

# **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 FAX (925) 969-9135

## **TRANSPAC TAC MEETING NOTICE AND AGENDA** **SPECIAL MEETING**

**WEDNESDAY, APRIL 6, 2016**

**2:00 P.M. to 4:00 P.M.**

**In the COMMUNITY ROOM at City of Pleasant Hill City Hall  
100 GREGORY LANE  
PLEASANT HILL**

***Meeting to be hosted by the City of Concord***

**1. Review/Revise Accept/Minutes of the Special March 8, 2016 Meeting**

**ACTION: Approve Minutes and/or as revised/determined.**

**Attachment:** TAC minutes from the March 8, 2016 Special meeting.

- 2. Presentation of The Veranda Shopping Center.** A Notice of Preparation of a Draft Environmental Impact Report was issued on January 25, 2016. The notice was not made available to the TAC until recently. Frank Abejo, Senior Planner, City of Concord Planning Division will be present to inform the TAC of the Veranda Shopping Center proposed to be located at 2001-2003 Diamond Boulevard on the west side of Concord.  
*(Frank Abejo, Senior Planner, City of Concord Planning Department)*

**Attachment:** Notice of Preparation of a Draft EIR for the Veranda Shopping Center.

- 3. BART Request for the Appropriation of \$4.5 Million in Measure J BART Parking and Access Funds for the Concord BART Plaza Redesign Project.** The Measure J Strategic Plan includes a proposal from BART for the Concord BART Plaza Redesign Project, to redesign and improve the public plaza and station pathways at the Concord BART Station to improve the pedestrian experience, enhance the connection between the station and the City's Central Business District, add sustainability features, improve bicycle access and improve overall safety. *(Nikki Foletta, Principal Planner, BART)*

**ACTION: Recommendation to the TRANSPAC Board for approval of the appropriation of \$4.5 million in Measure J BART Parking and Access funds programmed for the Concord BART Plaza Redesign Project.**

**Attachments:** Letter dated March 17, 2016 from BART regarding the request for Measure J BART Parking and Access Funds for the Concord BART Plaza Redesign Project; and Concord Plaza Handout.

4. **Update on the Transportation Expenditure Plan (TEP).** A continuing discussion of the proposed TEP prior to the approval of a Final TEP for possible placement on the November 2016 ballot. (*Hisham Noeimi, CCTA*)

**ACTION: To be determined**

**Attachments:** The latest version to be sent separately and electronically.

5. **Discussion of a Hosting Policy for TAC meetings.**
6. **The next meeting to be hosted by **Contra Costa County**, or as otherwise determined, is scheduled for April 28, 2016 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.**

## ***TRANSPAC Technical Advisory Commission (TAC) SPECIAL Meeting Summary Minutes***

**SPECIAL MEETING DATE:** March 8, 2016

**MEMBERS PRESENT:** John Cunningham, Contra Costa County; Deidre Heitman, BART; Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Anne Muzzini, County Connection; and Tim Tucker, Martinez

**GUESTS/PRESENTERS:** Hisham Noeimi, Engineering Manager, CCTA

**MINUTES PREPARED BY:** Anita Tucci-Smith

The meeting, hosted by Ray Kuzbari, City of Concord, convened at 2:05 P.M.

### **PUBLIC COMMENT**

#### **1. Review/Revise/Accept Minutes of the February 25, 2016 TAC Meeting**

Ray Kuzbari referred to the amended set of minutes that had been provided to each member reflecting changes that he and Corinne Dutra-Roberts had requested.

Given that the cost of each BART car was not clear, Hisham Noeimi recommended that the first sentence in the last paragraph on Page 9 should be modified to read: *When asked, Ms. Heitman stated that three counties should split the cost of 306 cars.*

On motion by Jeremy Lochirco, seconded by Tim Tucker and carried unanimously to approve the re-amended minutes, as amended.

Mr. Kuzbari advised of an urgency item that had arisen after the posting of the meeting agenda to consider a recommendation to the TRANSPAC Board for the citizen representative to the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) term from January 1, 2016 through December 31, 2017.

On motion by Tim Tucker, seconded by Jeremy Lochirco, and carried unanimously to add the urgency item to the meeting agenda.

#### **2. Consider the Citizen Representative to the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)**

Given that the term of the citizen representative to the CBPAC from Central County had expired, the CCTA had requested that TRANSPAC consider an appointment or reappointment to CBPAC. It was noted that David Favello was Central County's current CBPAC citizen representative.

The TAC discussed the fact that Mr. Favello had been a Central County representative to CBPAC for some years and had no problem reappointing him to that position unless there was another bicycle advocate who would like the opportunity to serve.

By consensus, the TAC recommended the reappointment of David Favello as the citizen representative to the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC), with the TAC to send out a notice or solicitation of interest in June 2017 to determine whether there were other interested bicycle advocates interested in representing Central County on CBPAC.

3. **Update on the Transportation Expenditure Plan (TEP).** CCTA staff will present an update on the special meetings and continuing discussions for development of a Draft TEP. The TAC will continue the discussion from its regular meeting held on February 25, 2016 to develop a recommendation for submittal to the TRANSPAC Board at its meeting on March 10, 2016. *(Hisham Noeimi, CCTA Engineering Manager)*

Hisham Noeimi, Engineering Manager, referred to the information that had been presented to the TAC at its meeting on February 25, 2016 and the discussion of the New Measure Transportation Expenditure Plan Draft for Discussion Only, which identified the distribution of funding by subregion, and the requests submitted by the Regional Transportation Planning Committees (RTPCs) in July/August 2015. He explained that the amounts were lower than the RTPCs had requested for several reasons, including the requirement for a greater allocation to BART based on regional discussions to fund the addition of 306 cars to the BART system, where TRANSPAC's share would be \$88 million. He also referred to the new funding Category 16 *Community Development Investment Grant Program* that essentially required 6 percent of the measure pursuant to discussions with advocates, along with Category 17 *Innovative Transportation Technology / Connected Communities Grant Program*, which also had an increased allocation. In addition, funding for Category 20 *Administration*, and Category 18 *Transportation Planning, Facilities & Services* had not previously been submitted.

Because of all that, Mr. Noeimi explained that Category 11 *Non-Rail Transit Enhancement*, Category 12 *Transportation for Seniors and People with Disabilities*, and Category 2 *Major Streets and Complete Streets Project Grants*, had been severely impacted, as had Category 13 *Safe transportation for Children*. Give the need in those areas, he explained that Category 19 *Regional Choice* had been allocated \$70.3 million Countywide, \$30.2 million for Central County, as a way to restore some funds that had been eliminated. He clarified that it was a zero gain and there would have to be some choices involved.

In terms of the schedule, Mr. Noeimi explained that the draft had not been approved by the CCTA Board; it was intended to encourage comment and discussion, and when the official draft was approved by the CCTA Board on March 29, 2016, the TEP would be 90 percent complete. Once there was a final draft on March 29, the RTPCs would have another opportunity to review and comment, with a final TEP expected by May, at which point CCTA staff would visit each city to gain approval. He sought a recommendation to the TRANSPAC Board as to how to program the \$30 million in a way most satisfactory to the TAC, and asked if there were comments on the descriptions of the program.

Mr. Kuzbari suggested that after March 29, the TAC could focus on the descriptions.

With respect to Category 19 *Regional Choice*, Mr. Kuzbari referred to information he had prepared for discussion; a Revised Proposal for the new measure, candidate projects in Central County for Major Streets and Complete Streets Project Grants, and projects to improve traffic flow and implement high capacity transit in the I-680 Corridor and SR-24, and along the SR-242 and SR-4 corridors in Central and Eastern Contra Costa County. Unlike for Measure J where there were specific projects that were well defined with dollar amounts, in this case the expectation was that the subregions would decide the details later. He clarified the list was the same list that had been submitted last summer, although with no dollar amounts.

Mr. Noeimi commented that there might need to be a competitive program at the subregional level so that subregional equity was maintained, although that had not been decided yet.

John Cunningham requested that the Kirker Pass Truck Climbing Lanes Project be added to the list.

On the discussion, Mr. Kuzbari noted that it appeared as if the Northbound Kirker Pass Truck Climbing Lanes Project was fully funded while the Southbound project was not. He clarified with Mr. Cunningham if that was not the case the project could be added to the list.

Mr. Lochirco referred to Category 7 *Improve traffic flow along the SR-242 and SR-4 Corridors in Central and Eastern County*, and Category 8 *Interstate 680 and State Route 4 Interchange Improvements*, and understood the desire to highlight the major corridor improvements but asked if it would be more beneficial to lump I-680, SR-242, and SR-4 Interchange and Improvements with \$140 million to allow flexibility.

Mr. Noeimi explained that I-680/SR-4 had been separated to highlight it for the public in that it was a key project for the area. For the other two, he suggested they could be combined but had been identified as they had to appeal to the other subregions. He emphasized the need to build in the descriptions to ensure some flexibility.

When asked by Mr. Lochirco if there were currently any projects identified in Category 1 *Local Streets Maintenance and Improvements* that could be funded with the existing Measure J program, Mr. Noeimi stated that was the 18 percent return-to-source so it would be up to the local jurisdictions. Category 2 *Major Streets and Complete Streets Project Grants* had already decided which streets to fund. While there could be some savings, he expressed doubt there would be enough savings to develop some of the other projects under Measure J.

Mr. Kuzbari asked how to go about adding more language into the descriptions, reported by Mr. Noeimi that after the TRANSPAC meeting, a letter should be directed to the CCTA to request a change in description, with specifics, or with example projects in the specific categories. As to when the descriptions would be finalized, he advised that another draft would be out on March 29 and after that, it would be determined whether there was anything that needed to be changed. He agreed that any requested change in description should be raised at the March 10 meeting of the TRANSPAC Board.

On the discussion of the candidate projects on the Major Streets and Complete Streets Project Grants, Mr. Kuzbari asked if the TAC was in agreement to ask TRANSPAC to consider the list of Major Street projects and then figure out the right place for those projects.

Mr. Cunningham reiterated the desire to include NB and SB Truck Climbing Lanes on Kirker Pass Road, and Mr. Kuzbari suggested that SB Climbing Lanes should be included for now.

Mr. Lochirco recommended expanding West Downtown and North Downtown Walnut Creek Multi-Modal Improvements for Walnut Creek.

As to where to place the descriptions, Mr. Noeimi referred to Page 2-6 of the Initial Draft and recommended a statement at the end for “Example projects to be funded,” or “Example projects to include.” For I-680/SR-4, he referred to Page 2-7 where a statement could be added that “Eligible project includes recommendations from I-680 Congestion Relief Option Transit Study as well as the I-680/Contra Costa Boulevard Interchange.”

Anne Muzzini noted that County Connection had been cut, as had others, although she had not heard significant objection to that cut.

On the discussion of the reduced funding where some categories had been harder hit than others, Mr. Noeimi explained that the BART funding had impacted the TEP from its original development last year in that BART had a meeting with executive management to figure out a funding plan, and there had been a number of conditions related to the BART request, such as what would happen if the other two counties did not come up with their share. He noted that the initial proposal was very different and things had been changed from there.

Mr. Lochirco commented that the proposal for 23 percent was still five percent more than the 18 percent return-to-source with Measure J. He suggested the money was still there but stakeholders and advocates wanted to make sure that the money would be spent for certain enhancements.

The continuing discussion related to the augmentation of Funding Categories 11, 12, and 2 for transit, paratransit, and Major Streets.

Anne Muzzini commented that she would rather have basic transit than senior transit. She suggested it would not add to paratransit service but increase service to seniors who were not eligible for Americans with Disabilities Act (ADA) service.

Mr. Cunningham enthusiastically encouraged additional funding to seniors and the disabled.

Mr. Lochirco agreed given the huge need for seniors and the disabled and recommended a third to seniors, a third to Local Streets and Maintenance, and a third to something else.

Mr. Kuzbari advised that Corinne Dutra Roberts wanted to include commute alternatives.

Mr. Noeimi suggested under Category 17 *Innovative Transportation Technology / Connected Communities Grant Program*, the addition of “Commute alternatives are eligible under Item 17.”

Tim Tucker recommended additional funds to Category 1 *Local Streets Maintenance and Improvements*, Category 11 *Non-Rail Transit Enhancements*, and Category 12 *Transportation for Seniors and People with Disabilities*.

Eric Hu concurred that would be a good idea similar to Measure J for contingencies for Central County that would be completely flexible.

The TAC discussed the distribution of \$30 million under Category 19 *Regional Choice* and recommended the following:

- Shifting \$1.8 million from Category 17 *Innovative Transportation Technology / Connected Communities Grant Program* to allow a total of \$32 million under Regional Choice;
- Designating \$17 million to Category 1 *Local Streets Maintenance and Improvements*;
- Designating \$5 million to Category 11 *Non-Rail Transit Enhancements*; and
- Designating \$10 million to Category 12 *Transportation for Seniors and People with Disabilities*.

Mr. Noeimi reported that the CCTA Board meeting on March 9 would include a discussion of lot line exemptions, and a discussion of a Citizen Advisory Oversight Committee. In addition, EPAC would be seeing the Initial Draft for the first time.

#### **4. Adjournment**

The meeting was adjourned at 3:20 P.M. The next meeting of the TAC, to be hosted by the City of Concord, is scheduled for March 24, 2016 at 9:00 A.M. in the City of Pleasant Hill Community Room unless otherwise determined.

**NOTICE OF PREPARATION  
OF A DRAFT ENVIRONMENTAL IMPACT REPORT  
THE VERANDA SHOPPING CENTER**



**TO:** Responsible Agencies, Interested  
Parties and Organizations

**FROM:** City of Concord (Lead Agency)

**CITY OF CONCORD**  
**Planning Division**  
1950 Parkside Drive, MS/53  
Building D, Permit Center  
Concord, CA 94519  
PHONE: (925) 671-3284  
FAX: (925) 671-3381

**PROJECT LOCATION**

2001-2003 Diamond Boulevard, Concord, Contra Costa County (APN: 126-440-001). The project site is located on the west side of the City of Concord and is generally bounded by Diamond Boulevard to the northeast, Galaxy Way to the northwest, Interstate 680 (I-680) to the southwest, and Willow Way and the Willows Shopping Center to the southeast. Regional access to the project site is provided by I-680 and State Route 242 (SR-242) via Willow Pass Road to the south and Concord Avenue to the north. Refer to Figure 1, Project Location and Regional Vicinity Map, and Figure 2, Aerial Photo.

**PROJECT DESCRIPTION**

**Site Characteristics.** The 30-acre project site currently contains office buildings, parking, and landscaping developed between 1970 and 1984 as a regional office for Chevron Corporation. At full occupancy, the office buildings at the site housed over 2,500 employees. As of January 2016, approximately 400 Chevron employees worked at the site. Four office buildings with approximately 619,000 square feet of floor area are located in the center of the site, and surface parking lots with approximately 1,690 parking spaces surround the buildings. A wireless telecommunications facility operated by Crown Castle is also located on the site.

**Proposed Project.** The project applicant, CenterCal Properties, LLC, proposes to develop a commercial shopping center (project) at the project site. The existing office buildings, paving, landscaping, utilities, and other improvements would be demolished and replaced by new buildings, landscaping, and related infrastructure and amenities for the shopping center. The proposed commercial buildings would have a maximum combined total floor area of up to 375,000 square feet. Buildings would generally be one-story, 60 feet in height. The project would provide approximately 1,500 parking spaces in surface parking lots. The ultimate floor area, site plan configuration, and architectural style of the project would be refined through the City's design and site review and approval process. Anticipated uses include a grocery store, theater, restaurants (including drive-through restaurant), general retail, general office / medical office, health club, and financial services. Refer to Figure 3, Site Plan.

**PROBABLE ENVIRONMENTAL EFFECTS:** The following topics are anticipated to be evaluated in detail in the Environmental Impact Report (EIR):

Aesthetics  
Air Quality  
Biological Resources  
Cultural, Tribal, and Paleontological Resources  
Geology and Soils  
Greenhouse Gas Emissions  
Hazards and Hazardous Materials

Hydrology and Water Quality  
Land Use and Planning  
Noise  
Public Services  
Transportation and Circulation  
Utility and Service Systems



The Draft EIR will also examine a reasonable range of alternatives to the project, including the CEQA-mandated No Project Alternative and other potentially feasible alternatives that may be capable of reducing or avoiding potential environmental effects.

The following topics are likely to be associated with less-than-significant impacts and are not expected to be evaluated in detail in the EIR: Agriculture and Forestry Resources, Mineral Resources, Population and Housing.

**NOP Comment Deadline:** Written comments regarding the scope of the EIR must be submitted to the Lead Agency within 30 days of the receipt of this notice, addressed to:

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

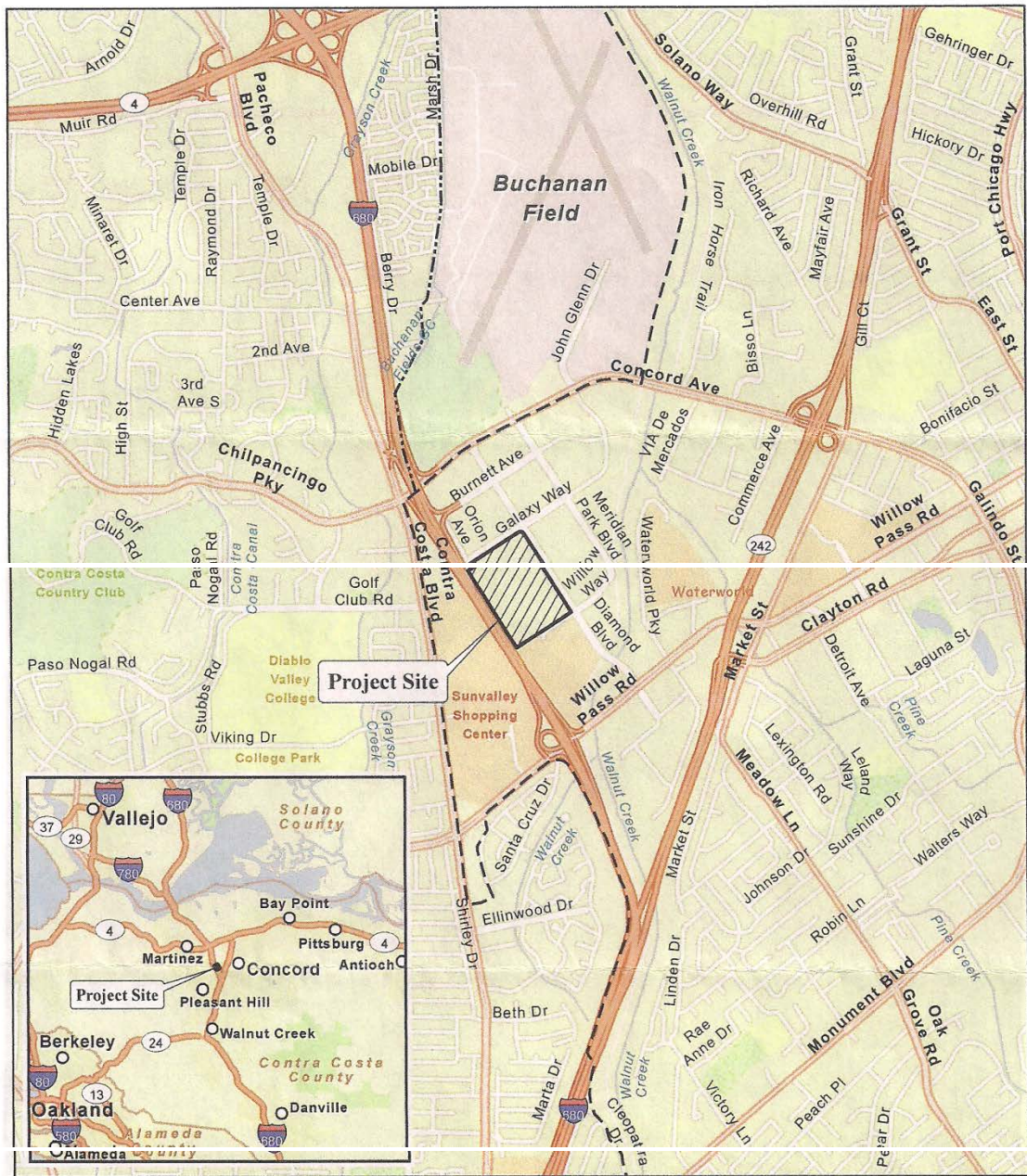
**Notice of Scoping Meeting:** Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15082, the Lead Agency will conduct a public scoping meeting to solicit written and oral comments regarding the scope and content of the EIR from interested parties, responsible agencies, and any other interested persons, organizations or agencies. The scoping meeting will be held **Thursday, February 4, 2016 from 6:00 p.m. to 7:00 p.m.** at the following location:

City of Concord  
1950 Parkside Drive  
Permit Center Conference Room, Building D  
Concord, CA 94519

For additional information, please contact Frank Abejo, Senior Planner, at (925) 671-3128 or [Frank.Abejo@cityofconcord.org](mailto:Frank.Abejo@cityofconcord.org).




X Frank Abejo  
Frank Abejo, Senior Planner  
City of Concord Planning Division

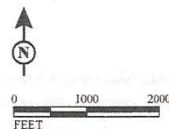
1-25-16  
Date



LSA

#### LEGEND

-  Project Site
-  Concord City Limit
-  Concord Sphere of Influence



SOURCE: ESRI StreetMap North America (2012).

I:\CYR1502\GIS\Maps\NOP\Figure 1\_Project Location and Regional Vicinity.mxd (1/19/2016)

FIGURE 1

*The Veranda Shopping Center*  
 Concord, Contra Costa County, California  
 Project Location and Regional Vicinity Map





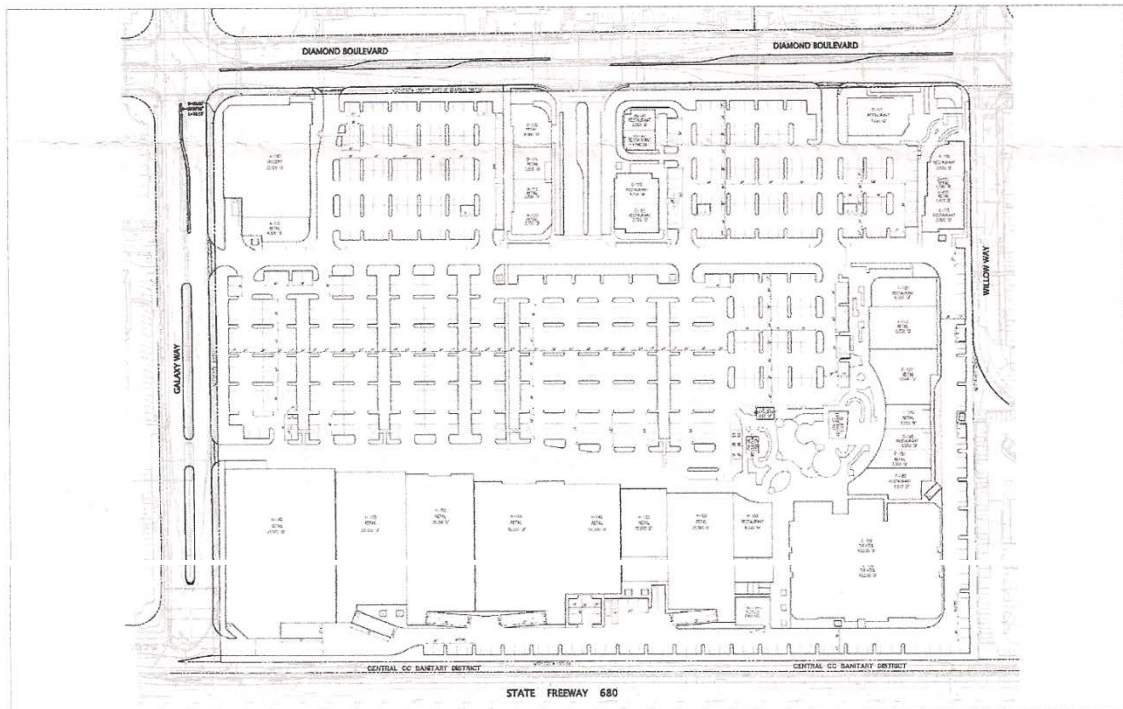
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LEGEND

Project Site

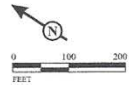


FIGURE 2



LSA

FIGURE 3



SOURCE: Kier and Wright (December 2015)

P:\CYR1502\_CenterCal Commercial EIR- Concord\g:\NOP\Figure 3\_Site Plan.cdr (1/19/2016)

*The Veranda Shopping Center*  
 Concord, Contra Costa County, California  
 Site Plan



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

300 Lakeside Drive, P.O. Box 12688  
Oakland, CA 94604-2688  
(510) 464-6000

2016

March 17, 2016

Tom Radulovich  
PRESIDENT

Gail Murray  
VICE PRESIDENT

Grace Crunican  
GENERAL MANAGER

Anita Tucci-Smith

TRANSPAC

2300 Contra Costa Boulevard, Suite 110  
Pleasant Hill, CA 94523

Dear Ms. Tucci-Smith:

**DIRECTORS**

Gail Murray  
1ST DISTRICT

Joel Keller  
2ND DISTRICT

Rebecca Saltzman  
3RD DISTRICT

Robert Raburn, Ph.D.  
4TH DISTRICT

John McPartland  
5TH DISTRICT

Thomas M. Blalock, P.E.  
6TH DISTRICT

Zakhary Mallett, MCP  
7TH DISTRICT

Nicholas Josefowitz  
8TH DISTRICT

Tom Radulovich  
9TH DISTRICT

The San Francisco Bay Area Rapid Transit (BART) District requests the appropriation of \$4.5 million in Measure J BART Parking and Access funds for the Concord BART Plaza Redesign Project.

As described in the Measure J Strategic Plan, the Concord BART Plaza Redesign Project (Project # 10001-05) will redesign and improve the public plaza and station pathways at the Concord BART Station to improve the pedestrian experience, enhance the connection between the station and the City's Central Business District, add sustainability features, improve bicycle access and improve overall safety. This project will provide a more comfortable, safe and inviting environment for BART customers and encourage access to the station by pedestrians and cyclists. The total cost for the project is estimated at \$6.5 million.

We appreciate you bringing this request forward to the TRANSPAC Board for review and consideration at their next meeting. We appreciate the Board's consideration in this matter and hope they will grant approval for appropriation of these funds. Please do not hesitate to contact me at (510) 874-7346 if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Nikki Foletta".

Nikki Foletta  
Principal Planner



## Concord BART Plaza Redesign Project

### **Scope:**

This project will redesign and reorient the public plaza to better connect to the City's downtown area, add landscaping and upgrade lighting, provide pigeon mitigation, improve several critical pathways and crosswalks from the surrounding streets to the station faregates, add sustainability features such as storm water treatments, and add decorative elements to reinforce the station's identity with the City of Concord.

### **Schedule:**

Preliminary planning studies and design are complete. Construction is expected to being in Summer/Fall 2016. The project schedule is summarized in the following table:

<i>Planning and Design</i>	<i>Completed 2015/2016</i>
Advertise Construction Contract	May 2016
Construction Begins	Summer/Fall 2016
Financial Close-Out Complete	Summer 2017

### **Budget:**

The total cost for the project is estimated at \$6,500,000. \$500,000 has been spent for planning and design work, with \$6,000,000 remaining to be spent for construction. The funding sources are summarized in the following table:

Source	Design	Construction
Prop 1B (Lifeline)	\$400,000	
Prop 1B (BART)		\$1,500,000
BART Operating Measure J	\$100,000	\$4,500,000
TOTAL	\$500,000	\$6,000,000



# Concord BART Plaza Redesign Project

The goal of this project is to redesign the exterior public spaces surrounding the Concord BART Station entrance for a more place specific design that improves the safety and livability of the station, improves the multimodal access of the station, and creates better connections to the surrounding downtown and neighborhoods. The areas to be considered include the existing plaza and pedestrian paseo west of the station, the intermodal area, the station entrance and ticket vending area, the pedestrian connection to the east of the entrance, and strategic pedestrian improvements for the surrounding parking areas. A future bike station is also in the works and will be coordinated with this project.

## Project Components:

- Modify and reconstruct of east and west parking areas or plazas including new raised crosswalks
- Other site improvements include new benches, trash receptacles, lighted bollards, non-lighted bollards, decomposed granite, custom site signage, pavers, concrete, site retaining walls, decorative crosswalks and custom banners
- Demolition of wind screen & canopy, and one bus shelter
- Wayside upgrades
- Modify and provide new lighting at plaza
- Relocate taxi pickup and drop off areas
- Provide electrical infrastructure for the future bike station
- Provide new lighting with banners and custom banner arms
- Provide planting and irrigation
- Relocate kiss-n-ride drop off area
- Improvement of bike path striping
- Addition of new wayfinding signage including but not limited to station identity signage above station agent toll booth
- Modify east and west parking lots

## Existing Conditions





