTSOs.

The comments below on the NOP for the proposed project are derived from the current adopted Action Plan (2017)<sup>1</sup>. It should be noted that TRANSPLAN, in coordination with the Contra

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<sup>1</sup> <https://ccta.net/wp-content/uploads/2018/10/59cd5bc624446.pdf>

Costa Transportation Authority (“CCTA”), is currently in the process of updating the Action Plan<sup>2</sup>, which will result in a number of revisions, including:

- the establishment of multimodal (i.e. bike/pedestrian and transit) RRS,
- a change in nomenclature from MTSOs to Regional Transportation Objectives, or “RTOs,” and
- the establishment of new RTOs related to active transportation (i.e. biking and walking), transit, safety, equity, climate change, and technology.

The updated Action Plan was approved by the TRANSPLAN Committee in 2023 and is expected to be formally adopted by CCTA as part of the Countywide Transportation Plan in 2025.

## **Comments**

### **Freeways and Roadways**

1. TRANSPLAN staff recommends that the DEIR’s Traffic Impact Analysis (“TIA”) evaluate signalized intersections (or freeway ramps) to which at least 50 net new peak hour vehicle trips would be added by the proposed project. The DEIR should also analyze impacts to existing freeway ramp metering operations (e.g. ramp queues).

The MTSOs for freeway and arterial routes are as follows:

#### **MTSOs on Freeways:**

- *The Delay Index should not exceed 2.5 during the AM or PM peak period.*
- *HOV lane utilization should exceed 600 vehicles per lane in the peak direction during the peak hour.*

#### **MTSOs on Suburban Arterial Routes:**

- *Maintain LOS D or better at all signalized intersections, except:*
  - *On Bailey Road, where LOS E will be acceptable; or,*
  - *At Traffic Management Program (TMP) sites that use performance measures other than average intersection delay.*
- *Within Priority Development Areas, any physical improvement identified as a result of applying the above standard shall be evaluated for its effects on all intersection users, including pedestrians, cyclists, and transit users.*

## **Transit**

2. Transit productivity is an East County area-wide objective of the Action Plan. Therefore, the DEIR’s TIA should consider the proposed project’s potential impacts on transit service. The Action Plan’s measures for the purpose of monitoring this objective include:

#### **Bus Riders per Service Hour:**

<sup>2</sup> CCTA Action Plan Update webpage: <https://ccta.net/planning/countywide-transportation-plan>

- *The average number of riders boarding a fixed-route bus during an hour of scheduled bus service when persons may board with a fare or pass.*

#### **BART Ridership:**

- *The average number of weekday riders on all BART trains between Bay Point and North Concord Stations. (Note: this MTSO was established prior to the completion of the BART extension to Antioch. Evaluation should consider trains between Antioch and North Concord.)*

The proposed project will likely induce demand on existing transit systems (including BART). Several Tri-Delta Transit bus routes, some of which connect to local BART stations, serve areas adjacent to the proposed project site. The DEIR's TIA should determine if existing transit service from the aforementioned providers is adequate or if augmentation of existing service or establishment of new service to accommodate transit demand from the proposed project would be needed.

#### Active Transportation

3. The Action Plan encourages active transportation to improve multimodal mobility and decrease single-occupant vehicle travel. The DEIR's TIA should identify opportunities to provide appropriate infrastructure to eliminate physical barriers (i.e. freeway interchanges, lengthy street crossings, expansive parking lot driveways, etc.) and enhance network connectivity for bicycle and pedestrian travel to, from and within the project area.

"Pittsburg Moves<sup>3</sup>," the City's adopted active transportation plan, identifies proposed Class I separated paths within or in the vicinity of the proposed project, including along:

- a. the Contra Costa Canal and
- b. West Leland Road from the Contra Costa Canal (connecting to the aforementioned future trail) to the Delta De Anza Trail.

In addition, the proposed project should consider providing on-site short and long-term bicycle parking infrastructure (e.g. bicycle racks (short-term) and bicycle lockers (long-term) or a similar secure bicycle enclosure).

#### Transportation Demand Management

4. Consistent with a goal and an action in the Action Plan related to transportation demand management ("TDM"), the proposed project is encouraged to implement TDM strategies, which can benefit the region by promoting the use of travel modes that are more efficient and environmentally friendly. TDM strategies can potentially decrease the number of single-occupant auto trips, and therefore the proposed project's impact on roadway network congestion. Project proponents should consult with the County's TDM Agency, 511 Contra Costa<sup>4</sup>, to develop TDM strategies.

<sup>3</sup> <https://www.pittsburgca.gov/home/showpublisheddocument/12728/637479142624630000#page=35>

<sup>4</sup> <https://511contracosta.org>



Thank you for your consideration. TRANSPLAN appreciates the opportunity to participate in the review process for the proposed project and looks forward to reviewing future documents when appropriate. If you have any questions, please do not hesitate to contact me at [Robert.sarmiento@dcd.cccounty.us](mailto:Robert.sarmiento@dcd.cccounty.us) or (925) 655-2918.

Sincerely,



Robert Sarmiento  
TRANSPLAN Staff

cc: TRANSPLAN TAC