



AGENDA

REGULAR MEETING

* * *

CLAYTON CITY COUNCIL

* * *

TUESDAY, June 18, 2019

7:00 P.M.

*Hoyer Hall, Clayton Community Library
6125 Clayton Road, Clayton, CA 94517*

Mayor: Tuija Catalano
Vice Mayor: Julie K. Pierce

Council Members

Jim Diaz
Jeff Wan
Carl Wolfe

- A complete packet of information containing staff reports and exhibits related to each public item is available for public review in City Hall located at 6000 Heritage Trail and on the City's Website at least 72 hours prior to the Council meeting.
- Agendas are posted at: 1) City Hall, 6000 Heritage Trail; 2) Library, 6125 Clayton Road; 3) Ohm's Bulletin Board, 1028 Diablo Street, Clayton; and 4) City Website at www.ci.clayton.ca.us
- Any writings or documents provided to a majority of the City Council after distribution of the Agenda Packet and regarding any public item on this Agenda will be made available for public inspection in the City Clerk's office located at 6000 Heritage Trail during normal business hours.
- If you have a physical impairment that requires special accommodations to participate, please call the City Clerk's office at least 72 hours in advance of the meeting at (925) 673-7304.

*** CITY COUNCIL ***

June 18, 2019

6:00 P.M.

1. **CALL TO ORDER AND ROLL CALL** – Mayor Catalano.

2. **COUNCIL INTERVIEW OF PLANNING COMMISSION APPLICANTS**

Two (2) candidates to be separately interviewed for two appointed offices with terms to expire on June 30, 2021. ([View Here](#))

- Short Recess -

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7:00 P.M. REGULAR PUBLIC MEETING

3. **CALL TO ORDER AND ROLL CALL** – Mayor Catalano.

4. **PLEDGE OF ALLEGIANCE** – led by Mayor Catalano.

5. **CONSENT CALENDAR**

Consent Calendar items are typically routine in nature and are considered for approval by one single motion of the City Council. Members of the Council, Audience, or Staff wishing an item removed from the Consent Calendar for purpose of public comment, question, discussion or alternative action may request so through the Mayor.

(a) Approve the minutes of the City Council's regular meeting of June 4, 2019.

([View Here](#))

(b) Approve the Financial Demands and Obligations of the City. ([View Here](#))

(c) Adopt a Resolution authorizing the levy of annual real property tax assessments for Community Facility District No. 2006-1 in Fiscal Year 2019-2020 (Downtown "The Grove" Park O & M; Fund No. 211). ([View Here](#))

(d) Adopt a Resolution authorizing the levy of annual real property tax assessments for Community Facility District No. 2007-1 in Fiscal Year 2019-2020 (Citywide Landscape Maintenance District; Fund No. 210). ([View Here](#))

(e) Adopt a Resolution authorizing the levy of annual real property tax assessments for the Middle School Community Facilities District in Fiscal Year 2019-2020 (CFD 1990-1R, 2007 Special Tax Refunding Bonds; Fund No. 420). ([View Here](#))

- (f) Approve the Mayoral appointment of Jacalyn Ferree to the Contra Costa County Library Commission as the City of Clayton’s representative with the term of office ending June 30, 2023. ([View Here](#))

6. RECOGNITIONS AND PRESENTATIONS

- (a) Recognition and Appreciation to City Finance Manager Kevin Mizuno for his valued contributions and services to the City from December 2013 through June 2019 upon his leave of City employment.
- (b) Presentation by Pacific Gas and Electric (PG&E) regarding its new “Public Safety Power Shutoff Program” to be employed during fire hazard conditions.
([View Here](#))
(Tom Guarino, East Bay Public Affairs Team, Pacific Gas and Electric)

7. REPORTS

- (a) Planning Commission – No meeting held.
- (b) Trails and Landscaping Committee – No meeting held.
- (c) City Manager/Staff
- (d) City Council - Reports from Council liaisons to Regional Committees, Commissions and Boards.
- (e) Other

8. PUBLIC COMMENT ON NON - AGENDA ITEMS

Members of the public may address the City Council on items within the Council's jurisdiction, (which are not on the agenda) at this time. To facilitate the recordation of comments, it is requested each speaker complete a speaker card available on the Lobby table and submit it in advance to the City Clerk. To assure an orderly meeting and an equal opportunity for everyone, each speaker is limited to 3 minutes, enforced at the Mayor's discretion. When one's name is called or you are recognized by the Mayor as wishing to speak, the speaker should approach the public podium and adhere to the time limit. In accordance with State Law, no action may take place on any item not appearing on the posted agenda. The Council may respond to statements made or questions asked, or may at its discretion request Staff to report back at a future meeting concerning the matter.

Public comment and input on Public Hearing, Action Items and other Agenda Items will be allowed when each item is considered by the City Council.

9. PUBLIC HEARINGS – None.

10. **ACTION ITEMS**

- (a) Consider the Second Reading and Adoption of City-initiated Ordinance No. 488 extending the existing time extension waiver of certain on-site parking relief for specified land uses in Clayton Town Center area for an additional three years through June 30, 2022. ([View Here](#))
(Community Development Director)

Staff recommendations: **1)** Receive the staff presentation; **2)** Receive public comment; **3)** Following Council discussion and subject to any modifications to the Introduced Ordinance, approve a motion to have the City Clerk read Ordinance No. 488 by title and number only and waive further reading; and **4)** Following the City Clerk's reading, approve a motion to adopt Ordinance No. 488 with the finding the enactment of this Ordinance is not subject to the California Environmental Quality Act (CEQA) because CEQA only applies to projects which have the potential for causing a significant effect on the environment and this activity is not considered to be a project and can be seen with certainty that it will not have a significant effect or physical change to the environment.

- (b) Consider a Resolution establishing a preferential residential parking permit pilot program on designated public street portions of the Regency Drive and Rialto Drive neighborhoods to alleviate on-street parking issues associated with hikers and users of the nearby Mt. Diablo State Park Regency Gate trailhead.
(Chief of Police and City Engineer) ([View Here](#))

Staff recommendation: Following staff presentation and opportunity for public comment, that Council provide policy direction regarding the Resolution establishing a preferential residential parking permit pilot program for the designated Regency Drive and Rialto Drive neighborhood.

- (c) City Council discussion and determination of citizen appointments to two (2) expired terms of office on the Clayton Planning Commission for two 2-year terms commencing July 1, 2019 through June 30, 2021. ([View Here](#))
(Mayor Catalano)

Staff recommendation: Following opportunity for public comment, that Council nominate up to two citizens for appointment and then adopt the Resolution appointing two (2) selected citizens to the Clayton Planning Commission for the two year terms of public office.

- (d) Consideration and discussion of Vice Mayor’s status report on the Contra Costa Transportation Authority’s (CCTA’s) potential new Transportation Expenditure Plan for the March 2020 ballot. ([View Here](#))
(Vice Mayor Pierce)

Staff recommendation: Following Council Member Pierce’s presentation and opportunity for public comments, the City Council provide any City policy direction as necessary.

- 11. **COUNCIL ITEMS** – limited to Council requests and directives for future meetings.

- 12. **CLOSED SESSION** – None.

- 13. **ADJOURNMENT** - the City Council meeting of July 2, 2019 has been canceled.
- The next regularly scheduled meeting of the City Council will be July 16, 2019 -

#

Agenda Date: 6-18-2019

Agenda Item: 2

Planning Commission Interview Schedule

6:10 p.m. – Peter Cloven

6:30 p.m. – AJ Chippero

MINUTES
OF THE
REGULAR MEETING
CLAYTON CITY COUNCIL

TUESDAY, June 4, 2019

Agenda Date: 6-18-2019

Agenda Item: 5a

1. **CALL TO ORDER & ROLL CALL** – The meeting was called to order at 7:00 p.m. by Mayor Catalano in Hoyer Hall, Clayton Community Library, 6125 Clayton Road, Clayton, CA. Councilmembers present: Mayor Catalano, Vice Mayor Pierce and Councilmembers Diaz, Wan and Wolfe. Councilmembers absent: None. Staff present: City Manager Gary Napper, City Attorney Mala Subramanian, Interim Community Development Director David Woltering, Finance Manager Kevin Mizuno, and City Clerk/HR Manager Janet Calderon.

2. **PLEDGE OF ALLEGIANCE** – led by Mayor Catalano.

3. **CONSENT CALENDAR**

Councilmember Wan inquired on the new format of summary minutes.

It was moved by Vice Mayor Pierce, seconded by Councilmember Wolfe, to approve the Consent Calendar as submitted. (Passed 5-0 vote).

- (a) Approved the minutes of the City Council's regular meeting of May 21, 2019.
- (b) Approved the Financial Demands and Obligations of the City.
- (c) Adopted Resolution No. 19-2019 approving three (3) contracts for the purchase and outfitting of a new 2020 Ford Police Interceptor in the total amount of \$60,492.33, and declaring a 2009 Ford Crown Victoria vehicle (Unit 1732) as property surplus to the City's needs and authorizing its disposal by the City Manager at public auction.
- (d) Approved the award of contact to Waraner Brothers Tree Service in the low-bid amount of \$225.00 per hour to augment City tree trimming services in the Citywide Landscape Maintenance District, The Grove Park, and various City parks.

4. **RECOGNITIONS AND PRESENTATIONS**

- (a) Presentation of inaugural recognitions to an Outstanding Teacher, Mentor and/or Coach nominated and selected for "Making a Difference" in the city of Clayton.

Mayor Catalano and Councilmember Wolfe presented "Making a Difference" certificates, "Top Hat" pins, Clayton Library Foundation memberships, and Ed's Mudville gift certificates to the Cristine Ballard, Renee Culp, Shay Kornfeld, Teddy McDavitt's family, Aaron Mikuni, Laurie Parker, Alexandra Pike (unable to attend), and Gregory Rosewell.

Samantha Yturralde, Field Representative from Assemblymember Tim Grayson's office also provided certificates of recognition to each recipient.

Mayor Catalano presented City Manager Gary Napper a proclamation recognizing his service to the Clayton community, declaring July 31, 2019 as "Gary Napper Day".

5. REPORTS

- (a) Planning Commission – Commissioner Frank Gavidia indicated the Commission's agenda at its meeting of May 28, 2019, included review of the Fiscal Year 2019-2020 Capital Improvement Program Projects for Conformity with the Clayton General Plan. This item passed unanimously.

- (b) Trails and Landscaping Committee – No meeting held.

- (c) City Manager/Staff

City Manager Gary Napper advised Contra Costa Fire Protection District weed abatement for both private and public properties date has been changed to June 16, 2019. He also announced applications are being accepted for two (2) offices on the Planning Commission with a final filing date of June 13, 2019. He noted applicants are subject to an interview by the City Council prior to the City Council meeting of June 18, 2019, with appointment expected later that evening.

- (d) City Council - Reports from Council liaisons to Regional Committees, Commissions and Boards.

Councilmember Wan attended the VFW Memorial Day event, and continued discussion with Ms. Klein-King regarding traffic safety around the schools.

Vice Mayor Pierce attended the Metropolitan Transportation Commission and Association of Bay Area Governments meeting, the Housing Legislation Working Group meeting, the VFW Memorial Day event, the Clayton Business and Community Association Art and Wine wrap-up meeting, the California Transportation Foundation Awards event, the California Council of Governments board meeting, the Contra Costa Transportation Authority ad-hoc committee meeting, met with a Ukrainian delegation group consisting of Mayors and Council Secretaries, and the Contra Costa Transportation Authority audit committee meeting, and assigned to the AB1487 ad-hoc subcommittee meeting.

Councilmember Wolfe attended the VFW Memorial Day event, the Concerts in The Grove, the Clayton Business and Community Association General Membership meeting, and received emails regarding speeding in the City.

Councilmember Diaz attended the League of California Cities East Bay Division meeting, the Concert in The Grove featuring Brickhouse, the VFW Memorial Day event, the Clayton Business and Community Association Art and Wine wrap-up meeting, and the Clayton Business and Community Association General Membership meeting.

Mayor Catalano attended League of California Cities East Bay Division meeting, the VFW Memorial Day event, attended sub-committee meetings with Executive Search Firm Principals for the recruitment of Claytons next city Manager, held Mayors' Office hours, the Clayton Business and Community Association activities and delivered some monies back into the community through the annual scholarship program at Clayton Valley Charter High School.

- (e) Other – None.

6. PUBLIC COMMENT ON NON - AGENDA ITEMS – None.

7. PUBLIC HEARINGS

- (a) Public Hearing to consider the adoption of a Resolution approving the proposed City of Clayton Budget for Fiscal Year 2019-20, a 5-Year Capital Improvement Program Budget (CIP) for Fiscal Years 2019-2024, and the City Employee Salary Schedule for FY 2019-20.

Finance Manager Kevin Mizuno presented the report.

Following questions by the Council, Mayor Catalano opened the item to public comments.

Terri Denslow requested clarification between the material the Planning Commission reviewed and this evenings City Council packet as three (3) projects 10379, 10400, and 10422 were missing from Planning Commission review.

Mayor Catalano closed public comment.

Interim Community Development Director David Woltering confirmed the Planning Commission review was for project conformity within the General Plan. The three (3) projects noted are old projects adopted many years ago that had previously been reviewed by the Planning Commission for conformity.

It was moved by Councilmember Diaz, seconded by Councilmember Wan, to adopt Resolution No. 20-2019 adopting the annual budget for the city of Clayton for the 2019-2020 Fiscal Year commencing July 1, 2019 and ending June 30, 2020, Adopting the 2019-2020 Appropriations Limit, and Adopting the City Employee Salary Schedule for Fiscal Year 2019-20. (Passed; 5-0).

- (b) Public Hearing to consider the Introduction and First Reading of a proposed City-initiated Ordinance No. 488 extending the existing time extension waiver of certain on-site parking relief for specified land uses in Clayton Town Center area for an additional three years through June 30, 2022.

Interim Community Development Director David Woltering presented the report.

Following questions by the Council, Mayor Catalano opened the item to public comments; no comments were provided.

Councilmember Wan inquired if it is possible to extend the time extension waiver beyond three years or make it permanent waiver.

Interim Community Development Director advised three years is a good way to monitor community activity and impacts, however a longer time extension waiver could come back in the future to the City Council for consideration.

It was moved by Councilmember Diaz, seconded by Vice Mayor Pierce, to have the City Clerk read Ordinance No. 488, by title and number only and waive further reading. (Passed; 5-0 vote).

The City Clerk read Ordinance No. 488 by title and number only.

It was moved by Councilmember Diaz, seconded by Vice Mayor Pierce, to adopt Ordinance No. 488 to amend Section 17.37.030.C (Waiver Period) of the Clayton Municipal Code for the purpose of extending from June 30, 2019 through June 30, 2022 the parking waiver provision in the Town Center Area (ZOA-03-19). (Passed; 5-0 vote).

8. ACTION ITEMS

- (a) Consider the award of a professional services contract to CPS HR Consulting in an amount not to exceed \$25,000.00 (\$18,000 consultant fee plus not-to-exceed \$7,000 for associated expenses) for the performance of executive recruitment services for selection by the City Council of the next Clayton city manager.

Mayor Catalano and Vice Mayor Pierce presented the report.

Following questions by the Council, Mayor Catalano opened the item to public comment; no comments were provided.

It was moved by Vice Mayor Pierce, seconded by Councilmember Wolfe, to approve the award of a professional services contract to CPS HR Consulting in an amount not to exceed \$25,000.00 to conduct executive recruitment firm services to hire the next Clayton city manager. (Passed; 5-0 vote).

- (b) Consider a Resolution approving a 1-year Memorandum of Agreement (MOA) with the City of Clayton's Undesignated Miscellaneous Employees Unit encompassing a 4.25% adjustment to the salary ranges of this Unit's job classifications effective July 1, 2019 through June 30, 2020.

City Manager Gary Napper presented the report.

Following questions by the Council, Mayor Catalano opened the item to public comment; no comments were provided.

It was moved by Vice Mayor Pierce, seconded by Councilmember Diaz, to adopt Resolution No. 21-2019 approving a one (1) year Memorandum of Agreement with the Clayton Undesignated Miscellaneous city employees unit effective the Fiscal Year of 2019-2020. (Passed; 5-0).

- (c) Consider a Resolution approving a Second Amendment to the General Counsel Legal Services Agreement between the City of Clayton/Clayton Successor Agency and the law firm of Best Best & Krieger, LLP, for annual adjustments in legal counsel retainer, rates and services.

City Manager Gary Napper presented the report.

Following questions by the Council, Mayor Catalano opened the item to public comment; no comments were provided.

Councilmember Wan opposed automatic increases as requested in the Second Amendment to the General Counsel Legal Services Agreement.

It was moved by Vice Mayor Pierce, seconded by Councilmember Wolfe, to adopt Resolution No. 22-2019 a second amendment to general counsel legal services agreement between city of Clayton/Clayton Successor Agency/Oakhurst Geologic Hazard Abatement District and Best Best & Krieger LLP. (Passed 4-1; Wan opposed).

- (d) City Council discussion of canceling any regularly scheduled Council meetings in July, August, and/or September 2019 relative to quorum availability and summer travel plans.

City Manager Gary Napper presented the report.

Following discussion by the Council, Mayor Catalano opened the item to public comment; no comments were provided.

It was moved by Mayor Catalano, seconded by Councilmember Catalano, to cancel the regularly scheduled City Council meetings of July 2, 2019 and August 6, 2019. (Passed; 5-0 vote).

9. COUNCIL ITEMS

Vice Mayor Pierce requested future agendas to include an opportunity to report on the Contra Costa Transportation Authority expenditure plan for the March 2020 ballot.

10. CLOSED SESSION – None.

11. ADJOURNMENT– on call by Mayor Catalano, the City Council adjourned its meeting at 9:21 p.m.

The next regularly scheduled meeting of the City Council will be June 18, 2019.

#

Respectfully submitted,

Janet Calderon, City Clerk

APPROVED BY THE CLAYTON CITY COUNCIL

Tuija Catalano, Mayor

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Agenda Date: 06/18/19

Agenda Items 5b

Approved:

Gary A. Napper
City Manager

STAFF REPORT

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: KEVIN MIZUNO, FINANCE MANAGER, CPA

DATE: 06/18/19

SUBJECT: FINANCIAL DEMANDS AND OBLIGATIONS OF THE CITY

RECOMMENDATION:

It is recommended the City Council, by minute motion, approve the financial demands and obligations of the City for the purchase of services and goods in the ordinary course of operations.

<u>Report Title</u>	<u>Description</u>	<u>Amount</u>
Open Invoice Report	Obligations paid via check	112,355.01
ACH/EFT Activity	Non-check payments for 5/31/19-6/13/19	176,958.53
	Total Required	\$ 289,313.54

Attachments:

1. Open Invoice Report, dated 6/14/19 (5 pages)
2. ACH/EFT Activity Report (1 page)

City of Clayton Open Invoice Report Check Payments

Vendor Name	Due Date	Invoice Date	Invoice Number	Invoice Description	Invoice Balance	Potential Discount	Discount Expires On	Net Amount Due
Concord Garden Equipment	6/18/2019	6/18/2019	575452	Landscape trimmers	\$674.25	\$0.00		\$674.25
				<i>Totals for Concord Garden Equipment:</i>	<i>\$674.25</i>	<i>\$0.00</i>		<i>\$674.25</i>
Contra Costa County - Office of the Sheriff								
Contra Costa County - Office of the She	6/18/2019	6/18/2019	CLPD-1904	Toxicology for April 2019	\$1,800.00	\$0.00		\$1,800.00
				<i>Totals for Contra Costa County - Office of the Sheriff:</i>	<i>\$1,800.00</i>	<i>\$0.00</i>		<i>\$1,800.00</i>
Contra Costa County Public Works Dept								
Contra Costa County Public Works Dept	6/18/2019	6/18/2019	702402	Traffic signal maintenance for April 2019	\$1,267.36	\$0.00		\$1,267.36
				<i>Totals for Contra Costa County Public Works Dept:</i>	<i>\$1,267.36</i>	<i>\$0.00</i>		<i>\$1,267.36</i>
Steven or Laurel Crockett								
Steven or Laurel Crockett	6/18/2019	6/18/2019	052519	HH deposit refund for 5/25/19	\$200.00	\$0.00		\$200.00
				<i>Totals for Steven or Laurel Crockett:</i>	<i>\$200.00</i>	<i>\$0.00</i>		<i>\$200.00</i>
Digital Services								
Digital Services	6/18/2019	6/18/2019	11403	IT services 5/1/19-6/12/19	\$2,654.22	\$0.00		\$2,654.22
				<i>Totals for Digital Services:</i>	<i>\$2,654.22</i>	<i>\$0.00</i>		<i>\$2,654.22</i>
Dillon Electric Inc								
Dillon Electric Inc	6/18/2019	6/18/2019	3923	Streetlight repairs 5/29/19	\$392.08	\$0.00		\$392.08
				<i>Totals for Dillon Electric Inc:</i>	<i>\$392.08</i>	<i>\$0.00</i>		<i>\$392.08</i>
Dynasty Roofing								
Dynasty Roofing	6/18/2019	6/18/2019	BP63-19	C&D refund for 415 Mt Sequoia Ct	\$2,000.00	\$0.00		\$2,000.00
				<i>Totals for Dynasty Roofing:</i>	<i>\$2,000.00</i>	<i>\$0.00</i>		<i>\$2,000.00</i>
Economic & Planning Systems, Inc								
Economic & Planning Systems, Inc	6/18/2019	6/18/2019	181082-8	Afford. housing/Open space svcs, May 2019	\$3,820.00	\$0.00		\$3,820.00
				<i>Totals for Economic & Planning Systems, Inc:</i>	<i>\$3,820.00</i>	<i>\$0.00</i>		<i>\$3,820.00</i>
Michael Fossan								
Michael Fossan	6/18/2019	6/18/2019	060119	HH deposit refund 6/1/19	\$200.00	\$0.00		\$200.00
				<i>Totals for Michael Fossan:</i>	<i>\$200.00</i>	<i>\$0.00</i>		<i>\$200.00</i>
GW Bartle Enterprises								
GW Bartle Enterprises	6/18/2019	6/18/2019	BP47-19	C&D redung for 5555 Clayton Rd	\$2,000.00	\$0.00		\$2,000.00
				<i>Totals for GW Bartle Enterprises:</i>	<i>\$2,000.00</i>	<i>\$0.00</i>		<i>\$2,000.00</i>
Hammons Supply Company								
Hammons Supply Company	6/18/2019	6/18/2019	106904	CH trash can liners	\$137.57	\$0.00		\$137.57
				<i>Totals for Hammons Supply Company:</i>	<i>\$137.57</i>	<i>\$0.00</i>		<i>\$137.57</i>
Harris & Associates, Inc.								
Harris & Associa ^t Inc.	6/18/2019	6/18/2019	40994	Verna Wy engin ^g svcs for March 2019	\$575.00	\$0.00		\$575.00

City of Clayton Open Invoice Report Check Payments

Vendor Name	Due Date	Invoice Date	Invoice Number	Invoice Description	Invoice Balance	Potential Discount	Discount Expires On	Net Amount Due
<i>Totals for Harris & Associates, Inc.:</i>					\$575.00	\$0.00		\$575.00
HdL Software, LLC HdL Software, LLC	6/18/2019	6/18/2019	0014392-IN	Business license software FY 20	\$3,864.71	\$0.00		\$3,864.71
<i>Totals for HdL Software, LLC:</i>					\$3,864.71	\$0.00		\$3,864.71
HUB Inter of CA Ins Svc HUB Inter of CA Ins Svc	6/18/2019	6/18/2019	05312019	Event insurance for May 2019	\$109.49	\$0.00		\$109.49
<i>Totals for HUB Inter of CA Ins Svc:</i>					\$109.49	\$0.00		\$109.49
Humphrey Consulting Humphrey Consulting	6/18/2019	6/18/2019	CL0319	SSMP Update & Audit svcs for May 2019	\$997.50	\$0.00		\$997.50
<i>Totals for Humphrey Consulting:</i>					\$997.50	\$0.00		\$997.50
John Muir Health John Muir Health	6/18/2019	6/18/2019	060319	HH deposit refund for 6/3/19	\$200.00	\$0.00		\$200.00
<i>Totals for John Muir Health:</i>					\$200.00	\$0.00		\$200.00
LarryLogic Productions LarryLogic Productions	6/18/2019	6/18/2019	1816	City council meeting production 6/4/19	\$420.00	\$0.00		\$420.00
<i>Totals for LarryLogic Productions:</i>					\$420.00	\$0.00		\$420.00
Matrix Association Management Matrix Association Management	6/18/2019	6/18/2019	10265	Diablo Estates Mgmt for June 2019	\$4,532.50	\$0.00		\$4,532.50
<i>Totals for Matrix Association Management:</i>					\$4,532.50	\$0.00		\$4,532.50
MPA MPA	6/18/2019	6/18/2019	June2019	LTD/Life for June 2019	\$2,222.37	\$0.00		\$2,222.37
<i>Totals for MPA:</i>					\$2,222.37	\$0.00		\$2,222.37
MSR Mechanical, LLC MSR Mechanical, LLC	6/18/2019	6/18/2019	111405	CH HVAC service call	\$350.00	\$0.00		\$350.00
<i>Totals for MSR Mechanical, LLC:</i>					\$350.00	\$0.00		\$350.00
Mt Diablo Elementary PFC Mt Diablo Elementary PFC	6/18/2019	6/18/2019	060519	EH Deposit refund 6/5/19	\$500.00	\$0.00		\$500.00
<i>Totals for Mt Diablo Elementary PFC:</i>					\$500.00	\$0.00		\$500.00
ParcelQuest ParcelQuest	6/18/2019	6/18/2019	20286	ParcelQuest renewal 6/1/19-5/31/20	\$2,100.00	\$0.00		\$2,100.00
<i>Totals for ParcelQuest:</i>					\$2,100.00	\$0.00		\$2,100.00
pmsigns pmsigns	6/18/2019	6/18/2019	18342	Car sign for Jeff Wan for 4th of July parade	\$54.25	\$0.00		\$54.25
<i>Totals for pmsigns:</i>					\$54.25	\$0.00		\$54.25

City of Clayton Open Invoice Report Check Payments

Vendor Name	Due Date	Invoice Date	Invoice Number	Invoice Description	Invoice Balance	Potential Discount	Discount Expires On	Net Amount Due
Professional Convergence Solutions, Inc								
Professional Convergence Solutions, Inc	6/18/2019	6/18/2019	PCS0605192	Phone line service calls May 2019	\$480.00	\$0.00		\$480.00
<i>Totals for Professional Convergence Solutions, Inc:</i>					<u>\$480.00</u>	<u>\$0.00</u>		<u>\$480.00</u>
Raney Planning & Management, Inc.								
Raney Planning & Management, Inc.	6/18/2019	6/18/2019	1836E-5	The Olivia project management for May 2019	\$187.50	\$0.00		\$187.50
Raney Planning & Management, Inc.	6/18/2019	6/18/2019	1752E-7	Oak Creek Canyon project mgmt for May 20	\$112.50	\$0.00		\$112.50
<i>Totals for Raney Planning & Management, Inc.:</i>					<u>\$300.00</u>	<u>\$0.00</u>		<u>\$300.00</u>
Rex Lock & Safe, Inc.								
Rex Lock & Safe, Inc.	6/18/2019	6/18/2019	123567	Keys made PW	\$91.89	\$0.00		\$91.89
<i>Totals for Rex Lock & Safe, Inc.:</i>					<u>\$91.89</u>	<u>\$0.00</u>		<u>\$91.89</u>
Rosario Reynoso								
Rosario Reynoso	6/18/2019	6/18/2019	051119	HH deposit refund 5/11/19	\$200.00	\$0.00		\$200.00
<i>Totals for Rosario Reynoso:</i>					<u>\$200.00</u>	<u>\$0.00</u>		<u>\$200.00</u>
Riso Products of Sacramento								
Riso Products of Sacramento	6/18/2019	6/18/2019	196715	Copier contract payment 27 of 60	\$106.09	\$0.00		\$106.09
<i>Totals for Riso Products of Sacramento:</i>					<u>\$106.09</u>	<u>\$0.00</u>		<u>\$106.09</u>
Site One Landscape Supply, LLC								
Site One Landscape Supply, LLC	6/18/2019	6/18/2019	91359237-001	Irrigation replacement supplies	\$6,506.80	\$0.00		\$6,506.80
<i>Totals for Site One Landscape Supply, LLC:</i>					<u>\$6,506.80</u>	<u>\$0.00</u>		<u>\$6,506.80</u>
Sonitrol of California								
Sonitrol of California	6/18/2019	6/18/2019	0370	Business license refund #0370	\$53.00	\$0.00		\$53.00
<i>Totals for Sonitrol of California:</i>					<u>\$53.00</u>	<u>\$0.00</u>		<u>\$53.00</u>
Sprint Comm (PD)								
Sprint Comm (PD)	6/18/2019	6/18/2019	703335311-210	Cell phones, tax for upgrades, PD	\$1,212.49	\$0.00		\$1,212.49
<i>Totals for Sprint Comm (PD):</i>					<u>\$1,212.49</u>	<u>\$0.00</u>		<u>\$1,212.49</u>
Staples Business Credit								
Staples Business Credit	6/18/2019	6/18/2019	1624188546	Office supplies for April 2019	\$221.70	\$0.00		\$221.70
<i>Totals for Staples Business Credit:</i>					<u>\$221.70</u>	<u>\$0.00</u>		<u>\$221.70</u>
Swenson's Mobile Fleet Repair								
Swenson's Mobile Fleet Repair	6/18/2019	6/18/2019	1001205	Service to 2015 F250, PW	\$236.03	\$0.00		\$236.03
Swenson's Mobile Fleet Repair	6/18/2019	6/18/2019	1001208	Service to 2011 F250, PW	\$156.27	\$0.00		\$156.27
Swenson's Mobile Fleet Repair	6/18/2019	6/18/2019	1001210	Service to 2006 F550, PW	\$225.93	\$0.00		\$225.93
<i>Totals for Swenson's Mobile Fleet Repair:</i>					<u>\$618.23</u>	<u>\$0.00</u>		<u>\$618.23</u>
Vigilant Solutions, LLC								
Vigilant Solution C	6/18/2019	6/18/2019	24588 RI	Software licen ALPRs X 6	\$3,150.00	\$0.00		\$3,150.00

City of Clayton Open Invoice Report Check Payments

Vendor Name	Due Date	Invoice Date	Invoice Number	Invoice Description	Invoice Balance	Potential Discount	Discount Expires On	Net Amount Due
<i>Totals for Vigilant Solutions, LLC:</i>					\$3,150.00	\$0.00		\$3,150.00
Workers.com								
Workers.com	6/18/2019	6/18/2019	124918	Seasonal workers week end 5/26/19	\$4,993.80	\$0.00		\$4,993.80
<i>Totals for Workers.com:</i>					\$4,993.80	\$0.00		\$4,993.80
GRAND TOTALS:					\$112,355.01	\$0.00		\$112,355.01

City of Clayton

ACH/ EFT Activity (Non-City Check Payments)

Recurring ACH/EFT payments covering the following timeframe: 5/31/2019 - 6/13/2019

For the City Council meeting dated: **6/18/2019**

The following is a detailed listing of automatic recurring and other ACH/EFT payments other than checks for the period immediately preceding the City Council meeting dated above.

Payee	Description	Service Period	Payment Date	Amount
American Fidelity	FSA/dependent care contributions	PPE 6/2/19	6/4/2019	\$ 249.60
CalPERS	Pension plan contributions	PPE 6/2/19	6/4/2019	\$ 16,547.54
ICMA	457b plan contributions	PPE 6/2/19	6/6/2019	\$ 1,611.53
Nationwide	457b plan contributions	PPE 6/2/19	6/5/2019	\$ 500.00
Paychex	Payroll	PPE 6/2/19	6/4/2019	\$ 69,359.72
Paychex	Payroll taxes	PPE 6/2/19	6/5/2019	\$ 15,288.17
Paychex	Payroll processing fee	PPE 6/2/19	6/5/2019	\$ 215.84
Authorize.net	Online payment gateway	May 2019	6/4/2019	\$ 29.00
CalPERS	Employee health premiums	June 2019	6/10/2019	\$ 27,640.54
Comcast	Internet service	6/10/19-7/9/19	6/4/2019	\$ 386.09
Neopost	Annual property tax payment	FY 2020	6/3/2019	\$ 50.00
Paysafe	Merchant services OTC	May 2019	6/3/2019	\$ 254.44
Paysafe	Merchant services HdL	May 2019	6/3/2019	\$ 222.21
PG&E	Gas and electricity	4/17/19-5/16/19	6/4/2019	\$ 19,238.06
PG&E	Gas and electricity	4/23/19-5/21/19	6/11/2019	\$ 4,713.25
US Bank	Employee procurement cards	Stmnt. End 5/22/2019	6/5/2019	\$ 20,622.54
Bank of America	Wire fee, From BofA to CAMP	6/12/19	6/12/2019	\$ 30.00

Total ACH/ EFT Activity (other than checks) \$176,958.53



Agenda Date: 6-18-2019

Agenda Item: 5c

Approved:


Gary A. Napper, City Manager

STAFF REPORT

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: Laura Hoffmeister, Asst. to the City Manager 

MEETING DATE: June 18, 2019

SUBJECT: Approval of Resolution ordering the levy and collection of special taxes and setting forth the special tax amount for Community Facilities District (CFD) 2006-1 (Downtown "The Grove" Park Maintenance) on the fiscal year 2019-2020 Tax Assessment

RECOMMENDATION

Adoption of Resolution No. ___-2019 ordering the levy and collection of special taxes and setting forth the special tax amount for Community Facilities District (CFD) 2006-1 (Downtown "The Grove" Park Operation and Maintenance) on the fiscal year 2019-2020 Tax Assessment Roll.

BACKGROUND

In November 2006 the electorate voted 68.19% approval to establish a special tax, known as Measure O, for the care and maintenance of a Downtown Park, now known as "The Grove" Park. Measure O was established for a 10 year period (through 2017). In November 2014 the voters approved Measure P (81.25%) an extension of the tax with the same rate methodology for 20 years – from FY 2017-2018 through 2036-37. This action represents the third levy under this voter approved extension.

This special tax serves as the only funding source for the Downtown Park Operation and Maintenance - known as Community Facilities District (CFD) 2006-1. To levy the tax the City placed a ballot measure on the November 2014 consolidated election to extend the current time frame and received more than the minimum vote threshold (66.66%) to enact the tax.

The tax is for annual expenses related to costs of the operation, maintenance, repair and replacement landscaping, irrigation, hardscape, lights, public restroom, gazebo, playground, water, electricity, etc. of "The Grove" Park. Other City parks are not maintained by this special tax but through the General Fund.

The collection of the tax is done by the County, and property owners' payments first payment occurred in November/December 2007. "The Grove" Park was opened to public use in January 2008.

Pursuant to the terms of voter-approved Measure P, the special parcel tax rate may be modified annually by the change in the CPI from April to April. However, in no event shall the tax rate be increased by more than 3.0% each year. Given the CPI change (from April 2018 to April 2019) posted at 4.01%, the special parcel tax will be increased at the 3.0% cap for FY 2019-20. This CPI adjustment was also reflected in the City FY 19-20 Budget adopted by the City Council at its June 4, 2019 meeting. It is recommended and included in the proposed levy rates to apply an annual CPI increase of 3.0%.

FISCAL IMPACT

For fiscal year 2019-20 the levy amount proposed is \$21.94 per residential parcel (an increase of 64 cents from last year rate of \$21.30). The non-residential parcels for 2019-20 fiscal year are to be levied as follows: Downtown Core, \$296.06 per ¼ acre or fraction thereof (an increase of \$8.72); Other Commercial \$129.80 per ¼ acre or fraction thereof (an increase of \$3.78); Recreation Open Space \$64.89 per ¼ acre or fraction thereof (an increase of \$1.89); Multifamily Residential \$68.20 per ¼ acre or fraction thereof (an increase of \$1.99)

For fiscal year 2019-20 there are approximately 4,110 parcels that are subject to the special tax; of these 4,049 are residential and apx. 61 are non residential. The total amount of revenue estimated to be received from this tax for FY 2019-20 is \$138,089 (an increase of \$3,901 over FY 18-19). These tax revenues are placed into a Special Revenue Fund (No. 211) through which all eligible expenses are tracked, paid and audited. Allowable expenses include only that for the purposes of the Downtown Park Operation and Maintenance District such as materials, supplies, equipment, utilities, labor, and administration.

CONCLUSION

The City Council, by Ordinance 401, pursuant to Section 53340 of the Government Code of the State of California, has authorized the levy of a special tax to pay for costs and expenses related to Community Facilities District 2006-1. This Resolution authorizes the Contra Costa County Auditor to place the taxes on the next assessment roll for the 2019-2020 fiscal year.

Attachments:

- 1) Resolution No. ____ - 2019
- 2) Summary of Exhibit A to Reso. No __ - 2019
- 3) Annual Special Tax Levy Report
- 4) Ordinance 401
- 5) Resolution No. 13-2014
 - Exhibit A to Resolution No. 13-2014 (comprising of Resolutions No. 23-2006 and No. 24-2006)
- 6) Resolution 19-2006
- 7) Resolution No. 32-2014
- 8) Resolution No. 43-2014
- 9) Resolution No. 13-2007
- 10) Downtown "The Grove" Park Maintenance (CFD 2006-1) proposed Budget 2019-20

RESOLUTION NO. __-2019

**A RESOLUTION ORDERING THE LEVY AND COLLECTION OF
SPECIAL TAXES AND SETTING THE SPECIAL
TAX AMOUNT FOR FISCAL YEAR 2019-20
FOR COMMUNITY FACILITIES DISTRICT NO. 2006-1
(DOWNTOWN "The Grove" PARK OPERATIONS AND MAINTENANCE)**

**THE CITY COUNCIL
City of Clayton, California**

WHEREAS, the City Council of the City of Clayton, California, (hereinafter referred to as the "legislative body"), has initiated proceedings, held a public hearing, conducted an election and received a favorable vote from the qualified electors relating to the levy of a special tax in Community Facilities District No.2006-1(hereinafter referred to as "District"), all as authorized pursuant to the terms and provisions of the "Mello-Roos Community Facilities Act of 1982"; being Chapter 2.5, Part 1, Division 2, Title 5 of the Government Code of the State of California (the "Act"); and,

WHEREAS, this legislative body, by Ordinance No. 401 as authorized by Section 53340 of the Government Code of the State of California, has authorized the levy of a special tax to pay for costs and expenses related to said District, and this legislative body is desirous to establish the specific rate of the special tax to be collected for fiscal year 2018-19; and,

WHEREAS, the special taxes are in compliance with all laws pertaining to the Act and the levy of special taxes; the special taxes are levied without regard to property valuation, and the special taxes are in compliance with the provisions of Prop 218.

NOW THEREFORE, IT IS HEREBY RESOLVED AS FOLLOWS:

SECTION 1. That the above recitals each true and correct.

SECTION 2. That the specific rate and amount of the special tax to be collected

to pay for the costs and expenses for the next fiscal year (2019-2020) for the referenced District are hereby determined and established as set forth in the attached, referenced and incorporated Exhibit "A".

SECTION 3. That the rate as set forth above does not exceed the amount as previously authorized by Ordinance 401 of this legislative body, and is not in excess of that as previously approved by the qualified electors of the District.

SECTION 4. That the proceeds of the special tax shall be used as provided in Ordinance No. 401, including, but not limited to, the payment of, in whole or in part, the costs of the following:

- A. Payment of costs and expenses of the operation, maintenance, repair and replacement of the downtown park facilities;
- B. Payment of District administrative costs.
- C. Cost of collecting and administering the special tax

The proceeds of the special taxes shall be used as set forth above, and shall not be used for any other purpose.

SECTION 5. The special tax shall be collected in the same manner as ordinary ad valorem property taxes are collected, and shall be subject to the same penalties and same procedure and sale in cases of any delinquency for ad valorem taxes, and the Tax Collector is hereby authorized to collect the special tax and to deduct reasonable administrative costs incurred in collecting said special tax.

SECTION 6. All monies above collected shall be paid into the Community Facilities District 2006-1 fund.

SECTION 7. The Auditor of the County is hereby directed to enter in the next County assessment roll on which taxes will become due, opposite each lot or parcel of land effected in a space marked "public improvements, special tax" or by any other suitable designation, the installment of the special tax, and for the exact rate and amount of said tax, and assessor's parcel number (APN), reference is made to the attached Exhibit "A".

SECTION 8. The County Auditor shall then, at the close of the tax collection period, promptly render to this City a detailed report showing the amount and/or amounts of such special tax installments, interest, penalties and percentages so collected and from what property collected, and also provide a statement of any percentages retained for the expense of making any such collection.

PASSED, APPROVED, AND ADOPTED by the City Council of Clayton, California at a regular public meeting thereof held on June 18, 2019 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

THE CITY COUNCIL OF CLAYTON, CA

Tuija Catalano, Mayor

ATTEST:

Janet Calderon, City Clerk

Laurn/ty 19-20 rescfd2008-01grovepk

Summary of EXHIBIT A to Resolution ___-2019

CFD 2006-1 Downtown "The Grove" Park Maintenance District Special Tax

For fiscal year 2019-2020 the assessor's parcel numbers and the special tax amounts are as set forth in the Community Facilities District No. 2006-1 (Downtown "The Grove" Park Maintenance) Preliminary Billing Levy Detail Report for FY 2019-2020 on file in the City Clerk's office, City Hall, 6000 Heritage Trail, Clayton, CA.

Due to the length of the report, it is summarized as follows:

For FY 2019-2020 the following shall be levied:

Residential parcels, (single family, condo, and townhouse) shall have a rate of \$21.94 per parcel.

Downtown Core Area shall have a rate of \$296.06 per ¼ acre or fraction thereof.

Other Commercial Parcels shall have a rate of \$129.80 per ¼ acre or fraction thereof.

Recreation Open Space parcels shall have a rate of \$64.89 per ¼ acre or fraction thereof.

Multifamily residential parcels shall have a rate of \$68.20 per ¼ acre or fraction thereof

Parcel size as shown on the most recent County tax and parcel records.

There are a total of 4110 parcels to be levied:

There are 4049 residential levies

There are 31 downtown core levies comprising 16 acres (or 77 ¼ unit acres)

There are 22 other commercial levies comprising 28 acres (or 125 ¼ unit acres)

There are 6 recreation levies comprising 31 acres (or 125 ¼ unit acres)

There are 2 multifamily levies comprising 8 acres (or 33 ¼ unit acres)

\$88,835.06 est. total revenue from residential

\$22,796.98 est. total revenue from downtown core

\$16,095.40 est. total revenue from other commercial

\$8,111.84 est. total revenue from recreation and open space

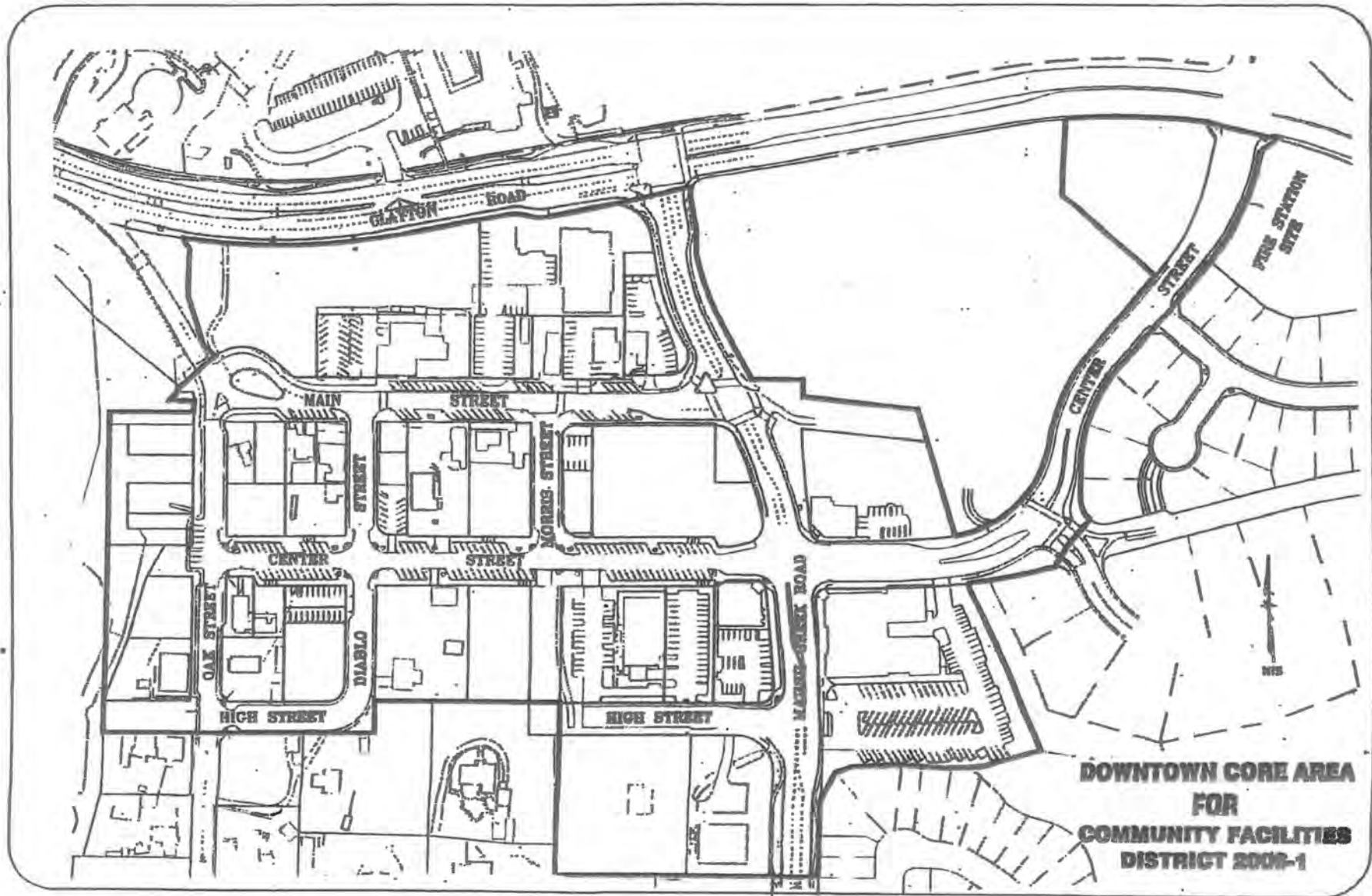
\$2,250.64 est. total revenue from multifamily

\$ 138,089.92 est. revenue for FY 19-20

**COMMUNITY FACILITIES DISTRICT NO. 2006-1
DOWNTOWN PARK OPERATION AND MAINTENANCE TAX**



Legend
CFD 2006-1 Boundary



**DOWNTOWN CORE AREA
FOR
COMMUNITY FACILITIES
DISTRICT 2008-1**



CITY OF CLAYTON

Community Facilities District No. 2006-1

Downtown Park Operation and Maintenance Tax

Annual Report

June 2019

OFFICE LOCATIONS:

Temecula – Corporate Headquarters
32605 Temecula Parkway, Suite 100
Temecula, CA 92592

San Francisco – Regional Office
870 Market Street, Suite 1223
San Francisco, CA 94102

California Satellite Offices
Atascadero, Davis
Huntington Beach,
Joshua Tree, Riverside
Sacramento, San Jose

www.nbsgov.com

Prepared by:



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City Council

Tuija Catalano, Mayor
Julie K. Pierce, Vice Mayor
Jim Diaz, Councilmember
Jeff Wan, Councilmember
Carl "CW" Wolfe, Councilmember

City Staff

Gary Napper, City Manager
Laura Hoffmeister, Assistant to the City Manager
Kevin Mizuno, Finance Director

Special Tax Administrator

NBS
Tim Seufert, Client Services Director
Greg Davidson, Director
Kristin Harvey, Senior Consultant

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1. EXECUTIVE SUMMARY/SPECIAL ISSUES

1.1. General Information Summary

Maturity	2019/20 Levy ⁽¹⁾	Parcel Count	Delinquency Rate ⁽²⁾
Fiscal Year 2036/37	\$138,089.92	4,305	1.76%

(1) Includes a rounding adjustment for County tax submittal purposes.

(2) Delinquency Rate for Fiscal Year 2018/19.

Community Facilities District No. 2006-1, Downtown Park Operation and Maintenance Tax (the "District") was created to finance the costs of operation, maintenance, repair and replacement of an approximate 1-acre public park (APN 119-015-005 and 006) adjacent to the western edge of (old) March Creek Road between Main and Center Streets located in Town Center Clayton.

In November 2014 voters approved Measure P by 81.25% approval. Measure P is an extension of Measure O, for the care and maintenance of Downtown Park. Measure O was established for a 10-year period (through 2017). The special tax with the same rate methodology is extended for 20 years – beginning Fiscal Year 2017/18 through Fiscal Year 2036/37. The 2017/18 levy was the first year covered by Measure P.

For Fiscal Year 2019/20, all taxable parcels within this District will be levied at 100% of their respective Maximum Special Tax. The Maximum Special Tax rates for Fiscal Year 2019/20, which have been escalated by 3.00%, are as follows:

Residential Parcels:	\$21.94 per parcel
Downtown Core Parcels:	\$296.06 per ¼ acre or fraction thereof
Other Commercial Parcels:	\$129.80 per ¼ acre or fraction thereof
Recreational Open Space Parcels:	\$64.89 per ¼ acre or fraction thereof
Multi-Family Residential Care Facilities Parcels:	\$68.20 per ¼ acre or fraction thereof

The delinquency rate for the District was 1.76% for Fiscal Year 2018/19. With the City's authorization, NBS sent reminder and demand letters to delinquent property owners to encourage the immediate payment of delinquent property tax bills.

2. 2019/20 LEVY

2.1. Special Tax Spread

All taxable parcels within the District were levied at 100% of their respective Maximum Special Tax rate for Fiscal Year 2019/20. The details of the Special Tax, spread amongst the 4,305 parcels within the District, are as follows:

Parcel Classification	Parcel Count	Maximum Rate	Total Maximum Special Tax	Total Amount Levied (3)
Residential (1)	4,049	\$21.94	\$88,835.06	\$88,835.06
Downtown Core (2)	31	296.06	22,797.08	22,796.98
Other Commercial (2)	22	129.80	16,095.48	16,095.40
Recreational Open Space (2)	6	64.89	8,111.86	8,111.84
Multi-Family Residential Care Facilities (2)	2	68.20	2,250.65	2,250.64
Exempt	195	0.00	0.00	0.00
Total	4,305		\$138,090.13	\$138,089.92

- (1) Per the Rate and Method of Apportionment, the maximum special tax for residential parcels is calculated on a per parcel basis.
- (2) Per the Rate and Method of Apportionment, the maximum special tax for Downtown Core, other commercial, recreational open space and multi-family residential care facilities is calculated per ¼ acre or fraction thereof.
- (3) Includes a rounding adjustment for County tax submittal purposes.

The table below shows the Fiscal Year 2018/19 Maximum Special Tax within each of the six classifications of the District:

Parcel Classification	Parcel Count	Maximum Rate	Total Maximum Special Tax
Residential (1)	4,043	\$21.30	\$86,153.01
Downtown Core (2)	31	287.44	22,133.37
Other Commercial (2)	22	126.02	15,878.83
Recreational Open Space (2)	6	63.00	7,875.61
Multi-Family Residential Care Facilities (2)	2	66.21	2,185.10
Exempt	195	0.00	0.00
Total	4,299		\$134,225.92

- (1) Per the Rate and Method of Apportionment, the maximum special tax for residential parcels is calculated on a per parcel basis.
- (2) Per the Rate and Method of Apportionment, the maximum special tax for Downtown Core, other commercial, recreational open space and multi-family residential care facilities is calculated per ¼ acre or fraction thereof.

Please refer to section 4 of this report for details of the Special Tax Formula.

3. DELINQUENCY MANAGEMENT

3.1. Delinquency Summary

The following table shows the Fiscal Year 2018/19 delinquency rate for the District:

Levy	Delinquencies	Delinquency Rate	Delinquency Management Steps Taken
\$134,273.44	\$2,363.75	1.76%	Reminder and Demand Letters Sent

NBS monitors the delinquency rate and reviews the delinquency situation after each payment date. With the City’s authorization, NBS sent reminder and demand letters to delinquent property owners to encourage the immediate payment of delinquent property tax bills.

Please refer to section 6 of this report for a delinquency detail report for the District.

3.2. Delinquency Summary Report

The following pages summarize delinquencies for the 2018/19 and prior fiscal years.

City of Clayton
Delinquency Summary Report
As of: 05/31/2019

District	Due Date	Billed Amount	Paid Amount	Delinquent Amount	Delinquent Amount %	Billed Installments	Paid Installments	Delinquent Installments	Delinquent Installments %
CFD 2006-1 - CFD 2006-1 Downtown Park Tax									
08/01/2007 Billing:									
	12/10/2007	\$50,888.87	\$50,888.87	\$0.00	0.00%	4,074	4,074	0	0.00%
	04/10/2008	\$50,888.87	\$50,888.87	\$0.00	0.00%	4,074	4,074	0	0.00%
	Subtotal:	\$101,777.74	\$101,777.74	\$0.00	0.00%	8,148	8,148	0	0.00%
08/01/2008 Billing:									
	12/10/2008	\$52,481.16	\$52,481.16	\$0.00	0.00%	4,081	4,081	0	0.00%
	04/10/2009	\$52,481.16	\$52,481.16	\$0.00	0.00%	4,081	4,081	0	0.00%
	Subtotal:	\$104,962.32	\$104,962.32	\$0.00	0.00%	8,162	8,162	0	0.00%
08/01/2009 Billing:									
	12/10/2009	\$53,567.86	\$53,567.86	\$0.00	0.00%	4,105	4,105	0	0.00%
	04/10/2010	\$53,567.86	\$53,567.86	\$0.00	0.00%	4,105	4,105	0	0.00%
	Subtotal:	\$107,135.72	\$107,135.72	\$0.00	0.00%	8,210	8,210	0	0.00%
08/01/2010 Billing:									
	12/10/2010	\$54,504.71	\$54,504.71	\$0.00	0.00%	4,105	4,105	0	0.00%
	04/10/2011	\$54,504.71	\$54,504.71	\$0.00	0.00%	4,105	4,105	0	0.00%
	Subtotal:	\$109,009.42	\$109,009.42	\$0.00	0.00%	8,210	8,210	0	0.00%
08/01/2011 Billing:									
	12/10/2011	\$55,898.46	\$55,898.46	\$0.00	0.00%	4,103	4,103	0	0.00%
	04/10/2012	\$55,898.46	\$55,898.46	\$0.00	0.00%	4,103	4,103	0	0.00%
	Subtotal:	\$111,796.92	\$111,796.92	\$0.00	0.00%	8,206	8,206	0	0.00%
08/01/2012 Billing:									
	12/10/2012	\$57,082.13	\$57,063.99	\$18.14	0.03%	4,103	4,101	2	0.05%
	04/10/2013	\$57,082.13	\$57,063.99	\$18.14	0.03%	4,103	4,101	2	0.05%
	Subtotal:	\$114,164.26	\$114,127.98	\$36.28	0.03%	8,206	8,202	4	0.05%
08/01/2013 Billing:									
	12/10/2013	\$58,417.11	\$58,398.55	\$18.56	0.03%	4,103	4,101	2	0.05%
	04/10/2014	\$58,417.11	\$58,398.55	\$18.56	0.03%	4,103	4,101	2	0.05%
	Subtotal:	\$116,834.22	\$116,797.10	\$37.12	0.03%	8,206	8,202	4	0.05%

**City of Clayton
Delinquency Summary Report**

As of: 05/31/2019

District	Due Date	Billed Amount	Paid Amount	Delinquent Amount	Delinquent Amount %	Billed Installments	Paid Installments	Delinquent Installments	Delinquent Installments %
CFD 2006-1 - CFD 2006-1 Downtown Park Tax									
08/01/2014 Billing:									
	12/10/2014	\$60,050.88	\$60,031.80	\$19.08	0.03%	4,103	4,101	2	0.05%
	04/10/2015	\$60,050.88	\$60,031.80	\$19.08	0.03%	4,103	4,101	2	0.05%
	Subtotal:	\$120,101.76	\$120,063.60	\$38.16	0.03%	8,206	8,202	4	0.05%
08/01/2015 Billing:									
	12/10/2015	\$61,504.07	\$61,474.76	\$29.31	0.05%	4,103	4,100	3	0.07%
	04/10/2016	\$61,504.07	\$61,464.99	\$39.08	0.06%	4,103	4,099	4	0.10%
	Subtotal:	\$123,008.14	\$122,939.75	\$68.39	0.06%	8,206	8,199	7	0.09%
08/01/2016 Billing:									
	12/10/2016	\$63,247.06	\$63,206.90	\$40.16	0.06%	4,104	4,100	4	0.10%
	04/10/2017	\$63,247.06	\$62,760.33	\$486.73	0.77%	4,104	4,095	9	0.22%
	Subtotal:	\$126,494.12	\$125,967.23	\$526.89	0.42%	8,208	8,195	13	0.16%
08/01/2017 Billing:									
	12/10/2017	\$65,140.65	\$64,628.98	\$511.67	0.79%	4,104	4,094	10	0.24%
	04/10/2018	\$65,140.65	\$64,597.96	\$542.69	0.83%	4,104	4,091	13	0.32%
	Subtotal:	\$130,281.30	\$129,226.94	\$1,054.36	0.81%	8,208	8,185	23	0.28%
08/01/2018 Billing:									
	12/10/2018	\$67,136.72	\$66,151.87	\$984.85	1.47%	4,110	4,083	27	0.66%
	04/10/2019	\$67,136.72	\$65,757.82	\$1,378.90	2.05%	4,110	4,046	64	1.56%
	Subtotal:	\$134,273.44	\$131,909.69	\$2,363.75	1.76%	8,220	8,129	91	1.11%
CFD 2006-1	Total:	\$1,399,839.36	\$1,395,714.41	\$4,124.95	0.29%	98,396	98,250	146	0.15%
Agency Grand Total:		\$1,399,839.36	\$1,395,714.41	\$4,124.95	0.29%	98,396	98,250	146	0.15%

4. RATE AND METHOD OF APPORTIONMENT

4.1. Method of Apportionment

A Special Tax will be levied annually on each taxable parcel of land within the District and collected in the same manner as ordinary ad valorem property taxes or in such manner as the City Council or its designee shall determine, including City-originated billing of the affected property owners.

4.2. Definitions

Taxable Parcels - Parcels of land within the boundaries of the District that are not included in the "Exempt Parcel" category listed below.

Exempt Parcels - Parcels of land owned by a public school district, and parcels of land owned by the City of Clayton or the Clayton Redevelopment Agency outside the boundaries of the defined Downtown Core area.

Residential Parcels - Taxable Parcels of land in the District that are classified in the City of Clayton General Plan as either single-family, multi-family or rural estate residential parcels.

Downtown Core Parcels - Taxable Parcels within the Downtown Core area that are not classified as "Residential Parcels."

Other Commercial Parcels - Taxable Parcels outside the boundaries of the Downtown Core area that are not classified as "Residential Parcels," "Recreational Open Space Parcels" or "Multi-Family Residential Care Facilities Parcels."

Recreational Open Space Parcels - Taxable Parcels classified as "Private Golf Course" in the City of Clayton General Plan.

Multi-Family Residential Care Facilities Parcels - Taxable Parcels having institutional or congregate care residential units within a facility with an on-site manager.

Special Tax - The Special Tax allowed to be levied on property within the District, calculated pursuant to the Rate and Method of Apportionment of Special Tax.

4.3. Special Tax Formula

A. **Residential Parcels** - An annual Special Tax will be levied on all Residential Parcels, as defined above, at the per parcel tax rate shown below for each Fiscal Year 2007/08 through 2036/37:

Residential Parcel Annual Special Tax Rate for Fiscal Year 2007/08: \$16.39 per parcel.

B. **Downtown Core Parcels** - An annual Special Tax will be levied on all non-Residential Parcels within the Downtown Core area, as defined above, at the per ¼ acre or fraction thereof, parcel rate shown below for each Fiscal Year 2007/08 through 2036/37:

Downtown Core Parcel Annual Special Tax Rate for Fiscal Year 2007/08: \$221.05 per ¼ acre or fraction thereof parcel size as shown on the County tax roll.

- C. **Other Commercial Parcels** - An annual Special Tax will be levied on all non-Residential Parcels outside the Downtown Core area, as defined above, at the per ¼ acre or fraction thereof parcel rate shown below for each Fiscal Year 2007/08 through 2036/37:

Other Commercial Parcel Annual Special Tax Rate for Fiscal Year 2007/08: \$96.92 per ¼ acre or fraction thereof parcel size as shown on the County tax roll.

- D. **Recreational Open Space Parcels** - An annual Special Tax will be levied on all Private Golf Course Parcels, as defined above, at the per ¼ acre or fraction thereof parcel rate shown below for each Fiscal Year 2007/08 through 2036/37:

Recreational Open Space Parcel Annual Special Tax Rate for Fiscal Year 2007/08: \$48.46 per ¼ acre or fraction thereof parcel size as shown on the County tax roll.

- E. **Multi-Family Residential Care Facilities Parcels** - An annual Special Tax will be levied on all Multi-Family Residential Care Facilities Parcels, as defined above, at the per ¼ acre or fraction thereof parcel rate shown below for each Fiscal Year 2007/08 through 2036/37:

Multi-Family Residential Care Facilities Parcel Annual Special Tax Rate for Fiscal Year 2007/08: \$50.92 per ¼ acre or fraction thereof parcel size as shown on the County tax roll.

4.4. Special Tax Escalator Factor

In Fiscal Years 2008/09 through 2036/37, each annual Special Tax rate may be increased annually by the City of Clayton City Council in an amount not to exceed the full annual adjustment (April to April) in the Consumer Price Index – All Urban Consumers, San Francisco-Oakland-Hayward, CA Area (Base Period 1982-84 =100)(the “CPI increase”). This escalation factor is applicable if determined by the City to be necessary due to expected or actual increases in the operational, maintenance, repair and replacement expenses attributable to the District. In no event shall each annual Special Tax rate in any fiscal year increase by more than three percent (3%) over the previous year.

The Special Tax Escalation Factor for Fiscal Year 2019/20 is 3.00%.

4.5. Duration of Special Tax Levy

Per Measure O, the Special Tax will be levied annually for a period of ten (10) years commencing with Fiscal Year 2007/08 through and including Fiscal Year 2016/17. Per Measure P, the Special Tax with the same rate methodology was extended for twenty (20) years commencing with Fiscal Year 2017/18 through and including Fiscal Year 2036/37. After Fiscal Year 2036/37 the Special Tax may no longer be levied or collected unless extended pursuant to applicable laws, except that a Special Tax that was lawfully levied in or before the final tax year and that remains delinquent may be collected in subsequent years.

5. BACKGROUND INFORMATION

5.1. Project Description

The services that are proposed to be financed by the District shall include the attributable costs of operation, maintenance, repair and replacement of:

Downtown Park – which includes, but is not limited to:

Costs of operation, maintenance, repair and replacement of an approximate 1-acre public park (APN 119-015-005, 006) abutting the western edge of (old) Marsh Creek Road between Main and Center Streets located in Town Center Clayton.

Definitions

“Costs of Operation, Maintenance, Repair and Replacement” of the foregoing public park improvements means the furnishing of services and materials for the ordinary and usual operation, maintenance and care of a downtown public park with its appurtenant facilities, public restroom, gazebo, playground equipment and improvements, including repair, removal or replacement of all or part of any landscaping or turf or appurtenant facilities providing for the life, growth, health and beauty of the landscaping, including cultivation, irrigation, trimming, pruning, spraying, fertilizing and treating for disease or injury; the removal of trimmings, rubbish, debris, litter and other solid wastes; and the eradication of landscape pests, including but not limited to vermin and rodents, ground squirrels, gophers, and moles.

“Maintenance” also means the furnishing of water for public health purposes and irrigation of the park turf, trees and landscaping, and the supply of the electricity to operate the attendant irrigation systems, park lights and electrical outlets. In addition, allowable expenses include the County’s cost to levy and collect the District’s assessment through the annual property tax bill, the City’s shared equipment and facilities charges, City prorated overhead charges to administer and manage the District, and District reserve funds for capital replacements, vandalism and major repairs.

The foregoing services shall be provided through and by the City, either with its own labor forces or by contract with third parties, or any combination thereof, as determined solely by the City.

5.2. Resolutions

The resolution approved by the City Council authorizing the levy of the special tax was not available at the time of writing this report.

5.3. Boundary Map

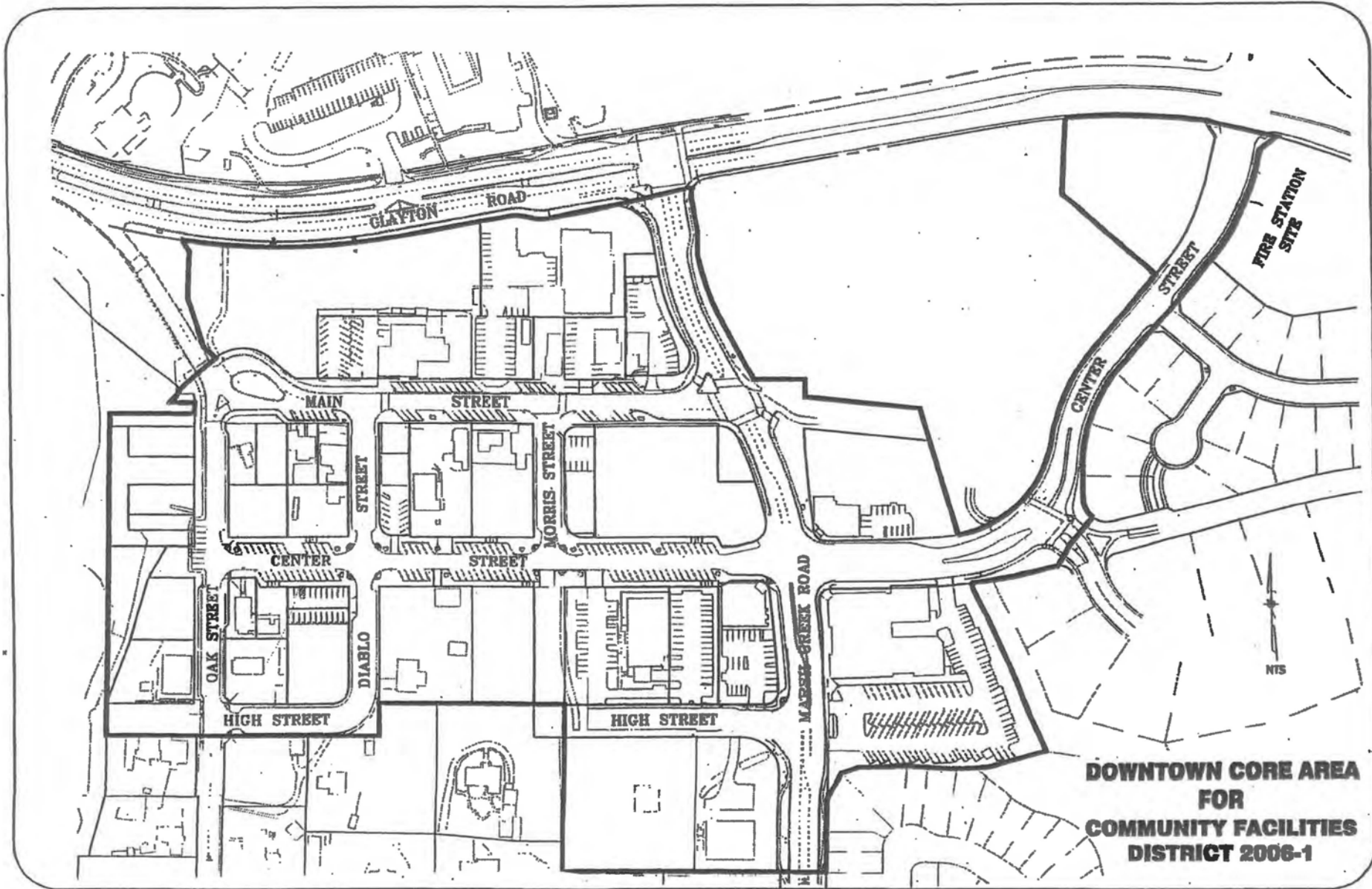
The following pages show the boundaries of the District.

**COMMUNITY FACILITIES DISTRICT NO. 2006-1
DOWNTOWN PARK OPERATION AND MAINTENANCE TAX**



Legend

 CFD 2006-1 Boundary



**DOWNTOWN CORE AREA
FOR
COMMUNITY FACILITIES
DISTRICT 2006-1**

6. DELINQUENCY DETAIL

The following pages detail delinquencies for the 2018/19 and prior fiscal years.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2006-1 - CFD 2006-1 Downtown Park Tax								
118-093-007	ALOFF HELGA E TRE 5931 WALLACE DR CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-093-008	DUNN STEPHEN & NANCY C TRE 5923 WALLACE DR CLAYTON, CA 94517	12/10/2018 04/10/2019	10.65 10.65	1.07 1.07	0.00 0.00	11.72 11.72		
		Account Subtotal:	\$21.30	\$2.14	\$0.00	\$23.44		
118-101-010	CRESCI MARY ELLEN TRE 55 MARQUETTE CT CLAYTON, CA 94517	04/10/2018 12/10/2018 04/10/2019	10.34 10.65 10.65	2.74 1.07 1.07	0.00 0.00 0.00	13.08 11.72 11.72		
		Account Subtotal:	\$31.64	\$4.88	\$0.00	\$36.52		
118-164-006	LAURICELLA MICHAEL & JENNIFER 1501 TARA CT CLAYTON, CA 94517	12/10/2018 04/10/2019	10.65 10.65	1.07 1.07	0.00 0.00	11.72 11.72		
		Account Subtotal:	\$21.30	\$2.14	\$0.00	\$23.44		
118-164-035	LASHKARI ARUN & BHISHMA TRE 1558 OHARA CT CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-164-056	ZIMMERMAN IRVING H & PATRICIA 1542 HAVILAND PL CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-212-015	SCHADEK PETER H & DAWN TRE 8 RACHEL RANCH CT CLAYTON, CA 94517	12/10/2018 04/10/2019	10.65 10.65	1.07 1.07	0.00 0.00	11.72 11.72		
		Account Subtotal:	\$21.30	\$2.14	\$0.00	\$23.44		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.
 (2) Delinquency Management (DM): BL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; CR=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; CL=Other Letter Sent; FJ=Judicial Foreclosure Initiated; CP=County Payment Plan; FJ=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; UT=Litigation Guilt/Arrest; LGL=Legal Fees and Costs; O=Other Fees; SD=Tax Roll Removal County Fee; PP=Payment Plan.
 (3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2006-1 - CFD 2006-1 Downtown Park Tax								
118-222-011	HENDRICK IVAN L & CHRISALEE C PO BOX 860 CLAYTON, CA 94517	12/10/2018	10.65	1.07	0.00	11.72		
		04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$21.30	\$2.14	\$0.00	\$23.44		
118-392-016	BOLAND DAVID & KELLY 145 JOSCOLO VIEW CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-401-032	HSUEH CHIH HSIN 406 CHUPCAN PL CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-410-076	MILLER LINDA 1292 SHELL CIR CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-410-090	MOYLAN JAMES F JR 1336 SHELL LN CLAYTON, CA 94517	12/10/2016	10.04	4.47	0.00	14.51		
		04/10/2017	10.04	4.47	0.00	14.51		
		12/10/2017	10.34	2.74	0.00	13.08		
		04/10/2018	10.34	2.74	0.00	13.08		
		12/10/2018	10.65	1.07	0.00	11.72		
		04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$62.06	\$16.56	\$0.00	\$78.62		
118-410-104	BILLO WILLIAM F & YVONNE R TRE 1368 SHELL LN CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FI=Judicial Foreclosure Initiated; CP=County Payment Plan; FJ=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LG=Litigation Guarantee; LGL=Legal Fees and Costs; O=Other Fees; SR=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; P=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2006-1 - CFD 2006-1 Downtown Park Tax								
118-423-003	ERBEZ GEORGE T 3055 MIWOK WAY CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-424-014	FASSIL ABYE TESFOU & TAKKELE HIYWOT 3042 MIWOK WAY CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-432-020	ARING STEVEN T TRE 422 WAWONA LN CLAYTON, CA 94517	12/10/2017 04/10/2018 12/10/2018 04/10/2019	10.34 10.34 10.65 10.65	2.74 2.74 1.07 1.07	0.00 0.00 0.00 0.00	13.08 13.08 11.72 11.72		
		Account Subtotal:	\$41.98	\$7.62	\$0.00	\$49.60		
118-451-004	RIVERA ROBERT A & ROBYN O TRE 307 WINDMILL CANYON PL CLAYTON, CA 94517	12/10/2018 04/10/2019	10.65 10.65	1.07 1.07	0.00 0.00	11.72 11.72		
		Account Subtotal:	\$21.30	\$2.14	\$0.00	\$23.44		
118-460-005	KHAN FARDOQ H 608 JULPUN LOOP CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-480-047	PONOMARENKO GERMAN & ELENA 1006 PEBBLE BEACH DR CLAYTON, CA 94517	12/10/2018 04/10/2019	10.65 10.65	1.07 1.07	0.00 0.00	11.72 11.72		
		Account Subtotal:	\$21.30	\$2.14	\$0.00	\$23.44		

(1) Fees: This amount includes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management: (DM): R=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; F=Judicial Foreclosure Initiated; CP=County Payment Plan; FJ=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LT=Litigation Outstanding; LDC=Legal Fees and Costs; D=Other Fees; SCW=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2006-1 - CFD 2006-1 Downtown Park Tax								
118-490-012	SORENSEN DAVID & HEATHER PO BOX 238 CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-510-031	LALLY KENNETH & KIM 163 SILVERADO CT CLAYTON, CA 94517	12/10/2018 04/10/2019	10.65 10.65	1.07 1.07	0.00 0.00	11.72 11.72		
		Account Subtotal:	\$21.30	\$2.14	\$0.00	\$23.44		
118-530-043	SHIPMAN TANA G TRE 1485 INDIANHEAD CIR CLAYTON, CA 94517	04/10/2017 12/10/2017 04/10/2018 12/10/2018 04/10/2019	10.04 10.34 10.34 10.65 10.65	4.47 2.74 2.74 1.07 1.07	0.00 0.00 0.00 0.00 0.00	14.51 13.08 13.08 11.72 11.72		
		Account Subtotal:	\$52.02	\$12.09	\$0.00	\$64.11		
118-540-065	LANDIN PABLO C & THERESA D 5000 RAVEN WAY CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-550-010	WEBSTER DAVID S & CURRY MICHELLE 507 RAVEN PL CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-570-007	MCGOURTY JUDY L TRE 375 BLUE OAK LN CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; TI=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; UT=Litigation Guarantee; LG=Legal Fees and Costs; O=Other Fees; SO=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2006-1 - CFD 2006-1 Downtown Park Tax								
118-570-045	ARTRU SANDRA E 461 OBSIDIAN WAY CLAYTON, CA 94517	12/10/2018 04/10/2019	10.65 10.65	1.07 1.07	0.00 0.00	11.72 11.72		
		Account Subtotal:	\$21.30	\$2.14	\$0.00	\$23.44		
118-580-003	SHERMAN STEVE R & LAURA J 204 CONDOR WAY CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-620-008	SKOV BARBARA A TRE 41780 BUTTERFIELD STAGE RD TEMECULA, CA 92592	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-620-026	COLT SAMUEL T & CATHERINE L 6024 GOLDEN EAGLE WAY CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
118-630-037	BELUSA ERIC R & MONIQUE TRE & BELUSA MONIQUE R 4425 TREAT BLVD #B CONCORD, CA 94521	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
119-017-003	ALDERETTE EDITH Z TRE 116 NICHOLL AVE RICHMOND, CA 94801	12/10/2018 04/10/2019	287.44 287.44	28.74 28.74	0.00 0.00	316.18 316.18	RL RL	
		Account Subtotal:	\$574.88	\$57.48	\$0.00	\$632.36		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FI=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LIT=Litigation Quarantaine; LGL=Legal Fees and Costs; O=Other Fees; SD=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2006-1 - CFD 2006-1 Downtown Park Tax								
119-021-065	PACIFIC TELEPHONE & TELEGRAPH 1 MONTGOMERY ST #412 SAN FRANCISCO, CA 94104	04/10/2017	406.41	180.85	0.00	587.26	RL	
		12/10/2017	418.61	110.93	0.00	529.54	RL	
		04/10/2018	418.61	110.93	0.00	529.54		
		12/10/2018	431.16	43.12	0.00	474.28		
		04/10/2019	431.16	43.12	0.00	474.28		
	Account Subtotal:		\$2,105.95	\$488.95	\$0.00	\$2,594.90		
119-022-001	MATHEWS JOHN W EST OF C/O: VIOLET CHURCHILL 11507 SILVERGATE DR DUBLIN, CA 94568	12/10/2017	10.34	2.74	0.00	13.08	RL	
		04/10/2018	10.34	2.74	0.00	13.08	RL	
		12/10/2018	10.65	1.07	0.00	11.72	RL	
		04/10/2019	10.65	1.07	0.00	11.72	RL	
			Account Subtotal:		\$41.98	\$7.62	\$0.00	\$49.60
119-022-008	HUGHES ANTONIA M TRE 641 WINTERGREEN LN WALNUT CREEK, CA 94598	04/10/2019	10.65	1.07	0.00	11.72		
	Account Subtotal:		\$10.65	\$1.07	\$0.00	\$11.72		
119-040-021	UTLEY GLORIA J TRE PO BOX 7 CLAYTON, CA 94517	12/10/2017	10.34	2.74	0.00	13.08		
		04/10/2018	10.34	2.74	0.00	13.08		
			Account Subtotal:		\$20.68	\$5.48	\$0.00	\$26.16
119-040-035	TOURAY JEWRU 925 DOUGLAS RD CLAYTON, CA 94517	12/10/2016	10.04	4.47	0.00	14.51	RL,DL	
		04/10/2017	10.04	4.47	0.00	14.51	RL,DL	
		12/10/2017	10.34	2.74	0.00	13.08	RL,DL	
		04/10/2018	10.34	2.74	0.00	13.08	DL	
		12/10/2018	10.65	1.07	0.00	11.72	DL	
		04/10/2019	10.65	1.07	0.00	11.72	DL	
	Account Subtotal:		\$62.06	\$16.56	\$0.00	\$78.62		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FJ=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LG=Litigation Guarantee; LGL=Legal Fees and Costs; O=Other Fees; SR=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2006-1 - CFD 2006-1 Downtown Park Tax								
119-111-005	YOUNG DAVID J & JOLENE E 2 KENSTON CT CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
119-111-010	MARTINEZ ALEJANDRO & DELACERDA CECILIA 1019 KENSTON DR CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
119-172-002	ALVEREZ ALMA V TRE 20 MT TETON PL CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
119-201-005	SPADA PATRICIA K TRE & RICHTER MATTHEW 21 MT SCOTT CT CLAYTON, CA 94517	12/10/2018 04/10/2019	10.65 10.65	1.07 1.07	0.00 0.00	11.72 11.72		
		Account Subtotal:	\$21.30	\$2.14	\$0.00	\$23.44		
119-212-019	PISANI STEVEN W & AMANDA 20 MT RUSHMORE PL CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
119-232-008	ELLIOTT SUSAN M TRE 32 LONG CREEK CIR CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		

(1) Fees: This amount includes Delinquency Management fees that were or will be collected in a subsequent billing.
 (2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; PJ=Judicial Foreclosure Initiated;
 CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LT=Litigation Guarantee; LG=Legal Fees and Costs; O=Other Fees; SD=Tax Roll Removal County Fee; PP=Payment Plan;
 (3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2006-1 - CFD 2006-1 Downtown Park Tax								
119-274-001	MORGAN TIMOTHY J 1285 PARKSIDE DR WALNUT CREEK, CA 94596	12/10/2012	9.07	10.57	0.00	19.64	RL,DL	
		04/10/2013	9.07	10.57	0.00	19.64	RL,DL	
		12/10/2013	9.28	9.14	0.00	18.42	RL,DL	
		04/10/2014	9.28	9.14	0.00	18.42	RL,DL	
		Account Subtotal:	\$36.70	\$39.42	\$0.00	\$76.12		
119-290-008	VETTER JESSICA 51 MT TAMALPAIS PL CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
119-301-013	SOUZA BENJAMIN 566 MT DELL DR CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
119-382-005	ERRINGTON KENNETH S TRE 606 TERRA CALIFORNIA DR APT WALNUT CREEK, CA 94595	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
119-412-017	HEALY JOHN J & JOAN F TRE 317 MT PALOMAR PL CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
119-412-038	SORENSEN DAVID E PO BOX 238 CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		

(1) Fees: The amount includes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; CR=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; PJ=Judicial Foreclosure Initiated; CP=County Payment Plan; FJ=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LIT=Litigation Guaranteed; LG=Legal Fees and Costs; O=Other Fees; SO=Tax Roll Removal County Fee; PP=Payment Plan

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2006-1 - CFD 2006-1 Downtown Park Tax								
119-440-004	JOHNSON ERIK A & CRISTY L TRE 3421 QUICKSTEP CIR HUNTINGTON BEACH, CA 92649	12/10/2015	9.77	6.11	0.00	15.88		
		04/10/2016	9.77	6.11	0.00	15.88		
		Account Subtotal:	\$19.54	\$12.22	\$0.00	\$31.76		
119-452-007	TARANTINO JOSEPH P & DANA M 608 W MYRICK CT CLAYTON, CA 94517	12/10/2018	10.65	1.07	0.00	11.72		
		04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$21.30	\$2.14	\$0.00	\$23.44		
119-462-021	MCDONALD DAVID A & KAREN TRE 702 BLOCHING CIR CLAYTON, CA 94517	12/10/2018	10.65	1.07	0.00	11.72		
		04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$21.30	\$2.14	\$0.00	\$23.44		
119-490-001	RASMUSSEN CHRISTOPHER & WENSTROM ERIKA 635 MT DUNCAN DR CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
119-530-006	CASTANEDA JUAN F TRE 826 SAVIGNON CT CLAYTON, CA 94517	12/10/2014	9.54	7.68	0.00	17.22		RL,DL
		04/10/2015	9.54	7.68	0.00	17.22		RL,DL
		04/10/2016	9.77	6.11	0.00	15.88		RL,DL
		04/10/2017	10.04	4.47	0.00	14.51		DL
		Account Subtotal:	\$38.89	\$25.94	\$0.00	\$64.83		
119-530-007	KANG KI Y & POK I TRE 832 SAVIGNON CT CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FI=Judicial Foreclosure Initiated; CP=County Payment Plan; FJ=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LT=Litigation Guarantee; LGL=Legal Fees and Costs; O=Other Fees; SD=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2006-1 - CFD 2006-1 Downtown Park Tax								
119-552-011	MUNOZ JOHN E & NINA L TRE 1217 GAMAY DR CLAYTON, CA 94517	12/10/2018 04/10/2019	10.65 10.65	1.07 1.07	0.00 0.00	11.72 11.72		
Account Subtotal:			\$21.30	\$2.14	\$0.00	\$23.44		
119-555-009	CORDOVA CARMEN 428 ZINFANDEL CIR CLAYTON, CA 94517	12/10/2015 04/10/2016 12/10/2016 04/10/2017 12/10/2017 04/10/2018 12/10/2018 04/10/2019	9.77 9.77 10.04 10.04 10.34 10.34 10.65 10.65	6.11 6.11 4.47 4.47 2.74 2.74 1.07 1.07	0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00	15.88 15.88 14.51 14.51 13.08 13.08 11.72 11.72	RL,DL RL,DL RL,DL DL DL DL DL DL	
Account Subtotal:			\$81.60	\$28.78	\$0.00	\$110.38		
119-573-003	HOOD GARY & LINDA 1301 EASLEY DR CLAYTON, CA 94517	12/10/2018 04/10/2019	10.65 10.65	1.07 1.07	0.00 0.00	11.72 11.72		
Account Subtotal:			\$21.30	\$2.14	\$0.00	\$23.44		
119-573-013	MCKINLEY MICHAEL & ADLENE TRE PO BOX 1082 CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
Account Subtotal:			\$10.65	\$1.07	\$0.00	\$11.72		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; CL=Other Letter Sent; FI=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LT=Litigation Guarantee; LGL=Legal Fees and Costs; O=Other Fees; SO=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made; remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)		
CFD 2006-1 - CFD 2006-1 Downtown Park Tax										
120-013-002	HARE DAVID M TRE 5832 FOUR OAKS LN CLAYTON, CA 94517	12/10/2012	9.07	10.57	0.00	19.64	RL,DL			
		04/10/2013	9.07	10.57	0.00	19.64	RL,DL			
		12/10/2013	9.28	9.14	0.00	18.42	RL,DL			
		04/10/2014	9.28	9.14	0.00	18.42	RL,DL			
		12/10/2014	9.54	7.68	0.00	17.22	RL,DL			
		04/10/2015	9.54	7.68	0.00	17.22	DL			
		12/10/2015	9.77	6.11	0.00	15.88	DL			
		04/10/2016	9.77	6.11	0.00	15.88	DL			
		12/10/2016	10.04	4.47	0.00	14.51	DL			
		04/10/2017	10.04	4.47	0.00	14.51	DL			
		04/10/2018	10.34	2.74	0.00	13.08	DL			
		Account Subtotal:			\$105.74	\$78.68	\$0.00	\$184.42		
		120-024-007	MROZ MATTHEW J 67 NOTTINGHAM CIR CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
Account Subtotal:				\$10.65	\$1.07	\$0.00	\$11.72			
120-025-004	FRANK JENNIFER TRE 2329 SILVER CREEK CIR ANTIOCH, CA 94509	12/10/2018	10.65	1.07	0.00	11.72				
		04/10/2019	10.65	1.07	0.00	11.72				
		Account Subtotal:			\$21.30	\$2.14	\$0.00	\$23.44		
120-031-006	SCHLOERB ARTHUR W & PLATO TIFFANY N 1657 FARM BUREAU RD CONCORD, CA 94519	04/10/2019	10.65	1.07	0.00	11.72				
		Account Subtotal:			\$10.65	\$1.07	\$0.00	\$11.72		
120-032-004	TREMINE RICHARD E & MARY J 20 NOTTINGHAM CIR CLAYTON, CA 94517	04/10/2017	10.04	4.47	0.00	14.51	RL,DL			
		04/10/2018	10.34	2.74	0.00	13.08	DL			
		12/10/2018	10.65	1.07	0.00	11.72	DL			
		04/10/2019	10.65	1.07	0.00	11.72	DL			
		Account Subtotal:			\$41.68	\$9.35	\$0.00	\$51.03		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; DL=Other Letter Sent; FJ=Judicial Foreclosure Initiated; CP=County Payment Plan; FJ=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LT=Litigation Guarantee; LGL=Legal Fees and Costs; O=Other Fees; SD=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: D=Direct Bill Sent; B=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton Delinquency Detail Report

Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2006-1 - CFD 2006-1 Downtown Park Tax								
120-052-017	HILL JEFFREY B & KERRY TRE 1491 LYDIA LN CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
120-104-001	VARGAS JOSEPH C 1445 EL CAMINO DR CLAYTON, CA 94517	12/10/2017 04/10/2018 12/10/2018 04/10/2019	10.34 10.34 10.65 10.65	2.74 2.74 1.07 1.07	0.00 0.00 0.00 0.00	13.08 13.08 11.72 11.72	RL RL RL RL	
		Account Subtotal:	\$41.98	\$7.62	\$0.00	\$49.60		
120-105-016	GWYNN DAVID & SHELLY 4416 SMOKE TREE CT CONCORD, CA 94521	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
120-113-005	SCHOONOVER WILLIAM R & M L TRE 5581 YOSEMITE CT CLAYTON, CA 94517	12/10/2018 04/10/2019	10.65 10.65	1.07 1.07	0.00 0.00	11.72 11.72		
		Account Subtotal:	\$21.30	\$2.14	\$0.00	\$23.44		
121-081-018	WARRENDER TYLER D & CYNTHIA 1013 MITCHELL CANYON RD CLAYTON, CA 94517	04/10/2019	10.65	1.07	0.00	11.72		
		Account Subtotal:	\$10.65	\$1.07	\$0.00	\$11.72		
121-170-003	SYLVIA USA LLC 2836 HALLMARK DR BELMONT, CA 94002	04/10/2017 12/10/2017 04/10/2018 12/10/2018 04/10/2019	10.04 10.34 10.34 10.65 10.65	4.47 2.74 2.74 1.07 1.07	0.00 0.00 0.00 0.00 0.00	14.51 13.08 13.08 11.72 11.72	RL,DL RL,DL RL,DL DL DL	
		Account Subtotal:	\$52.02	\$12.09	\$0.00	\$64.11		
District Totals:	69 Accounts		\$4,124.95	\$903.03	\$0.00	\$5,027.98		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FJ=Judicial Foreclosure Initiated; CP=County Payment Plan; FJ=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; UT=Utigation Guarantee; LGL=Legal Fees and Costs; O=Other Fees; SO=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
Late Charges Calculated Through: 05/31/2019

Report Totals:	89 Accounts	\$4,124.95	\$903.03	\$0.00	\$5,027.98
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(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FI=Judicial Foreclosure Initiated; CP=Courtesy Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LIT=Litigation Guarantee; LGL=Legal Fees and Costs; O=Other Fees; SD=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

7. 2019/20 SPECIAL TAX ROLL

The following pages show the 2019/20 Special Tax Roll for the District.



FY 2019-2020 SPECIAL TAX ROLL

Summary

CFD 2006-1 Downtown "The Grove" Park Maintenance District Special Tax

For fiscal year 2019-2020 the assessor's parcel numbers and the special tax amounts are as set forth in the Community Facilities District No. 2006-1 (Downtown "The Grove" Park Maintenance) Preliminary Billing Levy Detail Report for FY 2019-2020 on file in the City Clerk's office, City Hall, 6000 Heritage Trail, Clayton, CA.

Due to the length of the report, it is summarized as follows:

For FY 2019-2020 the following shall be levied:

Residential parcels, (single family, condo, and townhouse) shall have a rate of \$21.94 per parcel.

Downtown Core Area shall have a rate of \$296.06 per ¼ acre or fraction thereof.

Other Commercial Parcels shall have a rate of \$129.80 per ¼ acre or fraction thereof.

Recreation Open Space parcels shall have a rate of \$64.89 per ¼ acre or fraction thereof.

Multifamily residential parcels shall have a rate of \$68.20 per ¼ acre or fraction thereof

Parcel size as shown on the most recent County tax and parcel records.

There are a total of 4110 parcels to be levied:

There are 4049 residential levies

There are 31 downtown core levies comprising 16 acres (or 77 ¼ unit acres)

There are 22 other commercial levies comprising 28 acres (or 125 ¼ unit acres)

There are 6 recreation levies comprising 31 acres (or 125 ¼ unit acres)

There are 2 multifamily levies comprising 8 acres (or 33 ¼ unit acres)

\$88,835.06 est. total revenue from residential

\$22,796.98 est. total revenue from downtown core

\$16,095.40 est. total revenue from other commercial

\$8,111.84 est. total revenue from recreation and open space

\$2,250.64 est. total revenue from multifamily

\$ 138,089.92 est. revenue for FY 19-20

ORDINANCE NO. 401

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAYTON LEVYING SPECIAL TAXES WITHIN COMMUNITY FACILITIES DISTRICT NO. 2006-1
(Downtown Park Operation and Maintenance District)**

**THE CITY COUNCIL
City of Clayton, California**

WHEREAS, on May 16, 2006, the City Council (the "Council") of the City of Clayton (the "City") adopted City Resolution No. 19-2006 entitled "*A Resolution of Intention to Establish a Community Facilities District to fund the Annual Operation and Maintenance of a Downtown Park for the time period of Ten Years, and to Authorize the Levy of Special Taxes Therein*" (the "Resolution of Intention") stating its intent to establish City of Clayton Community Facilities District No. 2006-1 (Downtown Park Operation and Maintenance District) (the "CFD") pursuant to the Mello-Roos Community Facilities Act of 1982, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing with Section 53311, of the California Government Code (the "Act"), to finance certain services (the "Services"); and

WHEREAS, notice was duly published as required by the Act relative to the intention of this Council to form the CFD and to provide for the Services; and

WHEREAS, this Council held a noticed public hearing on June 20, 2006 as required by Act relative to the determination to proceed with the formation of the CFD and the rate and method of apportionment of the special tax to be levied within the CFD to finance the costs of the Services; and

WHEREAS, at said public hearing all persons desiring to be heard on all matters pertaining to the formation of the CFD and the levy of said special taxes were heard, substantial evidence was presented and considered by this Council and a full and fair hearing was held; and

WHEREAS, subsequent to said public hearing, on June 20, 2006 this Council adopted City Resolution No. 23-2006 entitled "*A Resolution of Formation of a Community Facilities District, Authorizing the Levy of a Special Tax Therein and Preliminarily Establishing an Appropriations Limit Therefor*" (the "Resolution of Formation"), and further adopted City Resolution No. 24-2006 entitled "*A Resolution Calling a Special Election in a Community Facilities District,*" which resolutions established the CFD, authorized the levy of a special tax with the CFD, and called an election within the CFD on the propositions of levying a special tax and establishing an appropriations limit within the CFD, respectively; and

WHEREAS, the November 7, 2006 election was held within the CFD in which the eligible registered voters approved the propositions presented by more than the two-thirds vote required by the Act, which approval was confirmed by City Resolution No. 59-2006 of this Council.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF CLAYTON DOES ORDAIN as follows:

Section 1. Special Tax Authorized. By the passage of this Ordinance this Council hereby authorizes and levies special taxes within the CFD pursuant to 53328 and 53340 of the Act, at the rates and in accordance with the method of apportionment set forth in Exhibit B to the Resolution of Formation (the "Rate and Method"). The special taxes are hereby levied commencing in fiscal year 2007-08 and in each fiscal year thereafter through fiscal year 2016-17 for the payment of all costs of the Services and payment of all costs of administering the CFD.

Section 2. Collection Official. Following the approval by the Council of a budget for the CFD for each fiscal year after 2007-08, the City Manager (or his or her designee) (the "Collection Official") is hereby authorized and directed in each fiscal year to determine the specific special tax rate and amount to be levied for the next ensuing fiscal year for each parcel of real property within the CFD, in accordance with such approved budget and in the manner and as provided in the Rate and Method of Apportionment. In the event that this Council has not adopted a budget for the CFD by July 31 of any year, the budget for that fiscal year shall be the same as the budget for the previous fiscal year.

Section 3. Exemptions. Properties or entities of the State, federal or local governments shall be exempt from any levy of the special taxes, as are certain other properties, to the extent set forth in the Rate and Method of Apportionment. In no event shall the special taxes be levied on any parcel within the CFD in excess of the maximum tax specified in the Rate and Method of Apportionment.

Section 4. Use of Special Tax. All of the collections of the special tax shall be used as provided for in the Act, the Rate and Method of Apportionment, and in the Resolution of Formation including, but not limited to, the payment of the costs of the Services, the payment of the costs of the City in administering the CFD and the costs of collecting and administering the special tax.

Section 5. Collection Method. The special taxes of the CFD shall be collected from time to time as necessary to meet the financial obligations of the CFD on the secured real property tax roll in the same manner as ordinary *ad valorem* taxes are collected. In each fiscal year commencing in the fiscal year 2007-08, the Collection Official is authorized and directed to provide all necessary information to the auditor/tax collector of the County of Contra Costa and to otherwise take all actions necessary in order to effect proper billing and collection of the special tax, so that the special tax shall be levied and collected in sufficient amounts and at the times necessary to satisfy the financial obligations of the CFD in each fiscal year until the City shall cease to collect the special taxes and provision has been made for payment of all of the administrative costs of the CFD.

Notwithstanding the foregoing, the Collection Official may collect the special taxes by means of direct billing by the City to the property owners within the CFD if, in the judgment of

the Collection Official such means of collection will reduce the administrative burden on the City administering the CFD or is otherwise appropriate in the circumstances. In such event, the special taxes shall become delinquent if not paid when due as set forth in any such respective billing to the property owners.

Whether the special taxes are levied in the manner provided in the first or the second preceding paragraph, the special taxes shall have the same lien priority, and be subject to the same penalties and the same procedure and sale in cases of delinquency as provided for ad valorem taxes. In addition, the provisions of Section 53356.1 of the Act shall apply to delinquent special tax payments.

Section 6. Partial Invalidity. If for any reason any portion of this ordinance is found to be invalid, or if the special tax is found inapplicable to any particular parcel within the CFD, by a Court of competent jurisdiction, the balance of this ordinance and the application of the special tax to the remaining parcels within the CFD shall not be affected.

Section 7. Execution and Posting. The Mayor shall sign this Ordinance and the City Clerk, within fifteen (15) days after its passage, shall cause the same to be posted in three (3) public places as designated by Resolution of the Clayton City Council for the posting of ordinances and public notices.

The foregoing Ordinance was introduced at a regular public meeting of the City Council of the City of Clayton held on December 19, 2006.

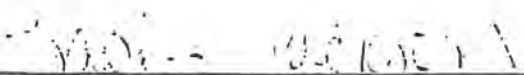
PASSED, ADOPTED and ORDERED posted at a regular public meeting of the City Council of the City of Clayton, California held on January 2, 2007, by the following vote:

AYES: Mayor Walcutt, Vice Mayor Manning, Councilmembers Pierce, Shuey and Stratford
NOES: None
ABSENT: None
ABSTAIN: None

THE CITY COUNCIL OF CLAYTON, CA.


WILLIAM R. WALCUTT, Mayor

ATTEST:


Laci J. Jackson, City Clerk

APPROVED AS TO FORM:



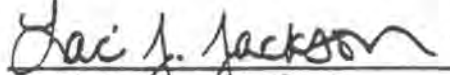
J. Daniel Adams, City Attorney

APPROVED BY ADMINISTRATION:



Gary A. Napper, City Manager

I hereby certify that the foregoing Ordinance was duly introduced at a regular meeting of the City Council of the City of Clayton held on December 19, 2006, and was duly adopted, passed, and ordered posted at a regular meeting of the City Council held on January 2, 2007.



Laci J. Jackson, City Clerk

RESOLUTION NO. 13-2014

**A RESOLUTION OF CONSIDERATION TO EXTEND
THE EXISTING SPECIAL TAX SUBJECT TO THE
SAME ADJUSTMENT METHODOLOGY FOR COMMUNITY
FACILITIES DISTRICT 2006-1 FOR TWENTY YEARS**

**CITY OF CLAYTON
Community Facilities District 2006-1
(Downtown Park Operation and Maintenance District)**

WHEREAS, the City of Clayton established Community Facilities District 2006-1 ("CFD") within the City of Clayton, authorized the levy of a special tax on real property within the CFD and established an initial appropriations limit for the CFD; and

WHEREAS, the special tax levied within the CFD is set to expire in Fiscal Year 2016/2017; and

WHEREAS, pursuant to the Mello-Roos Community Facilities Act of 1982 ("Act"), Chapter 2.5 (commencing with Section 53311) of Part 1 of Division 2 of Title 5 of the Government Code, the City Council of the City of Clayton has determined the public convenience and necessity require that an extension of the existing special tax should be proposed within the CFD to extend the existing special tax subject to the same adjustment methodology for twenty years from Fiscal Year 2017/2018 (i.e., beginning July 1, 2017) through Fiscal Year 2036/2037 (i.e., ending June 30, 2037), and that it should, therefore, adopt a Resolution of Consideration pursuant to Sections 53331 and 53334 of the Act to initiate proceedings for the consideration of such special tax levy; and

WHEREAS, the City Council wishes to schedule a public hearing on such proposed tax extension for July 1, 2014.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CLAYTON THAT:

SECTION 1. Findings and Background. The City Council finds the preceding recitals are correct and are incorporated into this Resolution.

SECTION 2. Affected Area. The affected area is the Community Facilities District 2006-1 (Downtown Park Operations and Maintenance District) ("CFD"). The territory within the District is generally shown and described on the map of the boundaries of the CFD which was recorded in the Contra Costa Recorder's Office on May 31, 2006 in Book 79 at page 50 of Maps of Assessment and Community Facilities Districts.

SECTION 3. Extended Special Tax. The City Council proposes that an extension of the existing special tax should be levied within the CFD to extend the existing special tax, at its current and existing rate and method of apportionment, for twenty years from Fiscal Year 2017/2018 through Fiscal Year 2036/2037 ("Special Tax"). As such, all references to the expiration or term of the Special Tax in the rate and method of apportionment shall reflect the

new expiration date of Fiscal Year 2036/2037. The rate and method of apportionment for the Special Tax, subject to the extended term set forth in this section, is more particularly described and set forth in Resolutions No. 23-2006 and 24-2006. True and correct copies of these Resolutions are attached as Exhibit A and incorporated by this reference and are on file with the Clayton City Clerk.

SECTION 4. No Changes to Services. This Resolution does not propose any changes to the services or facilities provided by the CFD. The CFD would continue to provide operation and maintenance services for the Downtown Park through the extended term of Fiscal Year 2036/2037 as it currently does without any amendments or modifications.

SECTION 5. Appropriations Limit. The previously approved appropriations limit for the CFD shall not be effected by this Resolution and shall be adjusted by the City as permitted by applicable law.

SECTION 6. Public Hearing. Notice is given that on July 1, 2014, at 7:00 p.m. or as soon thereafter as the matter may be heard, at Hoyer Hall, Clayton Community Library, 6125 Clayton Road, Clayton, CA 94517, a public hearing will be held where the City Council will consider the extension of the Special Tax as proposed herein. At the above-mentioned time and place for public hearing any persons interested, including taxpayers and property owners may appear and be heard. The testimony of all interested persons for or against the Special Tax will be heard and considered. Any protests may be made orally or in writing. However, any protests pertaining to the regularity or sufficiency of the proceedings shall be in writing and clearly set forth the irregularities and defects to which the objection is made. All written protests shall be filed with the City Clerk on or before the time fixed for the public hearing. Written protests may be withdrawn in writing at any time before the conclusion of the public hearing. If a written majority protest is filed against the Special Tax, the proceedings shall be abandoned.

SECTION 7. Election. If, following the public hearing described in the Section 6 above, the City Council determines to approve the extension of the existing Special Tax, the City Council shall then submit the amendment to the qualified electors of the CFD. As at least twelve (12) persons have been registered to vote within the CFD for each of the ninety (90) days preceding the close of the public hearing, the vote shall be by registered voters of the CFD, with each voter having one (1) vote. Approval of the Special Tax shall require two-thirds approval of those voting on the measure.

SECTION 8. Notice. The City Clerk shall provide notice of the public hearing identified in Section 6 as required by Government Code sections 53322 and 53335. The City Council elects not to provide the optional notice permitted by Government Code section 53322.4.

SECTION 9. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Clayton, California, at a regular meeting thereof held on May 20, 2014 by the following vote:

AYES: Mayor Stratford, Vice Mayor Shuey, Councilmembers Diaz, Geller and Pierce.

NOES: None.

ABSENT: None.

ABSTAIN: None.

THE CITY COUNCIL OF CLAYTON, CA



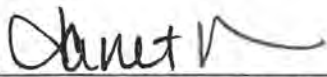
Hank Stratford, Mayor

ATTEST:



Janet Brown, City Clerk

I certify that the foregoing resolution was duly and regularly passed by the City Council of the City Clayton at a regular meeting held on May 20, 2014.



Janet Brown, City Clerk

EXHIBIT A - To Resolution 13-2014
Comprising
Resolution 23-2006
Resolution 24-2006

RESOLUTION NO. 23-2006

**A RESOLUTION OF FORMATION OF A COMMUNITY FACILITIES DISTRICT,
AUTHORIZING THE LEVY OF A SPECIAL TAX THEREIN AND PRELIMINARILY
ESTABLISHING AN APPROPRIATIONS LIMIT THEREFOR**

**City of Clayton, California
Community Facilities District 2006-1
(Downtown Park Operation and Maintenance District)**

WHEREAS, on May 16, 2006, this Council adopted Resolution No. 19-2006 entitled "A Resolution of Intention to Establish a Community Facilities District to Fund the Annual Operation and Maintenance of a Downtown Park for a Time Period of Ten Years, and to Authorize the Levy of Special Taxes Therein" (the "Resolution of Intention"), stating its intention to form the City of Clayton Community Facilities District No. 2006-1 (Downtown Park Operation and Maintenance District) (the "CFD"), pursuant to the Mello-Roos Community Facilities Act of 1982, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing with Section 53311, of the California Government Code (the "Act"); and

WHEREAS, the Resolution of Intention, incorporating a map of the proposed boundaries of the CFD and stating the Services (as described herein) to be provided, the estimated maximum cost of providing such Services, and the rate and method of apportionment of the special tax to be levied within the CFD to pay for the Services (as hereafter defined) with respect to the CFD, are each on file with the City Clerk and the provisions thereof are incorporated herein by this reference as if fully set forth herein; and

WHEREAS, on June 20, 2006, this City Council held a noticed public hearing as required by the Act and the Resolution of Intention relative to the proposed formation of the CFD; and

WHEREAS, at said hearing all interested persons desiring to be heard on all matters pertaining to the formation of the CFD, the Services to be provided therein and the levy of said special tax were heard and a full and fair hearing was held; and

WHEREAS, at said hearing evidence was presented to this Council on said matters before it, including a report by the City Manager (the "Report") as to the Services to be provided through the CFD and the costs thereof, a copy of which is on file with the City Clerk, and this Council at the conclusion of said hearing is fully advised in the premises; and

WHEREAS, written protests with respect to the formation of the CFD, the furnishing of specified types of Services and the rate and method of apportionment of the special taxes have not been filed with the City Clerk of the City by fifty percent (50%) or more of the registered voters residing within the territory of the CFD or property owners of one-half (1/2) or more of the area of land within the CFD and not exempt from the special tax; and

WHEREAS, the special tax proposed to be levied in the CFD to pay for the proposed Services to be provided therein, as set forth in Exhibit A hereto, has not been

eliminated by protest by fifty percent (50%) or more of the registered voters residing within the territory of the CFD or the owners of one-half (1/2) or more of the area of land within the CFD and not exempt from the special tax.

NOW, THEREFORE, the City Council of Clayton, California does hereby resolve as follows:

1. **Recitals**. The foregoing recitals are true and correct.
2. **No Majority Protest**. The proposed special tax to be levied within the CFD has not been precluded by majority protest pursuant to Section 53324 of the Act.
3. **Prior Proceedings**. All prior proceedings taken by this Council in connection with the establishment of the CFD and the levy of the special tax have been duly considered and are hereby found and determined to be valid and in conformity with the requirements of the Act. This Council hereby finds and determines that the CFD is in conformity with the goals and policies heretofore adopted by this Council with respect to the formation of the CFD.
4. **CFD Established**. The community facilities district designated "City of Clayton Community Facilities CFD No. 2006-1 (Downtown Park Operation and Maintenance District)" is hereby established pursuant to the Act.
5. **Boundaries Described**. The boundaries of the CFD, as set forth in the map of the CFD heretofore recorded in the Contra Costa County Recorder's Office on May 31, 2006 in Book 79 at page 50 of Maps of Assessment and Community Facilities Districts, are hereby approved and incorporated herein by reference and shall be the boundaries of the CFD.
6. **Services**. The type of public Services proposed to be financed by the CFD and pursuant to the Act shall consist of those items listed as Services on Exhibit A attached hereto and by this reference incorporated herein (the "Services").
7. **Special Taxes**. Except to the extent that funds are otherwise available to the CFD to pay for the Services, a special tax sufficient to pay the costs thereof, secured by a continuing lien against all non-exempt real property in the CFD, will be levied annually within the CFD, and collected in the same manner as ordinary *ad valorem* property taxes or in such other manner as this Council or its designee shall determine, including direct billing of the affected property owners. The proposed rate and method of apportionment of the special tax among the parcels of real property within the CFD, in sufficient detail to allow each landowner within the proposed CFD to estimate the probable maximum amount such owner will have to pay, are described in Exhibit B attached hereto and by this reference incorporated herein.
8. **Tax Collector City**. The City Manager, 6000 Heritage Trail, Clayton, California, 94517 telephone number (925) 673-7300 is the officer of the City who will be responsible for preparing annually a current roll of special tax levy obligations by assessor's parcel number and who will be responsible for estimating future special tax levies pursuant to Section 53340.2 of the Act.
9. **Tax Lien**. Upon recordation of a notice of special tax lien pursuant to Section 3114.5 of the California Streets and Highways Code, a continuing lien to secure each

levy of the special tax shall attach to all nonexempt real property in the CFD and this lien shall continue in force and effect until the special tax obligation ceases and the lien canceled in accordance with law or until collection of the tax by the City ceases.

10. Appropriations Limit. In accordance with Section 53325.7 of the Act, the annual appropriations limit, as defined by subdivision (h) of Section 8 of Article XIII B of the California Constitution, of the CFD is hereby preliminarily established at \$100,600.00 and said appropriations limit shall be submitted to the voters of the CFD as hereafter provided. The proposition establishing said annual appropriations limit shall become effective if approved by the qualified electors voting thereon and shall be adjusted in accordance with the applicable provisions of Section 53325.7 of the Act.

11. Election. Pursuant to the provisions of the Act, the proposition of the levy of the special tax and the proposition of the establishment of the appropriations limit specified above shall be submitted to the qualified electors of the CFD at an election the time, place and conditions of which election shall be as specified by a separate resolution of this Council.

12. Effective Date. This Resolution shall take effect upon its adoption.

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California at a regular public meeting thereof held the 20th day of June 2006, on the following vote:

AYES: Councilmember Laurence, Manning, Pierce, Vice Mayor Walcutt and Mayor Shuey.

NOES: None.

ABSENT: None.

ABSTAIN: None.

THE CITY COUNCIL OF CLAYTON, CA


DAVID T. SHUEY, MAYOR

ATTEST:

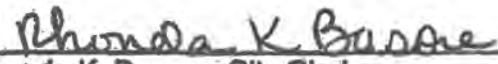

Rhonda K. Basore, City Clerk

EXHIBIT A

CITY OF CLAYTON Community Facilities District 2006-1 (Downtown Park Operation and Maintenance District)

DESCRIPTION OF SERVICES TO BE FINANCED BY THE CFD

The Services that are proposed to be financed by the City of Clayton Community Facilities District 2006-1 (Downtown Park Operation and Maintenance District) (the "CFD") shall include the attributable costs of operation, maintenance, repair and replacement of:

A. Downtown Park – which includes but is not limited to:

Costs of operation, maintenance, repair and replacement of an approximate 1-acre public park (APN 119-015-005,006) abutting the western edge of (old) Marsh Creek Road between Main and Center Streets located in Town Center Clayton.

Definition

"Costs of Operation, Maintenance, Repair and Replacement" of the foregoing public park improvements means the furnishing of services and materials for the ordinary and usual operation, maintenance and care of a downtown public park with its appurtenant facilities, public restroom, gazebo, playground equipment and improvements, including repair, removal or replacement of all or part of any landscaping or turf or appurtenant facilities providing for the life, growth, health and beauty of the landscaping, including cultivation, irrigation, trimming, pruning, spraying, fertilizing and treating for disease or injury; the removal of trimmings, rubbish, debris, litter and other solid wastes; and the eradication of landscape pests, including but not limited to vermin and rodents, ground squirrels, gophers, and moles.

"Maintenance" also means the furnishing of water for public health purposes and irrigation of the park turf, trees and landscaping, and the supply of electricity to operate the attendant irrigation systems, park lights and electrical outlets. In addition, allowable expenses include the County's cost to levy and collect the District's assessment through the annual property tax bill, the City's shared equipment and facilities charges, City prorated overhead charges to administer and manage the District, and District reserve funds for capital replacements, vandalism and major repairs.

The foregoing services shall be provided through and by the City of Clayton, either with its own labor forces or by contract with third parties, or any combination thereof, as determined solely by the City of Clayton.

EXHIBIT B

**CITY OF CLAYTON
Community Facilities District 2006-1
(Downtown Park Operation and Maintenance District)**

RATE AND METHOD OF LEVY OF SPECIAL TAX

A special tax will be levied annually on each taxable parcel of land not defined below as an "Exempt Parcel" within the Community Facilities District 2006-1 (Downtown Park Operation and Maintenance District) (the "CFD") and collected in the same manner as ordinary ad-valorem property taxes or in such manner as the City of Clayton City Council or its designee shall determine, including City-originated billing of the affected property owners.

Definitions

<u>Taxable Parcels:</u>	Parcels of land within the boundaries of the CFD that are not included in the "Exempt Parcel" category listed below.
<u>Exempt Parcels:</u>	Parcels of land owned by a public school district, and parcels of land owned by the City of Clayton or the Clayton Redevelopment Agency outside the boundaries of the defined Downtown Core area (see map, Attachment 1 of Exhibit B).
<u>Residential Parcels:</u>	Taxable Parcels of land in the District that are classified in the City of Clayton General Plan as either single-family, multi-family or rural estate residential parcels.
<u>Downtown Core Parcels:</u>	Taxable Parcels within the Downtown Core area that are not classified as "Residential Parcels".
<u>Other Commercial Parcels:</u>	Taxable Parcels outside the boundaries of the Downtown Core area that are not classified as "Residential Parcels", "Recreational Open Space Parcels" or "Multi-Family Residential Care Facilities".
<u>Recreational Open Space Parcels:</u>	Taxable Parcels classified as "Private Golf Course" in the City of Clayton General Plan.
<u>Multi-Family Residential Care Facilities Parcels:</u>	Taxable Parcels having institutional or congregate care residential units within a facility with an on-site manager.
<u>Special Tax:</u>	The special tax allowed to be levied on property within the CFD, calculated pursuant to this Rate and Method of Apportionment of Special Tax.

Special Tax Formula

A. Residential Parcels:

An annual special tax will be levied on all Residential Parcels, as defined above, at the per parcel tax rate shown below for each fiscal year 2007-2008 through 2016-2017:

Residential Parcel Annual Special Tax Rate: \$16.39 per parcel.

B. Downtown Core Parcels:

An annual special tax will be levied on all non-Residential Parcels within the Downtown Core area (see map, Attachment 1), at the per ¼-acre or fraction thereof parcel rate shown below for each fiscal year 2007-2008 through 2016-2017:

Downtown Core Parcel Annual Special Tax Rate: \$221.05 per ¼-acre or fraction thereof parcel size as shown on the County tax roll.

C. Other Commercial Parcels:

An annual special tax will be levied on all non-Residential Parcels outside the Downtown Core area, as defined above, at the per ¼-acre or fraction thereof parcel rate shown below for each fiscal year 2007-2008 through 2016-2017:

Other Commercial Parcel Annual Special Tax Rate: \$96.92 per ¼-acre or fraction thereof parcel size as shown on the County tax roll.

**D. Recreational Open Space
Parcels:**

An annual special tax will be levied on all Private Golf Course Parcels, as defined above, at the per ¼-acre or fraction thereof parcel rate shown below for each fiscal year 2007-2008 through 2016-2017:

Recreational Open Space Parcel Annual Special Tax Rate: \$48.46 per ¼-acre or fraction thereof parcel size as shown on the County tax roll.

**E. Multi-Family Residential
Care Facilities Parcels:**

An annual special tax will be levied on all Multi-Family Residential Care Facilities Parcels, as defined above, at the per ¼-acre or fraction thereof parcel rate shown below for each fiscal year 2007-2008 through 2016-2017:

Multi-Family Residential Care Facilities Parcel Annual Special Tax Rate: \$50.92 per ¼-acre or fraction thereof parcel size as shown on the County tax roll.

Duration of Special Tax Levy

The special tax will be levied annually for a period of ten (10) years commencing in fiscal year 2007-2008 (July - June) through and including fiscal year 2016-2017. After the ten (10) year duration has expired the special tax may no longer be levied or collected unless extended pursuant to applicable laws, except that a special tax that was lawfully levied in or before the final tax year and that remains delinquent may be collected in subsequent years.

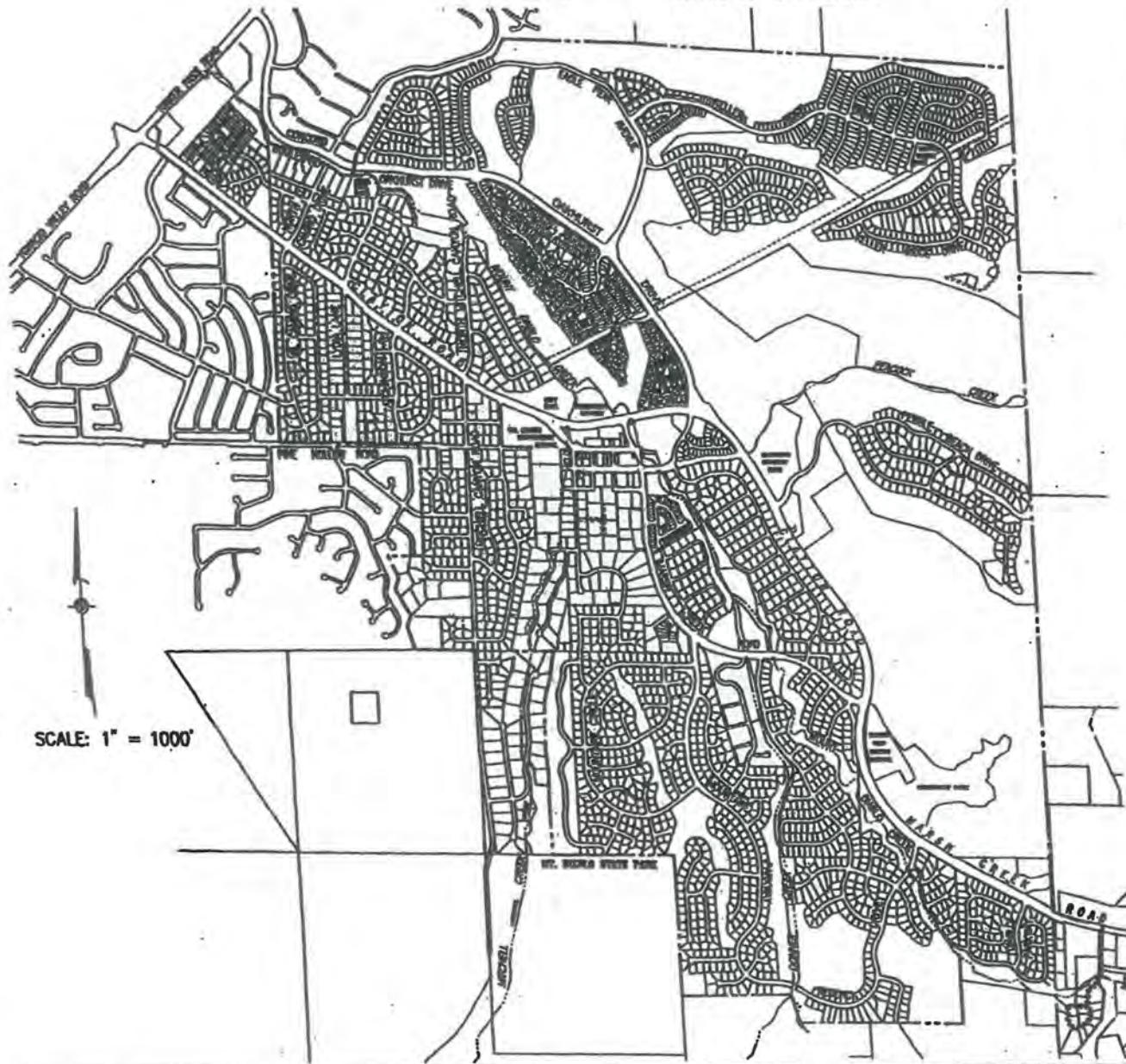
Special Tax Escalator Factor

In fiscal years 2008-2009 through 2016-2017, each special annual tax rate may be increased annually by the Clayton City Council in an amount not to exceed the most recent full annual adjustment (April to April) in the Consumer Price Index – All Urban Consumers, San Francisco-Oakland-San Jose, CA Area (Base Period 1982-84 = 100). This escalator factor is applicable if determined by the City to be necessary due to expected or actual increases in the operational, maintenance, repair and replacement expenses funded by the CFD. In no event shall each annual special tax rate in any fiscal year increase by more than three percent (3%) over the previous year.

Attachment 1: Map of Downtown Core area [1 pg.]

PROPOSED BOUNDARIES OF
COMMUNITY FACILITIES DISTRICT NO. 2006-1
(DOWNTOWN PARK OPERATION AND MAINTENANCE DISTRICT)

CITY OF CLAYTON, COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA



SCALE: 1" = 1000'

CITY RECORDER'S STATEMENT:

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF CLAYTON, THIS 28th DAY OF April, 2006.

BY: Rhonda K. Bacon

CITY CLERK
CITY OF CLAYTON

CITY CLERK'S STATEMENT:

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING THE PROPOSED BOUNDARIES OF COMMUNITY FACILITIES DISTRICT NUMBER 2006-1 IN THE CITY OF CLAYTON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF CLAYTON AT A REGULAR MEETING THEREOF, HELD ON THE 16th DAY OF MAY, 2006, BY ITS RESOLUTION NO. 15-2006.

BY: Rhonda K. Bacon

CITY CLERK
CITY OF CLAYTON

RECORDER'S CERTIFICATE:

FILED THIS 31st DAY OF MAY, 2006, AT THE HOUR OF 2:30 O'CLOCK P.M. IN BOOK 71 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS, AT PAGE 50, AND AS INSTRUMENT NUMBER 06-17762 IN THE OFFICE OF THE COUNTY RECORDER OF CONTRA COSTA COUNTY, STATE OF CALIFORNIA.

06-17762

BY: Stephen L. Weil

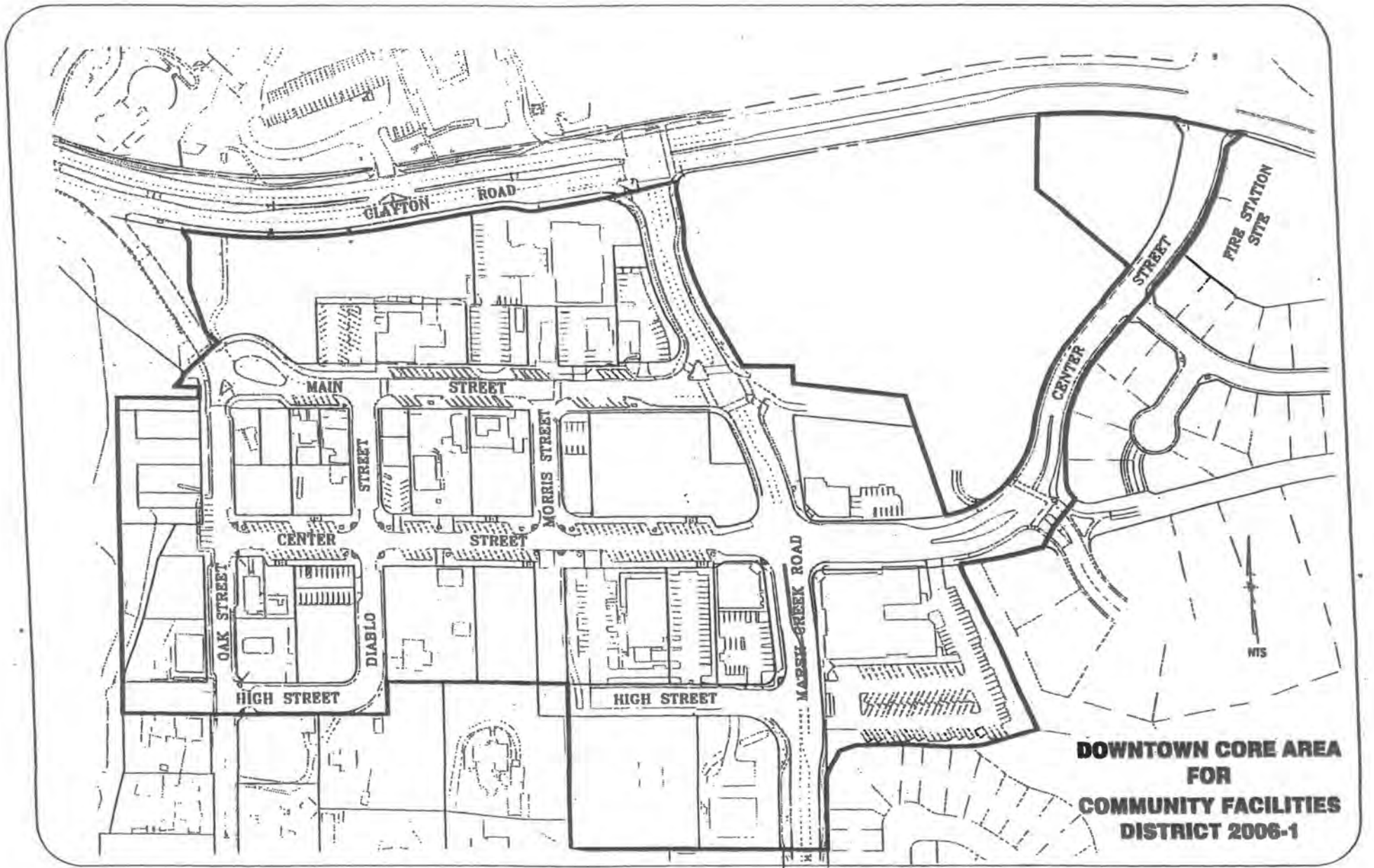
COUNTY RECORDER
COUNTY OF CONTRA COSTA

BY: Orlando

DEPUTY COUNTY RECORDER

LEGEND

----- CITY LIMIT LINE AND
COMMUNITY FACILITY DISTRICT BOUNDARY



**DOWNTOWN CORE AREA
FOR
COMMUNITY FACILITIES
DISTRICT 2006-1**

RESOLUTION NO. 24-2006

**A RESOLUTION CALLING A SPECIAL ELECTION
IN A COMMUNITY FACILITIES DISTRICT**

**CITY OF CLAYTON
Community Facilities District 2006-1
(Downtown Park Operation and Maintenance District)**

WHEREAS, on this date, this Council adopted its Resolution No. 23-2006 entitled "A Resolution of Formation of a Community Facilities District, Authorizing the Levy of Special Taxes Therein and Preliminarily Establishing an Appropriations Limit Therefor" (the "Resolution of Formation"), ordering the formation of the City of Clayton Community Facilities District No. 2006-1 (Downtown Park Operation and Maintenance District) (the "CFD"), authorizing the levy of a special tax on real property within the CFD and preliminarily establishing an appropriations limit for the CFD, all pursuant to the Mello-Roos Community Facilities Act of 1982, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing with Section 53311, of the California Government Code (the "Act"); and

WHEREAS, pursuant to the provisions of the Resolution of Formation, the propositions of the levy of the special tax and the establishment of the appropriations limit shall be submitted to the qualified electors of the CFD at a special election as required by the Act; and

WHEREAS, this Council desires that the special election be consolidated with the statewide general election to occur on November 7, 2006 and that the proposition be included on the ballot for the statewide general election which ballot is prepared by the officer charged with the duty of conducting the statewide general election for the County of Contra Costa, such official being the Registrar of Voters of the County of Contra Costa (the "Election Official"); and

WHEREAS, Section 9280 of the Elections Code of the State of California authorizes the filing of an impartial analysis and Sections 9281 to 9287 of said code authorize the filing of written arguments for or against any ballot proposition, and, if adopted by the City Council, rebuttal arguments.

NOW, THEREFORE, the City Council of Clayton, California does hereby resolve as follows:

1. Issue Submitted. Pursuant to Sections 53326 and 53325.7 of the Act, the issue of the levy of said special tax and the establishment of the appropriations limit shall be submitted to the qualified electors (as defined below) of the CFD at an election called therefor as provided below. The question to be voted upon as it shall appear on the ballot shall be as follows:

Shall the Downtown Park's annual operation and maintenance expenses be funded for a period of 10 years by the formation of a citywide Community Facilities District with an initial appropriations limit of \$100,600 and an annual levy of special taxes?

The full text of the measure to be printed in the Voter Pamphlet shall include the "Description of Services to Be Financed by the CFD" and the "Rate and Method of Levy of Special Tax", attached as Exhibits "A" and "B"; respectively, to the Resolution of Formation of a Community Facilities District (Resolution No. 23-2006).

2. Qualified Electors. Pursuant to Section 53326 of the Act, the vote shall be by the registered voters of the proposed CFD, with each voter having one vote.

3. Conduct of Election. This Council hereby calls a special election (the "Election") to consider the measure described in paragraph 1 above, which election shall be held in the next general election on November 7, 2006, and conducted by the Election Official. Within three business days of the adoption of this Resolution, the City Clerk shall provide to the Election Official a copy of this Resolution, a certified map of the proposed boundaries of the CFD, and a sufficient description to allow the Election Official to determine the boundaries of the CFD.

The Election is hereby ordered consolidated with the statewide general election to be held within the City on said date, and within the territory affected by the consolidation, the election shall be held and conducted, election officers appointed, voting precincts designated, ballots printed, polls opened and closed, ballots counted and returned, returns canvassed, results declared, and all other proceedings incidental to and connected with the election shall be regulated and done in accordance with the provisions of law regulating the statewide general election and specified herein. The precincts used at the consolidated election shall be those used for the statewide general election, and, where necessary, the County Clerk may adjust precinct lines to coincide with the boundaries of the City. The Board of Supervisors of the County of Contra Costa is hereby requested to order the consolidation of the Election hereby called with said statewide general election, and to permit the County Clerk and the County Election Department to render services relating to the conduct of said election, which services will be determined by the City and the County Election Department, and the Board of Supervisors of the County of Contra Costa is hereby authorized to canvass the returns of said special municipal election, and said election shall be held in all respects as if there were only one election, only one form of ballot shall be used and the returns of the election need not be canvassed by the City Council. The City Clerk is hereby authorized and directed to work with the Elections Official and other appropriate officials of the County to ensure that the applicable requirements of the Elections Code are met.

4. Ballot Materials. The City Attorney is hereby requested to prepare and to provide to Election Official the ballot material described in Section 53327 of the Act.

(a) Impartial Analysis. The City Clerk is hereby directed to submit to the City Attorney a certified copy of the measure set forth above. The City Attorney is hereby authorized and directed to prepare an impartial analysis of the measures showing the effect of the measures on the existing law and the operation of the measures, said analysis to be submitted by the City Attorney to the Election Official for printing before the arguments for and against the measure. The analysis shall not exceed 500 words in length and shall otherwise comply in all respects with the applicable provisions of the Elections Code of the State of California. The deadline date for the submittal of the analysis and primary arguments shall be August 14, 2006.

5. Filing of Primary and Rebuttal Arguments. The deadline for filing primary arguments concerning the ballot measure is August 14, 2006. Provisions for Rebuttal arguments have been previously adopted by the Council. Rebuttal arguments must be filed by August 21, 2006.

6. Effective Date. This Resolution shall take effect upon its adoption.

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California at a regular public meeting thereof held the 20th day of June 2006 on the following vote:

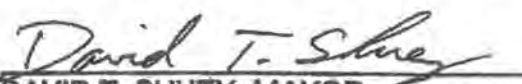
AYES: Councilmember Laurence, Manning, Pierce, Vice Mayor Walcutt and Mayor Shuey.

NOES: None.

ABSENT: None.

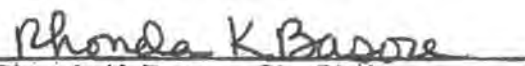
ABSTAIN: None.

THE CITY COUNCIL OF CLAYTON, CA



DAVID T. SHUEY, MAYOR

ATTEST:



Rhonda K. Basore, City Clerk

RESOLUTION NO. 19-2006

A RESOLUTION OF INTENTION TO ESTABLISH A COMMUNITY FACILITIES DISTRICT TO FUND THE ANNUAL OPERATION AND MAINTENANCE OF A DOWNTOWN PARK FOR A TIME PERIOD OF TEN YEARS, AND TO AUTHORIZE THE LEVY OF SPECIAL TAXES THEREIN

**The City Council
City of Clayton, California
Community Facilities District 2006-1
(Downtown Park Operation and Maintenance District)**

WHEREAS, under the Mello-Roos Community Facilities Act of 1982, as amended (the "Act") Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing at Section 53311, of the California Government Code (the "Act"), this City Council may be the legislative body for the proposed community facilities district and is empowered with the authority to establish the community facilities district; and

WHEREAS, this City Council now desires to proceed with the establishment of a community facilities district in order to finance the costs of operation, maintenance, repair and replacement services at an approximate 1-acre public park (APN 119-015-005,006) located in the Clayton Town Center (the "Services");

NOW, THEREFORE, the City Council of Clayton, California does hereby resolve as follows:

1. **Recitals.** The City Council does hereby find and affirm the above noted Recitals are true and correct facts and information relative to the proceedings at hand.
2. **Authority.** This Council proposes to conduct proceedings to establish a community facilities district pursuant to the Act.
3. **Name of CFD.** The name proposed for the community facilities district is City of Clayton Community Facilities District No. 2006-1 (Downtown Park Operation and Maintenance District) (the "CFD").
4. **Boundaries Described.** The proposed boundaries of the CFD are as shown on the map of it (Exhibit C) on file with the City Clerk, dated 28 April 2006, which boundaries are hereby preliminarily approved and to which map reference is hereby made for further particulars. The City Clerk is hereby directed to record, or cause to be recorded, said map of the boundaries of the CFD in the office of the County Recorder of the County of Contra Costa (the County) within fifteen days of the date of adoption of this Resolution, but in any event at least fifteen days prior to the public hearing specified in paragraph 10 below. The boundaries of the CFD shall also include any parcels subsequently annexed to the City and the CFD.

5. Services. The types of public services proposed to be financed by the CFD and pursuant to the Act shall consist of all or a portion of those items listed on Exhibit A hereto and hereby incorporated herein.

6. Special Tax. Except to the extent that funds are otherwise available to the CFD to pay for the Services, a special tax (the "Special Tax") sufficient to pay the costs thereof, secured by recordation of a continuing lien against all non-exempt real property in the CFD, will be levied annually within the CFD, and collected in the same manner as ordinary *ad valorem* property taxes or in such other manner as this City Council or its designee shall determine, including direct billing of the affected property owners. The proposed rate and method of apportionment of the Special Tax among the parcels of real property within the CFD in sufficient detail to allow each landowner within the proposed CAD to estimate the maximum amount such owner will have to pay, are described in Exhibit B attached hereto and hereby incorporated herein.

This Council hereby finds that the provisions of Section 53313.6, 53313.7 and 53313.9 of the Act (relating to adjustments to *ad valorem* property taxes and schools financed by a community services district) are inapplicable to the proposed CFD.

7. Exempt Property. Except as may otherwise be provided by law or by the rate and method of apportionment of the Special Tax for the CFD specified in Exhibit B, all lands owned by any public entity, including the United States, the State of California, the County and/or the City or any departments or political subdivisions thereof, shall be omitted from the levy of the Special Tax to be made to cover the costs and expenses of the Services and the CFD. In the event that a portion of the property within the CFD shall become for any reason exempt, wholly or in part, from the levy of the Special Tax, this City Council will, on behalf of the CFD, increase the levy to the extent necessary upon the remaining property within the CFD which is not exempt in order to yield the required amounts to pay for the Services of the CFD, if any, subject to the provisions of the rate and method of apportionment of the Special Tax.

8. Voting Procedure. The levy of the Special Tax shall be subject to the approval of the qualified electors of the CFD in the next general election held in November 2006. The proposed voting procedure shall be by registered voters within the proposed CFD, with each voter having one vote.

9. CFD Report. The City Manager of the City as the officer having charge and control of the Services in and for the CFD, or his designee, is hereby directed to study said proposed Services and to make, or cause to be made, and file with the City Clerk a report in writing, (the "CFD Report") presenting the following:

(a) A description of the Services by type which will be required to adequately meet the needs of the CFD.

(b) An estimate of the fair and reasonable cost of the Services including incidental expenses in connection therewith.

The CFD Report shall be made a part of the record of the public hearing specified below.

10. Public Hearing. Tuesday, June 20, 2006, at 7:00 p.m., or as soon as possible thereafter, in the Community Library Meeting Room, 6125 Clayton Road, Clayton, California, be, and the same are hereby appointed and fixed as the time and place when and where this Council, as legislative body for the CFD, will conduct a public hearing on the establishment of the CFD and consider and finally determine whether the public interest, convenience and necessity require the formation of the CFD and the levy of the Special Tax.

11. Notice of Hearing. The City Clerk is hereby directed to cause notice of the public hearing to be given by publication one time in the *Contra Costa Times*, a newspaper circulated in the area of the CFD. The publication shall be completed at least seven days before the date herein set for the hearing. The notice shall be substantially in the form specified in Section 53322 of the Act, with the form summarizing the provisions hereof hereby specifically approved.

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California at a regular public meeting thereof held this 16th day of May 2006 on the following vote:

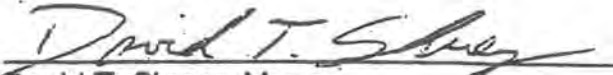
AYES: Councilmember Laurence, Manning, Pierce, Vice Mayor Walcutt and Mayor Shuey.

NOES: None.

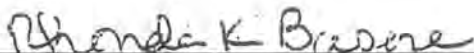
ABSENT: None.

ABSTAIN: None.

THE CITY COUNCIL OF CLAYTON, CA


David T. Shuey, Mayor

ATTEST:


Rhonda K. Basore
City Clerk

I hereby certify that Resolution No. 14-2006
was duly and regularly passed by the City
Council of the City Of Clayton at a regular
meeting held on May 16, 2006


Rhonda K. Basore, City Clerk

Exhibit A — Description of Services to be Financed by CFD
Exhibit B — Rate and Method of Levy of Special Tax
Exhibit C - Map of CFD 2006-1

EXHIBIT A

CITY OF CLAYTON Community Facilities District 2006-1 (Downtown Park Operation and Maintenance District)

DESCRIPTION OF SERVICES TO BE FINANCED BY THE CFD

The Services that are proposed to be financed by the City of Clayton Community Facilities District 2006-1 (Downtown Park Operation and Maintenance District) (the "CFD") shall include the attributable costs of operation, maintenance, repair and replacement of:

A. Downtown Park - which includes but is not limited to:

Costs of operation, maintenance, repair and replacement of an approximate 1-acre public park (APN 119-015-005,006) abutting the western edge of (old) Marsh Creek Road between Main and Center Streets located in Town Center Clayton.

Definition

"Costs of Operation, Maintenance, Repair and Replacement" of the foregoing public park improvements means the furnishing of services and materials for the ordinary and usual operation, maintenance and care of a downtown public park with its appurtenant facilities, public restroom, gazebo, playground equipment and improvements, including repair, removal or replacement of all or part of any landscaping or turf or appurtenant facilities providing for the life, growth, health and beauty of the landscaping, including cultivation, irrigation, trimming, pruning, spraying, fertilizing and treating for disease or injury; the removal of trimmings, rubbish, debris, litter and other solid wastes; and the eradication of landscape pests, including but not limited to vermin and rodents, ground squirrels, gophers, and moles.

"Maintenance" also means the furnishing of water for public health purposes and irrigation of the park turf, trees and landscaping, and the supply of electricity to operate the attendant irrigation systems, park lights and electrical outlets. In addition, allowable expenses include the County's cost to levy and collect the District's assessment through the annual property tax bill, the City's shared equipment and facilities charges, City prorated overhead charges to administer and manage the District, and District reserve funds for capital replacements, vandalism and major repairs.

The foregoing services shall be provided through and by the City of Clayton, either with its own labor forces or by contract with third parties, or any combination thereof, as determined solely by the City of Clayton.

EXHIBIT B

**CITY OF CLAYTON
Community Facilities District 2006-1
(Downtown Park Operation and Maintenance District)**

RATE AND METHOD OF LEVY OF SPECIAL TAX

A special tax will be levied annually on each taxable parcel of land not defined below as an "Exempt Parcel" within the Community Facilities District 2006-1 (Downtown Park Operation and Maintenance District) (the "CFD") and collected in the same manner as ordinary ad-valorem property taxes or in such manner as the City of Clayton City Council or its designee shall determine, including City-originated billing of the affected property owners.

Definitions

<u>Taxable Parcels:</u>	Parcels of land within the boundaries of the CFD that are not included in the "Exempt Parcel" category listed below.
<u>Exempt Parcels:</u>	Parcels of land owned by a public school district, and parcels of land owned by the City of Clayton or the Clayton Redevelopment Agency outside the boundaries of the defined Downtown Core area (see map, Attachment 1 of Exhibit B).
<u>Residential Parcels:</u>	Taxable Parcels of land in the District that are classified in the City of Clayton General Plan as either single-family, multi-family or rural estate residential parcels.
<u>Downtown Core Parcels:</u>	Taxable Parcels within the Downtown Core area that are not classified as "Residential Parcels".
<u>Other Commercial Parcels:</u>	Taxable Parcels outside the boundaries of the Downtown Core area that are not classified as "Residential Parcels", "Recreational Open Space Parcels" or "Multi-Family Residential Care Facilities".
<u>Recreational Open Space Parcels:</u>	Taxable Parcels classified as "Private Golf Course" in the City of Clayton General Plan.
<u>Multi-Family Residential Care Facilities Parcels:</u>	Taxable Parcels having institutional or congregate care residential units within a facility with an on-site manager.
<u>Special Tax:</u>	The special tax allowed to be levied on property within the CFD, calculated pursuant to this Rate and Method of Apportionment of Special Tax.

Special Tax Formula

A. Residential Parcels:

An annual special tax will be levied on all Residential Parcels, as defined above, at the per parcel tax rate shown below for each fiscal year 2007-2008 through 2016-2017:

Residential Parcel Annual Special Tax Rate: \$16.39 per parcel.

B. Downtown Core Parcels:

An annual special tax will be levied on all non-Residential Parcels within the Downtown Core area (see map, Attachment 1), at the per ¼-acre or fraction thereof parcel rate shown below for each fiscal year 2007-2008 through 2016-2017:

Downtown Core Parcel Annual Special Tax Rate: \$221.05 per ¼-acre or fraction thereof parcel size as shown on the County tax roll.

C. Other Commercial Parcels:

An annual special tax will be levied on all non-Residential Parcels outside the Downtown Core area, as defined above, at the per ¼-acre or fraction thereof parcel rate shown below for each fiscal year 2007-2008 through 2016-2017:

Other Commercial Parcel Annual Special Tax Rate: \$96.92 per ¼-acre or fraction thereof parcel size as shown on the County tax roll.

**D. Recreational Open Space
Parcels:**

An annual special tax will be levied on all Private Golf Course Parcels, as defined above, at the per ¼-acre or fraction thereof parcel rate shown below for each fiscal year 2007-2008 through 2016-2017:

Recreational Open Space Parcel Annual Special Tax Rate: \$48.46 per ¼-acre or fraction thereof parcel size as shown on the County tax roll.

**E. Multi-Family Residential
Care Facilities Parcels:**

An annual special tax will be levied on all Multi-Family Residential Care Facilities Parcels, as defined above, at the per ¼-acre or fraction thereof parcel rate shown below for each fiscal year 2007-2008 through 2016-2017:

Multi-Family Residential Care Facilities Parcel Annual Special Tax Rate: \$50.92 per ¼-acre or fraction thereof parcel size as shown on the County tax roll.

Duration of Special Tax Levy

The special tax will be levied annually for a period of ten (10) years commencing in fiscal year 2007-2008 (July - June) through and including fiscal year 2016-2017. After the ten (10) year duration has expired the special tax may no longer be levied or collected unless extended pursuant to applicable laws, except that a special tax that was lawfully levied in or before the final tax year and that remains delinquent may be collected in subsequent years.

Special Tax Escalator Factor

In fiscal years 2008-2009 through 2016-2017, each special annual tax rate may be increased annually by the Clayton City Council in an amount not to exceed the most recent full annual adjustment (April to April) in the Consumer Price Index - All Urban Consumers, San Francisco-Oakland-San Jose, CA Area (Base Period 1982-84 = 100). This escalator factor is applicable if determined by the City to be necessary due to expected or actual increases in the operational, maintenance, repair and replacement expenses funded by the CFD. In no event shall each annual special tax rate in any fiscal year increase by more than three percent (3%) over the previous year.

Attachment 1: Map of Downtown Core area [1 pg.]

RESOLUTION NO. 32 - 2014

**A RESOLUTION CALLING AN ELECTION TO EXTEND
THE EXISTING SPECIAL TAX SUBJECT TO THE SAME
ADJUSTMENT METHODOLOGY FOR
COMMUNITY FACILITIES DISTRICT (CFD) 2006-1
DOWNTOWN "THE GROVE" PARK
FOR TWENTY YEARS**

**THE CITY COUNCIL
City of Clayton, CA
Community Facilities District 2006-1
[Downtown "The Grove" Park Operation and Maintenance District]**

WHEREAS, the City of Clayton has established Community Facilities District 2006-1 [Downtown "The Grove" Park Operations and Maintenance District] ("CFD") within the City of Clayton, authorized the levy of a special tax on real property within the CFD and established an initial appropriations limit for the CFD; and

WHEREAS, the special tax levied within the CFD is set to expire in Fiscal Year 2016/2017; and

WHEREAS, on May 20, 2014, the City Council adopted Resolution No. 13-2014, a Resolution of Consideration, to extend the existing special tax within the CFD for twenty years from Fiscal Year 2017/2018 (i.e., beginning July 1, 2017) through Fiscal Year 2036/2037 (i.e., ending June 30, 2037); and

WHEREAS, the City Council scheduled a public hearing on such proposed tax extension for July 1, 2014; and

WHEREAS, the City Council continued the public hearing on such proposed tax extension to July 15, 2014 and provided all required notice of the same; and

WHEREAS, at the public hearing, less than a majority of affected property owners protested the extension of the special tax; and

WHEREAS, the City Council wishes to submit the proposed special tax extension to the voters as required by Government Code section 53338.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CLAYTON THAT:

SECTION 1. Findings and Background. The City Council finds that the preceding recitals are correct and are incorporated into this Resolution.

SECTION 2. Determinations. It is hereby determined by this City Council that:

- A. All prior proceedings pertaining to the formation of the CFD and extension of the special tax proposed herein were valid and taken in conformity with the requirements of the law, and specifically the provisions of the Community Facilities District Law.
- B. The written protests received, if any, do not represent a majority protest as defined by the applicable provisions of the Community Facilities District Law and, therefore, the special tax proposed to be extended has not been precluded by majority protest pursuant to Section 53337 of the Government Code.
- C. The City Council now submits the question of whether to extend the special tax within the CFD as set forth herein to the registered voters of the CFD as required by Government Code section 53326. Each registered voter within the CFD shall be entitled to one vote. The Special Tax will be approved if two-thirds of the votes cast upon the question of levying the tax are in favor of levying the tax.
- D. The City of Clayton boundaries are the same as those in the previous City election (general election of November 2012).

SECTION 3. Election. The City Council hereby calls an election on November 4, 2014 and submits the extension of the levy of the existing special tax within the CFD to the qualified electors of the CFD. As set forth in the Resolution of Consideration, Resolution No. 13-2014, the City Council proposes extending the existing special tax, at its current and existing rate and method of apportionment, for twenty years from Fiscal Year 2017/2018 through Fiscal Year 2036/2037 ("Special Tax"). As such, all references to the expiration or term of the Special Tax in the rate and method of apportionment shall reflect the new expiration date of Fiscal Year 2036/2037. The rate and method of apportionment for the Special Tax, subject to the extended term set forth in this section, is more particularly described and set forth in Resolutions No. 23-2006 and 24-2006.

SECTION 4. Election Consolidation. The City requests the Contra Costa County Board of Supervisors consolidate the election on the Special Tax with the Statewide election on November 4, 2014. The City requests and authorizes the Contra Costa County elections official to provide the services necessary to implement the election and to consolidate the election on the November 4, 2014 Election Ballot for the County of Contra Costa. The elections official is hereby authorized to take any and all steps necessary for holding the above election. The elections official shall perform and render all services and proceedings incidental to and connected with the conduct of the election, including but not limited to, the following:

- A. Prepare and furnish the necessary election supplies for the conduct of the election.
- B. Cause to be printed the requisite number of official ballots, tally sheets and other necessary forms.
- C. Furnish official ballots for the qualified electors of the CFD.
- D. Cause the official ballots to be presented to the qualified electors, as required by law.

- E. Receive the returns of the election and supplies.
- F. Sort and assemble the election material and supplies in preparation for the canvassing of the returns.
- G. Canvass the returns of the election.
- H. Furnish a tabulation of the number of votes given in the election.
- I. Conduct and handle all other matters relating to the proceedings and conduct of the election in the manner and form as required by law

SECTION 5. Ballot Measure. Pursuant to Elections Code section 10403, the ballot forms shall have printed on them the following words with regard to the measure:

CITY OF CLAYTON		
<u>MEASURE:</u> _____		
DOWNTOWN "THE GROVE" PARK FUNDING – EXTENSION OF EXISTING SPECIAL TAX To continue the operation and maintenance of the Downtown "The Grove" Park, shall the existing special tax, funded by the citywide Community Facilities District 2006-1 levy, be extended at the current annual special tax with the same methodology rate (currently \$19.03 per year for single-family residential parcels, with higher commercial parcel rate) for Fiscal Years 2017/2018 through 2036/2037?	YES	
	NO	

SECTION 6. Impartial Analysis. Pursuant to Government Code section 53327 and Elections Code section 9280, the City Clerk shall transmit a copy of the measure to the City Attorney, who shall prepare an impartial analysis of the measure showing the effect of the measure on existing law and the operation of the measure. The impartial analysis shall be filed with the City Clerk by August 15, 2014.

SECTION 7. Ballot Arguments. Arguments in favor of and in opposition to the ballot measure and rebuttal arguments shall be permitted, and the City hereby adopts the provisions of Elections Code sections 9282 and 9285(a), regarding the acceptance of arguments relating to ballot measures. Primary arguments shall be filed with the City Clerk by August 20, 2014. Rebuttal arguments shall be filed with the City Clerk by August 25, 2014.

SECTION 8. Special Tax Accountability Measures. Pursuant to and in compliance with the provisions of Government Code Section 50075.1, this Board hereby establishes the following accountability measures pertaining to the levy by the CFD of the proposed Special Tax:

- A. The Special Tax shall be levied for the specific purposes set forth in the Resolution of Consideration and Section 9 below.

- B. The proceeds of the levy of each such special tax shall be applied only to the specific applicable purposes set forth in the Resolution of Consideration (Resolution No. 13-2014) and Section 9 below.
- C. The City shall establish a separate account into which the proceeds of the Special Tax shall be deposited.
- D. The City Manager or his or her designee, acting for and on behalf of the CFD, shall annually file a report with the City Council as required pursuant to Government Code Section 50075.3.

SECTION 9. Additional Actions. The City Manager and City Clerk are hereby authorized and directed to take all necessary and appropriate steps to place the measure on the ballot. The City may recover the costs of the election and related procedures to place the Special Tax on the ballot from the proceeds of such Special Tax or the existing special tax as an incidental expense of the CFD. The City Council hereby amends Exhibit "A" of Resolution No. 23-2006 to clarify that the election expenses set forth in this Section as permissible costs of the operation and maintenance of the Downtown "The Grove" Park.

SECTION 10. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Clayton, California, at a regular public meeting thereof held on July 15, 2014 by the following vote:

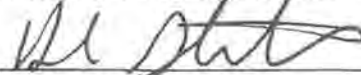
AYES: Mayor Stratford, Councilmembers Diaz, Geller, Pierce.

NOES: None.

ABSENT: Vice Mayor Shuey.

ABSTAIN: None.

THE CITY COUNCIL OF CLAYTON, CA



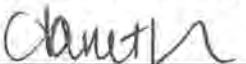
Hank Stratford, Mayor

ATTEST:



Janet Brown, City Clerk

I certify that the foregoing resolution was duly and regularly passed by the City Council of the City Clayton at a regular meeting held on July 15, 2014.



Janet Brown, City Clerk

RESOLUTION NO. 43-2014

**A RESOLUTION DECLARING RESULTS OF CANVASS OF RETURNS IN
THE 2014 GENERAL MUNICIPAL ELECTION, DECLARING THE PERSONS
ELECTED TO THE CITY COUNCIL OF THE CITY OF CLAYTON AND THE
RESULTS OF THE VOTE ON LOCAL BALLOT MEASURE "P", DOWNTOWN "THE
GROVE" PARK OPERATIONS AND MAINTENANCE DISTRICT SPECIAL TAX
EXTENSION
(Community Facilities District 2006-1)**

**THE CITY COUNCIL
City of Clayton, California**

WHEREAS, a duly noticed general municipal election was held in the City of Clayton on November 4, 2014 for the purpose of voting for candidates for two (2) full-term offices of Council Member on the City Council of the City of Clayton and voter consideration of one (1) local ballot measure, Measure "P", a special tax extension to continue funding the annual operations and maintenance of the Downtown "The Grove" Park for an additional period of twenty (20) years through Fiscal Year 2036-2037; and

WHEREAS, following the canvass of returns by the Contra Costa County Clerk and receipt of his report by the Clayton City Clerk, the City Council met in a regular public meeting on December 2, 2014 and canvassed the returns of the election pursuant to and accordance with applicable provisions of the California Elections Code; and

WHEREAS, the City Council finds the number of votes cast in the City of Clayton at the general municipal election was and is 4,076, a 56.21% turnout; and

WHEREAS, the City Council finds there were seven precincts in the City of Clayton established for holding the November 2014 general municipal election; and

WHEREAS, the City Council finds that the names of the persons voted for and the number of votes given said persons in the general municipal election at each of the above noted precincts and by absentee ballot as candidates for the offices of Council Member on the Clayton City Council and the total votes cast for each candidate, are as set forth in the computer printout from the Contra Costa County Election Department, attached hereto as "Exhibit A" and incorporated herein by such reference; and

WHEREAS, the City Council further finds that all of the votes in consideration of local ballot Measure "P" submitted to the Clayton voters in the general municipal election are also set forth in the computer printout from the Contra Costa County Election Department, attached hereto as "Exhibit B" and incorporated herein by such reference.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Clayton, California that the following candidates (listed by order of top vote) for the two offices of Council

Member of the City Council of the City of Clayton received the highest number of votes and are therefore declared to be the two (2) Council Members duly elected to serve on the Clayton City Council until the results of the November 2014 General Municipal election are canvassed and accepted:

David T. Shuey
Keith Haydon

BE IT FURTHER RESOLVED by the City Council that local Ballot Measure "P" and the levy extension of a special tax therein (Community Facilities District No. 2014-1, Downtown Park Operation and Maintenance District) did garner the requisite two-thirds voter approval and therefore Measure "P" did pass.

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California at a regular public meeting thereof held on the 2nd day of December 2014 by the following vote:

AYES: Mayor Stratford, Vice Mayor Shuey, Councilmembers Diaz, Geller and Pierce.

NOES: None.

ABSTAIN: None.

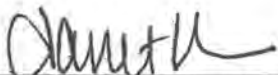
ABSENT: None.

THE CITY COUNCIL OF CLAYTON, CA



Mayor Hank Stratford

ATTEST:



Janet Brown, City Clerk

**CERTIFICATE OF COUNTY CLERK AS TO THE RESULTS OF THE CANVASS OF THE
CITY OF CLAYTON
NOVEMBER 4, 2014 GENERAL ELECTION**

State of California)
) ss.
County of Contra Costa)

I, JOSEPH E. CANCIAMILLA, County Clerk in and for the County of Contra Costa, State of California, do hereby certify that, pursuant to the provisions of the Elections Code, I did canvass the returns of the votes cast in the CITY OF CLAYTON in said county at the General Election held on November 4, 2014 for said city candidates and Measure P submitted to the vote of the voters. I further certify that the statement of the votes cast, to which this certificate is attached, shows the whole number of votes cast in said City and each respective precinct therein, and that the totals of the respective columns and the totals as shown for each candidate are full, true and correct.

WITNESS my hand and Official Seal this 26th day of November, 2014.

JOSEPH E. CANCIAMILLA, County Clerk

By: Rosa Mena
Rosa Mena, Deputy Clerk



CONTRA COSTA COUNTY
STATEWIDE GENERAL ELECTION
TUESDAY, NOVEMBER 4, 2014

Final Official Results

RUN DATE:11/26/14 09:21 AM

REPORT-EL45A PAGE 0:

TOTAL VOTES % ELECTION DAY VOTE BY MAIL

Measure P - City of Clayton

Special Tax - 2/3

Vote For 1

(WITH 7 OF 7 PRECINCTS COUNTED)

→ Yes	3,212	81.25 ←	1,181	2,031
No.	741	18.75	319	422
Total	3,953		1,500	2,453

RESOLUTION NO. 13-2007

**A RESOLUTION DESIGNATING THE NAME OF
"THE GROVE"
FOR THE DOWNTOWN PARK LOCATED BETWEEN
MAIN STREET, old MARSH CREEK ROAD and CENTER STREET**

**THE CITY COUNCIL
City of Clayton, California**

WHEREAS, the City of Clayton has begun construction of a new un-named public park bordered by Main Street, old Marsh Creek Road, and Center Street, which is expected to be completed by the end of 2007; and

WHEREAS, the area at the intersection of old Marsh Creek Road, Main Street, and Center Street will be further improved to be a complement to the adjacent Black Diamond Plaza and a focal point in the historic downtown Clayton; and

WHEREAS, the Clayton City Council previously adopted a Park Naming Policy; and

WHEREAS, the Community Services Commission on February 8, 2007 considered names using their recommended Park Naming Policy and had split recommendations of the following names: Downtown Park; Joel Clayton Park; and Grove Park; and

WHEREAS, the City Council did consider the Community Services recommendations, and other names consistent with the Park Naming Policy during its regular meeting of April 17, 2007.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Clayton California, that the new downtown park located between Main Street, old Marsh Creek Road, and Center Streets shall be named "The Grove" and further resolves that this name meets the criteria of the City's Park Naming Policy as a historical site basis, as it was the location of historic eucalyptus grove community gathering place.

PASSED, APPROVED and ADOPTED by the City Council of Clayton California at a regular meeting thereof held on the 17th day of April 2007, by the following vote:


AYES: Mayor Walcutt, Vice Mayor Manning, Councilmembers Pierce and Stratford

NOES: None

ABSENT: Councilmember Shuey

ABSTAIN: None

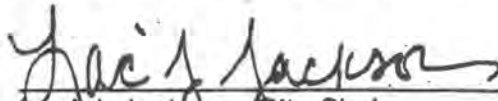
THE CITY COUNCIL OF CLAYTON, CA


William R. Walcutt, Mayor

ATTEST:


Laci J. Jackson, City Clerk

I hereby certify that the foregoing resolution was duly and regularly passed by the City Council of Clayton California at a regular meeting thereof held on April 17, 2007.


Laci J. Jackson, City Clerk

Laurapark name reso

City of Clayton
The Grove Park Fund 211 (CFD 2006-1)
Adopted Budget 19-20

Account Number	Account Name	2017-18 Actual	2018-19 Adopted Budget	2018-19 Projected	2019-20 Adopted Budget
7111	Salaries/Regular	10,211	19,000	13,000	15,000
7112	Temporary Help	12,099	11,200	4,000	-
7113	Overtime	283	500	500	500
7218	LTD/STD Insurance	112	220	130	200
7220	PERS Retirement - Normal Cost	1,171	2,300	1,400	1,500
7221	PERS Retirement - Unfunded Liability	1,354	2,600	1,500	2,200
7231	Workers Comp Insurance	1,233	1,400	1,450	1,000
7232	Unemployment Insurance	397	470	400	400
7233	FICA Taxes	565	1,200	490	200
7246	Benefit Insurance	2,106	3,900	2,300	2,900
7311	General Supplies	1,235	6,000	4,000	5,000
7331	Rentals/Leases	-	500	-	-
7335	Gas & Electric Serv.	1,588	1,800	1,730	1,910
7338	Water Service	24,464	30,000	27,000	29,000
7341	Buildings/Grounds Maintenance	4,044	6,000	7,000	6,000
7342	Machinery/Equipment Maint.	496	1,000	800	1,000
7343	Vehicle Maintenance	931	1,500	1,200	1,500
7344	Vehicle Gas, Oil, and Supplies	708	1,000	1,100	1,000
7381	Property Tax Admin Cost	3,738	3,800	3,800	4,000
7413	Special Legal Services	-	1,000	-	-
7417	Janitorial Services	12,493	14,000	12,500	13,000
7419	Other Prof. Services	4,582	4,730	4,730	4,920
7429	Animal/Pest Control Services	565	650	650	680
7435	Contract Seasonal Labor	-	5,000	11,000	15,000
7440	Tree Trimming Services	3,720	2,500	2,500	5,000
7485	Capital Outlay - Equipment & Machinery	-	-	-	-
7486	CERF Charges/Depreciation	2,100	1,800	1,800	2,700
7615	Property Taxes	497	520	520	550
8101	Fund Admin - Transfer to GF	7,337	7,574	7,574	7,880
Total Expenditures		98,029	132,164	113,074	123,040
4613	Downtown Park Special Parcel Tax - O&M	107,280	111,190	111,180	115,210
4613	Downtown Park Special Parcel Tax - Capital	18,000	18,000	18,000	18,000
4613	Downtown Park Special Parcel Tax - Restricted	5,000	5,000	5,000	5,000
5601	Interest	4,524	3,800	6,000	6,000
5602	Park Use Fee	3,246	2,500	1,200	1,200
5606	Unrealized Inv Gain/Loss	(4,121)	-	-	-
5701	Reimbursement/Refunds	-	-	-	-
5702	Donations & Contributions	1,000	-	1,000	-
Total Revenue		134,929	140,490	142,380	145,410
Increase (Decrease) in Fund Balance		36,900	8,326	29,306	22,370
Beginning Fund Balance		276,948	308,450	313,848	343,154
Ending Fund Balance		313,848	316,776	343,154	365,524
Ending Fund Balance Includes:					
Unrestricted Reserve		158,646	145,011	164,952	164,322
Asset Replacement Reserve		100,202	111,765	118,202	136,202
Unallocated Stabilization Reserve		55,000	60,000	60,000	65,000
Total Fund Balance		313,848	316,776	343,154	365,524

FY 19-20 The Grove Park Fund - No. 211

The Grove Park officially opened to the community on January 12, 2008 and on May 29, 2008, the City Maintenance Department assumed full responsibility for the care and maintenance of The Grove Park. On Opening Day, the public park immediately became the signature statement of our community, and ever since it has been the popular gathering place for residents and visitors to the Clayton Town Center. Voters originally approved this restricted special parcel tax in November 2006 to maintain the park for ten (10) years, with the levy first collected in FY 2007-08. In November 2014, the voters overwhelmingly elected to extend The Grove Park special parcel tax for an additional twenty (20) years through the passage of Measure P (81.3% positive vote) making FY 2018-19 the 12th year of the restricted-use special parcel tax's existence. Operations for The Grove Park are accounted for by the City in a legally separate restricted-use special revenue fund.

Pursuant to the terms of voter-approved Measure P, the special parcel tax rate may be modified annually by the change in the consumer price index (CPI) from April to April. However, in no event shall the tax rate be increased by more than 3.0% each year. Given the CPI change (from April 2018 to April 2019) was 4.01%, the special parcel tax growth factor will be capped at 3.0% for FY 2019-20. Accordingly, The Grove Park's proposed budget for FY 2019-20 incorporates an increase to the special parcel tax levy of 3.0% to a total of \$134,210 resulting in a relatively minor increase of \$4,020 over the prior year's adopted budget. The capped CPI growth adjustment will result in an increase of \$0.64 per residential parcel over the prior year rate (last year's single family rate was \$21.30; including the capped CPI adjustment factor the new rate will be \$21.94). The Grove Park fund received its 10th and final installment of the generous \$10,000 annual donation from Endeashian, Inc. (developers and landowners of the CVS/Pharmacy store site - formerly Longs Drugs Store), two years ago in FY 2016-17. Despite the conclusion of this ten year pledge, Endeashian, Inc. graciously donated an additional \$1,000 to The Grove Park fund in both FY 2017-18 and FY 2018-19, which was both unexpected and unsolicited.

Bolstered by these revenues and interest earnings, The Grove Park fund is projected to maintain a positive reserve balance of approximately \$343,154 by the close of FY 2018-19 with reserves slightly increasing to **\$365,524** at the close of FY 2019-20. Of this projected FY 2019-20 ending fund balance amount, \$136,202 is projected to be held in the asset replacement reserve approved in the adoption of Measure O, \$65,000 in the unallocated stabilization reserve (increasing by \$5,000 annually), and \$165,322 in unrestricted reserves. As The Grove Park's apparatus and infrastructure ages following twelve years of heavy public use, these reserves will be critical to maintain this public gem.

For FY 2018-19, it is projected total expenditures of The Grove Park will be approximately \$113,074 offset by revenues totaling \$142,380, resulting in an operating surplus of \$29,306. This projected surplus was largely a result of the Maintenance Department delegating more of the simple and recurring operational park maintenance tasks to less expensive contract seasonal labor workers than was originally anticipated in the adopted budget. Following the end of the statewide drought, The Grove Park's new water play feature was activated for the first time two years ago in FY 2016-17. This led to substantially higher water consumption than prior years due to its immense popularity with the public. Despite some initial concern The Grove Park's budget would not be able to sustain the spike in water consumption costs, after three years of accumulated cost information it appears this new operational feature is sustainable in an annual balanced budget, including the requirement for annual set-asides for the asset replacement and unallocated stabilization reserves. Prospectively, staff will continue to monitor for any unsustainable trends in water demand paired with the new higher water rate tier structure in order ascertain what future water play feature use-restrictions, if any, are necessary to sustain the annual reserve set-aside goals established by the ballot measure.

As The Grove Park continues to mature and its public attraction increases, more City Maintenance Department personnel time may be necessary to keep it in a condition worthy of the City's signature piece. During the summer and on Saturday Concert Series weekends, a part-time seasonal maintenance worker is assigned to perform routine maintenance and oversight tasks at The Grove Park to ensure this highly-visible asset shines for our community. The adjacent municipal well provides landscape irrigation and other non-potable water needs of The Grove Park, saving considerable taxpayer monies compared to the metered water prices of Contra Costa Water District.

To continue to meet the operational objectives of The Grove Park, appropriations of \$123,040 are proposed for FY 2019-20. This results in a planned operating surplus of **\$22,370**. As this projected surplus is just slightly less than what is required for the annual replenishment of the asset replacement and unallocated stabilization reserves (\$23,000 total), it results in an allocation of \$600 from the unrestricted reserve to meet the reserve set-aside requirements for FY 2019-20. Nevertheless, The Grove Park fund's total reserves remain sufficient beyond its normal yearly operations. The City Council may take action after the adoption of the budget to utilize these reserves for additional capital improvements at The Grove Park.



Agenda Date: 6-18-2019

Agenda Item: 5d

Approved:

Gary A. Napper, City Manager

STAFF REPORT

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: Laura Hoffmeister, Asst. to the City Manager *LHH*

MEETING DATE: June 18, 2019

SUBJECT: Approval of a Resolution ordering the levy and collection of special taxes and setting forth the special tax amount for Community Facilities District (CFD) 2007-1 (City Wide Landscape Maintenance) on the fiscal year 2019-2020 Tax Assessment

RECOMMENDATION

Adoption of Resolution No. __-2019 ordering the levy and collection of special taxes and setting forth the special tax amount for Community Facilities District (CFD) 2007-1 (City Wide Public Landscape Maintenance) on the fiscal year 2019 - 2020 Tax Assessment Roll.

BACKGROUND

In June 2007 the electorate voted 82.94% approval to establish a special tax, known as Measure B, for the care and maintenance of Citywide Public Landscaping. Measure B was established for a 10-year period (through 2017) for the Citywide Public Landscape District-known as Community Facilities District (CFD) 2007-1. Measure B was set to expire in June 2017. This is the only source of funds for the maintenance and operation of the Landscape Maintenance District. In June 2016 the voters approved Measure H (77.1%), a continuation of this sole funding special parcel tax with the same rate methodology for ten years - from FY 2017-2018 through 2026-2027. This action constitutes the third levy under the 2016 voter approved extension.

The tax is for costs related to expenses for public roadway, trail, open space landscape maintenance, and the Clayton Fountain at the corner of Oakhurst Blvd. and Clayton Rd. These areas have 2 million square feet of landscaping and irrigation, 515 acres of open space, 2,871 street trees, and 27 miles of public trails. City parks are not maintained by this special tax but through the General Fund (except for The Grove downtown park which has its own separate special maintenance district funding source).

From 1999 -2016 the City employed only five permanent city maintenance employees who spend approximately 60% of their time on tasks in the Landscape Maintenance District. Necessity has required maintenance crews to spend more work hours maintaining District assets as landscaping matures, irrigation systems break, and vandalism or vehicle accidents that cause damage to trees and shrubs; rate increases in metered irrigation water, electricity increases which run the irrigation controllers and pumps to the fountain; professional services are used for open space weed abatement and tree trimming. In FY 2016-17 one additional field maintenance position was added which is dedicated solely to tasks of the Landscape Maintenance District.

The collection of the tax is done by the County, and property owners' payments for this new District first occurred in November/December 2007. Established in the voter approved tax is an ability to increase the assessment by the CPI with a maximum of 3% annually.

Pursuant to the terms of voter-approved Measure H, the special parcel tax rate may be modified annually by the change in the CPI from April to April. However, in no event shall the tax rate be increased by more than 3.0% each year. Given the CPI change (from April 2018 to April 2019) posted at 4.01%, the special parcel tax may be increased to the 3.0% cap for FY 2019-20. The CPI adjustment was reviewed and recommended by the Trails and Landscape Committee at its May 15, 2019 public meeting. The FY 2019-20 Budget was adopted by the City Council at its June 4, 2019 meeting and included the 3% CPI increase. It is recommended (and included in the proposed levy rates) to apply the annual CPI increase of 3.0%. This results in a modest increase to LMD special parcel tax revenues of \$33,652 over the prior year's adopted budget. The capped CPI growth adjustment will result in an increase of \$7.68 per residential parcel over the prior year rate (last year's single family rate was \$255.86; including the capped CPI adjustment factor the new single-family parcel rate will be \$263.54).

FISCAL IMPACT

For the 2018-19 fiscal year the levy amount is \$263.54 per residential parcel, or per non residential acre or fraction thereof. For fiscal year 2018-19 there are 4,106 parcels that will be subject to the special tax. Of these 4,046 are residential and 60 are non-residential. The total amount of revenue estimated to be received from this tax for FY 2019-20 is \$1,156,943.68. These tax revenues are placed into a Special Revenue Fund (No.210) through which all eligible expenses are tracked, paid and audited. Allowable expenses include only that for the purposes of the Landscape District Maintenance materials, supplies, equipment, utilities, labor, and District administration.

There is identified approximately \$2.5 million in desired major landscape replacements/repairs and enhancements yet to be funded through this tax amount. Cost savings from water reductions during the earlier 2-year drought and the prior 5-year drought along with other District costs savings have been used for reinvestment in the Landscape District on a pay as you go basis. Over the past ten years, from FY 2007-08 through FY 2018-19, it is estimated the LMD will have used approximately \$1.7 million of these special parcel tax funds for public landscape and irrigation and trail system improvements. When including additional LMD improvement projects planned for FY 2019-20, the LMD will have invested over \$2 million into landscape-related capital improvements in addition to maintaining current landscaping.

In FY 07-08 an irrigation repair vehicle truck was purchased, apx. \$36,000. In FY 10-11 Landscape Maintenance District savings of \$260,000 were used for hardscape of median island narrow noses, Clayton Fountain area replanting and other targeted tree and shrub replanting. In FY 11-12 \$304,173 in Landscape Maintenance District funds were used for Clayton Road median work (Oakhurst to Mitchell Canyon) and planting of the retaining wall. An additional \$60,000 for trail repairs/resurfacing, additional \$10,000 for tree trimming and \$30,000 for computer based irrigation control.

Meeting Date: June 18, 2019

Page 3 of 3

Finished in FY 12-13 was the Daffodil Hill replanting (equal cost sharing with CBCA) with the Landscape Maintenance District funding being \$26,800, and \$50,000 in trail resurfacing. In FY 14-15 extra fire prevention tree trimming of \$50,000 in open space areas was completed. During FY 15-16 the repair/replacement of wood tread surface of Cardinet Trail pedestrian bridges (\$70,000), Lower Easley Trail resurfacing (\$70,000), were completed, and new a tractor was purchased (\$79,000 with half, \$37,500, funded by the District). During FY 16-17 upper Keller Ridge was replanted (\$58,000), and the Peacock Creek entry sign replanted (\$11,000). In FY 17-18 Jeffry Ranch and Caulfield Ct median islands were re-landscaped (\$6,000) and irrigation improved to meet new state Water Efficient Landscaping requirements that apply to these areas, and two new wireless irrigation control stations will be purchased and installed (\$28,000).

In FY 18-19 removal of 18 Eucalyptus trees in open space trail areas near homes (\$185,000), and \$40,000 for landscape replanting on a portion of Clayton Road median near Lydia Lane occurred along with \$20,000 for wireless additional irrigation control stations.

Planned projects for FY 19-20 include repair/replacement of downtown Main Street planter boxes \$245,157; additional irrigation controllers and control panels \$40,000; clearing and Trail Dead Brush \$10,000; additional section Clayton Road Median replanting \$56,000.

The Citizens Oversight Committee (a.k.a. Trails and Landscape Committee) in August-September will prepare its 12th Annual Report covering the recently completed period FY 18-19. This report is expected to be provided to the City Council at a meeting in October.

CONCLUSION

The City Council, by Ordinance 409, pursuant to Section 53340 of the Government Code of the State of California, has authorized the levy of a special tax to pay for costs and expenses related to Community Facilities District 2007-1. This Resolution authorizes the Contra Costa County Auditor to place unpaid direct bill taxes on the next assessment roll for the 2019-2020 fiscal year.

Attachments:

- 1) Resolution No. __-2019
- 2) Summary of Exhibit A to Resolution __-2019
- 3) Annual Special Tax Levy Report
- 4) Ordinance 409
- 5) Resolution No. 07-2016
 - Exhibit A to Resolution No. 07-2007 (Comprising of Resolutions No. 06-2007 and No. 07-2007)
- 6) Resolution No. 04-2007
- 7) Resolution No. 12-2016
- 8) Resolution No. 45-2016
- 9) Landscape District Budget FY 19-20

RESOLUTION NO. __-2019

**A RESOLUTION ORDERING THE LEVY AND COLLECTION OF
SPECIAL TAXES AND SETTING THE SPECIAL
TAX AMOUNT FOR FISCAL YEAR 2019-2020
FOR COMMUNITY FACILITIES DISTRICT NO. 2007-1
(CITYWIDE LANDSCAPE MAINTENANCE)**

**THE CITY COUNCIL
City of Clayton, California**

WHEREAS, the City Council of the City of Clayton, California, (hereinafter referred to as the "legislative body"), has initiated proceedings, held a public hearing, conducted an election and received a favorable vote from the qualified electors relating to the levy of a special tax in Community Facilities District No.2007-1(hereinafter referred to as "District"), all as authorized pursuant to the terms and provisions of the "Mello-Roos Community Facilities Act of 1982"; being Chapter 2.5, Part 1, Division 2, Title 5 of the Government Code of the State of California (the "Act"). ; and,

WHEREAS, this legislative body, by Ordinance No. 409 as authorized by Section 53340 of the Government Code of the State of California, has authorized the levy of a special tax to pay for costs and expenses related to said District, and this legislative body is desirous to establish the specific rate of the special tax to be collected for fiscal year 2018 -19; and,

WHEREAS, the special taxes are in compliance with all laws pertaining to the Act and the levy of special taxes; the special taxes are levied without regard to property valuation, and the special taxes are in compliance with the provisions of Prop 218.

NOW THEREFORE, IT IS HEREBY RESOLVED AS FOLLOWS:

SECTION 1. That the above recitals are each true and correct.

SECTION 2. That the specific rate and amount of the special tax to be collected to pay for the costs and expenses for the next fiscal year (2019 -20) for the referenced District is hereby determined and established as set forth in the attached, referenced and incorporated Exhibit "A".

ATTACHMENT 1

SECTION 3. That the rate as set forth above does not exceed the amount as previously authorized by Ordinance of this legislative body, and is not in excess of that as previously approved by the qualified electors of the District.

SECTION 4. That the proceeds of the special tax shall be used as provided in Ordinance No. 409, including, but not limited to, the payment of, in whole or in part, the costs of the following:

- A. Payment of costs and expenses of public landscape facilities;
- B. Payment of District administrative costs.
- C. Cost of collecting and administering the special tax

The proceeds of the special taxes shall be used as set forth above, and shall not be used for any other purpose.

SECTION 5. The special tax shall be collected in the same manner as ordinary ad valorem property taxes are collected, and shall be subject to the same penalties and same procedure and sale in cases of any delinquency for ad valorem taxes, and the Tax Collector is hereby authorized to collect the special tax and to deduct reasonable administrative costs incurred in collecting said special tax.

SECTION 6. All monies above collected shall be paid into the Community Facilities District 2007-1 fund.

SECTION 7. The Auditor of the County is hereby directed to enter in the next County assessment roll on which taxes will become due, opposite each lot or parcel of land effected in a space marked "public improvements, special tax" or by any other suitable designation, the installment of the special tax, and for the exact rate and amount of said tax, and assessor's parcel number (APN), reference is made to the attached Exhibit "A".

SECTION 8. The County Auditor shall then, at the close of the tax collection period, promptly render to this City a detailed report showing the amount and/or amounts of such special tax installments, interest, penalties and percentages so collected and from what property collected, and also provide a statement of any percentages retained for the expense of making any such collection.

PASSED, APPROVED, AND ADOPTED by the City Council of Clayton, California at a regular public meeting of thereof held on June 18, 2019 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

THE CITY COUNCIL OF CLAYTON, CA

Tuija Catalano, Mayor

ATTEST:

Janet Calderon, City Clerk

Laura/fy19-20 reso cfd 2007-01city leop

Summary of EXHIBIT A to Resolution ____ -2019

CFD 2007-1 Citywide Landscape Maintenance District Special Tax

For fiscal year 2019-2020 the assessor's parcel numbers and the special tax amounts are as set forth in the Community Facilities District No.2007-1 (Citywide Landscape Maintenance) Preliminary Billing Levy Detail Report for FY 2019-20 on file in the City Clerk's office, City Hall, 6000 Heritage Trail, Clayton, CA.

Due to the length of the report, it is summarized as follows:

In general all residential parcels, (single family, condo, and townhouse) shall have a rate for FY 19-20 of \$263.54 per parcel. All non-residential parcels shall have a rate for FY 19-20 of \$263.54 per acre or fraction thereof, based on parcel size as shown on the most recent County tax and parcel records.

There are a total of 4106 parcels to be levied:

There are 4046 residential levies.

There are 60 non-residential levies comprising 362 acres.

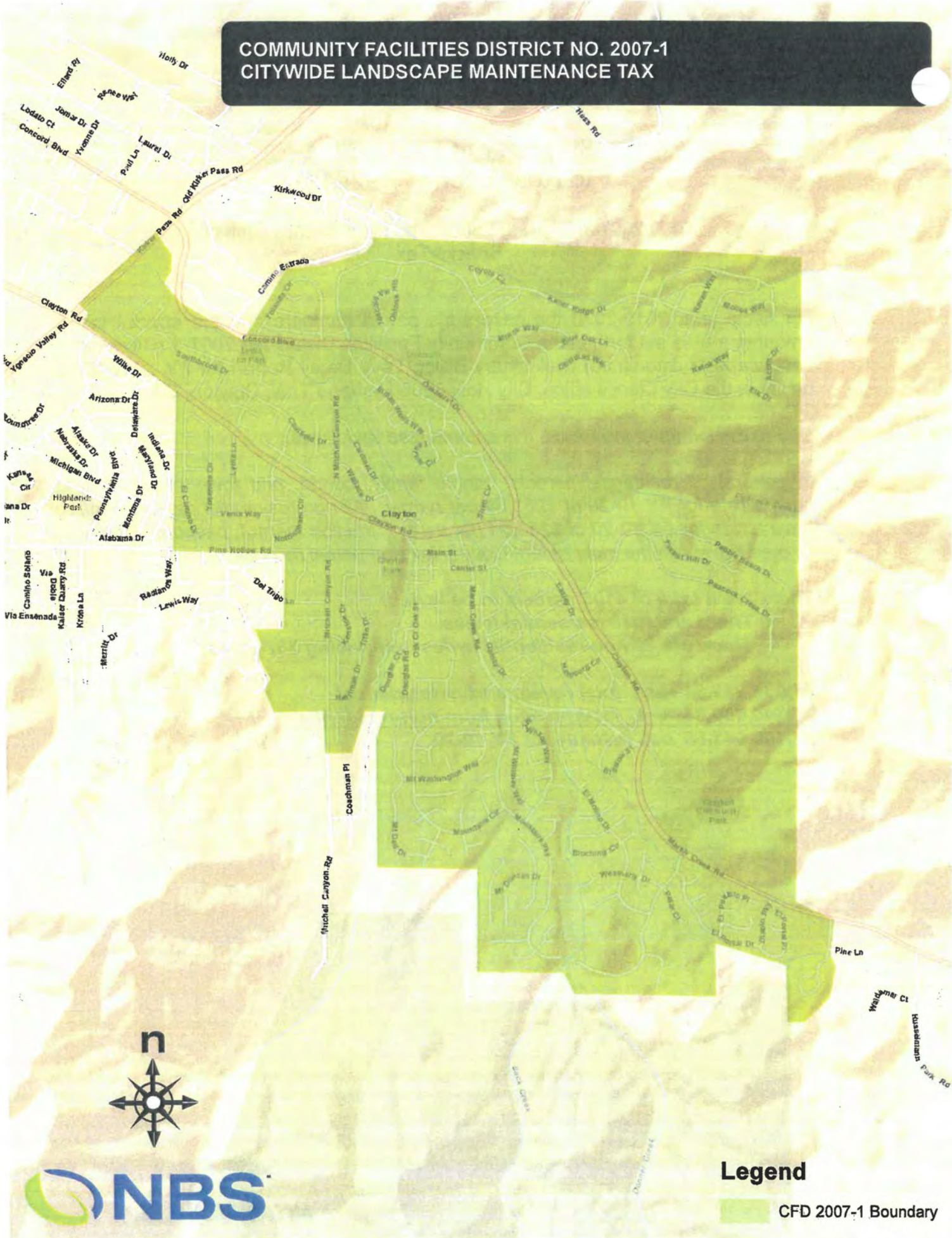
\$1,066,282.84 est. total revenue from residential

\$90,660.84 est. total revenue from non-residential


\$1,156,943.68 est. revenue for FY 19-20

laure/Exhibit A resact2007-1 fy19-20

COMMUNITY FACILITIES DISTRICT NO. 2007-1 CITYWIDE LANDSCAPE MAINTENANCE TAX



Legend

 CFD 2007-1 Boundary



CITY OF CLAYTON

Community Facilities District No. 2007-1 Citywide Landscape Maintenance Tax

Annual Report

June 2019

OFFICE LOCATIONS:

Temecula – Corporate Headquarters
32605 Temecula Parkway, Suite 100
Temecula, CA 92592

San Francisco – Regional Office
870 Market Street, Suite 1223
San Francisco, CA 94102

California Satellite Offices
Atascadero, Davis
Huntington Beach,
Joshua Tree, Riverside
Sacramento, San Jose

www.nbsgov.com

Prepared by:



ATTACHMENT 3

CITY OF CLAYTON
6000 Heritage Trail
Clayton, California 94517
Phone – 925.673.7300
Fax – 925.672.4917

City Council

Tuija Catalano, Mayor
Julie K. Pierce, Vice Mayor
Jim Diaz, Councilmember
Jeff Wan, Councilmember
Carl "CW" Wolfe, Councilmember

City Staff

Gary Napper, City Manager
Laura Hoffmeister, Assistant to the City Manager
Kevin Mizuno, Finance Director

Special Tax Administrator

NBS
Tim Seufert, Client Services Director
Greg Davidson, Director
Kristin Harvey, Senior Consultant

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1. EXECUTIVE SUMMARY/SPECIAL ISSUES

1.1. General Information Summary

Maturity	2019/20 Levy ⁽¹⁾	Parcel Count	Delinquency Rate ⁽²⁾
Fiscal Year 2026/27	\$1,156,943.68	4,305	1.04%

(1) Includes a rounding adjustment for County tax submittal purposes.

(2) Delinquency Rate for Fiscal Year 2018/19.

Community Facilities District No. 2007-1, Citywide Landscape Maintenance Tax (the "District"), was created to finance services necessary to operate and maintain public roadway landscaping, open space and trails and Clayton Fountain.

On June 7, 2016 voters approved Measure H by 79.23% approval. Measure H is an extension of Measure B, for the care and maintenance of City Wide Public Landscaping. Measure B was established for a 10-year period (through 2017). The extension of the tax with the same rate methodology is extended for 10 years – beginning Fiscal Year 2017/18 through Fiscal Year 2026/27.

For Fiscal Year 2019/20, all taxable parcels within this District will be levied at 100% of their respective Maximum Special Tax. The Maximum Special Tax rates for Fiscal Year 2019/20, which have been escalated by 3.00%, are as follows:

Residential Parcels:	\$263.55 per parcel
Non-residential Parcels:	\$263.55 per acre or fraction thereof

The delinquency rate for the District was 1.04% for Fiscal Year 2018/19. With the City's authorization, NBS sent reminder and demand letters to delinquent property owners to encourage the immediate payment of delinquent property tax bills.

2. 2019/20 LEVY

2.1. Special Tax Spread

All taxable parcels within the District were levied at 100% of their respective Maximum Special Tax rate for Fiscal Year 2019/20. The details of the Special Tax, spread amongst the 4,305 parcels within the District, are as follows:

Parcel Classification	Parcel Count	Maximum Rate	Total Maximum Special Tax	Total Amount Levied ⁽³⁾
Residential ⁽¹⁾	4,046	\$263.55	\$1,066,323.30	\$1,066,282.84
Non-Residential ⁽²⁾	60	263.55	90,661.28	90,660.84
Exempt	199	0.00	0.00	0.00
Total	4,305		\$1,156,984.58	\$1,156,943.68

- (1) Per the Rate and Method of Apportionment, the maximum special tax for residential parcels is calculated on a per parcel basis.
 (2) Per the Rate and Method of Apportionment, the maximum special tax for non-residential parcels is calculated per acre or fraction thereof.
 (3) Includes a rounding adjustment for County tax submittal purposes.

The table below shows the Fiscal Year 2018/19 Maximum Special Tax for the District:

Parcel Classification	Parcel Count	Maximum Rate	Total Maximum Special Tax
Residential ⁽¹⁾	4,040	\$255.87	\$1,033,714.80
Non-Residential ⁽²⁾	60	255.87	88,020.51
Exempt	199	0.00	0.00
Total	4,299		\$1,121,735.31

- (1) Per the Rate and Method of Apportionment, the maximum special tax for residential parcels is calculated on a per parcel basis.
 (2) Per the Rate and Method of Apportionment, the maximum special tax for non-residential parcels is calculated per acre or fraction thereof.

Please refer to section 4 of this report for details of the Special Tax Formula.

3. DELINQUENCY MANAGEMENT

3.1. Delinquency Summary

The following table shows the Fiscal Year 2018/19 delinquency rate for the District:

Levy	Delinquencies	Delinquency Rate	Delinquency Management Steps Taken
\$1,121,737.72	\$11,641.63	1.04%	Reminder and Demand Letters Sent

NBS monitors the delinquency rate and reviews the delinquency situation after each payment date. With the City's authorization, NBS sent reminder and demand letters to delinquent property owners to encourage the immediate payment of delinquent property tax bills.

Please refer to section 6 of this report for a delinquency detail report for the District.

3.2. Delinquency Summary Report

The following pages summarize delinquencies for the 2018/19 and prior fiscal years.

City of Clayton
Delinquency Summary Report
As of: 05/31/2019

District	Due Date	Billed Amount	Paid Amount	Delinquent Amount	Delinquent Amount %	Billed Installments	Paid Installments	Delinquent Installments	Delinquent Installments %
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax									
08/01/2007 Billing:									
	12/10/2007	\$430,512.48	\$430,512.48	\$0.00	0.00%	4,071	4,071	0	0.00%
	04/10/2008	\$430,512.48	\$430,512.48	\$0.00	0.00%	4,071	4,071	0	0.00%
	Subtotal:	\$861,024.96	\$861,024.96	\$0.00	0.00%	8,142	8,142	0	0.00%
08/01/2008 Billing:									
	12/10/2008	\$443,649.10	\$443,649.10	\$0.00	0.00%	4,078	4,078	0	0.00%
	04/10/2009	\$443,649.10	\$443,649.10	\$0.00	0.00%	4,078	4,078	0	0.00%
	Subtotal:	\$887,298.20	\$887,298.20	\$0.00	0.00%	8,156	8,156	0	0.00%
08/01/2009 Billing:									
	12/10/2009	\$447,607.48	\$447,607.48	\$0.00	0.00%	4,102	4,102	0	0.00%
	04/10/2010	\$447,607.48	\$447,607.48	\$0.00	0.00%	4,102	4,102	0	0.00%
	Subtotal:	\$895,214.96	\$895,214.96	\$0.00	0.00%	8,204	8,204	0	0.00%
08/01/2010 Billing:									
	12/10/2010	\$455,285.26	\$455,285.26	\$0.00	0.00%	4,102	4,102	0	0.00%
	04/10/2011	\$455,285.26	\$455,285.26	\$0.00	0.00%	4,102	4,102	0	0.00%
	Subtotal:	\$910,570.52	\$910,570.52	\$0.00	0.00%	8,204	8,204	0	0.00%
08/01/2011 Billing:									
	12/10/2011	\$467,925.19	\$467,925.19	\$0.00	0.00%	4,100	4,100	0	0.00%
	04/10/2012	\$467,925.19	\$467,925.19	\$0.00	0.00%	4,100	4,100	0	0.00%
	Subtotal:	\$935,850.38	\$935,850.38	\$0.00	0.00%	8,200	8,200	0	0.00%
08/01/2012 Billing:									
	12/10/2012	\$477,658.91	\$477,441.05	\$217.86	0.05%	4,100	4,098	2	0.05%
	04/10/2013	\$477,658.91	\$477,441.05	\$217.86	0.05%	4,100	4,098	2	0.05%
	Subtotal:	\$955,317.82	\$954,882.10	\$435.72	0.05%	8,200	8,196	4	0.05%
08/01/2013 Billing:									
	12/10/2013	\$489,017.21	\$488,794.17	\$223.04	0.05%	4,100	4,098	2	0.05%
	04/10/2014	\$489,017.21	\$488,794.17	\$223.04	0.05%	4,100	4,098	2	0.05%
	Subtotal:	\$978,034.42	\$977,588.34	\$446.08	0.05%	8,200	8,196	4	0.05%

City of Clayton
Delinquency Summary Report
As of: 05/31/2019

District	Due Date	Billed Amount	Paid Amount	Delinquent Amount	Delinquent Amount %	Billed Installments	Paid Installments	Delinquent Installments	Delinquent Installments %
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax									
08/01/2014 Billing:									
	12/10/2014	\$502,654.17	\$502,424.91	\$229.26	0.05%	4,100	4,098	2	0.05%
	04/10/2015	\$502,654.17	\$502,424.91	\$229.26	0.05%	4,100	4,098	2	0.05%
	Subtotal:	\$1,005,308.34	\$1,004,849.82	\$458.52	0.05%	8,200	8,196	4	0.05%
08/01/2015 Billing:									
	12/10/2015	\$514,771.75	\$514,419.49	\$352.26	0.07%	4,100	4,097	3	0.07%
	04/10/2016	\$514,771.75	\$514,302.07	\$469.68	0.09%	4,100	4,096	4	0.10%
	Subtotal:	\$1,029,543.50	\$1,028,721.56	\$821.94	0.08%	8,200	8,193	7	0.09%
08/01/2016 Billing:									
	12/10/2016	\$528,666.56	\$528,184.20	\$482.36	0.09%	4,100	4,096	4	0.10%
	04/10/2017	\$528,666.56	\$527,581.25	\$1,085.31	0.21%	4,100	4,091	9	0.22%
	Subtotal:	\$1,057,333.12	\$1,055,765.45	\$1,567.67	0.15%	8,200	8,187	13	0.16%
08/01/2017 Billing:									
	12/10/2017	\$544,536.80	\$543,294.70	\$1,242.10	0.23%	4,100	4,090	10	0.24%
	04/10/2018	\$544,536.80	\$542,922.07	\$1,614.73	0.30%	4,100	4,087	13	0.32%
	Subtotal:	\$1,089,073.60	\$1,086,216.77	\$2,856.83	0.26%	8,200	8,177	23	0.28%
08/01/2018 Billing:									
	12/10/2018	\$560,868.86	\$557,414.75	\$3,454.11	0.62%	4,106	4,079	27	0.66%
	04/10/2019	\$560,868.86	\$552,681.34	\$8,187.52	1.46%	4,106	4,042	64	1.56%
	Subtotal:	\$1,121,737.72	\$1,110,096.09	\$11,641.63	1.04%	8,212	8,121	91	1.11%
CFD 2007-1	Total:	\$11,726,307.54	\$11,708,079.15	\$18,228.39	0.16%	98,318	98,172	146	0.15%
Agency Grand Total:		\$11,726,307.54	\$11,708,079.15	\$18,228.39	0.16%	98,318	98,172	146	0.15%

4. RATE AND METHOD OF APPORTIONMENT

4.1. Method of Apportionment

A Special Tax will be levied annually on each taxable parcel of land within the District and collected in the same manner as ordinary ad-valorem property taxes or in such manner as the City Council or its designee shall determine, including City-originated billing of the affected property owners.

4.2. Definitions

Taxable Parcels - Parcels of land within the boundaries of the District that are not included in the "Exempt Parcel" category listed below.

Exempt Parcels - Parcels of land owned by a public agency, right-of-way parcels, schools, hospitals, cemeteries, mortuaries, libraries, parks, mineral rights, private roads, pipelines, public parking facilities and common areas.

Residential Parcels - Taxable Parcels of land that are classified as single-family, condominium, townhouse, multi-family or rural residential parcels.

Non-residential Parcels - Taxable Parcels that are not classified as "Residential Parcels."

Special Tax - The Special Tax allowed to be levied on a property within the District, calculated pursuant to the Rate and Method of Apportionment of Special Tax.

4.3. Special Tax Formula

A. **Residential Parcels** - An annual Special Tax will be levied on all Residential Parcels, as defined above, at the per parcel tax rate shown below for each Fiscal Year 2007/08 through 2026/27:

Residential Parcel Annual Special Tax Rate for Fiscal Year 2007/08: \$196.77 per parcel.

B. **Non-residential Parcels** - An annual Special Tax will be levied on all Non-residential Parcels, as defined above, at the per acre rate shown below for each Fiscal Year 2007/08 through 2026/27:

Non-residential Parcel Annual Special Tax Rate for Fiscal Year 2007/08: \$196.77 per acre or fraction thereof.

4.4. Special Tax Escalator Factor

In Fiscal Years 2008/09 through 2026/27, the Special Annual Tax rate may be increased annually by the City of Clayton City Council in an amount not to exceed the full annual adjustment (April to April) in the Consumer Price Index – All Urban Consumers, San Francisco-Oakland-Hayward, CA Area (Base Period 1982-84 = 100) (the "CPI increase"). This escalation factor is applicable if determined by the City to be necessary due to expected or actual increases in the operational and maintenance expenses attributable to the District. Such determination shall be made by action of the City of Clayton City Council, which must occur at a regular public meeting thereof accompanied by a prior recommendation of the citizens' Trails and Landscaping Committee established by the City Council in February 2006 (City Resolution No. 08-2006). In

no event shall each annual Special Tax rate in any fiscal year increase by more than three percent (3%) over the previous year

The Special Tax Escalation Factor for Fiscal Year 2019/20 is 3.00%.

4.5. Duration of Special Tax Levy

Per Measure B, the Special Tax will be levied annually for a period of ten (10) years commencing with Fiscal Year 2007/08 through and including Fiscal Year 2016/17. Per Measure H, the Special Tax with the same rate methodology was extended for ten (10) years commencing with Fiscal Year 2017/18 through and including Fiscal Year 2026/27. After Fiscal Year 2026/27 the Special Tax may no longer be collected unless extended pursuant to applicable laws, except that a Special Tax that was lawfully levied in or before the final tax year and that remains delinquent may be collected in subsequent years.

4.6. Relationship to Special Tax of Community Facilities District 1997-1

The District was created to replace Community Facilities District 1997-1 as the new district to levy an annual Special Tax for Citywide Landscape Maintenance purposes for a duration of 10 years, until Measure H extended the total duration to 20 years. The Community Facilities District 1997-1 had a maturity date of June 30, 2007. In order to continue landscaping maintenance for the City of Clayton, the City has adopted and approved Resolution 06-2007 on February 20, 2007.

5. BACKGROUND INFORMATION

5.1. Project Description

The services to be financed by the District shall include the maintenance of:

A. **Public Roadway Landscaping** – which includes but is not limited to the following improved rights-of-way:

Atchinson Stage Road - from Pine Hollow Road to Caulfield Drive

Black Point Place - center median island

Caulfield Court - center median island

Center Street - from Oak Street to Clayton Road

Clayton Road - from the western city limits to the southern Marsh Creek Road intersection

Cul-de-sacs - landscaped areas at the end of Ahwanee Lane, Wawona Court, Tuyshtak Court, Antelope Court, Obsidian Court, Blue Oak Lane, Falcon Place, Windmill Canyon Place, Hummingbird Place, Raven Place, and Golden Eagle Place

Diablo Parkway - from Marsh Creek Road to El Portal Drive

Eagle Peak Avenue - from the east intersection with Oakhurst Drive to just west of the Ohlone Heights intersection, and including the west intersection with Oakhurst Drive

Indianhead Way - entrance area at Oakhurst Drive

Indian Wells Way - both entrance areas with Oakhurst Drive, and center medians up to Anizume Court and Jalalon Place

Jeffry Ranch Court - center median island

Keller Ridge Drive - to Golden Eagle Place intersection

Lydia Lane - from intersection of Clayton Road to Lydia Lane Park

Main Street - from Clayton Road to (old) Marsh Creek Road

Marsh Creek Road - from the northern intersection of (old) Marsh Creek Road to the eastern city limits

Oakhurst Drive - from the western city limits to Clayton Road intersection

Peacock Creek Drive - from Clayton Road to approximately the Pebble Beach Drive intersection

Pine Hollow Road - from Atchinson Stage Road to Panadero Way

Regency Drive – median entrance from Marsh Creek Road

So. Mitchell Canyon Road - from approx. Del Trigo Lane to Herriman Court intersection

B. **Open Space and Trails** – which include but are not limited to:

Publicly-owned creek-side, intra-community and open space trails located within the boundaries of the District.

C. **Clayton Fountain** – which includes but is not limited to:

Maintenance to the fountain itself, rock structure and all attendant appurtenances, including the geyser and water pump system as well as the surrounding public landscaped area located at east side of the intersection of Oakhurst Drive, Center Street and Clayton Road.

Definitions

Maintenance - the furnishing of services and materials for the ordinary and usual operation, maintenance and care of the public landscaping and appurtenant facilities, including repair, removal or replacement of all or part of any landscaping and appurtenant facilities providing for the life, growth, health and beauty of the landscaping, including cultivation, irrigation, trimming, spraying, fertilizing and treating for disease or injury; the removal of trimmings, rubbish, debris and other solid wastes; and the eradication of landscape pests, including but not limited to vermin and rodents, ground squirrels, gophers, moles and wild pig.

“Maintenance” also includes the furnishing of water for irrigation of the public landscaping, and the supply of electricity to operate the attendant irrigation systems.

The foregoing services shall be provided through and by the City of Clayton, either with its own labor forces or by contract with third parties, or any combination thereof, as determined solely by the City of Clayton.

Costs - the costs and expenses directly or indirectly incurred by the City of Clayton in connection with the Maintenance described above. Allowable Costs payable from special taxes of the District also include the County’s imposed costs to levy and collect the District’s special taxes through the annual property tax bill, the City’s shared equipment and facilities charges, City prorated overhead charges to administer and manage the District and collect the special taxes and District reserve funds for replacement and major repairs.

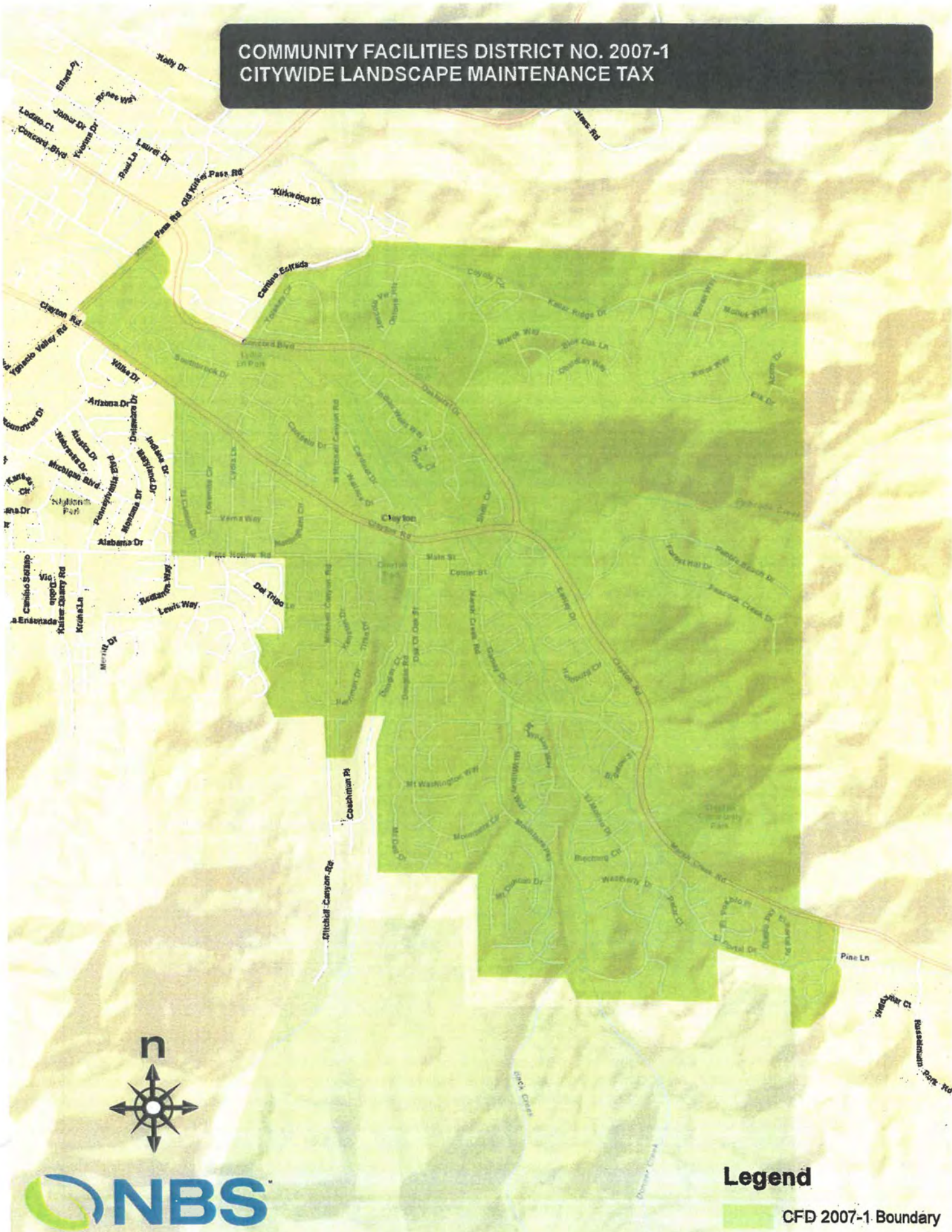
5.2. Resolution

The resolution approved by the City Council authorizing the levy of the special tax was not available at the time of writing this report.


5.3. Boundary Map

The following page shows the boundaries of the District.

COMMUNITY FACILITIES DISTRICT NO. 2007-1 CITYWIDE LANDSCAPE MAINTENANCE TAX



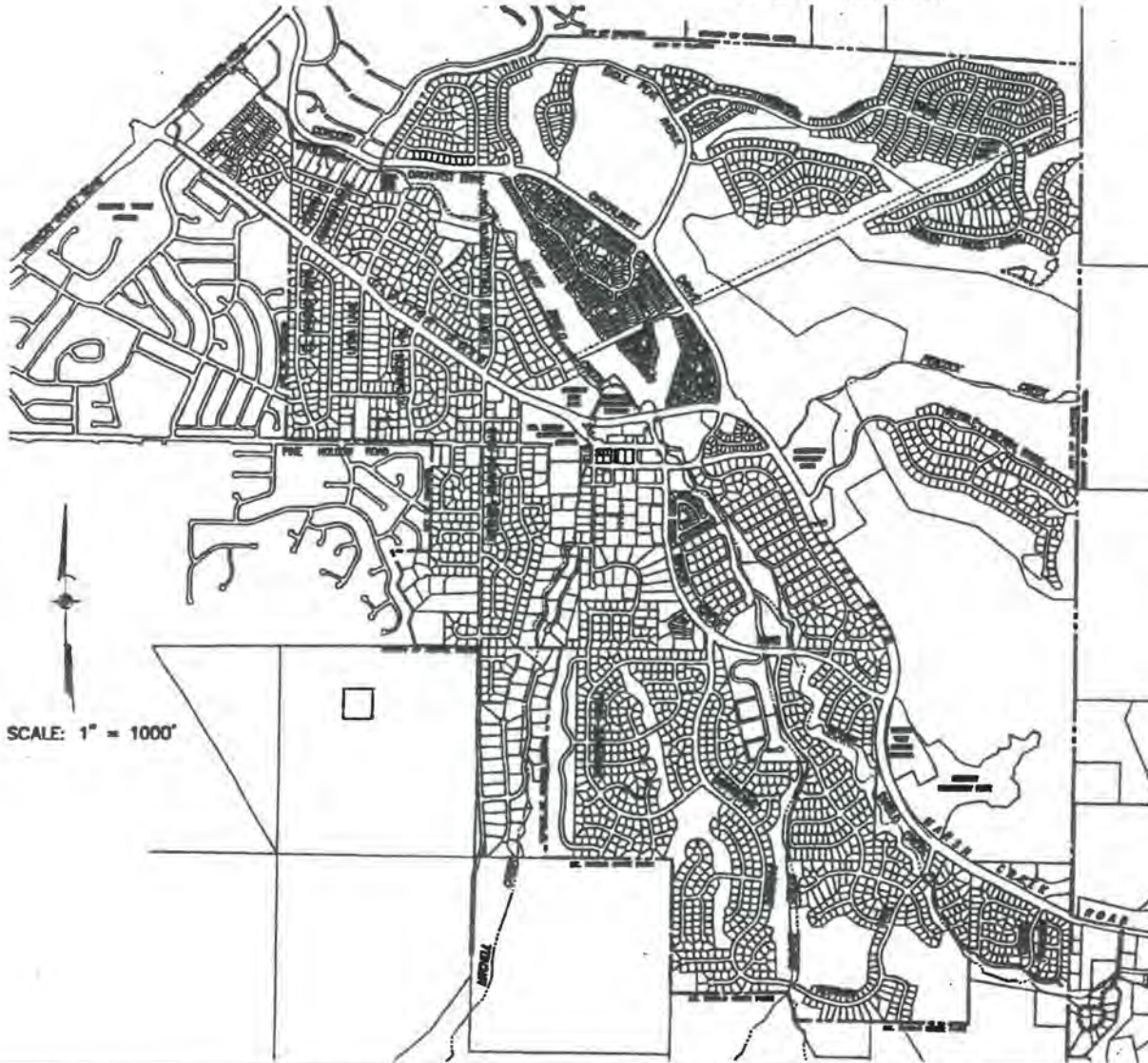
Legend

 CFD 2007-1 Boundary



**PROPOSED BOUNDARIES OF
COMMUNITY FACILITIES DISTRICT NO. 2007-1
(CITYWIDE LANDSCAPE MAINTENANCE DISTRICT)**

CITY OF CLAYTON, COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA



CITY RECORDER'S STATEMENT:

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF CLAYTON, THIS 4th DAY OF January, 2007.

BY: Dei Jackson
CITY CLERK
CITY OF CLAYTON

CITY CLERK'S STATEMENT:

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING THE PROPOSED BOUNDARIES OF COMMUNITY FACILITIES DISTRICT NUMBER 2007-1 IN THE CITY OF CLAYTON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF CLAYTON AT A REGULAR MEETING THEREOF, HELD ON THE 16th DAY OF January, 2007, BY ITS RESOLUTION NO. 024-2007

BY: Dei Jackson
CITY CLERK
CITY OF CLAYTON

RECORDER'S CERTIFICATE:

FILED THIS 23rd DAY OF January, 2007, AT THE HOUR OF 2:40 O'CLOCK P.M. IN BOOK 17 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS, AT PAGE 15, AND AS INSTRUMENT NUMBER 02-2007 IN THE OFFICE OF THE COUNTY RECORDER OF CONTRA COSTA COUNTY, STATE OF CALIFORNIA.

BY: STEPHEN L. WEIR
COUNTY RECORDER
COUNTY OF CONTRA COSTA

BY: R. Mandel
DEPUTY COUNTY RECORDER

LEGEND

----- CITY LIMIT LINE AND
COMMUNITY FACILITY DISTRICT BOUNDARY

1-23-07 2:04 PM

81-15

THE MAP IS CORRECT AS SHOWN AND THE CITY CLERK HAS REVIEWED THE MAP AND FOUND IT TO BE CORRECT AND ACCURATE. THE CITY CLERK HAS REVIEWED THE MAP AND FOUND IT TO BE CORRECT AND ACCURATE. THE CITY CLERK HAS REVIEWED THE MAP AND FOUND IT TO BE CORRECT AND ACCURATE.

6. DELINQUENCY DETAIL

The following pages detail delinquencies for the 2018/19 and prior fiscal years.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax								
118-093-007	ALOFF HELGA E TRE 5931 WALLACE DR CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-093-008	DUNN STEPHEN & NANCY C TRE 5923 WALLACE DR CLAYTON, CA 94517	12/10/2018 04/10/2019	127.93 127.93	12.79 12.79	0.00 0.00	140.72 140.72		
		Account Subtotal:	\$255.86	\$25.58	\$0.00	\$281.44		
118-101-010	CRESCI MARY ELLEN TRE 55 MARQUETTE CT CLAYTON, CA 94517	04/10/2018 12/10/2018 04/10/2019	124.21 127.93 127.93	32.92 12.79 12.79	0.00 0.00 0.00	157.13 140.72 140.72		
		Account Subtotal:	\$380.07	\$58.50	\$0.00	\$438.57		
118-164-006	LAURICELLA MICHAEL & JENNIFER 1501 TARA CT CLAYTON, CA 94517	12/10/2018 04/10/2019	127.93 127.93	12.79 12.79	0.00 0.00	140.72 140.72		
		Account Subtotal:	\$255.86	\$25.58	\$0.00	\$281.44		
118-164-035	LASHKARI ARUN & BHISHMA TRE 1558 OHARA CT CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-164-056	ZIMMERMAN IRVING H & PATRICIA 1542 HAVILAND PL CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-212-015	SCHADEK PETER H & DAWN TRE 8 RACHEL RANCH CT CLAYTON, CA 94517	12/10/2018 04/10/2019	127.93 127.93	12.79 12.79	0.00 0.00	140.72 140.72		
		Account Subtotal:	\$255.86	\$25.58	\$0.00	\$281.44		

(1) Fees: This amount includes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FI=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LG=Legal Fees and Costs; O=Other Fees; SD=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax								
118-222-011	HENDRICK IVAN L & CHRISALEE C PO BOX 860 CLAYTON, CA 94517	12/10/2018	127.93	12.79	0.00	140.72		
		04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$255.86	\$25.58	\$0.00	\$281.44		
118-392-016	BOLAND DAVID & KELLY 145 JOSCOLO VIEW CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-401-032	HSUEH CHIH HSIN 406 CHUPCAN PL CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-410-076	MILLER LINDA 1292 SHELL CIR CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-410-090	MOYLAN JAMES F JR 1336 SHELL LN CLAYTON, CA 94517	12/10/2016	120.59	53.66	0.00	174.25		
		04/10/2017	120.59	53.66	0.00	174.25		
		12/10/2017	124.21	32.92	0.00	157.13		
		04/10/2018	124.21	32.92	0.00	157.13		
		12/10/2018	127.93	12.79	0.00	140.72		
		04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$745.46	\$198.74	\$0.00	\$944.20		
118-410-104	BILLO WILLIAM F & YVONNE R TRE 1368 SHELL LN CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		

(1) Fees: This amount includes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FJ=Judicial Foreclosure Initiated; CP=County Payment Plan; FJ=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LIT=Litigation Guarantee; LGL=Legal Fees and Costs; O=Other Fees; SCR=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DD=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax								
118-423-003	ERBEZ GEORGE T 3055 MIWOK WAY CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-424-014	FASSIL ABEY TESFOU & TAKKELE HIYWOT 3042 MIWOK WAY CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-432-020	ARING STEVEN T TRE 422 WAWONA LN CLAYTON, CA 94517	12/10/2017 04/10/2018 12/10/2018 04/10/2019	124.21 124.21 127.93 127.93	32.92 32.92 12.79 12.79	0.00 0.00 0.00 0.00	157.13 157.13 140.72 140.72		
		Account Subtotal:	\$504.28	\$91.42	\$0.00	\$595.70		
118-451-004	RIVERA ROBERT A & ROBYN O TRE 307 WINDMILL CANYON PL CLAYTON, CA 94517	12/10/2018 04/10/2019	127.93 127.93	12.79 12.79	0.00 0.00	140.72 140.72		
		Account Subtotal:	\$255.86	\$25.58	\$0.00	\$281.44		
118-460-005	KHAN FAROOQ H 608 JULPUN LOOP CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-480-047	PONOMARENKO GERMAN & ELENA 1006 PEBBLE BEACH DR CLAYTON, CA 94517	12/10/2018 04/10/2019	127.93 127.93	12.79 12.79	0.00 0.00	140.72 140.72		
		Account Subtotal:	\$255.86	\$25.58	\$0.00	\$281.44		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; PJ=Judicial Foreclosure Initiated; CP=County Payment Plan; FJ=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LT=Litigation Guarantee; LGL=Legal Fees and Costs; O=Other Fees; SO=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: OB=Direct Bill Sent; BR=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

**City of Clayton
Delinquency Detail Report**

Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax								
118-490-012	SORENSEN DAVID & HEATHER PO BOX 238 CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-510-031	LALLY KENNETH & KIM 163 SILVERADO CT CLAYTON, CA 94517	12/10/2018 04/10/2019	127.93 127.93	12.79 12.79	0.00 0.00	140.72 140.72		
		Account Subtotal:	\$255.86	\$25.58	\$0.00	\$281.44		
118-530-043	SHIPMAN TANA G TRE 1485 INDIANHEAD CIR CLAYTON, CA 94517	04/10/2017 12/10/2017 04/10/2018 12/10/2018 04/10/2019	120.59 124.21 124.21 127.93 127.93	53.66 32.92 32.92 12.79 12.79	0.00 0.00 0.00 0.00 0.00	174.25 157.13 157.13 140.72 140.72		
		Account Subtotal:	\$624.87	\$145.08	\$0.00	\$769.95		
118-540-065	LANDIN PABLO C & THERESA D 5000 RAVEN WAY CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-550-010	WEBSTER DAVID S & CURRY MICHELLE 507 RAVEN PL CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-570-007	MCGOURTY JUDY L TRE 375 BLUE OAK LN CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FJ=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LT=Litigation Guarantee; LL=Legal Fees and Costs; O=Other Fees; SD=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax								
118-570-045	ARTRU SANDRA E 461 OBSIDIAN WAY CLAYTON, CA 94517	12/10/2018 04/10/2019	127.93 127.93	12.79 12.79	0.00 0.00	140.72 140.72		
		Account Subtotal:	\$255.86	\$25.58	\$0.00	\$281.44		
118-580-003	SHERMAN STEVE R & LAURA J 204 CONDOR WAY CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-620-008	SKOV BARBARA A TRE 41780 BUTTERFIELD STAGE RD TEMECULA, CA 92592	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-620-026	COLT SAMUEL T & CATHERINE L 6024 GOLDEN EAGLE WAY CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
118-630-037	BELUSA ERIC R & MONIQUE TRE & BELUSA MONIQUE R 4425 TREAT BLVD #B CONCORD, CA 94521	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
119-017-003	ALDERETTE EDITH Z TRE 116 NICHOLL AVE RICHMOND, CA 94801	12/10/2018 04/10/2019	127.93 127.93	12.79 12.79	0.00 0.00	140.72 140.72	RL RL	
		Account Subtotal:	\$255.86	\$25.58	\$0.00	\$281.44		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FI=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LT=Litigation Guarantee; LG=Legal Fees and Costs; O=Other Fees; SR=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax								
119-021-065	PACIFIC TELEPHONE & TELEGRAPH 1 MONTGOMERY ST #412 SAN FRANCISCO, CA 94104	04/10/2017	120.59	53.66	0.00	174.25	RL	
		12/10/2017	124.21	32.92	0.00	157.13	RL	
		04/10/2018	124.21	32.92	0.00	157.13		
		12/10/2018	127.93	12.79	0.00	140.72		
		04/10/2019	127.93	12.79	0.00	140.72		
	Account Subtotal:		\$624.87	\$145.08	\$0.00	\$769.95		
119-022-001	MATHEWS JOHN W EST OF C/O: VIOLET CHURCHILL 11507 SILVERGATE DR DUBLIN, CA 94568	12/10/2017	124.21	32.92	0.00	157.13	RL	
		04/10/2018	124.21	32.92	0.00	157.13	RL	
		12/10/2018	127.93	12.79	0.00	140.72	RL	
		04/10/2019	127.93	12.79	0.00	140.72	RL	
			Account Subtotal:		\$504.28	\$91.42	\$0.00	\$595.70
119-022-008	HUGHES ANTONIA M TRE 641 WINTERGREEN LN WALNUT CREEK, CA 94598	04/10/2019	127.93	12.79	0.00	140.72		
	Account Subtotal:		\$127.93	\$12.79	\$0.00	\$140.72		
119-040-021	UTLEY GLORIA J TRE PO BOX 7 CLAYTON, CA 94517	12/10/2017	124.21	32.92	0.00	157.13		
		04/10/2018	124.21	32.92	0.00	157.13		
			Account Subtotal:		\$248.42	\$65.84	\$0.00	\$314.26
119-040-095	TOURAY JEWRU 925 DOUGLAS RD CLAYTON, CA 94517	12/10/2016	120.59	53.66	0.00	174.25	RL,DL	
		04/10/2017	120.59	53.66	0.00	174.25	RL,DL	
		12/10/2017	124.21	32.92	0.00	157.13	RL,DL	
		04/10/2018	124.21	32.92	0.00	157.13	DL	
		12/10/2018	127.93	12.79	0.00	140.72	DL	
		04/10/2019	127.93	12.79	0.00	140.72	DL	
	Account Subtotal:		\$745.46	\$198.74	\$0.00	\$944.20		

(1) Fees: This amount includes Delinquency Management fees that were or will be collected in a subsequent billing.
 (2) Delinquency Management (DM): RL-Reminder Letter Sent; DL-Corrected Letter Sent; SR-Tax Roll Removal Requested; SC-Tax Roll Removal Confirmed; FV-Foreclosure Letter Sent; OL-Other Letter Sent; FJ-Judicial Foreclosure Initiated; CP-County Payment Plan; FJ-Judicial Foreclosure on Hold/Special Case; FC-Foreclosure Complete; LT-Litigation Guaranteed; LS-Legal Fees and Costs; O-Other Fees; SC-Tax Roll Removal County Fee; PP-Payment Plan.
 (3) Miscellaneous Codes: DB-Object Bill Sent; BK-Overpaid Banknote; PM-Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax								
119-111-005	YOUNG DAVID J & JOLENE E 2 KENSTON CT CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
119-111-010	MARTINEZ ALEJANDRO & DELACERDA CECILIA 1019 KENSTON DR CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
119-172-002	ALVEREZ ALMA V TRE 20 MT TETON PL CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
119-201-005	SPADA PATRICIA K TRE & RICHTER MATTHEW 21 MT SCOTT CT CLAYTON, CA 94517	12/10/2018 04/10/2019	127.93 127.93	12.79 12.79	0.00 0.00	140.72 140.72		
		Account Subtotal:	\$255.86	\$25.58	\$0.00	\$281.44		
119-212-019	PISANI STEVEN W & AMANDA 20 MT RUSHMORE PL CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
119-232-008	ELLIOTT SUSAN M TRE 32 LONG CREEK CIR CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SO=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; PJ=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LG=Litigation Guarantee; LGL=Legal Fees and Costs; DO=Other Fees; SO=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax								
119-274-001	MORGAN TIMOTHY J 1285 PARKSIDE DR WALNUT CREEK, CA 94596	12/10/2012	108.93	126.90	0.00	235.83	RL,DL	
		04/10/2013	108.98	126.90	0.00	235.88	RL,DL	
		12/10/2013	111.52	109.85	0.00	221.37	RL,DL	
		04/10/2014	111.52	109.85	0.00	221.37	RL,DL	
		Account Subtotal:	\$440.90	\$473.50	\$0.00	\$914.40		
119-290-008	VETTER JESSICA 51 MT TAMALPAIS PL CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
119-301-013	SOUZA BENJAMIN 566 MT DELL DR CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
119-382-005	ERRINGTON KENNETH S TRE 606 TERRA CALIFORNIA DR APT WALNUT CREEK, CA 94595	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
119-412-017	HEALY JOHN J & JOAN F TRE 317 MT PALOMAR PL CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
119-412-038	SORENSEN DAVID E PO BOX 238 CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; F1=Foreclosure Letter Sent; DL=Other Letter Sent; F=Judicial Foreclosure Initiated; CP=County Payment Plan; J=Judicial Foreclosure on Hold/Spedal Case; FO=Foreclosure Complete; LTI=LI@Lion Guarantees; LGL=Legal Fees and Costs; O=Other Fees; SO=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax								
119-440-004	JOHNSON ERIK A & CRISTY L TRE 3421 QUICKSTEP CIR HUNTINGTON BEACH, CA 92649	12/10/2015	117.42	73.39	0.00	190.81		
		04/10/2016	117.42	73.39	0.00	190.81		
		Account Subtotal:	\$234.84	\$146.78	\$0.00	\$381.62		
119-452-007	TARANTINO JOSEPH P & DANA M 608 W MYRICK CT CLAYTON, CA 94517	12/10/2018	127.93	12.79	0.00	140.72		
		04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$255.86	\$25.58	\$0.00	\$281.44		
119-462-021	MCDONALD DAVID A & KAREN TRE 702 BLOCHING CIR CLAYTON, CA 94517	12/10/2018	127.93	12.79	0.00	140.72		
		04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$255.86	\$25.58	\$0.00	\$281.44		
119-490-001	RASMUSSEN CHRISTOPHER B. WENSTROM ERIKA 635 MT DUNCAN DR CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
		119-530-006	CASTANEDA JUAN F TRE 826 SAVIGNON CT CLAYTON, CA 94517	12/10/2014	114.63	92.28	0.00	206.91
04/10/2015	114.63			92.28	0.00	206.91	RL,DL	
04/10/2016	117.42			73.39	0.00	190.81	RL,DL	
04/10/2017	120.59			53.66	0.00	174.25	DL	
Account Subtotal:	\$467.27	\$311.61	\$0.00	\$778.88				
119-530-007	KANG KI Y & POK I TRE 832 SAVIGNON CT CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demanded Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; DL=Other Letter Sent; FJ=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LT=Litigation Guarantee; LGL=Legal Fees and Costs; O=Other Fees; SC=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payments made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax								
119-552-011	MUNOZ JOHN E & NINA L TRE 1217 GAMAY DR CLAYTON, CA 94517	12/10/2018	127.93	12.79	0.00	140.72		
		04/10/2019	127.93	12.79	0.00	140.72		
Account Subtotal:			\$255.86	\$25.58	\$0.00	\$281.44		
119-555-009	CORDOVA CARMEN 428 ZINFANDEL CIR CLAYTON, CA 94517	12/10/2015	117.42	73.39	0.00	190.81	RL,DL	
		04/10/2016	117.42	73.39	0.00	190.81	RL,DL	
		12/10/2016	120.59	53.66	0.00	174.25	RL,DL	
		04/10/2017	120.59	53.66	0.00	174.25	DL	
		12/10/2017	124.21	32.92	0.00	157.13	DL	
		04/10/2018	124.21	32.92	0.00	157.13	DL	
		12/10/2018	127.93	12.79	0.00	140.72	DL	
		04/10/2019	127.93	12.79	0.00	140.72	DL	
Account Subtotal:			\$980.30	\$345.52	\$0.00	\$1,325.82		
119-573-003	HOOD GARY & LINDA 1301 EASLEY DR CLAYTON, CA 94517	12/10/2018	127.93	12.79	0.00	140.72		
		04/10/2019	127.93	12.79	0.00	140.72		
Account Subtotal:			\$255.86	\$25.58	\$0.00	\$281.44		
119-573-013	MCKINLEY MICHAEL & ADLENE TRE PO BOX 1082 CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:			\$127.93	\$12.79	\$0.00	\$140.72

(1) Fees: This amount includes Delinquency Management fees that were or will be collected in a subsequent billing.
 (2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; CL=Other Letter Sent; FJ=Judicial Foreclosure Initiated; CP=County Payment Plan; FJ=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LG=Litigation Guarantee; LGL=Legal Fees and Costs; O=Other Fees; SD=Tax Roll Removal County Fee; PP=Payment Plan.
 (3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax								
120-013-002	HARE DAVID M TRE 5832 FOUR OAKS LN CLAYTON, CA 94517	12/10/2012	108.93	126.90	0.00	235.83	RL,DL	
		04/10/2013	108.93	126.90	0.00	235.83	RL,DL	
		12/10/2013	111.52	109.85	0.00	221.37	RL,DL	
		04/10/2014	111.52	109.85	0.00	221.37	RL,DL	
		12/10/2014	114.63	92.28	0.00	206.91	RL,DL	
		04/10/2015	114.63	92.28	0.00	206.91	DL	
		12/10/2015	117.42	73.39	0.00	190.81	DL	
		04/10/2016	117.42	73.39	0.00	190.81	DL	
		12/10/2016	120.59	53.66	0.00	174.25	DL	
		04/10/2017	120.59	53.66	0.00	174.25	DL	
		04/10/2018	124.21	32.92	0.00	157.13	DL	
	Account Subtotal:		\$1,270.39	\$945.08	\$0.00	\$2,215.47		
120-024-007	MROZ MATTHEW J 57 NOTTINGHAM CIR CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
	Account Subtotal:		\$127.93	\$12.79	\$0.00	\$140.72		
120-025-004	FRANK JENNIFER TRE 2329 SILVER CREEK CIR ANTIOCH, CA 94509	12/10/2018 04/10/2019	127.93 127.93	12.79 12.79	0.00 0.00	140.72 140.72		
	Account Subtotal:		\$255.86	\$25.58	\$0.00	\$281.44		
120-031-006	SCHLOERB ARTHUR W & PLATO TIFFANY N 1657 FARM BUREAU RD CONCORD, CA 94519	04/10/2019	127.93	12.79	0.00	140.72		
	Account Subtotal:		\$127.93	\$12.79	\$0.00	\$140.72		
120-032-004	TREMAINE RICHARD E & MARY J 20 NOTTINGHAM CIR CLAYTON, CA 94517	04/10/2017 04/10/2018 12/10/2018 04/10/2019	120.59 124.21 127.93 127.93	53.66 32.92 12.79 12.79	0.00 0.00 0.00 0.00	174.25 157.13 140.72 140.72	RL,DL DL DL DL	
	Account Subtotal:		\$500.66	\$112.16	\$0.00	\$612.82		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FI=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LT=Litigation Guarantee; LGL=Legal Fees and Costs; DO=Other Fees; SO=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Split; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD 2007-1 - CFD 2007-1 Citywide Landscaping Tax								
120-052-017	HILL JEFFREY B & KERRY TRE 1491 LYDIA LN CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
120-104-001	VARGAS JOSEPH C 1445 EL CAMINO DR CLAYTON, CA 94517	12/10/2017 04/10/2018 12/10/2018 04/10/2019	124.21 124.21 127.93 127.93	32.92 32.92 12.79 12.79	0.00 0.00 0.00 0.00	157.13 157.13 140.72 140.72	RL RL RL RL	
		Account Subtotal:	\$504.28	\$91.42	\$0.00	\$595.70		
120-105-016	GWYNN DAVID & SHELLY 4416 SMOKE TREE CT CONCORD, CA 94521	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
120-113-005	SCHOONOVER WILLIAM R & M L TRE 5581 YOSEMITE CT CLAYTON, CA 94517	12/10/2018 04/10/2019	127.93 127.93	12.79 12.79	0.00 0.00	140.72 140.72		
		Account Subtotal:	\$255.86	\$25.58	\$0.00	\$281.44		
121-081-018	WARRENDER TYLER D & CYNTHIA 1013 MITCHELL CANYON RD CLAYTON, CA 94517	04/10/2019	127.93	12.79	0.00	140.72		
		Account Subtotal:	\$127.93	\$12.79	\$0.00	\$140.72		
121-170-003	SYLVIA USA LLC 2836 HALLMARK DR BELMONT, CA 94002	04/10/2017 12/10/2017 04/10/2018 12/10/2018 04/10/2019	120.59 124.21 124.21 127.93 127.93	53.66 32.92 32.92 12.79 12.79	0.00 0.00 0.00 0.00 0.00	174.25 157.13 157.13 140.72 140.72	RL,DL RL,DL RL,DL DL DL	
		Account Subtotal:	\$624.87	\$145.08	\$0.00	\$769.95		
District Totals:	69 Accounts		\$18,228.39	\$4,448.48	\$0.00	\$22,676.87		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FH=Judicial Foreclosure Initiated; CP=County Payment Plan; FJ=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LT=Litigation Guarantee; LGL=Legal Fees and Costs; O=Other Fees; SO=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Report Totals:	69 Accounts	\$16,228.39	\$4,448.48	\$0.00	\$22,676.87
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(1) **Fees:** This amount excludes Delinquency Management Fees that were or will be collected in a subsequent billing.

(2) **Delinquency Management (DM):** RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; PJ=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LT=Litigation Guarantee; LBL=Legal Fees and Costs; O=Other Fees; SC=Tax Roll Removal County Fee; PP=Payment Plan.

(3) **Miscellaneous Codes:** DB=Direct Bill Sent; BK=Declared Bankrupt; PM=Partial Payment made, remainder delinquent.

7. 2019/20 SPECIAL TAX ROLL

The following pages show the 2019/20 Special Tax Roll for the District.



FY 2019 - 2020 SPECIAL TAX ROLL
Summary

CFD 2007-1 Citywide Landscape Maintenance District
Special Tax

For fiscal year 2019-2020 the assessor's parcel numbers and the special tax amounts are as set forth in the Community Facilities District No.2007-1 (Citywide Landscape Maintenance) Preliminary Billing Levy Detail Report for FY 2019-20 on file in the City Clerk's office, City Hall, 6000 Heritage Trail, Clayton, CA.

Due to the length of the report, it is summarized as follows:

In general all residential parcels, (single family, condo, and townhouse) shall have a rate for FY 19-20 of \$263.54 per parcel. All non-residential parcels shall have a rate for FY 19-20 of \$263.54 per acre or fraction thereof, based on parcel size as shown on the most recent County tax and parcel records.

There are a total of 4106 parcels to be levied:

There are 4046 residential levies.

There are 60 non-residential levies comprising 362 acres.

\$1,066,282.84 est. total revenue from residential

\$90,660.84 est. total revenue from non-residential

\$1,156,943.68 est. revenue for FY 19-20

ORDINANCE NO. 409

**AN ORDINANCE LEVYING SPECIAL TAXES WITHIN COMMUNITY
FACILITIES DISTRICT NO. 2007-1
(Citywide Landscape Maintenance)**

**THE CITY COUNCIL
City of Clayton, California**

WHEREAS, on January 16, 2007, the City Council (the "Council") of the City of Clayton (the "City") adopted Resolution No. 04-2007 entitled "*A Resolution of Intention to Establish a Community Facilities District to Fund the Annual Operation and Maintenance of a Citywide Landscape Maintenance District for a Time Period of Ten Years, and to Authorize the Levy of Special Taxes Therein*" (the "Resolution of Intention") stating its intention to establish City of Clayton Community Facilities District No. 2007-1 (Citywide Landscape Maintenance) (the "CFD") pursuant to the Mello-Roos Community Facilities Act of 1962, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing with Section 53311, of the California Government Code (the "Act"), to finance certain services (the "Services"); and

WHEREAS, notice was published as required by the Act relative to the intention of this City Council to form the CFD and to provide for the Services; and

WHEREAS, on February 20, 2007 this City Council held a noticed public hearing as required by the Act relative to the determination to proceed with the formation of the CFD and the rate and method of apportionment of the special tax to be levied within the CFD to finance the costs of the Services; and

WHEREAS, at said hearing all persons desiring to be heard on all matters pertaining to the formation of the CFD and the levy of said special taxes were heard, substantial evidence was presented and considered by this Council and a full and fair hearing was held; and

WHEREAS, subsequent to the public hearing, on February 20, 2007 this City Council adopted Resolution No. 06-2007 entitled "*A Resolution of Formation of a Community Facilities District (Citywide Landscape Maintenance District) For a Period of Ten Years, and Authorizing the Levy of a Special Tax Therein and Preliminarily Establishing an Appropriations Limit Therefor*" (the "Resolution of Formation"), and also adopted Resolution No. 07-2007 entitled "*A Resolution Calling Special Election in a Community Facilities District,*" which resolutions established the CFD, authorized the levy of a special tax with the CFD, and called an election within the CFD on the proposition of levying a special tax and establishing an appropriations limit within the CFD, respectively; and

WHEREAS, the election was held on June 5, 2007 within the CFD in which the eligible registered voters approved the propositions presented by more than the two-thirds vote required by the Act, which approvals were confirmed by Resolution No. - 2007 adopted by this City Council on June 19, 2007.

NOW THEREFORE, THE CITY COUNCIL OF CLAYTON, CALIFORNIA DOES ORDAIN as follows:

Section 1. Special Tax Authorized. By the passage of this Ordinance this City Council hereby authorizes and levies special taxes within the CFD pursuant to 53328 and 53340 of the Act, at the rates and in accordance with the method of apportionment set forth in Exhibit B to the Resolution of Formation (the "Rate and Method"). The special taxes are hereby levied commencing in fiscal year 2007-08 and in each fiscal year thereafter through fiscal year 2016-17 for the payment of all costs of the Services and payment of all costs of administering the CFD.

Section 2. Collection Official. Following the approval by the City Council of a budget for the CFD for each fiscal year after 2007-08, the City Manager (or his or her designee) (the "Collection Official") is hereby authorized and directed in each fiscal year to determine the specific special tax rate and amount to be levied for the next ensuing fiscal year for each parcel of real property within the CFD, in accordance with such approved budget and in the manner and as provided in the Rate and Method of Apportionment. In the event that this City Council has not adopted a budget for the CFD by July 31 of any year, the budget for that fiscal year shall be the same as the budget for the previous fiscal year.

Section 3. Exemptions. Properties or entities of the State, federal or local governments shall be exempt from any levy of the special taxes, to the extent set forth in the Rate and Method of Apportionment. In no event shall the special taxes be levied on any parcel within the CFD in excess of the maximum tax specified in the Rate and Method of Apportionment.

Section 4. Use of Special Tax. All of the collections of the special tax shall be used as provided for in the Act, the Rate and Method of Apportionment, and in the Resolution of Formation including, but not limited to, the payment of the costs of the Services, the payment of the costs of the City in administering the CFD and the costs of collecting and administering the special tax.

Section 5. Collection Method. The special taxes of the CFD shall be collected from time to time as necessary to meet the financial obligations of the CFD on the secured real property tax roll in the same manner as ordinary *ad valorem* taxes are collected. In each fiscal year commencing in the fiscal year 2007-08, the Collection Official is authorized and directed to provide all necessary information to the auditor/tax collector of the County of Contra Costa and to otherwise take all actions necessary in order to effect proper billing and collection of the special tax, so that the special tax shall be levied and collected in sufficient amounts and at the times necessary to satisfy the

financial obligations of the CFD in each fiscal year until the City shall cease to collect the special taxes and provision has been made for payment of all of the administrative costs of the CFD.

Notwithstanding the foregoing, the Collection Official may collect the special taxes by means of direct billing by the City to the property owners within the CFD if, in the judgment of the Collection Official such means of collection will reduce the administrative burden on the City in administering the CFD or is otherwise appropriate in the circumstances. In such event, the special taxes shall become delinquent if not paid when due as set forth in any such respective billing to the property owners.

Whether the special taxes are levied in the manner provided in the first or the second preceding paragraph, the special taxes shall have the same lien priority, and be subject to the same penalties and the same procedure and sale in cases of delinquency as provided for ad valorem taxes. In addition, the provisions of Section 53356.1 of the Act shall apply to delinquent special tax payments.

Section 6. Partial Invalidity. If for any reason any portion of this ordinance is found to be invalid, or if the special tax is found inapplicable to any particular parcel within the CFD, by a Court of competent jurisdiction, the balance of this ordinance and the application of the special tax to the remaining parcels within the CFD shall not be affected.

Section 7. Execution and Posting. The Mayor shall sign this Ordinance and the City Clerk, within fifteen (15) days after its passage, shall cause the same to be posted in three (3) public places as designated by Resolution of the Clayton City Council for the posting of ordinances and public notices.

The foregoing Ordinance was introduced at a regular public meeting of the City Council of Clayton, California held on the 19th day of June 2007.

PASSED, ADOPTED and ORDERED posted at an adjourned regular public meeting of the City Council of Clayton, California held on 26 day of June 2007, by the following vote:

AYES: Mayor Walcutt, Vice Mayor Manning, Councilmembers Pierce and Stratford

NOES: None

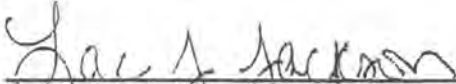
ABSENT: Councilmember Shuey

ABSTAIN: None

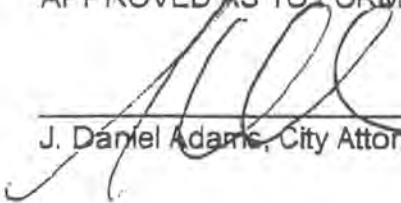
THE CITY COUNCIL OF CLAYTON, CA


WILLIAM R. WALCUTT, Mayor

ATTEST:


Laci J. Jackson, City Clerk

APPROVED AS TO FORM:

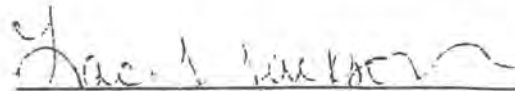

J. Daniel Adams, City Attorney

APPROVED BY ADMINISTRATION:


Gary A. Napper, City Manager

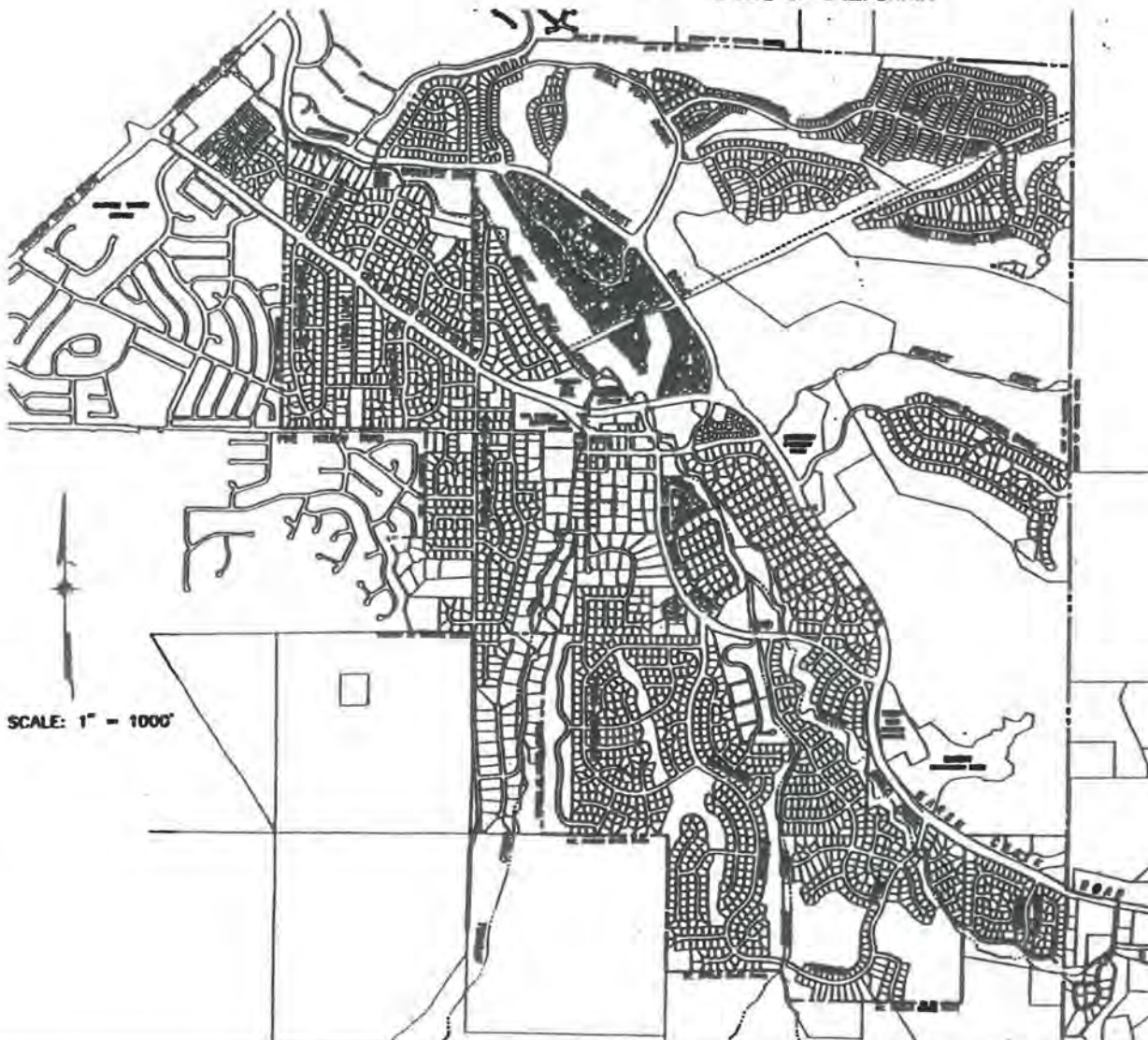
* * * * *

I hereby certify that the foregoing Ordinance was duly introduced at a regular public meeting of the City Council of Clayton, California held on June 19, 2007, and was duly adopted, passed, and ordered posted at an adjourned regular meeting of the City Council held on June 26, 2007.


Laci J. Jackson, City Clerk

BOUNDARIES OF
COMMUNITY FACILITIES DISTRICT NO. 2007-1
(CITYWIDE LANDSCAPE MAINTENANCE DISTRICT)

CITY OF CLAYTON, COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA



CITY RECORDER'S STATEMENT:

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF CLAYTON, THIS 24th DAY OF January, 2007.

BY: [Signature]
CITY CLERK
CITY OF CLAYTON

CITY CLERK'S STATEMENT:

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING THE PROPOSED BOUNDARIES OF COMMUNITY FACILITIES DISTRICT NUMBER 2007-1 IN THE CITY OF CLAYTON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF CLAYTON AT A REGULAR MEETING THEREOF, HELD ON THE 16th DAY OF January, 2007, BY ITS RESOLUTION NO. 07-1007

BY: [Signature]
CITY CLERK
CITY OF CLAYTON

RECORDER'S CERTIFICATE:

FILED THIS 24th DAY OF January, 2007, AT THE HOUR OF 2:00 O'CLOCK P.M. IN BOOK 17 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS, AT PAGE 16, AND AS INSTRUMENT NUMBER 07-1007 IN THE OFFICE OF THE COUNTY RECORDER OF CONTRA COSTA COUNTY, STATE OF CALIFORNIA.

BY: STEPHEN L. WEIR
COUNTY RECORDER
COUNTY OF CONTRA COSTA

BY: [Signature]
DEPUTY COUNTY RECORDER

LEGEND

----- CITY LIMIT LINE AND
COMMUNITY FACILITY DISTRICT BOUNDARY

1.23.07 2:04 PM

81-15

RESOLUTION NO. 07 -2016

**A RESOLUTION OF CONSIDERATION TO EXTEND FOR TEN YEARS
THE EXISTING SPECIAL TAX SUBJECT TO THE
SAME ADJUSTMENT METHODOLOGY FOR COMMUNITY
FACILITIES DISTRICT 2007-1**

**CITY OF CLAYTON
Community Facilities District 2007-1
(Citywide Landscape Maintenance District)**

WHEREAS, the City of Clayton established Community Facilities District 2007-1 ("CFD") within the City of Clayton, authorized the levy of a special tax on real property within the CFD and established an initial appropriations limit for the CFD; and

WHEREAS, the special tax levied within the CFD is set to expire in Fiscal Year 2016/2017; and

WHEREAS, pursuant to the Mello-Roos Community Facilities Act of 1982 ("Act"), Chapter 2.5 (commencing with Section 53311) of Part 1 of Division 2 of Title 5 of the Government Code, the City Council of the City of Clayton has determined the public convenience and necessity require that an extension of the existing special tax should be proposed within the CFD to extend the existing special tax for ten years, from Fiscal Year 2017/2018 (i.e., beginning July 1, 2017) through Fiscal Year 2026/2027 (i.e., ending June 30, 2027), subject to the same adjustment methodology and that it should, therefore, adopt a Resolution of Consideration pursuant to Sections 53331 and 53334 of the Act to initiate proceedings for the consideration of such special tax levy; and

WHEREAS, the City Council wishes to schedule a public hearing on such proposed tax extension for March 1, 2016.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CLAYTON THAT:

SECTION 1. Findings and Background. The City Council finds the preceding recitals are correct and are incorporated into this Resolution.

SECTION 2. Affected Area. The affected area is the Community Facilities District 2007-1 (Citywide Landscape Maintenance District) ("CFD"). The territory within the District is generally shown and described on the map of the boundaries of the CFD which was recorded in the Contra Costa Recorder's Office on January 23, 2007 in Book 81 at page 15 of Maps of Assessment and Community Facilities Districts.

SECTION 3. Extended Special Tax. The City Council proposes that an extension of the existing special tax should be levied within the CFD to extend the existing special tax, at its current and existing rate and method of apportionment, for ten years from Fiscal Year 2017/2018 through Fiscal Year 2026/2027 ("Special Tax"). As such, all references to the expiration or term of the Special Tax in the rate and method of apportionment shall reflect the new expiration date

of Fiscal Year 2026/2027. The rate and method of apportionment for the Special Tax, subject to the extended term set forth in this section, is more particularly described and set forth in Resolutions No. 06-2007 and 07-2007. True and correct copies of these Resolutions are attached as Exhibit A and incorporated by this reference and are on file with the Clayton City Clerk.

SECTION 4. No Changes to Services. This Resolution does not propose any changes to the services or facilities provided by the CFD. The CFD would continue to provide operation and maintenance services for the Citywide Landscape Maintenance District through the extended term of Fiscal Year 2026/2027 as it currently does without any amendments or modifications.

SECTION 5. Appropriations Limit. The previously approved appropriations limit for the CFD shall not be effected by this Resolution and shall be adjusted by the City as permitted by applicable law.

SECTION 6. Public Hearing. Notice is given that on March 1, 2016, at 7:00 p.m. or as soon thereafter as the matter may be heard, at Hoyer Hall, Clayton Community Library, 6125 Clayton Road, Clayton, CA 94517, a public hearing will be held where the City Council will consider the extension of the Special Tax as proposed herein. At the above-mentioned time and place for public hearing any persons interested, including taxpayers and property owners may appear and be heard. The testimony of all interested persons for or against the Special Tax will be heard and considered. Any protests may be made orally or in writing. However, any protests pertaining to the regularity or sufficiency of the proceedings shall be in writing and clearly set forth the irregularities and defects to which the objection is made. All written protests shall be filed with the City Clerk on or before the time fixed for the public hearing. Written protests may be withdrawn in writing at any time before the conclusion of the public hearing. If a written majority protest is filed against the Special Tax, the proceedings shall be abandoned.

SECTION 7. Election. If, following the public hearing described in the Section 6 above, the City Council determines to approve the extension of the existing Special Tax, the City Council shall then submit the amendment to the qualified electors of the CFD. As at least twelve (12) persons have been registered to vote within the CFD for each of the ninety (90) days preceding the close of the public hearing, the vote shall be by registered voters of the CFD, with each voter having one (1) vote. Approval of the Special Tax shall require two-thirds approval of those voting on the measure.

SECTION 8. Notice. The City Clerk shall provide notice of the public hearing identified in Section 6 as required by Government Code sections 53322 and 53335. The City Council elects not to provide the optional notice permitted by Government Code section 53322.4.

SECTION 9. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Clayton, California, at a regular meeting thereof held on January 19, 2016 by the following vote:

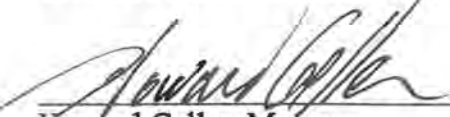
AYES: Mayor Geller, Councilmembers Haydon, Pierce and Shuey.

NOES: None.

ABSENT: Vice Mayor Diaz.

ABSTAIN: None.

THE CITY COUNCIL OF CLAYTON, CA



Howard Geller, Mayor

ATTEST:



Janet Brown, City Clerk

I certify that the foregoing resolution was duly and regularly passed by the City Council of the City Clayton at a regular meeting held on January 19, 2016.



Janet Brown, City Clerk

EXHIBIT A - to Resolution 07-2017
Comprising of
Resolution 06-2007
Resolution 07-2007

RESOLUTION NO. 06-2007

**A RESOLUTION OF FORMATION OF A COMMUNITY FACILITIES DISTRICT
(CITYWIDE LANDSCAPE MAINTENANCE DISTRICT) FOR A PERIOD OF TEN
YEARS, AND AUTHORIZING THE LEVY OF A SPECIAL TAX THEREIN AND
PRELIMINARILY ESTABLISHING AN APPROPRIATIONS LIMIT THEREFOR**

**The City Council
City of Clayton, California
Community Facilities District 2007-1
(Citywide Landscape Maintenance)**

WHEREAS, on 16 January 2007 this City Council adopted Resolution No. 04 - 2007 entitled *"A Resolution of Intention to Establish a Community Facilities District to Fund the Annual Operation and Maintenance of a Citywide Landscape Maintenance District for a Time Period of Ten Years, and to Authorize the Levy of Special Taxes Therein"* (the "Resolution of Intention"), stating its intention to form the City of Clayton, Community Facilities District No. 2007-1 (Citywide Landscape Maintenance) (the "CFD"), pursuant to the Mello-Roos Community Facilities Act of 1982, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing with Section 53311, of the California Government Code (the "Act"); and

WHEREAS, the Resolution of Intention, incorporating a map of the proposed boundaries of the CFD and stating the Services (as described herein) to be provided, the estimated maximum cost of providing such Services, and the rate and method of apportionment of the special tax to be levied within the CFD to pay for the Services (as hereafter defined) with respect to the CFD, is on file with the City Clerk and the provisions thereof are incorporated herein by this reference as if fully set forth herein; and

WHEREAS, on 20 February 2007 this City Council held a duly noticed public hearing as required by the Act on the Resolution of Intention relative to the proposed formation of the CFD; and

WHEREAS, at said public hearing all interested persons desiring to be heard on all matters pertaining to the formation of the CFD, the Services to be provided therein and the levy of said special tax were heard and a full and fair hearing was held; and

WHEREAS, at said hearing evidence was presented to this Council on said matters before it, including a report by the City Manager (the "Report") as to the Services to be provided through the CFD and the costs thereof, a copy of which is on file with the City Clerk; and this City Council at the conclusion of said hearing is fully advised in the premises; and

WHEREAS, written protests with respect to the formation of the CFD, the furnishing of specified types of Services and the rate and method of apportionment of the special taxes have not been filed with the City Clerk by fifty percent (50%) or more of the registered voters residing within the territory of the CFD or property owners of one-half (1/2) or more of the area of land within the CFD and not exempt from the special tax; and

WHEREAS, the special tax proposed to be levied in the CFD to pay for the proposed Services to be provided therein, as set forth in Exhibit A hereto, has not been eliminated by protest by fifty percent (50%) or more of the registered voters residing within the territory of the CFD or the owners of one-half (1/2) or more of the area of land within the CFD and not exempt from the special tax.

NOW, THEREFORE, the City Council of Clayton, California does hereby resolve as follows:

1. **Recitals**. The foregoing recitals are true and correct.
2. **No Majority Protest**. The proposed special tax to be levied within the CFD has not been precluded by majority protest pursuant to Section 53324 of the Act.
3. **Prior Proceedings**. All prior proceedings taken by this City Council in connection with the establishment of the CFD and the levy of the special tax have been duly considered and are hereby found and determined to be valid and in conformity with the requirements of the Act. This City Council hereby finds and determines that the CFD is in conformity with the goals and policies heretofore adopted by this City Council with respect to the formation of the CFD.
4. **CFD Established**. The community facilities district designated "City of Clayton, Community Facilities CFD No. 2007-1 (Citywide Landscape Maintenance)" is hereby established pursuant to the Act.
5. **Boundaries Described**. The boundaries of the CFD, as set forth in the map of the CFD heretofore recorded in the Contra Costa County Recorder's Office on 23 January 2007 in Book 81 at page 15 of Maps of Assessment and Community Facilities Districts, are hereby approved and incorporated herein by reference and shall be the boundaries of the CFD.
6. **Services**. The type of public Services proposed to be financed by the CFD and pursuant to the Act shall consist of those items listed as Services on Exhibit A attached hereto and by this reference incorporated herein (the "Services").
7. **Special Taxes**. Except to the extent that funds are otherwise available to the CFD to pay for the Services, a special tax sufficient to pay the costs thereof, secured by a continuing lien against all non-exempt real property in the CFD, will be levied annually within the CFD, and collected in the same manner as ordinary *ad valorem* property taxes or in such other manner as this City Council or its designee shall determine, including direct billing of the affected property owners. The proposed rate and method

of apportionment of the special tax among the parcels of real property within the CFD, in sufficient detail to allow each landowner within the proposed CFD to estimate the probable maximum amount such owner will have to pay, are described in Exhibit B attached hereto and by this reference incorporated herein.

8. Tax Collector For City. The City Manager, 6000 Heritage Trail, Clayton, California, 94517 telephone number (925) 673-7300 is the officer of the City who will be responsible for preparing annually a current roll of special tax levy obligations by assessor's parcel number and who will be responsible for estimating future special tax levies pursuant to Section 53340.2 of the Act.

9. Tax Lien. Upon recordation of a notice of special tax lien pursuant to Section 3114.5 of the California Streets and Highways Code, a continuing lien to secure each levy of the special tax shall attach to all nonexempt real property in the CFD and this lien shall continue in force and effect until the special tax obligation ceases and the lien canceled in accordance with law or until collection of the tax by the City ceases.

10. Appropriations Limit. In accordance with Section 53325.7 of the Act, the annual appropriations limit, as defined by subdivision (h) of Section 8 of Article XIII B of the California Constitution, of the CFD is hereby preliminarily established at \$850,550.00 and said appropriations limit shall be submitted to the voters of the CFD as hereafter provided. The proposition establishing said annual appropriations limit shall become effective if approved by the qualified electors voting thereon and shall be adjusted in accordance with the applicable provisions of Section 53325.7 of the Act.

11. Election. Pursuant to the provisions of the Act, the proposition of the levy of the special tax and the proposition of the establishment of the appropriations limit specified above shall be submitted to the qualified electors of the CFD at an election the time, place and conditions of which election shall be as specified by a separate resolution of this Council.

12. Effective Date. This Resolution shall take effect upon its adoption.

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California at a regular public meeting thereof held this 20th day of February 2007 on the following vote:

AYES: Mayor Walcutt, Vice Mayor Manning, Council Members Pierce, Shuey, and Stratford

NOES: None

ABSENT: None

ABSTAIN: None

THE CITY COUNCIL OF CLAYTON, CA

William R. Walcutt
William R. Walcutt, Mayor

ATTEST:

Laci J. Jackson
Laci J. Jackson
City Clerk

####

EXHIBIT A

**CITY OF CLAYTON
Community Facilities District 2007-1
(Citywide Landscape Maintenance)**

DESCRIPTION OF SERVICES TO BE FINANCED BY THE CFD

The Services to be financed by the special taxes of the City of Clayton Community Facilities District 2007-1 (Citywide Landscape Maintenance) (the "CFD") shall include the Maintenance of:

A. Public Roadway Landscaping – which includes but is not limited to the following improved rights-of-way:

Atchinson Stage Road – from Pine Hollow Road to Caulfield Drive

Black Point Place – center median island.

Caulfield Court – center median island.

Center Street – from Oak Street to Clayton Road.

Clayton Road – from the western city limits to the southern Marsh Creek Road intersection.

Cul-de-sacs: landscaped areas at end of Ahwanee Lane, Wawona Court, Tuyshtak Court, Antelope Court, Obsidian Court, Blue Oak Lane, Falcon Place, Windmill Canyon Place, Hummingbird Place, Raven Place, and Golden Eagle Place.

Diablo Parkway – from Marsh Creek Road to El Portal Drive.

Eagle Peak Avenue – from the east intersection with Oakhurst Drive to just west of the Ohlone Heights intersection, and including the west intersection with Oakhurst Drive.

Indianhead Way – entrance area at Oakhurst Drive

Indian Wells Way – both entrance areas with Oakhurst Drive, and center medians up to Anizume Court and Jalalon Place.

Jeffry Ranch Court – center median island.

Keller Ridge Drive – to Golden Eagle Place intersection.

Lydia Lane – from intersection of Clayton Road to Lydia Lane Park.

Main Street – from Clayton Road to (old) Marsh Creek Road.

Marsh Creek Road – from the northern intersection of (old) Marsh Creek Road to the eastern city limits.

Oakhurst Drive – from the western city limits to Clayton Road intersection.

Peacock Creek Drive – from Clayton Road to approximately the Pebble Beach Drive intersection.

Pine Hollow Road – from Atchinson Stage Road to Panadero Way.

Regency Drive – median entrance from Marsh Creek Road.

So. Mitchell Canyon Road – from approx. Del Trigo Lane to Herriman Court intersection.

B. Open Space and Trails – which include but are not limited to:

Publicly-owned creek-side, intra-community and open space trails located within the boundaries of the CFD.

C. Clayton Fountain – which includes but is not limited to:

Maintenance to the fountain itself, rock structure and all attendant appurtenances, including the geyser and water pump system as well as the surrounding public landscaped area located at east side of the intersection of Oakhurst Drive, Center Street and Clayton Road.

Definitions

“Maintenance” means the furnishing of services and materials for the ordinary and usual operation, maintenance and care of the public landscaping and appurtenant facilities, including repair, removal or replacement of all or part of any landscaping and appurtenant facilities providing for the life, growth, health and beauty of the landscaping, including cultivation, irrigation, trimming, spraying, fertilizing and treating for disease or injury; the removal of trimmings, rubbish, debris and other solid wastes; and the eradication of landscape pests, including but not limited to vermin and rodents, ground squirrels, gophers, moles and wild pigs. “Maintenance” also includes the furnishing of water for irrigation of the public landscaping, and the supply of electricity to operate the attendant irrigation systems.

The foregoing services shall be provided through and by the City of Clayton, either with its own labor forces or by contract with third parties, or any combination thereof, as determined solely by the City of Clayton.

“Costs” means the costs and expenses directly or indirectly incurred by the City in connection with the Maintenance described above. Allowable Costs payable from special taxes of the District also include the County’s imposed cost to levy and collect the District’s assessment through the annual property tax bill, the City’s shared equipment and facilities charges, City prorated overhead charges to administer and manage the District and collect the special taxes, and District reserve funds for replacement and major repairs.

EXHIBIT B

**CITY OF CLAYTON
Community Facilities District 2007-1
(Citywide Landscape Maintenance)**

RATE AND METHOD OF LEVY OF SPECIAL TAX

A special tax will be levied annually on each taxable parcel of land not defined below as an "Exempt Parcel" within the Community Facilities District 2007-1 (Citywide Landscape Maintenance) (the "CFD") and collected in the same manner as ordinary ad-valorem property taxes or in such manner as the City of Clayton City Council or its designee shall determine, including City-originated billing of the affected property owners.

Definitions

Taxable Parcels: Parcels of land within the boundaries of the CFD that are not included in the "Exempt Parcel" category listed below.

Exempt Parcels: Parcels of land owned by a public agency, right-of-way parcels, schools, hospitals, cemeteries, mortuaries, libraries, parks, mineral rights, private roads, pipelines, public parking facilities and common areas.

Residential Parcels: Taxable parcels of land that are classified as either single-family, condominium, townhouse, multi-family or rural residential parcels.

Non-residential Parcels: Taxable parcels that are not classified as "Residential Parcels".

Special Tax: The special tax allowed to be levied on property within the CFD, calculated pursuant to this Rate and Method of Apportionment of Special Tax.

Special Tax Formula

A. Residential Parcels: An annual special tax will be levied on all Residential Parcels, as defined above, at the per parcel tax rate shown below for each fiscal year 2007-2008 through 2016-2017:

Residential Parcel Annual Special Tax Rate: \$196.77

B. Non-residential Parcels: An annual special tax will be levied on all Non-residential Parcels at the per acre rate shown below for each fiscal year 2007-2008 through 2016-2017:

Non-residential Parcel Annual Special Tax Rate: \$196.77 per acre or fraction thereof, based on parcel size as shown on the then-current County tax roll.

Duration of Special Tax Levy

The special tax will be levied annually for a period of ten (10) years commencing in fiscal year 2007-2008 through and including fiscal year 2016-2017. After the ten (10) year duration has expired the special tax may no longer be collected unless extended pursuant to applicable laws, except that a special tax that was lawfully levied in or before the final tax year and that remains delinquent may be collected in subsequent years.

Special Tax Escalator Factor

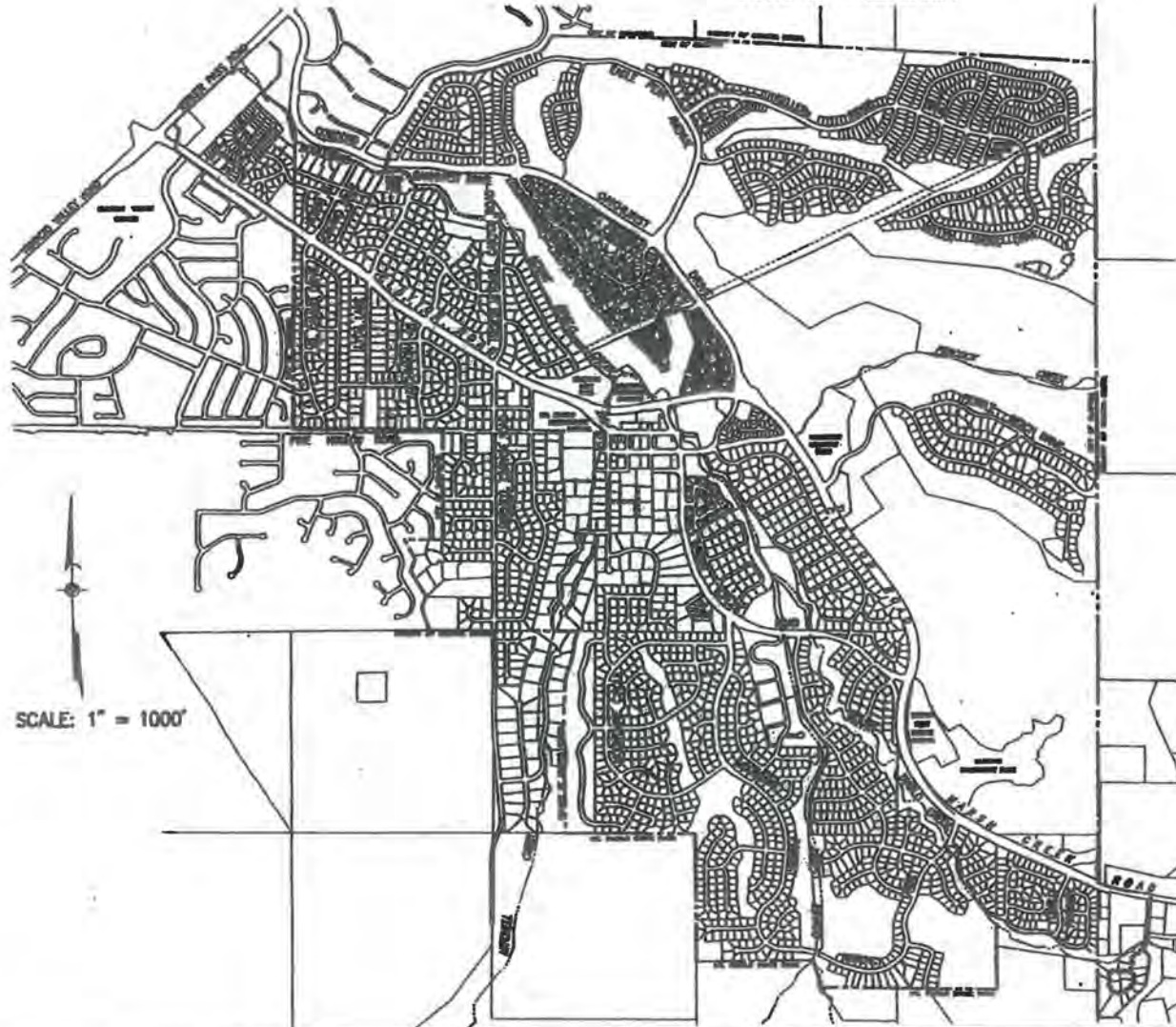
In fiscal years 2008-2009 through 2016-2017, the special tax may be increased annually by the Clayton City Council in an amount not to exceed the full annual adjustment (April to April) in the Consumer Price Index – All Urban Consumers, San Francisco-Oakland-San Jose, CA Area (Base Period 1982-84 = 100). This escalator factor is applicable if determined to be necessary due to expected increases in the operational and maintenance expenses attributable to the CFD. Such determination shall be made by action of the Clayton City Council, which must occur at a regular public meeting thereof accompanied by a prior recommendation of the citizens' Trails and Landscaping Committee established by the City Council in February 2006 (City Resolution No. 08-2006). In no event shall each annual special tax rate in any fiscal year increase by more than three percent (3%) over the previous year.

Relationship to Special Tax of Community Facilities District 1997-1

An intent of the new Community Facilities District 2007-1 is to replace the City's Community Facilities District 1997-1 that levied an annual special tax for Citywide Landscape Maintenance purposes during the last ten years and which special tax automatically expires on June 30, 2007. No further special tax can be levied by CFD 1997-1.

**PROPOSED BOUNDARIES OF
COMMUNITY FACILITIES DISTRICT NO. 2007-1
(DOWNTOWN PARK OPERATION AND MAINTENANCE DISTRICT)**

CITY OF CLAYTON, COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA



SCALE: 1" = 1000'

CITY RECORDER'S STATEMENT:

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF CLAYTON, THIS 4th DAY OF January, 2008.

BY: Chai J. Jacion
CITY CLERK
CITY OF CLAYTON

CITY CLERK'S STATEMENT:

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING THE PROPOSED BOUNDARIES OF COMMUNITY FACILITIES DISTRICT NUMBER 2007-1 IN THE CITY OF CLAYTON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF CLAYTON AT A REGULAR MEETING THEREOF, HELD ON THE 11th DAY OF November, 2007, BY ITS RESOLUTION NO. 07-2007.

BY: Chai J. Jacion
CITY CLERK
CITY OF CLAYTON

RECORDER'S CERTIFICATE:

FILED THIS 03rd DAY OF January, 2008, AT THE HOUR OF 2:00 O'CLOCK P.M. IN BOOK 31 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS, AT PAGE 15, AND AS INSTRUMENT NUMBER 07-2207 IN THE OFFICE OF THE COUNTY RECORDER OF CONTRA COSTA COUNTY, STATE OF CALIFORNIA.

BY: STEPHEN L. WEBB
COUNTY RECORDER
COUNTY OF CONTRA COSTA

BY: J. Omandlar
DEPUTY COUNTY RECORDER

LEGEND

----- CITY LIMIT LINE AND
COMMUNITY FACILITY DISTRICT BOUNDARY

1-23-07

2:04 PM

81-15

THE CITY OF CLAYTON, CALIFORNIA, HAS ADOPTED THIS MAP BY RESOLUTION NO. 07-2007, PASSED AT A REGULAR MEETING OF THE CITY COUNCIL, HELD ON THE 11TH DAY OF NOVEMBER, 2007, AT 7:00 P.M. IN THE CITY CLERK'S OFFICE, 1000 MAIN STREET, CLAYTON, CALIFORNIA.

RESOLUTION NO. 07- 2007

**A RESOLUTION CALLING SPECIAL ELECTION
IN A COMMUNITY FACILITIES DISTRICT**

**THE CITY COUNCIL
CITY OF CLAYTON, CALIFORNIA
Community Facilities District 2007-1
(Citywide Landscape Maintenance)**

WHEREAS, on this date, this City Council adopted its Resolution No. 06 -2007 entitled "A Resolution of Formation of a Community Facilities District (Citywide Landscape Maintenance District) for a Period of Ten Years, and Authorizing the Levy of a Special Tax Therein and Preliminarily Establishing an Appropriations Limit Therefor" (the "Resolution of Formation"), ordering the formation of City of Clayton Community Facilities District No. 2007-1 (Citywide Landscape Maintenance) (the "CFD"), authorizing the levy of a special tax on property within the CFD and preliminarily establishing an appropriations limit for the CFD, all pursuant to the Mello-Roos Community Facilities Act of 1982, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing with Section 53311, of the California Government Code (the "Act"); and

WHEREAS, pursuant to the provisions of the Resolution of Formation, the propositions of the levy of the special tax and the establishment of the appropriations limit shall be submitted to the qualified electors of the CFD at a special election as required by the Act; and

WHEREAS, this City Council desires that the special election be consolidated with any other election to occur in the City on June 5, 2007 and that the proposition be included on the ballot for such election which ballot is prepared by the officer charged with the duty of conducting the general and special elections for the County of Contra Costa, such official being the Registrar of Voters of the County of Contra Costa (the "Election Official"); and

WHEREAS, Section 9280 of the Elections Code of the State of California authorizes the filing of an impartial analysis and Sections 9281 to 9287 of said code authorize the filing of written arguments for or against any ballot proposition, and, if adopted by the City Council, rebuttal arguments.

NOW, THEREFORE, the City Council of Clayton, California does hereby resolve as follows:

1. Issues Submitted. Pursuant to Sections 53326 and 53325.7 of the Act, the issues of the levy of said special tax and the establishment of the appropriations limit shall be submitted to the qualified electors (as defined below) of the CFD at an election called therefor as provided below. The question to be voted upon as it shall appear on ballot shall be as follows:

Shall a new Community Facilities District 2007-1 (Citywide Landscape Maintenance District) be funded to replace the expiring District for a period of ten years to operate and maintain public roadway landscaping, trails system, open space weed abatement and related costs, with an annual levy of a special tax in the initial amount of \$196.77 per residential parcel and per non-residential acre or fraction thereof, and with an initial yearly appropriations limit of \$850,550?

The full text of the measure to be printed in the Voter Pamphlet shall include the "Description of Services to be Financed by the CFD" and the "Rate and Method of Levy of Special Tax", attached as Exhibits "A" and "B", respectively, to the Resolution of Formation of a Community Facilities District (Resolution No. 06 -2007).

2. Qualified Electors. Pursuant to Section 53326 of the Act, the vote shall be by the registered voters of the proposed CFD, with each voter having one vote.

3. Conduct of Election. This City Council hereby calls a special election (the "Election") to consider the measure described in paragraph 1 above, which election shall be held on June 5, 2007, and conducted by the Election Official. Within three business days of the adoption of this Resolution, the City Clerk shall provide to the Election Official a copy of this Resolution, a certified map of the proposed boundaries of the CFD, and a sufficient description to allow the Election Official to determine the boundaries of the CFD.

The Election is hereby ordered consolidated with any other election to be held within the City on said date, and within the territory affected by the consolidation; the election shall be held and conducted, election officers appointed, voting precincts designated, ballots printed, polls opened and closed, ballots counted and returned, returns canvassed, results declared, and all other proceedings incidental to and connected with the election shall be regulated and done in accordance with the provisions of law regulating general and special elections in the City and State and specified herein. The precincts used at the election shall be those used for citywide municipal elections, and, where necessary, the County Clerk may adjust precinct lines to coincide with the boundaries of the City. The Board of Supervisors of the County of Contra Costa is hereby requested to order the consolidation of the Election hereby called with any other election held in the City on said date, and to permit the County Clerk and the County Election Department to render services relating to the conduct of said election, which services will be determined by the City and the County Election Department, and the Board of Supervisors of the County of Contra Costa is hereby authorized to canvass the returns of said special municipal election, and said election shall be held in all respects as if there were only one election, only one form of ballot shall be used and the returns of the election need not be canvassed by the City Council. The City Clerk is hereby authorized and directed to work with the Elections Official and other appropriate officials of the County to ensure that the applicable requirements of the Elections Code are met.

4. Ballot Materials. The City Attorney is hereby requested to prepare and to provide to Election Official the ballot material described in Section 53327 of the Act.

Impartial Analysis. The City Clerk is hereby directed to submit to the City Attorney a certified copy of the measure set forth above. The City Attorney is hereby authorized and directed to prepare an impartial analysis of the measures showing the effect of the measures on the existing law and the operation of the measures, said analysis to be submitted by the City Attorney to the Election Official for printing before the arguments for and against the measure. The analysis shall not exceed 500 words in length and shall otherwise comply in all respects with the applicable provisions of the Elections Code of the State of California. The deadline date for the submittal of the analysis and primary arguments shall be March 13, 2007.

5. Filing of Primary and Rebuttal Arguments. The deadline for filing primary arguments concerning the ballot measure is March 13, 2007. Provisions for Rebuttal Arguments have been previously adopted by the Council. Rebuttal arguments must be filed by March 23, 2007.

6. Effective Date. This Resolution shall take effect upon its adoption.

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California at a regular public meeting thereof held this 20th day of February 2007 on the following vote:

AYES: Mayor Walcutt, Vice Mayor Manning, Council Members Pierce, Shuey, and Stratford

NOES: None

ABSENT: None

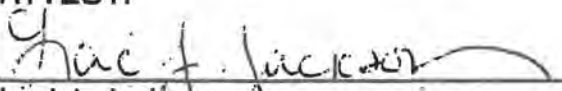
ABSTAIN: None

THE CITY COUNCIL OF CLAYTON, CA



William R. Walcutt, Mayor

ATTEST:



Laci J. Jackson
City Clerk

RESOLUTION NO. 04- 2007

A RESOLUTION OF INTENTION TO ESTABLISH A COMMUNITY FACILITIES DISTRICT TO FUND THE ANNUAL OPERATION AND MAINTENANCE OF A CITYWIDE LANDSCAPE MAINTENANCE DISTRICT FOR A TIME PERIOD OF TEN YEARS, AND TO AUTHORIZE THE LEVY OF SPECIAL TAXES THEREIN

**City of Clayton, California
Community Facilities District 2007-1
(Citywide Landscape Maintenance)**

WHEREAS, under the Mello-Roos Community Facilities Act of 1982, as amended (the "Act"), Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing at Section 53311, of the California Government Code (the "Act"), this Council may be the legislative body for the proposed community facilities district and is empowered with the authority to establish the community facilities district; and

WHEREAS, this Council now desires to proceed with the establishment of a community facilities district in order to finance the costs of certain landscape maintenance services in the City (the "Services");

NOW, THEREFORE, the City Council of the City of Clayton, California does hereby resolve as follows:

1. Recitals. The City Council does hereby find and affirm the above noted Recitals are true and correct facts and information relative to the proceedings at hand.

2. Authority. This Council proposes to conduct proceedings to establish a community facilities district pursuant to the Act.

3. Name of CFD. The name proposed for the community facilities district is City of Clayton Community Facilities District No. 2007-1 (Citywide Landscape Maintenance) (the "CFD").

4. Boundaries Described. The proposed boundaries of the CFD are as shown on the map of it on file with the City Clerk, dated January 4, 2007, which boundaries are hereby preliminarily approved and to which map reference is hereby made for further particulars. The City Clerk is hereby directed to record, or cause to be recorded, said map of the boundaries of the CFD in the office of the County Recorder of the County of Contra Costa (the "County") within fifteen days of the date of adoption of this Resolution, but in any event at least fifteen days prior to the public hearing specified in paragraph 10 below. The boundaries of the CFD shall also include any parcels subsequently annexed to the City and the CFD.

5. Services. The type of public services proposed to be financed by the CFD and pursuant to the Act shall consist of all or a portion of those items listed on Exhibit A hereto and hereby incorporated herein.

6. Special Tax. Except to the extent that funds are otherwise available to the CFD to pay for the Services a special tax (the "Special Tax") sufficient to pay the costs thereof, secured by recordation of a continuing lien against all non-exempt real property in the CFD, will be levied annually within the CFD, and collected in the same manner as ordinary *ad valorem* property taxes or in such other manner as this Council or its designee shall determine, including direct billing of the affected property owners. The proposed rate and method of apportionment of the Special Tax among the parcels of real property within the CFD in sufficient detail to allow each landowner within the proposed CFD to estimate the maximum amount such owner will have to pay, are described in Exhibit B attached hereto and hereby incorporated herein.

This Council hereby finds that the provisions of Section 53313.6, 53313.7 and 53313.9 of the Act (relating to adjustments to *ad valorem* property taxes and schools financed by a community services district) are inapplicable to the proposed CFD.

7. Exempt Property. Except as may otherwise be provided by law or by the rate and method of apportionment of the Special Tax for the CFD, all lands owned by any public entity, including the United States, the State of California, the County and/or the City or any departments or political subdivisions thereof, shall be omitted from the levy of the Special Tax to be made to cover the costs and expenses of the Services and the CFD. In the event that a portion of the property within the CFD shall become for any reason exempt, wholly or in part, from the levy of the Special Tax, this Council will, on behalf of the CFD, increase the levy to the extent necessary upon the remaining property within the CFD which is not exempt in order to yield the required amounts to pay for the Services of the CFD, if any, subject to the provisions of the rate and method of apportionment of the Special Tax.

8. Voting Procedure. The levy of the Special Tax shall be subject to the approval of the qualified electors of the CFD in the June 5, 2007 election. The proposed voting procedure shall be by registered voters within the proposed CFD, with each voter having one vote.

9. CFD Report. The City Manager of the City as the officer having charge and control of the Services in and for the CFD, or his designee, is hereby directed to study said proposed Services and to make, or cause to be made, and file with the City Clerk a report in writing, (the "CFD Report") presenting the following:

(a) A description of the Services by type which will be required to adequately meet the needs of the CFD.

(b) An estimate of the fair and reasonable cost of the Services including incidental expenses in connection therewith.

The CFD Report shall be made a part of the record of the public hearing specified below.

10. Public Hearing. Tuesday, February 20, 2007, at 7:00 p.m., or as soon as possible thereafter, in the Community Library Meeting Room, 6125 Clayton Road, Clayton, California, be, and the same are hereby appointed and fixed as the time and place when and where this Council, as legislative body for the CFD, will conduct a public hearing on the establishment of the CFD and consider and finally determine whether the public interest, convenience and necessity require the formation of the CFD and the levy of the Special Tax.

11. Notice of Hearing. The City Clerk is hereby directed to cause notice of the public hearing to be given by publication one time in the *Contra Costa Times*, a newspaper circulated in the area of the CFD. The publication shall be completed at least seven days before the date herein set for the hearing. The notice shall be substantially in the form specified in Section 53322 of the Act, with the form summarizing the provisions hereof hereby specifically approved.

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California at a regular public meeting thereof held this 16th day of January 2007 on the following vote:


AYES: Mayor Walcutt, Vice Mayor Manning, Councilmembers Pierce, Shuey, and Stratford.
NOES: None
ABSENT: None
ABSTAIN: None

THE CITY COUNCIL OF CLAYTON, CA



William R. Walcutt, Mayor

ATTEST:



Laci J. Jackson
City Clerk

Exhibit A – List of Services

Exhibit B – Rate and Method of Apportionment of Special Tax

EXHIBIT A

CITY OF CLAYTON Community Facilities District 2007-1 (Citywide Landscape Maintenance)

DESCRIPTION OF SERVICES TO BE FINANCED BY THE CFD

The Services to be financed by the special taxes of the City of Clayton Community Facilities District 2007-1 (Citywide Landscape Maintenance) (the "CFD") shall include the Maintenance of:

A. Public Roadway Landscaping – which includes but is not limited to the following improved rights-of-way:

- Atchinson Stage Road – from Pine Hollow Road to Caulfield Drive
- Black Point Place – center median island.
- Caulfield Court – center median island.
- Center Street – from Oak Street to Clayton Road.
- Clayton Road – from the western city limits to the southern Marsh Creek Road intersection.
- Cul-de-sacs: landscaped areas at end of Ahwanee Lane, Wawona Court, Tuyshtak Court, Antelope Court, Obsidian Court, Blue Oak Lane, Falcon Place, Windmill Canyon Place, Hummingbird Place, Raven Place, and Golden Eagle Place.
- Diablo Parkway – from Marsh Creek Road to El Portal Drive.
- Eagle Peak Avenue – from the east intersection with Oakhurst Drive to just west of the Ohlone Heights intersection, and including the west intersection with Oakhurst Drive.
- Indianhead Way – entrance area at Oakhurst Drive
- Indian Wells Way – both entrance areas with Oakhurst Drive, and center medians up to Anizume Court and Jalalon Place.
- Jeffry Ranch Court – center median island.
- Keller Ridge Drive – to Golden Eagle Place intersection.
- Lydia Lane – from intersection of Clayton Road to Lydia Lane Park.
- Main Street – from Clayton Road to (old) Marsh Creek Road.
- Marsh Creek Road – from the northern intersection of (old) Marsh Creek Road to the eastern city limits.
- Oakhurst Drive – from the western city limits to Clayton Road intersection.
- Peacock Creek Drive – from Clayton Road to approximately the Pebble Beach Drive intersection.
- Pine Hollow Road – from Atchinson Stage Road to Panadero Way.
- Regency Drive – median entrance from Marsh Creek Road.
- So. Mitchell Canyon Road – from approx. Del Trigo Lane to Herriman Court intersection.

B. Open Space and Trails – which include but are not limited to:

Publicly-owned creek-side, intra-community and open space trails located within the boundaries of the CFD.

C. Clayton Fountain – which includes but is not limited to:

Maintenance to the fountain itself, rock structure and all attendant appurtenances, including the geyser and water pump system as well as the surrounding public landscaped area located at east side of the intersection of Oakhurst Drive, Center Street and Clayton Road.

Definitions

“Maintenance” means the furnishing of services and materials for the ordinary and usual operation, maintenance and care of the public landscaping and appurtenant facilities, including repair, removal or replacement of all or part of any landscaping and appurtenant facilities providing for the life, growth, health and beauty of the landscaping, including cultivation, irrigation, trimming, spraying, fertilizing and treating for disease or injury; the removal of trimmings, rubbish, debris and other solid wastes; and the eradication of landscape pests, including but not limited to vermin and rodents, ground squirrels, gophers, moles and wild pigs. “Maintenance” also includes the furnishing of water for irrigation of the public landscaping, and the supply of electricity to operate the attendant irrigation systems.

The foregoing services shall be provided through and by the City of Clayton, either with its own labor forces or by contract with third parties, or any combination thereof, as determined solely by the City of Clayton.

“Costs” means the costs and expenses directly or indirectly incurred by the City in connection with the Maintenance described above. Allowable Costs payable from special taxes of the District also include the County’s imposed cost to levy and collect the District’s assessment through the annual property tax bill, the City’s shared equipment and facilities charges, City prorated overhead charges to administer and manage the District and collect the special taxes, and District reserve funds for replacement and major repairs.

EXHIBIT B

**CITY OF CLAYTON
Community Facilities District 2007-1
(Citywide Landscape Maintenance District)**

RATE AND METHOD OF LEVY OF SPECIAL TAX

A special tax will be levied annually on each taxable parcel of land not defined below as an "Exempt Parcel" within the Community Facilities District 2007-1 (Citywide Landscape Maintenance) (the "CFD") and collected in the same manner as ordinary ad-valorem property taxes or in such manner as the City of Clayton City Council or its designee shall determine, including City-originated billing of the affected property owners.

Definitions

Taxable Parcels: Parcels of land within the boundaries of the CFD that are not included in the "Exempt Parcel" category listed below.

Exempt Parcels: Parcels of land owned by a public agency, right-of-way parcels, schools, hospitals, cemeteries, mortuaries, libraries, parks, mineral rights, private roads, pipelines, public parking facilities and common areas.

Residential Parcels: Taxable parcels of land that are classified as either single-family, condominium, townhouse, multi-family or rural residential parcels.

Non-residential Parcels: Taxable parcels that are not classified as "Residential Parcels".

Special Tax: The special tax allowed to be levied on property within the CFD, calculated pursuant to this Rate and Method of Apportionment of Special Tax.

Special Tax Formula

A. Residential Parcels: An annual special tax will be levied on all Residential Parcels, as defined above, at the per parcel tax rate shown below for each fiscal year 2007-2008 through 2016-2017:

Residential Parcel Annual Special Tax Rate: \$196.77

B. Non-residential Parcels: An annual special tax will be levied on all Non-residential Parcels at the per acre rate shown below for each fiscal year 2007-2008 through 2016-2017:

Non-residential Parcel Annual Special Tax Rate: \$196.77 per acre.

Duration of Special Tax Levy

The special tax will be levied annually for a period of ten (10) years commencing in fiscal year 2007-2008 through and including fiscal year 2016-2017. After the ten (10) year duration has expired the special tax may no longer be collected unless extended pursuant to applicable laws, except that a special tax that was lawfully levied in or before the final tax year and that remains delinquent may be collected in subsequent years.

Special Tax Escalator Factor

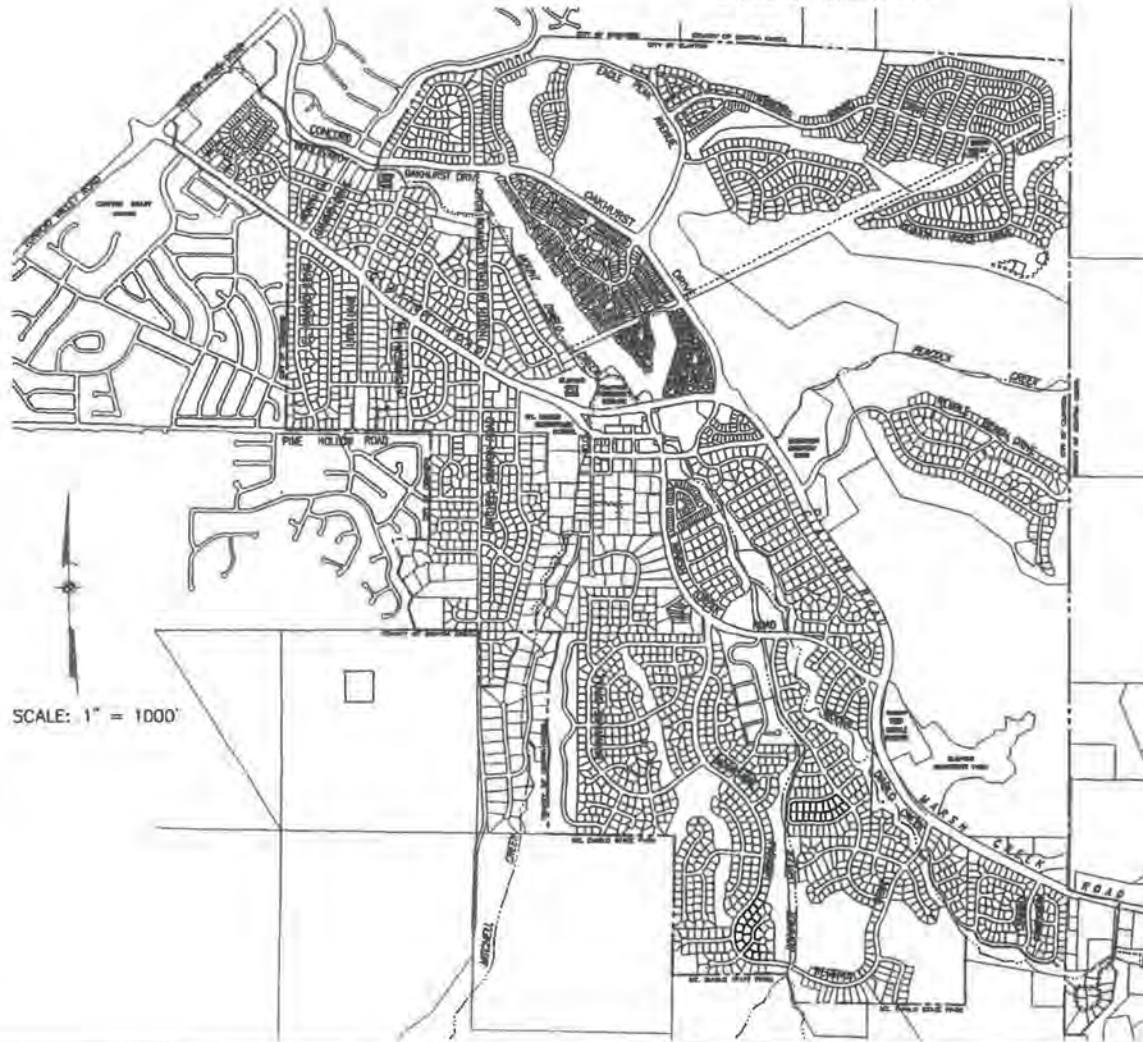
In fiscal years 2008-2009 through 2016-2017, the special tax may be increased annually by the Clayton City Council in an amount not to exceed the full annual adjustment (April to April) in the Consumer Price Index – All Urban Consumers, San Francisco-Oakland-San Jose, CA Area (Base Period 1982-84 = 100). This escalator factor is applicable if determined to be necessary due to expected increases in the operational and maintenance expenses attributable to the CFD. Such determination shall be made by action of the Clayton City Council, which must occur at a regular public meeting thereof accompanied by a prior recommendation of the citizens' Trails and Landscaping Committee established by the City Council in February 2006 (City Resolution No. 08-2006). In no event shall each annual special tax rate in any fiscal year increase by more than three percent (3%) over the previous year.

Relationship to Special Tax of Community Facilities District 1997-1

An intent of the new Community Facilities District 2007-1 is to replace the City's Community Facilities District 1997-1 that levied an annual special tax for Citywide Landscape Maintenance purposes during the last ten years and which special tax automatically expires on June 30, 2007. No further special tax can be levied by CFD 1997-1.

PROPOSED BOUNDARIES OF
COMMUNITY FACILITIES DISTRICT NO. 2007-1
(CITYWIDE LANDSCAPE MAINTENANCE DISTRICT)

CITY OF CLAYTON, COUNTY OF CONTRA COSTA
STATE OF CALIFORNIA



CITY RECORDER'S STATEMENT:

FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF CLAYTON, THIS 4th DAY OF January, 2007.

BY: Jacq. Jackson
CITY CLERK
CITY OF CLAYTON

CITY CLERK'S STATEMENT:

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING THE PROPOSED BOUNDARIES OF COMMUNITY FACILITIES DISTRICT NUMBER 2007-1 IN THE CITY OF CLAYTON, COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF CLAYTON AT A REGULAR MEETING THEREOF, HELD ON THE ____ DAY OF _____, 2007, BY ITS RESOLUTION NO. _____

BY: _____
CITY CLERK
CITY OF CLAYTON

RECORDER'S CERTIFICATE:

FILED THIS ____ DAY OF _____ 2007, AT THE HOUR OF ____ O'CLOCK ____ M, IN BOOK ____ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS, AT PAGE ____ AND AS INSTRUMENT NUMBER ____ IN THE OFFICE OF THE COUNTY RECORDER OF CONTRA COSTA COUNTY, STATE OF CALIFORNIA.

BY: _____
COUNTY RECORDER
COUNTY OF CONTRA COSTA

BY: _____
DEPUTY COUNTY RECORDER

LEGEND

----- CITY LIMIT LINE AND
COMMUNITY FACILITY DISTRICT BOUNDARY

RESOLUTION NO. 12 - 2016

**A RESOLUTION CALLING AN ELECTION TO CONTINUE
THE EXISTING SPECIAL PARCEL TAX SUBJECT TO THE SAME
ADJUSTMENT METHODOLOGY FOR
COMMUNITY FACILITIES DISTRICT (CFD) 2007-1
"CITYWIDE TRAILS AND LANDSCAPE MAINTENANCE DISTRICT"
FOR TEN YEARS**

**THE CITY COUNCIL
City of Clayton, CA
Community Facilities District 2007-1
[Citywide Trails and Landscape Operation and Maintenance District]**

WHEREAS, the City of Clayton has established Community Facilities District 2007-1 [Citywide Trails and Landscape Operations and Maintenance District] ("CFD") within the City of Clayton, authorized the levy of a special parcel tax on real property within the CFD and established an initial appropriations limit for the CFD; and

WHEREAS, the special tax levied within the CFD is set to expire in Fiscal Year 2016/2017; and

WHEREAS, on January 19, 2016, the City Council adopted Resolution No. 07-2016, a Resolution of Consideration, to continue the existing special parcel tax within the CFD for ten years from Fiscal Year 2017/2018 (i.e., beginning July 1, 2017) through Fiscal Year 2026/2027 (i.e., ending June 30, 2027); and

WHEREAS, the City Council scheduled a public hearing on such proposed special parcel tax continuance for March 1, 2016; and

WHEREAS, at the DULY-NOTICED public hearing, less than a majority of affected property owners protested the extension of the special parcel tax; and

WHEREAS, the City Council wishes to submit the proposed special parcel tax continuance to the voters as required by Government Code section 53338.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CLAYTON THAT:

SECTION 1. Findings and Background. The City Council finds that the preceding recitals are correct and are incorporated into this Resolution.

SECTION 2. Determinations. It is hereby determined by this City Council that:

- A. All prior proceedings pertaining to the formation of the CFD and continuation of the special parcel tax proposed herein were valid and taken in conformity with the requirements of the law, and specifically the provisions of the Community Facilities District Law.

- B. The written protests received, if any, do not represent a majority protest as defined by the applicable provisions of the Community Facilities District Law and, therefore, the special parcel tax proposed to be extended has not been precluded by majority protest pursuant to Section 53337 of the Government Code.
- C. The City Council now submits the question of whether to continue the special parcel tax within the CFD as set forth herein to the registered voters of the CFD as required by Government Code section 53326. Each registered voter within the CFD shall be entitled to one vote. The Special Parcel Tax will be approved if two-thirds of the votes cast upon the question of levying the special parcel tax are in favor of levying the special parcel tax.
- D. The City of Clayton boundaries are the same as those in the previous City election.

SECTION 3. Election. The City Council hereby calls an election on June 7, 2016 and submits the extension of the levy of the existing special parcel tax within the CFD to the qualified electors of the CFD. As set forth in the Resolution of Consideration, Resolution No. 07-2016, the City Council proposes continuing the existing special parcel tax, at its current and existing rate and method of apportionment, for ten years from Fiscal Year 2017/2018 through Fiscal Year 2026/2027 ("Special Tax"). As such, all references to the expiration or term of the Special parcel Tax in the rate and method of apportionment shall reflect the new expiration date of Fiscal Year 2026/2027. The rate and method of apportionment for the Special Parcel Tax, subject to the continued term set forth in this section, is more particularly described and set forth in Resolutions No. 06-2007 and 07-2007.

SECTION 4. Election Consolidation. The City requests the Contra Costa County Board of Supervisors consolidate the election on the Special Parcel Tax with the Statewide election on June 7, 2016. The City requests and authorizes the Contra Costa County elections official to provide the services necessary to implement the election and to consolidate the election on the June 7, 2016 Election Ballot for the County of Contra Costa. The elections official is hereby authorized to take any and all steps necessary for holding the above election. The elections official shall perform and render all services and proceedings incidental to and connected with the conduct of the election, including but not limited to, the following:

- A. Prepare and furnish the necessary election supplies for the conduct of the election.
- B. Cause to be printed the requisite number of official ballots, tally sheets and other necessary forms.
- C. Furnish official ballots for the qualified electors of the CFD.

- D. Cause the official ballots to be presented to the qualified electors, as required by law.
- E. Receive the returns of the election and supplies.
- F. Sort and assemble the election material and supplies in preparation for the canvassing of the returns.
- G. Canvass the returns of the election.
- H. Furnish a tabulation of the number of votes given in the election.
- I. Conduct and handle all other matters relating to the proceedings and conduct of the election in the manner and form as required by law

SECTION 5. Ballot Measure. Pursuant to Elections Code section 10403, the ballot forms shall have printed on them the following words with regard to the measure:

CITY OF CLAYTON - MEASURE: ____.		
CITYWIDE TRAILS AND LANDSCAPE MAINTENANCE DISTRICT CONTINUATION OF EXISTING SERVICES AND SPECIAL PARCEL TAX Shall the existing Community Facility District 2007-1 (Trails and Landscape Maintenance District) be continued, with a Citizens Oversight Committee, for ten years to fund on-going operations and maintenance of the trails system, roadway landscape, open space weed abatement, and related expenses at the current annual special tax's rate and methodology (presently \$234.84/year per residential and non-residential parcel or fraction thereof), for FYs 2017-2027?	YES	
	NO	

SECTION 6. Impartial Analysis. Pursuant to Government Code section 53327 and Elections Code section 9280, the City Clerk shall transmit a copy of the measure to the City Attorney, who shall prepare an impartial analysis of the measure showing the effect of the measure on existing law and the operation of the measure..The impartial analysis shall be filed with the City Clerk by March 18, 2016.

SECTION 7. Ballot Arguments. Arguments in favor of and in opposition to the ballot measure and rebuttal arguments shall be permitted, and the City hereby adopts the provisions of Elections Code sections 9282 and 9285(a), regarding the acceptance of arguments relating to ballot measures. Primary arguments shall be filed with the City Clerk by March 23, 2016. Rebuttal arguments shall be filed with the City Clerk by March 28, 2016.

SECTION 8. Special Parcel Tax Accountability Measures. Pursuant to and in compliance with the provisions of Government Code Section 50075.1, this Board hereby establishes the following accountability measures pertaining to the levy by the CFD of the proposed Special Tax:

- A. The Special Parcel Tax shall be levied for the specific purposes set forth in the Resolution of Consideration and Section 9 below.
- B. The proceeds of the levy of each such special parcel tax shall be applied only to the specific applicable purposes set forth in the Resolution of Consideration (Resolution No. 07-2017) and Section 9 below.
- C. The City shall establish a separate account into which the proceeds of the Special Parcel Tax shall be deposited.
- D. The City Manager or his or her designee, acting for and on behalf of the CFD, shall annually file a report with the City Council as required pursuant to Government Code Section 50075.3.

SECTION 9. Additional Actions. The City Manager and City Clerk are hereby authorized and directed to take all necessary and appropriate steps to place the measure on the ballot. The City may recover the costs of the election and related procedures to place the Special Parcel Tax on the ballot from the proceeds of such Special Parcel Tax or the existing special parcel tax as an incidental expense of the CFD. The City Council hereby amends Exhibit "A" of Resolution No. 06-2007 to clarify that the election expenses set forth in this Section as permissible costs of the operation and maintenance of the Citywide Trails and Landscape District.

SECTION 10. Effective Date. This Resolution shall become effective immediately upon its adoption.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Clayton, California, at a regular public meeting thereof held on March 1, 2016 by the following vote:

AYES: Mayor Geller, Vice Mayor Diaz, Councilmembers Haydon, Pierce and Shuey.

NOES: None.

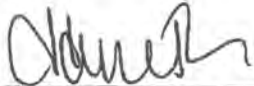
ABSENT: None.

ABSTAIN: None.

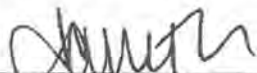
THE CITY COUNCIL OF CLAYTON, CA


Howard Geller, Mayor

ATTEST:


Janet Brown, City Clerk

I certify that the foregoing resolution was duly and regularly passed by the City Council of the City Clayton at a regular meeting held on March 1, 2016.



Janet Brown, City Clerk

RESOLUTION NO. 45-2016

**A RESOLUTION DECLARING RESULTS OF CANVASS OF RETURNS IN
THE 2016 PRIMARY MUNICIPAL ELECTION, DECLARING THE
RESULTS OF THE VOTE ON LOCAL BALLOT MEASURE "H", CITYWIDE TRAILS
AND LANDSCAPE MAINTENANCE DISTRICT CONTINUATION OF EXISTING
SERVICES AND SPECIAL PARCEL TAX.**

(Community Facilities District 2007-1)

**THE CITY COUNCIL
City of Clayton, California**

WHEREAS, a duly noticed primary election was held in the City of Clayton on June 7, 2016 for the purpose of voting for one (1) local ballot measure, Measure "H", a special tax extension to continue funding the annual operations of the Citywide Trails and Landscape Maintenance District for an additional period of ten (10) years through Fiscal Year 2017-2027; and

WHEREAS, following the canvass of returns by the Contra Costa County Clerk and receipt of his report by the Clayton City Clerk, the City Council met in a regular public meeting on July 19, 2016 and canvassed the returns of the election pursuant to and accordance with applicable provisions of the California Elections Code; and

WHEREAS, the City Council finds the number of votes cast in the City of Clayton at the primary election was and is 4,084, a 54.15% voter turnout; and

WHEREAS, the City Council finds there were seven precincts in the City of Clayton established for holding the June 2016 primary election; and

WHEREAS, the City Council finds that all of the votes in consideration of local ballot Measure "H" submitted to the Clayton voters in the presidential primary election are also set forth in the computer printout from the Contra Costa County Election Department, attached hereto as "Exhibit A" and incorporated herein by such reference.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Clayton, California that that local Ballot Measure "H" and the levy extension of a special tax therein (Community Facilities District No. 2007-1, Trails and Landscape Maintenance District) did garner the requisite two-thirds voter approval and therefore Measure "H" did pass (79.23%).

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California at a regular public meeting thereof held on the 19th day of July 2016 by the following vote:


AYES: Mayor Geller, Vice Mayor Diaz, Councilmembers Haydon and Pierce.

NOES: None.

ABSTAIN: None.

ABSENT: Councilmember Shuey.

THE CITY COUNCIL OF CLAYTON, CA



Howard Geller, Mayor

ATTEST:



Janet Brown, City Clerk

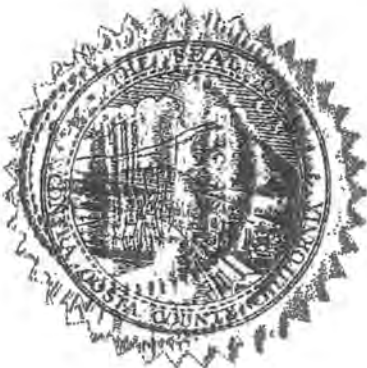
CERTIFICATE OF COUNTY CLERK
AS TO THE RESULT OF THE CANVASS OF THE
CITY OF CLAYTON
MEASURE H
JUNE 7, 2016 PRIMARY ELECTION

State of California)
)
County of Contra Costa) ss.

I, JOSEPH E. CANCIAMILLA, County Clerk of Contra Costa County, State of California, do hereby certify that I did canvass the returns of the votes cast at the June 7, 2016, CITY OF CLAYTON, MEASURE H ELECTION. I further certify that the statement of the votes cast, to which this certificate is attached, shows the whole number of votes cast in said County, and the whole number of votes cast for and against the measure in said County and in each respective precinct therein, and that the totals of the respective columns and the totals as shown for and against the measure are full, true and correct.

WITNESS my hand and Official Seal this 5th day of July, 2016.

JOSEPH E. CANCIAMILLA, County Clerk



By Rosa Mena
Rosa Mena, Deputy Clerk

Official Results

RUN DATE:07/01/16 04:20 PM

CONTRA COSTA COUNTY
PRESIDENTIAL PRIMARY
TUESDAY, JUNE 7, 2016
Democratic

Final

REPORT-EL45A PAGE 015

TOTAL VOTES * ELECTION DAY VOTE BY MAIL

Measure H - City of Clayton
Parcel Tax - 2/3
Vote for 1

(WITH 7 OF 7 PRECINCTS COUNTED)

→ Yes	3,067	79.23 ←	1,080	1,987
No	804	20.77	271	533
Total	3,871		1,351	2,520

City of Clayton							
Landscape Maintenance District Fund 210 (CFD 2007-1)							
Proposed Budget 19-20							
Account Number	Account Name	2017-18 Actual	2018-19 Adopted Budget	2018-19 Projected 6/30/2019	2019-20 Proposed Budget	notes	
7111	Salaries/Regular	182,771	211,000	206,000	220,000		
7112	Temporary Help	126,722	46,000	5,000	-	moved to 7435	
7113	Overtime	575	1,000	3,000	2,000		
7218	LTD/STD Insurance	2,034	2,400	2,400	2,500		
7220	PERS Retirement - Normal Cost	21,034	25,200	21,000	23,000		
7221	PERS Retirement - Unfunded Liability	24,124	28,290	27,000	32,000		
7231	Workers Comp Insurance	12,175	11,600	14,300	12,000		
7232	Unemployment Insurance	3,969	2,900	3,500	2,000		
7233	FICA Taxes	4,596	6,600	3,400	3,200		
7246	Benefit Insurance	38,425	43,400	43,000	44,000	\$500,000 (32.93%) total labor and % of budg	
7301	Recruitment/Pre-employment	393	1,000	500	500		
7306	Trail Fixture Repairs/Replacement	-	-	-	5,000	new line item acct number	
7307	Irrigation Supplies and Materials	-	-	-	15,000	new line item acct number	
7308	Weed Abatement Supplies and Materials	-	-	-	10,000	new line item acct number	
7309	Plant Nutrition Supplies and Materials	-	-	-	15,000	new line item acct number	
7311	General Supplies	27,807	50,000	42,000	5,000	See breakdown below	
7316	Replacement Plants (Shrubs, Trees, etc.)	2,517	40,000	20,000	20,000		
7335	Gas & Electric Service	26,981	29,600	32,200	34,400		
7338	Water Service	161,261	157,000	190,800	202,300	6% increase per CCWD -\$45,300	
7341	Buildings/Grounds Maintenance	8,921	20,000	12,800	17,000	See breakdown below	
7342	Machinery/Equipment Maint.	6,761	12,000	12,000	12,000	See breakdown below	
7343	Vehicle Maintenance	17,310	20,000	11,000	20,000		
7344	Vehicle Gas, Oil, and Supplies	12,641	13,000	15,200	17,000		
7381	Property Tax Admin Cost	3,735	4,000	3,900	4,000		
7411	Professional Services Retainer (Legal)	-	2,000	-	-		
7419	Other Prof. Services	5,670	7,000	6,750	7,000	See breakdown below	
7429	Animal/Pest Control Services	1,075	5,000	2,000	5,000		
7435	Contract Seasonal Labor	-	100,000	141,000	160,000	moved from 7345	
7440	Tree Trimming Services	50,205	60,000	60,000	60,000		
7445	Weed Abatement Services	119,088	128,100	128,100	134,600	See breakdown below	
7486	CERF Charges/Depreciation	14,500	20,070	20,070	30,000	Per CERF allocation spreadsheet	
7520	Project/Program costs	69,328	487,157	482,339	363,157	See breakdown below	
7615	Property Taxes	2,791	2,900	2,874	3,000		
8101	Fund Admin - Transfer to GF	36,095	37,258	37,258	38,760	3.28% of total revenue	
8113	Transfer to Stormwater Fund	1,008	1,050	1,050	1,090		
	Total Expenditures	984,512	1,575,525	1,550,441	1,520,507		
4604	Clayton LMD Special Parcel Tax	1,089,074	1,121,746	1,121,746	1,155,398	\$33,652 increase assuming 3% CPI	
5601	Interest	18,836	15,000	20,000	20,000		
5606	Unrealized Inv Gain/Loss	(16,247)	-	-	-		
	Total Revenue	1,091,663	1,136,746	1,141,746	1,175,398		
	Increase (Decrease) in Fund Balance	107,151	(438,779)	(408,695)	(345,109)		
	Beginning Fund Balance	1,096,083	1,231,798	1,203,234	794,539		
	Ending Fund Balance	1,203,234	793,019	794,539	449,430		

7311	General Supplies					
	Bay Area Barricade (Work signs, etc.)	5,014	4,000	4,000	1,000	
	Trash Liners (Cole Supply Co.)	520	-	500	1,000	
	Garden Equipment	235	500	-	-	Moved to 7342
	Plant Nutrients - Topsoil (Contra Costa Topsoil, etc.)	1,310	1,500	1,500	-	Moved to 7309
	Plant Nutrients - Fertilizer	-	5,000	5,000	-	Moved to 7309
	Grainger (Work safety equipment)	317	-	500	500	
	Weed Control (Nutrien AG, etc.)	6,810	13,000	8,000	-	Moved to 7308
	Irrigation supplies (Calcard - US Bank)	-	7,500	7,500	-	Moved to 7307
	Ross Recreation (Trash receiptal/benches)	779	8,000	1,000	-	Moved to 7306
	Turf Star - Irrigation Supplies	-	-	200	-	Moved to 7307
	Site One Landscape (Irrigation)	7,491	8,000	8,000	-	Moved to 7307
	Zee Medical Supply	-	-	300	500	
	Misc Supplies (Calcard - US Bank)	5,331	2,500	5,000	2,000	
		27,807	50,000	41,500	5,000	
7341	Building/grounds Maintenance					
	Martell Water Systems (Well pump repairs)	-	5,000	2,000	5,000	
	Misc Supplies (Calcard - US Bank)	-	-	500	-	
	Pond M Solutions (\$650x12 water feature maintenance)	7,800	8,000	7,800	8,000	
	Pond M Solutions (extra repairs)	-	5,000	1,000	2,000	
	Spraytec Maintenance (wastewater)	1,121	2,000	1,500	2,000	
		8,921	20,000	12,500	17,000	
7342	Machinery/Equipment Maintenance					
	Garden Equip Maintenance & Supplies	3,635	5,000	2,000	4,000	
	Concord Trailer World	800	2,000	1,000	1,000	
	Contra Costa Tractor	687	2,000	2,000	2,000	
	Site One Landscape	538	1,000	-	-	moved to 7311
	Swenson's Mobile Service - Lawnmower service	-	-	3,000	3,000	
	US Bank (Calcard) - Machinery/Equipment Maint	1,101	2,000	4,000	2,000	
		6,761	12,000	12,000	12,000	
7419	Other Professional Services					
	CCC Fire Protection - Operation Permit	-	1,000	1,000	1,000	
	EBRCSA-Radio Mtn PW radio's	1,300	1,500	1,450	1,400	
	NBS Admin Fees+Del letters	4,370	4,500	4,300	4,600	
		5,670	7,000	6,750	7,000	
		-	-	-	-	
7445	Weed Abatement Services					
	Envirotech Enterprises (non-native invasive weed abatement - Oakhurst Mitigation EIR)	64,088	65,100	65,100	68,400	
	Waraner Bros Svc 1 x per yr+2 x trails (Fire Protection)	55,000	63,000	63,000	66,200	
		119,088	128,100	128,100	134,600	
7520	Project/Program costs					
	Upgrade irrigation controllers (annual until all complete)	27,614	20,000	20,000	-	
	Sub Division/City Entry Signs (contingency)	-	2,000	-	2,000	
	LMD2015-1 - Downtown Planters (\$35,000 increased to \$300,000)	1,344	280,157	35,000	245,157	
	LMD2015-2 - Jeffrey Ranch Relandscaping (\$6,000)	3,273	-	-	-	Finished FY 2018
	LMD 2018-1 - Removal of 18 Eucalyptus trees in Open Space Hills (\$185,000)	9,333	185,000	178,339	-	Finished FY 2019
	LMD 2018-2 - Cardinet Trail Repairs Behind Westwood (\$20,000)	27,764	-	-	-	
	LMD 2019-1 - Arterial Road Tree Trimming (\$100,000)	-	-	100,000	-	
	LMD 2019-2 - Marsh Creek Rd. Median Work (\$100,000)	-	-	100,000	-	
	LMD 2019-3 - Clearing trail dead brush (\$100,000)	-	-	-	10,000	
	LMD 2019-4 - Expanded irrigation controller replacement (\$50,000)	-	-	30,000	20,000	
	LMD 2019-5 - Clayton Rd. Median Improvement (\$75,000/4 Medians)	-	-	19,000	56,000	
	LMD 2020-1 (2020 Irrigation Controller Upgrade x2)	-	-	-	30,000	
		69,328	487,157	482,339	363,157	
	Notes:					
	Extra to run pump for fountain					
	Per City Council adopted Policy Augsut 21, 2018 the Clayton Fountain will operate on the following selected days to recognize City sponsored events of functions and Federal Holidays as established by law (5U.S.C. 6103)					
	Martin Luther King Jr. Birthday, Presients Day Weekend, Art and Wine Weekend, Annual Garden Tour Weekend, Memorial Day Weekend, 4th of July, BBQ Cook Off, Labor Day Weekend, Oktoberfest Weekend, Columbus Day, Veterans Day,					
	Holiday Tree Lighting, Christmas, New Years Eve and Day.					
	14 events (25 days @est. cost of \$400/day = \$10,000					

Replacement Projects Landscape Maintenance District (Measure B 2007-08 through 2016-17; Measure H 2017-18 through 2025-17)	amount -apx.	year -apx.
Completed:		
Landscaping		
median tree replacement clayton road mitchell cyn to Atchinson stage (14 sycamore trees) donations paid for these	\$ 2,500	2008
Oakhurst Drive decorative pavers in narrow median noses, redo irrigation and replanting	\$ 70,000	2010
Clayton Water Feature replanting/redo irrigation	\$ 114,000	2010
March Creek Circle landscape berm mitigation irrigation upgrades replanting	\$ 19,400	2011
Clayton Road median (Oakhurst to Mitchell Cyn) and retaining wall from CVS to Daffodil Hill irrigation installation and new landscaping	\$ 328,011	2012
Daffodil Hill new irrigation and new planting (\$27,500 donated by CBCA)	\$ 29,000	2012
Tree Trimming City Wide - Account 7440 (\$20,000 annually, 2010-2017; \$50,205 in 2017/18)	\$ 170,000	2010-2017/18
Peacock Creek Dr. Median Tree replant (partial cost of LMD remainder from traffic accident/insurance recovery fund)	\$ 2,000	2016
Keller Ridge Drive street tree replacements	\$ 58,670	2016
Peacock Creek entry sign replanting project	\$ 11,100	2016
Jeffrey Ranch/Caulfield Ct island replant/hardscape	\$ 3,273	2018
Replant and irrigation on Clayton Road median near Lydia Lane (Clayton Rd Median Improvement LMD 2019-5)	\$ 19,000	2018/19
General plant replanting (Account 7316)	\$ 2,517	2017/18
subtotal \$829,471		
Trails:		
Peacock Creek install new headboards, apply new 1/4 x dust gravel and compact, install waterboard weir drainage	\$ 20,000	2008
Upper Easley - Bruce Lee - Trail from old Marsh Ck to Center Street ; and Lower Easley - El Molino- from old Marsh Ck rd to Weatherly_	\$ 60,000	2013
trail crack sealing/repair	\$ 10,000	2013
Lower Easley old Marsh Ck to Village Oaks	\$ 30,000	2015
Mt Diablo Elem School Hill Trail	\$ 19,800	2015
pedestrial Trail Bridge surface replacement	\$ 79,000	2015
Cardinet Trail erosion repair	\$ 75,000	2016
Cardinet asphalt Trail Repair Asphalt behind Westwood (LMD 2018-1)	\$ 27,764	2017/18
subtotal \$ 321,564		
Other:		
Purchase New Irrigation Control Vehicle (Capital Equipment and Replacement Fund)	\$ 35,000	2007/08
open space tree canopy trim and lifting	\$ 30,000	2012/13-15
Purchase new Tractor \$75,000 (with 50% from LMD)	\$ 37,500	2016
Master Remote Computer Controller for all Irrigation Systems	\$ 30,000	2012/13
replace irrigation system central control field panel	\$ 20,000	2016
replace irrigation system central control field panel	\$ 20,000	2017
replace irrigation system central control field panel (LMD 2018-3)	\$ 27,614	2017/18
replace irrigation system central control field panel (LMD 2018-3)	\$ 20,000	2018/19
Eucalyptus tree removal in various open space	\$ 187,672	2018/19
subtotal \$ 407,786		
Adopt a Trail (from donations only) project suspended by TLC in July 2017		
trail sponsorship signs and plaques (incl posts/signs and installation)	\$ 3,827	2009
Installation of new uprights and electrical at oak trees - cardinet trail east side of library	\$ 4,400	2011/12
subtotal \$ 8,227		
To be done FY 18/19:		
Landscaping		
various subdivision entry redesign relandscape including hardscape	\$ -	project postponed
Arterial Road Tree Trimming (LMD 2019-1)	\$ 100,000	2018/19
Tree Trimming City Wide 2018-19 - Accounty 7440	\$ 60,000	2018/19
general various replacement planting (Account 7316)	\$ 20,000	2018/19
Other:		
replace irrigation system central control field panel (LMD 2019-4)	\$ 30,000	2018/19
subtotal \$ 210,000		
To be done FY 19/20:		
Landscaping		
general various replacement planting (Account 7316)	\$ 20,000	2019/20
Clayton Rd Median Improvement replanting 3 medians	\$ 56,000	2019/20
Marsh Creek Road median work - remove dead trees	\$ 100,000	2019/20
downtown Main St planter boxes	\$ 300,000	2019/20
Trails		
Clear dead brush (LMD 2019-3)	\$ 10,000	2019/20
Other:		
replace irrigation system central control field panel (LMD 2019-4)	\$ 20,000	2019/20
Irrigation controller upgrade (LMD 2020-1)	\$ 30,000	2019/20
replace subdivision/city entry sign if needed (contingency)	\$ 2,000	
subtotal \$ 538,000		
total reinvestment to Landscape Maintenance District through 6/30/18	\$ 1,777,048	
total additional reinvestment planned through 2019/20	\$ 538,000	
total est reinvestment through 6/30/2020	\$ 2,315,048	

Landscape Maintenance District Levy History CFD 2007-1 (approved Nov 2007 for 10 yrs 2007/08-2016/17; renewed by voters for 2017/18-2026/27)														
		Measure B										Measure H		
	close out of old CFD	start new CFD										tax renewed		
Year		2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20
levy amount (per res parcel and non res per acre or fraction thereof)		\$ 196.76	\$ 202.44	\$ 204.06	\$ 207.56	\$ 213.42	\$ 217.86	\$ 223.04	\$ 229.29	\$ 234.84	\$ 241.18	\$ 248.42	\$ 255.86	\$ 263.54
actual cpi		n/a	2.88%	0.8%	1.72%	2.82%	2.08%	2.38%	2.78%	2.44%	2.70%	3.78%	3.22%	4.01%
cpi amount increase		n/a	2.88%	0.8%	1.72%	2.82%	2.08%	2.38%	2.78%	2.44%	2.70%	3.00%	3.00%	3.00%
\$ amount increase		n/a	\$ 5.68	\$ 1.62	\$ 3.50	\$ 5.86	\$ 4.44	\$ 5.18	\$ 6.22	\$ 5.58	\$ 6.34	\$ 7.24	\$ 7.44	\$ 7.68
<i>note: levy limited to annual increase of CPI not to exceed 3%</i>														

FY19-20 Citywide Landscape Maintenance District - Fund No. 210

In June 2007, Clayton voters approved a replacement real property special tax to continue funding the operation and maintenance of its citywide public landscaped areas. This voter action created the City of Clayton Landscape Maintenance Community Facilities District 2007-1 (LMD). This annual special parcel tax is restricted to landscape costs associated with: arterial and specified roadway medians and parkways, the trails system, the annual open space non-native (exotic) invasive weed abatement in city-owned open space of the area hills, the annual open space and trails weed abatement for fire and public safety, landscape and turf irrigation and the monthly maintenance and special occasion/holiday operation of the "Clayton Fountain". Operations for the LMD are separately accounted for by the City in a restricted-use special revenue fund.

Measure B, the 2007 ballot measure, expired June 30, 2017. Given this was the only source of funds for the maintenance and operation of the LMD, in order continue this sole funding a special parcel tax, "Measure H" was placed before the voters on the June 7, 2016 ballot needing two-thirds (66.67%) voter approval. In June 2016, the voters overwhelmingly elected (77.1% positive vote) to extend the LMD special parcel tax for an additional ten (10) years.

Maintenance of City parks is not included as an authorized expenditure under the LMD Act; park maintenance obligations fall to the City's General Fund. *Citywide public landscaping services have always been funded by a special parcel tax levied on private properties throughout the City.* The LMD has now completed its second year of operation under Measure H. The LMD has a City Council-appointed Trails and Landscaping Citizens' Oversight Committee (TLC) that meets periodically to ensure the promised maintenance standards and efficiencies are achieved and reviews the budget ensuring these special-purpose tax revenues are used for their intended purpose as established under the previous ballot measure for the LMD.

Pursuant to the terms of voter-approved Measure H, the special parcel tax rate may be modified annually by the change in the consumer price index (CPI) as published by the U.S. Bureau of Labor and Statistics from April to April for this geographic region (San Francisco-Oakland-Hayward, CA). In no event shall the special parcel tax rate be increased by more than three percent (3.0%) annually. Given the local CPI change (from April 2018 to April 2019) was 4.01% the special parcel tax growth factor must be capped at 3.0% for FY 2019-20. Accordingly, the LMD'S projected revenues are proposed to be increased by 3.0% to a total of \$1,155,398 for FY 2019-20. This results in a modest increase to LMD special parcel tax revenues of \$33,652 over the prior year's adopted budget. The capped CPI growth adjustment will result in an increase of \$7.68 per residential parcel over the prior year rate (last year's single family rate was \$255.86; including the capped CPI adjustment factor the new single-family parcel rate will be \$263.54).

Over the past ten years, from FY 2007-08 through FY 2018-19, it is estimated the LMD will have used approximately \$1.7 million of these special parcel tax funds for public landscape and irrigation and trail system improvements. When including additional LMD improvement projects planned for FY 2019-20, the LMD will have invested over \$2 million into landscape-related capital improvements in addition to maintaining current landscaping. For FY 2019-20, the LMD has budgeted to fund the following landscape improvement projects already reviewed and approved by the City Council in the FY 2019-20 adopted budget:

<u>Project Description</u>	<u>Amount</u>	<u>Project ID</u>
Downtown Planters Replacement Project	\$ 245,157	LMD2015-1
Clearing Trail Dead Brush	10,000	LMD2019-3
Wireless Irrigation Controller Replacement (ongoing)	20,000	LMD2019-4
Clayton Rd. Median Improvements	56,000	LMD2019-5
Replace Irrigation System Central Control Panel	30,000	LMD2020-1
Subtotal	<u>361,157</u>	
Subdivision/City Entry Sign Replacement Contingency	<u>2,000</u>	
Grand Total	<u>\$ 363,157</u>	

The proposed LMD budget is a balanced operational budget, responsibly utilizing fund balance to undertake non-recurring capital improvement projects. This practice is consistent with prior year budgets as the LMD is pay-as-you-go for such improvements, responsibly drawing on fund balance as needed. Proposed appropriations of the budget are annually adjusted for anticipated water and electrical utility rate increases as well as for fuel, fertilizer, water, etc.

The prior year's City Council adopted budget included the Downtown Planters (Main Street) replacement project at an estimated total cost of \$300,000. By the close of FY 2018-19, it is estimated \$55,413 will have been incurred to-date for plan preparation and specifications (\$19,069 in FY 2016-17; \$1,344 FY 2017-18; \$35,000 projected for FY 2018-19). For FY 2019-20 a budget estimate of \$245,157 is being set aside for construction and completion of this project. The City Engineer is undertaking plan and specification updates and anticipates going out to bid by the close of FY 2018-19. The lowest responsive bidder would then be recommended directly to the City Council for direction. The work for this project is anticipated to be completed between July and September of 2019. If the project bid comes in higher than budgeted, the City Council would need to authorize additional appropriations for this project from either the reserve or re-allocations of appropriations included in the FY 2019-20 proposed budget. This project has been delayed due to other pressing work items requiring attention of the contract City Engineer including street repair and repaving projects and the El Molino Drive Sanitary Sewer Improvement Project. As such, the proposed budget plans to roll unspent appropriations for this project into FY 2019-20 anticipating its completion by the end of the fiscal year.

During FY 2018-19, the previously approved project to remove 18 large eucalyptus trees in the specified open space areas was completed within the budgeted cost of \$185,000. Trees in the scope of this project identified as hazardous and requiring removal were located on Regency Dr. and El Molino Dr. as well as along a portion of the Cardinet Trail adjacent the Rachel Ranch subdivision.

Two years ago the adopted budget included a city-wide subdivision entry re-landscaping project estimated to cost \$300,000. Although concept plans were approved, outside Landscape Architect services were needed to survey all utilities and irrigation as well as prepare construction level plans and specifications for public bidding. Despite much effort, staff was unable to locate a qualified Landscape Architect with the time or interest to undertake this project and submit a proposal for this work. Therefore last year (FY 2017-18) the City Council put a hold on the project, and the allocated funds were returned to the fund reserves in FY 2017-18. There are still no plans to move forward with this project at this time, and the fund balance is insufficient to undertake the magnitude of this project.

Over the past year the LMD has generated a modest reserve balance to allow the consideration of the aforementioned non-operational landscaping improvement projects to be undertaken. Although the proposed budget anticipates an ending fund balance reserve of \$449,430 by the close of FY 2019-20, staff is not proposing additional capital projects in order to allow time to complete prior approved projects and to have sufficient funds for normal operational cash flow purposes.

An enormous impact on LMD operations from FY 2012-13 through FY 2016-17 was the declared drought conditions and the severe water conservation reductions imposed by Contra Costa Water District (CCWD) as directed by the Governor's Executive Order Emergency declaration. While homeowners were placed under a 25% reduction plan, city and commercial irrigation water consumers were set at a massive 45% mandatory water reduction order. With irrigation cutbacks of that magnitude, the City Council ordered the LMD to suspend irrigation water to turf and bushes, reserving restricted water supplies to irrigate public trees. The LMD also halted all operation of the Clayton Fountain (even though it is a recirculating fountain) and reduced outside watering to two days per week. This action plan negatively impacted much of the water intensive landscape in order to sustain the more valuable plants and mature signature trees in the LMD. Capital improvement projects engaged during the extended drought timeframe were hardscape-only oriented.

Although the State of California and CCWD relaxed water restrictions, allowing additional outdoor water irrigation uses than in the recent years, there are still reductions needed to balance against recent water rate increases. For example, new case law has now mandated water districts re-engineer their billing rate structures to incorporate greater costs for service areas with greater water delivery demands (i.e.

higher elevations requiring more energy for delivery). Clayton's geographic location resulted in a rate tier increase by CCWD in January 2019 of over 6%. The proposed budget for LMD water irrigation supply service incorporates a large projected water cost increase of \$45,300 over the prior year budgeted figure, bringing the total budgeted water supply expenditure to \$202,300. In addition to rate increases, the growth in the water services line item over the last two years also reflects the normalization of water irrigation costs back to pre-drought periods.

Personnel services for this labor-intensive work effort account for 32.98% of the LMD budget in FY 2019-20 (\$500,700). Whenever possible, less complex tasks within the LMD are assigned to in-house part-time or contract temporary seasonal personnel, which allows full-time permanent City maintenance personnel to focus their efforts on tasks requiring journeyman-level experience (i.e. irrigation line and system repairs). The LMD has only one full time dedicated staff person of the six (6) permanent Maintenance Department personnel.

As approved by Measure H voters, the LMD'S budget includes a recurring line item (account 7316) for the purchase of replacement plants, budgeted at \$20,000. The LMD further contributes an annual allocation to the City's Capital Equipment Replacement Fund (CERF) for its shared cost of utilizing City Maintenance Department vehicles for LMD operations budgeted at \$30,000 in FY 2019-20. A relatively nominal amount of \$38,760 (3.30% of annual LMD revenue) is transferred to the City's General Fund to help defray the LMD's share of administrative support and overhead incurred by the City (i.e. telephones, payroll processing, accounts payable, management, compliance, legal, etc.).

With all of these actions, the LMD's ending fund balance on June 30, 2020 is projected to be **\$449,430**. The LMD's healthy reserve position is evidence the City does not siphon "surplus" monies into its General Fund but uses the special parcel tax revenues for its intended voter-approved purposes. Its monetary existence is now crucial with the LMD re-examining priorities to replace landscape lost (including adding in more hardscape treatments) from the necessary extreme water conservation measures during recent drought conditions.

The TLC reviewed the FY 2019-20 proposed budget at its public meeting on April 15, 2019. After review, the TLC recommended the special parcel tax levy for the LMD be increased by the inflationary cap of 3.0% pursuant to the voter-approved Measure H. The TLC further recommended approval of the proposed LMD budget for FY 2019-20 as presented, including the specific landscape improvement projects outlined previously.



Agenda Date: 6-18-2019

Agenda Item: 5E

Approved:

Gary A. Napper
City Manager

STAFF REPORT

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: Laura Hoffmeister, Asst. to the City Manager *LH*

MEETING DATE: June 18, 2019

SUBJECT: Approval of Resolution authorizing the levy for fiscal year 2019-20 for Community Facility District No. 1990-1R, 2007 Special Tax Revenue Refunding Bonds (Middle School)

RECOMMENDATION

Adoption of Resolution No. ___-19 placing Special Tax for Community Facilities District 1990-1R (Middle School) on the fiscal year 2019-2020 Tax Assessment Roll.

BACKGROUND

In June 1990 the City established the District and levy in accordance with a lack of majority protest determination ballot process as required by state law. The approval of this district established this special tax for repayment of \$6.5 million in bonds that were for a portion of the construction of the Middle School, and of the Community Park. The District includes all of the Oakhurst Development. The collection of the tax is done by the County. The assessment and method of the levy is in compliance with the provisions of Proposition 218, and are fixed by the bond issuance and therefore cannot be altered.

In 1990 the original bond issuance had an interest rate of 8.6%. In November 1997 the bonds were refinanced to obtain a lower interest rate to 5.9%, and savings passed along to the District ratepayers. In May 2007 the bonds were again refinanced to obtain even a lower interest rate of 4.1% average. The costs savings were also passed along to the Assessment District ratepayers. The bond duration did not change and is expected to be repaid by the year 2022-23. The proposed rates for FY 19 - 20 have been reduced on average from last year by about \$3 per parcel. Since the refinancing, homeowners have received an overall reduction by an average of apx. \$130. A chart and graph on Attachment 7 shows the annual levy amount history.

FISCAL IMPACT

There is no fiscal cost to the City. The parcel property owners within the assessment district pay for all costs of bond repayment and minor administrative costs related to its collection by the county and management by the City. The reduced interest rate savings achieved with the May 2007 refinancing are passed along to the rate payers over the remaining life of the bond. The savings vary by size of parcel however generally result in \$300 to \$500 in cumulative total savings from 2007-08 through 2022-23. For FY 2018-19 a levy reduction of \$4,000 will occur over the prior year to be shared amongst the district tax payers. Because different lots have different levies the actual levy decrease for FY 19-20 varies from apx. \$2 to \$5 per parcel with an average of \$3 lower than last year.

CONCLUSION

The City Council, by Ordinance 274, as authorized by Section 53340 of the Government Code of the State of California, authorized the levy of this special tax to pay for costs and expenses related to Community Facilities District 1990-1R (Middle School). This Resolution sets the fees for fiscal year 2019-2020 and authorizes the Contra Costa County auditor to place these taxes on the next assessment roll on which the taxes will become due.

Attachments:

- 1) Resolution __-19
- 2) Exhibit A to Resolution __-19 (assessment levy detail)
- 3) Annual Special Tax Levy Report FY 18/19 CFD 1990-1R, 2007 Special Tax Refunding Bonds- Middle School
- 4) Ordinance 274
- 5) Exhibits to Ordinance 274
- 6) Middle School CFD 1990-1R, 2007 Special Tax Refunding Bonds- Middle School Budget
- 7) Tax Levy History Chart and Graph

RESOLUTION NO. ___-2019

**A RESOLUTION LEVYING THE ANNUAL SPECIAL TAX
FOR FISCAL YEAR 2019-2020 FOR
COMMUNITY FACILITIES DISTRICT 1990-1R
2007 SPECIAL TAX REVENUE REFUNDING BONDS
(Middle School)**

**THE CITY COUNCIL
City of Clayton, California**

WHEREAS, the City Council of the City of Clayton, California, (hereinafter referred to as the "legislative body"), has previously initiated proceedings, held a public hearing, conducted an election and received a favorable vote from the qualified electors relating to the levy of a special tax in a community facilities district, all as authorized pursuant to the terms and provisions of the "Mello-Roos Community Facilities Act of 1982"; being Chapter 2.5, Part 1, Division 2, Title 5 of the Government Code of the State of California. This Community Facilities District shall hereinafter be referred to as "District"; and,

WHEREAS, the legislative body, by Ordinance as authorized by Section 53340 of the Government Code of the State of California, has authorized the levy of a special tax to pay for costs and expenses related to said Community Facilities Districts, and this legislative body is desirous to establish the specific rate of the special tax to be collected for the next fiscal year; and,

WHEREAS, the assessments are in compliance with all laws pertaining to the levy of special taxes, and the assessments are levied without regard to property valuation, and the assessments are in compliance with the provisions of Proposition 218.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

SECTION 1. That the above recitals are each true and correct.

SECTION 2: That the specific rate and amount of the special tax to be collected to pay for the costs and expenses for the next fiscal year (2019-2020) for the referenced District is hereby determined and established as set forth in the attached, referenced and incorporated Exhibit "A".

SECTION 3. That the rate as set forth above does not exceed the amount as previously authorized by Ordinance of the legislative body, and is not in excess of that as previously approved by the qualified electors of the District.

SECTION 4. That the proceeds of the special tax shall be used to pay, in whole or part, the costs of the following:

- A. Payment of principal and interest on any outstanding authorized bonded indebtedness;

- B. Necessary replenishment of bond reserve funds or other reserve funds;
- C. Repayment of costs and expenses of authorized public facilities;
- D. Repayment of advances and loans, if appropriate; and
- E. Payment of District administrative costs.

The proceeds of the special taxes shall be used as set forth above, and shall not be used for any other purpose.

SECTION 5. The special tax shall be collected in the same manner as ordinary ad valorem property taxes are collected, and shall be subject to the same penalties and same procedure and sale in cases of any delinquency for ad valorem taxes, and the Tax Collector is hereby authorized to deduct reasonable administrative costs incurred in collecting any said special tax.

SECTION 6. All monies above shall be paid into the Community Facilities District fund, including any bond fund and reserve fund.

SECTION 7. The Auditor of the County is hereby directed to enter in the next County assessment role on which taxes will become due, opposite each lot or parcel of land effected in a space marked "public improvements, special tax" or by other suitable designation, the installment of the special tax, and for the exact rate and amount of said tax, reference is made to the attached Exhibit "A".

SECTION 8. The County Auditor shall then, at the close of the tax collection period, promptly render to this Agency a detailed report showing the amount and/or amounts of such special tax installments, interest, penalties and percentages retained for the expense of making any such collection.

PASSED, APPROVED and ADOPTED by the City Council of the City of Clayton at a regular public meeting thereof on June 18, 2019 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

THE CITY COUNCIL OF CLAYTON, CA

Tuija Catalano, Mayor

ATTEST:

Janet Calderon, City Clerk

City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-382-015	1828 EAGLE PEAK AVE	\$266.36
118-382-016	1824 EAGLE PEAK AVE	266.36
118-382-017	1820 EAGLE PEAK AVE	266.36
118-382-018	1816 EAGLE PEAK AVE	266.36
118-382-019	1812 EAGLE PEAK AVE	266.36
118-382-020	1808 EAGLE PEAK AVE	266.36
118-382-021	1804 EAGLE PEAK AVE	266.36
118-382-022	1800 EAGLE PEAK AVE	266.36
118-391-018	136 JOSCOLO VIEW	266.36
118-391-024	160 JOSCOLO VIEW	266.36
118-392-001	1816 OHLONE HEIGHTS	266.36
118-392-002	1820 OHLONE HEIGHTS	266.36
118-392-003	1824 OHLONE HEIGHTS	266.36
118-392-004	1828 OHLONE HTS	266.36
118-392-005	1832 OHLONE HEIGHTS	266.36
118-392-006	1836 OHLONE HEIGHTS	266.36
118-392-007	1840 OHLONE HEIGHTS	266.36
118-392-012	129 JOSCOLO VIEW	266.36
118-392-014	135 JOSCOLO VIEW	266.36
118-392-015	139 JOSCOLO VIEW	266.36
118-392-016	145 JOSCOLO VIEW	266.36
118-401-001	1790 INDIAN WELLS WAY	228.92
118-401-002	1788 INDIAN WELLS WAY	228.92
118-401-003	1786 INDIAN WELLS WAY	228.92
118-401-004	1784 INDIAN WELLS WAY	228.92
118-401-005	1782 INDIAN WELLS WAY	228.92
118-401-006	1780 INDIAN WELLS WAY	228.92
118-401-007	1778 INDIAN WELLS WAY	228.92
118-401-008	1776 INDIAN WELLS WAY	228.92
118-401-009	1774 INDIAN WELLS WAY	228.92
118-401-010	1772 INDIAN WELLS WAY	228.92
118-401-019	40 TULE CT	228.92
118-401-029	400 CHUPCAN PL	228.92
118-401-030	402 CHUPCAN PL	228.92
118-401-031	404 CHUPCAN PL	228.92
118-401-032	406 CHUPCAN PL	228.92
118-401-033	408 CHUPCAN PL	228.92
118-401-034	410 CHUPCAN PL	228.92
118-401-035	417 CHUPCAN PL	228.92
118-401-036	415 CHUPCAN PL	228.92
118-401-037	411 CHUPCAN PL	228.92



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-401-038	409 CHUPCAN PL	228.92
118-401-039	407 CHUPCAN PL	228.92
118-401-040	405 CHUPCAN PL	228.92
118-401-041	403 CHUPCAN PL	228.92
118-401-042	401 CHUPCAN PL	228.92
118-402-001	1735 INDIAN WELLS WAY	228.92
118-402-002	1737 INDIAN WELLS WAY	228.92
118-402-003	1739 INDIAN WELLS WAY	228.92
118-402-004	1741 INDIAN WELLS WAY	228.92
118-402-005	1743 INDIAN WELLS WAY	228.92
118-402-006	1745 INDIAN WELLS WAY	228.92
118-402-007	1747 INDIAN WELLS WAY	228.92
118-402-008	1749 INDIAN WELLS WAY	228.92
118-402-009	310 SACLAN TERRACE PL	228.92
118-402-010	320 SACLAN TERRACE PL	228.92
118-402-011	326 SACLAN TERRACE PL	228.92
118-402-012	328 SACLAN TERRACE PL	228.92
118-402-013	330 SACLAN TERRACE PL	228.92
118-402-014	332 SACLAN TERRACE PL	228.92
118-402-015	334 SACLAN TERRACE PL	228.92
118-402-016	336 SACLAN TERRACE PL	228.92
118-402-017	338 SACLAN TERRACE PL	228.92
118-402-018	340 SACLAN TERRACE PL	228.92
118-402-019	341 SACLAN TERRACE PL	228.92
118-402-020	339 SACLAN TERRACE PL	228.92
118-402-021	337 SACLAN TERRACE PL	228.92
118-402-022	335 SACLAN TERRACE PL	228.92
118-402-023	333 SACLAN TERRACE PL	228.92
118-402-024	331 SACLAN TERRACE PL	228.92
118-402-025	329 SACLAN TERRACE PL	228.92
118-402-026	327 SACLAN TERRACE PL	228.92
118-402-027	325 SACLAN TERRACE PL	228.92
118-402-028	323 SACLAN TERRACE PL	228.92
118-402-029	321 SACLAN TERRACE PL	228.92
118-410-001	1399 SHELL LN	185.88
118-410-002	1397 SHELL LN	185.88
118-410-003	1389 SHELL LN	185.88
118-410-004	1387 SHELL LN	185.88
118-410-005	1385 SHELL LN	185.88
118-410-006	1383 SHELL LN	185.88
118-410-007	1381 SHELL LN	185.88



**City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll**

APN	Situs Address	Levy
118-410-008	1379 SHELL LN	185.88
118-410-009	1377 SHELL LN	185.88
118-410-010	1375 SHELL LN	185.88
118-410-011	1373 SHELL LN	185.88
118-410-012	1371 SHELL LN	185.88
118-410-013	1369 SHELL LN	185.88
118-410-014	1367 SHELL LN	185.88
118-410-015	1365 SHELL LN	185.88
118-410-016	1363 SHELL LN	185.88
118-410-017	1361 SHELL LN	185.88
118-410-018	1359 SHELL LN	185.88
118-410-019	1357 SHELL LN	185.88
118-410-020	1355 SHELL LN	185.88
118-410-021	1353 SHELL LN	185.88
118-410-022	1351 SHELL LN	185.88
118-410-023	1349 SHELL LN	185.88
118-410-024	1347 SHELL LN	185.88
118-410-025	1345 SHELL LN	185.88
118-410-026	1343 SHELL LN	185.88
118-410-027	1341 SHELL LN	185.88
118-410-028	1339 SHELL LN	185.88
118-410-029	1337 SHELL LN	185.88
118-410-030	1335 SHELL LN	185.88
118-410-031	1333 SHELL LN	185.88
118-410-032	1331 SHELL LN	185.88
118-410-033	1329 SHELL LN	185.88
118-410-034	1327 SHELL LN	185.88
118-410-035	1199 SHELL LN	185.88
118-410-037	1195 SHELL LN	185.88
118-410-038	1193 SHELL LN	185.88
118-410-039	1191 SHELL LN	185.88
118-410-040	1189 SHELL LN	185.88
118-410-041	1187 SHELL LN	185.88
118-410-042	1185 SHELL LN	185.88
118-410-043	1183 SHELL LN	185.88
118-410-044	1181 SHELL LN	185.88
118-410-045	1179 SHELL LN	185.88
118-410-046	1177 SHELL LN	185.88
118-410-047	1175 SHELL LN	185.88
118-410-048	1173 SHELL LN	185.88
118-410-049	1171 SHELL LN	185.88



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-410-050	1169 SHELL LN	185.88
118-410-051	1167 SHELL LN	185.88
118-410-052	1267 SHELL CIR	185.88
118-410-053	1265 SHELL CIR	185.88
118-410-054	1263 SHELL CIR	185.88
118-410-055	1261 SHELL CIR	185.88
118-410-056	1259 SHELL CIR	185.88
118-410-057	1254 SHELL CIR	185.88
118-410-058	1256 SHELL CIR	185.88
118-410-059	1258 SHELL CIR	185.88
118-410-060	1260 SHELL CIR	185.88
118-410-061	1262 SHELL CIR	185.88
118-410-062	1264 SHELL CIR	185.88
118-410-063	1266 SHELL CIR	185.88
118-410-064	1268 SHELL CIR	185.88
118-410-065	1270 SHELL CIR	185.88
118-410-066	1272 SHELL CIR	185.88
118-410-067	1274 SHELL CIR	185.88
118-410-068	1276 SHELL CIR	185.88
118-410-069	1278 SHELL CIR	185.88
118-410-070	1280 SHELL CIR	185.88
118-410-071	1282 SHELL CIR	185.88
118-410-072	1284 SHELL CIR	185.88
118-410-073	1286 SHELL CIR	185.88
118-410-074	1288 SHELL CIR	185.88
118-410-075	1290 SHELL CIR	185.88
118-410-076	1292 SHELL CIR	185.88
118-410-077	1294 SHELL CIR	185.88
118-410-078	1296 SHELL CIR	185.88
118-410-079	1298 SHELL CIR	185.88
118-410-080	1269 SHELL CIR	185.88
118-410-081	1271 SHELL CIR	185.88
118-410-082	1273 SHELL CIR	185.88
118-410-083	1275 SHELL CIR	185.88
118-410-084	1332 SHELL LN	185.88
118-410-085	1330 SHELL LN	185.88
118-410-086	1328 SHELL LN	185.88
118-410-087	1326 SHELL LN	185.88
118-410-088	1340 SHELL LN	185.88
118-410-089	1338 SHELL LN	185.88
118-410-090	1336 SHELL LN	185.88



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situa Address	Levy
118-410-091	1334 SHELL LN	185.88
118-410-092	1277 SHELL CIR	185.88
118-410-093	1279 SHELL CIR	185.88
118-410-094	1281 SHELL CIR	185.88
118-410-095	1283 SHELL CIR	185.88
118-410-096	1285 SHELL CIR	185.88
118-410-097	1287 SHELL CIR	185.88
118-410-098	1289 SHELL CIR	185.88
118-410-099	1291 SHELL CIR	185.88
118-410-100	1293 SHELL CIR	185.88
118-410-101	1295 SHELL CIR	185.88
118-410-102	1297 SHELL CIR	185.88
118-410-103	1299 SHELL CIR	185.88
118-410-104	1368 SHELL LN	185.88
118-410-105	1370 SHELL LN	185.88
118-410-106	1372 SHELL LN	185.88
118-410-107	1374 SHELL LN	185.88
118-410-108	1376 SHELL LN	185.88
118-410-109	1378 SHELL LN	185.88
118-410-110	1380 SHELL LN	185.88
118-410-111	1382 SHELL LN	185.88
118-410-112	1388 SHELL LN	185.88
118-410-113	1390 SHELL LN	185.88
118-410-114	1392 SHELL LN	185.88
118-410-115	1394 SHELL LN	185.88
118-410-116	1396 SHELL LN	185.88
118-410-117	1398 SHELL LN	185.88
118-410-120	1197 SHELL LN	185.88
118-421-001	304 AHWANEE LN	397.98
118-421-002	308 AHWANEE LN	397.98
118-421-003	312 AHWANEE LN	397.98
118-422-001	451 OBSIDIAN WAY	397.98
118-422-002	350 BLUE OAK LN	397.98
118-422-003	352 BLUE OAK LN	397.98
118-422-004	354 BLUE OAK LN	397.98
118-422-005	356 BLUE OAK LN	397.98
118-422-006	358 BLUE OAK LN	397.98
118-422-007	360 BLUE OAK LN	397.98
118-423-001	361 BLUE OAK LN	397.98
118-423-002	3057 MIWOK WAY	397.98
118-423-003	3055 MIWOK WAY	397.98



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-423-004	3053 MIWOK WAY	397.98
118-423-005	3051 MIWOK WAY	397.98
118-423-006	3049 MIWOK WAY	397.98
118-423-007	3047 MIWOK WAY	397.98
118-423-008	3045 MIWOK WAY	397.98
118-423-009	3043 MIWOK WAY	397.98
118-423-010	3041 MIWOK WAY	397.98
118-423-011	3039 MIWOK WAY	397.98
118-423-012	3037 MIWOK WAY	397.98
118-423-013	3035 MIWOK WAY	397.98
118-423-014	3033 MIWOK WAY	397.98
118-423-015	3031 MIWOK WAY	397.98
118-424-001	359 BLUE OAK LN	397.98
118-424-002	357 BLUE OAK LN	397.98
118-424-003	355 BLUE OAK LN	397.98
118-424-004	353 BLUE OAK LN	397.98
118-424-005	351 BLUE OAK LN	397.98
118-424-006	409 WAWONA LN	397.98
118-424-007	407 WAWONA LN	397.98
118-424-008	405 WAWONA LN	397.98
118-424-009	403 WAWONA LN	397.98
118-424-010	401 WAWONA LN	397.98
118-424-011	3034 MIWOK WAY	397.98
118-424-012	3038 MIWOK WAY	397.98
118-424-013	3040 MIWOK WAY	397.98
118-424-014	3042 MIWOK WAY	397.98
118-424-015	3046 MIWOK WAY	397.98
118-424-016	3048 MIWOK WAY	397.98
118-424-017	3050 MIWOK WAY	397.98
118-424-018	3052 MIWOK WAY	397.98
118-424-019	3054 MIWOK WAY	397.98
118-431-001	316 AHWANEE CT	397.98
118-431-002	320 AHWANEE CT	397.98
118-431-003	324 AHWANEE CT	397.98
118-431-004	328 AHWANEE CT	397.98
118-431-005	332 AHWANEE CT	397.98
118-432-002	333 AHWANEE LN	397.98
118-432-003	329 AHWANEE LN	397.98
118-432-004	325 AHWANEE LN	397.98
118-432-005	321 AHWANEE CT	397.98
118-432-006	317 AHWANEE CT	397.98



**City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll**

APN	Situs Address	Levy
118-432-007	400 WAWONA LN	397.98
118-432-008	402 WAWONA LN	397.98
118-432-009	404 WAWONA LN	397.98
118-432-010	406 WAWONA LN	397.98
118-432-011	408 WAWONA LN	397.98
118-432-012	410 WAWONA LN	397.98
118-432-013	412 WAWONA LN	397.98
118-432-014	414 WAWONA LN	397.98
118-432-015	416 WAWONA CT	397.98
118-432-016	418 WAWONA LN	397.98
118-432-017	420 WAWONA CT	397.98
118-432-019	337 AHWANEE CT	397.98
118-432-020	422 WAWONA LN	397.98
118-433-002	419 WAWONA LN	397.98
118-433-003	417 WAWONA CT	397.98
118-433-004	421 WAWONA CT	397.98
118-441-001	5101 KELLER RIDGE DR	266.36
118-441-002	5103 KELLER RIDGE DR	266.36
118-441-003	5105 KELLER RIDGE DR	266.36
118-441-004	5107 KELLER RIDGE DR	266.36
118-441-005	5109 KELLER RIDGE DR	266.36
118-441-007	5113 KELLER RIDGE DR	266.36
118-441-008	5115 KELLER RIDGE DR	266.36
118-441-009	5117 KELLER RIDGE DR	266.36
118-441-010	5119 KELLER RIDGE DR	266.36
118-441-011	5121 KELLER RIDGE DR	266.36
118-441-012	5123 KELLER RIDGE DR	266.36
118-441-013	5125 KELLER RIDGE DR	266.36
118-441-014	5127 KELLER RIDGE DR	266.36
118-441-015	5129 KELLER RIDGE DR	266.36
118-441-016	5131 KELLER RIDGE DR	266.36
118-441-017	101 CROW PL	266.36
118-441-018	103 CROW PL	266.36
118-441-019	105 CROW PL	266.36
118-441-020	107 CROW PL	266.36
118-441-021	109 CROW PL	266.36
118-441-022	111 CROW PL	266.36
118-441-023	113 CROW PL	266.36
118-441-024	115 CROW PL	266.36
118-441-025	117 CROW PL	266.36
118-441-026	119 CROW PL	266.36



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-442-001	118 CROW PL	266.36
118-442-002	116 CROW PL	266.36
118-442-003	114 CROW PL	266.36
118-442-004	112 CROW PL	266.36
118-442-005	110 CROW PL	266.36
118-442-006	108 CROW PL	266.36
118-442-007	106 CROW PL	266.36
118-442-008	104 CROW PL	266.36
118-442-009	102 CROW PL	266.36
118-442-010	3009 WINDMILL CANYON DR	266.36
118-442-011	3011 WINDMILL CANYON DR	266.36
118-442-012	3013 WINDMILL CANYON DR	266.36
118-442-013	3015 WINDMILL CANYON DR	266.36
118-442-014	3017 WINDMILL CANYON DR	266.36
118-442-015	3019 WINDMILL CANYON DR	266.36
118-442-016	3021 WINDMILL CANYON DR	266.36
118-442-017	3023 WINDMILL CANYON DR	266.36
118-443-001	3022 WINDMILL CANYON DR	266.36
118-443-002	3020 WINDMILL CANYON DR	266.36
118-443-003	3018 WINDMILL CANYON DR	266.36
118-443-004	3016 WINDMILL CANYON DR	266.36
118-443-005	3014 WINDMILL CANYON DR	266.36
118-443-006	3012 WINDMILL CANYON DR	266.36
118-443-007	3010 WINDMILL CANYON DR	266.36
118-451-001	301 WINDMILL CANYON PL	266.36
118-451-002	303 WINDMILL CANYON PL	266.36
118-451-003	305 WINDMILL CANYON PL	266.36
118-451-004	307 WINDMILL CANYON PL	266.36
118-451-005	309 WINDMILL CANYON PL	266.36
118-451-006	311 WINDMILL CANYON PL	266.36
118-451-007	313 WINDMILL CANYON PL	266.36
118-451-008	315 WINDMILL CANYON PL	266.36
118-451-009	317 WINDMILL CANYON PL	266.36
118-451-010	319 WINDMILL CANYON PL	266.36
118-451-011	321 WINDMILL CANYON PL	266.36
118-452-001	322 WINDMILL CANYON PL	266.36
118-452-002	320 WINDMILL CANYON PL	266.36
118-452-003	318 WINDMILL CANYON PL	266.36
118-452-004	316 WINDMILL CANYON PL	266.36
118-452-005	314 WINDMILL CANYON PL	266.36
118-452-006	312 WINDMILL CANYON PL	266.36



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-452-007	310 WINDMILL CANYON PL	266.36
118-452-008	308 WINDMILL CANYON PL	266.36
118-452-009	306 WINDMILL CANYON PL	266.36
118-452-010	304 WINDMILL CANYON PL	266.36
118-452-011	302 WINDMILL CANYON PL	266.36
118-452-012	201 FALCON PL	266.36
118-452-013	203 FALCON PL	266.36
118-452-014	205 FALCON PL	266.36
118-452-015	207 FALCON PL	266.36
118-452-016	209 FALCON PL	266.36
118-452-017	211 FALCON PL	266.36
118-452-018	213 FALCON PL	266.36
118-452-019	215 FALCON PL	266.36
118-452-020	216 FALCON PL	266.36
118-452-021	214 FALCON PL	266.36
118-452-022	212 FALCON PL	266.36
118-452-023	210 FALCON PL	266.36
118-452-024	208 FALCON PL	266.36
118-452-025	206 FALCON PL	266.36
118-452-026	204 FALCON PL	266.36
118-452-027	202 FALCON PL	266.36
118-452-028	5126 KELLER RIDGE DR	266.36
118-452-029	5122 KELLER RIDGE DR	266.36
118-452-030	5120 KELLER RIDGE DR	266.36
118-452-031	5118 KELLER RIDGE DR	266.36
118-452-032	5116 KELLER RIDGE DR	266.36
118-452-033	5114 KELLER RIDGE DR	266.36
118-452-034	5112 KELLER RIDGE DR	266.36
118-452-035	5110 KELLER RIDGE DR	266.36
118-452-036	5108 KELLER RIDGE DR	266.36
118-452-037	5106 KELLER RIDGE DR	266.36
118-452-038	5102 KELLER RIDGE DR	266.36
118-460-001	600 JULPUN LOOP	228.92
118-460-002	602 JULPUN LOOP	228.92
118-460-003	604 JULPUN LOOP	228.92
118-460-004	606 JULPUN LOOP	228.92
118-460-005	608 JULPUN LOOP	228.92
118-460-006	610 JULPUN LOOP	228.92
118-460-007	612 JULPUN LOOP	228.92
118-460-008	614 JULPUN LOOP	228.92
118-460-009	616 JULPUN LOOP	228.92



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APN	Situs Address	Levy
118-460-010	618 JLPUN LOOP	228.92
118-460-011	620 JLPUN LOOP	228.92
118-460-012	622 JLPUN LOOP	228.92
118-460-013	615 JLPUN LOOP	228.92
118-460-014	609 JLPUN LOOP	228.92
118-460-015	605 JLPUN LOOP	228.92
118-460-016	601 JLPUN LOOP	228.92
118-460-017	637 JLPUN LOOP	228.92
118-460-018	633 JLPUN LOOP	228.92
118-460-019	629 JLPUN LOOP	228.92
118-460-020	625 JLPUN LOOP	228.92
118-460-021	624 JLPUN LOOP	228.92
118-460-022	626 JLPUN LOOP	228.92
118-460-023	628 JLPUN LOOP	228.92
118-460-024	630 JLPUN LOOP	228.92
118-460-025	632 JLPUN LOOP	228.92
118-460-026	634 JLPUN LOOP	228.92
118-460-027	636 JLPUN LOOP	228.92
118-460-028	638 JLPUN LOOP	228.92
118-460-029	800 CHERT PL	228.92
118-460-030	802 CHERT PL	228.92
118-460-031	804 CHERT PL	228.92
118-460-032	806 CHERT PL	228.92
118-460-033	808 CHERT PL	228.92
118-460-034	810 CHERT PL	228.92
118-460-035	812 CHERT PL	228.92
118-460-036	814 CHERT PL	228.92
118-460-037	819 CHERT PL	228.92
118-460-038	817 CHERT PL	228.92
118-460-039	815 CHERT PL	228.92
118-460-040	813 CHERT PL	228.92
118-460-041	811 CHERT PL	228.92
118-460-042	809 CHERT PL	228.92
118-460-043	807 CHERT PL	228.92
118-460-044	805 CHERT PL	228.92
118-460-045	803 CHERT PL	228.92
118-460-046	801 CHERT PL	228.92
118-460-047	51 KARKIN PL	228.92
118-460-048	53 KARKIN PL	228.92
118-460-049	55 KARKIN PL	228.92
118-460-050	57 KARKIN PL	228.92



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APN	Situa Address	Levy
118-460-051	56 KARKIN PL	228.92
118-460-052	54 KARKIN PL	228.92
118-460-053	52 KARKIN PL	228.92
118-460-054	1733 INDIAN WELLS WAY	228.92
118-460-055	501 SUISUN CT	228.92
118-460-056	503 SUISUN CT	228.92
118-460-057	505 SUISUN CT	228.92
118-460-058	507 SUISUN CT	228.92
118-460-059	509 SUISUN CT	228.92
118-460-060	511 SUISUN CT	228.92
118-460-061	510 SUISUN CT	228.92
118-460-062	508 SUISUN CT	228.92
118-460-063	506 SUISUN CT	228.92
118-460-064	504 SUISUN CT	228.92
118-460-065	502 SUISUN CT	228.92
118-460-066	1731 INDIAN WELLS WAY	228.92
118-460-067	1729 INDIAN WELLS WAY	228.92
118-460-068	1727 INDIAN WELLS WAY	228.92
118-460-069	1725 INDIAN WELLS WAY	228.92
118-460-070	1723 INDIAN WELLS WAY	228.92
118-460-071	1721 INDIAN WELLS WAY	228.92
118-460-072	1719 INDIAN WELLS WAY	228.92
118-460-073	722 ANIZUMNE CT	228.92
118-460-074	720 ANIZUMNE CT	228.92
118-460-075	718 ANIZUMNE CT	228.92
118-460-076	716 ANIZUMNE CT	228.92
118-460-077	714 ANIZUMNE CT	228.92
118-460-078	712 ANIZUMNE CT	228.92
118-460-079	710 ANIZUMNE CT	228.92
118-460-080	708 ANIZUMNE CT	228.92
118-460-081	706 ANIZUMNE CT	228.92
118-460-082	704 ANIZUMNE CT	228.92
118-460-083	702 ANIZUMNE CT	228.92
118-460-084	700 ANIZUMNE CT	228.92
118-460-085	1717 INDIAN WELLS WAY	228.92
118-460-086	1715 INDIAN WELLS WAY	228.92
118-460-087	1713 INDIAN WELLS WAY	228.92
118-460-088	1711 INDIAN WELLS WAY	228.92
118-460-089	901 ARROWHEAD TER	228.92
118-460-090	903 ARROWHEAD TER	228.92
118-460-091	905 ARROWHEAD TER	228.92



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APN	Situa Address	Levy
118-460-092	907 ARROWHEAD TER	228.92
118-460-093	909 ARROWHEAD TER	228.92
118-460-094	911 ARROWHEAD TER	228.92
118-460-095	913 ARROWHEAD TER	228.92
118-460-096	915 ARROWHEAD TER	228.92
118-460-097	917 ARROWHEAD TER	228.92
118-460-098	919 ARROWHEAD TER	228.92
118-460-099	921 ARROWHEAD TER	228.92
118-460-100	923 ARROWHEAD TER	228.92
118-460-101	925 ARROWHEAD TER	228.92
118-460-102	927 ARROWHEAD TER	228.92
118-460-103	929 ARROWHEAD TER	228.92
118-460-105	926 ARROWHEAD TER	228.92
118-460-106	924 ARROWHEAD TER	228.92
118-460-107	922 ARROWHEAD TER	228.92
118-460-108	920 ARROWHEAD TER	228.92
118-460-109	918 ARROWHEAD TER	228.92
118-460-110	916 ARROWHEAD TER	228.92
118-460-111	914 ARROWHEAD TER	228.92
118-460-112	912 ARROWHEAD TER	228.92
118-460-113	910 ARROWHEAD TER	228.92
118-460-114	908 ARROWHEAD TER	228.92
118-460-115	906 ARROWHEAD TER	228.92
118-460-116	904 ARROWHEAD TER	228.92
118-460-117	902 ARROWHEAD TER	228.92
118-460-118	900 ARROWHEAD TER	228.92
118-460-121	931 ARROWHEAD TER	228.92
118-470-003	1207 BUCKEYE TER	228.92
118-470-004	1205 BUCKEYE TER	228.92
118-470-005	1203 BUCKEYE TER	228.92
118-470-006	1201 BUCKEYE TER	228.92
118-470-007	1211 BUCKEYE TER	228.92
118-470-008	1209 BUCKEYE TER	228.92
118-470-009	1213 BUCKEYE TER	228.92
118-470-010	1215 BUCKEYE TER	228.92
118-470-011	1217 BUCKEYE TER	228.92
118-470-012	1221 BUCKEYE TER	228.92
118-470-013	1223 BUCKEYE TER	228.92
118-470-014	1225 BUCKEYE TER	228.92
118-470-015	1227 BUCKEYE TER	228.92
118-470-016	1231 BUCKEYE TER	228.92



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APN	Situs Address	Levy
118-470-017	1233 BUCKEYE TER	228.92
118-470-018	1235 BUCKEYE TER	228.92
118-470-019	1237 BUCKEYE TER	228.92
118-470-020	1239 BUCKEYE TER	228.92
118-470-021	1241 BUCKEYE TER	228.92
118-470-022	1240 BUCKEYE TER	228.92
118-470-023	1238 BUCKEYE TER	228.92
118-470-024	1236 BUCKEYE TER	228.92
118-470-025	1234 BUCKEYE TER	228.92
118-470-026	1232 BUCKEYE TER	228.92
118-470-027	1230 BUCKEYE TER	228.92
118-470-028	1228 BUCKEYE TER	228.92
118-470-029	1226 BUCKEYE TER	228.92
118-470-030	1220 BUCKEYE TER	228.92
118-470-031	1218 BUCKEYE TER	228.92
118-470-032	1216 BUCKEYE TER	228.92
118-470-033	1214 BUCKEYE TER	228.92
118-470-034	1212 BUCKEYE TER	228.92
118-470-035	1200 BUCKEYE TER	228.92
118-470-036	1151 MOCCASIN CT	228.92
118-470-037	1153 MOCCASIN CT	228.92
118-470-038	1155 MOCCASIN CT	228.92
118-470-039	1159 MOCCASIN CT	228.92
118-470-040	1161 MOCCASIN CT	228.92
118-470-041	1163 MOCCASIN CT	228.92
118-470-042	1165 MOCCASIN CT	228.92
118-470-043	1169 MOCCASIN CT	228.92
118-470-044	1171 MOCCASIN CT	228.92
118-470-045	1173 MOCCASIN CT	228.92
118-470-046	1175 MOCCASIN CT	228.92
118-470-047	1174 MOCCASIN CT	228.92
118-470-048	1172 MOCCASIN CT	228.92
118-470-049	1170 MOCCASIN CT	228.92
118-470-050	1168 MOCCASIN CT	228.92
118-470-051	1166 MOCCASIN CT	228.92
118-470-052	1164 MOCCASIN CT	228.92
118-470-053	1160 MOCCASIN CT	228.92
118-470-054	1158 MOCCASIN CT	228.92
118-470-055	1156 MOCCASIN CT	228.92
118-470-056	1154 MOCCASIN CT	228.92
118-470-057	1152 MOCCASIN CT	228.92



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APN	Situs Address	Levy
118-470-063	1001 FEATHER CIR	228.92
118-470-064	1003 FEATHER CIR	228.92
118-470-065	1005 FEATHER CIR	228.92
118-470-066	1007 FEATHER CIR	228.92
118-470-067	1009 FEATHER CIR	228.92
118-470-068	1011 FEATHER CIR	228.92
118-470-069	1015 FEATHER CIR	228.92
118-470-070	1017 FEATHER CIR	228.92
118-470-071	1019 FEATHER CIR	228.92
118-470-072	1021 FEATHER CIR	228.92
118-470-076	1029 FEATHER CIR	228.92
118-470-079	1035 FEATHER CIR	228.92
118-470-080	1037 FEATHER CIR	228.92
118-470-081	1039 FEATHER CIR	228.92
118-470-082	1041 FEATHER CIR	228.92
118-470-083	1043 FEATHER CIR	228.92
118-470-084	1045 FEATHER CIR	228.92
118-470-085	1047 FEATHER CIR	228.92
118-470-086	1049 FEATHER CIR	228.92
118-470-087	1051 FEATHER CIR	228.92
118-470-088	1053 FEATHER CIR	228.92
118-470-089	1055 FEATHER CIR	228.92
118-470-090	1059 FEATHER CIR	228.92
118-470-091	1061 FEATHER CIR	228.92
118-470-092	1063 FEATHER CIR	228.92
118-470-093	1065 FEATHER CIR	228.92
118-470-094	1067 FEATHER CIR	228.92
118-470-095	1069 FEATHER CIR	228.92
118-470-096	1071 FEATHER CIR	228.92
118-470-097	1073 FEATHER CIR	228.92
118-470-098	1075 FEATHER CIR	228.92
118-470-099	1077 FEATHER CIR	228.92
118-470-100	1079 FEATHER CIR	228.92
118-470-101	1074 FEATHER CIR	228.92
118-470-102	1072 FEATHER CIR	228.92
118-470-103	1070 FEATHER CIR	228.92
118-470-104	1066 FEATHER CIR	228.92
118-470-105	1054 FEATHER CIR	228.92
118-470-106	1052 FEATHER CIR	228.92
118-470-107	1050 FEATHER CIR	228.92
118-470-108	1048 FEATHER CIR	228.92



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APN	Situs Address	Levy
118-470-109	1038 FEATHER CIR	228.92
118-470-110	1034 FEATHER CIR	228.92
118-470-111	1032 FEATHER CIR	228.92
118-470-112	1028 FEATHER CIR	228.92
118-470-113	1016 FEATHER CIR	228.92
118-470-114	1014 FEATHER CIR	228.92
118-470-115	1012 FEATHER CIR	228.92
118-470-118	1023 FEATHER CIR	228.92
118-470-119	1025 FEATHER CIR	228.92
118-470-120	1027 FEATHER CIR	228.92
118-470-121	1031 FEATHER CIR	228.92
118-470-122	1033 FEATHER CIR	228.92
118-480-001	100 FOREST HILL DR	463.16
118-480-002	102 FOREST HILL DR	463.16
118-480-003	104 FOREST HILL DR	463.16
118-480-004	106 FOREST HILL DR	463.16
118-480-005	108 FOREST HILL DR	463.16
118-480-006	110 FOREST HILL DR	463.16
118-480-007	112 FOREST HILL DR	463.16
118-480-008	114 FOREST HILL DR	463.16
118-480-009	116 FOREST HILL DR	463.16
118-480-010	118 FOREST HILL DR	463.16
118-480-011	120 FOREST HILL DR	463.16
118-480-012	121 FOREST HILL DR	463.16
118-480-013	119 FOREST HILL DR	463.16
118-480-014	117 FOREST HILL DR	463.16
118-480-015	115 FOREST HILL DR	463.16
118-480-016	113 FOREST HILL DR	463.16
118-480-017	111 FOREST HILL DR	463.16
118-480-018	109 FOREST HILL DR	463.16
118-480-019	105 FOREST HILL DR	463.16
118-480-020	103 FOREST HILL DR	463.16
118-480-023	1008 PEBBLE BEACH DR	463.16
118-480-024	1010 PEBBLE BEACH DR	463.16
118-480-025	1012 PEBBLE BEACH DR	463.16
118-480-026	1014 PEBBLE BEACH DR	463.16
118-480-027	1016 PEBBLE BEACH DR	463.16
118-480-028	1018 PEBBLE BEACH DR	463.16
118-480-029	1020 PEBBLE BEACH DR	463.16
118-480-030	1022 PEBBLE BEACH DR	463.16
118-480-031	1024 PEBBLE BEACH DR	463.16



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APN	Situa Address	Levy
118-480-034	1033 PEBBLE BEACH DR	463.16
118-480-035	1031 PEBBLE BEACH DR	463.16
118-480-036	1029 PEBBLE BEACH DR	463.16
118-480-037	1027 PEBBLE BEACH DR	463.16
118-480-038	1025 PEBBLE BEACH DR	463.16
118-480-039	1023 PEBBLE BEACH DR	463.16
118-480-040	1021 PEBBLE BEACH DR	463.16
118-480-041	1011 PEBBLE BEACH DR	463.16
118-480-042	1009 PEBBLE BEACH DR	463.16
118-480-043	1007 PEBBLE BEACH DR	463.16
118-480-044	1005 PEBBLE BEACH DR	463.16
118-480-045	1003 PEBBLE BEACH DR	463.16
118-480-046	101 FOREST HILL DR	463.16
118-480-047	1006 PEBBLE BEACH DR	463.16
118-480-048	1028 PEBBLE BEACH DR	926.34
118-490-001	132 INVERNESS WAY	463.16
118-490-003	138 INVERNESS WAY	463.16
118-490-005	140 INVERNESS WAY	463.16
118-490-006	142 INVERNESS WAY	463.16
118-490-007	1032 PEBBLE BEACH DR	463.16
118-490-008	1034 PEBBLE BEACH DR	463.16
118-490-009	1036 PEBBLE BEACH DR	463.16
118-490-010	1038 PEBBLE BEACH DR	463.16
118-490-011	1040 PEBBLE BEACH DR	463.16
118-490-012	1042 PEBBLE BEACH DR	463.16
118-490-013	1044 PEBBLE BEACH DR	463.16
118-490-014	1046 PEBBLE BEACH DR	463.16
118-490-015	1048 PEBBLE BEACH DR	463.16
118-490-016	1050 PEBBLE BEACH DR	463.16
118-490-017	1052 PEBBLE BEACH DR	463.16
118-490-018	1054 PEBBLE BEACH DR	463.16
118-490-019	1056 PEBBLE BEACH DR	463.16
118-490-020	1055 PEBBLE BEACH DR	463.16
118-490-021	1053 PEBBLE BEACH DR	463.16
118-490-022	1051 PEBBLE BEACH DR	463.16
118-490-023	1049 PEBBLE BEACH DR	463.16
118-490-024	1047 PEBBLE BEACH DR	463.16
118-490-025	1045 PEBBLE BEACH DR	463.16
118-490-027	134 INVERNESS WAY	463.16
118-490-028	136 INVERNESS WAY	463.16
118-500-001	1100 PEACOCK CREEK DR	463.16



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APN	Situs Address	Levy
118-500-002	1102 PEACOCK CREEK DR	463.16
118-500-005	1108 PEACOCK CREEK DR	463.16
118-500-006	1110 PEACOCK CREEK DR	463.16
118-500-007	1112 PEACOCK CREEK DR	463.16
118-500-008	1114 PEACOCK CREEK DR	463.16
118-500-009	1116 PEACOCK CREEK DR	463.16
118-500-010	1118 PEACOCK CREEK DR	463.16
118-500-011	1120 PEACOCK CREEK DR	463.16
118-500-012	1122 PEACOCK CREEK DR	463.16
118-500-013	1124 PEACOCK CREEK DR	463.16
118-500-014	1126 PEACOCK CREEK DR	463.16
118-500-015	1128 PEACOCK CREEK DR	463.16
118-500-016	1130 PEACOCK CREEK DR	463.16
118-500-017	1132 PEACOCK CREEK DR	463.16
118-500-018	1133 PEACOCK CREEK DR	463.16
118-500-019	1131 PEACOCK CREEK DR	463.16
118-500-020	1129 PEACOCK CREEK DR	463.16
118-500-021	1127 PEACOCK CREEK DR	463.16
118-500-022	1125 PEACOCK CREEK DR	463.16
118-500-023	1123 PEACOCK CREEK DR	463.16
118-500-024	1121 PEACOCK CREEK DR	463.16
118-500-025	1117 PEACOCK CREEK DR	463.16
118-500-026	1115 PEACOCK CREEK DR	463.16
118-500-027	1111 PEACOCK CREEK DR	463.16
118-500-028	1109 PEACOCK CREEK DR	463.16
118-500-029	1107 PEACOCK CREEK DR	463.16
118-500-030	1105 PEACOCK CREEK DR	463.16
118-500-031	1103 PEACOCK CREEK DR	463.16
118-500-032	1104 PEACOCK CREEK DR	463.16
118-500-033	1106 PEACOCK CREEK DR	463.16
118-510-001	1134 PEACOCK CREEK DR	463.16
118-510-002	1136 PEACOCK CREEK DR	463.16
118-510-003	1138 PEACOCK CREEK DR	463.16
118-510-004	1140 PEACOCK CREEK DR	463.16
118-510-005	1142 PEACOCK CREEK DR	463.16
118-510-006	1144 PEACOCK CREEK DR	463.16
118-510-007	1146 PEACOCK CREEK DR	463.16
118-510-008	1148 PEACOCK CREEK DR	463.16
118-510-009	1150 PEACOCK CREEK DR	463.16
118-510-010	1152 PEACOCK CREEK DR	463.16
118-510-011	170 BRANDYWINE PL	463.16



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APN	Situs Address	Levy
118-510-012	172 BRANDYWINE PL	463.16
118-510-013	174 BRANDYWINE PL	463.16
118-510-015	185 BRANDYWINE PL	463.16
118-510-016	183 BRANDYWINE PL	463.16
118-510-017	181 BRANDYWINE PL	463.16
118-510-018	179 BRANDYWINE PL	463.16
118-510-019	177 BRANDYWINE PL	463.16
118-510-020	175 BRANDYWINE PL	463.16
118-510-021	173 BRANDYWINE PL	463.16
118-510-022	1160 TORREY PINES PL	463.16
118-510-023	1162 TORREY PINES PL	463.16
118-510-024	1163 TORREY PINES PL	463.16
118-510-025	1161 TORREY PINES PL	463.16
118-510-026	1155 PEACOCK CREEK DR	463.16
118-510-027	1151 PEACOCK CREEK DR	463.16
118-510-028	164 SILVERADO CT	463.16
118-510-029	166 SILVERADO CT	463.16
118-510-030	165 SILVERADO CT	463.16
118-510-031	163 SILVERADO CT	463.16
118-510-032	1149 PEACOCK CREEK DR	463.16
118-510-033	1147 PEACOCK CREEK DR	463.16
118-510-034	1145 PEACOCK CREEK DR	463.16
118-510-035	154 LONE PINE CT	463.16
118-510-036	156 LONE PINE CT	463.16
118-510-037	155 LONE PINE CT	463.16
118-510-038	153 LONE PINE CT	463.16
118-510-039	151 LONE PINE CT	463.16
118-510-040	1139 PEACOCK CREEK DR	463.16
118-510-041	1137 PEACOCK CREEK DR	463.16
118-510-042	1135 PEACOCK CREEK DR	463.16
118-530-001	1401 INDIANHEAD WAY	185.88
118-530-002	1403 INDIANHEAD WAY	185.88
118-530-003	1405 INDIANHEAD WAY	185.88
118-530-004	1407 INDIANHEAD WAY	185.88
118-530-005	1409 INDIANHEAD WAY	185.88
118-530-006	1411 INDIANHEAD WAY	185.88
118-530-007	1413 INDIANHEAD WAY	185.88
118-530-008	1415 INDIANHEAD WAY	185.88
118-530-009	1417 INDIANHEAD WAY	185.88
118-530-010	1419 INDIANHEAD WAY	185.88
118-530-011	1421 INDIANHEAD WAY	185.88



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APN	Situa Address	Levy
118-530-012	1423 INDIANHEAD WAY	185.88
118-530-013	1425 INDIANHEAD WAY	185.88
118-530-014	1427 INDIANHEAD WAY	185.88
118-530-015	1429 INDIANHEAD WAY	185.88
118-530-016	1431 INDIANHEAD WAY	185.88
118-530-017	1433 INDIANHEAD CIR	185.88
118-530-018	1435 INDIANHEAD CIR	185.88
118-530-019	1437 INDIANHEAD CIR	185.88
118-530-020	1439 INDIANHEAD CIR	185.88
118-530-021	1441 INDIANHEAD CIR	185.88
118-530-022	1443 INDIANHEAD CIR	185.88
118-530-023	1445 INDIANHEAD CIR	185.88
118-530-024	1447 INDIANHEAD CIR	185.88
118-530-025	1449 INDIANHEAD CIR	185.88
118-530-026	1451 INDIANHEAD CIR	185.88
118-530-027	1453 INDIANHEAD CIR	185.88
118-530-028	1455 INDIANHEAD CIR	185.88
118-530-029	1457 INDIANHEAD CIR	185.88
118-530-030	1459 INDIANHEAD CIR	185.88
118-530-031	1461 INDIANHEAD CIR	185.88
118-530-033	1465 INDIANHEAD CIR	185.88
118-530-034	1467 INDIANHEAD CIR	185.88
118-530-035	1469 INDIANHEAD CIR	185.88
118-530-036	1471 INDIANHEAD CIR	185.88
118-530-037	1473 INDIANHEAD CIR	185.88
118-530-038	1475 INDIANHEAD CIR	185.88
118-530-039	1477 INDIANHEAD CIR	185.88
118-530-040	1479 INDIANHEAD CIR	185.88
118-530-041	1481 INDIANHEAD CIR	185.88
118-530-042	1483 INDIANHEAD CIR	185.88
118-530-043	1485 INDIANHEAD CIR	185.88
118-530-044	1487 INDIANHEAD CIR	185.88
118-530-045	1489 INDIANHEAD CIR	185.88
118-530-046	1491 INDIANHEAD CIR	185.88
118-530-047	1466 INDIANHEAD CIR	185.88
118-530-048	1464 INDIANHEAD CIR	185.88
118-530-049	1462 INDIANHEAD CIR	185.88
118-530-050	1460 INDIANHEAD CIR	185.88
118-530-051	1458 INDIANHEAD CIR	185.88
118-530-052	1456 INDIANHEAD CIR	185.88
118-530-056	1463 INDIANHEAD CIR	185.88



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APN	Situs Address	Levy
118-540-001	4001 HUMMINGBIRD WAY	266.36
118-540-002	4003 HUMMINGBIRD WAY	266.36
118-540-003	4005 HUMMINGBIRD WAY	266.36
118-540-004	4007 HUMMINGBIRD WAY	266.36
118-540-005	4009 HUMMINGBIRD WAY	266.36
118-540-006	4011 HUMMINGBIRD WAY	266.36
118-540-007	4013 HUMMINGBIRD WAY	266.36
118-540-008	4015 HUMMINGBIRD WAY	266.36
118-540-009	4017 HUMMINGBIRD WAY	266.36
118-540-010	4019 HUMMINGBIRD WAY	266.36
118-540-011	4021 HUMMINGBIRD WAY	266.36
118-540-012	4022 HUMMINGBIRD WAY	266.36
118-540-013	4018 HUMMINGBIRD WAY	266.36
118-540-014	4014 HUMMINGBIRD WAY	266.36
118-540-015	4010 HUMMINGBIRD WAY	266.36
118-540-016	4008 HUMMINGBIRD WAY	266.36
118-540-017	4006 HUMMINGBIRD WAY	266.36
118-540-018	4004 HUMMINGBIRD WAY	266.36
118-540-019	4002 HUMMINGBIRD WAY	266.36
118-540-020	5001 RAVEN WAY	266.36
118-540-021	5003 RAVEN WAY	266.36
118-540-022	5005 RAVEN WAY	266.36
118-540-023	5007 RAVEN WAY	266.36
118-540-024	5009 RAVEN WAY	266.36
118-540-025	5011 RAVEN WAY	266.36
118-540-026	4024 HUMMINGBIRD WAY	266.36
118-540-027	5013 RAVEN WAY	266.36
118-540-028	5015 RAVEN WAY	266.36
118-540-029	5017 RAVEN WAY	266.36
118-540-030	5019 RAVEN WAY	266.36
118-540-031	3038 WINDMILL CANYON DR	266.36
118-540-032	3036 WINDMILL CANYON DR	266.36
118-540-033	3034 WINDMILL CANYON DR	266.36
118-540-034	3032 WINDMILL CANYON DR	266.36
118-540-035	3030 WINDMILL CANYON DR	266.36
118-540-036	3028 WINDMILL CANYON DR	266.36
118-540-037	3026 WINDMILL CANYON DR	266.36
118-540-038	3024 WINDMILL CANYON DR	266.36
118-540-039	3025 WINDMILL CANYON DR	266.36
118-540-040	3027 WINDMILL CANYON DR	266.36
118-540-041	3029 WINDMILL CANYON DR	266.36



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APN	Situs Address	Levy
118-540-042	3031 WINDMILL CANYON DR	266.36
118-540-043	3033 WINDMILL CANYON DR	266.36
118-540-044	3035 WINDMILL CANYON DR	266.36
118-540-045	3037 WINDMILL CANYON DR	266.36
118-540-046	3039 WINDMILL CANYON DR	266.36
118-540-047	3041 WINDMILL CANYON DR	266.36
118-540-048	3043 WINDMILL CANYON DR	266.36
118-540-049	3045 WINDMILL CANYON DR	266.36
118-540-050	3047 WINDMILL CANYON DR	266.36
118-540-051	3049 WINDMILL CANYON DR	266.36
118-540-052	3051 WINDMILL CANYON DR	266.36
118-540-053	3053 WINDMILL CANYON DR	266.36
118-540-054	5022 RAVEN WAY	266.36
118-540-055	5020 RAVEN WAY	266.36
118-540-056	5018 RAVEN WAY	266.36
118-540-057	5016 RAVEN WAY	266.36
118-540-058	5014 RAVEN WAY	266.36
118-540-059	5012 RAVEN WAY	266.36
118-540-060	5010 RAVEN WAY	266.36
118-540-061	5008 RAVEN WAY	266.36
118-540-062	5006 RAVEN WAY	266.36
118-540-063	5004 RAVEN WAY	266.36
118-540-064	5002 RAVEN WAY	266.36
118-540-065	5000 RAVEN WAY	266.36
118-550-002	610 GOLDEN EAGLE PL	266.36
118-550-003	608 GOLDEN EAGLE PL	266.36
118-550-004	606 GOLDEN EAGLE PL	266.36
118-550-005	604 GOLDEN EAGLE PL	266.36
118-550-006	602 GOLDEN EAGLE PL	266.36
118-550-007	501 RAVEN PL	266.36
118-550-008	503 RAVEN PL	266.36
118-550-009	505 RAVEN PL	266.36
118-550-010	507 RAVEN PL	266.36
118-550-011	509 RAVEN PL	266.36
118-550-012	511 RAVEN PL	266.36
118-550-013	513 RAVEN PL	266.36
118-550-014	514 RAVEN PL	266.36
118-550-015	512 RAVEN PL	266.36
118-550-016	510 RAVEN PL	266.36
118-550-017	508 RAVEN PL	266.36
118-550-018	506 RAVEN PL	266.36



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APN	Situa Address	Levy
118-550-019	504 RAVEN PL	266.36
118-550-020	502 RAVEN PL	266.36
118-550-021	401 HUMMINGBIRD PL	266.36
118-550-022	403 HUMMINGBIRD PL	266.36
118-550-023	405 HUMMINGBIRD PL	266.36
118-550-024	407 HUMMINGBIRD PL	266.36
118-550-025	409 HUMMINGBIRD PL	266.36
118-550-026	411 HUMMINGBIRD PL	266.36
118-550-027	413 HUMMINGBIRD PL	266.36
118-550-028	418 HUMMINGBIRD PL	266.36
118-550-029	416 HUMMINGBIRD PL	266.36
118-550-030	414 HUMMINGBIRD PL	266.36
118-550-031	412 HUMMINGBIRD PL	266.36
118-550-032	410 HUMMINGBIRD PL	266.36
118-550-033	408 HUMMINGBIRD PL	266.36
118-550-034	406 HUMMINGBIRD PL	266.36
118-550-035	404 HUMMINGBIRD PL	266.36
118-550-036	402 HUMMINGBIRD PL	266.36
118-550-038	612 GOLDEN EAGLE PL	266.36
118-570-001	363 BLUE OAK LN	397.98
118-570-002	365 BLUE OAK LN	397.98
118-570-003	367 BLUE OAK LN	397.98
118-570-004	369 BLUE OAK LN	397.98
118-570-005	371 BLUE OAK LN	397.98
118-570-006	373 BLUE OAK LN	397.98
118-570-007	375 BLUE OAK LN	397.98
118-570-008	377 BLUE OAK LN	397.98
118-570-009	379 BLUE OAK LN	397.98
118-570-010	381 BLUE OAK LN	397.98
118-570-012	385 BLUE OAK LN	397.98
118-570-013	387 BLUE OAK LN	397.98
118-570-014	389 BLUE OAK LN	397.98
118-570-015	391 BLUE OAK LN	397.98
118-570-016	390 BLUE OAK LN	397.98
118-570-017	388 BLUE OAK LN	397.98
118-570-018	81 WILDCAT WAY	397.98
118-570-019	83 WILDCAT WAY	397.98
118-570-020	85 WILDCAT WAY	397.98
118-570-021	477 OBSIDIAN WAY	397.98
118-570-022	479 OBSIDIAN WAY	397.98
118-570-023	478 OBSIDIAN WAY	397.98



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APN	Situs Address	Levy
118-570-024	476 OBSIDIAN WAY	397.98
118-570-025	474 OBSIDIAN WAY	397.98
118-570-026	470 OBSIDIAN WAY	397.98
118-570-027	468 OBSIDIAN WAY	397.98
118-570-028	63 ANTELOPE CT	397.98
118-570-029	65 ANTELOPE CT	397.98
118-570-030	66 ANTELOPE CT	397.98
118-570-031	64 ANTELOPE CT	397.98
118-570-032	62 ANTELOPE CT	397.98
118-570-033	60 ANTELOPE CT	397.98
118-570-034	458 OBSIDIAN WAY	397.98
118-570-035	456 OBSIDIAN WAY	397.98
118-570-038	56 TUIYSHTAK CT	397.98
118-570-039	54 TUIYSHTAK CT	397.98
118-570-040	52 TUIYSHTAK CT	397.98
118-570-041	453 OBSIDIAN WAY	397.98
118-570-042	455 OBSIDIAN WAY	397.98
118-570-043	457 OBSIDIAN WAY	397.98
118-570-044	459 OBSIDIAN WAY	397.98
118-570-045	461 OBSIDIAN WAY	397.98
118-570-046	463 OBSIDIAN WAY	397.98
118-570-047	465 OBSIDIAN WAY	397.98
118-570-048	467 OBSIDIAN WAY	397.98
118-570-049	469 OBSIDIAN WAY	397.98
118-570-050	471 OBSIDIAN WAY	397.98
118-570-051	473 OBSIDIAN WAY	397.98
118-570-052	84 WILDCAT WAY	397.98
118-570-053	380 BLUE OAK LN	397.98
118-570-054	376 BLUE OAK LN	397.98
118-570-055	374 BLUE OAK LN	397.98
118-570-056	372 BLUE OAK LN	397.98
118-570-057	370 BLUE OAK LN	397.98
118-570-058	368 BLUE OAK LN	397.98
118-570-059	366 BLUE OAK LN	397.98
118-570-060	362 BLUE OAK LN	397.98
118-570-061	383 BLUE OAK LN	397.98
118-570-062	53 TUIYSHTAK CT	397.98
118-570-063	55 TUIYSHTAK CT	397.98
118-580-001	200 CONDOR WAY	228.92
118-580-002	202 CONDOR WAY	228.92
118-580-003	204 CONDOR WAY	228.92



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APN	Situs Address	Levy
118-580-004	206 CONDOR WAY	228.92
118-580-005	208 CONDOR WAY	228.92
118-580-006	210 CONDOR WAY	228.92
118-580-007	212 CONDOR WAY	228.92
118-580-008	214 CONDOR WAY	228.92
118-580-009	216 CONDOR WAY	228.92
118-580-010	218 CONDOR WAY	228.92
118-580-011	220 CONDOR WAY	228.92
118-580-012	222 CONDOR WAY	228.92
118-580-013	224 CONDOR WAY	228.92
118-580-014	226 CONDOR WAY	228.92
118-580-015	5000 KELLER RIDGE DR	228.92
118-580-016	5002 KELLER RIDGE DR	228.92
118-580-017	5004 KELLER RIDGE DR	228.92
118-580-018	5006 KELLER RIDGE DR	228.92
118-580-019	5008 KELLER RIDGE DR	228.92
118-580-020	5010 KELLER RIDGE DR	228.92
118-580-021	5012 KELLER RIDGE DR	228.92
118-580-022	5037 KELLER RIDGE DR	228.92
118-580-023	5035 KELLER RIDGE DR	228.92
118-580-024	5033 KELLER RIDGE DR	228.92
118-580-025	5031 KELLER RIDGE DR	228.92
118-580-026	5029 KELLER RIDGE DR	228.92
118-580-027	5027 KELLER RIDGE DR	228.92
118-580-028	5025 KELLER RIDGE DR	228.92
118-580-029	5023 KELLER RIDGE DR	228.92
118-580-030	5021 KELLER RIDGE DR	228.92
118-580-031	5019 KELLER RIDGE DR	228.92
118-580-032	5017 KELLER RIDGE DR	228.92
118-580-033	5015 KELLER RIDGE DR	228.92
118-580-034	5013 KELLER RIDGE DR	228.92
118-580-035	5011 KELLER RIDGE DR	228.92
118-590-004	4705 KELLER RIDGE DR	185.88
118-590-005	4707 KELLER RIDGE DR	185.88
118-590-006	4703 KELLER RIDGE DR	185.88
118-590-007	4701 KELLER RIDGE DR	185.88
118-590-009	4605 KELLER RIDGE DR	185.88
118-590-010	4607 KELLER RIDGE DR	185.88
118-590-011	4603 KELLER RIDGE DR	185.88
118-590-012	4601 KELLER RIDGE DR	185.88
118-590-015	4507 KELLER RIDGE DR	185.88



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APN	Situs Address	Levy
118-590-016	4505 KELLER RIDGE DR	185.88
118-590-017	4501 KELLER RIDGE DR	185.88
118-590-018	4503 KELLER RIDGE DR	185.88
118-590-022	4905 KELLER RIDGE DR	185.88
118-590-023	4907 KELLER RIDGE DR	185.88
118-590-024	4903 KELLER RIDGE DR	185.88
118-590-025	4901 KELLER RIDGE DR	185.88
118-590-027	4805 KELLER RIDGE DR	185.88
118-590-028	4807 KELLER RIDGE DR	185.88
118-590-029	4803 KELLER RIDGE DR	185.88
118-590-030	4801 KELLER RIDGE DR	185.88
118-600-001	905 CONDOR PL	185.88
118-600-002	907 CONDOR PL	185.88
118-600-003	903 CONDOR PL	185.88
118-600-004	901 CONDOR PL	185.88
118-600-006	807 CONDOR PL	185.88
118-600-007	805 CONDOR PL	185.88
118-600-008	801 CONDOR PL	185.88
118-600-009	803 CONDOR PL	185.88
118-600-011	705 CONDOR PL	185.88
118-600-012	707 CONDOR PL	185.88
118-600-013	703 CONDOR PL	185.88
118-600-014	701 CONDOR PL	185.88
118-600-016	607 CONDOR PL	185.88
118-600-017	605 CONDOR PL	185.88
118-600-018	601 CONDOR PL	185.88
118-600-019	603 CONDOR PL	185.88
118-600-021	505 CONDOR PL	185.88
118-600-022	507 CONDOR PL	185.88
118-600-023	503 CONDOR PL	185.88
118-600-024	501 CONDOR PL	185.88
118-600-026	405 CONDOR PL	185.88
118-600-027	407 CONDOR PL	185.88
118-600-028	403 CONDOR PL	185.88
118-600-029	401 CONDOR PL	185.88
118-600-031	307 CONDOR PL	185.88
118-600-032	305 CONDOR PL	185.88
118-600-033	301 CONDOR PL	185.88
118-600-034	303 CONDOR PL	185.88
118-600-036	207 CONDOR PL	185.88
118-600-037	205 CONDOR PL	185.88



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APN	Situs Address	Levy
118-600-038	201 CONDOR PL	185.88
118-600-039	203 CONDOR PL	185.88
118-610-001	1947 EAGLE PEAK AVE	185.88
118-610-002	1945 EAGLE PEAK AVE	185.88
118-610-003	1941 EAGLE PEAK AVE	185.88
118-610-004	1943 EAGLE PEAK AVE	185.88
118-610-006	1925 EAGLE PEAK AVE	185.88
118-610-007	1927 EAGLE PEAK AVE	185.88
118-610-008	1923 EAGLE PEAK AVE	185.88
118-610-009	1921 EAGLE PEAK AVE	185.88
118-610-012	3905 COYOTE CIR	185.88
118-610-013	3907 COYOTE CIR	185.88
118-610-014	3903 COYOTE CIR	185.88
118-610-015	3901 COYOTE CIR	185.88
118-610-020	3805 COYOTE CIR	185.88
118-610-021	3807 COYOTE CIR	185.88
118-610-022	3803 COYOTE CIR	185.88
118-610-023	3801 COYOTE CIR	185.88
118-610-024	3707 COYOTE CIR	185.88
118-610-025	3705 COYOTE CIR	185.88
118-610-026	3701 COYOTE CIR	185.88
118-610-027	3703 COYOTE CIR	185.88
118-610-028	3605 COYOTE CIR	185.88
118-610-029	3607 COYOTE CIR	185.88
118-610-030	3603 COYOTE CIR	185.88
118-610-031	3601 COYOTE CIR	185.88
118-620-001	6001 GOLDEN EAGLE WAY	266.36
118-620-002	6003 GOLDEN EAGLE WAY	266.36
118-620-003	6005 GOLDEN EAGLE WAY	266.36
118-620-004	6007 GOLDEN EAGLE WAY	266.36
118-620-005	6009 GOLDEN EAGLE WAY	266.36
118-620-006	6011 GOLDEN EAGLE WAY	266.36
118-620-007	6013 GOLDEN EAGLE WAY	266.36
118-620-008	3089 WINDMILL CANYON DR	266.36
118-620-009	3091 WINDMILL CANYON DR	266.36
118-620-010	3093 WINDMILL CANYON DR	266.36
118-620-011	3095 WINDMILL CANYON DR	266.36
118-620-012	3097 WINDMILL CANYON DR	266.36
118-620-013	3099 WINDMILL CANYON DR	266.36
118-620-014	3101 WINDMILL CANYON DR	266.36
118-620-015	3103 WINDMILL CANYON DR	266.36



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APN	Situs Address	Levy
118-620-016	3105 WINDMILL CANYON DR	266.36
118-620-017	3107 WINDMILL CANYON DR	266.36
118-620-018	3109 WINDMILL CANYON DR	266.36
118-620-019	3111 WINDMILL CANYON DR	266.36
118-620-020	6036 GOLDEN EAGLE WAY	266.36
118-620-021	6034 GOLDEN EAGLE WAY	266.36
118-620-022	6032 GOLDEN EAGLE WAY	266.36
118-620-023	6030 GOLDEN EAGLE WAY	266.36
118-620-024	6028 GOLDEN EAGLE WAY	266.36
118-620-025	6026 GOLDEN EAGLE WAY	266.36
118-620-026	6024 GOLDEN EAGLE WAY	266.36
118-620-027	6022 GOLDEN EAGLE WAY	266.36
118-620-028	6018 GOLDEN EAGLE WAY	266.36
118-620-029	7001 MOLLUK WAY	266.36
118-620-030	7003 MOLLUK WAY	266.36
118-620-031	7005 MOLLUK WAY	266.36
118-620-032	7007 MOLLUK WAY	266.36
118-620-033	7009 MOLLUK WAY	266.36
118-620-034	7011 MOLLUK WAY	266.36
118-620-035	7015 MOLLUK WAY	266.36
118-620-036	7019 MOLLUK WAY	266.36
118-620-037	7021 MOLLUK WAY	266.36
118-620-038	7023 MOLLUK WAY	266.36
118-620-039	7025 MOLLUK WAY	266.36
118-620-040	7027 MOLLUK WAY	266.36
118-620-041	7028 MOLLUK WAY	266.36
118-620-042	7026 MOLLUK WAY	266.36
118-620-043	7024 MOLLUK WAY	266.36
118-620-044	7022 MOLLUK WAY	266.36
118-620-045	7020 MOLLUK WAY	266.36
118-620-046	7018 MOLLUK WAY	266.36
118-620-047	7016 MOLLUK WAY	266.36
118-620-048	7014 MOLLUK WAY	266.36
118-620-049	7012 MOLLUK WAY	266.36
118-620-050	7010 MOLLUK WAY	266.36
118-620-051	7008 MOLLUK WAY	266.36
118-620-052	7006 MOLLUK WAY	266.36
118-620-053	7004 MOLLUK WAY	266.36
118-620-054	7002 MOLLUK WAY	266.36
118-620-055	7000 MOLLUK WAY	266.36
118-620-056	5151 KELLER RIDGE DR	266.36



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APN	Situs Address	Levy
118-620-057	5153 KELLER RIDGE DR	266.36
118-620-058	5155 KELLER RIDGE DR	266.36
118-620-059	5157 KELLER RIDGE DR	266.36
118-620-060	5159 KELLER RIDGE DR	266.36
118-620-061	5161 KELLER RIDGE DR	266.36
118-620-062	5163 KELLER RIDGE DR	266.36
118-630-001	6015 GOLDEN EAGLE WAY	266.36
118-630-002	6017 GOLDEN EAGLE WAY	266.36
118-630-003	6019 GOLDEN EAGLE WAY	266.36
118-630-004	6021 GOLDEN EAGLE WAY	266.36
118-630-005	6023 GOLDEN EAGLE WAY	266.36
118-630-006	6025 GOLDEN EAGLE WAY	266.36
118-630-007	6027 GOLDEN EAGLE WAY	266.36
118-630-008	6031 GOLDEN EAGLE WAY	266.36
118-630-009	3072 WINDMILL CANYON DR	266.36
118-630-010	3070 WINDMILL CANYON DR	266.36
118-630-011	3068 WINDMILL CANYON DR	266.36
118-630-012	3066 WINDMILL CANYON DR	266.36
118-630-013	3064 WINDMILL CANYON DR	266.36
118-630-014	3062 WINDMILL CANYON DR	266.36
118-630-015	3060 WINDMILL CANYON DR	266.36
118-630-016	3058 WINDMILL CANYON DR	266.36
118-630-017	3056 WINDMILL CANYON DR	266.36
118-630-018	3054 WINDMILL CANYON DR	266.36
118-630-019	3055 WINDMILL CANYON DR	266.36
118-630-020	3057 WINDMILL CANYON DR	266.36
118-630-021	3059 WINDMILL CANYON DR	266.36
118-630-022	3061 WINDMILL CANYON DR	266.36
118-630-023	3063 WINDMILL CANYON DR	266.36
118-630-024	3065 WINDMILL CANYON DR	266.36
118-630-025	3067 WINDMILL CANYON DR	266.36
118-630-026	3069 WINDMILL CANYON DR	266.36
118-630-027	3071 WINDMILL CANYON DR	266.36
118-630-028	3073 WINDMILL CANYON DR	266.36
118-630-029	3075 WINDMILL CANYON DR	266.36
118-630-030	3077 WINDMILL CANYON DR	266.36
118-630-031	3079 WINDMILL CANYON DR	266.36
118-630-032	3081 WINDMILL CANYON DR	266.36
118-630-033	3083 WINDMILL CANYON DR	266.36
118-630-034	3085 WINDMILL CANYON DR	266.36
118-630-035	3087 WINDMILL CANYON DR	266.36



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Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-630-036	3090 WINDMILL CANYON DR	266.36
118-630-037	3088 WINDMILL CANYON DR	266.36
118-630-038	3084 WINDMILL CANYON DR	266.36
118-630-039	3080 WINDMILL CANYON DR	266.36
118-630-040	3078 WINDMILL CANYON DR	266.36
118-640-001	5171 KELLER RIDGE DR	397.98
118-640-002	5173 KELLER RIDGE DR	397.98
118-640-003	5175 KELLER RIDGE DR	397.98
118-640-004	5177 KELLER RIDGE DR	397.98
118-640-005	5179 KELLER RIDGE DR	397.98
118-640-006	5181 KELLER RIDGE DR	397.98
118-640-007	5183 KELLER RIDGE DR	397.98
118-640-008	5185 KELLER RIDGE DR	397.98
118-640-009	5187 KELLER RIDGE DR	397.98
118-640-010	5189 KELLER RIDGE DR	397.98
118-640-011	705 ACORN DR	397.98
118-640-012	707 ACORN DR	397.98
118-640-014	711 ACORN DR	397.98
118-640-015	713 ACORN DR	397.98
118-640-016	715 ACORN DR	397.98
118-640-017	717 ACORN DR	397.98
118-640-018	719 ACORN DR	397.98
118-640-019	721 ACORN DR	397.98
118-640-020	716 ACORN DR	397.98
118-640-022	901 DEER PL	397.98
118-640-024	905 DEER PL	397.98
118-640-025	904 DEER PL	397.98
118-640-026	902 DEER PL	397.98
118-640-027	5188 KELLER RIDGE DR	397.98
118-640-028	5186 KELLER RIDGE DR	397.98
118-640-029	5184 KELLER RIDGE DR	397.98
118-640-030	8001 KELOK WAY	397.98
118-640-031	8003 KELOK WAY	397.98
118-640-032	8005 KELOK WAY	397.98
118-640-033	8007 KELOK WAY	397.98
118-640-034	81 BEAR PL	397.98
118-640-035	83 BEAR PL	397.98
118-640-036	80 BEAR PL	397.98
118-640-037	8011 KELOK WAY	397.98
118-640-038	8010 KELOK WAY	397.98
118-640-039	8008 KELOK WAY	397.98



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-640-040	8006 KELOK WAY	397.98
118-640-041	8004 KELOK WAY	397.98
118-640-042	8002 KELOK WAY	397.98
118-640-043	8000 KELOK WAY	397.98
118-640-044	5174 KELLER RIDGE DR	397.98
118-640-046	903 DEER PL	397.98
118-640-047	714 ACORN DR	397.98
118-640-048	709 ACORN DR	397.98
118-650-001	5191 KELLER RIDGE DR	397.98
118-650-002	9001 ELK DR	397.98
118-650-003	9003 ELK DR	397.98
118-650-004	9005 ELK DR	397.98
118-650-005	701 ACORN DR	397.98
118-650-006	703 ACORN DR	397.98
118-650-007	908 DEER PL	397.98
118-650-008	906 DEER PL	397.98
118-650-009	801 GRAY FOX PL	397.98
118-650-010	803 GRAY FOX PL	397.98
118-650-011	805 GRAY FOX PL	397.98
118-650-012	807 GRAY FOX PL	397.98
118-650-013	809 GRAY FOX PL	397.98
118-650-014	806 GRAY FOX PL	397.98
118-650-015	804 GRAY FOX PL	397.98
118-650-016	800 GRAY FOX PL	397.98
118-650-017	9007 ELK DR	397.98
118-650-018	9009 ELK DR	397.98
118-650-019	9011 ELK DR	397.98
118-650-020	9013 ELK DR	397.98
118-650-021	9008 ELK DR	397.98
118-650-022	9006 ELK DR	397.98
118-650-023	9004 ELK DR	397.98
118-650-024	9002 ELK DR	397.98
118-650-025	5193 KELLER RIDGE DR	397.98
118-650-026	5194 KELLER RIDGE DR	397.98
118-650-027	5192 KELLER RIDGE DR	397.98
118-650-028	5190 KELLER RIDGE DR	397.98
118-650-029	85 BEAR PL	397.98
118-650-030	84 BEAR PL	397.98
118-650-031	82 BEAR PL	397.98
118-660-001	4405 COYOTE CIR	185.88
118-660-002	4407 COYOTE CIR	185.88



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-660-003	4403 COYOTE CIR	185.88
118-660-004	4401 COYOTE CIR	185.88
118-660-006	4307 COYOTE CIR	185.88
118-660-007	4305 COYOTE CIR	185.88
118-660-008	4301 COYOTE CIR	185.88
118-660-009	4303 COYOTE CIR	185.88
118-660-013	4005 COYOTE CIR	185.88
118-660-014	4007 COYOTE CIR	185.88
118-660-015	4003 COYOTE CIR	185.88
118-660-016	4001 COYOTE CIR	185.88
118-660-019	3407 COYOTE CIR	185.88
118-660-020	3405 COYOTE CIR	185.88
118-660-021	3401 COYOTE CIR	185.88
118-660-022	3403 COYOTE CIR	185.88
118-660-024	3307 COYOTE CIR	185.88
118-660-025	3305 COYOTE CIR	185.88
118-660-026	3301 COYOTE CIR	185.88
118-660-027	3303 COYOTE CIR	185.88
118-660-029	3205 COYOTE CIR	185.88
118-660-030	3207 COYOTE CIR	185.88
118-660-031	3203 COYOTE CIR	185.88
118-660-032	3201 COYOTE CIR	185.88
118-660-036	2907 COYOTE CIR	185.88
118-660-037	2905 COYOTE CIR	185.88
118-660-038	2901 COYOTE CIR	185.88
118-660-039	2903 COYOTE CIR	185.88
118-660-047	4207 COYOTE CIR	185.88
118-660-048	4205 COYOTE CIR	185.88
118-660-049	4201 COYOTE CIR	185.88
118-660-050	4203 COYOTE CIR	185.88
118-660-052	4107 COYOTE CIR	185.88
118-660-053	4105 COYOTE CIR	185.88
118-660-054	4101 COYOTE CIR	185.88
118-660-055	4103 COYOTE CIR	185.88
118-660-057	3105 COYOTE CIR	185.88
118-660-058	3107 COYOTE CIR	185.88
118-660-059	3103 COYOTE CIR	185.88
118-660-060	3101 COYOTE CIR	185.88
118-660-062	3005 COYOTE CIR	185.88
118-660-063	3007 COYOTE CIR	185.88
118-660-064	3003 COYOTE CIR	185.88



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-660-065	3001 COYOTE CIR	185.88
118-660-067	3507 COYOTE CIR	185.88
118-660-068	3505 COYOTE CIR	185.88
118-660-069	3501 COYOTE CIR	185.88
118-660-070	3503 COYOTE CIR	185.88
118-660-071	3104 COYOTE CIR	185.88
118-660-072	3102 COYOTE CIR	185.88
118-660-073	3106 COYOTE CIR	185.88
118-660-074	3108 COYOTE CIR	185.88
118-660-075	3902 COYOTE CIR	185.88
118-660-076	3904 COYOTE CIR	185.88
118-660-077	3906 COYOTE CIR	185.88
118-660-078	3908 COYOTE CIR	185.88
118-660-079	4104 COYOTE CIR	185.88
118-660-080	4102 COYOTE CIR	185.88
118-660-081	4106 COYOTE CIR	185.88
118-660-082	4108 COYOTE CIR	185.88
118-670-001	8012 KELOK WAY	397.98
118-670-002	8014 KELOK WAY	397.98
118-670-003	8016 KELOK WAY	397.98
118-670-004	8018 KELOK WAY	397.98
118-670-005	8020 KELOK WAY	397.98
118-670-006	8022 KELOK WAY	397.98
118-670-007	8024 KELOK WAY	397.98
118-670-008	8026 KELOK WAY	397.98
118-670-009	8028 KELOK WAY	397.98
118-670-010	8030 KELOK WAY	397.98
118-670-011	8032 KELOK WAY	397.98
118-670-012	8034 KELOK WAY	397.98
118-670-013	8036 KELOK WAY	397.98
118-670-014	8038 KELOK WAY	397.98
118-670-015	8040 KELOK WAY	397.98
118-670-016	8042 KELOK WAY	397.98
118-670-017	8053 KELOK WAY	397.98
118-670-018	8051 KELOK WAY	397.98
118-670-019	8049 KELOK WAY	397.98
118-670-020	8047 KELOK WAY	397.98
118-670-021	8045 KELOK WAY	397.98
118-670-022	8043 KELOK WAY	397.98
118-670-023	8041 KELOK WAY	397.98
118-670-024	8039 KELOK WAY	397.98



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-670-025	8037 KELOK WAY	397.98
118-670-026	5229 KELLER RIDGE DR	397.98
118-670-027	5227 KELLER RIDGE DR	397.98
118-670-028	5225 KELLER RIDGE DR	397.98
118-670-029	5223 KELLER RIDGE DR	397.98
118-670-030	5222 KELLER RIDGE DR	397.98
118-670-031	5224 KELLER RIDGE DR	397.98
118-670-032	5226 KELLER RIDGE DR	397.98
118-670-033	5230 KELLER RIDGE DR	397.98
118-670-034	8027 KELOK WAY	397.98
118-670-035	8025 KELOK WAY	397.98
118-670-036	8023 KELOK WAY	397.98
118-670-037	8021 KELOK WAY	397.98
118-670-038	8019 KELOK WAY	397.98
118-670-039	8017 KELOK WAY	397.98
118-670-040	90 KELOK CT	397.98
118-670-041	92 KELOK CT	397.98
118-670-042	94 KELOK WAY	397.98
118-670-043	8015 KELOK WAY	397.98
118-670-044	8013 KELOK WAY	397.98
118-680-001	5221 KELLER RIDGE DR	397.98
118-680-002	5219 KELLER RIDGE DR	397.98
118-680-003	5217 KELLER RIDGE DR	397.98
118-680-004	5215 KELLER RIDGE DR	397.98
118-680-005	5213 KELLER RIDGE DR	397.98
118-680-006	5211 KELLER RIDGE DR	397.98
118-680-007	5209 KELLER RIDGE DR	397.98
118-680-008	5207 KELLER RIDGE DR	397.98
118-680-009	5205 KELLER RIDGE DR	397.98
118-680-010	5203 KELLER RIDGE DR	397.98
118-680-011	5201 KELLER RIDGE DR	397.98
118-680-012	5199 KELLER RIDGE DR	397.98
118-680-013	5197 KELLER RIDGE DR	397.98
118-680-014	5195 KELLER RIDGE DR	397.98
118-680-015	5198 KELLER RIDGE DR	397.98
118-680-016	5200 KELLER RIDGE DR	397.98
118-680-017	5202 KELLER RIDGE DR	397.98
118-680-018	5204 KELLER RIDGE DR	397.98
118-680-019	5206 KELLER RIDGE DR	397.98
118-680-020	5208 KELLER RIDGE DR	397.98
118-680-021	5210 KELLER RIDGE DR	397.98



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-680-022	5212 KELLER RIDGE DR	397.98
118-680-023	5214 KELLER RIDGE DR	397.98
118-680-024	5216 KELLER RIDGE DR	397.98
118-680-025	5218 KELLER RIDGE DR	397.98
118-680-026	5220 KELLER RIDGE DR	397.98
Totals:	1358 Parcels	\$389,784.36





CITY OF CLAYTON

Community Facilities District No. 1990-1R 2007 Special Tax Revenue Refunding Bonds (Middle School)

Annual Report

June 2019

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ATTACHMENT 3

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1. EXECUTIVE SUMMARY/SPECIAL ISSUES

1.1. General Information Summary

Maturity Date	2019/20 Levy	Parcel Count	Delinquency Rate(1)	Assessed Value(2)	Outstanding Principal(3)	Value to Outstanding Principal Ratio(4)
9/2/2022	\$389,784.36	1,358	1.16%	\$813,324,046.00	\$1,313,000.00	619.44:1

(1) Delinquency Rate for Fiscal Year 2018/19.

(2) The Assessed Value for all active parcels within the District as of January 1, 2019.

(3) Outstanding principal of the local obligation bonds after the Fiscal Year 2018/19 debt service has been paid.

(4) Assessed Value as of January 1, 2019 of all active parcels, divided by the outstanding principal for the District after the Fiscal Year 2018/19 debt service has been paid.

The Community Facilities District No. 1990-1 Special Tax Bonds were refunded in 1997 by the Clayton Financing Authority 1997 Special Tax Revenue Refunding Bonds. In 2007, the Clayton Financing Authority refunded the 1997 Special Tax Revenue Bonds with the issuance of the 2007 Special Tax Revenue Refunding Bonds.

All taxable parcels within the District are levied a Special Tax of 62.38% of their respective Maximum Special Tax Rate for Fiscal Year 2019/20. A credit in the amount of \$145,664.53 was applied to the Fiscal Year 2019/20 Special Tax Levy. This credit includes \$70,765.88 based on annual Debt Service cash flow between the 2007 Special Tax Revenue Refunding Bonds and CFD 1990-1R Local Obligation bonds and \$74,898.65 based on available district funds.

The delinquency rate for the District was 1.16% for Fiscal Year 2019/20. With the City's authorization, NBS sent reminder and demand letters to delinquent property owners. NBS recommends the City continue to take delinquency management action by sending letters to delinquent property owners in order to maintain a low delinquency rate.

2. FUND ANALYSIS

2.1. Fund Balances

Fund balances as of April 30, 2019 for the District are shown in the following table:

Fund Name	Fund Balance
Acquisition & Construction ⁽¹⁾	\$0.00
Reserve Fund ⁽¹⁾	252,102.16
Revenue Funds ⁽¹⁾	0.00
Special Tax Fund ^{(1) (2)}	1,814,123.82
Rebate Fund	0.00
City Held Funds	264,920.64
Total	\$2,331,146.62

(1) Funds are held by the Clayton Financing Authority.

(2) The Special Tax Fund includes the Redemption Account, Redemption Account Refunding, Bond Reserve Account and Expense Account.

2.2. Acquisition and Construction Fund Analysis

The Acquisition and Construction Fund is created upon formation of the District. All bond proceeds not associated with the financing and administrative costs of the bond issuance are deposited in this Fund to pay for the improvements to be constructed and/or acquired. Once the project has been completed, any remaining balance in the Fund must be treated in accordance with the Bond Indenture.

Some of the requirements of the Act are handled at the formation (bond issuance) of the District and others are handled through annual reports. This section of the report intends to comply with Section 53411 of the California Government Code that states:

“The chief fiscal officer of the issuing local agency shall file a report with its governing body no later than January 1, 2002, and at least once a year thereafter. The annual report shall contain all of the following:

- (a) The amount of funds collected and expended.
- (b) The status of any project required or authorized to be funded as identified in subdivision (a) of Section 53410.”

All money in the Acquisition and Construction Fund is used for payment of the acquisition and construction of the authorized facilities of the District. The improvements have been completed and there are no remaining amounts within the Acquisition and Construction Fund.



2.3. Reserve Fund

Moneys in the Reserve Fund shall be used by the Fiscal Agent solely for the purpose of paying the interest on or principal of or redemption premiums, if any on the bonds in the event there is insufficient money in the Redemption Account available for these purposes. In such case, the Reserve Fund is to be replenished up to the Reserve Requirement as soon as funds become available. Excess funds in the Reserve Fund shall be transferred to the Redemption Account for use in payment of Bond debt service.

The Reserve Fund was established at the time the original bonds were issued. As a result of the refunding, a Reserve Fund is held by the Clayton Financing Authority for the new issue of bonds.

The initial deposit to the Reserve Fund was \$251,982.51 for the 2007 Special Tax Revenue Refunding Bonds. The remaining funds, in the amount of \$206,168.51, are secured by a Qualified Reserve Fund Credit instrument in a form of a surety bond issued by Ambac Assurance Corporation at the time of issuance of the Bonds.

The Reserve Requirement is defined as an amount equal to the least of: (i) 10% of the initial principal amount of the Bonds, (ii) maximum annual debt service on the outstanding Bonds, or (iii) 125% of the average annual debt service on the outstanding Bonds, provided that in no event shall the Reserve Requirement exceed \$458,150.02.

2.4. Revenue Fund

The Revenue Fund consists of the Interest Account and Principal Account. In accordance with the Bond Indenture, the trustee shall deposit all revenues received after the closing date (defined as June 7, 2007) to the Revenue Fund and shall apply amounts in the Revenue Fund as follows.

On each interest payment date and date for redemption of the Bonds, the trustee shall transfer from the Revenue Fund, and deposit into the following respective accounts for the Bonds, the following amounts in the following order of priority, the requirements of each such account (including the making up of delinquencies in any such account resulting from lack of revenue sufficient to make any earlier required deposit) at the time of deposit to be satisfied before any transfer is made to any account subsequent in priority:

- (a) Interest Account
- (b) Principal Account
- (c) Reserve Fund

On each interest payment date after making the transfers required above, upon receipt of a request of the Authority to do so, the trustee shall transfer from the Revenue Fund to the Rebate Fund for deposit in the accounts therein the amounts specified in such request.

On September 2 of each year, after making the deposits required above, the trustee shall transfer all amounts remaining on deposit in the Revenue Fund to the Surplus Fund.

2.5. Special Tax Fund

All money in the Special Tax Fund shall be set aside in the following respective accounts within the Special Tax Fund in the following order of priority, and all money in each of such accounts shall be applied, used and withdrawn only for the purposes authorized in the Fiscal Agent Agreement:

- (a) Redemption Account,
- (b) Reserve Account,
- (c) Expenses Account, and
- (d) Prepayment Account.

2.6. Rebate Fund

The City has covenanted to comply with all of the requirements of Section 148 of the Internal Revenue Code (the "Code") relating to the calculation and payment of any arbitrage rebate amount. Section 148 requires that the specific exceptions, any interest earnings in excess of the bond yield for each bond issue must be rebated to the IRS.

The following table shows the date of the most recent calculation, and the amount of liability (if any):

Most Recent Calculation As of Date	Liability
September 2, 2018	(\$53,391.83)

3. 2019/20 LEVY

3.1. Special Tax Spread

All taxable parcels within the District were levied a Special Tax of 62.38% of their respective Maximum Special Tax for Fiscal Year 2019/20. The following table provides the Special Tax Levy breakdown for the District for 2019/20.

Total Amount Levied	Maximum Special Tax	Percentage of Maximum
\$389,784.36	\$624,874.00	62.38%

3.2. Annual Levy Components

Pursuant to the California Government Code, administrative expenses are identified by consultation with City staff to ensure that the District is self-supporting and is not being subsidized by the City's General Fund.

NBS assists the City with identifying and recovering the following general costs:

- **Agency administrative costs.** This includes the value of City staff time spent on the administration of the District, calculated by using a fully-loaded salary rate that includes benefits and overhead costs. Any City expenses that have been incurred, such as copying and mailing expenses, are also recovered as part of this calculation.
- **Trustee or Paying Agent costs.** Includes the total of Trustee/Paying Agent charges to the City for the annual processing of payments to the bondholders, as well as registration and transfer functions that have been performed.
- **County Auditor-Controller collection fees.** Fees charged by the County Auditor-Controller to place the Special Tax installments on the tax roll each year are identified and recovered.
- **Arbitrage Rebate calculation costs.** Includes all fees and costs associated with the calculation of the District's arbitrage rebate amount in compliance with Internal Revenue Service Arbitrage Rebate Requirements.
- **SEC-required disclosure costs.** Administrative costs related to compliance with the Securities and Exchange Commission's requirements for continuing disclosure and dissemination of material events occurring within the District.
- **Administration costs.** Also fully recoverable are the costs incurred by NBS, as the administrator, in the year-round administration of the District, which includes the preparation of the annual levy, ongoing reporting to the City, and the tracking of activity within the District such as Special Tax prepayments, installment payments and parcel changes.
- **Delinquency Management charges.** The cost of any delinquency management actions taken on behalf of parcels with delinquencies, including the mailing of reminder, demand and/or foreclosure letters, and the work associated with the initiation of judicial foreclosure as required by the bond covenants.

- Manual adjustments. If special circumstances are discovered, credits and/or charges are made as necessary to the annual Special Tax installment amount for the specific parcels affected by the situation.
- NBS analyzes the fund balances each year. Interest earnings and/or surplus funds that exist may be applied to the annual levy as a credit to reduce each parcel's annual installment. These balances must also be closely monitored to prevent violations of IRS arbitrage regulations.

3.3. Levy Summary

The following table summarizes the components that make up the 2019/20 Levy for the District. Information from the 2018/19 Levy is also included for comparison purposes.

City of Clayton
Community Facilities District 1990-1R
Final Budget for Fiscal Year 2019/20

Category/Item	FY 2019/20	FY 2018/19	Increase / (Decrease)
Debt Service	\$494,384.40	\$493,290.88	\$1,093.52
Admin. Expenses	40,939.22	38,751.26	2,187.96
Miscellaneous	(145,539.26)	(138,248.60)	(7,290.66)
Grand Total:	\$389,784.36	\$393,793.54	(\$4,009.18)
Total Accounts:	1,358	1,358	0

4. DELINQUENCY MANAGEMENT

4.1. Delinquency Summary

The following table shows the Fiscal Year 2018/19 delinquency rate for the District:

Levy	Delinquencies	Delinquency Rate	Delinquency Management Steps Taken
\$393,793.54	\$4,563.73	1.16%	Reminder and Demand Letters sent

NBS monitors the delinquency rate and reviews the delinquency situation after each payment date. With the City's authorization, NBS sent reminder and demand letters to delinquent property owners.

Refer to Section 7 of this report for the Delinquency Detail Report for the District.

4.2. Foreclosure Covenant

The City has covenanted that it will initiate judicial foreclosure against parcels with Special Tax delinquencies. In today's environment of higher delinquency rates and greater bondholder scrutiny of City activities, any non-compliance with foreclosure covenants may expose the City to bondholder lawsuits.

NBS assists the City by providing a comprehensive delinquency management program including discussion of the issuer's foreclosure covenant, providing delinquency information from the County's redemption tapes, and coordinating with the City on the necessary steps required to implement a delinquency management policy. Once a policy is established, City compliance is easier to document and complaints from affected parcel owners can be minimized by showing the City's even-handed, unbiased covenant enforcement.

The foreclosure covenant is defined as follows:

The City has covenanted that it will review the public records of the county relating to the collection of the Special Tax annually on or before June 1 in order to determine the delinquencies within the District. If the Special Tax delinquency rate is greater than 5%, the City shall commence judicial foreclosure proceedings within 30 days. In addition, the City has covenanted to commence judicial foreclosure proceedings against any property owner with a combined delinquency of \$25,000 or more.

4.4. Teeter Plan Participation & County Revenue Apportionment Schedule

The District participates in the Contra Costa County Teeter Plan. Details of the apportionment of funds from the County to the City are provided below:

Date	Percentage Apportioned
12/15	55%
4/15	40%
6/25	5%

4.5. Delinquency Summary Report

The following pages summarize delinquencies for the 2018/19 and prior fiscal years.

City of Clayton
Delinquency Summary Report
As of: 05/31/2019

District	Due Date	Billed Amount	Paid Amount	Delinquent Amount	Delinquent Amount %	Billed Installments	Paid Installments	Delinquent Installments	Delinquent Installments %
CFD1990-1R - Community Facilities District 1990-1R									
08/01/1997 Billing:									
	12/10/1997	\$283,581.00	\$283,581.00	\$0.00	0.00%	1,256	1,256	0	0.00%
	04/10/1998	\$283,581.00	\$283,581.00	\$0.00	0.00%	1,256	1,256	0	0.00%
	Subtotal:	\$567,162.00	\$567,162.00	\$0.00	0.00%	2,512	2,512	0	0.00%
08/01/1998 Billing:									
	12/10/1998	\$299,009.88	\$299,009.88	\$0.00	0.00%	1,357	1,357	0	0.00%
	04/10/1999	\$299,009.88	\$299,009.88	\$0.00	0.00%	1,357	1,357	0	0.00%
	Subtotal:	\$598,019.76	\$598,019.76	\$0.00	0.00%	2,714	2,714	0	0.00%
08/01/1999 Billing:									
	12/10/1999	\$312,437.00	\$312,437.00	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2000	\$312,437.00	\$312,437.00	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$624,874.00	\$624,874.00	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2000 Billing:									
	12/10/2000	\$269,276.64	\$269,276.64	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2001	\$269,276.64	\$269,276.64	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$538,553.28	\$538,553.28	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2001 Billing:									
	12/10/2001	\$271,004.12	\$271,004.12	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2002	\$271,004.12	\$271,004.12	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$542,008.24	\$542,008.24	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2002 Billing:									
	12/10/2002	\$270,571.30	\$270,571.30	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2003	\$270,571.30	\$270,571.30	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$541,142.60	\$541,142.60	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2003 Billing:									
	12/10/2003	\$271,552.81	\$271,552.81	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2004	\$271,552.81	\$271,552.81	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$543,105.62	\$543,105.62	\$0.00	0.00%	2,716	2,716	0	0.00%

City of Clayton
Delinquency Summary Report
As of: 05/31/2019

District	Due Date	Billed Amount	Paid Amount	Delinquent Amount	Delinquent Amount %	Billed Installments	Paid Installments	Delinquent Installments	Delinquent Installments %
CFD1990-1R - Community Facilities District 1990-1R									
08/01/2004 Billing:									
	12/10/2004	\$269,663.04	\$269,663.04	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2005	\$269,663.04	\$269,663.04	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$539,326.08	\$539,326.08	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2005 Billing:									
	12/10/2005	\$270,437.60	\$270,437.60	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2006	\$270,437.60	\$270,437.60	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$540,875.20	\$540,875.20	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2006 Billing:									
	12/10/2006	\$270,519.66	\$270,519.66	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2007	\$270,519.66	\$270,519.66	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$541,039.32	\$541,039.32	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2007 Billing:									
	12/10/2007	\$254,356.75	\$254,356.75	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2008	\$254,356.75	\$254,356.75	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$508,713.50	\$508,713.50	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2008 Billing:									
	12/10/2008	\$272,919.45	\$272,919.45	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2009	\$272,919.45	\$272,919.45	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$545,838.90	\$545,838.90	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2009 Billing:									
	12/10/2009	\$277,213.42	\$277,213.42	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2010	\$277,213.42	\$277,213.42	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$554,426.84	\$554,426.84	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2010 Billing:									
	12/10/2010	\$274,092.57	\$274,092.57	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2011	\$274,092.57	\$274,092.57	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$548,185.14	\$548,185.14	\$0.00	0.00%	2,716	2,716	0	0.00%

City of Clayton
Delinquency Summary Report
As of: 05/31/2019

District	Due Date	Billed Amount	Paid Amount	Delinquent Amount	Delinquent Amount %	Billed Installments	Paid Installments	Delinquent Installments	Delinquent Installments %
CFD1990-1R - Community Facilities District 1990-1R									
08/01/2011 Billing:									
	12/10/2011	\$238,015.42	\$238,015.42	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2012	\$238,015.42	\$238,015.42	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$476,030.84	\$476,030.84	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2012 Billing:									
	12/10/2012	\$228,393.86	\$228,393.86	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2013	\$228,393.86	\$228,393.86	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$456,787.72	\$456,787.72	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2013 Billing:									
	12/10/2013	\$217,137.99	\$217,137.99	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2014	\$217,137.99	\$217,137.99	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$434,275.98	\$434,275.98	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2014 Billing:									
	12/10/2014	\$204,903.64	\$204,903.64	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2015	\$204,903.64	\$204,903.64	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$409,807.28	\$409,807.28	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2015 Billing:									
	12/10/2015	\$202,900.84	\$202,900.84	\$0.00	0.00%	1,358	1,358	0	0.00%
	04/10/2016	\$202,900.84	\$202,900.84	\$0.00	0.00%	1,358	1,358	0	0.00%
	Subtotal:	\$405,801.68	\$405,801.68	\$0.00	0.00%	2,716	2,716	0	0.00%
08/01/2016 Billing:									
	12/10/2016	\$200,899.29	\$200,803.48	\$95.81	0.05%	1,358	1,357	1	0.07%
	04/10/2017	\$200,899.29	\$200,707.67	\$191.62	0.10%	1,358	1,356	2	0.15%
	Subtotal:	\$401,798.58	\$401,511.15	\$287.43	0.07%	2,716	2,713	3	0.11%
08/01/2017 Billing:									
	12/10/2017	\$198,897.85	\$198,505.07	\$392.78	0.20%	1,358	1,355	3	0.22%
	04/10/2018	\$198,897.85	\$198,505.07	\$392.78	0.20%	1,358	1,355	3	0.22%
	Subtotal:	\$397,795.70	\$397,010.14	\$785.56	0.20%	2,716	2,710	6	0.22%

City of Clayton
Delinquency Summary Report
As of: 05/31/2019

District	Due Date	Billed Amount	Paid Amount	Delinquent Amount	Delinquent Amount %	Billed Installments	Paid Installments	Delinquent Installments	Delinquent Installments %
CFD1990-1R - Community Facilities District 1990-1R									
08/01/2018 Billing:									
	12/10/2018	\$196,896.77	\$195,704.44	\$1,192.33	0.61%	1,358	1,351	7	0.52%
	04/10/2019	\$196,896.77	\$193,525.37	\$3,371.40	1.71%	1,358	1,336	22	1.62%
	Subtotal:	\$393,793.54	\$389,229.81	\$4,563.73	1.16%	2,716	2,687	29	1.07%
CFD1990-1R	Total:	\$11,109,361.80	\$11,103,725.08	\$5,636.72	0.05%	59,546	59,508	38	0.06%
Agency Grand Total:		\$11,109,361.80	\$11,103,725.08	\$5,636.72	0.05%	59,546	59,508	38	0.06%

5. DEBT SERVICE SCHEDULE

The following pages show the scheduled debt service payments for the District, including the Revenue Bonds.



City of Clayton
Community Facilities District 1990-1R
Current Debt Service Schedule

Bonds Dated: 11/19/1997
Bonds Issued: \$6,400,000.00

Payment Date	CUSIP	Interest Rate	Balance	Principal	Interest	Payment Total	Annual Total	Call Premium	Status
03/02/1998		6.5030%	\$6,400,000.00	\$0.00	\$119,077.16	\$119,077.16	\$0.00	3.0000%	Paid
09/02/1998		6.5030	6,400,000.00	.00	208,096.00	208,096.00	327,173.16	3.0000	Paid
03/02/1999		6.5030	6,400,000.00	.00	208,096.00	208,096.00	.00	3.0000	Paid
09/02/1999		6.5030	6,400,000.00	199,000.00	208,096.00	407,096.00	615,192.00	3.0000	Paid
03/02/2000		6.5030	6,201,000.00	.00	201,625.52	201,625.52	.00	3.0000	Paid
09/02/2000		6.5030	6,201,000.00	217,000.00	201,625.52	418,625.52	620,251.04	3.0000	Paid
03/02/2001		6.5030	5,984,000.00	.00	194,569.76	194,569.76	.00	3.0000	Paid
09/02/2001		6.5030	5,984,000.00	130,000.00	194,569.76	324,569.76	519,139.52	3.0000	Paid
03/02/2002		6.5030	5,854,000.00	.00	190,342.81	190,342.81	.00	3.0000	Paid
09/02/2002		6.5030	5,854,000.00	141,000.00	190,342.81	331,342.81	521,685.62	3.0000	Paid
03/02/2003		6.5030	5,713,000.00	.00	185,758.20	185,758.20	.00	3.0000	Paid
09/02/2003		6.5030	5,713,000.00	148,000.00	185,758.20	333,758.20	519,516.40	3.0000	Paid
03/02/2004		6.5030	5,565,000.00	.00	180,945.98	180,945.98	.00	3.0000	Paid
09/02/2004		6.5030	5,565,000.00	159,000.00	180,945.98	339,945.98	520,891.96	3.0000	Paid
03/02/2005		6.5030	5,406,000.00	.00	175,776.09	175,776.09	.00	3.0000	Paid
09/02/2005		6.5030	5,406,000.00	165,000.00	175,776.09	340,776.09	516,552.18	3.0000	Paid
03/02/2006		6.5030	5,241,000.00	.00	170,411.12	170,411.12	.00	3.0000	Paid
09/02/2006		6.5030	5,241,000.00	176,000.00	170,411.12	346,411.12	516,822.24	3.0000	Paid
03/02/2007		6.5030	5,065,000.00	.00	164,688.48	164,688.48	.00	3.0000	Paid
09/02/2007		6.5030	5,065,000.00	187,000.00	164,688.48	351,688.48	516,376.96	3.0000	Paid
03/02/2008		6.5030	4,878,000.00	.00	158,608.17	158,608.17	.00	3.0000	Paid
09/02/2008		6.5030	4,878,000.00	203,000.00	158,608.17	361,608.17	520,216.34	2.0000	Paid
03/02/2009		6.5030	4,675,000.00	.00	152,007.63	152,007.63	.00	2.0000	Paid
09/02/2009		6.5030	4,675,000.00	214,000.00	152,007.63	366,007.63	518,015.26	1.0000	Paid
03/02/2010		6.5030	4,461,000.00	.00	145,049.42	145,049.42	.00	1.0000	Paid
09/02/2010		6.5030	4,461,000.00	230,000.00	145,049.42	375,049.42	520,098.84	0.0000	Paid
03/02/2011		6.5030	4,231,000.00	.00	137,570.97	137,570.97	.00	0.0000	Paid
09/02/2011		6.5030	4,231,000.00	241,000.00	137,570.97	378,570.97	.00	0.0000	Paid
09/02/2011		0.0000	3,990,000.00	190,000.00	.00	190,000.00	706,141.94	0.0000	Bond Call
03/02/2012		6.5030	3,800,000.00	.00	123,557.00	123,557.00	.00	0.0000	Paid
09/02/2012		6.5030	3,800,000.00	246,000.00	123,557.00	369,557.00	493,114.00	0.0000	Paid
03/02/2013		6.5030	3,554,000.00	.00	115,558.31	115,558.31	.00	0.0000	Paid
09/02/2013		6.5030	3,554,000.00	261,000.00	115,558.31	376,558.31	492,116.62	0.0000	Paid
03/02/2014		6.5030	3,293,000.00	.00	107,071.90	107,071.90	.00	0.0000	Paid
09/02/2014		6.5030	3,293,000.00	281,000.00	107,071.90	388,071.90	495,143.80	0.0000	Paid
03/02/2015		6.5030	3,012,000.00	.00	97,935.18	97,935.18	.00	0.0000	Paid
09/02/2015		6.5030	3,012,000.00	296,000.00	97,935.18	393,935.18	491,870.36	0.0000	Paid
03/02/2016		6.5030	2,716,000.00	.00	88,310.74	88,310.74	.00	0.0000	Paid
09/02/2016		6.5030	2,716,000.00	316,000.00	88,310.74	404,310.74	492,621.48	0.0000	Paid
03/02/2017		6.5030	2,400,000.00	.00	78,036.00	78,036.00	.00	0.0000	Paid
09/02/2017		6.5030	2,400,000.00	342,000.00	78,036.00	420,036.00	498,072.00	0.0000	Paid

City of Clayton
Community Facilities District 1990-1R
Current Debt Service Schedule

Bonds Dated: 11/19/1997

Bonds Issued: \$6,400,000.00

Payment Date	CUSIP	Interest Rate	Balance	Principal	Interest	Payment Total	Annual Total	Call Premium	Status
03/02/2018		6.5030	2,058,000.00	.00	66,915.87	66,915.87	.00	0.0000	Paid
09/02/2018		6.5030	2,058,000.00	362,000.00	66,915.87	428,915.87	495,831.74	0.0000	Paid
03/02/2019		6.5030	1,696,000.00	.00	55,145.44	55,145.44	.00	0.0000	Paid
09/02/2019		6.5030	1,696,000.00	383,000.00	55,145.44	438,145.44	493,290.88	0.0000	Unpaid
03/02/2020		6.5030	1,313,000.00	.00	42,692.20	42,692.20	.00	0.0000	Unpaid
09/02/2020		6.5030	1,313,000.00	409,000.00	42,692.20	451,692.20	494,384.40	0.0000	Unpaid
03/02/2021		6.5030	904,000.00	.00	29,393.56	29,393.56	.00	0.0000	Unpaid
09/02/2021		6.5030	904,000.00	434,000.00	29,393.56	463,393.56	492,787.12	0.0000	Unpaid
03/02/2022		6.5030	470,000.00	.00	15,282.05	15,282.05	.00	0.0000	Unpaid
09/02/2022		6.5030	470,000.00	470,000.00	15,282.05	485,282.05	500,564.10	0.0000	Unpaid
Grand Total:				\$6,400,000.00	\$6,497,869.96	\$12,897,869.96	\$12,897,869.96		

City of Clayton
CFA 2007 Special Tax Revenue Bonds
Current Debt Service Schedule
 Bonds Dated: 06/07/2007
 Bonds Issued: \$5,060,000.00

Payment Date	CUSIP	Interest Rate	Balance	Principal	Interest	Payment Total	Annual Total	Call Premium	Status
03/02/2008		3.5000%	\$5,060,000.00	\$0.00	\$141,064.65	\$141,064.65	\$0.00	0.0000%	Paid
09/02/2008	184065AU4	3.5000	5,060,000.00	295,000.00	95,817.50	390,817.50	531,882.15	0.0000	Paid
03/02/2009		3.5000	4,765,000.00	.00	90,655.00	90,655.00	.00	0.0000	Paid
09/02/2009	184065AV2	3.5000	4,765,000.00	265,000.00	90,655.00	355,655.00	446,310.00	0.0000	Paid
03/02/2010		3.5000	4,500,000.00	.00	86,017.50	86,017.50	.00	0.0000	Paid
09/02/2010	184065AW0	3.5000	4,500,000.00	275,000.00	86,017.50	361,017.50	447,035.00	0.0000	Paid
03/02/2011		3.5000	4,225,000.00	.00	81,205.00	81,205.00	.00	0.0000	Paid
09/02/2011	184065AX8	3.5000	4,225,000.00	285,000.00	81,205.00	366,205.00	.00	0.0000	Paid
09/02/2011		0.0000	3,940,000.00	190,000.00	.00	190,000.00	637,410.00	0.0000	Bond Call
03/02/2012		3.5000	3,750,000.00	.00	72,541.88	72,541.88	.00	0.0000	Paid
09/02/2012	184065AY6	3.5000	3,750,000.00	280,000.00	72,541.88	352,541.88	425,083.76	0.0000	Paid
03/02/2013		3.6000	3,470,000.00	.00	67,641.88	67,641.88	.00	0.0000	Paid
09/02/2013	184065AZ3	3.6000	3,470,000.00	285,000.00	67,641.88	352,641.88	420,283.76	0.0000	Paid
03/02/2014		3.6250	3,185,000.00	.00	62,511.88	62,511.88	.00	0.0000	Paid
09/02/2014	184065BA7	3.6250	3,185,000.00	305,000.00	62,511.88	367,511.88	430,023.76	0.0000	Paid
03/02/2015		3.7000	2,880,000.00	.00	56,983.75	56,983.75	.00	0.0000	Paid
09/02/2015	184065BB5	3.7000	2,880,000.00	315,000.00	56,983.75	371,983.75	428,967.50	0.0000	Paid
03/02/2016		3.7500	2,565,000.00	.00	51,156.25	51,156.25	.00	0.0000	Paid
09/02/2016	184065BC3	3.7500	2,565,000.00	325,000.00	51,156.25	376,156.25	427,312.50	0.0000	Paid
03/02/2017		4.0000	2,240,000.00	.00	45,062.50	45,062.50	.00	0.0000	Paid
09/02/2017	184065BF6	4.0000	2,240,000.00	340,000.00	45,062.50	385,062.50	430,125.00	0.0000	Paid
03/02/2018		4.0000	1,900,000.00	.00	38,262.50	38,262.50	.00	0.0000	Paid
09/02/2018	184065BF6	4.0000	1,900,000.00	350,000.00	38,262.50	388,262.50	426,525.00	0.0000	Paid
03/02/2019		4.0000	1,550,000.00	.00	31,262.50	31,262.50	.00	0.0000	Paid
09/02/2019	184065BF6	4.0000	1,550,000.00	360,000.00	31,262.50	391,262.50	422,525.00	0.0000	Unpaid
03/02/2020		4.0000	1,190,000.00	.00	24,062.50	24,062.50	.00	0.0000	Unpaid
09/02/2020	184065BG4	4.0000	1,190,000.00	375,000.00	24,062.50	399,062.50	423,125.00	0.0000	Unpaid
03/02/2021		4.0000	815,000.00	.00	16,562.50	16,562.50	.00	0.0000	Unpaid
09/02/2021	184065BH2	4.0000	815,000.00	395,000.00	16,562.50	411,562.50	428,125.00	0.0000	Unpaid
03/02/2022		4.1250	420,000.00	.00	8,662.50	8,662.50	.00	0.0000	Unpaid
09/02/2022	184065BJ8	4.1250	420,000.00	420,000.00	8,662.50	428,662.50	437,325.00	0.0000	Unpaid
Grand Total:			\$5,060,000.00		\$1,702,058.43	\$6,762,058.43	\$6,762,058.43		

6. RATE AND METHOD OF APPORTIONMENT

6.1. Special Tax Formula

A Special Tax shall be levied on and collected from each parcel in the District in each fiscal year commencing on July 1, 1991, in an amount determined by the City Council of the City of Clayton through the application of the appropriate Special Tax for Residences and Residential Land.

The Special Tax shall be levied upon those lots and parcels listed in Table 1 of the Rate and Method of Apportionment within Subdivision 6990 (filed of record on December 20, 1988, in Book 328 of Maps, at Page 21, in the Official Records of the Contra Costa County Recorder) included within the boundaries of the District.

The Special Tax shall be levied on Residences and Residential Land.

Residence means a residential dwelling, and the subdivided lot upon which it is constructed, for which a certificate of occupancy has been issued by the City.

Residential Land means those lots and parcels listed in Table 1 excepting (1) Residences and (2) any lands not zoned or designated by the City for the construction of a Residence.

Wherever it is stated that the City shall designate the number of Residences or the land on which Residences are to be constructed, such designation shall be made at the time a subdivision map is filed of record.

6.2. Residence Special Tax

The Special Tax will be levied against a Residence following the issuance of a certificate of occupancy. For each fiscal year (July 1 - June 30), the Special Tax on a Residence will be levied against each Residence for which a certificate of occupancy has been issued by July 15 of that year.

The Special Tax for a Residence on a parcel showing one residence under Estimated Number of Residences on Table 1 shall be the amount shown for that parcel under Maximum Special Tax on Table 1.

The Special Tax for Residences on parcels showing a number greater than one under Estimated Number of Residences on Table 1 of the Rate and Method of Apportionment shall be determined as follows: When a subdivision map for such parcel is filed of record, the Special Tax for Residences on such parcel shall be apportioned equally to each new lot and parcel created by the subdivision map based on the number of Residences to be constructed thereon as designated by the City; no Special Tax shall be apportioned to any lands not zoned or designated for the construction of a Residence. Upon any further re-subdivision of a parcel created by such subdivision map, a further apportionment shall be made in a manner consistent with the preceding apportionment rules.

6.3. Residential Land Special Tax

Beginning July 1, 1991, and ending when there is no Residential Land in the District, a Residential Land Special Tax may be annually levied on the Residential Land. The total Residential Land Special Tax so levied shall be one hundred percent (100%) of the annual debt service, on the bonds to be issued by the District,

for the following bond year (increased to one hundred five percent (105%) commencing July 1, 1997), less the total of the following amounts:

- The total Residence Special Taxes to be levied for that fiscal year.
- Interest earnings available from unspent bond proceeds during the pre-development and construction period of the school, to the extent such earnings may be legally used to pay interest on the bonds for the following bond year pursuant to the Mello-Roos Community Facilities District Act of 1982.
- Any other funds which the City determines are available to the District for payment of the debt service for the following bond year other than those funds which are designated for other purposes.

The total Residential Land Special Tax resulting from the above calculation, but not more than such total tax, shall be apportioned to the Residential Land as follows:

- a. The Maximum Residential Land Special Tax for each subdivided lot zoned or designated by the City for the construction of a Residence shall be equal to the Maximum Residence Special Tax which would be levied on the lot if it were a Residence.
- b. The balance of the total Residential Land Special Tax shall be levied against all other parcels of Residential Land based on the anticipated number of Residences to be constructed thereon as determined by the City.

The Special Taxes of the District will be collected in the same manner and at the same time as ad valorem property taxes.

7. BACKGROUND INFORMATION

7.1. Project Description

The District was formed for the following purposes:

- To pay a portion of the cost of construction of a middle school located within the jurisdiction of the Mt. Diablo School District.
- To acquire certain site preparation work on the ball and playing field property conveyed to the City.

As of June 30, 2009, construction improvements have been completed.

7.2. Resolution

The resolution approved by the City Council authorizing the levy of the special tax was not available at the time of writing this report.

7.3. Boundary Map

The following page shows the boundaries of the District.



PROPOSED BOUNDARIES OF
COMMUNITY FACILITIES DISTRICT NO. 1990-1
 OF THE CITY OF CLAYTON,
 CONTRA COSTA COUNTY
 STATE OF CALIFORNIA
 MAY 1990
 TETRAD ENGINEERING
 PACHECO, CA.

FILED IN THE OFFICE OF THE CITY CLERK THIS 1ST DAY OF MAY, 1990.

WYNE S. SCOFF
 CITY CLERK - CITY OF CLAYTON

CITY CLERK STATEMENT

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING PROPOSED BOUNDARIES OF COMMUNITY FACILITIES DISTRICT NO. 1990-1 OF THE CITY OF CLAYTON, CONTRA COSTA COUNTY, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF CLAYTON AT A REGULAR MEETING THEREOF, HELD ON THE 1ST DAY OF MAY, 1990, BY ITS RESOLUTION NO. 10-89.

WYNE S. SCOFF
 CITY CLERK - CITY OF CLAYTON

COUNTY CLERK STATEMENT

I HEREBY CERTIFY THIS _____ DAY OF _____, 19____, AT THE HOUR OF _____ O'CLOCK _____ IN ROOM _____ OF CLAYTON AND COMMUNITY FACILITIES DISTRICT AT _____ IN THE OFFICE OF THE COUNTY RECORDER IN THE COUNTY OF CONTRA COSTA, STATE OF CALIFORNIA.

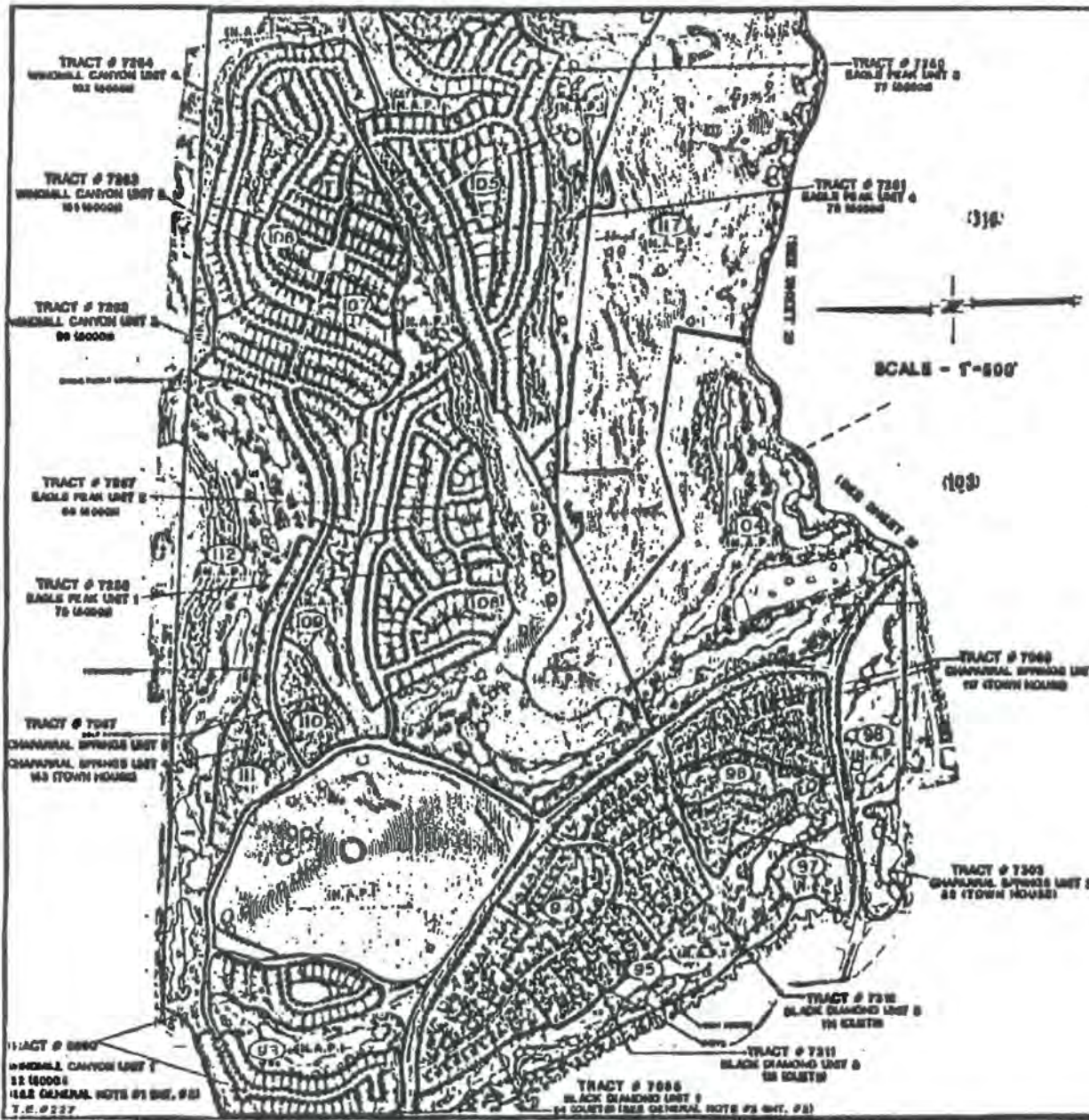
COUNTY RECORDER OF COUNTY OF CONTRA COSTA

LEGEND

(113) LOT NUMBER AS DESIGNATED ON TRACT 4990

(118) LOT NUMBER AS DESIGNATED ON TRACT 4990 BUT SUBSEQUENTLY REBAPPED

H.A.P. NOT A PART (PARCEL TO BE EXCLUDED FROM HOLLOWOOD DISTRICT)



T.E. 0227

**PROPOSED BOUNDARIES OF
COMMUNITY FACILITIES DISTRICT NO. 1990-1
OF THE CITY OF CLAYTON,
CONTRA COSTA COUNTY
STATE OF CALIFORNIA**

MAY 1990
TETRAD ENGINEERING,
PACHECO, CA.



GENERAL NOTES

1. THE FOLLOWING LOTS WITHIN WINDHILL CANYON UNIT I - TRACT 6990 ARE TO BE ENCLOSED FROM THE HILLS BOON DISTRICT:
 - LOTS 1 THROUGH 47 EXCLUSIVE
 - 48 THROUGH 81 EXCLUSIVE
 - 82 THROUGH 88 EXCLUSIVE
 - 91 THROUGH 96 EXCLUSIVE
2. THE FOLLOWING LOTS WITHIN BLACK DIAMOND UNIT NO. 1 - TRACT 7000 ARE TO BE ENCLOSED FROM THE HILLS BOON DISTRICT:
 - LOTS 21 THROUGH 28 EXCLUSIVE
 - 29 THROUGH 36 EXCLUSIVE
 - 37 THROUGH 100 EXCLUSIVE
3. THE PROPOSED SCHOOL SITES WILL MOST LIKELY COMPRISE PORTIONS OF LOTS 99 AND 100 (TRACT 6990). A LOT LINE ADJUSTMENT OR PARCEL MAP WILL BE REQUIRED TO BE FILED TO UNIQUELY PARCEL OUT THE ULTIMATE SCHOOL SITES PARCEL.
4. ALL OPEN SPACE PARCELS ARE TO BE ENCLOSED FROM THE HILLS BOON DISTRICT.
5. ALL GOLF COURSE PARCELS ARE TO BE ENCLOSED FROM THE HILLS BOON DISTRICT.
6. ALL CLUB HOUSE FACILITIES ARE TO BE ENCLOSED FROM THE HILLS BOON DISTRICT.
7. THE TOWN CENTER IS TO BE ENCLOSED FROM THE HILLS BOON DISTRICT.
8. THE FOLLOWING IS A TABULATION OF THE NUMBER OF UNITS TO ENCLOSED IN THE HILLS BOON DISTRICT.

TRACT NAME	TRACT NO.	NO. OF UNITS	UNIT TYPE
WINDHILL CANYON UNIT I	6990	22	6000 & LOTS
WINDHILL CANYON UNIT II	7000	80	6000 & LOTS
WINDHILL CANYON UNIT III	7010	101	6000 & LOTS
WINDHILL CANYON UNIT IV	7020	103	6000 & LOTS
EAGLE PEAK UNIT I	7200	70	6000 & LOTS
EAGLE PEAK UNIT II	7210	60	6000 & LOTS
EAGLE PEAK UNIT III	7220	70	6000 & LOTS
EAGLE PEAK UNIT IV	7230	70	6000 & LOTS
BLACK DIAMOND UNIT I	7000	50	DUETS
BLACK DIAMOND UNIT II	7010	110	DUETS
BLACK DIAMOND UNIT III	7020	110	DUETS
CHAPARRAL SPRINGS UNIT I	7040	117	DOWN HOUSE
CHAPARRAL SPRINGS UNIT II	7050	63	DOWN HOUSE
CHAPARRAL SPRINGS UNIT III	7060	163	TOWN HOUSE
CHAPARRAL SPRINGS UNIT IV	7070		
PEACOCK CREEK UNIT I	7240	70	10,000 & LOTS
PEACOCK CREEK UNIT II	7250	70	10,000 & LOTS
TOTALS		1361	UNITS

- LEGEND**
- (113) LOT NUMBER AS DESIGNATED ON TRACT 6990
 - (116) LOT NUMBER AS DESIGNATED ON TRACT 4100 BUT SUBSEQUENTLY REWRAPPED
 - H.A.P.'S NOT A PART (PARCEL TO BE ENCLOSED FROM HILLS BOON DISTRICT)

8. DELINQUENCY DETAIL

The following pages detail delinquencies for the 2018/19 and prior fiscal years.

City of Clayton Delinquency Detail Report

Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD1990-1R - Community Facilities District 1990-1R								
118-392-016	BOLAND DAVID & KELLY 145 JOSCLO VIEW CLAYTON, CA 94517	04/10/2019	134.55	13.46	0.00	148.01		
		Account Subtotal:	\$134.55	\$13.46	\$0.00	\$148.01		
118-401-032	HSUEH CHIH HSIN 406 CHUPCAN PL CLAYTON, CA 94517	04/10/2019	115.64	11.56	0.00	127.20		
		Account Subtotal:	\$115.64	\$11.56	\$0.00	\$127.20		
118-410-076	MILLER LINDA 1292 SHELL CIR CLAYTON, CA 94517	04/10/2019	93.90	9.39	0.00	103.29		
		Account Subtotal:	\$93.90	\$9.39	\$0.00	\$103.29		
118-410-090	MOYLAN JAMES F JR 1336 SHELL LN CLAYTON, CA 94517	12/10/2016 04/10/2017 12/10/2017 04/10/2018 12/10/2018 04/10/2019	95.81 95.81 94.85 94.85 93.90 93.90	42.64 42.64 25.14 25.14 9.39 9.39	0.00 0.00 0.00 0.00 0.00 0.00	138.45 138.45 119.99 119.99 103.29 103.29	RL, DL RL, DL DL DL DL DL	
		Account Subtotal:	\$569.12	\$154.34	\$0.00	\$723.46		
118-410-104	BILLO WILLIAM F & YVONNE R TRE 1368 SHELL LN CLAYTON, CA 94517	04/10/2019	93.90	9.39	0.00	103.29		
		Account Subtotal:	\$93.90	\$9.39	\$0.00	\$103.29		
118-423-003	ERBEZ GEORGE T 3055 MIWOK WAY CLAYTON, CA 94517	04/10/2019	201.03	20.10	0.00	221.13		
		Account Subtotal:	\$201.03	\$20.10	\$0.00	\$221.13		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FI=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LG=Litigation Guarantee; LL=Legal Fees and Costs; O=Other Fees; SO=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD1990-1R - Community Facilities District 1990-1R								
118-424-014	FASSIL ABEY TESOFO & TAKKELE HIYWOT 3042 MIWOK WAY CLAYTON, CA 94517	04/10/2019	201.03	20.10	0.00	221.13		
		Account Subtotal:	\$201.03	\$20.10	\$0.00	\$221.13		
118-432-020	ARING STEVEN T TRE 422 WAWONA LN CLAYTON, CA 94517	12/10/2017 04/10/2018 12/10/2018 04/10/2019	203.08 203.08 201.03 201.03	53.82 53.82 20.10 20.10	0.00 0.00 0.00 0.00	256.90 256.90 221.13 221.13	RL,DL RL,DL DL DL	
		Account Subtotal:	\$808.22	\$147.84	\$0.00	\$956.06		
118-451-004	RIVERA ROBERT A & ROBYN O TRE 307 WINDMILL CANYON PL CLAYTON, CA 94517	12/10/2018 04/10/2019	134.55 134.55	13.46 13.46	0.00 0.00	148.01 148.01	RL RL	
		Account Subtotal:	\$269.10	\$26.92	\$0.00	\$296.02		
118-460-005	KHAN FAROOQ H 608 JULDUN LOOP CLAYTON, CA 94517	04/10/2019	115.64	11.56	0.00	127.20		
		Account Subtotal:	\$115.64	\$11.56	\$0.00	\$127.20		
118-480-047	PONOMARENKO GERMAN & ELENA 1006 PEBBLE BEACH DR CLAYTON, CA 94517	12/10/2018 04/10/2019	233.96 233.96	23.40 23.40	0.00 0.00	257.36 257.36	RL RL	
		Account Subtotal:	\$467.92	\$46.80	\$0.00	\$514.72		
118-490-012	SORENSEN DAVID & HEATHER PO BOX 238 CLAYTON, CA 94517	04/10/2019	233.96	23.40	0.00	257.36		
		Account Subtotal:	\$233.96	\$23.40	\$0.00	\$257.36		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FH=Judicial Foreclosure Initiated; CP=County Payment Plan; FJ=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LIT=Litigation Guarantee; LGL=Legal Fees and Costs; DO=Other Fees; SO=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD1990-1R - Community Facilities District 1990-1R								
118-510-031	LALLY KENNETH & KIM 163 SILVERADO CT CLAYTON, CA 94517	12/10/2018	233.96	23.40	0.00	257.36	RL	
		04/10/2019	233.96	23.40	0.00	257.36	RL	
		Account Subtotal:	\$467.92	\$46.80	\$0.00	\$514.72		
118-530-043	SHIPMAN TANA G TRE 1485 INDIANHEAD CIR CLAYTON, CA 94517	04/10/2017	95.81	42.64	0.00	138.45	DL	
		12/10/2017	94.85	25.14	0.00	119.99	DL	
		04/10/2018	94.85	25.14	0.00	119.99	DL	
		12/10/2018	93.90	9.39	0.00	103.29	DL	
		04/10/2019	93.90	9.39	0.00	103.29	DL	
		Account Subtotal:	\$475.31	\$111.70	\$0.00	\$585.01		
118-540-055	LANDIN PABLO C & THERESA D 5000 RAVEN WAY CLAYTON, CA 94517	04/10/2019	134.55	13.46	0.00	148.01		
		Account Subtotal:	\$134.55	\$13.46	\$0.00	\$148.01		
118-550-010	WEBSTER DAVID S & CURRY MICHELLE 507 RAVEN PL CLAYTON, CA 94517	04/10/2019	134.55	13.46	0.00	148.01		
		Account Subtotal:	\$134.55	\$13.46	\$0.00	\$148.01		
118-570-007	MCGOURTY JUDY L TRE 375 BLUE OAK LN CLAYTON, CA 94517	04/10/2019	201.03	20.10	0.00	221.13		
		Account Subtotal:	\$201.03	\$20.10	\$0.00	\$221.13		
118-570-045	ARTRU SANDRA E 461 OBSIDIAN WAY CLAYTON, CA 94517	12/10/2018	201.03	20.10	0.00	221.13	RL	
		04/10/2019	201.03	20.10	0.00	221.13	RL	
		Account Subtotal:	\$402.06	\$40.20	\$0.00	\$442.26		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.
 (2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FI=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LT=Litigation Guarantee; LG=Legal Fees and Costs; O=Other Fees; SC=Tax Roll Removal County Fee; PP=Payment Plan.
 (3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

City of Clayton
Delinquency Detail Report
 Late Charges Calculated Through: 05/31/2019

Account ID	Owner	Due Date	Amount	Penalties	Fees (1)	Total	Delinquency Mgmt (2)	Misc (3)
CFD1990-1R - Community Facilities District 1990-1R								
118-580-003	SHERMAN STEVE R & LAURA J 204 CONDOR WAY CLAYTON, CA 94517	04/10/2019	115.64	11.56	0.00	127.20		
		Account Subtotal:	\$115.64	\$11.56	\$0.00	\$127.20		
118-520-008	SKOV BARBARA A TRE 41780 BUTTERFIELD STAGE RD. TEMECULA, CA 92592	04/10/2019	134.55	13.46	0.00	148.01		
		Account Subtotal:	\$134.55	\$13.46	\$0.00	\$148.01		
118-520-026	COLT SAMUEL T & CATHERINE L 6024 GOLDEN EAGLE WAY CLAYTON, CA 94517	04/10/2019	134.55	13.46	0.00	148.01		
		Account Subtotal:	\$134.55	\$13.46	\$0.00	\$148.01		
118-630-037	BELUSA ERIC R & MONIQUE TRE & BELUSA MONIQUE R 4425 TREAT BLVD #B CONCORD, CA 94521	04/10/2019	134.55	13.46	0.00	148.01		
		Account Subtotal:	\$134.55	\$13.46	\$0.00	\$148.01		
District Totals:	22 Accounts		\$5,636.72	\$792.52	\$0.00	\$6,429.24		
Report Totals:	22 Accounts		\$5,636.72	\$792.52	\$0.00	\$6,429.24		

(1) Fees: This amount excludes Delinquency Management fees that were or will be collected in a subsequent billing.

(2) Delinquency Management (DM): RL=Reminder Letter Sent; DL=Demand Letter Sent; SR=Tax Roll Removal Requested; SC=Tax Roll Removal Confirmed; FL=Foreclosure Letter Sent; OL=Other Letter Sent; FNI=Judicial Foreclosure Initiated; CP=County Payment Plan; FH=Judicial Foreclosure on Hold/Special Case; FC=Foreclosure Complete; LG=Legal Fees and Costs; CH=Other Fees; SO=Tax Roll Removal County Fee; PP=Payment Plan.

(3) Miscellaneous Codes: DB=Direct Bill Sent; BK=Declared Bankruptcy; PM=Partial Payment made, remainder delinquent.

9. 2019/20 SPECIAL TAX ROLL

The following pages provide the 2019/20 Special Tax Roll for the District.



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-382-015	1828 EAGLE PEAK AVE	\$266.36
118-382-016	1824 EAGLE PEAK AVE	266.36
118-382-017	1820 EAGLE PEAK AVE	266.36
118-382-018	1816 EAGLE PEAK AVE	266.36
118-382-019	1812 EAGLE PEAK AVE	266.36
118-382-020	1808 EAGLE PEAK AVE	266.36
118-382-021	1804 EAGLE PEAK AVE	266.36
118-382-022	1800 EAGLE PEAK AVE	266.36
118-391-018	136 JOSCOLO VIEW	266.36
118-391-024	160 JOSCOLO VIEW	266.36
118-392-001	1816 OHLONE HEIGHTS	266.36
118-392-002	1820 OHLONE HEIGHTS	266.36
118-392-003	1824 OHLONE HEIGHTS	266.36
118-392-004	1828 OHLONE HTS	266.36
118-392-005	1832 OHLONE HEIGHTS	266.36
118-392-006	1836 OHLONE HEIGHTS	266.36
118-392-007	1840 OHLONE HEIGHTS	266.36
118-392-012	129 JOSCOLO VIEW	266.36
118-392-014	135 JOSCOLO VIEW	266.36
118-392-015	139 JOSCOLO VIEW	266.36
118-392-016	145 JOSCOLO VIEW	266.36
118-401-001	1790 INDIAN WELLS WAY	228.92
118-401-002	1788 INDIAN WELLS WAY	228.92
118-401-003	1786 INDIAN WELLS WAY	228.92
118-401-004	1784 INDIAN WELLS WAY	228.92
118-401-005	1782 INDIAN WELLS WAY	228.92
118-401-006	1780 INDIAN WELLS WAY	228.92
118-401-007	1778 INDIAN WELLS WAY	228.92
118-401-008	1776 INDIAN WELLS WAY	228.92
118-401-009	1774 INDIAN WELLS WAY	228.92
118-401-010	1772 INDIAN WELLS WAY	228.92
118-401-019	40 TULE CT	228.92
118-401-029	400 CHUPCAN PL	228.92
118-401-030	402 CHUPCAN PL	228.92
118-401-031	404 CHUPCAN PL	228.92
118-401-032	406 CHUPCAN PL	228.92
118-401-033	408 CHUPCAN PL	228.92
118-401-034	410 CHUPCAN PL	228.92
118-401-035	417 CHUPCAN PL	228.92
118-401-036	415 CHUPCAN PL	228.92
118-401-037	411 CHUPCAN PL	228.92



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-401-038	409 CHUPCAN PL	228.92
118-401-039	407 CHUPCAN PL	228.92
118-401-040	405 CHUPCAN PL	228.92
118-401-041	403 CHUPCAN PL	228.92
118-401-042	401 CHUPCAN PL	228.92
118-402-001	1735 INDIAN WELLS WAY	228.92
118-402-002	1737 INDIAN WELLS WAY	228.92
118-402-003	1739 INDIAN WELLS WAY	228.92
118-402-004	1741 INDIAN WELLS WAY	228.92
118-402-005	1743 INDIAN WELLS WAY	228.92
118-402-006	1745 INDIAN WELLS WAY	228.92
118-402-007	1747 INDIAN WELLS WAY	228.92
118-402-008	1749 INDIAN WELLS WAY	228.92
118-402-009	310 SACLAN TERRACE PL	228.92
118-402-010	320 SACLAN TERRACE PL	228.92
118-402-011	326 SACLAN TERRACE PL	228.92
118-402-012	328 SACLAN TERRACE PL	228.92
118-402-013	330 SACLAN TERRACE PL	228.92
118-402-014	332 SACLAN TERRACE PL	228.92
118-402-015	334 SACLAN TERRACE PL	228.92
118-402-016	336 SACLAN TERRACE PL	228.92
118-402-017	338 SACLAN TERRACE PL	228.92
118-402-018	340 SACLAN TERRACE PL	228.92
118-402-019	341 SACLAN TERRACE PL	228.92
118-402-020	339 SACLAN TERRACE PL	228.92
118-402-021	337 SACLAN TERRACE PL	228.92
118-402-022	335 SACLAN TERRACE PL	228.92
118-402-023	333 SACLAN TERRACE PL	228.92
118-402-024	331 SACLAN TERRACE PL	228.92
118-402-025	329 SACLAN TERRACE PL	228.92
118-402-026	327 SACLAN TERRACE PL	228.92
118-402-027	325 SACLAN TERRACE PL	228.92
118-402-028	323 SACLAN TERRACE PL	228.92
118-402-029	321 SACLAN TERRACE PL	228.92
118-410-001	1399 SHELL LN	185.88
118-410-002	1397 SHELL LN	185.88
118-410-003	1389 SHELL LN	185.88
118-410-004	1387 SHELL LN	185.88
118-410-005	1385 SHELL LN	185.88
118-410-006	1383 SHELL LN	185.88
118-410-007	1381 SHELL LN	185.88



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-410-008	1379 SHELL LN	185.88
118-410-009	1377 SHELL LN	185.88
118-410-010	1375 SHELL LN	185.88
118-410-011	1373 SHELL LN	185.88
118-410-012	1371 SHELL LN	185.88
118-410-013	1369 SHELL LN	185.88
118-410-014	1367 SHELL LN	185.88
118-410-015	1365 SHELL LN	185.88
118-410-016	1363 SHELL LN	185.88
118-410-017	1361 SHELL LN	185.88
118-410-018	1359 SHELL LN	185.88
118-410-019	1357 SHELL LN	185.88
118-410-020	1355 SHELL LN	185.88
118-410-021	1353 SHELL LN	185.88
118-410-022	1351 SHELL LN	185.88
118-410-023	1349 SHELL LN	185.88
118-410-024	1347 SHELL LN	185.88
118-410-025	1345 SHELL LN	185.88
118-410-026	1343 SHELL LN	185.88
118-410-027	1341 SHELL LN	185.88
118-410-028	1339 SHELL LN	185.88
118-410-029	1337 SHELL LN	185.88
118-410-030	1335 SHELL LN	185.88
118-410-031	1333 SHELL LN	185.88
118-410-032	1331 SHELL LN	185.88
118-410-033	1329 SHELL LN	185.88
118-410-034	1327 SHELL LN	185.88
118-410-035	1199 SHELL LN	185.88
118-410-037	1195 SHELL LN	185.88
118-410-038	1193 SHELL LN	185.88
118-410-039	1191 SHELL LN	185.88
118-410-040	1189 SHELL LN	185.88
118-410-041	1187 SHELL LN	185.88
118-410-042	1185 SHELL LN	185.88
118-410-043	1183 SHELL LN	185.88
118-410-044	1181 SHELL LN	185.88
118-410-045	1179 SHELL LN	185.88
118-410-046	1177 SHELL LN	185.88
118-410-047	1175 SHELL LN	185.88
118-410-048	1173 SHELL LN	185.88
118-410-049	1171 SHELL LN	185.88



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APN	Situs Address	Levy
118-410-050	1169 SHELL LN	185.88
118-410-051	1167 SHELL LN	185.88
118-410-052	1267 SHELL CIR	185.88
118-410-053	1265 SHELL CIR	185.88
118-410-054	1263 SHELL CIR	185.88
118-410-055	1261 SHELL CIR	185.88
118-410-056	1259 SHELL CIR	185.88
118-410-057	1254 SHELL CIR	185.88
118-410-058	1256 SHELL CIR	185.88
118-410-059	1258 SHELL CIR	185.88
118-410-060	1260 SHELL CIR	185.88
118-410-061	1262 SHELL CIR	185.88
118-410-062	1264 SHELL CIR	185.88
118-410-063	1266 SHELL CIR	185.88
118-410-064	1268 SHELL CIR	185.88
118-410-065	1270 SHELL CIR	185.88
118-410-066	1272 SHELL CIR	185.88
118-410-067	1274 SHELL CIR	185.88
118-410-068	1276 SHELL CIR	185.88
118-410-069	1278 SHELL CIR	185.88
118-410-070	1280 SHELL CIR	185.88
118-410-071	1282 SHELL CIR	185.88
118-410-072	1284 SHELL CIR	185.88
118-410-073	1286 SHELL CIR	185.88
118-410-074	1288 SHELL CIR	185.88
118-410-075	1290 SHELL CIR	185.88
118-410-076	1292 SHELL CIR	185.88
118-410-077	1294 SHELL CIR	185.88
118-410-078	1296 SHELL CIR	185.88
118-410-079	1298 SHELL CIR	185.88
118-410-080	1269 SHELL CIR	185.88
118-410-081	1271 SHELL CIR	185.88
118-410-082	1273 SHELL CIR	185.88
118-410-083	1275 SHELL CIR	185.88
118-410-084	1332 SHELL LN	185.88
118-410-085	1330 SHELL LN	185.88
118-410-086	1328 SHELL LN	185.88
118-410-087	1326 SHELL LN	185.88
118-410-088	1340 SHELL LN	185.88
118-410-089	1338 SHELL LN	185.88
118-410-090	1336 SHELL LN	185.88



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APN	Situs Address	Levy
118-410-091	1334 SHELL LN	185.88
118-410-092	1277 SHELL CIR	185.88
118-410-093	1279 SHELL CIR	185.88
118-410-094	1281 SHELL CIR	185.88
118-410-095	1283 SHELL CIR	185.88
118-410-096	1285 SHELL CIR	185.88
118-410-097	1287 SHELL CIR	185.88
118-410-098	1289 SHELL CIR	185.88
118-410-099	1291 SHELL CIR	185.88
118-410-100	1293 SHELL CIR	185.88
118-410-101	1295 SHELL CIR	185.88
118-410-102	1297 SHELL CIR	185.88
118-410-103	1299 SHELL CIR	185.88
118-410-104	1368 SHELL LN	185.88
118-410-105	1370 SHELL LN	185.88
118-410-106	1372 SHELL LN	185.88
118-410-107	1374 SHELL LN	185.88
118-410-108	1376 SHELL LN	185.88
118-410-109	1378 SHELL LN	185.88
118-410-110	1380 SHELL LN	185.88
118-410-111	1382 SHELL LN	185.88
118-410-112	1388 SHELL LN	185.88
118-410-113	1390 SHELL LN	185.88
118-410-114	1392 SHELL LN	185.88
118-410-115	1394 SHELL LN	185.88
118-410-116	1396 SHELL LN	185.88
118-410-117	1398 SHELL LN	185.88
118-410-120	1197 SHELL LN	185.88
118-421-001	304 AHWANEE LN	397.98
118-421-002	308 AHWANEE LN	397.98
118-421-003	312 AHWANEE LN	397.98
118-422-001	451 OBSIDIAN WAY	397.98
118-422-002	350 BLUE OAK LN	397.98
118-422-003	352 BLUE OAK LN	397.98
118-422-004	354 BLUE OAK LN	397.98
118-422-005	356 BLUE OAK LN	397.98
118-422-006	358 BLUE OAK LN	397.98
118-422-007	360 BLUE OAK LN	397.98
118-423-001	361 BLUE OAK LN	397.98
118-423-002	3057 MIWOK WAY	397.98
118-423-003	3055 MIWOK WAY	397.98



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APN	Situs Address	Levy
118-423-004	3053 MIWOK WAY	397.98
118-423-005	3051 MIWOK WAY	397.98
118-423-006	3049 MIWOK WAY	397.98
118-423-007	3047 MIWOK WAY	397.98
118-423-008	3045 MIWOK WAY	397.98
118-423-009	3043 MIWOK WAY	397.98
118-423-010	3041 MIWOK WAY	397.98
118-423-011	3039 MIWOK WAY	397.98
118-423-012	3037 MIWOK WAY	397.98
118-423-013	3035 MIWOK WAY	397.98
118-423-014	3033 MIWOK WAY	397.98
118-423-015	3031 MIWOK WAY	397.98
118-424-001	359 BLUE OAK LN	397.98
118-424-002	357 BLUE OAK LN	397.98
118-424-003	355 BLUE OAK LN	397.98
118-424-004	353 BLUE OAK LN	397.98
118-424-005	351 BLUE OAK LN	397.98
118-424-006	409 WAWONA LN	397.98
118-424-007	407 WAWONA LN	397.98
118-424-008	405 WAWONA LN	397.98
118-424-009	403 WAWONA LN	397.98
118-424-010	401 WAWONA LN	397.98
118-424-011	3034 MIWOK WAY	397.98
118-424-012	3038 MIWOK WAY	397.98
118-424-013	3040 MIWOK WAY	397.98
118-424-014	3042 MIWOK WAY	397.98
118-424-015	3046 MIWOK WAY	397.98
118-424-016	3048 MIWOK WAY	397.98
118-424-017	3050 MIWOK WAY	397.98
118-424-018	3052 MIWOK WAY	397.98
118-424-019	3054 MIWOK WAY	397.98
118-431-001	316 AHWANEE CT	397.98
118-431-002	320 AHWANEE CT	397.98
118-431-003	324 AHWANEE CT	397.98
118-431-004	328 AHWANEE CT	397.98
118-431-005	332 AHWANEE CT	397.98
118-432-002	333 AHWANEE LN	397.98
118-432-003	329 AHWANEE LN	397.98
118-432-004	325 AHWANEE LN	397.98
118-432-005	321 AHWANEE CT	397.98
118-432-006	317 AHWANEE CT	397.98



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APN	Situs Address	Levy
118-432-007	400 WAWONA LN	397.98
118-432-008	402 WAWONA LN	397.98
118-432-009	404 WAWONA LN	397.98
118-432-010	406 WAWONA LN	397.98
118-432-011	408 WAWONA LN	397.98
118-432-012	410 WAWONA LN	397.98
118-432-013	412 WAWONA LN	397.98
118-432-014	414 WAWONA LN	397.98
118-432-015	416 WAWONA CT	397.98
118-432-016	418 WAWONA LN	397.98
118-432-017	420 WAWONA CT	397.98
118-432-019	337 AHWANEE CT	397.98
118-432-020	422 WAWONA LN	397.98
118-433-002	419 WAWONA LN	397.98
118-433-003	417 WAWONA CT	397.98
118-433-004	421 WAWONA CT	397.98
118-441-001	5101 KELLER RIDGE DR	266.36
118-441-002	5103 KELLER RIDGE DR	266.36
118-441-003	5105 KELLER RIDGE DR	266.36
118-441-004	5107 KELLER RIDGE DR	266.36
118-441-005	5109 KELLER RIDGE DR	266.36
118-441-007	5113 KELLER RIDGE DR	266.36
118-441-008	5115 KELLER RIDGE DR	266.36
118-441-009	5117 KELLER RIDGE DR	266.36
118-441-010	5119 KELLER RIDGE DR	266.36
118-441-011	5121 KELLER RIDGE DR	266.36
118-441-012	5123 KELLER RIDGE DR	266.36
118-441-013	5125 KELLER RIDGE DR	266.36
118-441-014	5127 KELLER RIDGE DR	266.36
118-441-015	5129 KELLER RIDGE DR	266.36
118-441-016	5131 KELLER RIDGE DR	266.36
118-441-017	101 CROW PL	266.36
118-441-018	103 CROW PL	266.36
118-441-019	105 CROW PL	266.36
118-441-020	107 CROW PL	266.36
118-441-021	109 CROW PL	266.36
118-441-022	111 CROW PL	266.36
118-441-023	113 CROW PL	266.36
118-441-024	115 CROW PL	266.36
118-441-025	117 CROW PL	266.36
118-441-026	119 CROW PL	266.36



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APN	Situs Address	Levy
118-442-001	118 CROW PL	266.36
118-442-002	116 CROW PL	266.36
118-442-003	114 CROW PL	266.36
118-442-004	112 CROW PL	266.36
118-442-005	110 CROW PL	266.36
118-442-006	108 CROW PL	266.36
118-442-007	106 CROW PL	266.36
118-442-008	104 CROW PL	266.36
118-442-009	102 CROW PL	266.36
118-442-010	3009 WINDMILL CANYON DR	266.36
118-442-011	3011 WINDMILL CANYON DR	266.36
118-442-012	3013 WINDMILL CANYON DR	266.36
118-442-013	3015 WINDMILL CANYON DR	266.36
118-442-014	3017 WINDMILL CANYON DR	266.36
118-442-015	3019 WINDMILL CANYON DR	266.36
118-442-016	3021 WINDMILL CANYON DR	266.36
118-442-017	3023 WINDMILL CANYON DR	266.36
118-443-001	3022 WINDMILL CANYON DR	266.36
118-443-002	3020 WINDMILL CANYON DR	266.36
118-443-003	3018 WINDMILL CANYON DR	266.36
118-443-004	3016 WINDMILL CANYON DR	266.36
118-443-005	3014 WINDMILL CANYON DR	266.36
118-443-006	3012 WINDMILL CANYON DR	266.36
118-443-007	3010 WINDMILL CANYON DR	266.36
118-451-001	301 WINDMILL CANYON PL	266.36
118-451-002	303 WINDMILL CANYON PL	266.36
118-451-003	305 WINDMILL CANYON PL	266.36
118-451-004	307 WINDMILL CANYON PL	266.36
118-451-005	309 WINDMILL CANYON PL	266.36
118-451-006	311 WINDMILL CANYON PL	266.36
118-451-007	313 WINDMILL CANYON PL	266.36
118-451-008	315 WINDMILL CANYON PL	266.36
118-451-009	317 WINDMILL CANYON PL	266.36
118-451-010	319 WINDMILL CANYON PL	266.36
118-451-011	321 WINDMILL CANYON PL	266.36
118-452-001	322 WINDMILL CANYON PL	266.36
118-452-002	320 WINDMILL CANYON PL	266.36
118-452-003	318 WINDMILL CANYON PL	266.36
118-452-004	316 WINDMILL CANYON PL	266.36
118-452-005	314 WINDMILL CANYON PL	266.36
118-452-006	312 WINDMILL CANYON PL	266.36



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APN	Situs Address	Levy
118-452-007	310 WINDMILL CANYON PL	266.36
118-452-008	308 WINDMILL CANYON PL	266.36
118-452-009	306 WINDMILL CANYON PL	266.36
118-452-010	304 WINDMILL CANYON PL	266.36
118-452-011	302 WINDMILL CANYON PL	266.36
118-452-012	201 FALCON PL	266.36
118-452-013	203 FALCON PL	266.36
118-452-014	205 FALCON PL	266.36
118-452-015	207 FALCON PL	266.36
118-452-016	209 FALCON PL	266.36
118-452-017	211 FALCON PL	266.36
118-452-018	213 FALCON PL	266.36
118-452-019	215 FALCON PL	266.36
118-452-020	216 FALCON PL	266.36
118-452-021	214 FALCON PL	266.36
118-452-022	212 FALCON PL	266.36
118-452-023	210 FALCON PL	266.36
118-452-024	208 FALCON PL	266.36
118-452-025	206 FALCON PL	266.36
118-452-026	204 FALCON PL	266.36
118-452-027	202 FALCON PL	266.36
118-452-028	5126 KELLER RIDGE DR	266.36
118-452-029	5122 KELLER RIDGE DR	266.36
118-452-030	5120 KELLER RIDGE DR	266.36
118-452-031	5118 KELLER RIDGE DR	266.36
118-452-032	5116 KELLER RIDGE DR	266.36
118-452-033	5114 KELLER RIDGE DR	266.36
118-452-034	5112 KELLER RIDGE DR	266.36
118-452-035	5110 KELLER RIDGE DR	266.36
118-452-036	5108 KELLER RIDGE DR	266.36
118-452-037	5106 KELLER RIDGE DR	266.36
118-452-038	5102 KELLER RIDGE DR	266.36
118-460-001	600 JLPUN LOOP	228.92
118-460-002	602 JLPUN LOOP	228.92
118-460-003	604 JLPUN LOOP	228.92
118-460-004	606 JLPUN LOOP	228.92
118-460-005	608 JLPUN LOOP	228.92
118-460-006	610 JLPUN LOOP	228.92
118-460-007	612 JLPUN LOOP	228.92
118-460-008	614 JLPUN LOOP	228.92
118-460-009	616 JLPUN LOOP	228.92



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APN	Situs Address	Levy
118-460-010	618 JLPUN LOOP	228.92
118-460-011	620 JLPUN LOOP	228.92
118-460-012	622 JLPUN LOOP	228.92
118-460-013	615 JLPUN LOOP	228.92
118-460-014	609 JLPUN LOOP	228.92
118-460-015	605 JLPUN LOOP	228.92
118-460-016	601 JLPUN LOOP	228.92
118-460-017	637 JLPUN LOOP	228.92
118-460-018	633 JLPUN LOOP	228.92
118-460-019	629 JLPUN LOOP	228.92
118-460-020	625 JLPUN LOOP	228.92
118-460-021	624 JLPUN LOOP	228.92
118-460-022	626 JLPUN LOOP	228.92
118-460-023	628 JLPUN LOOP	228.92
118-460-024	630 JLPUN LOOP	228.92
118-460-025	632 JLPUN LOOP	228.92
118-460-026	634 JLPUN LOOP	228.92
118-460-027	636 JLPUN LOOP	228.92
118-460-028	638 JLPUN LOOP	228.92
118-460-029	800 CHERT PL	228.92
118-460-030	802 CHERT PL	228.92
118-460-031	804 CHERT PL	228.92
118-460-032	806 CHERT PL	228.92
118-460-033	808 CHERT PL	228.92
118-460-034	810 CHERT PL	228.92
118-460-035	812 CHERT PL	228.92
118-460-036	814 CHERT PL	228.92
118-460-037	819 CHERT PL	228.92
118-460-038	817 CHERT PL	228.92
118-460-039	815 CHERT PL	228.92
118-460-040	813 CHERT PL	228.92
118-460-041	811 CHERT PL	228.92
118-460-042	809 CHERT PL	228.92
118-460-043	807 CHERT PL	228.92
118-460-044	805 CHERT PL	228.92
118-460-045	803 CHERT PL	228.92
118-460-046	801 CHERT PL	228.92
118-460-047	51 KARKIN PL	228.92
118-460-048	53 KARKIN PL	228.92
118-460-049	55 KARKIN PL	228.92
118-460-050	57 KARKIN PL	228.92



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APN	Situs Address	Levy
118-460-051	56 KARKIN PL	228.92
118-460-052	54 KARKIN PL	228.92
118-460-053	52 KARKIN PL	228.92
118-460-054	1733 INDIAN WELLS WAY	228.92
118-460-055	501 SUISUN CT	228.92
118-460-056	503 SUISUN CT	228.92
118-460-057	505 SUISUN CT	228.92
118-460-058	507 SUISUN CT	228.92
118-460-059	509 SUISUN CT	228.92
118-460-060	511 SUISUN CT	228.92
118-460-061	510 SUISUN CT	228.92
118-460-062	508 SUISUN CT	228.92
118-460-063	506 SUISUN CT	228.92
118-460-064	504 SUISUN CT	228.92
118-460-065	502 SUISUN CT	228.92
118-460-066	1731 INDIAN WELLS WAY	228.92
118-460-067	1729 INDIAN WELLS WAY	228.92
118-460-068	1727 INDIAN WELLS WAY	228.92
118-460-069	1725 INDIAN WELLS WAY	228.92
118-460-070	1723 INDIAN WELLS WAY	228.92
118-460-071	1721 INDIAN WELLS WAY	228.92
118-460-072	1719 INDIAN WELLS WAY	228.92
118-460-073	722 ANIZUMNE CT	228.92
118-460-074	720 ANIZUMNE CT	228.92
118-460-075	718 ANIZUMNE CT	228.92
118-460-076	716 ANIZUMNE CT	228.92
118-460-077	714 ANIZUMNE CT	228.92
118-460-078	712 ANIZUMNE CT	228.92
118-460-079	710 ANIZUMNE CT	228.92
118-460-080	708 ANIZUMNE CT	228.92
118-460-081	706 ANIZUMNE CT	228.92
118-460-082	704 ANIZUMNE CT	228.92
118-460-083	702 ANIZUMNE CT	228.92
118-460-084	700 ANIZUMNE CT	228.92
118-460-085	1717 INDIAN WELLS WAY	228.92
118-460-086	1715 INDIAN WELLS WAY	228.92
118-460-087	1713 INDIAN WELLS WAY	228.92
118-460-088	1711 INDIAN WELLS WAY	228.92
118-460-089	901 ARROWHEAD TER	228.92
118-460-090	903 ARROWHEAD TER	228.92
118-460-091	905 ARROWHEAD TER	228.92



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APN	Situs Address	Levy
118-460-092	907 ARROWHEAD TER	228.92
118-460-093	909 ARROWHEAD TER	228.92
118-460-094	911 ARROWHEAD TER	228.92
118-460-095	913 ARROWHEAD TER	228.92
118-460-096	915 ARROWHEAD TER	228.92
118-460-097	917 ARROWHEAD TER	228.92
118-460-098	919 ARROWHEAD TER	228.92
118-460-099	921 ARROWHEAD TER	228.92
118-460-100	923 ARROWHEAD TER	228.92
118-460-101	925 ARROWHEAD TER	228.92
118-460-102	927 ARROWHEAD TER	228.92
118-460-103	929 ARROWHEAD TER	228.92
118-460-105	926 ARROWHEAD TER	228.92
118-460-106	924 ARROWHEAD TER	228.92
118-460-107	922 ARROWHEAD TER	228.92
118-460-108	920 ARROWHEAD TER	228.92
118-460-109	918 ARROWHEAD TER	228.92
118-460-110	916 ARROWHEAD TER	228.92
118-460-111	914 ARROWHEAD TER	228.92
118-460-112	912 ARROWHEAD TER	228.92
118-460-113	910 ARROWHEAD TER	228.92
118-460-114	908 ARROWHEAD TER	228.92
118-460-115	906 ARROWHEAD TER	228.92
118-460-116	904 ARROWHEAD TER	228.92
118-460-117	902 ARROWHEAD TER	228.92
118-460-118	900 ARROWHEAD TER	228.92
118-460-121	931 ARROWHEAD TER	228.92
118-470-003	1207 BUCKEYE TER	228.92
118-470-004	1205 BUCKEYE TER	228.92
118-470-005	1203 BUCKEYE TER	228.92
118-470-006	1201 BUCKEYE TER	228.92
118-470-007	1211 BUCKEYE TER	228.92
118-470-008	1209 BUCKEYE TER	228.92
118-470-009	1213 BUCKEYE TER	228.92
118-470-010	1215 BUCKEYE TER	228.92
118-470-011	1217 BUCKEYE TER	228.92
118-470-012	1221 BUCKEYE TER	228.92
118-470-013	1223 BUCKEYE TER	228.92
118-470-014	1225 BUCKEYE TER	228.92
118-470-015	1227 BUCKEYE TER	228.92
118-470-016	1231 BUCKEYE TER	228.92



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APN	Situation Address	Levy
118-470-017	1233 BUCKEYE TER	228.92
118-470-018	1235 BUCKEYE TER	228.92
118-470-019	1237 BUCKEYE TER	228.92
118-470-020	1239 BUCKEYE TER	228.92
118-470-021	1241 BUCKEYE TER	228.92
118-470-022	1240 BUCKEYE TER	228.92
118-470-023	1238 BUCKEYE TER	228.92
118-470-024	1236 BUCKEYE TER	228.92
118-470-025	1234 BUCKEYE TER	228.92
118-470-026	1232 BUCKEYE TER	228.92
118-470-027	1230 BUCKEYE TER	228.92
118-470-028	1228 BUCKEYE TER	228.92
118-470-029	1226 BUCKEYE TER	228.92
118-470-030	1220 BUCKEYE TER	228.92
118-470-031	1218 BUCKEYE TER	228.92
118-470-032	1216 BUCKEYE TER	228.92
118-470-033	1214 BUCKEYE TER	228.92
118-470-034	1212 BUCKEYE TER	228.92
118-470-035	1200 BUCKEYE TER	228.92
118-470-036	1151 MOCCASIN CT	228.92
118-470-037	1153 MOCCASIN CT	228.92
118-470-038	1155 MOCCASIN CT	228.92
118-470-039	1159 MOCCASIN CT	228.92
118-470-040	1161 MOCCASIN CT	228.92
118-470-041	1163 MOCCASIN CT	228.92
118-470-042	1165 MOCCASIN CT	228.92
118-470-043	1169 MOCCASIN CT	228.92
118-470-044	1171 MOCCASIN CT	228.92
118-470-045	1173 MOCCASIN CT	228.92
118-470-046	1175 MOCCASIN CT	228.92
118-470-047	1174 MOCCASIN CT	228.92
118-470-048	1172 MOCCASIN CT	228.92
118-470-049	1170 MOCCASIN CT	228.92
118-470-050	1168 MOCCASIN CT	228.92
118-470-051	1166 MOCCASIN CT	228.92
118-470-052	1164 MOCCASIN CT	228.92
118-470-053	1160 MOCCASIN CT	228.92
118-470-054	1158 MOCCASIN CT	228.92
118-470-055	1156 MOCCASIN CT	228.92
118-470-056	1154 MOCCASIN CT	228.92
118-470-057	1152 MOCCASIN CT	228.92



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Clayton Middle School
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APN	Situs Address	Levy
118-470-063	1001 FEATHER CIR	228.92
118-470-064	1003 FEATHER CIR	228.92
118-470-065	1005 FEATHER CIR	228.92
118-470-066	1007 FEATHER CIR	228.92
118-470-067	1009 FEATHER CIR	228.92
118-470-068	1011 FEATHER CIR	228.92
118-470-069	1015 FEATHER CIR	228.92
118-470-070	1017 FEATHER CIR	228.92
118-470-071	1019 FEATHER CIR	228.92
118-470-072	1021 FEATHER CIR	228.92
118-470-076	1029 FEATHER CIR	228.92
118-470-079	1035 FEATHER CIR	228.92
118-470-080	1037 FEATHER CIR	228.92
118-470-081	1039 FEATHER CIR	228.92
118-470-082	1041 FEATHER CIR	228.92
118-470-083	1043 FEATHER CIR	228.92
118-470-084	1045 FEATHER CIR	228.92
118-470-085	1047 FEATHER CIR	228.92
118-470-086	1049 FEATHER CIR	228.92
118-470-087	1051 FEATHER CIR	228.92
118-470-088	1053 FEATHER CIR	228.92
118-470-089	1055 FEATHER CIR	228.92
118-470-090	1059 FEATHER CIR	228.92
118-470-091	1061 FEATHER CIR	228.92
118-470-092	1063 FEATHER CIR	228.92
118-470-093	1065 FEATHER CIR	228.92
118-470-094	1067 FEATHER CIR	228.92
118-470-095	1069 FEATHER CIR	228.92
118-470-096	1071 FEATHER CIR	228.92
118-470-097	1073 FEATHER CIR	228.92
118-470-098	1075 FEATHER CIR	228.92
118-470-099	1077 FEATHER CIR	228.92
118-470-100	1079 FEATHER CIR	228.92
118-470-101	1074 FEATHER CIR	228.92
118-470-102	1072 FEATHER CIR	228.92
118-470-103	1070 FEATHER CIR	228.92
118-470-104	1066 FEATHER CIR	228.92
118-470-105	1054 FEATHER CIR	228.92
118-470-106	1052 FEATHER CIR	228.92
118-470-107	1050 FEATHER CIR	228.92
118-470-108	1048 FEATHER CIR	228.92



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APN	Situs Address	Levy
118-470-109	1038 FEATHER CIR	228.92
118-470-110	1034 FEATHER CIR	228.92
118-470-111	1032 FEATHER CIR	228.92
118-470-112	1028 FEATHER CIR	228.92
118-470-113	1016 FEATHER CIR	228.92
118-470-114	1014 FEATHER CIR	228.92
118-470-115	1012 FEATHER CIR	228.92
118-470-118	1023 FEATHER CIR	228.92
118-470-119	1025 FEATHER CIR	228.92
118-470-120	1027 FEATHER CIR	228.92
118-470-121	1031 FEATHER CIR	228.92
118-470-122	1033 FEATHER CIR	228.92
118-480-001	100 FOREST HILL DR	463.16
118-480-002	102 FOREST HILL DR	463.16
118-480-003	104 FOREST HILL DR	463.16
118-480-004	106 FOREST HILL DR	463.16
118-480-005	108 FOREST HILL DR	463.16
118-480-006	110 FOREST HILL DR	463.16
118-480-007	112 FOREST HILL DR	463.16
118-480-008	114 FOREST HILL DR	463.16
118-480-009	116 FOREST HILL DR	463.16
118-480-010	118 FOREST HILL DR	463.16
118-480-011	120 FOREST HILL DR	463.16
118-480-012	121 FOREST HILL DR	463.16
118-480-013	119 FOREST HILL DR	463.16
118-480-014	117 FOREST HILL DR	463.16
118-480-015	115 FOREST HILL DR	463.16
118-480-016	113 FOREST HILL DR	463.16
118-480-017	111 FOREST HILL DR	463.16
118-480-018	109 FOREST HILL DR	463.16
118-480-019	105 FOREST HILL DR	463.16
118-480-020	103 FOREST HILL DR	463.16
118-480-023	1008 PEBBLE BEACH DR	463.16
118-480-024	1010 PEBBLE BEACH DR	463.16
118-480-025	1012 PEBBLE BEACH DR	463.16
118-480-026	1014 PEBBLE BEACH DR	463.16
118-480-027	1016 PEBBLE BEACH DR	463.16
118-480-028	1018 PEBBLE BEACH DR	463.16
118-480-029	1020 PEBBLE BEACH DR	463.16
118-480-030	1022 PEBBLE BEACH DR	463.16
118-480-031	1024 PEBBLE BEACH DR	463.16



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APN	Situs Address	Levy
118-480-034	1033 PEBBLE BEACH DR	463.16
118-480-035	1031 PEBBLE BEACH DR	463.16
118-480-036	1029 PEBBLE BEACH DR	463.16
118-480-037	1027 PEBBLE BEACH DR	463.16
118-480-038	1025 PEBBLE BEACH DR	463.16
118-480-039	1023 PEBBLE BEACH DR	463.16
118-480-040	1021 PEBBLE BEACH DR	463.16
118-480-041	1011 PEBBLE BEACH DR	463.16
118-480-042	1009 PEBBLE BEACH DR	463.16
118-480-043	1007 PEBBLE BEACH DR	463.16
118-480-044	1005 PEBBLE BEACH DR	463.16
118-480-045	1003 PEBBLE BEACH DR	463.16
118-480-046	101 FOREST HILL DR	463.16
118-480-047	1006 PEBBLE BEACH DR	463.16
118-480-048	1028 PEBBLE BEACH DR	926.34
118-490-001	132 INVERNESS WAY	463.16
118-490-003	138 INVERNESS WAY	463.16
118-490-005	140 INVERNESS WAY	463.16
118-490-006	142 INVERNESS WAY	463.16
118-490-007	1032 PEBBLE BEACH DR	463.16
118-490-008	1034 PEBBLE BEACH DR	463.16
118-490-009	1036 PEBBLE BEACH DR	463.16
118-490-010	1038 PEBBLE BEACH DR	463.16
118-490-011	1040 PEBBLE BEACH DR	463.16
118-490-012	1042 PEBBLE BEACH DR	463.16
118-490-013	1044 PEBBLE BEACH DR	463.16
118-490-014	1046 PEBBLE BEACH DR	463.16
118-490-015	1048 PEBBLE BEACH DR	463.16
118-490-016	1050 PEBBLE BEACH DR	463.16
118-490-017	1052 PEBBLE BEACH DR	463.16
118-490-018	1054 PEBBLE BEACH DR	463.16
118-490-019	1056 PEBBLE BEACH DR	463.16
118-490-020	1055 PEBBLE BEACH DR	463.16
118-490-021	1053 PEBBLE BEACH DR	463.16
118-490-022	1051 PEBBLE BEACH DR	463.16
118-490-023	1049 PEBBLE BEACH DR	463.16
118-490-024	1047 PEBBLE BEACH DR	463.16
118-490-025	1045 PEBBLE BEACH DR	463.16
118-490-027	134 INVERNESS WAY	463.16
118-490-028	136 INVERNESS WAY	463.16
118-500-001	1100 PEACOCK CREEK DR	463.16



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APN	Situs Address	Levy
118-500-002	1102 PEACOCK CREEK DR	463.16
118-500-005	1108 PEACOCK CREEK DR	463.16
118-500-006	1110 PEACOCK CREEK DR	463.16
118-500-007	1112 PEACOCK CREEK DR	463.16
118-500-008	1114 PEACOCK CREEK DR	463.16
118-500-009	1116 PEACOCK CREEK DR	463.16
118-500-010	1118 PEACOCK CREEK DR	463.16
118-500-011	1120 PEACOCK CREEK DR	463.16
118-500-012	1122 PEACOCK CREEK DR	463.16
118-500-013	1124 PEACOCK CREEK DR	463.16
118-500-014	1126 PEACOCK CREEK DR	463.16
118-500-015	1128 PEACOCK CREEK DR	463.16
118-500-016	1130 PEACOCK CREEK DR	463.16
118-500-017	1132 PEACOCK CREEK DR	463.16
118-500-018	1133 PEACOCK CREEK DR	463.16
118-500-019	1131 PEACOCK CREEK DR	463.16
118-500-020	1129 PEACOCK CREEK DR	463.16
118-500-021	1127 PEACOCK CREEK DR	463.16
118-500-022	1125 PEACOCK CREEK DR	463.16
118-500-023	1123 PEACOCK CREEK DR	463.16
118-500-024	1121 PEACOCK CREEK DR	463.16
118-500-025	1117 PEACOCK CREEK DR	463.16
118-500-026	1115 PEACOCK CREEK DR	463.16
118-500-027	1111 PEACOCK CREEK DR	463.16
118-500-028	1109 PEACOCK CREEK DR	463.16
118-500-029	1107 PEACOCK CREEK DR	463.16
118-500-030	1105 PEACOCK CREEK DR	463.16
118-500-031	1103 PEACOCK CREEK DR	463.16
118-500-032	1104 PEACOCK CREEK DR	463.16
118-500-033	1106 PEACOCK CREEK DR	463.16
118-510-001	1134 PEACOCK CREEK DR	463.16
118-510-002	1136 PEACOCK CREEK DR	463.16
118-510-003	1138 PEACOCK CREEK DR	463.16
118-510-004	1140 PEACOCK CREEK DR	463.16
118-510-005	1142 PEACOCK CREEK DR	463.16
118-510-006	1144 PEACOCK CREEK DR	463.16
118-510-007	1146 PEACOCK CREEK DR	463.16
118-510-008	1148 PEACOCK CREEK DR	463.16
118-510-009	1150 PEACOCK CREEK DR	463.16
118-510-010	1152 PEACOCK CREEK DR	463.16
118-510-011	170 BRANDYWINE PL	463.16



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APN	Situs Address	Levy
118-510-012	172 BRANDYWINE PL	463.16
118-510-013	174 BRANDYWINE PL	463.16
118-510-015	185 BRANDYWINE PL	463.16
118-510-016	183 BRANDYWINE PL	463.16
118-510-017	181 BRANDYWINE PL	463.16
118-510-018	179 BRANDYWINE PL	463.16
118-510-019	177 BRANDYWINE PL	463.16
118-510-020	175 BRANDYWINE PL	463.16
118-510-021	173 BRANDYWINE PL	463.16
118-510-022	1160 TORREY PINES PL	463.16
118-510-023	1162 TORREY PINES PL	463.16
118-510-024	1163 TORREY PINES PL	463.16
118-510-025	1161 TORREY PINES PL	463.16
118-510-026	1155 PEACOCK CREEK DR	463.16
118-510-027	1151 PEACOCK CREEK DR	463.16
118-510-028	164 SILVERADO CT	463.16
118-510-029	166 SILVERADO CT	463.16
118-510-030	165 SILVERADO CT	463.16
118-510-031	163 SILVERADO CT	463.16
118-510-032	1149 PEACOCK CREEK DR	463.16
118-510-033	1147 PEACOCK CREEK DR	463.16
118-510-034	1145 PEACOCK CREEK DR	463.16
118-510-035	154 LONE PINE CT	463.16
118-510-036	156 LONE PINE CT	463.16
118-510-037	155 LONE PINE CT	463.16
118-510-038	153 LONE PINE CT	463.16
118-510-039	151 LONE PINE CT	463.16
118-510-040	1139 PEACOCK CREEK DR	463.16
118-510-041	1137 PEACOCK CREEK DR	463.16
118-510-042	1135 PEACOCK CREEK DR	463.16
118-530-001	1401 INDIANHEAD WAY	185.88
118-530-002	1403 INDIANHEAD WAY	185.88
118-530-003	1405 INDIANHEAD WAY	185.88
118-530-004	1407 INDIANHEAD WAY	185.88
118-530-005	1409 INDIANHEAD WAY	185.88
118-530-006	1411 INDIANHEAD WAY	185.88
118-530-007	1413 INDIANHEAD WAY	185.88
118-530-008	1415 INDIANHEAD WAY	185.88
118-530-009	1417 INDIANHEAD WAY	185.88
118-530-010	1419 INDIANHEAD WAY	185.88
118-530-011	1421 INDIANHEAD WAY	185.88



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APN	Situs Address	Levy
118-530-012	1423 INDIANHEAD WAY	185.88
118-530-013	1425 INDIANHEAD WAY	185.88
118-530-014	1427 INDIANHEAD WAY	185.88
118-530-015	1429 INDIANHEAD WAY	185.88
118-530-016	1431 INDIANHEAD WAY	185.88
118-530-017	1433 INDIANHEAD CIR	185.88
118-530-018	1435 INDIANHEAD CIR	185.88
118-530-019	1437 INDIANHEAD CIR	185.88
118-530-020	1439 INDIANHEAD CIR	185.88
118-530-021	1441 INDIANHEAD CIR	185.88
118-530-022	1443 INDIANHEAD CIR	185.88
118-530-023	1445 INDIANHEAD CIR	185.88
118-530-024	1447 INDIANHEAD CIR	185.88
118-530-025	1449 INDIANHEAD CIR	185.88
118-530-026	1451 INDIANHEAD CIR	185.88
118-530-027	1453 INDIANHEAD CIR	185.88
118-530-028	1455 INDIANHEAD CIR	185.88
118-530-029	1457 INDIANHEAD CIR	185.88
118-530-030	1459 INDIANHEAD CIR	185.88
118-530-031	1461 INDIANHEAD CIR	185.88
118-530-033	1465 INDIANHEAD CIR	185.88
118-530-034	1467 INDIANHEAD CIR	185.88
118-530-035	1469 INDIANHEAD CIR	185.88
118-530-036	1471 INDIANHEAD CIR	185.88
118-530-037	1473 INDIANHEAD CIR	185.88
118-530-038	1475 INDIANHEAD CIR	185.88
118-530-039	1477 INDIANHEAD CIR	185.88
118-530-040	1479 INDIANHEAD CIR	185.88
118-530-041	1481 INDIANHEAD CIR	185.88
118-530-042	1483 INDIANHEAD CIR	185.88
118-530-043	1485 INDIANHEAD CIR	185.88
118-530-044	1487 INDIANHEAD CIR	185.88
118-530-045	1489 INDIANHEAD CIR	185.88
118-530-046	1491 INDIANHEAD CIR	185.88
118-530-047	1466 INDIANHEAD CIR	185.88
118-530-048	1464 INDIANHEAD CIR	185.88
118-530-049	1462 INDIANHEAD CIR	185.88
118-530-050	1460 INDIANHEAD CIR	185.88
118-530-051	1458 INDIANHEAD CIR	185.88
118-530-052	1456 INDIANHEAD CIR	185.88
118-530-056	1463 INDIANHEAD CIR	185.88



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APN	Situs Address	Levy
118-540-001	4001 HUMMINGBIRD WAY	266.36
118-540-002	4003 HUMMINGBIRD WAY	266.36
118-540-003	4005 HUMMINGBIRD WAY	266.36
118-540-004	4007 HUMMINGBIRD WAY	266.36
118-540-005	4009 HUMMINGBIRD WAY	266.36
118-540-006	4011 HUMMINGBIRD WAY	266.36
118-540-007	4013 HUMMINGBIRD WAY	266.36
118-540-008	4015 HUMMINGBIRD WAY	266.36
118-540-009	4017 HUMMINGBIRD WAY	266.36
118-540-010	4019 HUMMINGBIRD WAY	266.36
118-540-011	4021 HUMMINGBIRD WAY	266.36
118-540-012	4022 HUMMINGBIRD WAY	266.36
118-540-013	4018 HUMMINGBIRD WAY	266.36
118-540-014	4014 HUMMINGBIRD WAY	266.36
118-540-015	4010 HUMMINGBIRD WAY	266.36
118-540-016	4008 HUMMINGBIRD WAY	266.36
118-540-017	4006 HUMMINGBIRD WAY	266.36
118-540-018	4004 HUMMINGBIRD WAY	266.36
118-540-019	4002 HUMMINGBIRD WAY	266.36
118-540-020	5001 RAVEN WAY	266.36
118-540-021	5003 RAVEN WAY	266.36
118-540-022	5005 RAVEN WAY	266.36
118-540-023	5007 RAVEN WAY	266.36
118-540-024	5009 RAVEN WAY	266.36
118-540-025	5011 RAVEN WAY	266.36
118-540-026	4024 HUMMINGBIRD WAY	266.36
118-540-027	5013 RAVEN WAY	266.36
118-540-028	5015 RAVEN WAY	266.36
118-540-029	5017 RAVEN WAY	266.36
118-540-030	5019 RAVEN WAY	266.36
118-540-031	3038 WINDMILL CANYON DR	266.36
118-540-032	3036 WINDMILL CANYON DR	266.36
118-540-033	3034 WINDMILL CANYON DR	266.36
118-540-034	3032 WINDMILL CANYON DR	266.36
118-540-035	3030 WINDMILL CANYON DR	266.36
118-540-036	3028 WINDMILL CANYON DR	266.36
118-540-037	3026 WINDMILL CANYON DR	266.36
118-540-038	3024 WINDMILL CANYON DR	266.36
118-540-039	3025 WINDMILL CANYON DR	266.36
118-540-040	3027 WINDMILL CANYON DR	266.36
118-540-041	3029 WINDMILL CANYON DR	266.36



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APN	Situs Address	Levy
118-540-042	3031 WINDMILL CANYON DR	266.36
118-540-043	3033 WINDMILL CANYON DR	266.36
118-540-044	3035 WINDMILL CANYON DR	266.36
118-540-045	3037 WINDMILL CANYON DR	266.36
118-540-046	3039 WINDMILL CANYON DR	266.36
118-540-047	3041 WINDMILL CANYON DR	266.36
118-540-048	3043 WINDMILL CANYON DR	266.36
118-540-049	3045 WINDMILL CANYON DR	266.36
118-540-050	3047 WINDMILL CANYON DR	266.36
118-540-051	3049 WINDMILL CANYON DR	266.36
118-540-052	3051 WINDMILL CANYON DR	266.36
118-540-053	3053 WINDMILL CANYON DR	266.36
118-540-054	5022 RAVEN WAY	266.36
118-540-055	5020 RAVEN WAY	266.36
118-540-056	5018 RAVEN WAY	266.36
118-540-057	5016 RAVEN WAY	266.36
118-540-058	5014 RAVEN WAY	266.36
118-540-059	5012 RAVEN WAY	266.36
118-540-060	5010 RAVEN WAY	266.36
118-540-061	5008 RAVEN WAY	266.36
118-540-062	5006 RAVEN WAY	266.36
118-540-063	5004 RAVEN WAY	266.36
118-540-064	5002 RAVEN WAY	266.36
118-540-065	5000 RAVEN WAY	266.36
118-550-002	610 GOLDEN EAGLE PL	266.36
118-550-003	608 GOLDEN EAGLE PL	266.36
118-550-004	606 GOLDEN EAGLE PL	266.36
118-550-005	604 GOLDEN EAGLE PL	266.36
118-550-006	602 GOLDEN EAGLE PL	266.36
118-550-007	501 RAVEN PL	266.36
118-550-008	503 RAVEN PL	266.36
118-550-009	505 RAVEN PL	266.36
118-550-010	507 RAVEN PL	266.36
118-550-011	509 RAVEN PL	266.36
118-550-012	511 RAVEN PL	266.36
118-550-013	513 RAVEN PL	266.36
118-550-014	514 RAVEN PL	266.36
118-550-015	512 RAVEN PL	266.36
118-550-016	510 RAVEN PL	266.36
118-550-017	508 RAVEN PL	266.36
118-550-018	506 RAVEN PL	266.36



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APN	Situs Address	Levy
118-550-019	504 RAVEN PL	266.36
118-550-020	502 RAVEN PL	266.36
118-550-021	401 HUMMINGBIRD PL	266.36
118-550-022	403 HUMMINGBIRD PL	266.36
118-550-023	405 HUMMINGBIRD PL	266.36
118-550-024	407 HUMMINGBIRD PL	266.36
118-550-025	409 HUMMINGBIRD PL	266.36
118-550-026	411 HUMMINGBIRD PL	266.36
118-550-027	413 HUMMINGBIRD PL	266.36
118-550-028	418 HUMMINGBIRD PL	266.36
118-550-029	416 HUMMINGBIRD PL	266.36
118-550-030	414 HUMMINGBIRD PL	266.36
118-550-031	412 HUMMINGBIRD PL	266.36
118-550-032	410 HUMMINGBIRD PL	266.36
118-550-033	408 HUMMINGBIRD PL	266.36
118-550-034	406 HUMMINGBIRD PL	266.36
118-550-035	404 HUMMINGBIRD PL	266.36
118-550-036	402 HUMMINGBIRD PL	266.36
118-550-038	612 GOLDEN EAGLE PL	266.36
118-570-001	363 BLUE OAK LN	397.98
118-570-002	365 BLUE OAK LN	397.98
118-570-003	367 BLUE OAK LN	397.98
118-570-004	369 BLUE OAK LN	397.98
118-570-005	371 BLUE OAK LN	397.98
118-570-006	373 BLUE OAK LN	397.98
118-570-007	375 BLUE OAK LN	397.98
118-570-008	377 BLUE OAK LN	397.98
118-570-009	379 BLUE OAK LN	397.98
118-570-010	381 BLUE OAK LN	397.98
118-570-012	385 BLUE OAK LN	397.98
118-570-013	387 BLUE OAK LN	397.98
118-570-014	389 BLUE OAK LN	397.98
118-570-015	391 BLUE OAK LN	397.98
118-570-016	390 BLUE OAK LN	397.98
118-570-017	388 BLUE OAK LN	397.98
118-570-018	81 WILDCAT WAY	397.98
118-570-019	83 WILDCAT WAY	397.98
118-570-020	85 WILDCAT WAY	397.98
118-570-021	477 OBSIDIAN WAY	397.98
118-570-022	479 OBSIDIAN WAY	397.98
118-570-023	478 OBSIDIAN WAY	397.98



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APN	Sitius Address	Levy
118-570-024	476 OBSIDIAN WAY	397.98
118-570-025	474 OBSIDIAN WAY	397.98
118-570-026	470 OBSIDIAN WAY	397.98
118-570-027	468 OBSIDIAN WAY	397.98
118-570-028	63 ANTELOPE CT	397.98
118-570-029	65 ANTELOPE CT	397.98
118-570-030	66 ANTELOPE CT	397.98
118-570-031	64 ANTELOPE CT	397.98
118-570-032	62 ANTELOPE CT	397.98
118-570-033	60 ANTELOPE CT	397.98
118-570-034	458 OBSIDIAN WAY	397.98
118-570-035	456 OBSIDIAN WAY	397.98
118-570-038	56 TUYSHAK CT	397.98
118-570-039	54 TUYSHAK CT	397.98
118-570-040	52 TUYSHAK CT	397.98
118-570-041	453 OBSIDIAN WAY	397.98
118-570-042	455 OBSIDIAN WAY	397.98
118-570-043	457 OBSIDIAN WAY	397.98
118-570-044	459 OBSIDIAN WAY	397.98
118-570-045	461 OBSIDIAN WAY	397.98
118-570-046	463 OBSIDIAN WAY	397.98
118-570-047	465 OBSIDIAN WAY	397.98
118-570-048	467 OBSIDIAN WAY	397.98
118-570-049	469 OBSIDIAN WAY	397.98
118-570-050	471 OBSIDIAN WAY	397.98
118-570-051	473 OBSIDIAN WAY	397.98
118-570-052	84 WILDCAT WAY	397.98
118-570-053	380 BLUE OAK LN	397.98
118-570-054	376 BLUE OAK LN	397.98
118-570-055	374 BLUE OAK LN	397.98
118-570-056	372 BLUE OAK LN	397.98
118-570-057	370 BLUE OAK LN	397.98
118-570-058	368 BLUE OAK LN	397.98
118-570-059	366 BLUE OAK LN	397.98
118-570-060	362 BLUE OAK LN	397.98
118-570-061	383 BLUE OAK LN	397.98
118-570-062	53 TUYSHAK CT	397.98
118-570-063	55 TUYSHAK CT	397.98
118-580-001	200 CONDOR WAY	228.92
118-580-002	202 CONDOR WAY	228.92
118-580-003	204 CONDOR WAY	228.92



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APN	Situs Address	Levy
118-580-004	206 CONDOR WAY	228.92
118-580-005	208 CONDOR WAY	228.92
118-580-006	210 CONDOR WAY	228.92
118-580-007	212 CONDOR WAY	228.92
118-580-008	214 CONDOR WAY	228.92
118-580-009	216 CONDOR WAY	228.92
118-580-010	218 CONDOR WAY	228.92
118-580-011	220 CONDOR WAY	228.92
118-580-012	222 CONDOR WAY	228.92
118-580-013	224 CONDOR WAY	228.92
118-580-014	226 CONDOR WAY	228.92
118-580-015	5000 KELLER RIDGE DR	228.92
118-580-016	5002 KELLER RIDGE DR	228.92
118-580-017	5004 KELLER RIDGE DR	228.92
118-580-018	5006 KELLER RIDGE DR	228.92
118-580-019	5008 KELLER RIDGE DR	228.92
118-580-020	5010 KELLER RIDGE DR	228.92
118-580-021	5012 KELLER RIDGE DR	228.92
118-580-022	5037 KELLER RIDGE DR	228.92
118-580-023	5035 KELLER RIDGE DR	228.92
118-580-024	5033 KELLER RIDGE DR	228.92
118-580-025	5031 KELLER RIDGE DR	228.92
118-580-026	5029 KELLER RIDGE DR	228.92
118-580-027	5027 KELLER RIDGE DR	228.92
118-580-028	5025 KELLER RIDGE DR	228.92
118-580-029	5023 KELLER RIDGE DR	228.92
118-580-030	5021 KELLER RIDGE DR	228.92
118-580-031	5019 KELLER RIDGE DR	228.92
118-580-032	5017 KELLER RIDGE DR	228.92
118-580-033	5015 KELLER RIDGE DR	228.92
118-580-034	5013 KELLER RIDGE DR	228.92
118-580-035	5011 KELLER RIDGE DR	228.92
118-590-004	4705 KELLER RIDGE DR	185.88
118-590-005	4707 KELLER RIDGE DR	185.88
118-590-006	4703 KELLER RIDGE DR	185.88
118-590-007	4701 KELLER RIDGE DR	185.88
118-590-009	4605 KELLER RIDGE DR	185.88
118-590-010	4607 KELLER RIDGE DR	185.88
118-590-011	4603 KELLER RIDGE DR	185.88
118-590-012	4601 KELLER RIDGE DR	185.88
118-590-015	4507 KELLER RIDGE DR	185.88



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APN	Situs Address	Levy
118-590-016	4505 KELLER RIDGE DR	185.88
118-590-017	4501 KELLER RIDGE DR	185.88
118-590-018	4503 KELLER RIDGE DR	185.88
118-590-022	4905 KELLER RIDGE DR	185.88
118-590-023	4907 KELLER RIDGE DR	185.88
118-590-024	4903 KELLER RIDGE DR	185.88
118-590-025	4901 KELLER RIDGE DR	185.88
118-590-027	4805 KELLER RIDGE DR	185.88
118-590-028	4807 KELLER RIDGE DR	185.88
118-590-029	4803 KELLER RIDGE DR	185.88
118-590-030	4801 KELLER RIDGE DR	185.88
118-600-001	905 CONDOR PL	185.88
118-600-002	907 CONDOR PL	185.88
118-600-003	903 CONDOR PL	185.88
118-600-004	901 CONDOR PL	185.88
118-600-006	807 CONDOR PL	185.88
118-600-007	805 CONDOR PL	185.88
118-600-008	801 CONDOR PL	185.88
118-600-009	803 CONDOR PL	185.88
118-600-011	705 CONDOR PL	185.88
118-600-012	707 CONDOR PL	185.88
118-600-013	703 CONDOR PL	185.88
118-600-014	701 CONDOR PL	185.88
118-600-016	607 CONDOR PL	185.88
118-600-017	605 CONDOR PL	185.88
118-600-018	601 CONDOR PL	185.88
118-600-019	603 CONDOR PL	185.88
118-600-021	505 CONDOR PL	185.88
118-600-022	507 CONDOR PL	185.88
118-600-023	503 CONDOR PL	185.88
118-600-024	501 CONDOR PL	185.88
118-600-026	405 CONDOR PL	185.88
118-600-027	407 CONDOR PL	185.88
118-600-028	403 CONDOR PL	185.88
118-600-029	401 CONDOR PL	185.88
118-600-031	307 CONDOR PL	185.88
118-600-032	305 CONDOR PL	185.88
118-600-033	301 CONDOR PL	185.88
118-600-034	303 CONDOR PL	185.88
118-600-036	207 CONDOR PL	185.88
118-600-037	205 CONDOR PL	185.88



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APN	Situs Address	Levy
118-600-038	201 CONDOR PL	185.88
118-600-039	203 CONDOR PL	185.88
118-610-001	1947 EAGLE PEAK AVE	185.88
118-610-002	1945 EAGLE PEAK AVE	185.88
118-610-003	1941 EAGLE PEAK AVE	185.88
118-610-004	1943 EAGLE PEAK AVE	185.88
118-610-006	1925 EAGLE PEAK AVE	185.88
118-610-007	1927 EAGLE PEAK AVE	185.88
118-610-008	1923 EAGLE PEAK AVE	185.88
118-610-009	1921 EAGLE PEAK AVE	185.88
118-610-012	3905 COYOTE CIR	185.88
118-610-013	3907 COYOTE CIR	185.88
118-610-014	3903 COYOTE CIR	185.88
118-610-015	3901 COYOTE CIR	185.88
118-610-020	3805 COYOTE CIR	185.88
118-610-021	3807 COYOTE CIR	185.88
118-610-022	3803 COYOTE CIR	185.88
118-610-023	3801 COYOTE CIR	185.88
118-610-024	3707 COYOTE CIR	185.88
118-610-025	3705 COYOTE CIR	185.88
118-610-026	3701 COYOTE CIR	185.88
118-610-027	3703 COYOTE CIR	185.88
118-610-028	3605 COYOTE CIR	185.88
118-610-029	3607 COYOTE CIR	185.88
118-610-030	3603 COYOTE CIR	185.88
118-610-031	3601 COYOTE CIR	185.88
118-620-001	6001 GOLDEN EAGLE WAY	266.36
118-620-002	6003 GOLDEN EAGLE WAY	266.36
118-620-003	6005 GOLDEN EAGLE WAY	266.36
118-620-004	6007 GOLDEN EAGLE WAY	266.36
118-620-005	6009 GOLDEN EAGLE WAY	266.36
118-620-006	6011 GOLDEN EAGLE WAY	266.36
118-620-007	6013 GOLDEN EAGLE WAY	266.36
118-620-008	3089 WINDMILL CANYON DR	266.36
118-620-009	3091 WINDMILL CANYON DR	266.36
118-620-010	3093 WINDMILL CANYON DR	266.36
118-620-011	3095 WINDMILL CANYON DR	266.36
118-620-012	3097 WINDMILL CANYON DR	266.36
118-620-013	3099 WINDMILL CANYON DR	266.36
118-620-014	3101 WINDMILL CANYON DR	266.36
118-620-015	3103 WINDMILL CANYON DR	266.36



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APN	Situs Address	Levy
118-620-016	3105 WINDMILL CANYON DR	266.36
118-620-017	3107 WINDMILL CANYON DR	266.36
118-620-018	3109 WINDMILL CANYON DR	266.36
118-620-019	3111 WINDMILL CANYON DR	266.36
118-620-020	6036 GOLDEN EAGLE WAY	266.36
118-620-021	6034 GOLDEN EAGLE WAY	266.36
118-620-022	6032 GOLDEN EAGLE WAY	266.36
118-620-023	6030 GOLDEN EAGLE WAY	266.36
118-620-024	6028 GOLDEN EAGLE WAY	266.36
118-620-025	6026 GOLDEN EAGLE WAY	266.36
118-620-026	6024 GOLDEN EAGLE WAY	266.36
118-620-027	6022 GOLDEN EAGLE WAY	266.36
118-620-028	6018 GOLDEN EAGLE WAY	266.36
118-620-029	7001 MOLLUK WAY	266.36
118-620-030	7003 MOLLUK WAY	266.36
118-620-031	7005 MOLLUK WAY	266.36
118-620-032	7007 MOLLUK WAY	266.36
118-620-033	7009 MOLLUK WAY	266.36
118-620-034	7011 MOLLUK WAY	266.36
118-620-035	7015 MOLLUK WAY	266.36
118-620-036	7019 MOLLUK WAY	266.36
118-620-037	7021 MOLLUK WAY	266.36
118-620-038	7023 MOLLUK WAY	266.36
118-620-039	7025 MOLLUK WAY	266.36
118-620-040	7027 MOLLUK WAY	266.36
118-620-041	7028 MOLLUK WAY	266.36
118-620-042	7026 MOLLUK WAY	266.36
118-620-043	7024 MOLLUK WAY	266.36
118-620-044	7022 MOLLUK WAY	266.36
118-620-045	7020 MOLLUK WAY	266.36
118-620-046	7018 MOLLUK WAY	266.36
118-620-047	7016 MOLLUK WAY	266.36
118-620-048	7014 MOLLUK WAY	266.36
118-620-049	7012 MOLLUK WAY	266.36
118-620-050	7010 MOLLUK WAY	266.36
118-620-051	7008 MOLLUK WAY	266.36
118-620-052	7006 MOLLUK WAY	266.36
118-620-053	7004 MOLLUK WAY	266.36
118-620-054	7002 MOLLUK WAY	266.36
118-620-055	7000 MOLLUK WAY	266.36
118-620-056	5151 KELLER RIDGE DR	266.36



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APN	Situs Address	Levy
118-620-057	5153 KELLER RIDGE DR	266.36
118-620-058	5155 KELLER RIDGE DR	266.36
118-620-059	5157 KELLER RIDGE DR	266.36
118-620-060	5159 KELLER RIDGE DR	266.36
118-620-061	5161 KELLER RIDGE DR	266.36
118-620-062	5163 KELLER RIDGE DR	266.36
118-630-001	6015 GOLDEN EAGLE WAY	266.36
118-630-002	6017 GOLDEN EAGLE WAY	266.36
118-630-003	6019 GOLDEN EAGLE WAY	266.36
118-630-004	6021 GOLDEN EAGLE WAY	266.36
118-630-005	6023 GOLDEN EAGLE WAY	266.36
118-630-006	6025 GOLDEN EAGLE WAY	266.36
118-630-007	6027 GOLDEN EAGLE WAY	266.36
118-630-008	6031 GOLDEN EAGLE WAY	266.36
118-630-009	3072 WINDMILL CANYON DR	266.36
118-630-010	3070 WINDMILL CANYON DR	266.36
118-630-011	3068 WINDMILL CANYON DR	266.36
118-630-012	3066 WINDMILL CANYON DR	266.36
118-630-013	3064 WINDMILL CANYON DR	266.36
118-630-014	3062 WINDMILL CANYON DR	266.36
118-630-015	3060 WINDMILL CANYON DR	266.36
118-630-016	3058 WINDMILL CANYON DR	266.36
118-630-017	3056 WINDMILL CANYON DR	266.36
118-630-018	3054 WINDMILL CANYON DR	266.36
118-630-019	3055 WINDMILL CANYON DR	266.36
118-630-020	3057 WINDMILL CANYON DR	266.36
118-630-021	3059 WINDMILL CANYON DR	266.36
118-630-022	3061 WINDMILL CANYON DR	266.36
118-630-023	3063 WINDMILL CANYON DR	266.36
118-630-024	3065 WINDMILL CANYON DR	266.36
118-630-025	3067 WINDMILL CANYON DR	266.36
118-630-026	3069 WINDMILL CANYON DR	266.36
118-630-027	3071 WINDMILL CANYON DR	266.36
118-630-028	3073 WINDMILL CANYON DR	266.36
118-630-029	3075 WINDMILL CANYON DR	266.36
118-630-030	3077 WINDMILL CANYON DR	266.36
118-630-031	3079 WINDMILL CANYON DR	266.36
118-630-032	3081 WINDMILL CANYON DR	266.36
118-630-033	3083 WINDMILL CANYON DR	266.36
118-630-034	3085 WINDMILL CANYON DR	266.36
118-630-035	3087 WINDMILL CANYON DR	266.36



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APN	Situs Address	Levy
118-630-036	3090 WINDMILL CANYON DR	266.36
118-630-037	3088 WINDMILL CANYON DR	266.36
118-630-038	3084 WINDMILL CANYON DR	266.36
118-630-039	3080 WINDMILL CANYON DR	266.36
118-630-040	3078 WINDMILL CANYON DR	266.36
118-640-001	5171 KELLER RIDGE DR	397.98
118-640-002	5173 KELLER RIDGE DR	397.98
118-640-003	5175 KELLER RIDGE DR	397.98
118-640-004	5177 KELLER RIDGE DR	397.98
118-640-005	5179 KELLER RIDGE DR	397.98
118-640-006	5181 KELLER RIDGE DR	397.98
118-640-007	5183 KELLER RIDGE DR	397.98
118-640-008	5185 KELLER RIDGE DR	397.98
118-640-009	5187 KELLER RIDGE DR	397.98
118-640-010	5189 KELLER RIDGE DR	397.98
118-640-011	705 ACORN DR	397.98
118-640-012	707 ACORN DR	397.98
118-640-014	711 ACORN DR	397.98
118-640-015	713 ACORN DR	397.98
118-640-016	715 ACORN DR	397.98
118-640-017	717 ACORN DR	397.98
118-640-018	719 ACORN DR	397.98
118-640-019	721 ACORN DR	397.98
118-640-020	716 ACORN DR	397.98
118-640-022	901 DEER PL	397.98
118-640-024	905 DEER PL	397.98
118-640-025	904 DEER PL	397.98
118-640-026	902 DEER PL	397.98
118-640-027	5188 KELLER RIDGE DR	397.98
118-640-028	5186 KELLER RIDGE DR	397.98
118-640-029	5184 KELLER RIDGE DR	397.98
118-640-030	8001 KELOK WAY	397.98
118-640-031	8003 KELOK WAY	397.98
118-640-032	8005 KELOK WAY	397.98
118-640-033	8007 KELOK WAY	397.98
118-640-034	81 BEAR PL	397.98
118-640-035	83 BEAR PL	397.98
118-640-036	80 BEAR PL	397.98
118-640-037	8011 KELOK WAY	397.98
118-640-038	8010 KELOK WAY	397.98
118-640-039	8008 KELOK WAY	397.98



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APN	Situs Address	Levy
118-640-040	8006 KELOK WAY	397.98
118-640-041	8004 KELOK WAY	397.98
118-640-042	8002 KELOK WAY	397.98
118-640-043	8000 KELOK WAY	397.98
118-640-044	5174 KELLER RIDGE DR	397.98
118-640-046	903 DEER PL	397.98
118-640-047	714 ACORN DR	397.98
118-640-048	709 ACORN DR	397.98
118-650-001	5191 KELLER RIDGE DR	397.98
118-650-002	9001 ELK DR	397.98
118-650-003	9003 ELK DR	397.98
118-650-004	9005 ELK DR	397.98
118-650-005	701 ACORN DR	397.98
118-650-006	703 ACORN DR	397.98
118-650-007	908 DEER PL	397.98
118-650-008	906 DEER PL	397.98
118-650-009	801 GRAY FOX PL	397.98
118-650-010	803 GRAY FOX PL	397.98
118-650-011	805 GRAY FOX PL	397.98
118-650-012	807 GRAY FOX PL	397.98
118-650-013	809 GRAY FOX PL	397.98
118-650-014	806 GRAY FOX PL	397.98
118-650-015	804 GRAY FOX PL	397.98
118-650-016	800 GRAY FOX PL	397.98
118-650-017	9007 ELK DR	397.98
118-650-018	9009 ELK DR	397.98
118-650-019	9011 ELK DR	397.98
118-650-020	9013 ELK DR	397.98
118-650-021	9008 ELK DR	397.98
118-650-022	9006 ELK DR	397.98
118-650-023	9004 ELK DR	397.98
118-650-024	9002 ELK DR	397.98
118-650-025	5193 KELLER RIDGE DR	397.98
118-650-026	5194 KELLER RIDGE DR	397.98
118-650-027	5192 KELLER RIDGE DR	397.98
118-650-028	5190 KELLER RIDGE DR	397.98
118-650-029	85 BEAR PL	397.98
118-650-030	84 BEAR PL	397.98
118-650-031	82 BEAR PL	397.98
118-660-001	4405 COYOTE CIR	185.88
118-660-002	4407 COYOTE CIR	185.88



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APN	Situs Address	Levy
118-660-003	4403 COYOTE CIR	185.88
118-660-004	4401 COYOTE CIR	185.88
118-660-006	4307 COYOTE CIR	185.88
118-660-007	4305 COYOTE CIR	185.88
118-660-008	4301 COYOTE CIR	185.88
118-660-009	4303 COYOTE CIR	185.88
118-660-013	4005 COYOTE CIR	185.88
118-660-014	4007 COYOTE CIR	185.88
118-660-015	4003 COYOTE CIR	185.88
118-660-016	4001 COYOTE CIR	185.88
118-660-019	3407 COYOTE CIR	185.88
118-660-020	3405 COYOTE CIR	185.88
118-660-021	3401 COYOTE CIR	185.88
118-660-022	3403 COYOTE CIR	185.88
118-660-024	3307 COYOTE CIR	185.88
118-660-025	3305 COYOTE CIR	185.88
118-660-026	3301 COYOTE CIR	185.88
118-660-027	3303 COYOTE CIR	185.88
118-660-029	3205 COYOTE CIR	185.88
118-660-030	3207 COYOTE CIR	185.88
118-660-031	3203 COYOTE CIR	185.88
118-660-032	3201 COYOTE CIR	185.88
118-660-036	2907 COYOTE CIR	185.88
118-660-037	2905 COYOTE CIR	185.88
118-660-038	2901 COYOTE CIR	185.88
118-660-039	2903 COYOTE CIR	185.88
118-660-047	4207 COYOTE CIR	185.88
118-660-048	4205 COYOTE CIR	185.88
118-660-049	4201 COYOTE CIR	185.88
118-660-050	4203 COYOTE CIR	185.88
118-660-052	4107 COYOTE CIR	185.88
118-660-053	4105 COYOTE CIR	185.88
118-660-054	4101 COYOTE CIR	185.88
118-660-055	4103 COYOTE CIR	185.88
118-660-057	3105 COYOTE CIR	185.88
118-660-058	3107 COYOTE CIR	185.88
118-660-059	3103 COYOTE CIR	185.88
118-660-060	3101 COYOTE CIR	185.88
118-660-062	3005 COYOTE CIR	185.88
118-660-063	3007 COYOTE CIR	185.88
118-660-064	3003 COYOTE CIR	185.88



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APN	Situs Address	Levy
118-660-065	3001 COYOTE CIR	185.88
118-660-067	3507 COYOTE CIR	185.88
118-660-068	3505 COYOTE CIR	185.88
118-660-069	3501 COYOTE CIR	185.88
118-660-070	3503 COYOTE CIR	185.88
118-660-071	3104 COYOTE CIR	185.88
118-660-072	3102 COYOTE CIR	185.88
118-660-073	3106 COYOTE CIR	185.88
118-660-074	3108 COYOTE CIR	185.88
118-660-075	3902 COYOTE CIR	185.88
118-660-076	3904 COYOTE CIR	185.88
118-660-077	3906 COYOTE CIR	185.88
118-660-078	3908 COYOTE CIR	185.88
118-660-079	4104 COYOTE CIR	185.88
118-660-080	4102 COYOTE CIR	185.88
118-660-081	4106 COYOTE CIR	185.88
118-660-082	4108 COYOTE CIR	185.88
118-670-001	8012 KELOK WAY	397.98
118-670-002	8014 KELOK WAY	397.98
118-670-003	8016 KELOK WAY	397.98
118-670-004	8018 KELOK WAY	397.98
118-670-005	8020 KELOK WAY	397.98
118-670-006	8022 KELOK WAY	397.98
118-670-007	8024 KELOK WAY	397.98
118-670-008	8026 KELOK WAY	397.98
118-670-009	8028 KELOK WAY	397.98
118-670-010	8030 KELOK WAY	397.98
118-670-011	8032 KELOK WAY	397.98
118-670-012	8034 KELOK WAY	397.98
118-670-013	8036 KELOK WAY	397.98
118-670-014	8038 KELOK WAY	397.98
118-670-015	8040 KELOK WAY	397.98
118-670-016	8042 KELOK WAY	397.98
118-670-017	8053 KELOK WAY	397.98
118-670-018	8051 KELOK WAY	397.98
118-670-019	8049 KELOK WAY	397.98
118-670-020	8047 KELOK WAY	397.98
118-670-021	8045 KELOK WAY	397.98
118-670-022	8043 KELOK WAY	397.98
118-670-023	8041 KELOK WAY	397.98
118-670-024	8039 KELOK WAY	397.98



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APN	Situs Address	Levy
118-670-025	8037 KELOK WAY	397.98
118-670-026	5229 KELLER RIDGE DR	397.98
118-670-027	5227 KELLER RIDGE DR	397.98
118-670-028	5225 KELLER RIDGE DR	397.98
118-670-029	5223 KELLER RIDGE DR	397.98
118-670-030	5222 KELLER RIDGE DR	397.98
118-670-031	5224 KELLER RIDGE DR	397.98
118-670-032	5226 KELLER RIDGE DR	397.98
118-670-033	5230 KELLER RIDGE DR	397.98
118-670-034	8027 KELOK WAY	397.98
118-670-035	8025 KELOK WAY	397.98
118-670-036	8023 KELOK WAY	397.98
118-670-037	8021 KELOK WAY	397.98
118-670-038	8019 KELOK WAY	397.98
118-670-039	8017 KELOK WAY	397.98
118-670-040	90 KELOK CT	397.98
118-670-041	92 KELOK CT	397.98
118-670-042	94 KELOK WAY	397.98
118-670-043	8015 KELOK WAY	397.98
118-670-044	8013 KELOK WAY	397.98
118-680-001	5221 KELLER RIDGE DR	397.98
118-680-002	5219 KELLER RIDGE DR	397.98
118-680-003	5217 KELLER RIDGE DR	397.98
118-680-004	5215 KELLER RIDGE DR	397.98
118-680-005	5213 KELLER RIDGE DR	397.98
118-680-006	5211 KELLER RIDGE DR	397.98
118-680-007	5209 KELLER RIDGE DR	397.98
118-680-008	5207 KELLER RIDGE DR	397.98
118-680-009	5205 KELLER RIDGE DR	397.98
118-680-010	5203 KELLER RIDGE DR	397.98
118-680-011	5201 KELLER RIDGE DR	397.98
118-680-012	5199 KELLER RIDGE DR	397.98
118-680-013	5197 KELLER RIDGE DR	397.98
118-680-014	5195 KELLER RIDGE DR	397.98
118-680-015	5198 KELLER RIDGE DR	397.98
118-680-016	5200 KELLER RIDGE DR	397.98
118-680-017	5202 KELLER RIDGE DR	397.98
118-680-018	5204 KELLER RIDGE DR	397.98
118-680-019	5206 KELLER RIDGE DR	397.98
118-680-020	5208 KELLER RIDGE DR	397.98
118-680-021	5210 KELLER RIDGE DR	397.98



City of Clayton
Community Facilities District 1990-1R
Clayton Middle School
Fiscal Year 2019/20 Special Tax Roll

APN	Situs Address	Levy
118-680-022	5212 KELLER RIDGE DR	397.98
118-680-023	5214 KELLER RIDGE DR	397.98
118-680-024	5216 KELLER RIDGE DR	397.98
118-680-025	5218 KELLER RIDGE DR	397.98
118-680-026	5220 KELLER RIDGE DR	397.98
Totals:	1358 Parcels	\$389,784.36



ORDINANCE NO. 274

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAYTON AUTHORIZING THE LEVY OF A SPECIAL TAX WITHIN COMMUNITY FACILITIES DISTRICT NO. 1990-1 (MIDDLE SCHOOL)

WHEREAS, on May 1, 1990, the City Council of the City of Clayton, State of California (the "Council"), adopted its Resolution No. 30-90 (the "Resolution of Intention to Establish the District") stating its intention to form Community Facilities District No. 1990-1 of the City of Clayton (the "District") pursuant to Chapter 2.5 of Part 1 of Division 2 of Title 5 (commencing with Section 53311) of the California Government Code, commonly known as the "Mello-Roos Community Facilities Act of 1982" (the "Act"); and

WHEREAS, on May 1, 1990, the Council also adopted Resolution No. 31-90 (the "Resolution of Intention to Incur Bonded Indebtedness") stating its intention to incur bonded indebtedness in an amount not to exceed \$6,500,000 within the District for the purpose of financing the costs of certain facilities specified in the Resolution of Intention to Establish the District (the "Facilities"); and

WHEREAS, notice was published as required by law relative to the intention of this Council to form the proposed District and to incur bonded indebtedness in an amount not to exceed \$6,500,000 within the District; and

WHEREAS, on May 31, 1990, this Council convened noticed public hearings as required by law, (1) to determine whether it

should proceed with the formation of the District and authorize the rate, method of apportionment, and manner of collection of a special tax to be levied within the District for the purpose of paying for the Facilities, including the payment of interest on and principal of and other periodic costs on the bonds proposed to be issued to finance the Facilities, and the repayment of funds advanced to the District, and the annual administration expenses of the City and the District in determining, apportioning, levying and collecting such special tax and all incidental expenses authorized under the Act, and (2) on the proposal to incur the bonded indebtedness; and

WHEREAS, at said hearings all persons desiring to be heard on all matters pertaining to the formation of the District, the levy of the special tax, the proposed issuance of the bonded indebtedness, and all other matters set forth in the Resolution of Intention to Establish the District and the Resolution of Intention to Incur Bonded Indebtedness, were heard and considered and full and fair hearings were held thereon; and

WHEREAS, this Council, subsequent to said hearings, adopted Resolution No. 50-90 (the "Resolution of Formation") which established the District, determined the validity of prior proceedings relative to the formation of the District and the incurring of bonded indebtedness, authorized the levy of a special tax within the District and called an election for June 12, 1990, on the propositions of levying a special tax and establishing an appropriations limit within the District; and

WHEREAS, this Council, subsequent to said hearings, adopted Resolution No. 51-90 (the "Resolution to Incur Bonded Indebtedness") which determined the necessity of incurring bonded indebtedness in an amount not to exceed \$6,500,000 and called an election within the District for June 12, 1990, on the proposition of incurring bonded indebtedness; and

WHEREAS, on June 12, 1990, in accordance with the Resolution of Formation and the Resolution to Incur Bonded Indebtedness, a consolidated election was held within the District in which the qualified electors approved by more than a two-thirds vote the propositions of incurring the bonded indebtedness, levying a special tax, and establishing an appropriations limit within the District;

NOW, THEREFORE, the City Council of the City of Clayton, DOES ORDAIN as follows:

Section 1. The above recitals are all true and correct and this Council so finds and determines.

Section 2. By the passage of this Ordinance, this Council authorizes the levy of a special tax pursuant to the rate and method of apportionment set forth in Exhibit "A" attached hereto and incorporated by reference herein, being the rate and method of apportionment specified in the Resolution of Formation.

Section 3. This Council is hereby further authorized each year by resolution adopted within the time period, if any,

provided in the Act, to determine the specific special tax rate and amount to be levied for the next fiscal year, except that the special tax rate to be levied shall not exceed that set forth in Exhibit "A" hereto, but the special tax may be levied at a lower rate.

Section 4. Properties or entities of the state, federal or other local governments shall, except as otherwise provided in Sections 53317.3 and 53317.5 of the Act, be exempt from the special tax. No other properties or entities are exempt from the special tax unless the properties or entities are expressly exempted in the Resolution of Formation (and Exhibit "A" hereto), or in a resolution of consideration to levy a new special tax or special taxes or to alter the rate or method of apportionment or an existing special tax as provided in Section 53334 of the Act.

Section 5. All of the collections of the special tax shall be used as provided for in the Act and the Resolution of Formation. The special tax shall be levied only so long as needed for its purpose as described in the Resolution of Formation and the Resolution to Incur Bonded Indebtedness.

Section 6. The special tax shall be collected in the same manner as ordinary ad valorem property taxes are collected and shall be subject to the same penalties and the same procedure, sale, and lien priority in case of delinquency as is provided for ad valorem taxes, as such procedure may be modified by law from time to time.

Section 7. This Ordinance shall become effective thirty (30) days from and after its passage.

Section 8. Within fifteen (15) days after the passage of this Ordinance the City Clerk is hereby ordered and directed to certify to the passage of this Ordinance and, because there is no newspaper of general circulation published and circulated in the City, to cause the same to be posted in the following three public places in the City:

City Hall, 1007 Oak Street

Endeavor Hall, Oak at Center Street

Ohms Board in front of U.S. Post Office

* * * * *

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Clayton held on June 19, 1990.

Passed, adopted and ordered posted at a regular meeting of the City Council of the City of Clayton held on July 3, 1990, by the following vote:

AYES: Councilmembers: Hall, Manning, Musto, Mayor Hawes.

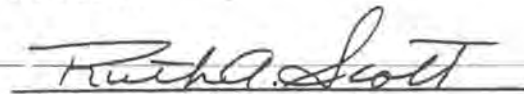
NOTES: None

ABSENT: Vice Mayor Kendall



Mayor

ATTEST:



City Clerk

I hereby certify that the foregoing Ordinance was duly introduced at a regular meeting of the City Council of the City of Clayton held on June 19, 1990, and was duly adopted, passed and ordered posted at a regular meeting of the City Council held on July 3, 1990.



City Clerk

CITY OF CLAYTON
CLAYTON MIDDLE SCHOOL FINANCING PROGRAM
COMMUNITY FACILITIES DISTRICT NO. 1990-1
SPECIAL TAX FORMULA

A special tax shall be levied on and collected from each parcel in Community Facilities District No. 1990-1, of the City of Clayton, in each fiscal year commencing on July 1, 1990, in an amount determined by the City Council of the City of Clayton through the application of the appropriate special tax for Residences and Residential Land.

The special tax shall be levied upon those lots and parcels listed in Table 1 within Subdivision 6990 (filed of record on December 20, 1988, in Book 328 of Maps, at Page 21, in the Official Records of the Contra Costa County Recorder) included within the boundaries of the community facilities district.

The special tax shall be levied on Residences and Residential Land.

Residence means a residential dwelling, and the subdivided lot upon which it is constructed, for which a certificate of occupancy has been issued by the City of Clayton.

Residential Land means those lots and parcels listed in Table 1 excepting (1) Residences and (2) any lands not zoned or designated by the City of Clayton for the construction of a Residence.

Wherever it is stated that the City of Clayton shall designate the number of Residences or the land on which Residences are to be constructed, such designation shall be made at the time a subdivision map is filed of record.

Residence Special Tax

The special tax will be levied against a Residence following the issuance of a certificate of occupancy. For each fiscal year (July 1 - June 30), the special tax on a Residence will be levied against each Residence for which a certificate of occupancy has been issued by July 15 of that year.

The Special Tax for a Residence on a parcel showing one residence under ESTIMATED NUMBER OF RESIDENCES on Table 1 shall be the amount shown for that parcel under MAXIMUM SPECIAL TAX on Table 1.

The Special Tax for Residences on parcels showing a number greater than one under ESTIMATED NUMBER OF RESIDENCES on Table 1 shall be determined as follows: When a subdivision map for such parcel is filed of record, the Special Tax for Residences on such parcel shall be apportioned equally to each new lot and parcel created by the subdivision map based on the number of Residences

to be constructed thereon as designated by the City of Clayton; no Special Tax shall be apportioned to any lands not zoned or designated for the construction of a Residence. Upon any further resubdivision of a parcel created by such subdivision map, a further apportionment shall be made in a manner consistent with the preceding apportionment rules.

Residential Land Special Tax

Beginning July 1, 1991, and ending when there is no Residential Land in the community facilities district, a Residential Land Special Tax may be annually levied on the Residential Land. The total Residential Land Special Tax so levied shall be one hundred percent (100%) of the annual debt service, on the bonds to be issued by the community facilities district, for the following bond year (increased to one hundred five percent (105%) commencing July 1, 1997), less the total of the following amounts:

- The total Residence Special Taxes to be levied for that fiscal year
- Interest earnings available from unspent bond proceeds during the pre-development and construction period of the school, to the extent such earnings may be legally used to pay interest on the bonds for the following bond year pursuant to the Mello-Roos Community Facilities District Act of 1982.
- Any other funds which the City of Clayton determines are available to the community facilities district for payment of the debt service for the following bond year other than those funds which are designated for other purposes.

The total Residential Land Special Tax resulting from the above calculation, but not more than such total tax, shall be apportioned to the Residential Land as follows:

- a. The Maximum Residential Land Special Tax for each subdivided lot zoned or designated by the City of Clayton for the construction of a Residence shall be equal to the Maximum Residence Special Tax which would be levied on the lot if it were a Residence.
- b. The balance of the total Residential Land Special Tax shall be levied against all other parcels of Residential Land based on the anticipated number of Residences to be constructed thereon as determined by the City of Clayton.

The special taxes of the community facilities district will be collected in the same manner and at the same time as ad valorem property taxes.

EXHIBIT A

COMMUNITY FACILITIES DISTRICT NO. 1990-1

Description of Facilities

1. The acquisition of 400 thousand dollars of the site preparation work on the school site referenced in 2 below, and on a ballfield and playground park site to be conveyed to the City adjacent to said school site.
2. The construction of a middle school facility on a site to be conveyed to the Mt. Diablo Unified School District, said site being located on the easterly side of Marsh Creek Road between Bigelow Street and Regency Drive.

However, in the event a contract has not been awarded for the construction of the school by August 1, 1992, (or the extension of said date if agreed to by the current owner of the site), then the payment of school facility impact fees to said School District, plus one or more of the following alternative facilities:

- (a) the acquisition or construction of a fire station on a site to be located on Oakhurst Drive southerly of Clayton Road;
- (b) the acquisition or construction of a portion of the improvements to the ballfield and playground park site, referenced in 1 above, including, but not limited to, turf, bleachers, restrooms and drainage facilities. It is estimated that the cost of such improvements will exceed 5.5 million dollars. After allowing for the funding of the first 400 thousand dollars thereof pursuant to 1, above, it is anticipated that the next 2.68 million dollars thereof will be funded from other sources (such as the Oakhurst Assessment District). The remaining 2.42 million dollar portion of said improvements is to be funded by Community Facilities District No. 1990-1.

It is recognized that, in the event the school is not constructed so that the City undertakes the acquisition and construction of the alternative facilities set forth in (a) and (b), above, there may not be sufficient monies from the proceeds of the sale of the bonds proposed to be issued to acquire and construct all of the alternative facilities. It is intended that the alternative facilities to be

acquired and constructed in the descending order of priority set forth above. To the extent any alternative facility has not been acquired or constructed at the time the City determines that all of the bond proceeds have been expended, then such facility not acquired or constructed shall, from the date of such determination, be deemed removed from this description of facilities.

3. The above-listed types of facilities are proposed to include incidental expenses as authorized by the Mello-Roos Community Facilities Act of 1982, including, but not limited to, the cost of planning and designing the facilities (including the cost of environmental evaluations thereof); costs associated with the creation of the District, issuance of the bonds thereof, determination of the amount of taxes, collection of taxes, payment of taxes, or costs otherwise incurred in order to carry out the authorized purposes of the District; and any other expenses incidental to the construction, completion, and inspection of the facilities.

"Middle School" Community Facilities District No. 1990-1 – Fund No. 420

As its name implies, this fund manages the annual collection of the real property Mello-Roos special parcel tax that helped finance the construction of the Diablo View Middle School, a 2017 California Gold Ribbon School. During FY 2007-08 the outstanding debt of the district was refunded to obtain a lower interest rate on the remaining principal (see Fund No. 422). This was a City-initiated transaction which resulted in lower annual payments for the assessed real property owners of this district (Oakhurst Development properties). The remainder of budgeted expenses of the district covers required debt administration costs.

Professional bond trustee administration fees are incurred annually pursuant to the bond indenture necessary for managing the retirement of the district's debt as well as monitoring bond covenants. In FY 2019-20 debt service payments on the 1997 local obligations are estimated to total approximately \$400,838 after the application of a debt service credit of \$80,000 applying savings resulting from the bond refunding. Without the application of the debt service credit, total regular scheduled debt service on the 1997 local obligations would be \$494,384 in FY 2019-20.

Consistent with the prior year, in FY 2019-20 the projected special parcel tax revenue of approximately \$389,794 is less than expenditures as it incorporates a levy reduction credit of approximately \$104,590 (\$80,000 debt service credit and \$24,590 district reserves). This levy reduction has been implemented annually to gradually apply savings resulting from the bond refunding towards minimizing the burden of taxpayers. When compared to the prior year district special tax levy, FY 2019-20 reflects a levy reduction of \$4,000 to be shared amongst the district tax payers. The district is projected to close FY 2019-20 with a positive reserve balance of \$226,321.

City of Clayton
 Middle School Community Facilities District 1990-1 - Fund 420
 Adopted Budget 19-20

Account Number	Account Name	2017-18 Actual	2018-19 Adopted Budget	2018-19 Projected	2019-20 Adopted Budget
7381	Property Tax Admin Cost	1,404	1,404	1,404	1,404
7419	Other Prof. Services	18,549	18,760	19,103	19,450
7420	Other Outside Services	16,452	16,950	16,950	17,630
7611	Principal	342,000	362,000	362,000	383,000
7612	Interest Expense	60,952	40,061	40,061	17,838
7613	Paying Agent Fees	715	2,000	787	1,000
7615	Property Taxes	603	650	603	650
Total Expenditures		440,675	441,825	440,908	440,972
4609	Middle School CFD 1990-1 Parcel Tax	397,796	393,796	393,794	389,794
5601	Interest Income	3,087	2,000	2,000	2,000
5606	Unrealized Investment Gain/Loss	(4,152)	-	-	-
Total Revenue		396,731	395,796	395,794	391,794
Increase (Decrease) in Fund Balance		(43,944)	(46,029)	(45,114)	(49,178)
Beginning Fund Balance		364,558	325,065	320,614	275,500
Ending Fund Balance		320,614	279,036	275,500	226,321

For financial reporting purposes, the Middle School CFD 1990-1 Fund (No. 420) meets the definition of and is reported as an *Agency Fund*. In accordance with GASB Statement No. 34, no fund balance is reported for Agency Funds. For budgeting purposes, however, this fund is reported on a modified accrual basis to better reflect the cash position of the fund as well as debt service transactions which would otherwise be excluded from expenditures following GASB 34.

CFA 2007 Refunding Bonds Agency Fund - Fund No. 422

In 1997 the Clayton Financing Authority (CFA) issued \$7.16 million in Special Tax Bonds to provide financing assistance in completing the construction of the Diablo View Middle School (see Fund No. 420). In May 2007 the CFA's Board of Directors (City Council) determined it was financially advantageous to the Oakhurst Development real property owners for the CFA to refinance the outstanding debt to achieve savings in annual debt payments. Upon its issuance the refunding action captured a savings of \$600,000 to the Middle School Community Facilities District 1990-1 (CFD 1990-1) saving individual property taxpayers approximately \$20 - \$51 per year. Bond interest rates fell from the range of 5.25% - 5.90% down to 3.5% - 4.2%. As the CFA is the owner of the 1997 local obligations, the 2007 Refunding Bonds are ultimately secured by the annual Mello-Roos special parcel tax levy from the Middle School Benefit Assessment District (CFD 1990-1) and the corresponding annual payment on the 1997 local obligations.

Debt service on the 2007 refunding bonds is budgeted to be \$410,525 in FY 2019-20. Payments received pertaining to the 1997 local obligations from CFD 1990-1 will be sufficient to meet the required debt service on the 2007 bonds. Consistent with the prior year, this fund is projected to utilize reserves in order to apply a debt service credit to the FY 2019-20 CFD 1990-1 special parcel tax levy. A systematic and gradual utilization of reserves arising from the bond refunding savings is planned through the maturity of the 2007 refunding bonds in FY 2022-23. The fund is projected to close FY 2019-20 with a positive reserve balance of \$494,623, of which \$252,000 (51%) pertains to the 2007 bonds' reserve fund held with the bond trustee and restricted for future debt service per the bond indenture.

City of Clayton

Clayton Financing Authority 2007 Middle School Refunding Bonds - Fund 422

Adopted Budget 19-20

Account Number	Account Name	2017-18 Actual	2018-19 Adopted Budget	2018-19 Projected	2019-20 Adopted Budget
7419	Other Prof. Services	6,371	6,550	6,855	7,050
2804	Principal Payment (CFA 2007)	340,000	370,000	350,000	360,000
7612	Interest Expense	78,795	63,595	64,854	50,525
7613	Paying Agent Fees	2,310	2,310	2,541	2,500
Total Expenditures		427,476	442,455	424,250	420,075
5601	Interest Income	2,368	1,750	3,400	2,500
5606	Unrealized Investment Gain/Loss	(1,425)	-	-	-
5701	Reimbursements/Refunds (CFD 1990-1)	8,681	8,860	9,396	9,550
5815	Interest on Loans/Bonds	53,538	32,211	31,761	9,537
1251	Principal Payment (CFD 1990-1)	342,000	362,000	362,000	383,000
Total Revenue		405,162	404,821	406,557	404,587
Increase (Decrease) in Fund Balance		(22,314)	(37,634)	(17,693)	(15,488)
Beginning Fund Balance		550,118	500,445	527,804	510,111
Ending Fund Balance		527,804	462,811	510,111	494,623
Restricted Portion of Fund Balance Includes:					
	CFD 1990-1 Special Tax Fund (Trustee)	133,650	113,300	118,000	103,000
	2007 CFA TAB Reserve Fund (Trustee)	251,547	251,990	252,000	252,000
	Total	385,197	365,290	370,000	355,000

For financial reporting purposes, the Clayton Financing Authority 2007 Middle School Refunding Bonds Fund (No. 422) meets the definition of and is reported as an *Agency Fund*. In accordance with GASB Statement No. 34, no fund balance is reported for Agency Funds. For budgeting purposes, however, this fund is reported on a modified accrual basis to better reflect the cash position of the fund as well as debt service transactions which would otherwise be excluded from expenditures following GASB 34.

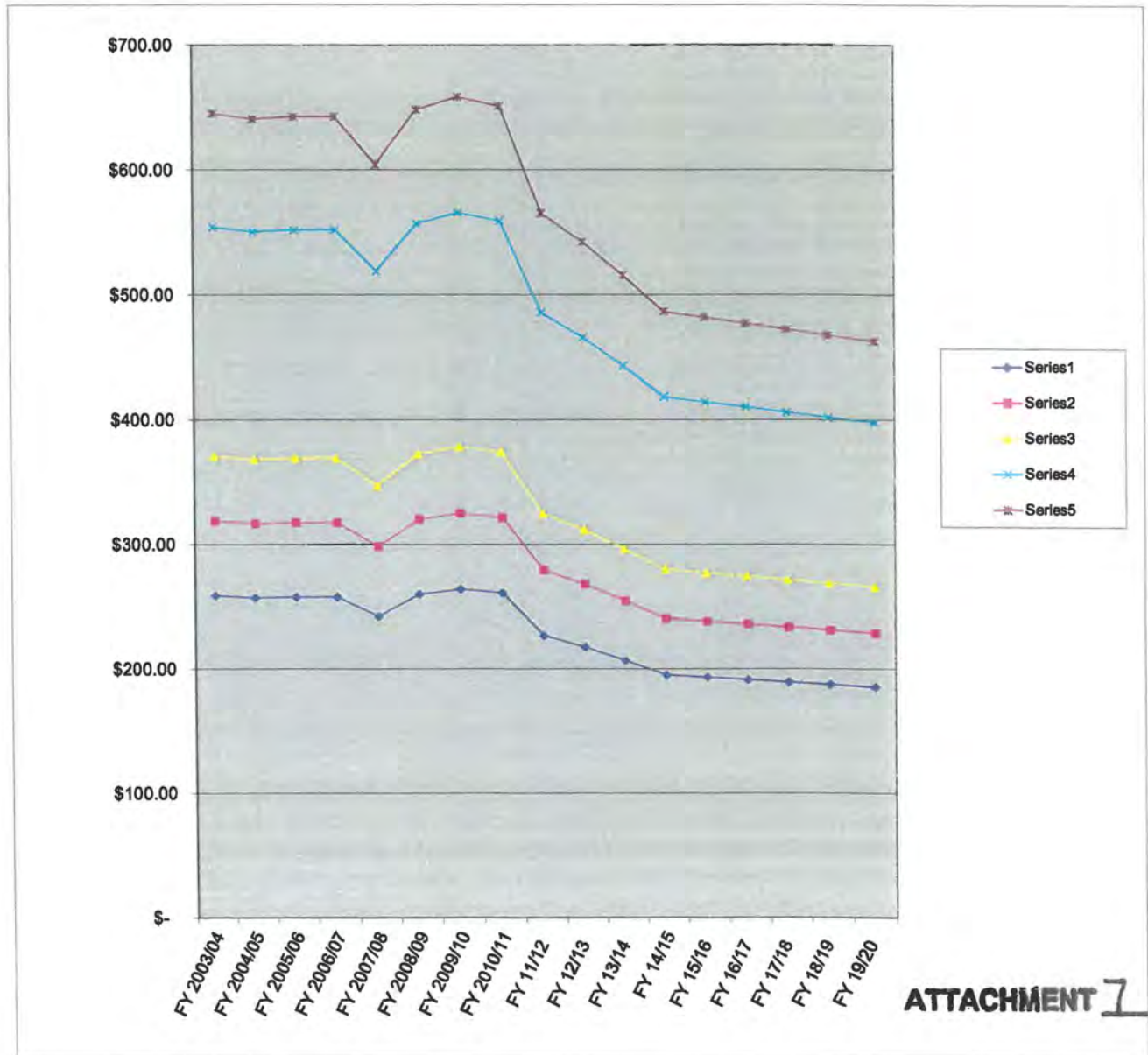
Middle School CFD Parcel Levy History Amounts by Category of Dollar Amount

	rate series 1	rate series 2	rate series 3	rate series 4	rate series 5	series 5 ex
FY 2003/04	\$ 259.00	\$ 318.98	\$ 371.12	\$ 554.52	\$ 645.34	
FY 2004/05	\$ 257.20	\$ 316.76	\$ 368.54	\$ 550.66	\$ 640.84	
FY 2005/06	\$ 257.94	\$ 317.66	\$ 369.60	\$ 552.24	\$ 642.70	
FY 2006/07	\$ 258.02	\$ 317.76	\$ 369.72	\$ 552.40	\$ 642.88	refi May 2007
FY 2007/08	\$ 242.60	\$ 298.78	\$ 347.62	\$ 519.40	\$ 604.48	\$ (38.40)
FY 2008/09	\$ 260.30	\$ 320.58	\$ 373.00	\$ 557.30	\$ 648.60	\$ 44.12
FY 2009/10	\$ 264.40	\$ 325.62	\$ 378.86	\$ 566.08	\$ 658.80	\$ 10.20
FY 2010/11	\$ 261.42	\$ 321.96	\$ 374.60	\$ 559.70	\$ 651.38	\$ (7.42)
FY 11/12	\$ 227.02	\$ 279.58	\$ 325.28	\$ 486.04	\$ 565.64	\$ (85.74)
FY 12/13	\$ 217.84	\$ 268.28	\$ 312.14	\$ 466.38	\$ 542.78	\$ (22.86)
FY 13/14	\$ 207.10	\$ 255.06	\$ 296.76	\$ 443.40	\$ 516.02	\$ (26.76)
FY 14/15	\$ 195.44	\$ 240.68	\$ 280.04	\$ 418.42	\$ 486.94	\$ (29.08)
FY 15/16	\$ 193.52	\$ 238.34	\$ 277.30	\$ 414.32	\$ 482.20	\$ (4.74)
FY 16/17	\$ 191.62	\$ 235.98	\$ 274.56	\$ 410.24	\$ 477.44	\$ (4.76)
FY 17/18	\$ 189.70	\$ 233.64	\$ 271.82	\$ 406.16	\$ 472.68	\$ (4.76)
FY 18/19	\$ 187.80	\$ 231.28	\$ 269.10	\$ 402.06	\$ 467.92	\$ (4.76)
FY 19/20	\$ 185.88	\$ 228.92	\$ 266.36	\$ 397.98	\$ 463.16	\$ (4.76)

net change series 5 example \$ (179.72)

this reduction made up for over levy in FY 08/09 & 09/10 plus reg reduction for 11/12

Number of Parcels 305 315 322 275 140 1357





Agenda Date: 6-18-2019

Agenda Item: 5F

STAFF REPORT

Approved:

Gary A. Napper
City Manager

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: Janet Calderon, City Clerk

DATE: June 18, 2019

SUBJECT: Council Appointment of Jacalyn Ferree as Clayton's representative to the Contra Costa County Library Commission for the term through June 30, 2019.

RECOMMENDATION

By minute motion, confirm the nomination by the Mayor Catalano and appoint Jacalyn Ferree to serve as the City of Clayton representative on the Contra Costa County Library Commission through June 30, 2019.

BACKGROUND

With the January 2018 resignation of Ms. Joyce Atkinson as Clayton's representative on the Contra Costa County Library Commission, the City advertised the advisory position on the City's website and its public posting boards. However, no interest surfaced and the City's position remained vacant.

In January 2019 the County Clerk received an application from Walnut Creek resident Jacalyn Ferree to serve on the Contra Costa County Library Commission. Ms. Ferree is active on the Clayton Community Library Foundation Board and has been attending County Library Commission meetings as a matter of interest.

Staff's contact with County Library staff discovered there is no requirement of residency for a particular city's selection of its voting representative to the County Library Commission.

FISCAL IMPACT

None.

Attachment: Application from Jacalyn Ferree (1 pg.)



RECEIVED

JAN 29 2019

APPLICATION FOR APPOINTMENT
TO THE
COUNTY LIBRARY COMMISSION

City of Clayton

This application is public record. Return form to City Hall, 6000 Heritage Trail, Clayton, CA 94517.

Name Jacalyn Ferree Address 224 Los Felicias Ave
Walnut Creek, CA 94598
Home Phone 925-334-1677 Business Phone N/A

E-mail address: ferree@comcast.net Length of residency in Clayton —

Occupation Accountant Present employer Retired - Chevron

Education and related training Bachelor of Science with a
double major in Accounting and Business
Administration

Why are you interested in serving on this Commission? I am currently a
Clayton Library Foundation Board member, and
there are limited candidates available to fulfill

the commission position. I am willing and interested
in representing the City of Clayton on the County Library Commission.

What do you consider are the greatest library service needs within the scope of the Commission?

- 1) Ensure the Clayton Library is properly represented
as an integral part of the county decisions.
- 2) Leverage opportunities and programs from other county
libraries and in turn, support other libraries with
their initiatives.
- 3) Keep abreast of state funding decisions.

Other associated interests and hobbies:
Reading, traveling, volunteering

Am active with Clayton Library fundraisers
and other foundation initiatives.

List two references with phone numbers:

- 1) Jeanne Boyd - CCLF (Clayton Library Foundation) President.
ms books 2@comcast.net
- 2) Marcella Moloshco 707-527-0577

Jacalyn Ferree
Signature

Date: January 29, 2019



May 23, 2019

*****AUTO**5-DIGIT 94514

Clayton, CA 94517-1442



Important Customer Message: Prepare for power outages and help us reach you. Please visit pge.com/mywildfirealerts to update your contact information today.

RE: Important Message: Take Action Today to Prepare for Public Safety Power Outages

Dear Valued Customer:

Given the growing threat of extreme weather, we want all of our customers to be prepared for power outages. If extreme fire danger conditions threaten a portion of the electric system serving your community, it will be necessary for us to turn off electricity in the interest of public safety. This is called a Public Safety Power Shutoff.

What you need to know about Public Safety Power Shutoff

- Before any Public Safety Power Shutoff, we carefully review a combination of criteria such as predictions of strong winds and very low humidity levels, along with critically dry vegetation and on-the-ground observations from field crews.
- Because the energy system relies on power lines working together to provide electricity across cities, counties and regions, your power may be shut off, even if you do not live or work in an area experiencing high winds or other extreme weather conditions. This is done for the safety of all communities and customers.
- When we need to turn off your power, we will attempt to contact you in advance by phone, text and email, and provide updates through social media, local news, radio and the pge.com website.
- We expect to be able to visually inspect the system for damage and restore power to most of our customers within 24 to 48 hours after extreme weather has passed. Because extreme weather can last several hours or days, for planning purposes, we suggest customers prepare for outages that could last longer than 48 hours.

Attend a Wildfire Safety Open House

To learn more about how to stay safe and about Public Safety Power Shutoffs, including details on upcoming regional open houses and informational webinars, please visit pge.com/wildfiresafety.

How to better prepare

We know how much our customers rely on electric service and want to work together to help you prepare for power outages related to extreme weather and wildfire threats. Here are some important steps you can take today:

- **Update your contact information by visiting pge.com/mywildfirealerts or call 1-866-743-6589** during normal business hours. We will use this information to alert you through automated calls, texts and emails, when and where possible, prior to a Public Safety Power Shutoff.
- **Plan for medical needs** like medications that require refrigeration or devices that need power.
- **Identify backup charging methods** for phones and keep hard copies of emergency numbers.
- **Build or restock your emergency kit** with flashlights, fresh batteries, first aid supplies and cash.
- **Know how to manually open** your garage door.

For more information on our wildfire safety efforts and Public Safety Power Shutoffs, including details on upcoming open houses and informational webinars in your region, please visit pge.com/wildfiresafety.

Sincerely,

PG&E Community Wildfire Safety Team

Dada la creciente amenaza de clima extremo, queremos que todos nuestros clientes estén preparados para los apagones. Si las condiciones extremas de peligro de incendio amenazan una parte del sistema eléctrico que sirve a su comunidad, será necesario que desconectemos la electricidad en interés de la seguridad pública. Esto se denomina Public Safety Power Shutoff (Apagado por Seguridad Pública). **Actualice su información de contacto visitando** pge.com/psps-es **o llame al** 1-866-743-6589 durante el horario regular de trabajo. Utilizaremos esta información para alertarle a través de llamadas, textos y correos electrónicos automatizados, cuándo y dónde sea posible, antes de un apagado por seguridad pública. Para obtener más información sobre nuestros esfuerzos de seguridad contra incendios forestales y apagones por seguridad pública, incluidos los detalles de las próximas **jornadas de puertas abiertas y seminarios informativos en línea en su región**, por favor visite pge.com/psps-es

隨著極端氣候的威脅日益增加，我們希望所有用戶皆能為停電情況做準備。當您所屬社區的部分供電系統遭極端火災情況威脅時，為維護公共安全，我們必須中斷電力服務，採取公共安全斷電措施 (Public Safety Power Shutoff)。您可透過網頁 pge.com/psps-zh 或於辦公時間內致電 1-866-743-6589 更新您的聯絡資料。當情況允許時，我們將採取公共安全斷電措施前，透過您提供的聯絡方式，發送自動語音留言、簡訊及電子郵件進行通知。請瀏覽 pge.com/psps-zh 了解更多有關我們在森林大火安全上的工作，並獲得公共安全斷電措施之相關資訊，包含查詢將在您所在區域內舉行的資訊座談及網路研討會時間。

Trước mỗi đe dọa ngày càng gia tăng của thời tiết khắc nghiệt, chúng tôi muốn tất cả khách hàng của mình được chuẩn bị cho vấn đề mất điện. Nếu các điều kiện hỏa hoạn cực kỳ nguy hiểm đe dọa một phần hệ thống điện đang phục vụ cộng đồng của bạn, chúng tôi sẽ cần phải tắt điện vì lý do an toàn công cộng. Điều này được gọi là Tắt Điện vì An Toàn Công Cộng. **Cập nhật các chi tiết liên lạc của bạn bằng cách gọi số 1-866-743-6589** trong giờ làm việc bình thường. Chúng tôi sẽ sử dụng thông tin này để khẩn báo cho bạn bằng cách gọi phone, text và email tự động, bất cứ lúc nào và nơi nào có thể, trước khi Tắt Điện vì An Toàn Công Cộng. Để biết thêm thông tin về các nỗ lực bảo vệ an toàn của chúng tôi từ các vụ cháy rừng và thông báo Tắt Điện vì An Toàn Công Cộng, bao gồm cả chi tiết về các **buổi hội thảo trực tiếp hay trên mạng sắp tới trong khu vực của bạn**, vui lòng gọi **1-866-743-6589**.

극심한 기후 변화의 위협에 대응하여 우리는 모든 고객들이 정전에 만반의 대비를 하도록 원합니다. 공공 안전을 위해 화재 위험이 높은 지역의 전력을 사전에 차단하여 극한 위험 가능성이 높은 기상 조건에서 화재 가능성을 줄이기 위한 방법입니다. 이를 공공 안전 전원 차단이라고 합니다. 정상 업무 시간 중, **1-866-743-6589**

로 전화하여 연락처 정보를 업데이트 하십시오.

공공 안전 전원을 차단해야 한다고 판단되면 고객에게 자동화된 전화, 문자 및 전자 메일을 통해 미리 알려드릴 것입니다. **해당 지역의 다가오는 오픈 하우스 및 웨비나에 대한 세부 정보 및 산불 안전 및 공공 안전 전원 차단에 대한 자세한 내용은 1-866-743-6589 로 연락바랍니다.**

Community Wildfire Safety Program

City of Clayton

June 18, 2019



Together, Building
a Better California



Community Wildfire Safety Program



REAL-TIME MONITORING AND INTELLIGENCE

- Coordinating prevention and response efforts by monitoring wildfire risks in real time from our **Wildfire Safety Operations Center**
- **Expanding our network of PG&E weather stations** to enhance weather forecasting and modeling
- Supporting the **installation of new high-definition cameras** in high fire-threat areas



NEW AND ENHANCED SAFETY MEASURES

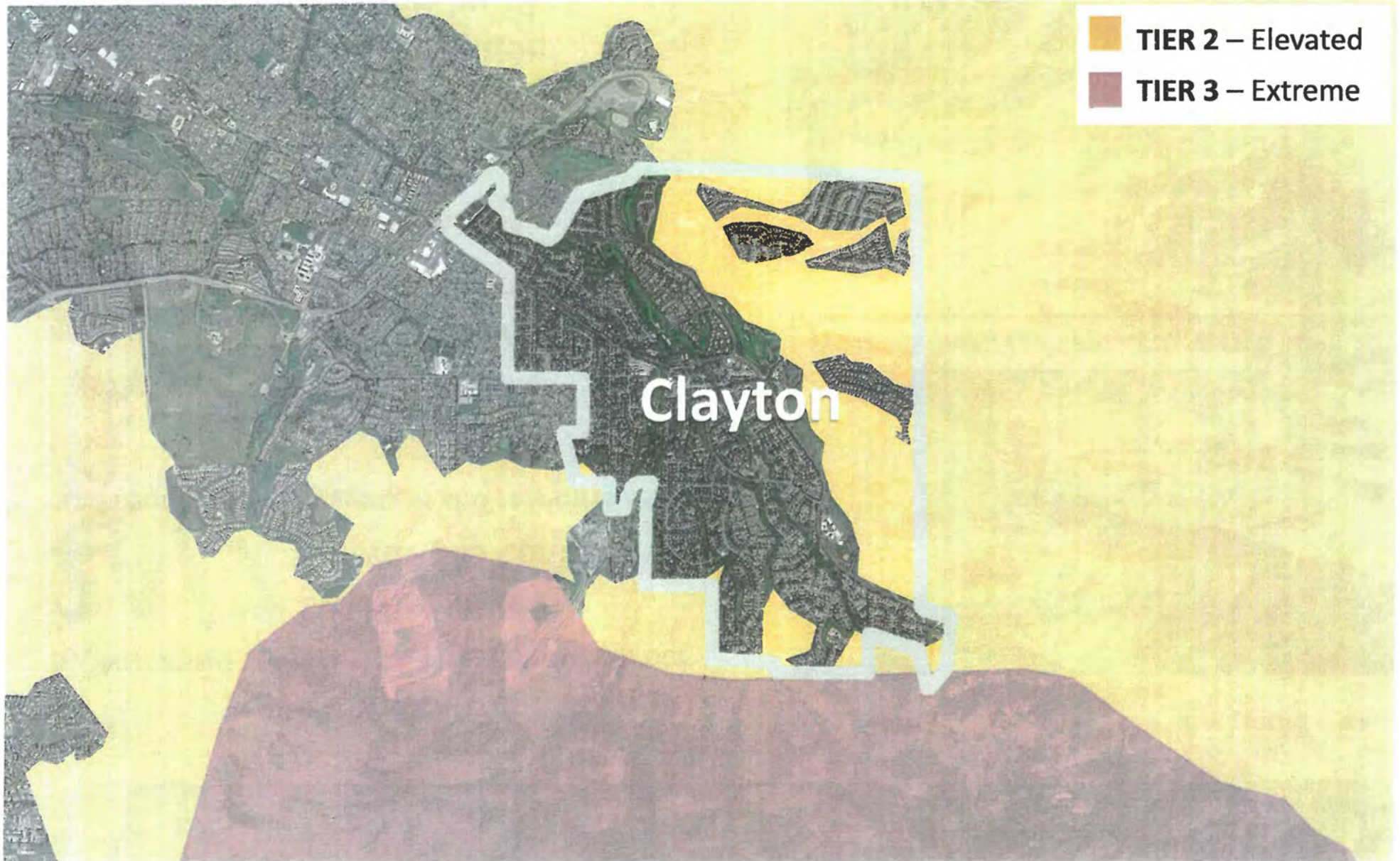
- Further enhancing vegetation management efforts to **increase focus on vegetation that poses a higher potential for wildfire risk**
- **Conducting accelerated safety inspections** of electric infrastructure in high fire-threat areas
- **Disabling automatic reclosing of circuit breakers and reclosers** in high fire-risk areas during wildfire season
- **Proactively turning off electric power for safety (Public Safety Power Shutoff)** when extreme fire danger conditions are forecasted



SYSTEM HARDENING AND RESILIENCY

- Installing **stronger and more resilient poles and covered power lines**, along with **targeted undergrounding**
- **Upgrading and replacing electric equipment and infrastructure** to further reduce wildfire risks
- **Working with communities to develop new resilience zones** to provide electricity to central community resources during a Public Safety Power Shutoff event

CPUC High Fire-Threat District Map - Clayton





Real-Time Monitoring and Intelligence

MONITORING wildfire risks in real time from our
24/7 Wildfire Safety
Operations Center
and coordinating **prevention and response efforts**

INSTALLING
~1,300 new weather
stations by 2022

Data available at mesowest.utah.edu

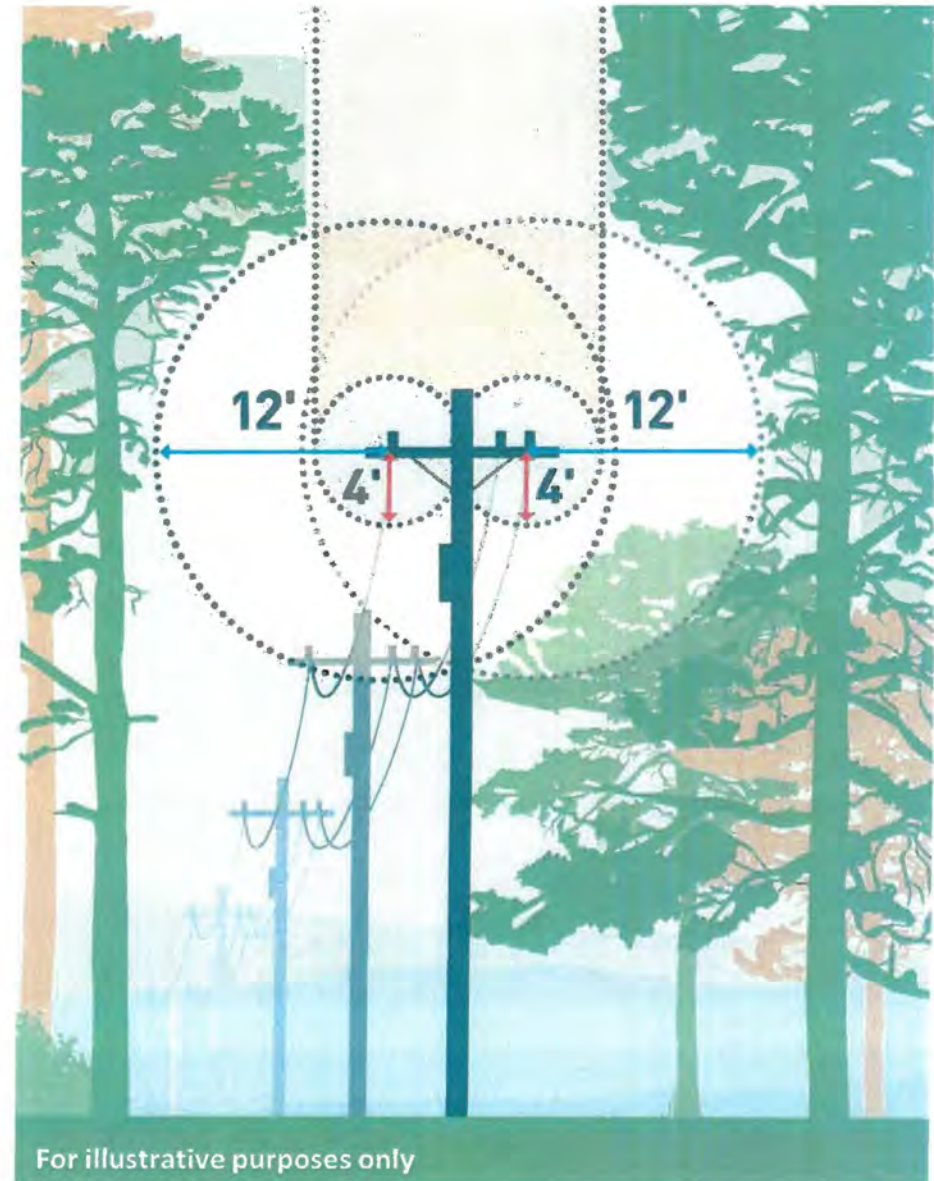
SUPPORTING the installation of
~600 high-definition
cameras by 2022
Images available at alertwildfire.org



Enhanced Vegetation Management

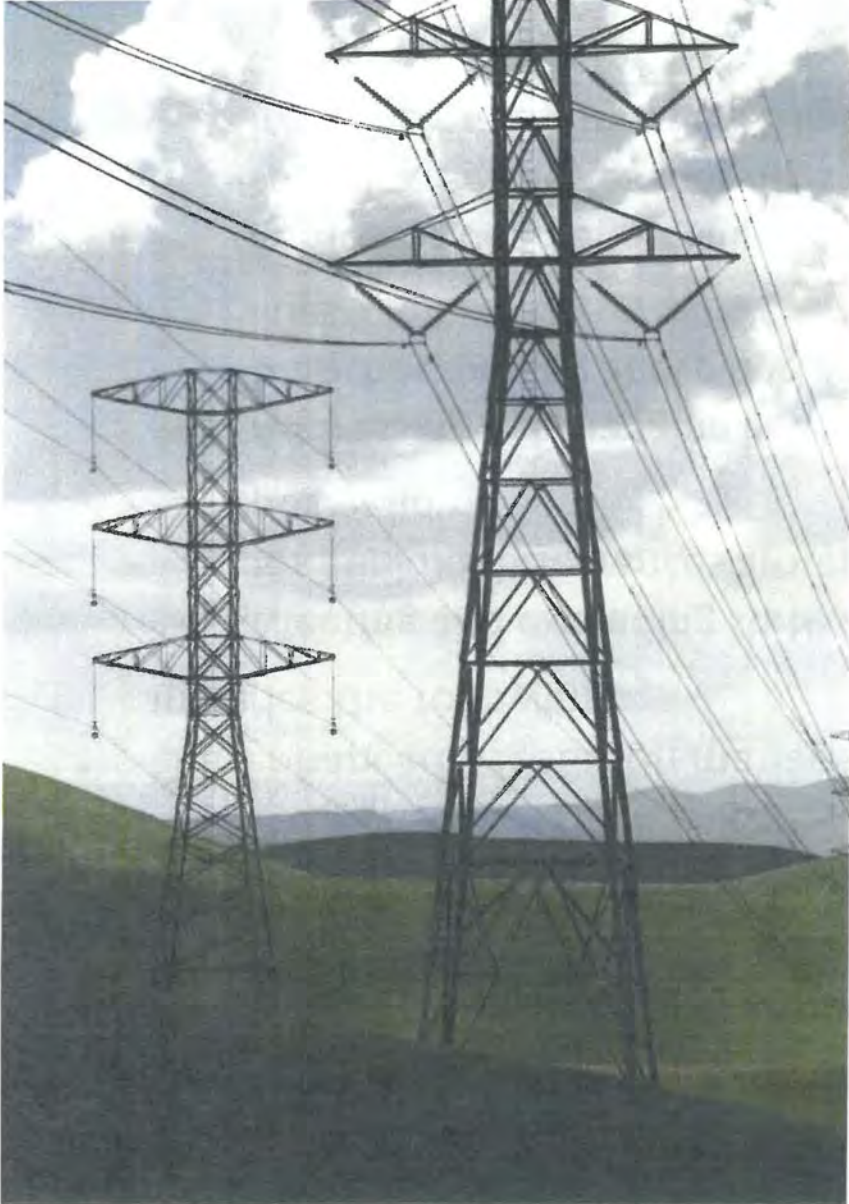
We are **expanding and enhancing our Vegetation Management program** to further reduce wildfire risk

- Our enhanced vegetation management work includes the following:
 - ☑ **Meeting and exceeding state standards** for minimum clearances around the power line
 - ☑ **Addressing overhanging limbs and branches** directly above and around the lines
 - ☑ **Removing dead and dying trees** as well as specific tree species that have more frequently fallen into PG&E lines and caused an ignition
- We are working to complete this important safety work **in high fire-threat areas** over the next several years





Wildfire Safety Inspections



As part of our enhanced wildfire safety efforts, implemented following the 2017 and 2018 wildfires as additional precautionary measures intended to further reduce wildfire risks, **we are conducting accelerated safety inspections of electric infrastructure in areas of higher wildfire risk (Tier 2 and Tier 3).**

- **We are conducting comprehensive inspections of electric towers and poles** through visual and aerial inspections.
- This work is being done as part of our Community Wildfire Safety Program, and is **in addition to our routine inspections and maintenance** programs.
- We are inspecting **substations and transmission and distribution lines** in high fire-threat areas.



Inspections Overview



Accelerated inspections of transmission and distribution poles and towers as well as substations in high fire-threat areas



Visual inspections (ground and/or climbing) performed by crews of up to four people



Aerial inspections by drones to complement and further enhance inspections



Helicopters for inspections and to deliver crews to remote locations

We are taking action right away to address any immediate risk to public safety found during the accelerated inspections



Electric System Maintenance and Repairs

We will **evaluate inspection results to determine repair needs and associated timing.** If any issues are found during the accelerated inspections that pose an immediate risk to public safety, **we are taking action right away to address the issue.**



- When inspections determine that repairs are needed, but **there is not an immediate safety risk, we will follow our preventative maintenance procedures, consistent with state guidelines** for high fire-threat areas.
- **Repairs will depend on what we observe in the field but could range from installing new signs or electrical components to replacing poles or towers.**
- Where possible, **we will bundle work to minimize customer impact,** particularly if we need to de-energize the line to safely complete the repairs.



System Hardening and Resiliency

Installing stronger and more resilient poles and covered power lines across approximately 7,100 line miles of highest fire-risk areas



Replacing equipment to further reduce risk to our system and tailoring upgrades based on terrain and weather conditions using more granular analysis of fire-prone regions



Piloting new resilience zones to allow PG&E to provide electricity to central community resources serving local customers during a Public Safety Power Shutoff (PSPS) event



Additional Safety Measures

To further reduce the risk of wildfires, we are **disabling automatic reclosing of circuit breakers and reclosers** on lines in high fire-risk areas during wildfire season.

Where we have remote control capability, we **disable reclosing based on a daily decision-making process during times of elevated risk.**

ENABLED

450 reclosing devices with remote capabilities in **2018**

WORKING to enable nearly

300 additional reclosing devices with remote capabilities in advance of the **2019 wildfire season**





Public Safety Power Shutoff (PSPS)

We monitor conditions across our system and evaluate whether to proactively turn off electric lines for safety when extreme fire danger conditions are forecasted.

While no single factor will drive a Public Safety Power Shutoff, some factors include:



A RED FLAG WARNING
declared by the National
Weather Service



LOW HUMIDITY LEVELS
generally 20% and below



FORECASTED SUSTAINED WINDS GENERALLY ABOVE 25 MPH AND WIND GUSTS IN EXCESS OF APPROXIMATELY 45 MPH, depending on location and site-specific conditions such as temperature, terrain and local climate

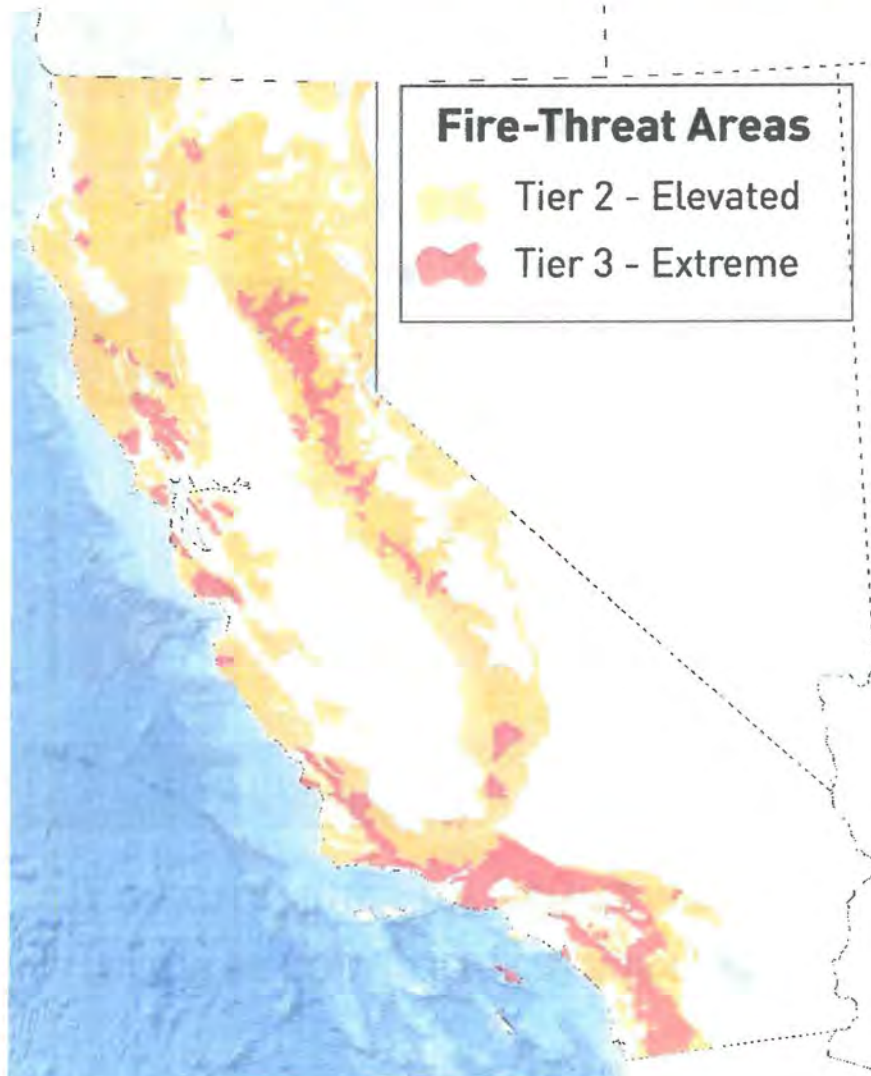


CONDITION OF DRY FUEL
on the ground and live
vegetation (moisture content)



ON-THE-GROUND, REAL-TIME OBSERVATIONS
from PG&E's Wildfire Safety
Operations Center and field
observations from PG&E crews

Public Safety Power Shutoff (PSPS)



Source: California Public Utilities Commission

- Beginning with the 2019 wildfire season, we are expanding our Public Safety Power Shutoff program to include **all electric lines that pass through high fire-threat areas – both distribution and transmission.**
- The most likely electric lines to be considered for shutting off for safety will be those that pass through **areas that have been designated by the CPUC as at elevated (Tier 2) or extreme (Tier 3) risk for wildfire.**
- Because the energy system **relies on power lines working together** to provide electricity, **any of PG&E's more than 5 million electric customers could have their power shut off.**



PSPS Event Notifications

Extreme weather threats can change quickly. **Our goal, dependent on weather, is to provide customers with advance notice prior to turning off power.** We will also provide updates until power is restored.

Timing of Notifications (when possible)

- **~48 HOURS** before electricity is turned off
- **~24 HOURS** before electricity is turned off
- **JUST BEFORE** electricity is turned off
- **DURING THE PUBLIC SAFETY OUTAGE**
- **ONCE POWER HAS BEEN RESTORED**



City/County/Agency Notifications

We will make every attempt to provide notice in advance of notifying customers through:

- **Phone calls/emails** to primary contacts
- **Automated notifications** to send alerts through multiple channels
- **Provide customer alerts** to share via channels, such as city or county website, Nixle, Nextdoor and Reverse 911

Customer Notifications

We will attempt to reach customers through **calls, texts and emails**. We will also use **social media** and keep **local news and radio outlets** informed and updated.



Working to Restore Power

We will only restore power when we are certain it is safe to do so. We expect to be able to visually inspect the system for damage and restore power to most of our customers within 24 to 48 hours after extreme weather has passed. Because extreme weather can last several hours or days, for planning purposes, we suggest customers prepare for outages that could last longer than 48 hours.



WEATHER ALL CLEAR

After the extreme weather has passed and it's safe to do so, our crews begin patrols and inspections.



PATROL & INSPECT

Crews visually inspect our electric system to look for potential weather-related damage to the lines, poles and towers. This is done by vehicle, foot and air during daylight hours.



ISOLATE & REPAIR DAMAGE

Where damage is found, crews work to isolate the area so other parts of the system can be restored. Crews work safely and as quickly as possible to make repairs.



RESTORE POWER

Once it is safe to energize, a call is made to the PG&E Control Center to complete the energization process. Power is then restored to customers.



NOTIFY CUSTOMERS

Customers are notified that power has been restored.



Working With Our Customers to Prepare



Reaching out to approximately 5 million customers and asking them to update their contact info at pge.com/mywildfirealerts



Holding answer centers and open houses (as needed) in advance of and during wildfire season



Mailing postcards to customers that do not have contact information on file



Providing tenant education kits to Master Meter customers



Conducting additional outreach to customers in high fire-threat areas through direct mail, preparedness checklist and email campaign



Placing calls and doing additional outreach to Medical Baseline and Medical Baseline-eligible customers in high fire-threat areas



Launching broad public safety advertising campaign



Continuing to share information through pge.com/wildfiresafety



Partnering with community leaders, first responders and public safety authorities around PSPS preparedness and coordination



Engaging with organizations for our customers who have specific needs to explore ways we can partner



Learn More

We welcome your feedback and input

For questions regarding PG&E's Community Wildfire Safety Program, please contact:

- **Tom Guarino**
 - 510-874-2245
 - Tom.Guarino@pge.com

Please direct customers with questions to:


- Call us at **1-866-743-6589**
- Email us at **wildfiresafety@pge.com**
- Visit **pge.com/wildfiresafety**



As a critical partner in emergency response, we want to notify you about a potential Public Safety Power Shutoff in your area, when possible. Please provide the best phone numbers and email addresses for your organization.





Approved: 
Gary A. Napper
City Manager

AGENDA REPORT

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: DAVID WOLTERING, INTERIM COMMUNITY DEVELOPMENT DIRECTOR

DATE: JUNE 18, 2019

**SUBJECT: SECOND READING AND ADOPTION OF ORDINANCE NO. 488
EXTENDING THE TOWN CENTER PARKING WAIVER (ZOA-03-19)**

RECOMMENDATIONS

Following the opportunity for public comment, it is recommended the City Council approve:

- 1) A motion to have a second reading of Ordinance No. 488 by title and number only by the City Clerk and waive further reading; and, following this reading by the City Clerk,
- 2) A motion to adopt Ordinance No. 488 to amend Section 17.37.030.C of the Clayton Municipal Code for the purpose of extending the parking waiver provision for the Town Center area from June 30, 2019 to June 30, 2022 with findings that its adoption will not result in a significant adverse environmental impact, as the general environmental setting and anticipated impacts have not changed nor is there new information that would alter the findings of the January 17, 2001 City Council adoption of the Town Center and Vicinity Planning Amendments Initial Environmental Study/Negative Declaration (ENV-01-06) prepared in accordance with Section 15070 et seq. of the California Environmental Quality Act (CEQA) Guidelines. (**Attachment 1**).

BACKGROUND

On June 4, 2019, the City Council introduced Ordinance No. 488, which is proposed to amend Section 17.37.030.C of the Clayton Municipal Code for the purpose of extending the parking waiver provision for the Town Center area from June 30, 2019 to June 30, 2022. (**Attachments 2 and 3**). With this action, the City Council indicated its support and understanding of the benefit for an extension to the limited parking waiver provision for the Town Center area.

ENVIRONMENTAL

The adoption of the Ordinance will not result in a significant adverse environmental impact as the general environmental setting and anticipated impacts have not changed nor is there new information that would alter the findings of the January 17, 2007 City Council adoption of the Town Center and Vicinity Planning Amendments Initial Environmental Study/Negative Declaration (ENV-01-06) prepared in accordance with Section 15070 et seq. of the California Environmental Quality Act (CEQA) Guidelines.

FISCAL IMPACT

None.

ATTACHMENTS

1. Ordinance No. 488 – City of Clayton Parking Waiver Extension
2. Excerpt from the June 4, 2019 City Council Staff Report
3. Excerpt from Clayton Municipal Code Section 17.37.030 on Parking

**AN ORDINANCE
AMENDING SECTION 17.37.030.C (WAIVER PERIOD) OF THE CLAYTON MUNICIPAL CODE FOR
THE PURPOSE OF EXTENDING FROM JUNE 30, 2019 THROUGH JUNE 30, 2022 THE PARKING
WAIVER PROVISION IN THE TOWN CENTER AREA
(ZOA-03-19)**

**THE CITY COUNCIL
City of Clayton, California**

THE CITY COUNCIL OF THE CITY OF CLAYTON FINDS AS FOLLOWS:

WHEREAS, Ordinance No. 408 was adopted by the Clayton City Council on June 26, 2007, which provided a waiver period to allow specified reductions for on-site parking for development projects satisfying certain stated criteria as an incentive for development and redevelopment to occur in Clayton's Town Center area; and

WHEREAS, the initial waiver period contained within Ordinance No. 408 and reflected in 17.37.030.C of the Clayton Municipal Code expired on June 10, 2010 was extended by the adoption of Ordinance No. 428 by the City Council on July 20, 2010 and expired on June 30, 2013; and

WHEREAS, an additional waiver period contained within Ordinance No. 446 and reflected in 17.37.030.C of the Clayton Municipal Code was approved by the City Council on May 21, 2013 and expired on June 30, 2016; and

WHEREAS, the waiver period was further extended with the adoption of Ordinance No. 462 and reflected in 17.37.030.C of the Clayton Municipal Code by the City Council on June 7, 2016 and expires on June 30, 2019; and

WHEREAS, because only limited development has occurred in the Town Center area since the adoption of Ordinance Nos. 408, 428, 446, and 462, continuing to provide incentive to encourage general development and redevelopment in the Town Center area to projects which conform with the Clayton Town Center Specific Plan remains desirable; and

WHEREAS, proper notice of this public hearing was given in all respects as required by law; and

WHEREAS, the City Council received the recommendation of the Planning Commission, the related staff report and other documents, and public testimony concerning the amendment, and determined that the amendment would be in conformance with the General Plan as well as determined that the public necessity, convenience, and general welfare would require adoption of the amendment.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLAYTON DOES ORDAIN AS FOLLOWS:

SECTION 1. The above recitals are true and correct and are hereby incorporated into this Ordinance.

SECTION 2. The first paragraph of Section 17.37.030.C of the Municipal Code is amended to read in its entirety as follows:

"C. Waiver Period. In order to encourage development of retail, restaurant, office, and personal service uses in the Town Center before June 30, 2022, a waiver period extending through June 30, 2022 is established during which the number of off-street parking and loading spaces required for projects meeting all of the criteria listed in subsections 1-4 below is reduced in accordance with Schedule 17.37.030.D."

SECTION 3. Severability. If any section, subsection, sentence, clause, or phrase of this Ordinance, or the application thereof to any person or circumstances, is held to be unconstitutional or to be otherwise invalid by any court competent jurisdiction, such invalidity shall not affect other provisions or clauses of this Ordinance or application thereof which can be implemented without the invalid provisions, clause, or application, and to this end such provisions and clauses of the Ordinance are declared to be severable.

SECTION 4. Conflicting Ordinances Repealed. Any ordinance or part thereof, or regulations in conflict with the provisions of this Ordinance, are hereby repealed. The provisions of this Ordinance shall control with regard to any provision of the Clayton Municipal Code that may be inconsistent with the provisions of this Ordinance.

SECTION 5. Effective Date and Publication. This Ordinance shall become effective thirty (30) days from and after its passage. Within fifteen (15) days after the passage of the Ordinance, the City Clerk shall cause it to be posted in three (3) public places heretofore designated by resolution by the City Council for the posting of ordinances and public notices. Further, the City Clerk is directed to cause Section 1 of this Ordinance to be entered into the City of Clayton Municipal Code.

SECTION 6. CEQA. The adoption of the Ordinance will not result in a significant adverse environmental impact as the general environmental setting and anticipated impacts have not changed nor is there new information that would alter the findings of the January 17, 2007 City Council adoption of the Town Center and Vicinity Planning Amendments Initial Environmental Study/Negative Declaration (ENV-01-06) prepared in accordance with Section 15070 et seq. of the California Environmental Quality Act (CEQA) Guidelines.

The foregoing Ordinance was introduced at a regular public meeting of the City Council of the City of Clayton, California held on June 4, 2019.

Passed, adopted, and ordered posted by the City Council of the City of Clayton, California at a regular public meeting thereof held on June __, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

THE CITY COUNCIL OF CLAYTON

Tulja Catalano, Mayor

ATTEST

Janet Calderon, City Clerk

APPROVED AS TO FORM

APPROVED BY ADMINISTRATION

Malathy Subramanian, City Attorney

Gary A. Napper, City Manager

I hereby certify that the foregoing Ordinance No. 488 was duly introduced at a regular public meeting of the City Council of the City of Clayton, California held on June 4, 2019 and was duly adopted, passed, and ordered posted at a regular public meeting of the City Council held on _____, 2019.

Janet Calderon, City Clerk



Approved: 
Gary A. Napper
City Manager

AGENDA REPORT

TO: HONORABLE MAYOR AND COUNCIL MEMBERS
FROM: DAVID WOLTERING, INTERIM COMMUNITY DEVELOPMENT DIRECTOR
DATE: JUNE 4, 2019
SUBJECT: INTRODUCTION AND FIRST READING OF A CITY-INITIATED ORDINANCE EXTENDING THE TOWN CENTER PARKING WAIVER INCENTIVE PROGRAM (ZOA-03-19)

RECOMMENDATIONS

It is recommended the City Council:

1. Hold a Public Hearing and then adopt a motion to have the City Clerk read Ordinance No. 488 by title and number only and waive further reading; and
2. Following the City Clerk's reading, by motion approve Ordinance No. 488 for Introduction (Attachment 1).

BACKGROUND

On May 14, 2019, the Planning Commission conducted a noticed Public Hearing and considered the subject ordinance. Following questions and a discussion, the Planning Commission passed a Resolution recommending the City Council adopt an ordinance to extend the Town Center area parking waiver incentive program for an additional three years, until June 30, 2022 (Attachments 2 and 3).

In 2007, the City of Clayton amended Chapter 17.37, the City's Off-Street Parking and Loading Regulations, along with other changes, to reduce the on-site parking requirements as an incentive to encourage certain specific land uses in the City's Town Center. The waiver provisions are covered in Clayton Municipal Code (CMC) Section 17.37.030.C and Schedule 17.37.030.D (Attachment 4).

The purpose for offering the waiver of required on-site parking was to provide an incentive to develop certain land uses and promote overall economic development activity in the Town Center area. The adopted parking waiver provisions primarily promote retail and restaurant land uses, though some parking reductions were provided for office and personal services uses as well. The basis for the recommended changes was the Town Center Parking Study developed in May 2006.

The original amendment to Chapter 17.37, which was passed by the City Council on June 26, 2007, provided a waiver period to June 30, 2010. Since that time, the Planning Commission has considered, and the City Council has approved on three separate occasions—July 20, 2010, May 21, 2013, and June 7, 2016—extensions of the parking waiver allowances until June 30, 2013, June 30, 2016, and June 30, 2019, respectively. This would be the fourth parking waiver extension request. In addition to the parking waiver extension, the City Council also approved entitlements associated with the parking waiver provisions: 1) The Flora Square Project (formerly known as the "Oak Center" Project); 2) The unbuilt Creekside Terrace Mixed Use Project; and, 3) The Skipolini Family Bocce Ball Courts.

DISCUSSION

The purpose of the City offering the parking waiver and associated provisions in 2007 was primarily to encourage and provide incentive for the private development of retail and restaurant uses in the Town Center. This action supported the Town Center Specific Plan policy to *"Maintain and enhance retail and restaurant uses in the Town Center in order to sustain similar uses in the Town Center..."* (Goal II, Page 9) as well as the Town Center Policy I.5 to *"Encourage developers to seize incentives provided in the General Plan for increased structural coverage of smaller parcels in the Town Center."* Increasing structural coverage of smaller parcels is greatly enhanced when parking waiver provisions are provided. Overall, the purpose was manifold to incentivize commercial development in the Town Center area, assist in generating the "critical mass" needed to establish the Town Center as a more competitive commercial location in the county, and support the vision for a compact, pedestrian-friendly development pattern in the Town Center area.

When the City Council originally approved the parking waiver provisions, as suggested in the 2006 Parking Study, the parking waiver was intended to be in effect for three years or until a pre-determined on-street and off-street parking threshold was reached. The City Council set the threshold for reconsideration of the parking waiver provisions to be when 200 parking spaces that normally would have been required with development had been waived (CMC Section 17.37.030.D). The purpose of this provision was to ensure that existing conditions in the Town Center area were not compromised with respect to the availability of public parking, patterns of utilization, and parking needs of future commercial. To date, of the 200 parking spaces that potentially could be waived, a total of 77 parking spaces have been waived for three development projects in the Town Center: 21 spaces for the unbuilt Creekside Terrace

Project; 36 spaces for the Flora Square Project (formerly known as the "Oak Center" Project); and, 20 spaces for the Skipolini Family Bocce Ball Courts.

The potential development and generation of the "critical mass" was dealt a significant setback with the onset of the Great Recession that lasted from 2007 to 2009. The area is still in need of the right combination of market conditions, appropriate proposals, and interest to achieve its development potential. Accordingly, Staff believes the same reasons exist in 2019 that did in 2007 to incentivize potential commercial development in the Town Center. Approval of the parking waiver would show continued effort and support and meaningful incentive to encourage and propel future commercial private development in the Town Center area.

ENVIRONMENTAL

The adoption of the Ordinance will not result in a significant adverse environmental impact as the general environmental setting and anticipated impacts have not changed nor is there new information that would alter the findings of the January 17, 2007 City Council adoption of the Town Center and Vicinity Planning Amendments Initial Environmental Study/Negative Declaration (ENV-01-06) prepared in accordance with Section 15070 et seq. of the California Environmental Quality Act (CEQA) Guidelines.

FISCAL IMPACT

None.

ATTACHMENTS

1. Ordinance No. 488
2. Planning Commission Resolution No. 02-19
3. Excerpt of the Minutes from the May 14, 2019 Planning Commission Meeting
4. Excerpts from Clayton Municipal Code Section 17.37.030 on Parking

17.37.030 - Parking and Loading Space Requirements.

- A. Parking and Loading Space Schedules.** Off-street parking spaces shall be provided in accordance with Schedule 17.37.030.A. Off-street loading spaces shall be provided for non-residential uses in accordance with Schedule 17.37.030.B or as required by the Planning Commission. References to spaces per square foot are to be computed on the basis of gross floor area unless otherwise specified, and shall include allocations of shared restroom, halls and lobby area, and mechanical equipment or maintenance areas, but shall exclude area for vertical circulation (e.g., stairs, elevators).
- B. Parking Schedule with Public Parking Easement.** In lieu of the parking space requirements provided in Schedule 17.37.030.A, the number of off-street parking spaces required for projects meeting all of the criteria listed in subsections 1—3 below shall be in accordance with Schedule 17.37.030.C.
1. The parcel is located within the planning area of the Town Center Specific Plan (as amended).
 2. The project involves new construction and/or addition(s) of retail, restaurant, service, or office uses.
 3. The City Council accepts an offer of a public parking easement from the property owner. The public parking easement allows the general public to park in the off-street parking facility when any business establishment operating on the property is not open for business.
- C. Waiver Period.** In order to encourage development of retail, restaurant, office, and personal service uses in the Town Center before June 30, 2019, a waiver period extending through June 30, 2019 is established during which the number of off-street parking and loading spaces required for projects meeting all of the criteria listed in subsections 1-4 below is reduced in accordance with Schedule 17.37.030.D.
1. The parcel is located within the planning area of the Town Center Specific Plan (as amended).
 2. The project involves construction, establishment, and/or addition(s) of retail, restaurant, office, or personal services uses.
 - 3.

Interim Director Woltering indicated the following:

- From staff's perspective, having a monitoring plan with regard to the Town Center parking requirements is beneficial to the community so that the City can analyze the parking involved with each new project that might be proposed in the Town Center.
- Given the different uses in the Town Center ranging from the annual events and activities that this community cherishes to the new development that the City has tried so hard to encourage, the parking waiver (and its ongoing extensions) allows a method for the City to both incentivize development in the Town Center as well as monitor possible parking impacts.

Commissioner Gall moved and Commissioner Gavidia seconded a motion to adopt Resolution 02-19, recommending City Council approval of an Ordinance extending the parking waiver in the Town Center area until June 30, 2022. The motion passed 3-0.

A building permit (if required) for the project has been issued within two (2) years of project approval. Construction and a final building permit inspection are completed within one year of the issuance of the building permit. These time periods may be extended once up to six (6) months by the Planning Commission upon a showing of good cause.

- 4. City Council approval is granted for any individual project in which the requirement for more than seventy-five (75) parking spaces is waived.
- D. **Monitoring of Spaces During Waiver Period.** The Director shall monitor the amount of retail, restaurant, office, and personal service development within the planning area of the Town Center Specific Plan (as amended) during the waiver period. The Director shall determine the number of parking spaces which would have been required in accordance with Schedule 17.37.030A. Upon determining that new retail, restaurant, office, and personal service development has occurred or has been proposed, or other reductions in parking space requirements have been granted for which the aggregate number exceeds two hundred (200) reduced spaces, a report shall be presented to the Planning Commission. The Planning Commission shall review the report and make any appropriate recommendations for consideration by the City Council. This report shall include an assessment of the existing parking conditions in the planning area of the Town Center Specific Plan with respect to the availability of public parking, patterns of utilization, and parking needs of future commercial development in Town Center.
- E. **Director Determination.** Where the proposed use classification is not specified herein, the Director shall determine the probable use and the number of parking and loading spaces required. In order to make this determination, the Director may require the submission of survey or other data from the applicant or have data collected at the applicant's expense.

SCHEDULE 17.37.030A	
OFF-STREET PARKING SPACE REQUIREMENTS	
Use Classification	Required Off-Street Parking Spaces
Residential	

Single-Family Dwelling	4 per unit (2 must be fully-enclosed and 2 may be tandem).
Small Lot (<4,000 sq. ft. net lot area, Multifamily General Plan designation)	2 per unit (2 must be fully-enclosed and 1 may be tandem). 0.5 per guest parking per unit.
Duplex Dwelling	2 per unit (1 must be covered and 1 may be tandem). 0.5 guest parking per unit.
Multiple-Family Dwelling	
Studio	1 per unit (covered).
1 Bedroom	1.5 per unit (1 must be covered).
2+ Bedroom	2 per unit (1 must be covered).
> Guest Parking	0.5 per unit.
Second Dwelling Unit	See Section 17.47.020.B.
Group Residential	1 per sleeping room plus 1 per 100 sq. ft. used for assembly purposes or common sleeping areas.
Commercial - Retail	
Building/Garden/Pool Supplies and Sales	1 per 500 sq. ft. of floor area.
Food/Beverage Sales	1 per 250 sq. ft.
Furniture, Appliance, & Household Equipment Sales	1 per 500 sq. ft.

Restaurant and/or Bar:	
On-Site Eating and/or Drinking	Greater of 1 per 75 sq. ft. or 1 per 3 seats.
Take-Out Service	1 per 150 sq. ft.; plus queue space for 5 cars for drive-up service.
Combination On-Site/Take-Out Service	1 per 400 sq. ft. behind counter, plus greater of 1 per 75 sq. ft. in front of counter or 1 per 3 seats.
Entertainment or Dancing	1 per 50 sq. ft. of public assembly area.
Outdoor Seating	No additional spaces for the first 12 seats; 1 additional space per 3 seats for more than 12 seats.
Retail Sales (not listed under another Use Classification)	1 per 250 sq. ft.
Commercial - Services	
Animal Services	1 per 400 sq. ft.
(Grooming, Hospital, Boarding)	
Automotive Services:	
Repairs	4 per service bay.
Rentals	1 per 400 sq. ft. plus 2 storage spaces.
Service Stations	3 per service bay plus 1 per each employee.
Vehicle Storage	1 per 500 sq. ft.

Washing/Detalling	1 per 200 sq. ft. of office/lounge area; plus queue for 5 cars.
Catering Services	1 per 400 sq. ft.
Dry Cleaning Services	2 plus 1 per employee
Maintenance and Repair Services	1 per 400 sq. ft.; plus 1 per 500 sq. ft. of outdoor storage area.
Personal Services (Barber, Beauty Shop)	1 per 250 sq. ft.
Commercial - Office	
Offices:	
Business and Professional	1 per 250 sq. ft.
Medical and Dental	1 per 250 sq. ft.
Financial Services	1 per 250 sq. ft. plus 1.5 spaces per ATM.
Commercial - Other	
Mini-Storage	3 for customer parking at office.
Recreation Facilities:	
Video Arcades	1 per 400 sq. ft.
Dance/Music Studio	1 per 600 sq. ft.

Fitness Studio	1 per 250 sq. ft.
Other Facilities	As specified by approving body.
Tennis/Racquetball	4 per court.
Theaters	1 per 3 fixed seats, or 1 per 50 sq. ft. of assembly area if seats are not fixed.
Visitor Accommodations:	
Bed and Breakfast Inns	1 per guest room, in addition to spaces for the primary residential use.
Hotels/Motels	1 per guest room plus 2 spaces for guest registration plus 1 per 50 sq. ft. banquet seating area.
Care Facilities	
Congregate Care/Convalescent Facilities	0.5 per sleeping room or as specified by use permit.
Day Care	
Family Day Care - Small	No spaces.
Family Day Care - Large	See Section 17.45.030.B.7.
Day Care Center	1 per employee, plus 1 for first 5 children, plus 1 for each additional 10 children thereafter.
Emergency Shelter	As specified by Section 17.36.082.

Residential Care Homes	1 per 3 beds (or as specified by use permit) plus spaces for the primary residential use.
Public and Quasi-Public Facilities	
Clubs and Lodges	1 per 50 sq. ft. used for assembly purposes.
Emergency Medical Facilities	1 per 200 sq. ft.
Government Offices	1 per 250 sq. ft. or as specified by use permit.
Museums, Libraries, Cultural Facilities, Community Centers	1 per 300 sq. ft. or as specified by use permit.
Public Park and Recreation Facilities	As specified by use permit.
Public Safety, Service, and Maintenance Facilities	As specified by site plan review permit or use permit.
Religious Assembly	1 per 3 fixed seats (20" of bench equals 1 seat) or 1 per 50 sq. ft. of assembly area if seats are not fixed.
Schools, Public or Private	1 for each employee; plus 1 for every 100 sq. ft. of classroom.
Utility Facilities	As specified by use permit.

(Ord. 408, 2007; Ord. 410, 2007)

SCHEDULE 17.37.030B OFF-STREET LOADING SPACES REQUIRED	
Gross Floor Area (Sq. Ft.)	Off-Street Loading Spaces/ Size (Width x Length x Vertical Clearance)
Less than 10,000	0
10,000 to 50,000	1 Space (10 ft. x 35 ft. x 14 ft.)
Over 50,000	2 Spaces (12 ft. x 45 ft. x 14 ft.)

SCHEDULE 17.37.030C OFF-STREET PARKING SPACES REQUIRED WITH PUBLIC PARKING EASEMENT	
Use Classification	Required Off-Street Parking Spaces
Retail Sales - 1 st and/or 2 nd Floor	1 per 400 sq. ft.
Restaurant and/or Bar - 1 st and/or 2 nd Floor On-Site Eating and/or Drinking Entertainment or Dancing	Greater of 1 per 125 sq. ft. or 1 per 5 seats. 1 per 75 sq. ft. of public assembly area.
Office - 2 nd Floor	1 per 350 sq. ft.

Commercial Services- 2 nd Floor	1 per 350 sq. ft.
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<p align="center">SCHEDULE 17.37.030D REDUCTION OF REQUIRED PARKING AND LOADING SPACES DURING WAIVER PERIOD</p>		
Parcel Area*	Use Classification	Reduction
≤ 10,000 sq. ft.	Retail Sales/Restaurant - 1 st and/or 2 nd Floor	100%
	Office or Personal Services - 2 nd Floor	100%
> 10,000 sq. ft.	Retail Sales/Restaurant - 1 st and/or 2 nd Floor	75%
	Office or Personal Services - 2 nd Floor	25%

* Parcel Area is that shown on the Assessor's Maps of the Contra Costa County Assessor's Office as of January 1, 2007 (termed "Original Parcels"). Development projects located on parcels created by any subsequent division of the Original Parcels must comply with the requirements applicable to the parcel areas of the Original Parcels.



Agenda Date: 6-18-2019

Agenda Item: 10b

Approved:


Gary A. Napper
City Manager

AGENDA REPORT

TO: HONORABLE MAYOR AND COUNCILMEMBERS
FROM: CHIEF WARREN
DATE: June 14, 2019
SUBJECT: Regency Drive and Rialto Drive Preferential Permit Parking Pilot Program

RECOMMENDATION

It is recommended the City Council review and then provide policy direction regarding the attached Resolution establishing a Regency Drive Residential Preferential Permit Parking Pilot Program.

BACKGROUND

This issue was first brought to the City's attention at the 15 May 2018 City Council meeting during public comment. At that meeting residents submitted a petition to the City Council requesting residential permit parking in their neighborhood, Regency and Rialto Drives. Residents stated that visitors are using their streets to park while hiking to the waterfalls in nearby Mt. Diablo State Park. Residents stated that on weekends and holidays these visitors take up all available street parking, block their driveways, leave trash and generally create a diminished quality of life for this neighborhood.

Since the 15 May 2018 City Council meeting this issue was discussed at further Council meetings, and ultimately a Council ad-hoc committee was formed to further study the issues and propose a solution. The ad-hoc committee met a number of times resulting in a draft Residential Preferential Permit Parking Pilot Program based upon the written findings of the ad-hoc committee.

At the 19 March 2019 meeting, staff presented Council with its recommendation of a Preferential Parking Permit Pilot Program. After public comment and Council discussion, the Council directed the ad-hoc committee to reconvene to address concerns with the details.

AD-HOC COMMITTEE

The ad-hoc committee met on 9 April 2019 to discuss concerns raised by residents regarding the proposed Pilot Program. The ad-hoc committee focused its discussion on:

- **The number of residential permits to be issued**

The ad-hoc committee's recommendation for the number of permits allowed per residence is **one (1) per vehicle registered to the address within the permit area.**

- **The number of guest permits to be issued**

The ad-hoc committee's recommendation for the number of guest permits allowed per residence is **8 (eight) guest permits.**

- **The placement of signage**

The residents within the affected area were concerned with excess signage and sign placements. The City Engineer showed the attendees a map of the proposed sign placements, and explained the rationale for the locations, and the distance between signs. The ad-hoc committee requested the City Engineer reevaluate the number of signs needed (see discussion below).

- **The hours and days of the restricted parking**

The ad-hoc committee recommends the hours of permit restriction be: **8:00 a.m. to 6:00 p.m. and on weekends and holidays.** This time period allows residents ample parking during peak hiking hours. The initial hours recommended were 8:00 a.m. – 5:00 p.m.

Permits to be required during the following days:

Days: Saturdays, Sundays and all City and Federal Holidays: New Year's Day, Birthday of Martin Luther King, Jr., Washington's Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Day after Thanksgiving, Christmas Day.

- **The cost of the permits**

The ad-hoc committee asked for clarification on the costs of the permits (see discussion below).

DISCUSSION

At the 19 March 2019 City Council meeting, Council discussed the area of the permit parking program, and the differences between Option 1 and Option 2 boundaries. Council expressed a preference of limiting the area to Option 2 (as follows below) but asked that sign costs be reported for both Option 1 and Option 2:

Option 2 - Designated portions of Regency Drive and Rialto Drive as defined below:

Regency Drive, North side of the street

- From the curb return at El Molino Drive to end of the westerly property line of 157 Regency Drive

Regency Drive, South side of the street

- From the curb return of Rialto Drive to end of the westerly property line of 176 Regency Drive

Rialto Drive, the entire street

- From Regency Drive to the end, excluding the following areas that are not in front of any residence with are:
 - Curb return at Seminary Ridge to the Curb return at Regency Drive.

For reference, Option 1 area includes:

Regency Drive – the entire street from Marsh Creek Road to the end, excluding the following areas that are not in front of any residence:

- The end of Regency Drive; and
- From the corner of Rialto Drive to the property line of 44 Regency Drive

Rialto Drive – the entire street from Regency Drive to the End, excluding the following areas that are not in front of any residence:

- From Seminary Ridge to Regency Drive

Signage/Placement of Signage

The City Engineer discussed the placement of the signage, and rationale for the number and frequency of the signs with the ad-hoc committee. Some attendees expressed concern about the both the placement locations and the number of signs needed for enforcement. The City Engineer explained that due to the physical terrain of the street, the slopes,

elevations, and curves, 20 additional signposts are required within the permit area of option 2. These additional signposts ensure the signs are clearly visible to drivers/visitors, and will allow for police department enforcement.

The attendees asked that the City Engineer reevaluate the need for the additional signposts, which he did. The City Engineer's recommendation remains the same: the 20 additional sign posts are needed to ensure the area is properly marked for public awareness, as a deterrent to drivers without permits, and to ensure the police department can enforce the restriction and stand up to any court appeals for citations issued.

Cost of the Permits

The recommended cost of the permits has been determined by estimating the administrative time required to enroll a vehicle into the program, plus the cost of permit materials and associated office supplies. Since this is a new pilot program actual time is unknown. The cost of 1 hour of administrative staff time is approximately \$45.00. The bulk of the time involved in registering a household and its vehicles into the pilot program will be borne on the initial permit, and subsequent vehicle permits issued should not take as much time. It is estimated the time required to enroll a household into the program is one (1) hour per household for the first vehicle permit, and 10-15 minutes per additional vehicle permit. This estimate may be adjusted once the pilot program has been operational and the time evaluated. Guest permits costs include materials and estimated staff time to process.

Materials costs include:

- Permit material costs - \$5.00 per permit
- Office supplies, including: Paper materials, copying supplies, envelopes, stamps - \$5.00 per permit

Staff time includes:

- Development of forms
- Development of database to record permits
- Review of forms & materials once submitted
- Database check of vehicle/resident information provided
- Ordering of supplies
- Issuance of the permit(s)

It is recommended the cost per permit is as follows, which includes cost recovery on both labor and materials:

- \$55 for the first annual resident permit;
- \$15 for any additional resident permit;
- \$15 for each guest permit;
- \$25 Replacement fee
- Fees are not prorated
- Fee may be adjusted upon conclusion of the pilot program and then annually if continued by Council Resolution in the City Master Fee Schedule.

RECOMMENDED PILOT PROGRAM DETAILS

The recommended pilot program details were developed using input from the Council ad-hoc committee and staff recommendations (ref. Exhibit A).

It is recommended the duration of the pilot program be 12 months from the time of field implementation. The Pilot Program will commence once all administrative actions are complete along with proper signage installed in the permitted area.

It is recommended the fine for permit parking violations is \$45.00 per violation; Violations are defined as: Not properly displaying a valid permit while parked in the designated areas.

Once Council orders the pilot program, it is estimated implementation will take approximately 90-120 days for the Police Department to fully gear up, have the signs and sign poles installed, and then commence issuance of requested parking permits.

Once preferential parking permit signs have been installed on Regency and Rialto Drives, it is envisioned there be a 14 day warning period before any violation citations are issued. Warning-only citations would be issued during this time along with providing written information about alternative and preferred parking locations, such as the Mt. Diablo State Park's parking lot located at the end of So. Mitchell Canyon Road.

Criteria for Future Preferential Parking Permit Areas

To be established at the conclusion of the pilot program.

FISCAL IMPACT

The probable fiscal impact is as follows:

1. See cost-recovery discussion above regarding the preferential parking permits. Staff understands residents will pay the full cost for issuance of their requested permits under the user-benefit pay policy [rather than a general governmental expense of all taxpayers].
2. The cost of signage for Option 2 is \$14,572, contracting, materials, labor and contingency. This cost includes purchase and installation of signposts and brackets by contract in the amount of \$11,497 as well as purchase and installation of the sign faces by the City similar to our ongoing sign replacement program. Upon approval of the final sign text, the sign faces will be purchased and installed on the poles by City Maintenance staff.
 - ▶ Since the Option 2 contracted amount is below the \$20,000 threshold authorized by City Council for City Manager administrative execution, this contract will not require separate Council action other than adopting the preferred option.
3. The cost of signage for Option 1 is \$22,900, contracting, materials, labor and contingency. The same parameters apply to Option 1 as to Option 2, above, including \$19,002 in contract installation costs.

Should the City Council elect to implement the pilot program, staff will charge the pole installation and sign expenses (\$14,572) to the City's Gas Tax (HUTA) Fund No. 201 for Fiscal Year 2018-19.

Attachments:

*City Resolution [2 pages]
March 19, 2019 City Council Meeting Minutes
Pilot Program
Map of the permit area, option 1 and option 2
Sample signage
Summary of Citations issued to date on Regency Drive*

CITY RESOLUTION NO. - 2019

**A RESOLUTION ESTABLISHING A PREFERENTIAL PARKING PERMIT
PILOT PROGRAM FOR A RESTRICTED PARKING DISTRICT ALONG
PORTIONS OF REGENCY DRIVE AND RIALTO DRIVE**

**THE CITY COUNCIL
City of Clayton, California**

WHEREAS, California Vehicle Code Section 22507 provides that local authorities may resolve to prohibit or restrict the stopping, parking, or standing of vehicles on certain streets or highways, or portions thereof, during all or certain hours of the day; and

WHEREAS, such resolution may include a designation of certain streets upon which preferential parking privileges are given to residents adjacent to the streets for their use and the use of their guests, under which the residents may be issued a permit or permits that exempt them from the prohibition or restriction of the resolution; and

WHEREAS, the City Council desires to establish a pilot program to provide preferential parking permits within a defined restricted parking district along Regency Drive and Rialto Drive in the city of Clayton as necessary to provide reasonably available and convenient parking for the benefit of the residents within the proposed district pursuant to the authority granted in California Vehicle Code, Section 22507.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Clayton, California does hereby find, determine and approve as follows:

Section 1. That the above Recitals are true and correct facts pertaining to an important matter of public policy to the City.

Section 2. The City Council of the City of Clayton hereby adopts the pilot program for the issuance of Preferential Parking Permits within a restricted parking district along Regency Drive and Rialto Drive as further described and set forth in Exhibit A, attached hereto and incorporated herein by reference. The preferential parking designation shall not apply to any specific street within the district until a sign giving adequate notice thereof has been installed on that street.

Section 3. If any section, subsection, sentence, clause or phrase of this Resolution is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution. The City Council hereby declares that it would have passed this Resolution, and each and every section, subsection, clause and phrase thereof not declared invalid or unconstitutional without regard to whether any portion of the Resolution would be subsequently declared invalid or unconstitutional.

Section 4. This Resolution shall and does take immediate effect from and after its passage and adoption.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Clayton, California at a duly-noticed public meeting thereof held on the 18th day of June 2019 by the following recorded vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

THE CITY COUNCIL OF CLAYTON, CA

Tuija Catalano, Mayor

ATTEST:

Janet Brown, City Clerk

City of Clayton Preferential Residential Permit Parking Pilot Program

The City Council's stated purpose of this Program is to:

- Alleviate parking congestion in designated residential areas near the Mt. Diablo State Park Regency Gate trailhead.
- Protect neighborhoods from polluted air, excessive noise, trash, and refuse caused by entry, on-street parking, and exit of non-resident vehicles.
- Promote traffic safety and the peace, good order, comfort, convenience, and general welfare of the residents.
- Preserve a neighborhood's quality of life by ensuring adequate on-street parking for neighborhood residents.
- Encourage visitors of Mt. Diablo State Park to use the State Park's designated staging area at the terminus of So. Mitchell Canyon Road.
- Provide some reasonable parking for both short-term parking for visitors to the area and to the residents displaying residential permits, but not assign or guarantee on-street parking spaces for permit holders, visitors or guests.
- Regulate vehicles within a designated area in the least restrictive manner that best minimizes the spillover on-street parking problem.
- Require vehicles parked during restricted hours to display a valid parking permit issued by the City, even if a resident owns the vehicle, or be subject to citation and fine.
- Residential parking permits shall be subject to all other parking restrictions, e.g., the permit holder shall not be able to park in yellow, green, red or blue zones as well as other restricted parking areas outside of the neighborhood for which the permit is issued.

Regency Drive & Rialto Drive Preferential Parking Permit Program areas:

Regency Drive, North side of the street:

- From the curb return at El Molino Drive to end of the westerly property line of 157 Regency Drive

Regency Drive, South side of the street:

- From the curb return of Rialto Drive to end of the westerly property line of 176 Regency Drive

Rialto Drive, the entire street:

- From Regency Drive to the end, excluding the following areas that are not in front of any residence with are:
 - Curb return at Seminary Ridge to the Curb return at Regency Drive.

Permit Parking Pilot program Details

Duration of the Pilot Program: 12 months from the time of field implementation.

- The Pilot Program will commence once all administrative actions are complete along with proper signage installed in the permitted area.

Permits to be required during the following days and times:

Days: Saturdays, Sundays and all City and Federal Holidays: New Year's Day, Birthday of Martin Luther King, Jr., Washington's Birthday, Memorial Day, Independence Day, Labor Day, Columbus Day, Veteran's Day, Thanksgiving Day, Day after Thanksgiving, Christmas Day.

Permit Time: Starts at 0800 hours (8:00 a.m.) and ends at 1800 hours (6:00 p.m.)

Vehicles parking in the permitted area during the restricted days and times must properly display a parking permit, or they will be subject to a fine.

Who is eligible:

- Residents living on Regency Drive and Rialto Drive whose dwelling faces the defined preferential permit areas.

Number of permits allowed:

(Note: Issuance of on-street parking permits implies no City or Program guaranty that on-street parking is available)

- The number of annual residential permits allowable to any eligible resident shall be equal to the number of vehicles that are legally registered in California to the resident at the address in the defined permit area.
- Recreational Vehicles, trailers, boat trailers and Planned Non-Operational (PNO) registered vehicles are not eligible for inclusion in the City of Clayton Preferential Residential Permit Parking Program.
- Guest permits – Up to 8 (eight) per dwelling.
 - Each dwelling within the preferential residential parking permit area which is the holder of one (1) or more valid resident permits shall be eligible to purchase a maximum of eight (8) guest permits per dwelling unit. Guest permits will be valid for the duration of the permit program. Guest permits are to be used by the resident's guest to whom they were issued, and cannot be sold or exchanged for value of any kind. Any guest permit found to be used in violation of this will be revoked in the sole judgment of the City.

Cost of permit:

- \$55 for the first annual resident permit;
- \$15 for any additional resident permit;
- \$15 for each guest permit;
- \$25 Replacement fee
- Fees are not prorated
- Fee may be adjusted annually by Council Resolution in the City Master Fee Schedule.

Fines for permit parking violations:

- \$45.00 per violation.
 - Violations are defined as: Not properly displaying a valid permit while parked in the designated areas.

Permits will be available by application:

- Residents must provide all requested information on the application form.
- Residents must provide evidence of residency and vehicle ownership, with the vehicle currently registered to the resident at the address within the defined permit area. The vehicle must be currently insured, and registered with the California Department of Motor Vehicles, and not as a PNO vehicle. Appropriate evidence of residency shall include, but is not limited to, a current vehicle registration, current vehicle insurance, and a current bill providing proof of residency (mortgage statement, utility bill, property tax, etc.)

Revocation of permit:

- Permits may be revoked by the Clayton Chief of Police, or her/his designee, upon a determination that:
 - The permit holder has violated the terms of the pilot program.
 - Examples of this include, but are not limited to: selling or monetizing a permit to another person.
 - The permit holder has falsified information on the application.

Exemptions (per the California Vehicle Code):

- The following vehicles are exempt from having to display a permit:
 - Emergency Vehicles
 - Vehicles with disabled placards
 - Public Utility vehicles

- Government vehicles being used in the course of business
- Service delivery vehicles

MINUTES
OF THE
REGULAR MEETING
CLAYTON CITY COUNCIL

TUESDAY, March 19, 2019

1. **CALL TO ORDER & ROLL CALL** – The meeting was called to order at 7:00 p.m. by Mayor Catalano in Hoyer Hall, Clayton Community Library, 6125 Clayton Road, Clayton, CA. Councilmembers present: Mayor Catalano, Vice Mayor Pierce and Councilmembers Diaz, Wan and Wolfe. Councilmembers absent: None. Staff present: City Manager Gary Napper, City Attorney Mala Subramanian, Police Chief Elise Warren, City Engineer Scott Alman, and City Clerk/HR Manager Janet Calderon.

2. **PLEDGE OF ALLEGIANCE** – led by Mayor Catalano.

3. **CONSENT CALENDAR**

It was moved by Vice Mayor Pierce, seconded by Councilmember Wan, to approve the Consent Calendar as submitted. (Passed; 5-0 vote).

 - (a) Approved the minutes of the City Council's regular meeting of March 5, 2019.
 - (b) Approved the Financial Demands and Obligations of the City.
 - (c) Adopted Resolution No. 08-2019 awarding a low-bid contract to Cratus, Inc., in the amount of \$453,810.00 for the El Molino Drive Sanitary Sewer Improvements Project (CIP No. 10422).
 - (d) Adopted Resolution No. 09-2019 recognizing the importance of the 2020 U.S. Census.

4. **RECOGNITIONS AND PRESENTATIONS** – None.

5. **REPORTS**
 - (a) Planning Commission – Vice Chairman Peter Cloven indicated the Commission's agenda at its meeting of March 12, 2019, included a Municipal Code Amendment ZOA-01-19 regarding temporary noncommercial signs up to 16' sign with no aggregate. The Planning Commission was unable to agree on a recommendation to the City Council. The Planning Commission also welcomed Frank Gavidia and said goodbye to Community Development Director Mindy Gentry.
 - (b) Trails and Landscaping Committee – No meeting held.
 - (c) City Manager/Staff

City Manager Napper advised the City Council can expect its requested revisions to the Sign Ordinance at its next regular meeting on April 2, 2019.

- (d) City Council - Reports from Council liaisons to Regional Committees, Commissions and Boards.

Councilmember Diaz attended the Contra Costa Water District's Board meeting.

Councilmember Wolfe attended the Contra Costa County Mayors' Conference in San Ramon, the Clayton Library Foundation Board meeting, Bob Hoyer's Birthday celebration, the joint Legislative Town Hall meeting with Assembly Member Tim Grayson and Senator Steve Glazer, the farewell luncheon for former Community Development Director Mindy Gentry, and attended the Community Emergency Preparedness meeting.

Vice Mayor Pierce attended the Contra Costa Transportation Authority's Administration and Projects Committee meeting, the Contra Costa County Mayors' Conference in San Ramon, the Association of Bay Area Governments joint meeting of the Legislation Committee and Administration Committee, and the Community Emergency Preparedness meeting.

Councilmember Wan spoke with a local Cub Scout troop about the "Rule of Law" and with constituents about this meeting

Mayor Catalano attended the Contra Costa County Mayors' Conference in San Ramon, held Mayor's office hours this past Saturday and announced upcoming Mayor's hours this Friday at City Hall from 4:00 pm to 5:00 pm.

- (e) Other – None.

6. PUBLIC COMMENT ON NON - AGENDA ITEMS

Marci Longchamps expressed her continued concern of parolee housing noting it was clearly indicated the re-entry programs from the County are not imposing any mandatory requirements on the City of Clayton. By the Council's veto on conducting further research regarding the private park on Coyote Circle and the Oakhurst Country Club, the City Council is admitting Coyote Circle and Shell Lane will indeed be found exempt from parolee housing ordinance. She finds the veto a lack of the City performing its due diligence. She asked that residents of Clayton fight Ordinance 483 together for the safety of our children and elderly, not political gain. She concluded with a definition of deceit: *"the action or practice of deceit someone by concealing or misrepresenting the truth"*; dishonesty: *"deceiving someone's character or behavior"*; deception: *"the action of deceiving someone"*; and integrity: *"the quality of being honest and having strong moral principle."*

Ann Stanaway, 1553 Haviland Place, directed her concerns to Councilmember Wolfe, as he was in attendance at the Emergency Preparedness community meeting, asking how he felt about continued blockage of fire lanes. She also expressed concerns about political motivation and political patronage.

Terri Denslow once again encouraged the City Council and residents to be respectful to one another with compassion, accountability, and respect. When City, residents and Council come together and ponder the development and adoption of loopholes in the name of safety and comfort, it apparently prohibits others from residing amongst us. At the last meeting she heard a resident question the Planning Commission if they could review parolee housing applications with additional scrutiny beyond the laws of the ordinance. She also heard a Councilmember suggest additional certifications as requirements for the associated Conditional Use Permit; whether it be discussions about sign size limitations, parolee housing or parking near Mt. Diablo, downtown development

and such, when we seek policy development in fear of the unknown, fear of blight, fear of legal ramifications, we lose our basic moral compass.

7. **PUBLIC HEARINGS** – None.

8. **ACTION ITEMS**

- (a) Consider a Resolution establishing a preferential parking permit pilot program at designated portions of the Regency Drive and Rialto Drive neighborhoods to alleviate on-street parking issues associated with hikers and users of the nearby Mt. Diablo State Park Regency Gate trailhead.
(Chief of Police)

Chief of Police Elise Warren presented the staff report based on residents' concerns initially brought to the City Council at its meeting of May 15, 2018. On January 15, 2019 the City Council heard the residents' concerns of the parking impacts of visitors and hikers in their neighborhood and formed a Council ad-hoc Committee. That ad-hoc committee met on January 30 and then presented its findings at the February 5th City Council meeting where the City Council directed staff to prepare a preferential parking permit pilot program based on its findings as a guideline.

Staff researched other cities' preferential parking programs and came up with the proposed pilot program. In summary the preferential parking pilot program is to run for twelve months commencing upon the completion of all administrative tasks along with installed signage and permit distribution, upon approval by the City Council. The pilot program includes portions of Regency Drive and Rialto Drive as determined by Council as either Option 1 or 2. In basic terms the pilot program would allow the residents of the affected area to purchase parking permits from the City allowing them to park on the streets during restricted days and times, and prohibiting non-permitted vehicles from doing so. The proposal includes Saturdays, Sundays, and Federal Holidays from 8:00 am to 5:00 pm. The recommended cost of the permit would be \$75.00 for the first permit including two guest permits and \$55.00 for additional permits. That cost also includes four special event permits including up to 10 permits for each residence. The recommended violation is \$45.00 for parking in the restricted area without a permit. Chief Warren also noted another option for City Council consideration is to allow all Clayton residents who do not live in the restricted areas to obtain these parking passes as one annual permit and/or allow the purchase of one-day temporary permits by anybody who wants one up to a maximum of fifty per day. In the pilot program there are some decision points to be made including the boundaries of the program, the number of permits, whether or not guest permits should be allowed, and if the Council wants to consider Options A & B.

Councilmember Wan inquired on the rationalization of allowing one or two permits per residence. Chief Warren advised when staff conducted the inventory of street parking there is approximately 115 available parking spaces on Regency Drive with fifty homes. That ratio would allow every resident two permits and two guest parking permits. Essentially, every home already has a minimum of four on-site parking spaces available on the real property; she felt two parking permits is a reasonable number. She noted another option to consider is to allow the maximum number of parking permits to be the number of registered vehicles per residence, noting the more permits that are issued the more the streets will remain impacted.

Councilmember Wan inquired on the costs of the permits, suggesting the signage is the main cost factor. Chief Warren advised the main cost factor is actually staff time and supplies needed to implement the program.

Councilmember Wan also inquired on what constitutes a violation in permit terms. Chief Warren provided several examples of a violation such as purchasing a permit for a vehicle that is registered to one's home but displayed that permit in another vehicle by giving it to a friend or relative; other examples are not filling out the paperwork properly, refusing to provide information on the application form, or providing false information on the application form.

Councilmember Wan asked if this plan is enacted and it is found to cause spillover to another neighborhood, could that matter be addressed during or at the end of the pilot program. City Manager Napper responded yes, adjustments can be made to this pilot program impacting other neighborhoods, if necessary. As this pilot program is introduced and once in place there could be pushout to other areas based on how far people are willing to walk; if additional blocks of neighborhoods advise the City Council of a new parking issue, the City Council has full ability to amend the pilot program to include additional areas without waiting for the conclusion of the pilot program.

Vice Mayor Pierce clarified the City would absorb the cost of the signage and installation; the permit fees only cover the issuance costs of staff time and supplies. City Manager Napper advised the signage, poles and installation costs are estimated as there is no contract as of yet. Furthermore, it is not only signs that show there is "no parking allowed"; additional poles and signs will direct non-permitted people where they can park in those areas, such as at the end of the spur line on Regency Drive. Whether the City Council wishes to fold in these costs to the permittees is a policy decision for the City Council. Staff heard at the last Council meeting the initial intent was to recover full cost recovery but that is a determination by the City Council. Chief Warren added staff costs are approximately \$46.00 per hour; at this point in time, since the City has not conducted such a program before, it is estimated to take about an hour per permit issuance from start to finish with some cost built in to cover signs.

Councilmember Diaz remarked the proposed signage must include verbiage that violators will be subject to citation and fines or towing, and the signs be visible and readable enough so people can understand them. City Manager Napper advised the sign will read "Parking Permit Required on Saturdays, Sundays and Federal Holidays 8:00 am to 5:00 pm, Violators will be ticketed". He noted the City Attorney was involved in the verbiage expressing concerns about the towing aspect. Chief Warren added this information was included in the staff report; the way she reads the Vehicle Code when permitting vehicle towing, it cannot be a fine and a tow; the City must fine or tow. She advised towing is very time consuming for a tow truck to be dispatched and arrive, for the officer to fill out the paperwork, then somebody must come down to the Police Department during business hours for a release, which process leaves a bunch of people stranded on Regency and Rialto Drive without transportation; there is no public transportation nearby. The City Council can elect to impose the parking penalty as a tow; however, staff recommends the penalty be a fine. When she reviewed other programs throughout the state, she did not find any similar program where the penalty was a tow. The fine staff set at \$45.00 was based on other cities' fines within Contra Costa County, and she considers that fine is a sufficient deterrent that most people would choose not to park there. The Clayton Police Department does not have sufficient resources to enforce the towing as the penalty.

Councilmember Diaz suggested the Chief look into hiring a reserve officer specifically to patrol the area on Regency and Rialto Drives and pay them four hours per day on Saturday, Sunday or Federal Holidays so as not to interrupt the regular law enforcement of the Clayton Police Department. Councilmember Diaz believes there is funding available in the Police Budget as the department is authorized for eleven officers; however, recently it had twelve officers and asked the City Manager directly how that occurred without City Council authorization. City Manager Napper advised the twelfth officer is not a permanent position; the City Council determines permanent positions. When the City Council approves the annual City Budget, the Budget Resolution specifically authorizes him as city manager to hold to the bottom line of expenditures and the Police Department has stayed within its budget with attrition and vacancies. The City Manager is charged with the responsibility keep the budget balanced; when knowing some police officers were perhaps leaving or going to other police agencies, he authorized the Chief of Police to commence recruitment in advance because it takes a while to hire sworn law enforcement individuals, screen them, and go through POST certifications; once brought onboard they must go through field training prior to being released to field work on their own. City Manager Napper indicated he was trying to work within the confines of the monetary budget the City Council approved and still provide sustained full deployment of sworn personnel to protect our community.

Vice Mayor Pierce inquired on the fee, if vehicles were towed. Chief Warren advised the vehicle release fee is \$161.00; in addition there is a fee paid to the tow yard which can be a total cost of \$300 - \$400.

Vice Mayor Pierce noted if the vehicle was towed Saturday, Sunday or on a Federal Holiday, that vehicle would not be able to be released the same day as the Police Department's Administration is closed. Chief Warren confirmed Vice Mayor Pierce's understanding.

Mayor Catalano inquired in terms of a parking ticket, the City does not really earn any money out of those, and it is a deterrent. She further inquired on the amount retained by the City for a \$45.00 ticket, for example. City Manager responded a recent study has not been conducted but considering time and motion calculations, by the time the officer arrives and the equipment or vehicle pulls over, the officer gets out the car, runs the license plate, writes up the ticket, it is not a money maker for the City. In fact, people mistakenly think a city can create budget revenues by issuing speeding tickets, noting the largest portion of a speeding ticket now funds the court system as determined by state law. The City actually loses money when speeding tickets are issued, particularly when an officer must appear at traffic court for a contested ticket.

Mayor Catalano remarked she performed some research noting San Francisco tows an average of 42,000 vehicles per year, spending approximately \$25 million per year to operate its towing program, inquiring if there is anything in code or state law today that allows for a towing violation for something like this. Recently Assembly Member Chu introduced AB 516 to prevent cities from using towing as a mechanism for any violation that does not serve a public safety purposes. City Attorney Subramanian responded Vehicle Code Section 22651 allows towing; however, it must be done by Resolution or Ordinance, requiring modification to the proposed Resolution to permit it.

Mayor Catalano also inquired on the two permits per residence: will City staff indicate a license number on the permit to prevent the permit from being sold or traded. Chief Warren advised the permits she has seen online come in a lot of varieties; most are done by zones. The City would likely have them serialized not by license plates; there would be a data base with a serial number indicating to whom that permit was issued and which vehicle it is assigned to.

Mayor Catalano inquired on one of the options allowing any Clayton resident the ability to purchase a permit, referencing Vehicle Code Section 22507 that preferential parking permits could only be issued to "adjacent streets" and therefore is this truly is an option. City Attorney Subramanian indicated it is not an option as there is a case in the City of Hermosa Beach where that city tried to create a preferential parking program near the beach wherein it wanted to allow the entire city to have these permits. There was an injunction issued because the court found that program was in conflict with the "adjacent to" requirement.

Mayor Catalano opened the matter for public comment.

Rick Lewis finds the proposed preferred parking program too restrictive and complex, finding two parking permits and two guest passes not enough for his residence. Mr. Lewis suggested parking permits for each vehicle at each residence and wanted more guest parking passes. He advised the parking problem is with the hikers and is spreading into the weekdays; he provided the City Council with photos he took earlier today.

John Hunt, 115 Regency Drive, advised there have always been hikers in the neighborhood yet over the last few years it has become more of a problem and additional litter. Mr. Hunt noted he is part of a large family and it is difficult to host an event at his home during the holidays; he is hoping the City can find a solution.

Ron Cerruti, 20 Rialto Drive, noted the problem has moved from Regency Drive over to Rialto Drive. He is in favor of a parking permit program, but would like to see an increase in the number of parking permits issued to each residence and more of a police presence. Mr. Cerruti moved specifically to Rialto Drive to be close to Mt. Diablo.

Mark Montijo, 127 Regency Drive, advised he has one of the original driveways which allows only for one vehicle while other neighbors have expanded their driveways to accommodate two vehicles. Mr. Montijo would like to see an increase in the number of guest permits issued.

Ray Grimmond, 79 Regency Drive, also feels two parking permits and guest permits are inadequate. He wondered about the distance placed between the signs as he has large frontage on his property. Mr. Grimmond added the problem is not with the neighbors, it is with the hikers.

Margaret Eraclio, 151 Regency Drive, believes the proposed parking permit should be issued with no annual fee; if anything, a one-time fee and the ability to obtain as many passes as they may need. Ms. Eraclio noted there are other streets with access to easier trails. She feels the residents are being penalized for seeking the restoration of their quality of life.

Margaret Eraclio then read a statement for her neighbor, Judy Hunt, 145 Regency Drive, who agrees with all points made and does not feel they need annual passes due to a large number of hikers infringing on the quality of life in her neighborhood. She feels visitor parking is not too much to ask for as no one else in Clayton has their problem.

Terri Denslow expressed concerns and provided suggestions regarding the proposed parking permit program noting the estimated cost of \$60,000 for signage seems expensive, the permit program may indeed move the problem elsewhere, and does not consider additional police officers would be beneficial due to the City's limited budget. She felt the proposal as designed blocks off the public street creating a member-only access and a possible division amongst Clayton residents. Ms. Denslow wondered if there is defined criteria to know if this parking permit plan is working, how will it measure success. She suggested the ad-hoc committee reconvene to discuss the proposal

further, outreach to the All Trails app to change the Regency gate location, and if Mt. Diablo State Park would consider installation of another long-term parking lot.

Beth Walsh spoke on behalf of her neighbor, Sue Lloyd, 158 Regency Drive; she feels the cost of the parking permit is punitive to the homeowners and she does not agree with the proposal as written and it will have a negative impact on the core values. Ms. Walsh added the situation on Regency Drive is a unique one as the residents have lost the ability to have normal residential use of their neighborhood streets, adding the proposal penalizes the residents for circumstances out of their control that do not meet the definition of normal residential use. Ms. Walsh requested postponement of the vote for the residents to have an opportunity to discuss the proposal and its impacts, positive or negative.

Daniel Walsh spoke on behalf of Jeff Weiner who indicated their petition was conducted to get the City's help improving the quality of life regarding safety, and quality of life due to the increased speeding, litter, and bad behavior brought to their neighborhood with the influx of hikers parking on Regency Drive. Mr. Weiner felt the limitation of two parking passes per residence is actually worse than what is currently occurring and is at cost higher than Walnut Creek. Mr. Weiner wrote the special event passes make no sense as parking is not guaranteed, and he requested more time for the neighbors to meet to work out the issues with the proposed plan.

Kathy Bengel, 139 Regency Drive, added the proposed parking permit program may not be workable based on the cost and limitations. She requested some more time to work out the issues and suggested closure of the State Park access gate with possible funding assistance from the residents.

Ann Stanaway commented there will not be any City enforcement as existing ordinances are not currently enforced. She agrees the residents on Regency Drive have a decreased quality of life; however, when one lives next to an attraction such as a state recreational facility, one will experience more of the public as it has become fashionable to be more physically fit and by hikers who enjoy more nature walks. Yet, people are not necessarily as considerate as they should be. That is the reality of the situation.

Dan Walsh requested the residents have an opportunity to meet prior to any City Council vote on this matter as the materials were not available until March 15th. He also requested use of a City facility to allow more residents to attend.

With no other speakers, Mayor Catalano closed the matter to public comment.

Vice Mayor Pierce summarized the residents desire to have more time to discuss the parking permit proposal and postpone the City Council's vote this evening. She also requested clarification on the 100' distance between signs asking if that is a State established statute. City Engineer Scott Alman advised the 100' distance is a recommendation from staff is from the sign code which is not mandated. Staff felt this distance would be adequate and not intrusive to the neighborhood, with the intent to install a sign where the permitted parking begins and ends without any encroachment on any particular parcel or lot.

Vice Mayor Pierce commented she is not convinced a parking permit program will solve the problem. She believes most residences have at least two parking spaces available on their lots; with addition of the possible two parking permits and two guest permits per residence, that option allows up to six parking spaces. She does not think there are very many neighborhoods in Clayton that have that capability. Vice Mayor Pierce noted she is struggling with the proposal and wants to find a solution that fits the situation.

Councilmember Wolfe agreed with Vice Mayor Pierce however he has more questions, preferring Option 2 as the best choice. He would also welcome the opportunity to meet with the ad-hoc committee again to talk about a solution. Councilmember Wolfe added the preferential parking permit pilot program was not intended to be a no-cost program; in looking at the time frame to order signs, installation and have a pilot program in place, there may not be relief to the residents in 2019. He would like to come up with a reasonable compromise.

Councilmember Wan wanted to move forward with a pilot program to gain additional information to focus on what works and propose any changes in the duration. He felt the Option 2 proposed program is the least intrusive and will provide some relief from the parking surge, although acknowledged spillover may occur. Councilmember Wan also advised the preferential parking pilot program is intended to be cost neutral, finding the cost could be recovered over a length of time that is fair and not requiring the residents to subsidize the program or it to be a revenue generator for the City. He suggested the proposal be modified for parking permit issuance to be equal to the number of vehicles registered at the residence and increase the number of guest parking passes which would resolve the disagreement heard during public comment. Councilmember Wan would like to track the data on how many citations are issued and the nature of the citation, inquiring is there a difference in issuing a citation under a Vehicle Code violation versus Clayton Municipal Code. City Attorney Subramanian advised she would have to conduct research to determine that answer.

Councilmember Wolfe understands the residents feel the cost of the parking permit is too expensive; he asked what is an acceptable cost to implement the program?

Councilmember Wan indicated there will be a cost to cover the pilot program, suggesting once the fees are recovered the cost would sunset.

Councilmember Diaz is not ready to make a final vote on this item as the proposal is complicated and he would be interested in a less restrictive program for the residents. He suggested increased police enforcement and requested BB&K to conduct further research.

Councilmember Wolfe requested more information on the gate issue that was brought up under public comment. Kathy Benge indicated an option to solve the parking problem would be to close off the State Park gate at Regency, and the residents sharing the cost of doing so is reasonable.

Mayor Catalano understands there could be a limitation in the issuance of parking permits as there are only so many spaces available to park on Regency and Rialto Drives; she expressed serious concerns over a likely spillover effect. She felt of the options presented this evening, she preferred Option 2, if she had to vote. Mayor Catalano advised she is open in delaying the Council vote on this item to allow the residents an opportunity to meet on this item prior to a permit parking pilot program taking place.

Vice Mayor Pierce noted some time factors to consider is preparation of bid materials, award of contract, and execution of contracts as she feels this is too large a job for City Maintenance crews to handle, requiring the use of an outside contractor. City Manager Napper responded this work is indeed considered a public works contract under state laws valued over \$5,000. That determination necessitates the preparation of project specifications so every contractor can bid on the same specifications. He added this cannot be done in-house as the City has a limited number of staff in its Maintenance Department and they are approaching a very busy season with the start of spring.

City Engineer Alman added staff envisioned the need of a public bid process for this project of approximately 60-90 days for ordering and installation to begin to take place. City Manager Napper further noted this bid process could take additional time as it is a small project and confronts the ever-present challenge the City has in finding interested contractors who are available to perform small profit-margin projects.

Mayor Catalano inquired if the cost of the sign is as indicated in the staff report at \$750.00 per sign, asking if there are less expensive options available. City Engineer Alman indicated labor, not materials, is the bulk of the installation cost per sign. City Manager Napper advised the sign cost in the staff report is an estimate only as there has been no formal bid; it may be more or less than the estimates when contractors actually bid.

Councilmember Wan favored boundary Option 2, suggested an increase to the number of guest passes and the elimination of special event passes.

At Mayor Catalano's discretion, Rick Lewis indicated he does not think the residents will mind paying for a permit parking program they find acceptable.

Vice Mayor Pierce noted she is uncomfortable in issuing parking permits beyond the number of available on-site parking spaces; she prefers a limit of two guests parking passes per residence.

Councilmember Wan disagreed, wanting to allow as many guest parking permits as residents would like. He believes the neighbors will work with one another to figure out the parking situation as more guest passes do not create the problem.

Vice Mayor Pierce understands the project's timing issue and would like to suggest staff go out to bid on signage installation for both Options, which time period then allows the residents an opportunity to meet and advise the Council ad-hoc committee on their preferred signage options and parking permit options.

City Manager Napper advised the proposal should be initiated by Resolution if inclined to actually start the parking permit pilot program; however, the City Engineer can prepare the scope of work and go out to bid, knowing the City Council is not compelled to award a bid while still allowing more time to decide on the number of permits to be issued per residence.

It was moved by Vice Mayor Pierce, seconded by Councilmember Wolfe, to direct staff to prepare a scope of work for contractor bids on Options 1 and 2 boundary signage and installation for a restricted parking district along portions of Regency Drive and Rialto Drive.

Councilmember Wan asked if the motion could be amended by requesting staff research tangible figures for time and materials required in establishing the cost of the preferential parking permit.

**Vice Mayor Pierce restated the motion, seconded by Councilmember Wolfe, that staff prepare a scope of work for contractor bids on Options 1 and 2 boundary signage and installation for a restricted parking district along portions of Regency Drive and Rialto Drive, staff research tangible figures for time and materials required in establishing the cost of the preferential parking permit, that the award of contract for signage installation be placed on the same future Agenda with the City Council's continued consideration of the Resolution to enact the parking permit pilot program, and the Council ad-hoc committee can serve as the liaison to the neighborhoods' meetings and outcomes.
Motion passed (vote 5-0).**

9. COUNCIL ITEMS – None.

10. CLOSED SESSION – None.

11. ADJOURNMENT– on call by Mayor Catalano, the City Council adjourned its meeting at 9:34 p.m.

The next regularly scheduled meeting of the City Council will be April 2, 2019.

#

Respectfully submitted,



Janet Calderon, City Clerk

APPROVED BY THE CLAYTON CITY COUNCIL



Tuija Catalano, Mayor

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Preferential Permit Parking Pilot Program: Regency Drive and Rialto Drive



Preferential Permit Parking Locations: 

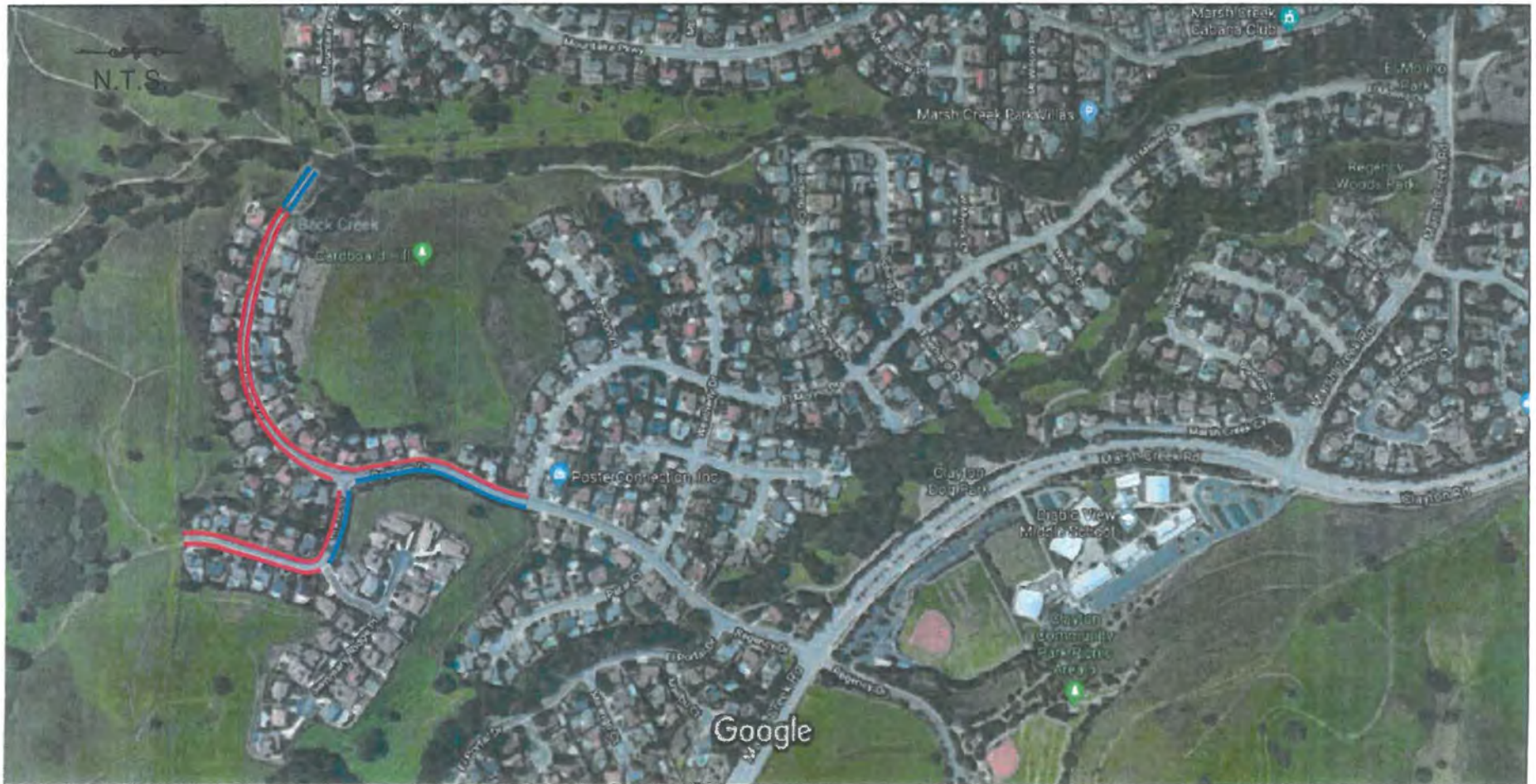
Non-Permit Parking Locations: 

Permit Parking Signs to be Placed at Approximately 100 foot Intervals.

Imagery ©2019 Google, Map data ©2019 Google 200 ft



Preferential Permit Parking Pilot Program: Regency Drive and Rialto Drive



Preferential Permit Parking Locations: —————

Non-Permit Parking Locations: —————

Permit Parking Signs to be Placed at Approximately 100 foot Intervals.

Imagery ©2019 Google, Map data ©2019 Google 200 ft

**PARKING PERMIT
REQUIRED ON SAT.
SUN. & FEDERAL
HOLIDAYS**

8:00AM - 6:00PM

**VIOLATORS WILL BE
TICKETED**

Parking Citations issued on Regency Drive - 4/18 to 6/19

Month/Date Issued	Location	Violation
April 2018		
4/28/18	185 Regency Dr	21458(a) Park in Red zone
4/29/18	164 Regency Dr	22500 Blocking Driveway
4/29/18	100 Regency Dr	21458(a) Park in Red zone
4/29/18	176 Regency Dr	22500 Blocking Driveway
Total Cites Issued: 4		
May 2018		
5/19/18	End of Regency Dr	5204 no tabs
5/19/18	End of Regency Dr	Cly 10.36.260 Curb parking & red curb
5/20/18	146 Regency Dr	4000(a) Registration expired
5/20/18	End of Regency Dr	4000(a) Registration expired
5/20/18	End of Regency Dr	21458(a) Park in Red zone
5/20/18	128 Regency Dr	Cly 10.36.041(e) Blocking driveway
5/20/18	End of Regency Dr	21458(a) Park in Red zone
Total Cites Issued: 7		
June 2018		
6/2/18	Regency Dr	21458(a) Park in Red zone
6/10/18	139 Regency Dr	4000(a) Registration expired
6/10/18	Regency Dr	22502(a) curb parking – pass back 21"
6/10/18	Regency Dr	4000(a) Registration expired
6/10/18	Regency Dr	5200(a) Front plate
6/10/18	Regency Dr	5204 no tabs
6/10/18	Regency Dr	Cly 36.041(k) Posted fire lane
6/10/18	Regency Dr	5204 no tabs
6/10/18	Regency Dr	5204 no tabs
6/10/18	Regency Dr	Cly 10.36.260 Curb parking
6/10/18	Regency Dr	5204 no tabs
6/11/18	Regency Dr	5204 no tabs
6/12/18	Regency Dr	4000(a) Registration expired
6/12/18	Regency Dr	5204 no tabs
6/12/18	Regency Dr	5204 no tabs
6/12/18	Regency Dr	5204 no tabs
Total Cites Issued: 16		
July 2018		
7/7/18	End of Regency	21458(a) Park in Red zone
7/19/18	End of Regency	22502(a) curb parking
Total Cites Issued: 2		
August 2018		
8/26/18	End of Regency	4000(a) Registration expired
8/26/18	End of Regency	21458(a) Park in Red zone

Parking Citations issued on Regency Drive - 4/18 to 6/19

8/26/18	End of Regency	21458(a) Park in Red zone
Total Cites Issued: 3		
September 2018		
9/9/18	End of Regency	21458(a) Park in Red zone
9/15/18	176 Regency Dr	22500 Blocking Driveway
9/29/18	176 Regency Dr	22500 Blocking Driveway
Total Cites Issued: 3		
October 2018		
10/12/18	End of Regency	4000(a) Registration expired
Total Cites Issued: 1		
January 2019		
1/1/19	145 Regency Dr	22514 15' from Fire Hydrant
1/12/19	176 Regency Dr	5204 no tabs & 22500 Blocking Driveway
1/19/19	151 Regency Dr	5204 no tabs & 22500 Blocking Driveway
1/21/19	176 Regency Dr	22500 Blocking Driveway
1/27/19	Regency Dr	21458(a) Park in Red zone
Total Cites Issued: 5		
February 2019		
2/18/19	152 Regency Dr	CLY10.36.041(e) Blocking driveway
2/24/19	151 Regency Dr	22502(a) 18" off curb
2/24/19	End of Regency Dr	22502(a) 18" off curb
2/24/19	146 Regency Dr	5204 tabs not displayed
Total Cites Issued: 4		
March 2019		
3/15/19	End of Regency Dr	4000a expired registration
3/16/19	127 Regency Dr	22502(a) unlawful parking
3/16/19	End of Regency Dr	CLY10.36.040 No parking areas
3/16/19	109 Regency Dr	5204 tabs not displayed
3/17/19	End of Regency Dr	CLY10.36.041(k) posted fire lane
3/18/19	End of Regency Dr	22502(a)(2) park in opposite direction
3/23/19	176 Regency Dr	CLY10.36.041(k) parking in fire lane
3/23/19	176 Regency Dr	CLY10.36.041(c) park adjacent to safety zone
3/23/19	176 Regency Dr	22500(f) blocking sidewalk
3/30/19	158 Regency Dr	22500(e) blocking driveway
3/31/19	145 Regency Dr	22500(e) blocking driveway
3/31/19	145 Regency Dr	CLY10.36.041(e) blocking driveway
3/31/19	152 Regency Dr	22500(e) blocking driveway
Total Cites Issued: 13		

Parking Citations issued on Regency Drive - 4/18 to 6/19

April 2019		
4/7/19	End of Regency Dr	4000(a) expired registration
4/9/19	End of Regency Dr	4000(a) expired registration
4/13/19	145 Regency Dr	22500(e) blocking driveway
4/18/19	End of Regency Dr	4000(a) expired registration
4/20/19	End of Regency Dr	4000(a) expired registration
4/28/19	176 Regency Dr	21458(a) Park in Red zone
Total Cites Issued: 6		
May 2019		
5/5/19	176 Regency Dr	21458(a) Park in Red zone
5/25/19	177 Regency Dr	4000(a) expired registration
Total Cites Issued: 2		
No Citations Issued as of June 14, 2019		

- Blocking/Sidewalk Driveway 17
- No Tabs 13
- Park in Red Zone 12
- Expired Registration 12
- Curb Parking 6
- Fire Lane/Hydrant 4
- No Front Plate 1
- Towed Vehicle(s) 1
- Total 66**



Agenda Date: 6-18-2019

Agenda Item: 10c

Approved:

Gary A. Napper
City Manager

STAFF REPORT

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: Janet Calderon, City Clerk

DATE: June 18, 2019

SUBJECT: Consider two appointments to the Planning Commission for terms of office commencing July 1, 2019 through June 30, 2021.

BACKGROUND

The terms of office for incumbent Planning Commissioners Peter Cloven and AJ Chippero expire on June 30, 2019. City Planning Commissioners are appointed for two year terms. Commissioner Cloven and Commissioner Chippero are eligible for reappointment, per the *Clayton Municipal Code* regarding commission term limits.

Staff advertised for Planning Commission applications on the City's website, and at the City's three (3) posting areas. Applications were due on June 13, 2019. Two citizens applied: incumbents Peter Cloven and AJ Chippero.

Official appointments to the Planning Commission require City Council vote. Earlier in the evening on June 18th, the City Council interviewed each candidate prior to the start of its regular 7:00 p.m. meeting.

RECOMMENDATION

Adopt the attached Resolution indicating which two (2) individuals are to be appointed to the Planning Commission, for two year terms.

FISCAL IMPACT

None.

Attachments: Resolution - 1 page
Applications (2) - 4 pages

RESOLUTION NO. -2019

**A RESOLUTION APPOINTING TWO CITIZENS
TO THE CLAYTON PLANNING COMMISSION**

**THE CITY COUNCIL
City of Clayton, California**

WHEREAS, in 1964 the City Council of Clayton adopted Ordinance No. 20 establishing the City of Clayton Planning Commission with five (5) members; and

WHEREAS, the terms of office for existing Commissioners Peter Cloven and AJ Chippero expire on June 30, 2019; and

WHEREAS, staff advertised the upcoming vacancy of two appointive positions on the Planning Commission and set a deadline of June 13, 2019 for candidates to submit an application to serve; and

WHEREAS, two interested citizens submitted timely applications expressing willingness to serve in this appointed capacity; and

WHEREAS, on June 18, 2019 the Clayton City Council publicly interviewed the two candidates.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Clayton, California, does hereby appoint the following two individuals to the Planning Commission of the City of Clayton for full two-year terms of office:

_____ : July 1, 2019 through June 30, 2021

_____ : July 1, 2019 through June 30, 2021

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California at a regular public meeting thereof held the 18th day of June 2019 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

THE CITY COUNCIL OF CLAYTON, CA

Tuija Catalano, Mayor

ATTEST:

Janet Calderon, City Clerk



RECEIVED

MAY 28 2019

City of Clayton

*** CITY PLANNING COMMISSION *
APPLICATION**

All information contained on this application is a public record subject to public disclosure. This includes home address and all phone numbers. This public office is required by state law to complete and file an annual Financial Statement of Economic Interest

Name: Peter Cloven

Date: May 28, 2019

Home address: 739 Black Point Place Contact phone: 925-348-0884 cell

Length of residence in Clayton: 13 years

Email address: gobears86@gmail.com

Present employer: Pinnacle Environmental, Inc. (Principal/co-owner)

Occupation: Environmental Consultant

A. Education and special training: B.A. Biochemistry, U.C. Berkeley 1986
Nevada Environmental Assessor #1313
Environmental Professional - ASTM

B. Please list experiences and activities which particularly qualify you for an appointment to the Clayton Planning Commission:

I have been on the Planning Commission for the past 2 years and currently serve as Vice Chair. I now understand the "process" and bring my life experience to decisions.
I have been an environmental consultant since 1986 specializing in the development of property that is impacted with hazardous materials. My projects cause regular interaction with regulatory entities on the city, county, state and Federal levels.
I have a keen ear for listening & understanding the needs of all entities involved with the development process. I bridge the gap of technical understanding between competing interests (regulator, developer, contractor, attorney, city/count official, etc.)

C. What do you consider to be the role of a City Planning Commissioner?

Owners have the right to develop the property they own. It is not a matter if, but what and when. In addition, the City has property that is zoned for potential future development. I see the Planning Commission's role as 1) listening clearly to a proposed development plan, 2) evaluating that plan versus the city of General & Specific Plan, Ordinances and Zoning, as well as the Regional Housing Needs Assessment (RHNA); 3) asking relevant and diligent questions & listening to public comment and consider comments by fellow commissioners; and 4) rendering an opinion/decision based upon personal due diligence and conscience.

D. Other relevant information and interests:

I am a consummate volunteer involved in the community including: MDSA Soccer Coach, Elder and Youth Teacher for Clayton Valley Presbyterian Church; Oakland Masonic Center; President TKE Berkeley Alumni Association; member of Bacchus Bowlers Bocce team (Friday nights); and regular attendee of local civic and charity events. My daughters are 13 and 16 and go to Clayton public schools. My wife and I will stay in Clayton long time after we retire. We love this town and I desire to be a part of its future.

E. Please list three references with phone numbers:

1. Barbara Barkley, Pastor Clayton Valley Presbyterian - 925-672-4848 office
2. John Tomlinson, Past Mayor, Dana Point, CA - 562-706-9370 cell
3. John Cmelak, VP Tax Verizon Wireless, Castro Valley, CA - 510-468-4477 cell



Signature

The City of Clayton appreciates your interest and willingness to seek involvement in your community through civic service on our City Planning Commission. Thank you for your application.



RECEIVED

JUN 11 2019

City of Clayton

*** CITY PLANNING COMMISSION *
APPLICATION**

All information contained on this application is a public record subject to public disclosure. This includes home address and all phone numbers. This public office is required by state law to complete and file an annual Financial Statement of Economic Interest

Name: Anthony Chippero

Date: 06/10/2013

Home address: 1713 Indian Wells Way, Clayton, CA 94517 Contact phone: 925-234-6471

Length of residence in Clayton: 8 years

Email address: ajchippero@comcast.net

Present employer: Self Employed

Occupation: Digital Marketing

A. Education and special training: _____

Diablo Valley College

B. Please list experiences and activities which particularly qualify you for an appointment to the Clayton Planning Commission:

July 2017 - June 2019 Clayton Planning Commissioner

January 2012 - June 2017 Clayton Trail & Landscaping Committee

January 2019 - Present Clayton Business & Community Association Board of Directors - 2nd VP

January 2018 - December 2019 - Clayton Business & Community Association Board of Directors - Advisory Board

C. What do you consider to be the role of a City Planning Commissioner?

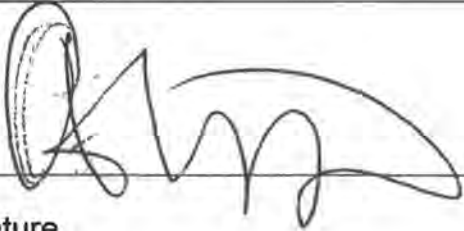
The Planning Commission acts as an advisory board to the City Council. After reading through the material included with the agenda, hearing public comments, staff reports and asking questions, the Planning Commissioners should make a recommendation to the City Council. Any recommendation should be based off a fair, impartial and informed decision guided by existing city codes and regulations while taking into account any citizen's concerns. These decisions should be made to help improve and preserve the qualities of our city that make it an attractive place to live and/or conduct business.

D. Other relevant information and interests:

Since moving to Clayton in 2010, I have taken an active interest in trying to help continue to make Clayton a great place to live and retain its charm. That's what led me to join the Trails & Landscaping Committee when my oldest child was only a year old. At the request of the 4th of July Parade committee, I have designed every poster for this event since 2012. In 2016, after the first two concerts of the season were canceled, I set up a Facebook page followed by a website to help keep the public informed about our concerts. The following year I joined the CBCA to lend a hand with marketing efforts and helped redesign the website.

E. Please list three references with phone numbers:

- 1. Howard Gellar 925-787-1153
- 2. Sandy Johnson 925-565-0830
- 3. Jane Mele 925-381-8971



A handwritten signature in black ink, appearing to be 'A. M.', written over a horizontal line.

Signature

The City of Clayton appreciates your interest and willingness to seek involvement in your community through civic service on our City Planning Commission. Thank you for your application.



CONTRA COSTA
transportation
authority

COMMISSIONERS	Robert Taylor, Chair ● Julie Pierce, Vice Chair ● Janet Abelson ● Newell Americh ● Tom Butt ● Teresa Gerringer ● Federal Glover Loella Haskew ● David Hudson ● Karen Mitchoff ● Kevin Romick
ALTERNATES	Candace Andersen ● Juan Banales ● Diane Burgis ● John Gioia ● David Hudson ● Renee Morgan ● Sue Noack ● Carlyn Obringer Renata Sos ● Roy Swearingen ● Sean Wright
EX-OFFICIOS	Amy Worth, MTC ● Debora Allen, BART ● Monica Wilson, Public Transit Bus Operators
ALTERNATES	Chris Kelley, Public Transit Bus Operators ● Mark Foley, BART
Executive Director	Randell H. Iwasaki

Authority Board Special Meeting **AGENDA**

(Full packet with attachments available at www.ccta.net)

This meeting is scheduled to be audiocast live on the CCTA website.
Visit the Public Meetings page under “Get Involved” to tune in.



- DATE:** Wednesday, June 19, 2019
- TIME:** 6:15 p.m. (or immediately following the Authority Board regular meeting)
- PLACE:** Contra Costa Transportation Authority
2999 Oak Road, Suite 110
Walnut Creek, CA 94597

-
- A. CONVENE MEETING:** *Robert Taylor, Chair*
- B. PLEDGE OF ALLEGIANCE**
- C. PUBLIC COMMENT:** Members of the public are invited to address the Authority regarding any item that is not listed on the agenda. Please complete one of the speaker cards in advance of the meeting and hand it to a member of staff.
- 1.0 REGULAR AGENDA ITEMS:**
- 1.1 Discuss Initial Draft Transportation Expenditure Plan (TEP) Project and Program Categories and Funding Amounts.** Based on comments received from the Regional Transportation Planning Committees (RTPCs) and stakeholders, staff will provide an overview of proposed changes to the initial draft of project/program categories and funding amounts to be included in the Initial Draft TEP. Staff seeks comments and direction for possible additional changes to be considered in the Initial Draft TEP. Contact: Don Tatzin (*Attachment – Action*)

- 1.2 Proposed Policies to be Contained in the Initial Draft Transportation Expenditure Plan (TEP).** Staff seeks Authority Board comments on the Policy Statements to be included in the Initial Draft TEP. Contact: Don Tatzin (*Attachment – Action*)
- 1.3 Discussion of Initial Draft Transportation Expenditure Plan (TEP).** Staff seeks input from the Authority Board on the revised Initial Draft TEP. Staff Contact: Timothy Haile (*Attachment – Action*)
- 1.4 Authorization to Release Initial Draft Transportation Expenditure Plan (TEP) for Comments.** Staff seeks Authority Board authorization to release the Initial Draft TEP for review and comments. Staff recommends that interested parties provide comments prior to the proposed special meeting of the Authority Board on August 7, 2019. Staff Contact: Timothy Haile (*Attachment – Action*)

2.0 CORRESPONDENCE AND COMMUNICATIONS

- 3.0 ADJOURNMENT** to a proposed special meeting on Wednesday, July 10, 2019 at 6:15 p.m. or immediately following the Planning Committee meeting.

*** Footnote:** In accordance with Government Code Section 84308, no Commissioner shall accept, solicit, or direct a contribution of more than two hundred fifty dollars (\$250) from any party, or his or her agent, or from any participant, or his or her agent, while a proceeding involving a license, permit, or other entitlement for use is pending before the agency and for three months following the date a final decision is rendered in the proceeding if the officer knows or has reason to know that the participant has a financial interest, as that term is used in Article 1 (commencing with Section 87100) of Chapter 7. Any Commissioner who received a contribution within the preceding 12 months in an amount of more than two hundred fifty dollars (\$250) from a party or from any participant shall disclose that fact on the record of the proceeding and the Commissioner shall not make, participate in making, or in any way attempt to use his or her official position to influence the decision.

A party to a proceeding before the Authority shall disclose on the record of the proceeding any contribution in an amount of more than two hundred fifty dollars (\$250) made within the preceding 12 months by the party, or his or her agent, to any Commissioner. No party, or his or her agent, shall make a contribution of more than two hundred fifty dollars (\$250) to any Commissioner during the proceeding and for three months following the date a final decision is rendered by the agency in the proceeding. The foregoing statements are limited in their entirety by the provisions of Section 84308 and parties are urged to consult with their own legal counsel regarding the requirements of the law.

ANY WRITINGS OR DOCUMENTS pertaining to an open session item provided to a majority of the Authority less than 72 hours prior to the meeting shall be made available for public inspection at 2999 Oak Road, Suite 100, Walnut Creek, California, during normal business hours.

PUBLIC COMMENT: The public may comment on any matter on the agenda, or related matters not on the agenda, by completing a speaker card (available in meeting room), which should be provided to a CCTA staff member. Public comment may be limited to three minutes (or other such time period as determined by the Chair), in accordance with CCTA's Administrative Code, Section 103.4(b).

TRANSLATION SERVICES: If you require a translator to facilitate testimony to the Authority, please contact Tarianne Grover at (925) 256-4722 no later than 48 hours in advance of the scheduled meeting. Si usted requiere

a un traductor para facilitar testimonio a la Authority, por favor llame Tarienne Grover al (925) 256-4722, 48 horas antes de la asamblea.

ADA Compliance: This Agenda shall be made available upon request in alternative formats to persons with a disability, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132) and the Ralph M. Brown Act (Cal. Govt. Code Sec. 54954.2). Persons requesting a disability-related modification or accommodation should contact Tarienne Grover (925-256-4722) during regular business hours, at least 24 hours prior to the time of the meeting.

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Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: June 19, 2019

Subject	Discuss Initial Draft Transportation Expenditure Plan (TEP) Project and Program Categories and Funding Amounts
Summary of Issues	At its special meeting on June 12, 2019, staff presented an overview of revised funding distribution and major expenditure categories based on input received at the June 5, 2019 Authority Board Special meeting. Based on input received from the Regional Transportation Planning Committees (RTPCs), staff has noted suggested changes to the funding distribution for the Authority Board’s consideration for inclusion in the Initial Draft TEP. In addition, staff will provide input received from stakeholders for consideration by the Authority Board.
Recommendations	Based on comments received from the RTPCs and stakeholders, staff will provide an overview of proposed changes to the initial draft of project/program categories and funding amounts to be included in the Initial Draft TEP. Staff seeks comments and direction for possible additional changes to be considered in the Initial Draft TEP.
Financial Implications	The expected revenue from a new transportation sales tax depends on the amount and term. As an example, a new half-cent sales tax would generate approximately \$3.06 billion in current 2018 dollars over a 30-year period.
Options	The Authority Board could elect to direct staff to develop the Initial Draft TEP using an alternative process.

Attachments	<p>A. Proposed Initial Draft TEP Funding Categories and Amounts – <i>(Revised Attachment may be provided at the meeting)</i></p> <p>B. Letter from Southwest Area Transportation Committee (SWAT) dated June 11, 2019 RE: SWAT Meeting Summary Report for June 10, 2019 – Comments on Initial Draft Transportation Expenditure Plan dated June 5, 2019</p> <p>C. Letter from West Contra Costa Transportation Advisory Committee (WCCTAC) dated June 12, 2019 RE: Initial Draft Transportation Expenditure Plan</p>
Changes from Committee	N/A

Background

On June 12, 2019, staff received a letter dated June 11, 2019 from SWAT, outlining preliminary comments on the Initial Draft TEP. SWAT’s initial review of the draft TEP indicates that approximately a \$245 million increase of funding is allocated to projects and programs outside of the SWAT sub-region. SWAT noted that initial allocations are based on the Authority’s traditional population formula and it may be in the interest of the overall effort to offer sufficient “things that benefit” the voters in the SWAT subregion to garner critical support for a new sales tax measure. SWAT supports a 30-year sales tax measure rather than a measure with a “no sunset” clause. SWAT is recommending pursuing a more sub-regional approach to the funding categories to reach consensus. SWAT provided preliminary positions on each of the categories and generally supports the funding allocated to SWAT with exception of the following:

- Funding for the Caldecott modernization should be used as matching funds and recommends an allocation of funding for this category from another RTPC, consistent with Measure J.
- More clarification of how funds would be dispersed in the “Provide Convenient and Reliable Transit Services in Central, East and Southwest County”.
- Support is still to be determined for the “Cleaner, Safer BART” and “Additional trains for e-BART, Parking and Access Improvements to BART” categories.

- Allocation of funds for “Fix and Modernize Local Roads” should be a range of 18% to 24%.
- Suggest a return-to-source formula approach to demonstrate direct benefits to SWAT from the “Improve Traffic Flow on Local Streets” category.
- Further clarification of the funding allocation of \$38 million to East Bay Regional Park District within the “Improve Walking and Biking on Streets and Trails” category.
- Support is still to be determined for the “Seamless Connected Transportation Options and Reduce Emissions” category.
- Additional information regarding program eligibility and rationale for increase in Transportation Planning, Facilities & Services and Administration categories

For additional information, the letter from SWAT is provided as Attachment B.

On June 12, 2019, staff received a letter from WCCTAC outlining suggested changes to the initial draft funding distribution within the Initial Draft TEP expenditure categories. The WCCTAC Board is generally supportive of the overall structure of the Initial Draft TEP. The following summarizes the proposed changes:

- The two BART line items should be combined into a single funding category.
- Request of a detailed study of a BART extension to San Pablo/North Richmond.
- Any potential improvements to San Pablo Avenue and improved transit connections between the Richmond Ferry, BART, and Contra Costa College should be moved to the “Increase Bus Service and Reliability” category.
- Significantly more funding in the “Increase Bus Service and Reliability” category.
- Additional funding in the “Improve Walking and Biking on Streets and Trails” category.
- Less funding allocated to the “Safe Transportation for Youth and Students” category.
- Reduced funding in the “Seamless Connected Transportation Options and Reduce Emissions” category.
- Lower allocation for the “Improve Traffic Flow on Local Streets” category.
- Reduction in the allocation of funds for CCTA’s Administration and Planning as compared with Measure X.

For additional information, the letter from WCCTAC is provided as Attachment C.

Based on input received from the RTPCs, staff has noted the suggested changes in Attachment A to the funding distribution for the Authority Board’s consideration for inclusion in the Initial

Draft TEP. Transportation Partnership and Cooperation (TRANSPAC) and East County Transportation Planning (TRANSPLAN) met on June 13, 2019 to discuss the Initial Draft TEP. It is anticipated that TRANSPAC will be sending a letter prior to the June 19, 2019 Authority Board Special meeting providing preliminary feedback on the project/program categories and funding amounts to be included in the Initial Draft TEP.

On June 13, 2019, staff met with stakeholders representing environmental and community-based groups who provided input on a new TEP. The discussion outlined the following outcomes and priorities for the stakeholders:

1. Meaningfully engage the community.
2. Commit to performance – oriented and outcomes-focused project and program selection.
3. The measure must significantly reduce greenhouse gas emissions (GHG) and vehicle miles of travel (VMT) and commit to no new GHG and VMT-inducing projects.
4. Prioritize social equity and improve transportation options for all.
5. Protect and strengthen the Urban Limit Line and protections for open space, and commit at least 6% of all funds to a Regional Advanced Mitigation Fund.

The stakeholders indicated that they will provide a letter prior to the special meeting of the Authority Board on June 19, 2019 stating their observations and recommended funding allocations and staff will include the letter, along with analyses at the meeting. Staff will provide any other correspondence received at the special meeting of the Authority Board on June 19, 2019, along with analyses.

Funding Category <small>(Improvements listed are examples and types of projects that may be funded)</small>	\$ millions	%	Distribution of Funding by Subregion								Eligibility	Competitive Project Selection Process	2016 TEP	
			Central (a)	TRANSPAC	Southwest (b)	SWAT	West (c)	WCCTAC	East (d)	TRANSPLAN				
Make Bus, Ferry, Commuter Rail and BART Safer, Cleaner, and more Reliable														
Provide Convenient and Reliable Transit Services in Central, East and Southwest Contra Costa	230.00	7.51%	90.00		78.00	78.00				62.00		Conform to New Expenditure Plan Policy for Transit		184.40
Increase Bus Services and Reliability in West Contra Costa	110.55	3.61%						110.55	173.42			Conform to New Expenditure Plan Policy for Transit		110.55
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100.00	3.27%								100.00				70.00
Transit Extension														
Brentwood Intermodal Station														
Shuttle Service and Shared Mobility Hubs														
Cleaner, Safer BART	100.00	3.27%	30.00		19.00	TBD		23.00	22.20	28.00		MOE, Systemwide Match Program, No New BART Cars		
Station Modernization														
Additional Trains cars for e-BART, Parking and Access Improvements to BART	100.00	3.27%	30.00		19.00	TBD		23.00	22.20	28.00		MOE, Conform to New Exp. Plan Policy for Transit		300.00
e-BART cars														
Parking and Access improvements														
Enhance Ferry Service and Commuter Rail in Contra Costa	80.00	2.61%	30.00					30.00	34.68	20.00		Conform to New Expenditure Plan Policy for Transit		50.00
Hercules Ferry Services														
Martinez to Antioch Ferry Services														
Hercules Regional Intermodal Station														
Connect Oakley San Joaquin Station to Antioch e-BART														
San Joaquin Rail Station and Park/Ride Lot in Oakley														
Transit Connection from Martinez Amtrak to Concord BART														
Improve Transit Reliability along the Interstate 80 Corridor	95.00	3.10%						95.00	92.26					55.00
I-80 Transit Lane														
I-80 Shared Mobility Hubs														
Transit Connection between Richmond Ferry, BART, and Contra Costa College														
San Pablo Avenue Multimodal Improvements														
I-80 Express Bus Service Improvements														
Incentives for alternative modes														
Improve Transit Reliability along the Interstate 680 and State Route 24 Corridors	50.00	1.63%	25.00		25.00	25.00								
I-680 Transit Improvements and Shared Mobility Hubs														
I-680 Part-time Transit Lane														
Incentives for alternative modes														
Providing Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities														
Affordable Transportation for Seniors, Veterans, and People with Disabilities	150.00	4.90%	40.00		25.00	25.00		37.00	41.62	48.00				115.01
Safe Transportation for Youth and Students	100.00	3.27%	13.60		31.40	31.40		40.00	27.75	15.00				63.96
Local Improvements to Make Your Community Better and Protect the Environment														
Fix and Modernize Local Roads	465.23	15.20%	131.31		103.70	TBD		101.03	104.05	129.19		Growth Management Plan, MOE, Preservation		683.50
Improve Traffic Flow on Local Streets (list of projects to be updated)	230.00	7.51%	93.13		26.59	26.59		34.93	10.41	75.35		New Countwide Local Street Improvement Program		290.00
Improvement projects are selected by subregions														
Improvements may include the following:														
Widen Ygnacio Valley Road in Concord														
Sand Creek Rd in Brentwood and Antioch														
Viera Avenue in Antioch														
San Pablo BNSF in Richmond														
Cutting Blvd at UPRR in Richmond														
Harbor Way at BNSF in Richmond														
Willow Pass Road Widening in Concord														
Alhambra Avenue Improvements in Martinez and Contra Costa County														
Southbound Kirker Pass Road Truck Climbing Lane in Contra Costa County near Pittsburg														
Saint Mary/Bollinger Canyon Road Intersection Improvements and Roundabout in Moraga														
Camino Tassajara Road Widening in Contra Costa County														
Crow Canyon Road Widening in San Ramon														
Widening Main Street in Oakley														
Widening East Cypress in Oakley														
Deer Valley Road in Antioch														
West Leland Road Extension in Pittsburg														
Brentwood Blvd in Brentwood														
Lone Tree Way in Brentwood														
...and Others														
Improve Walking and Biking on Streets and Trails	213.87	6.99%	52.90		53.85	53.85		49.97	52.03	57.15		\$38m to EBRPD for Trails, Complete Streets Policy	x	115.00
Complete Street Demonstration Projects (Minimum one project per subregion)														
I-80/Central Avenue (Phase 3)														
23rd Street POC														
Bollinger Canyon Road POC for Iron Horse Trail														
Connect Iron Horse Trail and Contra Costa Trail														
...and Others														

Funding Category <small>(Improvements listed are examples and types of projects that may be funded)</small>	\$ millions	%	Distribution of Funding by Subregion								Eligibility	Competitive Project Selection Process	2016 TEP
			Central (a)	TRANSPAC	Southwest (b)	SWAT	West (c)	WCCTAC	East (d)	TRANSPLAN			
Seamless Connected Transportation Options and Reduce Emissions	150.00	4.90%	51.00		25.40	TBD		38.60	24.28	35.00		x	65.00
Zero Emission Vehicle Program for Contra Costa													
Smart rideshare, carshare, and bikeshare services													
On-demand and guaranteed transit services													
Smart payment systems													
Data sharing to improve mobility choices													
...and Others													
Focused Growth, Support Economic Development and Create Jobs in Contra Costa	80.00	2.61%	20.21		13.16	TBD		16.00	10.41	30.63		x	100.00
Advance Mitigation Program											Conform to Expenditure Plan Advance Mitigation Policy		
...and Others													
Regional Transportation Priorities	18.63	0.61%	5.00		3.63	3.63		5.00	7.13	5.00			18.70
Relieve Traffic on Highways and Interchanges													
Relieve Congestion and Improve Local Access along Interstate 680 Corridor	200.00	6.53%	105.00		95.00	95.00							230.00
I-680 NB Express Lanes (Reducing bottlenecks, add auxiliary lanes and close HOV gap at SR-24 interchange)													
I-680 Advanced Technologies (Ramp widening and metering)													
Local interchange improvements													
Incentives for alternative modes													
Relieve Congestion on Highway 4 and State Route 242 between Martinez and Pittsburg	200.00	6.53%	154.20							45.80			108.00
Operational Improvements along Highway 4 from 242 to Bailey Road (SR4 OIP)													
I-680/Highway 4 Interchange (Future Phases)													60.00
SR-242/Clayton Road													
SR-4 ICM and Improve HOV Lanes													
Incentives for alternative modes													
Improve Local Access to Highway 4 and Byron Airport	150.00	4.90%								150.00	No new alignments and access restrictions outside ULL		117.00
Vasco Road - Byron Highway Road Connector													
Vasco Road Widening													
Interchanges at Balfour, Marsh Creek, Walnut, Camino Diablo													
Byron Airport Enhancements													
Relieve Congestion and Improve Local Access along Interstate 80 Corridor	60.00	1.96%						60.00	58.27				60.00
Innovate 80 (Enhance Smart Corridor and HOV Lane, HOV enforcement)													
I-80/San Pablo Dam Road													
I-80/Pinole Valley Road													
Incentives for alternative modes													
Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel	35.00	1.14%			35.00	35.00							20.00
SR-24/Camino Pablo													
Modernization and Safety Improvements of Old Bores of Caldecott Tunnel													
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge	20.00	0.65%						20.00	19.40				
Extend HOV Lane on I-580													
Richmond Parkway Interchange Improvements													
Incentives for alternative modes													
Connector from I-580 to Point Molate													
Transportation Planning, Facilities & Services	91.82	3.00%	27.23		17.30	TBD		21.38	8.91	25.91			43.05
Administration	30.61	1.00%	9.08		5.77	TBD		7.12	3.56	8.64			14.35
TOTAL	3060.71	100.0%	907.66		576.80			712.58	712.58	863.67			2873.52
Population Based Share	3060.71		907.66		576.80			712.58		863.67	ULL: Urban Limit Line		
Population Share (2035 Estimate) of Total			29.66%		18.85%			23.28%		28.22%	MOE: Maintenance of Effort		
											EBRPD: East Bay Regional Park District		



SWAT

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

June 11, 2019

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

RE: SWAT Meeting Summary Report for June 10, 2019 - Comments on Initial Draft Transportation Expenditure Plan ("TEP") dated June 5, 2019

Dear Mr. Iwasaki:

At their June 10, 2019 meeting, the Southwest Area Transportation Committee ("SWAT") received an update from Contra Costa Transportation Authority ("Authority") staff on the Initial Draft Transportation Sales Tax Expenditure Plan ("TEP") and discussed various funding categories related to components of the plan.

SWAT appreciates the opportunity to provide input and acknowledges that the development of the Plan will require a tremendous amount of hard work and collaboration among the Regional Transportation Planning Committee (RTPC's), among other stakeholders. SWAT also wishes to express its gratitude and appreciation to Authority staff for attending SWAT TAC and SWAT meeting to initiate the discussions and to assist the sub-region through this process.

To date, SWAT has held one meeting in which the Draft TEP was the focus of discussion. It is our expectation that a series of meetings will be held so that each local agency, within SWAT, has the opportunity to weigh in on the Draft TEP and to come together as a region to gain consensus and forward our collective input to the Authority. It is SWAT's expectation that our representatives on the Authority (Commissioners Hudson and Garringer) will articulate SWAT's perspective and position on issues related to Policies, Projects, Programs and Funding allocations.

At this time, SWAT respectfully submits the following preliminary comments for the Authority's consideration:

1. **Sub-regional Funding Allocation** - SWAT's initial review of the draft TEP indicates that approximately \$245M increase of funding is allocated to projects and programs outside of the SWAT sub-region.

This is of concern because a key finding of the voter survey highlights the fact that "Voters in the East County and the San Ramon Valley are the most likely to feel transportation tax dollars are spent on things that don't benefit them"

(63% of those surveyed in the San Ramon Valley “Strongly Agree” or “Agree” with this statement). This is consistent with the voting results of Measure X, where it failed in the San Ramon Valley by a significant margin.

While we recognize that initial allocations are based on the Authority’s traditional population formula, it may be in the interest of the overall effort to offer sufficient “things that benefit” the voters in the SWAT sub-region to garner their critical support for a new sales tax measure.

2. **Length of Sales Tax Measure** - SWAT supports a 30-year Sales Tax Measure rather than a Measure with a “no sunset” clause.
3. **Sub-regional Flexibility** – Consistent with past practice, SWAT recognizes that each sub-region has different needs that necessitate different approaches. Consequently, SWAT recommends pursuing a more sub-regional approach to categories that may struggle to reach consensus (e.g., return-to-source Local Streets and Roads category).
4. **Funding Categories** - SWAT’s preliminary positions on each category, as follows:

Funding Category	Preliminary Position
<ul style="list-style-type: none"> • Improve Transit Reliability along I-80 and I-680 corridors 	<i>Support:</i> category and allocation.
<ul style="list-style-type: none"> • Relieve Congestion and Improve Local Access along Interstate 680 Corridor 	<i>Support:</i> category and allocation.
<ul style="list-style-type: none"> • Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel 	<i>Support with amendments:</i> (1) funding for the Caldecott modernization (\$5M) to be used as matching funds; (2) allocation of funding from another RTPC, consistent with Measure J.
<ul style="list-style-type: none"> • Provide Convenient and Reliable Transit Services in Central, East and Southwest County 	<i>Potential Support:</i> contingent upon clarification on how funds would be dispersed.
<ul style="list-style-type: none"> • Cleaner, Safer BART 	<i>To be Determined:</i> at upcoming meeting.
<ul style="list-style-type: none"> • Additional trains for e-BART, Parking and Access Improvements to BART 	<i>To be Determined:</i> at upcoming meeting. There was agreement that any funding should only be used for access and construction of off-site/satellite parking facilities within the SWAT region.
<ul style="list-style-type: none"> • Safe Transportation for Youth and Students 	<i>Support:</i> category and allocation.
<ul style="list-style-type: none"> • Affordable Transportation for Seniors, Veterans and People with Disabilities 	<i>Support:</i> category and allocation.

<ul style="list-style-type: none"> • Fix and Modernize Local Roads 	<p><i>Support: category but No Support for proposed allocation. SWAT members expressed support for a range of 18% to 24% (consistent with Measure X) and recommended that this category would benefit from sub-regional flexibility (e.g., SWAT allocation would be 24% with a reduction in other SWAT line items).</i></p>
<ul style="list-style-type: none"> • Complete and Improve Traffic Flow on Local Streets (previously "Major Streets") 	<p><i>Support (category and allocation) with amendments: SWAT members suggested a return-to-source formula approach to demonstrate direct benefits to SWAT voters.</i></p>
<ul style="list-style-type: none"> • Improve Walking and Biking on Streets and Trails 	<p><i>Potential Support (category and allocation), contingent upon further discussions on funding allocation of \$38M to EBRPD.</i></p>
<ul style="list-style-type: none"> • Seamless Connected Transportation Options and Reduce Emissions 	<p><i>Potential Support (concept) but did not take position on funding allocation. To be discussed at upcoming meeting.</i></p>
<ul style="list-style-type: none"> • Regional Transportation Priorities 	<p><i>Support: category and allocation.</i></p>
<ul style="list-style-type: none"> • Transportation Planning, Facilities & Services 	<p><i>Need More Information regarding program eligibility and rationale for 50% funding allocation increase from Measure X.</i></p>
<ul style="list-style-type: none"> • Administration 	<p><i>Support (category) with amendments (allocation): SWAT members requests rationale for 50% funding allocation, particularly given that Measure J would support this program through 2034.</i></p>

The next SWAT meeting is scheduled to take place the week of June 17th. Consequently, additional comments on the TEP and/or policy related comments are forthcoming. Thank you again for the opportunity to provide input and for considering SWAT's comments and recommendations. Please contact SWAT Admin staff, Lisa Bobadilla at (925) 973-2651 or email at lbobadilla@sanramon.ca.gov, if you should have any questions.

Sincerely,



David Hudson, Chair
SWAT

Cc: Tim Haile, CCTA; Hisham Noeimi, CCTA; SWAT; SWAT TAC; Matt Todd, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps, TRANSPLAN

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El Cerrito

Hercules

June 12, 2019

Pinole

Contra Costa Transportation Authority
 2999 Oak Road, #100
 Walnut Creek, CA 94597

RE: Initial Draft Transportation Expenditure Plan

CCTA Staff:

Richmond

I am writing on behalf of the WCCTAC Board to provide feedback on the Initial Draft Transportation Expenditure Plan (TEP) that is currently being developed by the Authority. At WCCTAC, we appreciate the hard work of both the Commission and the Authority staff in identifying transportation needs within Contra Costa County and putting together a draft funding plan to address those needs.

San Pablo

The WCCTAC Board has held two special meetings to date, one on May 10th and another on June 7th to discuss the TEP. The Board also discussed the TEP at its regularly scheduled meeting on May 24th. Like the Commission, the Board has been building additional meeting capacity into its schedule in order to evaluate transportation priorities in West County and to provide constructive input. At its most recent meeting, the Board reviewed the draft funding allocation for West County as provided by the Authority at its June 5th meeting.

Contra Costa
County

The WCCTAC Board is generally supportive of the overall structure of the Initial Draft TEP. It has not identified any major missing or unnecessary funding categories. It recognizes that the names for funding categories should be outcomes-oriented, as recommended by the public opinion research consultant, and concurs with the proposed categories.

AC Transit

The Board did suggest that the two BART line items be combined into a single funding category. WCCTAC is concerned that one of these line items, involving e-BART cars, parking, and access, may not apply well to West County. Naturally, there is no e-BART in West County. And, currently, there are no major parking projects in development and few major access improvement projects, particularly given that the Del Norte BART Modernization Project is nearly complete. Combining the two BART categories will help to ensure funds are able to be used for BART-related priority improvements in West County. WCCTAC is also requesting that a detailed study of a BART extension to San Pablo/North Richmond be eligible for funding in this category.

BART

WestCAT

WCCTAC strongly supports the implementation of additional express bus service and consequently strongly supports the “Improve transit reliability along the I-80 corridor” funding category. The intent of the WCCTAC Board is for that category to be focused on operating and capital funding that will allow for express bus service implementation. As such, the potential improvements to San Pablo Avenue and improved transit connections between the Richmond Ferry, BART and Contra Costa College should be moved to the “Increase Bus Service and Reliability” category.

WCCTAC generally concurs with the proposed funding levels for a variety of categories in the Initial Draft TEP. These include: 1) Fix and Modernize Local Roads; 2) Improve Transit Reliability along I-80; 3) Cleaner, Safer BART; 3) e-BART cars, BART Parking, and Access; 3) Enhance Ferry and Commuter Rail in Contra Costa; 4) Relieve Congestion and Improve Local Access along I-80 Corridor; 5) Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge; and 6) Affordable Transportation for Seniors, Veterans, and People with Disabilities.

WCCTAC is concerned about the suggested level of funding for several of the categories, however, and is proposing modifications. The Board is recommending significantly more funding in the “Increase Bus Service and Reliability” category, which can include better service along San Pablo Avenue, and between Contra Costa College, BART, and the Richmond Ferry. WCCTAC also supports more funding in the Improve Walking and Biking on Streets and Trails category.

WCCTAC is recommending somewhat less funding allocated to the “Safe Transportation for Youth and Students Category”. This category would be used to expand the low income student bus pass program to middle school youth. The amount proposed by the Authority, however, may be somewhat larger than is necessary to accomplish that goal.

WCCTAC is also recommending less funding in the “Seamless Connected Transportation Options and Reduce Emission” category than the Authority. WCCTAC recognizes the importance of technology but believes that appropriate technology can and should be incorporated into any and all projects, programs, or modes of transportation. Many of the activities identified in this category are either: able to be funded through other sources, being implemented at the regional or local scale, currently performed by our existing TDM programs, or better suited to private / non-profit development and implementation.

Additionally, WCCTAC is recommending a lower allocation for the “Complete and Improve Traffic Flow on Local Streets.” West County has relatively few priority projects that fit this category. Moreover, a combination of other measures (Measure J, RM3, SB1) have increased the availability of funding for these types of projects. The complete streets aspect of this category could be moved to the “Improve Walking and Biking on Streets and Trails” category.

Lastly, WCCTAC supports the flexible “Regional Transportation Priorities” category. However, the Board is concerned about the large proposed allocation of funds for CCTA Administration and Planning as compared with Measure X.

The table below compares the funding allocations as proposed by CCTA in its June 5th meeting with the amounts proposed by the WCCTAC Board at its June 7th meeting. We look forward to reviewing the next iteration of the TEP and to providing feedback on additional plan details.

Funding Category	Allocation proposed by CCTA (in millions)	Allocation proposed by WCCTAC (in millions)
Fix and Modernize Local Roads	\$101.03	\$104.05
Increase Bus Transit	\$110.55	\$173.42
Improve Transit Reliability along I-80	\$95.00	\$92.26
Cleaner, Safer BART	\$23.00	\$22.20
e-BART cars, BART parking, and access	\$23.00	\$22.20
Enhance Ferry and Commuter Rail in Contra	\$30.00	\$34.68
Relieve Congestion and Improve Local Access along I-80 Corridor	\$60.00	\$58.27
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge	\$20.00	\$19.42
Improve Walking and Biking on Streets and Trails	\$35.18	\$52.03
Affordable Transportation for Seniors, Veterans, and People with Disabilities	\$37.00	\$41.62
Safe Transportation for Youth and Students	\$40.00	\$27.75
Seamless Connected Transportation Options and Reduce Emissions	\$38.60	\$24.28
Complete and Improve Traffic Flow on Local Streets	\$48.65	\$10.41
Focused Growth, Support Economic Development, Create Jobs	\$16.00	\$10.41
Transportation Planning	\$21.38	\$8.91
Regional Transportation Priorities	\$5.00	\$7.13
Administration	\$8.19	\$3.56
Total	\$712.58	\$712.58

Sincerely,



John Nemeth
WCCTAC Executive Director

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Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: June 19, 2019

Subject	Proposed Policies to be Contained in the Initial Draft Transportation Expenditure Plan (TEP)
Summary of Issues	At its special meeting on June 12, 2019, the Authority Board discussed several existing and proposed new Policy Statements that may be included in the Initial Draft TEP. Staff provided a summary of possible changes to the 2016 TEP Policy Statements and possible additional Policy Statements. Based on comments received from the Authority Board, staff revised the proposed Policy Statements from the 2016 TEP, and developed the new Policy Statements.
Recommendations	Staff seeks Authority Board comments on the Policy Statements to be included in the Initial Draft TEP.
Financial Implications	The cost to the Authority of implementing Policy Statements is included in the proposed 1% of anticipated sales tax revenue reserved for Administration in the Initial Draft TEP.
Options	The Authority Board could elect to direct staff to use the 2016 TEP Policy Statements in the Initial Draft TEP, and revise the Policy Statements based on input from the Regional Transportation Planning Committees (RTPCs), cities/towns and Contra Costa County, stakeholders and the public.
Attachments	<p>A. Policy Statements in 2016 TEP, Updated for the Initial Draft TEP</p> <p>B. New Transit Policy</p> <p>C. New Vision Zero Policy and Framework – <i>Handout at Authority Board Special Meeting</i></p>
Changes from Committee	N/A

Background

The Authority Board has approved various administrative, financial and accountability policies beginning with the passage of Measure C in 1988 and the Authority's approval of Ordinance 88-01, which was subsequently amended in 2006 with the approval of Measure J. Ordinance 88-01, as amended, contains certain policies related to administrative and accounting practices, committee structures, local hiring preference, allocation of funds, and maintenance-of-effort, among others.

Over time, transportation sales tax measures included additional policies to expand accountability and transparency, increase public participation, impose certain requirements on the recipients of measure funds, and address future uncertainties.

Discussion of Proposed Changes to the 2016 TEP Policy Statements

During the development of the 2016 TEP, the Authority Board reviewed other sales tax measures and received suggested policy considerations from stakeholders and advocates. After much debate and careful consideration, the Authority included the following Policy Statements in the 2016 TEP:

- Growth Management Program (GMP)/Urban Limit Line (ULL) Compliance Requirements;
- Complete Streets Policy;
- Advance Mitigation Program; and
- Taxpayer Safeguards and Accountability.

At the special meeting of the Authority Board on June 12, 2019, staff provided a recommendation to include each of these Policy Statements in the Initial Draft TEP and provided an overview of possible considerations for revision to the GMP/ULL Compliance Requirements Policy.

In general, staff recommended no substantive changes to the Complete Streets Policy, Advance Mitigation Program and the Taxpayer Safeguards and Accountability Policy. Staff recommended these policies simply be updated to reflect current status and to be consistent with possible new Policy Statements (see following discussion for proposed changes to the Taxpayer Safeguards and Accountability Policy in lieu of a new Periodic Program Review Policy). The Authority Board concurred with staff recommendations. In addition, stakeholders are working to develop widely supported language to address contracting provisions. That language will be provided at the June 19th special meeting of the Authority Board.

Staff outlined two areas of considerations for substantive changes to the GMP/ULL Compliance Requirements Policy Statements. The Authority Board directed staff to update the ULL Compliance Policy as proposed in the 2016 TEP for inclusion in the Initial Draft TEP. Staff proposes to address the potential sunset of Contra Costa County's ULL in 2026 by adding the following new section to the ULL Compliance Requirement Policy.

Proposed new language for the Initial Draft TEP (new paragraph 4 in the "Revision to the ULL" section of the ULL Compliance Requirements Policy):

4. Expiration of the County ULL

The County ULL approved by voters as Measure L (2006) expires in 2026. In the event that the County ULL is not extended past its expiration date, the legislative body of each local jurisdiction relying on the County ULL shall:

- a. Accept and approve its existing ULL to continue as its applicable ULL, or
- b. Adopt a locally initiated, voter approved ULL (LV-ULL) in accordance with the requirements outlined for a LV-ULL contained in the definitions section.

Discussion of Proposed New Policy Statements

Staff also discussed three additional new Policy Statements for the Initial Draft TEP:

1) Transit Policy (Attachment B)

The draft Transit Policy includes a vision for a public transit system that provides convenient, safe, affordable and reliable service that offers an attractive alternative to private automobile usage. The draft policy includes the requirement for Contra Costa transit operators to collaborate in the development of an Integrated Transit Plan (ITP). The ITP would define how TEP funding could be used to achieve the Transit Vision. The ITP includes the following provisions:

- Focus on delivering a streamlined and unified experience for the customer across all modes and transit operators;
- Inclusion of the elements of the ITP pertinent to each operator's service area into their respective Short Range Transit Plans;
- Expectation that transit operating funds from the TEP would be used to support additional service on existing routes and/or service on new routes, not to subsidize existing transit service;

- Expectation that public agencies and transit operators leverage new and emerging technologies to address first-mile/last-mile connections between transit stops and other traveler destinations; and
- Goals for fare and schedule integration among transit operators.

Staff has received positive constructive feedback on the proposed Transit Policy from the Bus Transit Coordinating Committee. Staff has considered their input in the attached Transit Policy (Attachment B). Based on the feedback, the Transit Policy encourages a transit first approach when improving roadways in Contra Costa County.

2) Periodic (10-Year) TEP Program Review

Staff discussed a proposal to develop a Periodic (10-Year) TEP Program Review Policy. This new policy is envisioned to include the following:

- Update the financial forecast, progress made regarding meeting the commitments of the expenditure plan, and new opportunities that are becoming better defined;
- Assess impacts of leveraged funds;
- Adjust funding, if necessary, due to revenue shortfalls; and
- Invest increased revenues in projects and programs deemed by the Authority to best serve the residents of Contra Costa County.

The goal of the Periodic Program Review is to increase accountability of meeting TEP commitments, react to changing economic conditions (both plus and minus), leverage new funding opportunities, and reflect changed conditions.

The existing Taxpayer Safeguards and Accountability Policy includes many of the provisions that a new Periodic Program Review Policy would contain. Upon further consideration, staff recommends that the existing Taxpayer Safeguards and Accountability Policy be amended to be consistent with the above stated goals. The proposed changes are shown in Attachment A in track-changes. A summary of the proposed changes include:

- Non-substantive change to Article 13, Geographic Equity, to remove redundancy with later articles;
- Add new Article 25, Strategic Delivery Plan, to formalize current Strategic Plan process;
- Add new Article 26, Periodic Review of Expenditure Plan, to formalize the considerations and process of periodically reviewing the Expenditure Plan;

- Edits in Article 27, Programming of Excess Funds (formerly referred to as Programming Variation from the Expected Revenue). This article addresses specific situations where excess funds become available that may be programmed to other projects in a subregion or for actions deemed by the Authority to best serve the residents of Contra Costa County; and
- Edits in Article 28, Reprogramming Funds (formerly referred to as Fund Allocations). This article addresses the situation where funds are unused due to an inability to deliver an expenditure plan project. The unused funds may be reprogrammed as defined.

3) Vision Zero Policy and Framework (Attachment C)

A proposal for a Vision Zero Policy and Framework was discussed. Vision Zero is a strategy to eliminate all traffic-related deaths and severe injuries, while increasing safety, health, and mobility for all. The Vision Zero Framework will consist of the policies, goals and strategic action necessary to achieve Vision Zero, and the initiatives and actions jurisdictions and transit providers can take to advance Vision Zero.

The goals of the Vision Zero Policy and Framework include:

- Eliminate traffic-related severe injuries and fatalities in Contra Costa County through proactive engineering and design;
- Invest equitably in traffic safety improvement programs and projects; and
- Expand traffic safety education for all users.

The Vision Zero Policy (Attachment C) will be made available as a handout at the special meeting of the Authority Board on June 19, 2019.

Staff seeks Authority Board comments on the Policy Statements to be contained in the Initial Draft TEP.

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Attachment A - Policy Statements in 2016 TEP, Updated for the Initial Draft TEP

THE GROWTH MANAGEMENT PROGRAM (GMP)**Goals and Objectives**

The overall goal of the GMP is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa County through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions.¹

The objectives of the GMP are to:

- Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth;
- Require cooperative transportation and land use planning among Contra Costa County, cities/towns, and transportation agencies;
- Support land use patterns within Contra Costa County that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions; and
- Support infill and redevelopment in existing urban and brownfield areas.

The Measure J Transportation Expenditure Plan (TEP) GMP, which includes Principles of Agreement for Establishing the Urban Limit Line (ULL), is replaced in its entirety by this GMP and ULL Definitions and Compliance Requirements.

Components

To receive its share of “A Plan for Contra Costa’s Future 2020 TEP” funding from Fix and Modernize Local Roads funds and its share of Contra Costa County’s Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding and to be eligible for Contra Costa County’s Measure J Transportation Sales Tax Expenditure Transportation for Livable Communities (TLC) funds and the Contra Costa County 2020 TEP funding from Focus Growth, Support Economic Development, and Create Jobs in Contra Costa County funds each jurisdiction must:

1. *Adopt a Growth Management Element (GME)*

Each jurisdiction must adopt, or maintain in place, a GME as part of its General Plan that outlines the jurisdiction’s goals and policies for managing growth and requirements for achieving those goals. The GME must show how the jurisdiction will comply with sections 2–8 below. The Authority will refine its model GME and administrative procedures in consultation with the Regional Transportation Planning Committees (RTPCs) to reflect the revised GMP.

Each jurisdiction is encouraged to incorporate other standards and procedures into its GME to support the objectives and required components of the GMP.

2. *Adopt a Development Mitigation Program*

Each jurisdiction must adopt, or maintain in place, a Development Mitigation Program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Transportation Plan (CTP).

The jurisdiction's local Development Mitigation Program shall ensure that revenue provided from this measure shall not be used to replace private developer funding that has or would have been committed to any project.

The regional Development Mitigation Program shall establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional Mitigation Programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit services or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling. Each RTPC shall develop the regional Development Mitigation Program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives (MTSOs) and actions to achieve them established in the Action Plans for Routes of Regional Significance. RTPCs may use existing regional mitigation programs, if consistent with this section, to comply with the GMP.

3. *Address Housing Options*

Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. The report will demonstrate progress by:

- a. Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdiction's Housing Element; or
- b. Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or
- c. Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.

4. *Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process*

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the RTPCs and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the RTPCs to:

- a. Identify Routes of Regional Significance, and MTSOs or other tools adopted by the Authority for measuring performance and quality of service along routes of significance, collectively referred to as MTSOs for those routes and actions for achieving those objectives;
- b. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives;
- c. Create the Development Mitigation Programs outlined in section 2 above; and
- d. Help develop other plans, programs and studies to address other transportation and growth management issues.

In consultation with the RTPCs, each jurisdiction will use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the MTSOs established in the Action Plans.

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.

5. *Continuously Comply with an Urban Limit Line (ULL)*

In order to be found in compliance with this element of the Authority's GMP, all jurisdictions must continually comply with an applicable voter approved ULL. Said ULL may either be the Contra Costa County voter-approved ULL or a locally-initiated, voter-approved ULL (LV-ULL).

Additional information and detailed compliance requirements for the ULL are fully defined in the ULL Compliance Requirements, which are incorporated herein.

Any of the following actions by a local jurisdiction will constitute non-compliance with the GMP:

1. The submittal of an annexation request to the Local Agency Formation Commission (LAFCO) for lands outside of a jurisdiction's applicable ULL.
2. Failure to conform to the Authority's ULL Compliance Requirements.

6. *Develop a Five-Year Capital Improvement Program (CIP)*

Each jurisdiction shall prepare and maintain a CIP that outlines the capital projects needed to implement the goals and policies of the jurisdiction’s General Plan for at least the following five-year period. The CIP shall include approved projects and an analysis of the costs of the proposed projects, as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its CIP to the Authority for incorporation into the Authority’s database of transportation projects.

7. *Adopt a Transportation Systems Management (TSM) Ordinance or Resolution*

To promote carpools, vanpools and park-and-ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model TSM Ordinance that the Authority has drafted and adopted. Upon approval of the Authority, cities/towns with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

8. *Adopt Additional Growth Management Policies, as Applicable*

Each jurisdiction shall adopt and thereafter continuously maintain the following policies (where applicable):

1. Hillside Development Policy;
2. Ridgeline Protection Policy;
3. Wildlife Corridor Policy; and
4. Creek Development Policy.

Where a jurisdiction does not have a developable hillside, ridgeline, wildlife corridor or creek, it need not adopt the corresponding policy. An ordinance that implements the East Contra Costa Habitat Conservation Plan (HCP)/Natural Community Conservation Plan Act (NCCP) shall satisfy the requirement to have an adopted Wildlife Corridor Policy and Creek Development Policy. In addition to the above, jurisdictions with Prime Farmland and Farmland of Statewide Importance (FMMP) (as defined by the California Department of Conservation and mapped by FMMP) within their planning areas but outside of their city/town shall adopt and thereafter continuously maintain an Agricultural Protection Policy. The policy must ensure that potential impacts of converting FMMP outside the ULL to other uses are identified and disclosed when considering such a conversion. The applicable policies are required to be in place by no later than July 1, 2022.

Allocation of Funds

Portions of the monies received from the retail transaction and use tax will be returned to the local jurisdictions (the cities/towns and County) for use on local, subregional and/or regional transportation improvements and maintenance projects. Receipt of all such funds requires

compliance with the GMP and the allocation procedures described below. The funds are to be distributed on a formula based on population and road miles.

Each jurisdiction shall demonstrate its compliance with all of the components of the GMP in a completed compliance checklist. The jurisdiction shall submit, and the Authority shall review and make findings regarding the jurisdiction's compliance with the requirements of the GMP, consistent with the Authority's adopted policies and procedures.

If the Authority determines that the jurisdiction complies with the requirements of the GMP, it shall allocate to the jurisdiction its share of Contra Costa's 2020 TEP funding from the Fix and Modernize Local Roads category and its share of Contra Costa County's Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the GMP, the Authority shall withhold those funds and also make a findings that the jurisdiction shall not be eligible to receive Contra Costa's 2020 TEP funding from Focus Growth, Support Economic Development, and Create Jobs in Contra Costa County funds or Contra Costa County's Measure J Transportation Sales Tax Expenditure Plan TLC funds until the Authority determines that the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

Withholding of funds, reinstatement of compliance, reallocation of funds, and treatment of unallocated funds shall be as established in adopted Authority policies and procedures.

Footnote:

1. The Authority will, to the extent possible, attempt to harmonize the GMP and the State-mandated Congestion Management Programs (CMPs). To the extent they conflict, CMP Activities shall take precedence over the GMP activities.

URBAN LIMIT LINE (ULL) COMPLIANCE REQUIREMENTS

Definitions - the following definitions apply to the GMP ULL requirement:

1. Urban Limit Line (ULL): A ULL, urban growth boundary, or other equivalent physical boundary judged by the Authority to clearly identify the physical limits of the local jurisdiction's future urban development.
2. Local Jurisdictions: Includes Contra Costa County, the 19 cities and towns within Contra Costa County, plus any newly incorporated cities or towns established after July 1, 2020.
3. County ULL: A ULL placed on the ballot by the Contra Costa County Board of Supervisors, approved by voters at a countywide election, and in effect through the applicable GMP compliance period. The current County ULL was established by Measure L approved by voters in 2006.

The following local jurisdictions have adopted the County ULL as their applicable ULL:

City of Brentwood	Town of Moraga
City of Clayton	City of Oakley
City of Concord	City of Orinda
Town of Danville	City of Pinole
City of El Cerrito	City of Pleasant Hill
City of Hercules	City of Richmond
City of Lafayette	City of San Pablo
City of Martinez	City of Walnut Creek

4. Local Voter ULL (LV-ULL): A ULL or equivalent measure placed on the local jurisdiction ballot, approved by the jurisdiction's voters, and recognized by action of the local jurisdiction's legislative body as its applicable, voter-approved ULL. The LV-ULL will be used as of its effective date to meet the Authority's GMP ULL requirement and must be in effect through the applicable GMP compliance period.

The following local jurisdictions have adopted a LV-ULL:

City of Antioch
City of San Ramon
City of Pittsburg

5. Minor Adjustment: An adjustment to the ULL of 30 acres or less is intended to address unanticipated circumstances.
6. Other Adjustments: Other adjustments that address issues of unconstitutional takings, and conformance to State and Federal law.

Revisions to the ULL

1. A local jurisdiction, which has adopted the County ULL, as its applicable ULL may revise its ULL with local voter approval at any time during the term of the Authority's GMP by adopting a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
2. A local jurisdiction may revise its LV-ULL with local voter approval at any time during the term of the Authority's GMP if the resultant ULL meets the requirements outlined for a LV-ULL contained in the definitions section.
3. If voters, through a countywide ballot measure, approve a revision to the County ULL, the legislative body of each local jurisdiction relying on the County ULL shall:
 - a. Accept and approve its existing ULL to continue as its applicable ULL, or
 - b. Accept and approve the revised County ULL as its applicable ULL, or
 - c. Adopt a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
4. The County ULL approved by voter as Measure L (2006) expires in 2026. In the event that the County ULL is not extended past its expiration date, the legislative body of each local jurisdiction relying on the County ULL shall:
 - a. Accept and approve its existing ULL to continue as its applicable ULL, or
 - b. Adopt a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
- 4.5. _____ Local jurisdictions may, without voter approval, enact Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction's legislative body and meeting the following requirements:
 - a. Minor Adjustment shall not exceed 30 acres.
 - b. Adoption of at least one of the findings listed in the County's Measure L (§82-1.018 of County Ordinances 200606 § 3, 91-1 § 2, 90-66 § 4), which include:
 - A natural or man-made disaster or public emergency has occurred, which warrants the provision of housing and/or other community needs within land located outside the ULL.
 - An objective study has determined that the ULL is preventing the jurisdiction from providing its fair share of affordable housing, or regional housing, as required by State law, and the governing elected legislative body finds that a change to the ULL is necessary and the only feasible means to enable the County jurisdiction to meet these requirements of State law.

- A majority of the cities/towns that are party to a preservation agreement and the County have approved a change to the ULL affecting all or any portion of the land covered by the preservation agreement.
 - A minor change to the ULL will more accurately reflect topographical characteristics or legal boundaries.
 - A five-year cyclical review of the ULL has determined, based on the criteria and factors for establishing the ULL set forth in Contra Costa County Code (Section 82-1.010), that new information is available (from city/town, or County growth management studies or otherwise) or circumstances have changed, warranting a change to the ULL.
 - An objective study has determined that a change to the ULL is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation-related environmental or community impacts attributable to Buchanan Field, or (ii) further the County's aviation related needs; or
 - A change is required to conform to applicable California or Federal law.
- c. Adoption of a findings that the proposed Minor Adjustment will have a public benefit. Said public benefit could include, but is not necessarily limited to, enhanced mobility of people or goods, environmental protections or enhancements, improved air quality or land use, enhanced public safety or security, housing or jobs, infrastructure preservation or other significant positive community effects as defined by the local land use authority. If the proposed Minor Adjustment to the ULL is proposed to accommodate housing or commercial development, said proposal must include permanent environmental protections or enhancements such as the permanent protection of agricultural lands, the dedication of open space or the establishment of permanent conservation easements.
- d. The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceed 30 acres.
- e. The Minor Adjustment does not create a pocket of land outside the existing ULL, specifically to avoid the possibility of a jurisdiction wanting to fill in those subsequently through separate adjustments.
- f. Any jurisdiction proposing to process a Minor Adjustment to its applicable ULL that impacts FMMP is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of these agricultural lands will be mitigated by permanently protecting farmland.
- 5-6. _____ A local jurisdiction may revise its LV-ULL, and the County may revise the County ULL, to address issues of unconstitutional takings or conformance to State or Federal law.

Conditions of Compliance

1. Submittal of an annexation request of greater than 30 acres by a local jurisdiction to LAFCO outside of a voter-approved ULL will constitute non-compliance with the GMP.
2. For each jurisdiction, an applicable ULL shall be in place through each GMP compliance reporting period in order for the local jurisdiction to be found in compliance with the GMP requirements.

COMPLETE STREETS POLICY

Vision

This Plan envisions a transportation system and infrastructure in which each component provides reliable, safe, comfortable and convenient access for users of all ages and abilities. These users include pedestrians, bicyclists, transit riders, automobile drivers, taxis, Transportation Network Companies (TNCs) and their passengers, truckers, and people of varying abilities, including children, seniors, people with disabilities and able-bodied adults. The goal of every transportation project is to provide safer, more accessible facilities for all users. All projects shall be planned, designed, constructed and operated to accommodate for complete streets concept.

By making streets more efficient and safer for all users, a complete streets approach will expand capacity and improve mobility for all users, giving commuters convenient options for travel and minimizing the need to widen roadways.

Policy

To achieve this vision, all recipients of funding through this Plan shall consider and accommodate, wherever possible and subject to the exceptions listed in this Policy, the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system. This determination shall be consistent with the exceptions listed below. Achieving this vision will require balancing the needs of different users and may require reallocating existing Rights-of-Way (ROW) for different uses.

The Authority shall revise its project development guidelines to require the consideration and accommodation of all users in the design and construction of projects funded with Measure funds and shall adopt peer review and design standards to implement that approach. The guidelines will allow flexibility in responding to the context of each project and the needs of users specific to the project's context and will build on accepted best practices for complete streets and context-sensitive design.

To ensure that this policy is carried out, the Authority shall prepare a checklist that sponsors of projects using Measure funds must submit that documents how the needs of all users were considered and how they were accommodated in the design and construction of the project. In the checklist, the sponsor will outline how they provided opportunity for public input, in a public forum, from all users early in the project development and design process. If the proposed project or program will not provide context appropriate conditions for all users, the sponsor shall document the reasons why in the checklist, consistent with the following section on "exceptions" below. The completed

checklist shall be made part of the approval of programming of funding for the project or the funding allocation resolution.

Recipients of Local Maintenance and Improvements funds shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users for projects or programs affecting public ROW for which the agency is responsible. These procedures shall:

1. Be consistent with and be designed to implement each agency's General Plan Policies once that plan has been updated to comply with the Complete Streets Act of 2008;
2. Involve and coordinate the work of all agency departments and staff whose projects will affect the public ROW;
3. Consider the complete street design standards adopted by the Authority; and
4. Provide opportunity for public review by all potential users early in the project development and design phase so that options can be fully considered. This review could be done through an advisory committee such as a Bicycle and Pedestrian Advisory Committee or as part of the review of the agency's CIP.

As part of their biennial GMP checklist, agencies shall list projects funded by the Measure and detail how those projects accommodated users of all modes.

As part of the multi-jurisdictional planning required by the GMP, agencies shall work with the Authority and the RTPCs to harmonize the planning, design and construction of transportation facilities for all modes within their jurisdiction with the plans of adjoining and connecting jurisdictions.

Exceptions

Project sponsors may provide a lesser accommodation or forgo complete street accommodation components when the public works director or equivalent agency official finds that:

1. Pedestrians, bicyclists, or other users are prohibited by law from using the transportation facility;
2. The cost of new accommodation would be excessively disproportionate to the need or probable use; or
3. The sponsor demonstrates that, such accommodation is not needed, based on objective factors including:

- a. Current and projected user demand for all modes based on current and future land use; and
- b. Lack of identified conflicts, both existing and potential, between modes of travel.

Project sponsors shall explicitly approve exception findings as part of the approval of any project using measure funds to improve streets classified as a major collector or above.¹ Prior to this project, sponsors must provide an opportunity for public input at an approval body (that regularly considers design issues) and/or the governing board of the project sponsor.

Footnote:

1. Major Collectors and above, as defined by the California Department of Transportation (Caltrans) California Road System (CRS) maps.

ADVANCE MITIGATION PROGRAM

The Authority is committed to participate in the creation and funding of an Advance Mitigation Program (AMP) as an innovative way to advance needed infrastructure projects more efficiently and provide more effective conservation of our natural resources, watersheds and wetlands, and agricultural lands. As a global biodiversity hot spot, the Bay Area and Contra Costa County hosts an extraordinarily rich array of valuable natural communities and ecosystems that provide habitat for rare plants and wildlife, and support residents' health and quality of life by providing clean drinking water, clean air, opportunities for outdoor recreation, protection from disasters like flooding, landslides, and adaptation to climate change.

Assembly Bill 2087 (AB 2087) outlines a program for informing science based, non-binding, and voluntary conservation actions and habitat enhancement actions that would advance the conservation of focal species, natural communities, and other conservation elements at a regional scale. The AMP used AB 2087 and subsequent guidance to integrate conservation into infrastructure agencies' plans and project development well in advance and on a regional scale to reduce potential impacts of transportation projects, as well as to drive mitigation dollars to protect regional conservation priorities and protect important ecological functions, watersheds and wetlands, and agricultural lands that are at threat of loss. The AMP will provide environmental mitigation activities specifically required under the California Environmental Quality Act of 1970 (CEQA), National Environmental Policy Act of 1969 (NEPA), Clean Water Act Section 401 and Section 404, and other applicable regulations in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan. Senate Bill 1 (SB1) (2017) created the AMP at Caltrans to enhance opportunities for the department to work with stakeholders to identify important project mitigation early in the project development process and improve environmental outcomes from mitigating the effects of transportation projects. The Authority's AMP compliments advance mitigation funding from SB1.

The Authority's participation in an AMP is subject to the following conditions:

1. Development and approval of a Regional Conservation Investment Strategy (RCIS) that identifies conservation priorities and mitigation opportunities for all of Contra Costa County. The RCIS established conservation goals and includes countywide opportunities and strategies that are, among other requirements, consistent with and support the East Contra Costa County HCP/NCCP for the areas of the County covered by the East Contra Costa HCP/NCCP. The RCIS will identify mitigation opportunities for all areas of the County to ensure that mitigation occurs in the vicinity of the project impact to the greatest extent possible. The Authority will

review and approve the RCIS, in consultation with the RTPCs, prior to the allocation of funds for the AMP.

2. Development of a Project Impacts Assessment (PIA) that identifies the portfolio of projects to be included in the AMP and the estimated costs for mitigation of the environmental impacts of the projects. The Authority will review and approve the PIA prior to the allocation of funds for the AMP. The Assessment and estimated costs do not, in any way, limit the amount of mitigation that may be necessary or undertaken for the environmental impacts of the projects.
3. Development of the legislative and regulatory framework necessary to implement an AMP in Contra Costa County.
4. The identification of the Implementing Agency to administer the AMP for Contra Costa County or portions of the Bay Area including Contra Costa County.

The Authority will determine the amount of funds to be dedicated to this program following the satisfaction of the above conditions. Funds from the Plan will be allocated consistent with the Regional Conservation Assessment/Framework to fund environmental mitigation activities required in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan. If this approach cannot be fully implemented, these funds shall be used for environmental mitigation purposes on a project-by-project basis. Mitigation required for future transportation improvements identified in the Plan are not limited by the availability of funding or mitigation credits available in the program.

Advance Mitigation Program (AMP)

Projects funded from the following categories of Expenditures are eligible for inclusion in the AMP. Note that some categories include projects within the East Contra Costa County HCP/NCCP. The AMP provides an opportunity to meet species mitigation needs on projects that cannot be met by East Contra Costa County HCP/NCCP.

- Relieve Congestion and Improve Local Access along Interstate 80 (I-80) Corridor;
- Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge;
- Relieve Congestion on Highway 4 and State Route 242 (SR242) between Martinez and Pittsburg;
- Relieve Congestion and Improve Local Access along I-680 Corridor;
- Improve Traffic Flow on SR24 and Modernize the Old Bores of Caldecott Tunnel;
- Improve Traffic Flow on Local Streets; and
- Improve Walking and Biking on Streets and Trails.

TAXPAYER SAFEGUARDS AND ACCOUNTABILITY

GOVERNING STRUCTURE

Governing Body and Administration

The Authority is governed by an Authority Board composed of 11 members, all elected officials, with the following representation:

- Two members from the Central County RTPC also referred to as Transportation Partnership and Cooperation (TRANSPAC);
- Two members from the East County RTPC, also referred to as the East County Transportation Planning Committee (TRANSPLAN);
- Two members from the Southwest County RTPC, also referred to as Southwest Area Transportation Committee (SWAT);
- Two members from the West County RTPC, also referred to as the West Contra Costa County Transportation Advisory Committee (WCCTAC);
- One member from the Conference of Mayors; and
- Two members from the Board of Supervisors.

The Authority Board also includes three (3) ex-officio, non-voting members, appointed by the Metropolitan Transportation Commission (MTC), Bay Area Rapid Transit (BART) and the Public Transit Operators in Contra Costa County.

The four subregions within Contra Costa County: Central, West, Southwest and East County are each represented by a RTPC. Central County (TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West County. Southwest County (SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.

Public Oversight Committee

The Public Oversight Committee (POC) shall provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities/towns, transit operators, etc.). The POC will report to the public and focus its oversight on the following:

- Review of allocation and expenditure of Measure funds to ensure that all funds are used consistent with the Measure;
- Review of fiscal audits of Measure expenditures;
- Review of performance audits of projects and programs relative to performance criteria established by the Authority, and if performance of any project or program does not meet its established performance criteria, identify reasons why and make recommendations for corrective actions that can be taken by the Authority Board for changes to project or program guidelines;
- Review of application of the Performance-based Review Policy;
- Review of the maintenance of effort compliance requirements of local jurisdictions for local streets, roads and bridges funding; and
- Review of each jurisdiction's GMP Checklist and compliance with the GMP Policies.

The POC shall prepare an annual report including an account of the POC's activities during the previous year, its review and recommendations relative to fiscal or performance audits, and any recommendations made to the Authority Board for implementing the TEP. The report will be noticed in local media outlets throughout Contra Costa County, posted to the Authority website and made continuously available for public inspection at the Authority's office. The report shall be composed of easy to understand language not in an overly technical format. The POC shall make an annual presentation to the Authority Board summarizing the annual report subsequent to its release.

POC members shall be selected to reflect community, business organizations and other interests within the County. The goal of the membership makeup of POC is to provide a balance of viewpoints including, but not limited to, geography, age, gender, ethnicity and income status to represent the different perspectives of the residents of Contra Costa County. One member will be nominated by each of the four subregions with the RTPCs representing the subregion nominating the member. The Board of Supervisors will nominate four members, with each of these four members residing in and representing one of the County's four subregions. Eight members will be nominated by each respective organization detailed here, with each having one representative: League of Women's Voters, Contra Costa Taxpayers Association, East Bay Leadership Council, Building and Construction Trades Council, Central Labor Council, Paratransit Coordinating Council (PCC), Bike East Bay, and environmental and/or open space organizations operating in Contra Costa County (specific organization may vary during the life of the Measure). About one-

half of the initial member appointments will be for two-years and the remaining appointments will be for three-year terms. Thereafter, members will be appointed to two-year terms. Any individual member can serve on the POC for no more than 6 consecutive years.

POC members will be Contra Costa County residents who are not elected officials at any level of government or public employees from agencies that either oversee or benefit from the proceeds of the Measure. Membership is restricted to individuals with no economic interest in any of the Authority's projects or programs. If a member's status changes so that he/she no longer meet these requirements, or if a member resigns his/her position on the POC, the Authority Board will issue a new statement of interest from the same stakeholder category to fill the vacant position.

The POC shall meet up to once a month to carry out its responsibility and shall meet at least once every 3 months. Meetings shall be held at the same location as the Authority Board meetings are usually held, shall be open to the public and must be held in compliance with California's open meeting law (The Brown Act). Meetings shall be recorded, and the recordings shall be posted for the public.

Members are expected to attend all meetings. If a member, without good reason acceptable to the Chair of the Committee, fails to attend either (a) two or more consecutive meetings or (b) more than three meetings per year, the Authority Board will request a replacement from the stakeholder categories listed above.

The Authority commits to support the oversight process through cooperation with the POC by providing access to project and program information, audits, and other information available to the Authority, and with logistical support so that the POC may effectively perform its oversight function. The POC will have full access to Authority's independent auditors and may request Authority staff briefings for any information that is relevant to the Measure. The POC Chair shall inform the Authority Board Chair and Executive Director of any concern regarding Authority staff's commitment to open communication, the timely sharing of information, and teamwork.

The POC shall not have the authority to set policy or appropriate or withhold funds, nor shall it participate in or interfere with the selection process of any consultant or contractor hired to implement the TEP.

The POC shall not receive monetary compensation except for the reimbursement of travel or other incidental expenses, in a manner consistent with other Authority advisory committees.

In order to ensure that the oversight by the POC continues to be as effective as possible, the efficacy of the POC's Charter (i.e. this document) will be evaluated on a periodic basis and a formal review will be conducted by the Authority Board, Executive Director and the Committee a minimum of every five years to determine if any amendments to this Charter should be made. The formal review will include a benchmarking of the C POC's activities and charter with other best-in-class oversight committees. Amendments to this Charter shall be proposed by the POC and adopted or rejected by the Authority Board.

The POC replaces the Authority's existing Citizens Advisory Committee (CAC).

Advisory Committees

The Authority will continue the committees that were established as part of the Transportation Partnership Commission organization, as well as other committees that have been utilized by the Authority to advise and assist in policy development and implementation. The committees include:

The RTPCs that were established to develop transportation plans on a geographic basis for sub-areas of the County, and

- The Technical Coordinating Committee (TCC) that will serve as the Authority's technical advisory committee.
- The Paratransit Coordinating Council (PCC)
- The Countywide Bicycle and Pedestrian Advisory Committee (CBPAC)
- Bus Transit Coordinating Committee (BTCC)

IMPLEMENTING GUIDELINES

This TEP is guided by principles that ensure the revenue generated by the sales tax is spent only for the purposes outlined in this TEP in the most efficient and effective manner possible, consistent with serving the transportation needs of Contra Costa County. The following Implementing Guidelines shall govern the administration of sales tax revenues by the Authority. Additional detail for certain Implementing Guidelines is found elsewhere in this TEP.

Duration of the TEP

The duration of the TEP shall be for 30 years from July 1, 2020 through June 30, 2050.

Administration of the TEP

1. Funds only Projects and Programs in the TEP: Funds collected under this Measure may only be spent for purposes identified in the TEP, as it may be amended by the

Authority governing body. Identification of projects or programs in the TEP does not ensure their implementation. As authorized, the Authority may amend or delete projects and programs identified in the TEP, including to provide for the use of additional federal, State and local funds, to account for unexpected revenue, to maintain consistency with the current Contra Costa CTP, to take into consideration unforeseen circumstances, and to account for impacts, alternatives, and potential mitigation determined during review under CEQA at such time as each project and program is proposed for approval.

2. All Decisions Made in Public Process: The Authority is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the TEP. Activities of the Authority will be conducted in public according to State law, through publicly noticed meetings. The annual budgets of Authority, strategic delivery plans and annual reports will all be prepared for public review. The interest of the public will be further protected by the POC, described previously in the TEP.
3. Salary and Administration Cost Caps: Revenues may be expended by the Authority for salaries, wages, benefits, overhead and those services including contractual services necessary to administer the Measure; however, in no case shall the expenditures for the salaries and benefits of the staff necessary to perform administrative functions for the Authority exceed one percent (1%) of revenues from the Measure. The allocated costs of Authority staff who directly implement specific projects or programs are not included in the administrative costs.
4. Expenditure Plan Amendments Require Majority Support: The Authority may review and propose amendments to the TEP and the GMP to provide for the use of additional federal, State and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Affected RTPCs will participate in the development of the proposed amendment(s). A majority of the Authority Board is required to approve an amendment and all jurisdictions within the County will be given a 45-day period to comment on any proposed Expenditure Plan amendment.
5. Augment Transportation Funds: Funds generated pursuant to the Measure are to be used to supplement and not replace existing local revenues used for transportation purposes. Any funds already allocated, committed or otherwise included in the financial plan for any project in the TEP shall be made available for project development and implementation as required in the project's financial and implementation program.

6. Jurisdiction: The Authority retains sole discretion regarding interpretation, construction, and meaning of words and phrases in the TEP.

Taxpayer Safeguards, Audits and Accountability

7. Public Oversight Committee (POC): The POC will provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities/towns, transit operators, etc.). The POC will report to the public and focus its oversight on annual audits, the review and allocation of Measure funds, the performance of projects and programs in the TEP, and compliance by local jurisdictions with the maintenance of effort and GMP described previously in the TEP.
8. Fiscal Audits: All funds expended by the Authority directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Local Streets Maintenance & Improvements, Bus Transit and Other Non-Rail Transit Enhancements, or Transportation for Seniors & People With Disabilities programs funding (including but not limited to County, cities/towns and transit operators) will be audited at least once every five-years, conducted by an independent Certified Public Accountant (CPA). Any agency found to be in non-compliance shall have its formula sales tax funds withheld, until such time as the agency is found to be in compliance.
9. Performance Audits: The following funding categories shall be subject to performance audits by the Authority: Local Streets Maintenance and Improvements, Major Streets/Complete Streets/Traffic Signal Synchronization Program, Bus Transit and Other Non-Rail Transit Enhancements, Transportation for Seniors and People with Disabilities, Safe Transportation for Children, Intercity Rail and Ferry Service, Pedestrian, Bicycle, and Trail Facilities, Community Development Transportation Program, and Innovative Transportation Technology/Connected Communities Program. Each year, the Authority shall select and perform a focused performance audit on two or three of the funding categories listed above, so that at the end of the fourth year all funding categories listed above are audited. This process shall commence two years after passage of the new sales tax measure. Additional Performance Audits shall continue on a similar cycle for the duration of the TEP. The performance audits shall provide an accurate quantitative and qualitative evaluation of the funding categories to determine the effectiveness in meeting the performance criteria established by the Authority. In the event that any performance audit determines that a funding category is not meeting the performance requirements established by the Authority, the audit shall include recommendations

for corrective action including but not limited to revisions to Authority policies or program guidelines that govern the expenditure of funds.

10. Maintenance of Effort (MOE): Funds generated by the new sales tax Measure are to be used to supplement and not replace existing local revenues used for streets and highways purposes. The basis of the MOE requirement will be the average of expenditures of annual discretionary funds on streets and highways, as reported to the Controller pursuant to Streets and Highways Code Section 2151 for the three most recent fiscal years before the passage of the Measure where data is available. The average dollar amount will then be increased once every three years by the construction cost index of that third year. Penalty for non-compliance of meeting the minimum MOE is immediate loss of all Local Streets Maintenance and Improvements funds until MOE compliance is achieved. The audit of the MOE contribution shall be at least once every five years. Any agency found to be in non-compliance shall be subject to an annual audit for three years after they come back into compliance.

Any local jurisdiction wishing to adjust its MOE requirement shall submit to the Authority a request for adjustment and the necessary documentation to justify the adjustment. The Authority staff shall review the request and shall make a recommendation to the Authority Board. Taking into consideration the recommendation, the Authority Board may adjust the annual average of expenditures reported pursuant to Streets and Highways Code Section 2151. The Authority shall make an adjustment if one or more of the following conditions exists:

- a. The local jurisdiction has undertaken one or more major capital projects during those fiscal years, that required accumulating unrestricted revenues (i.e., revenues that are not restricted for use on streets and highways such as general funds) to support the project during one or more fiscal years.
- b. A source of unrestricted revenue used to support the major capital project or projects is no longer available to the local jurisdiction and the local jurisdiction lacks authority to continue the unrestricted funding source.
- c. One or more sources of unrestricted revenues that were available to the local jurisdiction is producing less than 95 percent of the amount produced in those fiscal years, and the reduction is not caused by any discretionary action of the local jurisdiction.
- d. The local jurisdiction Pavement Condition Index (PCI) is 70 or greater, as calculated by the jurisdiction Pavement Management System and reported to MTC.

11. Annual Budget and Strategic Delivery Plan: Each year, the Authority will adopt an annual budget that estimates expected sales tax receipts, other anticipated revenue and planned expenditures for the year. On a periodic basis, the Authority will also prepare a Strategic Delivery Plan, which will identify the priority for projects; the date for project implementation based on project readiness and availability of project funding; the State, federal and other local funding committed for project implementation, and other relevant criteria. The annual budget and Strategic Delivery Plan will be adopted by the Authority Board at a public meeting.
12. Requirements for Fund Recipients: All recipients of funds allocated in this TEP will be required to sign a Master Cooperative Agreement that defines reporting and accountability elements and as well as other applicable policy requirements. All funds will be appropriated through an open and transparent public process.
13. Geographic Equity: The proposed projects and programs to be funded through the TEP constitute a ~~“balanced”~~ proportional distribution of funding allocations to each subregion in Contra Costa County. The subregional share of projected revenue is based on each subregion’s share of the projected overall population in Contra Costa County at the midpoint of the measure. ~~However, through the course of the Measure, if any of the projects prove to be infeasible or cannot be implemented, the affected subregion may request that the Authority reassign funds to another project in the same subregion, as detailed in an Authority Fund Allocations policy, and to maintain a “balanced” distribution of funding allocations to each subregion.~~

Restrictions On Funds

14. Expenditure Shall Benefit Contra Costa County: Under no circumstance may the proceeds of this transportation sales tax be applied for any purpose other than for transportation improvements benefitting residents of Contra Costa County. Under no circumstance may these funds be appropriated by the State of California or any other local government agency as defined in the implementing guidelines.
15. Environmental Review: All projects funded by sales tax proceeds are subject to laws and regulations of federal, State, and local government, including the requirements of CEQA. Prior to approval or commencement of any project or program included in the TEP, all necessary environmental review required by CEQA shall be completed.
16. Performance-based Project Review: Before the allocation of any Measure funds for the construction of a project with an estimated capital cost in excess of \$25 million

(or elements of a corridor project with an overall estimated cost in excess of \$25 million), the Authority will: 1) verify that the project is consistent with the approved CTP, as it may be amended; 2) verify that the project is included in the RTP/Sustainable Communities Strategy (SCS); and 3) require the project sponsor to complete a performance-based review of project alternatives prior to the selection of a preferred alternative. Said performance-based review will include, but not necessarily be limited to, an analysis of the project impacts on GHG emissions, vehicle miles travelled (VMT), goods movement effectiveness, travel mode share, delay (by mode), safety, maintenance of the transportation system and consistency with adopted Authority plans. The Authority may require the evaluation of other performance criteria depending on the specific need and purpose of the project. The Authority will encourage project sponsors to identify and select a project alternative that reduces GHG emissions, as well as VMT per capita. The Authority will also prioritize and reward high performing projects by leveraging additional regional and other funding sources. The Authority shall adopt detailed guidelines for evaluating project performance and applying performance criteria in the review and selection of a preferred project alternative no later than October 1, 2022.

17. Countywide Transportation Plan (CTP): State law allows each county in the San Francisco Bay Area that is subject to the jurisdiction of the regional transportation planning agency to prepare a CTP for the County and cities/towns within the County. Both Measure C and Measure J also require the Authority to prepare and periodically update a CTP for Contra Costa County. State law also created an inter-dependent relationship between the CTP and regional planning agency. Each CTP must consider the region's most recently adopted RTP and SCS while the adopted CTPs must form the "primary basis" for the next RTP and SCS. The Authority shall follow applicable statutes and the most current guidelines for preparing the CTP, as established and periodically updated by the regional transportation planning agency. The Authority shall also use the CTP to convey the Authority's investment priorities, consistent with the long-range vision of the RTP and SCS.
18. Complete Streets: The Authority has adopted a policy requiring all recipients of funding through this TEP to consider and accommodate, wherever possible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system. Achieving this vision will require balancing the needs of different users and may require reallocating existing ROW for different uses.

19. Compliance with the Growth Management Program (GMP): If the Authority determines that a jurisdiction does not comply with the requirements of the GMP, the Authority shall withhold funds and also make a findings that the jurisdiction shall not be eligible to receive Local Streets Maintenance & Improvements) funding until the Authority determines the jurisdiction has achieved compliance, as detailed in the GMP section of the TEP.
20. Local Contracting and Good Jobs: Authority will develop a policy supporting the hiring of local contractors and businesses, including policy requiring prevailing wages, apprenticeship programs for Contra Costa County residents, and veteran hiring policy (such as the Helmets to Hardhats program). **Details of this program are being developed.**
21. New Agencies: New cities/towns or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the TEP may be considered as eligible recipients of funds through a TEP amendment.
22. Integrated Transit Plan (ITP): The Authority will develop an ITP to identify how Contra Costa County transit operators can utilize TEP funding to better coordinate and integrate their services. This ITP will focus on delivering a streamlined and unified experience for the customer across all modes and transit operators. Funding will be allocated by the Authority throughout the County based on input from each RTPC and on performance criteria established by the Authority in consultation with local and regional bus transit operators, providers of alternate non-rail transportation, and stakeholders. Said performance criteria will include a review of impact on VMT and GHG emissions and shall require a findings that any proposed new or enhanced services demonstrate the ability to improve regional and/or local mobility for Contra Costa County residents.

Project Financing Guidelines and Managing Revenue

23. Fiduciary Duty: Funds may be accumulated for larger or longer-term projects. Interest income generated will be used for the purposes outlined in the TEP and will be subject to audits.
24. Project and Program Financing: The Authority has the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The Authority will develop a policy to identify financing procedures for the entire plan of projects and programs.

25. Strategic Delivery Plan: -On a periodic basis, ~~the~~ Authority will develop a Strategic Delivery Plan to program revenue from the Measure to TEP projects and programs. The Strategic Delivery Plan will program Measure funds as a firm commitment for the upcoming 2- to 3-year period, and will consider the amount of Measure funds and additional leveraged funds available to the project or program, expected cost and cash-flow needs, and project or program delivery schedule in programming Measure funds. -Recipients of Measure funds may seek an allocation for projects and programs included in the Project Delivery Plan.
26. Periodic Review of the Transportation Expenditure Plan (TEP): -The Authority may review the TEP to consider updating the financial forecast due to changing economic conditions and adjust funding, if necessary, due to revenue shortfalls. -The project and program categories may need to be adjusted based on progress made regarding meeting the commitments of the TEP. -The review may determine to invest increased revenues in projects and programs deemed by the Authority to address transportation needs to best serve the residents of Contra Costa County. The review will provide the opportunity to adjust the TEP to adapt to the current state of transportation, leverage new funding opportunities, reflect changed conditions, and new opportunities that are becoming better defined. -Any amendments to the TEP must comply with the policy for “Expenditure Plan Amendments Require Majority Support” and the following related policies.
27. Programming of Excess Funds~~Variations from the Expected Revenue~~: Actual revenues may, at times be higher or lower than expected in this ~~Plan~~ TEP due to changes in receipts. Additional funds may become available due to the increased opportunities for leveraging or project costs being less than expected. Revenue may be higher or lower than expected as the economy fluctuates. Determination of when the ~~contingency~~ additional funds become excess will be established by a policy defined by the Authority. Funds considered excess will be prioritized first to the ~~expenditure plan~~ TEP projects and programs, and second to other projects ~~of regional significance that are consistent with the expenditure plan~~ deemed by the Authority to best serve the residents of Contra Costa County. ~~The~~ Any new project or program will be required to be amended into the ~~expenditure plan~~ TEP pursuant to the “Expenditure Plan Amendments Require Majority Support” section above.
2628. Reprogramming Funds~~Allocations~~: Through the course of the Measure, if any ~~of the projects do not require all funds programmed for that project or have excess funding, or should a planned~~ ~~expenditure plan~~ TEP project becomes undeliverable, infeasible or unfundable due to circumstances unforeseen at the time the

~~expenditure plan~~TEP was created, funding for that project will be reallocated to another project or program. The subregion where the project or program is located may request that the Authority reassign funds to another project category in the same subregion. In the allocation of the released funds, the Authority in consultation with the subregion's RTPC will in priority order consider:

- a. ~~a~~ A project or program of the same travel mode (i.e. transit, bicycle/pedestrian, or road) in the same subregion;
- b. ~~a~~ A project or program for other modes of travel in the same subregion;
- c. ~~other~~ Other ~~expenditure plan~~TEP projects or programs, and
- d. ~~other~~ Other project deemed by the Authority to best serve the residents of Contra Costa County. ~~projects or programs of regional significance.~~

The new project, ~~or~~ program or funding level may be required to be amended into the ~~expenditure plan~~TEP pursuant to the Expenditure Plan Amendments section above.

2927. Leveraging Funds: Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.

Attachment B – New Transit Policy

TEP TRANSIT POLICY**Vision**

This Transportation Expenditure Plan (TEP) envisions a transportation system that provides reliable, safe, comfortable and convenient access for all users of the transportation system, regardless of mode choice and travel characteristics. The TEP further envisions a public transit system that provides convenient, safe, affordable and reliable service and offers an attractive alternative to private automobile usage. The Transit Policy Vision includes the infrastructure needed to accommodate a more robust transportation system for Contra Costa County that promotes greater use of transit and other shared mobility alternatives. The TEP aims to improve transit countywide and reduce commute travel times, deliver more frequent and reliable service, expand transit service areas and provide better connections to and from transit by various modes of mobility options. Improving the coordination among transit operators and integrating the existing transit systems with new technological tools and platforms to enhance customer access and experience should increase the share of residents and employees who choose public transit. Doing so will reduce congestion, and improve air quality and will accommodate a growing population.

To achieve this vision, the TEP allocates approximately one-half of the expected sales tax revenue to Transit and Alternative Modes and approximately one-quarter for local road improvements. In order to provide the maximum benefits to Contra Costa residents, the Contra Costa Transportation Authority (CCTA) adopts the following policies and principles for use of transit funds authorized in the TEP:

Policy

1. The Policy shall promote Transit-First and guide the development of an Integrated Transit Plan. In the context of this Policy, Transit-First considers the following to provide a seamless and integrated transportation system:
 - a. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
 - b. Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
 - c. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

- d. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
 - e. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
 - f. The ability to reduce traffic congestion depends on the adequacy of regional public transportation. The cities/towns and county shall promote the use of transit and the continued development of an integrated, reliable, regional public transportation system.
 - g. The cities/towns and county shall encourage innovative solutions to meet public transportation needs wherever possible.
2. All transit operators that receive funding from the TEP shall participate in the development of an ITP to identify how to utilize funding to better coordinate and integrate transit services countywide. The ITP should guide how the TEP funding dedicated to Transit and Alternative Modes categories can be used to implement the Transit Policy Vision.
- a. The ITP will be developed and managed under the leadership of CCTA and the County's transit operators. CCTA and the transit operators shall coordinate with transportation service providers in Contra Costa to inform the development of the Integrated Transit Plan. Transit operators shall consult with the Regional Transportation Planning Committees (RTPCs) in developing the Integrated Transit Plan.
 - b. The ITP will focus on delivering a streamlined and unified experience for the customer across all modes and transit operators, and should identify transit service investments (i.e. new routes, service hours, frequency), capital projects/assets (i.e. transit centers, bus stops, stop amenities, vehicles), and transit priority measures (i.e. transit signal priority, bus lanes, queue jumps) to be funded from the TEP.
 - c. Transit operators, cities/towns and county shall coordinate regarding planned improvements for signal synchronization, complete streets and other locally-owned infrastructure investments that could benefit transit.
 - d. Prioritization for TEP funding should consider projects that can leverage other state, federal or local funding.
 - e. The ITP shall be updated at least every five years to address new technology opportunities, any changes in demand and other conditions.
3. Transit operators in Contra Costa County shall incorporate the findings and recommendations of the ITP pertinent to each operator's service area into their

respective Short-Range Transit Plans (SRTP). The SRTPs shall be reviewed for consistency with the ITP associated with this TEP.

4. Allocations pursuant to this TEP will be made in support of the recommendations in the ITP. Any recommendations in the ITP shall include performance measures to achieve continued funding.
5. CCTA expects that transit operating funds from the TEP be used to support the vision of this policy, not to subsidize transit service existing prior to passage of the TEP. In the event that TEP funds must be used to subsidize existing services as a result of the reduction of operating funds from other sources, the expiration of CCTA's Measure J in 2034, or due to other financial concerns, the transit operator shall update its SRTP and resubmit it to CCTA.
6. CCTA expects that public agencies and transit operators leverage new and emerging technologies to improve service and to address first-mile/last-mile connections between transit stops and other traveler destinations. These technologies may include, but not be limited to, ride hailing partnerships, autonomous shuttles, shared mobility (bikes, scooters, cars), and mobility-on-demand platforms that best fit within each transit operators service area. The ITP should address how these technology services function within and among service boundaries and provide a seamless experience countywide for customers.
7. CCTA expects that recipients of TEP funding create, analyze and seize opportunities for fare and schedule integration among transit operators and any technology services adopted. Focus should be placed on reducing inconveniences associated with transferring between services and on having a cost-effective universally accepted digital payment method. The ITP should address how Contra Costa transit operators can maximize benefits of fare payment and schedule integration.

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Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: June 19, 2019

Subject	Discussion of Initial Draft Transportation Expenditure Plan (TEP)
Summary of Issues	At its special meeting on June 12, 2019, the Authority Board reviewed and provided input on a proposed structure and draft content proposed for the Initial Draft TEP. Based on input received from the Authority Board, staff has developed a revised Initial Draft TEP for consideration and discussion by the Authority Board.
Recommendations	Staff seeks input from the Authority Board on the revised Initial Draft TEP.
Financial Implications	None
Options	The Authority Board could direct staff to not continue with the development of a proposed Initial Draft TEP.
Attachments	A. Initial Draft TEP (<i>Revised Attachment may be provided at the meeting</i>)
Changes from Committee	N/A

Background

At its special meeting on June 12, 2019, the Authority Board reviewed and provided input on a proposed structure and initial content proposed for the Initial Draft TEP. Based on input received from the Authority Board, staff has revised the content and developed the Initial Draft TEP for the Authority Board's consideration.

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Preliminary Draft
for CCTA Board Review, June 19, 2019
Published June 14, 2019

A PLAN FOR CONTRA COSTA'S FUTURE

2020 Transportation Expenditure Plan



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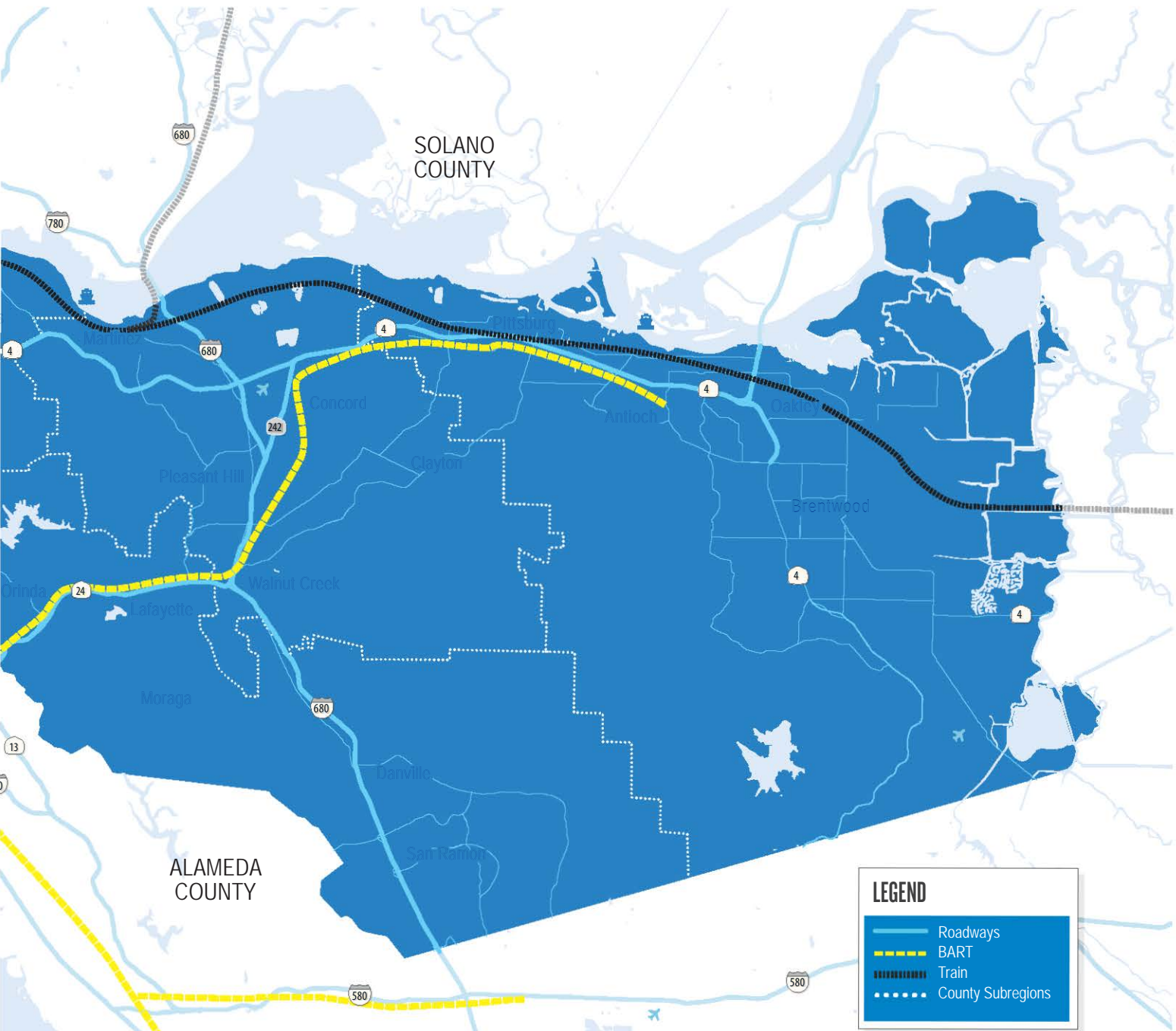
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Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable
Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities
Local Improvements to Make Our Communities Better and Protect the Environment
Relieve Traffic Congestion on Highways and Interchanges
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The Growth Management Program
Urban Limit Line (ULL) Compliance Requirements
Transit Policy
Complete Streets Policy
Advance Mitigation Program
Taxpayer Safeguards and Accountability
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60..... Appendix



» Contra Costa is a county as unique and diverse as its residents. Our communities stretch from the Richmond coastline to Discovery Bay, from Port Chicago to the San Ramon Valley, and from Mount Diablo to Crockett Hills.

Population (2018).....	1,150,000
People under 18 years of age	22.8%
Persons 65 years and older	5.3%
Housing Units.....	416,000
Land area (2010).....	715.9 sq miles

Source: United States Census Bureau



A NEW TRANSPORTATION FUTURE FOR CONTRA COSTA COUNTY

TRANSPORTATION EXPENDITURE PLAN FUNDING SUMMARY

The Contra Costa Transportation Authority (CCTA) envisions a future where all of our transportation systems work together for more streamlined, safe, efficient, and convenient travel. We envision strong cooperation and mutual support across all of Contra Costa's cities, towns, and communities to make it easier for people in Contra Costa County to get around. We envision transportation networks that support a healthy environment and protect Contra Costa County's unique landscapes.

This 2020 Transportation Expenditure Plan focuses on innovative strategies and new technologies that will promote a strong economy, protect the environment, and enhance the quality of life for all of Contra Costa County's diverse communities. This plan outlines projects that will:

- » **Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable.** Contra Costa County's residents and travelers value safe, clean, convenient, and affordable transit options. CCTA's goal is to support transit operators in providing more efficient and reliable transit service and to plan and build the infrastructure that enables travelers to make quick and convenient transit connections between their homes, work, and recreational activities.
- » **Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities.** CCTA is committed to supporting mobility and transportation options for all Contra Costa County residents.
- » **Local Improvements to Make Our Communities Better and Protect the Environment.** CCTA supports livable communities and quality of life in Contra Costa County by providing local cities and towns with funding to fix and modernize local streets, sidewalks, bike paths, and walking paths. CCTA also helps manage urban sprawl through its transportation-related growth policies.
- » **Relieve Traffic Congestion on Highways and Interchanges.** CCTA's goal is to improve the movement of people and goods through major corridors, to address bottlenecks, and to make commutes faster and more predictable. Contra Costa County's residents and travelers will see smoother traffic flow and less congestion.

For planning purposes, CCTA divides the county into four subregions: central, east, southwest, and west. The Transportation Expenditure Plan is intentionally designed to be equitable across all subregions based on the number of people who live in each subregion. All locally generated transportation revenue—plus any additional grant funding CCTA receives—will be spent on local projects in Contra Costa County.

EXPENDITURE PLAN SUMMARY

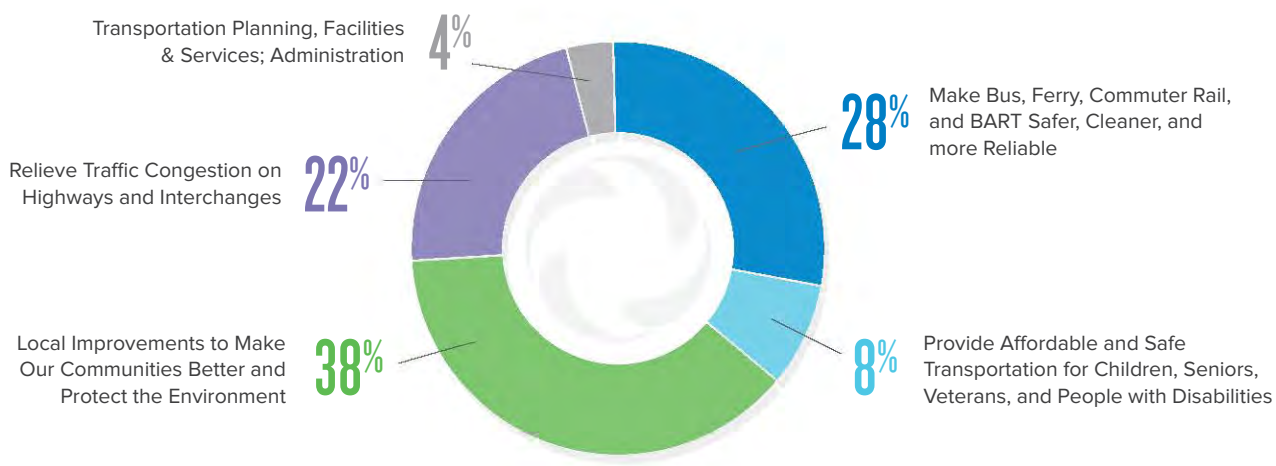
FUNDING CATEGORIES	\$ (MILLIONS*)	%
Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable	865.55	28.28%
Provide Convenient and Reliable Transit Services in Central, East, and Southwest Contra Costa	230.00	7.51%
Increase Bus Services and Reliability in West Contra Costa	110.55	3.61%
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100.00	3.27%
Cleaner, Safer BART	100.00	3.27%
Additional Trains cars for e-BART, Parking and Access Improvements to BART	100.00	3.27%
Enhance Ferry Service and Commuter Rail in Contra Costa	80.00	2.61%
Improve Transit Reliability along the Interstate 80 Corridor	95.00	3.10%
Improve Transit Reliability along the Interstate 680 and State Route 24 Corridors	50.00	1.63%
Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities	250.00	8.17%
Affordable Transportation for Seniors, Veterans, and People with Disabilities	150.00	4.90%
Safe Transportation for Youth and Students	100.00	3.27%
Local Improvements to Make Our Communities Better and Protect the Environment	1115.73	37.83%
Fix and Modernize Local Roads	465.23	15.20%
Improve Traffic Flow on Local Streets	230.00	7.51%
Improve Walking and Biking on Streets and Trails	213.87	6.99%
Seamless Connected Transportation Options and Reduced Emissions	150.00	4.90%
Focused Growth, Support Economic Development, and Create Jobs in Contra Costa	80.00	2.61%
Regional Transportation Priorities	18.63	0.61%
Relieve Traffic Congestion on Highways and Interchanges	665.00	21.73%
Relieve Congestion and Improve Local Access along Interstate 680 Corridor	200.00	6.53%
Relieve Congestion on Highway 4 and State Route 242 between Martinez and Pittsburg	200.00	6.53%
Improve Local Access to Highway 4 and Byron Airport	150.00	4.90%
Relieve Congestion and Improve Local Access along Interstate 80 Corridor	60.00	1.96%
Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel	35.00	1.14%
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge	20.00	0.65%
Transportation Planning, Facilities, and Services	91.82	3.00%
Administration	30.61	1.00%
TOTAL	3060.71	100.00

NOTE: Table to be updated as numbers are finalized

- Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable
- Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities
- Local Improvements to Make Our Communities Better and Protect the Environment
- Relieve Traffic Congestion on Highways and Interchanges
- Transportation Planning, Facilities, and Services; Administration

*All funding amounts are rounded

EXPENDITURES BY FUNDING CATEGORY



This plan offers a balanced approach to transportation expenditures across transportation modes (for example, vehicles, transit, bicycle, and pedestrian travel) and encompasses the needs of all travelers.

EXPENDITURES BY FACILITY TYPE AND MODE



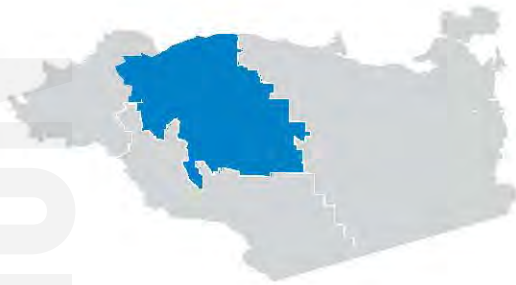
EXPENDITURES BY SUBREGION



Transportation expenditures will benefit every city, town, and community in Contra Costa County. Local transportation sales tax revenues will be spent on local projects. Funding will be distributed amongst subregions based on projected 2035 population (midpoint between 2020 and 2035). *All funding amounts are rounded.

TRANSPORTATION INVESTMENTS: SUBREGIONAL OVERVIEWS

TRANSPORTATION



CENTRAL

CITIES, TOWNS, AND COMMUNITIES: Avon, Clayton, Clyde, Concord, Martinez, Pacheco, Pleasant Hill, Port Chicago, and Walnut Creek

POPULATION (2035): 402,700

SQUARE MILES: 74.6

DENSITY: 3,877/sq. mile

MEDIAN AGE: 42

MEAN TRAVEL TIME TO WORK: 33.8 min.

Source: United States Census Bureau

Interstate 680 forms the backbone of the central subregion’s vehicle transportation network. The Transportation Expenditure Plan includes \$130 million to make an array of major improvements to improve traffic flow along I-680, with a focus on using innovation and technology to manage congestion more efficiently. For example, CCTA will complete the I-680 northbound express lanes from Walnut Creek to Martinez to provide reliable travel for people in transit, carpools, vanpools, or motorcycles—and solo drivers (for a fee).

CCTA plans to **enhance transit (bus)** service along I-680 by enabling buses to travel on dedicated shoulder lanes (or “transit only lanes”) in order to bypass heavy traffic. CCTA may fund additional city buses’ school service, and will expand park-and-ride facilities. Transit options have the capacity to move the highest numbers of passengers efficiently through a crowded corridor. Expanding and improving transit options will enable travelers to leave their cars at home and, thus, reduce vehicle travel on I-680.

Approximately \$154 million is allocated toward upgrading key highway interchanges—such as **SR-242** at Clayton Road, and I-680 at Highway 4—which will improve local freeway access and lessen back-ups onto local streets. **Local streets** will also be upgraded to improve traffic flow.

The central subregion is served by BART’s yellow line; bus service is provided by County Connection. More reliable, accessible, clean, and safe transit travel is important to central subregion residents and travelers. Accordingly, \$60 million has been set aside for projects to make BART stations and trains cleaner and safer, and to improve the frequency, reliability, accessibility, cleanliness, and safety of buses and **BART**.

CCTA will also invest in bridging the first mile/last mile gap between home and transit stops through projects such as shared autonomous vehicles, shuttles, bike paths, and pedestrian trails to make mass transit a more convenient option for travelers who do not live close to a transit stop, or who need extra assistance getting to or from transit.

MAJOR INVESTMENTS (\$millions)	
Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable	\$205.00
Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities	\$53.60
Local Improvements to Make Our Communities Better and Protect the Environment	\$353.55
Relieve Traffic Congestion on Highways and Interchanges	\$259.20



EAST

CITIES, TOWNS, AND COMMUNITIES: Antioch, Bay Point, Bethel Island, Brentwood, Byron, Discovery Bay, Oakley, and Pittsburg

POPULATION (2035): 383,100

SQUARE MILES: 99.2

DENSITY: 3,283/sq. mile

MEDIAN AGE: 38

MEAN TRAVEL TIME TO WORK: 41 min.

Source: United States Census Bureau

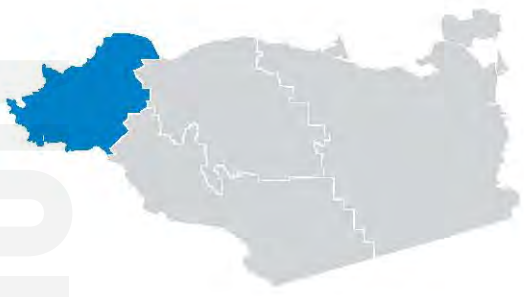
Contra Costa County’s east subregion has seen **major population growth** over the past couple of decades as it has moved from a rural area crisscrossed by farm roads to a more intensely developed area with higher traffic demand. **Highway 4** and **Vasco Road** serve as the primary connectors for people driving in the east subregion.

The Transportation Expenditure Plan includes \$150 million for projects such as improving local access to Highway 4 and improving access to the Byron Airport along Vasco Road. Individual projects may include improvements at the Balfour, Marsh Creek, Walnut, and Camino Diablo interchanges, along with a new Vasco Road-Byron Road connector and Vasco Road widening. An additional \$75 million will be allocated toward completing and upgrading **local streets** to improve traffic flow.

A total of \$238 million has been allocated toward bringing better transit options to people who live and work in eastern Contra Costa County. Funding will be used to improve **bus, BART, and commuter rail transit services** through projects such as an East County Intermodal Station in Brentwood, which will make it easier for people using all types of travel—cars, bicycles, and buses—to access **eBART** (the commuter line extension from the Pittsburg/Bay Point BART station, east toward Antioch). Among other projects, the funding will also be used for a new Tri Delta Transit park-and-ride lot to service a new **Amtrak San Joaquin station** in Oakley.

MAJOR INVESTMENTS (\$millions)	
Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable	\$141.00
Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities	\$56.40
Local Improvements to Make Our Communities Better and Protect the Environment	\$226.33
Relieve Traffic Congestion on Highways and Interchanges	\$130.00





WEST

CITIES, TOWNS, AND COMMUNITIES: Crockett, El Cerrito, El Sobrante, Hercules, Kensington, Pinole, Point Richmond, Port Costa, Richmond, Rodeo, and San Pablo

POPULATION (2035): 319,000

SQUARE MILES: 55.5

DENSITY: 4,268/sq. mile

MEDIAN AGE: 40.5

MEAN TRAVEL TIME TO WORK: 39.5 min.

Source: United States Census Bureau

Improving transit service is a high priority for residents and travelers in the Contra Costa County’s west subregion. Reducing congestion on highways and major roads is also high on the list. In this subregion, CCTA will continue to deliver projects that integrate and optimize transit and vehicular travel in order to offer people a wide range of transportation options.

The **Interstate 80** corridor and BART form the backbone of the west subregion’s transportation network. The Transportation Expenditure Plan includes \$95 million to make an array of improvements for transit options along the corridor, which will alleviate traffic along I-80. These improvements may include projects such as express bus service improvements and part-time transit lanes. The plan also includes improvements to **transit connections** between the **Richmond Ferry, BART, and Contra Costa College**—all with the objective of reducing the number of vehicles on the interstate.

Along I-80, advanced technologies will be deployed to help manage the HOV (carpool) lanes, along with other improvements. Several I-80 interchange projects in the west subregion will offer multiple benefits, including improved safety and traffic flow and reduced congestion on **local streets**. Interchanges targeted for modification may include those at **San Pablo Dam Road and Pinole Valley Road**, totaling \$55 million in improvements. CCTA has allocated another \$58 million toward projects such as safer railroad crossings for vehicles, bicycles, and pedestrians at San Pablo Avenue, Cutting Boulevard, and Harbor Way in Richmond.

More than \$110 million may be allocated toward bus transit enhancements in west Contra Costa County, along with \$30 million to enhance **ferry service** and **rail connectivity** in Hercules.

MAJOR INVESTMENTS (\$millions)	
Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable	\$281.55
Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities	\$77.00
Local Improvements to Make Our Communities Better and Protect the Environment	\$245.53
Relieve Traffic Congestion on Highways and Interchanges	\$80.00





SOUTHWEST

CITIES, TOWNS, AND COMMUNITIES: Alamo, Blackhawk, Danville, Diablo, Lafayette, Moraga, Orinda, San Ramon, and Tassajara

POPULATION (2035): 255,900

SQUARE MILES: 85.2

DENSITY: 2,367/sq. mile

MEDIAN AGE: 44

MEAN TRAVEL TIME TO WORK: 36.2 min.

Source: United States Census Bureau

Travelers in Contra Costa County's southwest subregion drive north-south along **I-680** and east-west along **SR-24**, which both currently experience major congestion. A total of \$120 million is allocated in the Transportation Expenditure Plan to improve traffic flow on I-680 in the southwest subregion from Alamo south through San Ramon to the county line, using innovation and technology to manage congestion more efficiently.

An additional \$35 million will be allocated to improve traffic flow along SR-24 with a focus on projects such as the SR-24/Camino Pablo interchange in Orinda and modernizing the old bores of the Caldecott Tunnel, along with \$130 million to fix, modernize, and improve traffic flow on **local streets**.

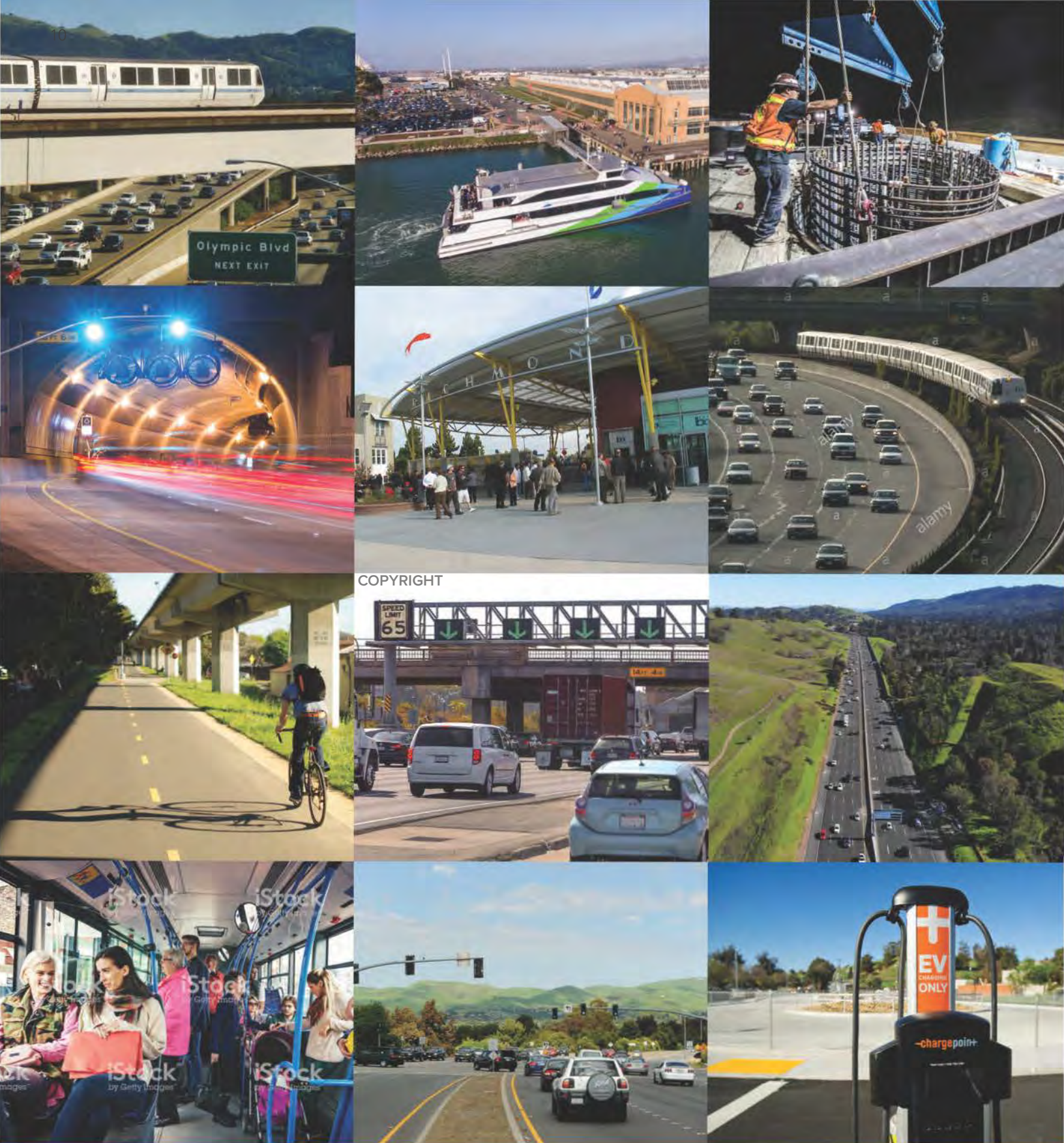
Express bus service and other mass transit options have the capacity to move the highest numbers of passengers efficiently through crowded corridors so riders can get to destinations like school, work, medical appointments, and business centers. Bus service in this subregion is provided by County Connection. Expanding transit options will enable more travelers to leave their cars at home and, thus, reduce vehicle travel. Accordingly, CCTA has allocated \$78 million toward transit service improvement for convenient and reliable **bus service** and enhancements.

MAJOR INVESTMENTS (\$millions)	
Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner, and more Reliable	\$238.00
Provide Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities	\$63.00
Local Improvements to Make Our Communities Better and Protect the Environment	\$332.32
Relieve Traffic Congestion on Highways and Interchanges	\$195.80

WHAT THESE PROJECTS MEAN FOR CONTRA COSTA COUNTY

The investments described in this Transportation Expenditure Plan have been carefully selected to offer a broad array of tangible benefits to the residents and travelers in Contra Costa County. Here are just a few:

- » Smooth-flowing traffic along major roadways
- » Quicker trips and less time sitting in traffic
- » Smoother pavement and fewer potholes
- » Transit, where and when it's needed
- » Easier ways to get from home or work to transit stops and back home again
- » Cleaner air due to reduced vehicle emissions
- » More bicycle lanes and walking paths to support an active lifestyle
- » Free or reduced transit fares for students



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MAJOR TRANSPORTATION PROJECTS COMPLETED WITH MEASURE J FUNDING

Rows from left to right and top to bottom

Top: BART extensions and improvements; Bus and ferry service improvements; Highway 4 improvements from Hercules to Discovery Bay
Second: New Caldecott Tunnel Fourth Bore; Richmond Parkway; Highway 24 and Highway 242 corridor improvements
Third: Bicycle and pedestrian improvements; I-80 corridor improvements; I-680 corridor improvements
Fourth: Transit service improvements for students, seniors, and people with disabilities; Local street and road improvements; Electric Vehicle Charging Stations

THREE DECADES OF TRANSPORTATION IMPROVEMENTS

WHO WE ARE AND WHAT WE DO

CCTA is responsible for maintaining and improving the county's transportation system by planning, funding, and delivering critical transportation projects that connect our communities, foster a strong economy, increase sustainability, and safely and efficiently get people where they need to go. CCTA is also responsible for putting solutions in place to help manage traffic by offering a wide range of transportation options.

While we are proud of our accomplishments, we also recognize the immense transportation challenges still faced by county residents and businesses—particularly considering population growth, continued development, and threats to the environment. CCTA works to advance transportation solutions, ease congestion, and prepare Contra Costa County for safe future mobility.

CCTA is evolving with the times and presenting innovative solutions while protecting the qualities that make Contra Costa County a wonderful place to call home. We present this Transportation Expenditure Plan, which reflects where we are now and, more importantly, our commitment to pursuing transportation policies, planning, and investments that will get us to where we want to be.

FULFILLING OUR PROMISE TO CONTRA COSTA COUNTY VOTERS

Contra Costa County voters passed **Measure C** in 1988 with more than 57.5 percent support, sending a clear message that they recognized the immense need to improve the way people travel around Contra Costa County. Voters authorized a 20-year (1989-2009) half-cent transportation sales tax to finance improvements to the county's overburdened transportation infrastructure. In 1989, the Contra Costa Transportation Authority was born.

Measure C expired in 2009 but much was accomplished, for example, Highway 4 was widened from Hercules to Martinez; BART was extended to Pittsburg/Bay Point; and new transit programs were set up for seniors and people with disabilities, among many other projects.

In 2004, Contra Costa County voters approved **Measure J** with a 71 percent vote. The measure provided for the continuation of the county's half-cent transportation sales tax for

25 more years (2009-2034) beyond the Measure C expiration date. Through 2034, Measure J will provide approximately \$2.5 billion of local sales tax revenue for countywide and local transportation projects and programs. Without Measures C and J funding, CCTA would not have qualified to receive additional federal, state, or regional funds. However, with Measure C and J matching funds combined with federal, state, and regional funds, a total of more than \$6.5 billion will be invested in vital transportation projects and programs in Contra Costa County through 2034.

CCTA has delivered most of the major infrastructure improvements projects—such as Highway 4 East, eBART from the Pittsburg/Bay Point BART station to Antioch and I-680 and I-80 corridor improvements—on an accelerated timeline to deliver its promises to voters. CCTA periodically issues bonds to provide advance funding to design and build major infrastructure projects. Then, the revenue generated from the transportation sales tax is used to pay back the bonds. By turning future Measure J revenue into capital dollars and accelerating design and construction, transportation projects are put into place sooner to alleviate transportation challenges. Designing and building the projects earlier costs less money, because the added cost of future inflation is avoided.

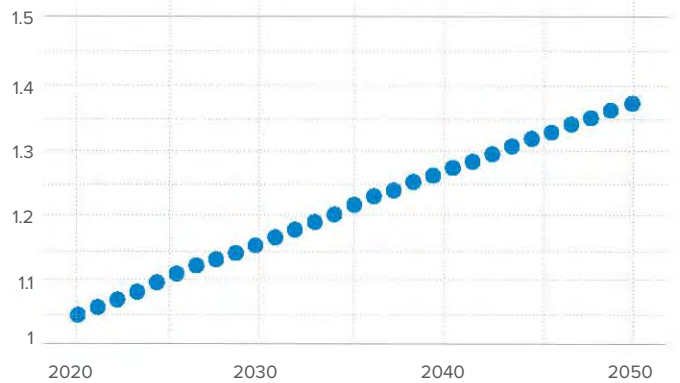
As of 2018, about 82 percent of the Measure J project funds were expended. Remaining revenues are now going toward repayment of bonds, fixing local streets, and supporting public transportation. Without a new plan, the county will be unable to fund any new major projects to address pressing mobility needs.

TRANSPORTATION FOR THE COMING THREE DECADES

While the existing Measure J will remain intact through 2034, this new Transportation Expenditure Plan has been developed for several reasons:

- All of the planned major capital improvement projects funded by Measure J are either complete or in construction, ahead of schedule.
- New transportation technology is offering unprecedented opportunities to streamline travel and traffic, and reduce emissions.
- The gap between local road needs and available funding is at an all-time high. The new Transportation Expenditure Plan will allow local funding to keep needed services in place and restore service cuts for many providers.
- The demand on Contra Costa County’s roads, highways, BART, and buses is increasing. The county’s population is growing and more people are moving on roads and transit. Investments are needed to maintain and improve the current transportation system to ensure it can effectively accommodate future growth and prepare the system for the future.

Contra Costa Predicted Population Increase (IN MILLIONS OF PEOPLE)



Contra Costa County’s population is predicted to grow by 300,000 people over the coming three decades. CCTA has developed this Transportation Expenditure Plan to keep Contra Costa County moving, even as the population grows.

Source: Caltrans, California County-level Economic Forecast 2018-2050

- People are increasingly valuing alternative ways to get around, such as by walking and cycling. Our roads need to safely accommodate them.
- Contra Costa County’s population is aging. Currently, about 15 percent of the population is age 65 or older. By 2035, this population is expected to double to about 30 percent. New and different transportation solutions are needed to keep our older residents mobile.

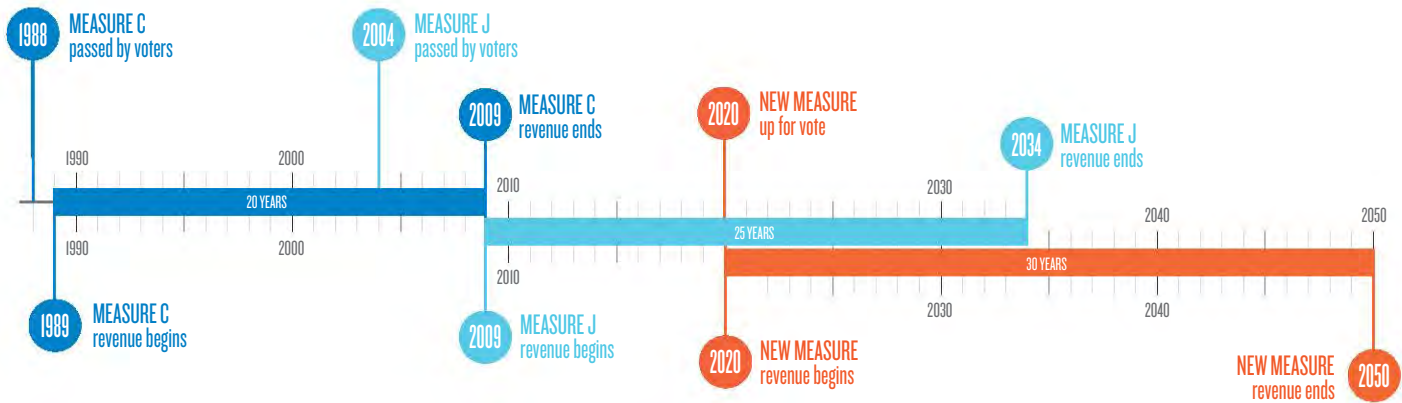
LOCAL FUNDING FOR LOCAL PROJECTS

Contra Costa County’s Measures C and J local transportation sales taxes have provided a substantial and steady share of the total funding available for transportation projects in Contra Costa County. State and federal sources have targeted some major projects, but local sources have come to represent more than 65 percent of the money available for transportation in the county. Our local transportation sales tax has been indispensable in helping to meet the county’s growing needs in an era of undependable resources.

These local funds have also allowed CCTA to compete effectively for outside funds by providing a local matching fund source, as required by most grants. Measures J, for example, has attracted more than \$1.7 billion of additional funds from outside sources for Contra Costa County transportation projects.

CCTA will continue to use local transportation sales tax revenue to attract outside funds for projects already identified in

Timeline of Local Funding Contra Costa County Transportation Improvements



The funding for this Transportation Expenditure Plan will augment the existing Contra Costa County Measure J half-cent transportation sales tax by a half-cent until Measure J expires in 2034, then continue the half-cent transportation sales tax until 2050. The sales tax will generate approximately \$3 billion for essential transportation improvements that touch every city, town, and community in Contra Costa County.

regional and state funding measures. For example, California’s Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, invests \$54 billion over the next decade to fix roads, free-ways, and bridges in communities across California. In fiscal year 2017-2018 alone, more than \$77 million of SB-1 transportation funding was earmarked for projects sponsored by CCTA. CCTA’s required local match was \$35 million. In other words, for every dollar Contra Costa County taxpayers paid for these projects, the state paid two more dollars.

Similarly, voters approved Regional Measure 3 (RM-3), which was authorized and signed into law in 2017 to fund major roadway and public transit improvements via an increase in tolls on the Bay Area’s seven state-owned toll bridges. Contra Costa County projects that may benefit from RM-3 include:

- Interstate 80 Transit Improvements: expand bus service along the Interstate 80 corridor
- Interstate 680 Transit Improvements: enhance transit service along the Interstate 680 corridor, including bus operations, transit centers, and real-time travel information
- BART Fleet of the Future: expand the BART fleet with 300 additional new railcars to enable more service, longer trains, less crowding, and greater reliability
- East Contra Costa County Transit Intermodal Station: construct a transit intermodal center to enhance access to eBART and the Mokelumne Bike Trail/Pedestrian Overcrossing at Highway 4

- Contra Costa Interstate 680/Highway 4 Interchange Improvements: reduce congestion and improve safety with widening of Highway 4 and new direct connectors between I-680 and Highway 4
- Richmond-San Rafael Bridge Access (Contra Costa approach): upgrade the Richmond Parkway to reduce delays on bridge approaches and at the toll plaza
- Byron Highway-Vasco Road Airport Connector: improve access, safety, and economic development with a new connector between Byron Highway and Vasco Road
- Bay Area Corridor Express Lanes: new highway express lanes on high-congestion corridors such as Interstates 80, 680, and 580 that are actively managed to be congestion-free at all times
- San Francisco Bay Trail/Safe Routes to Transit: bicycle and pedestrian access improvements on toll bridges connecting to rail transit stations and ferry terminals
- North Bay Transit Access Improvements: transit improvements, such as new transit vehicles, transit facilities, and access to transit Facilities

The revenue generated through Contra Costa County’s transportation sales tax will continue to be spent exclusively on projects in Contra Costa County. The projects included in this Transportation Expenditure Plan are considered essential for meeting the county’s transportation needs.



A ROADMAP FOR THE FUTURE

WHAT THIS TRANSPORTATION EXPENDITURE PLAN WILL ACCOMPLISH

CCTA's 2020 Transportation Expenditure Plan serves as both roadmap and itinerary that will guide Contra Costa County's transportation investments for the coming 30 years. Throughout the 30-year duration of this plan, Contra Costa County's population is expected to grow and change, infrastructure will continue to age and wear out, new forms of travel will emerge, and the environment will still need to be protected. Such changes will place even more strain on the county's transportation systems. Without new investment in transportation, Contra Costa County will face a future with distressed and outdated infrastructure, increased traffic on already-congested roadways, unbridled urban development and environmental degradation, and a decrease in critical transportation services to those with the greatest need.

CCTA strives to preserve and enhance an excellent quality of life for Contra Costa County's residents, businesses, and communities with convenient, reliable, and accessible transportation. We do this through optimizing the existing transportation system, leveraging emerging technologies, offering meaningful programs and services and providing seamless connections between various forms of transportation (for example, cars, transit, cycling, and walking).

The projects in this plan will benefit all who live and travel within Contra Costa County. The projects will help improve the transportation network over the coming decades to meet the Contra Costa County's growing travel needs, while supporting economic vitality and an environmentally sustainable future.

Transportation-related technological solutions will continue to evolve to help ease traffic congestion, offer alternative ways to travel, provide valuable transportation information to travelers, make it easier and more efficient to maintain our transportation infrastructure, and many other applications that may be currently under development. This Transportation Expenditure Plan reflects CCTA's commitment to fully embrace applicable transportation technologies for the benefit of Contra Costa County's residents and travelers.

When implemented, the projects in this Transportation Expenditure Plan will accomplish an array of major transportation improvements, which are grouped into the following main categories:

- » **Make Bus, Ferry, Commuter Rail, and BART Safer, Cleaner and More Reliable** by funding improvements to the county's bus services, BART, and commuter rail.
- » **Provide Affordable and Safe Transportation** for children, Seniors, Veterans, and People with Disabilities through reduced fares, paratransit, and other programs.
- » **Make Our Communities Better and Protect the Environment** by providing significant funding to local cities and towns to repair and modernize local streets and roads; improving walking and biking on streets and trails; providing seamless connections between transportation options; and improving air quality through reduced emissions.
- » **Relieve Traffic Congestion on Highways and Interchanges** through a suite of projects designed to improve traffic flow on I-80, I-680, Highway 4 and State Routes 24 and 242, as well as the Richmond-San Rafael bridge and old bores of the Caldecott Tunnel.

Furthermore, projects within each of these four categories are tailored to meet local preferences and needs in each of the county's four subregions.

HOW THE TRANSPORTATION EXPENDITURE PLAN WAS CREATED

The 2020 Transportation Expenditure Plan was created for Contra Costa County residents, businesses, and travelers by the communities and people it is intended to serve. Key stakeholder groups were convened and extensive community engagement conducted to understand what outcomes and results are most important to the residents and businesses of Contra Costa County. Through this engagement process, a number of desired outcomes were determined to be of highest priority.

These outcomes served as the basis for high-level funding categories that shape the framework for the Transportation Expenditure Plan. The plan presents a suite of transportation projects that align with guiding principles and will serve up a transportation system that supports a vibrant, modern, and livable Contra Costa County.

TAXPAYER SAFEGUARDS

Over the past 30 years, CCTA has operated under a system of rigorous taxpayer safeguards to protect the county's investments and to ensure that the county's transportation sales tax revenue is invested wisely, equitably, and transparently. CCTA consistently achieves the highest standards in its governmental accounting and financial reporting. CCTA makes concerted efforts, through administration and oversight, to implement taxpayer safeguards and ensure full accountability in its programs and projects.

With the 2020 Transportation Expenditure Plan, CCTA is fully committed to continuing our strong accountability to Contra Costa County taxpayers through many safeguards. For example:

- CCTA will continue to publish an annual budget and strategic plan that estimates expected transportation sales tax receipts, other anticipated revenue, and planned expenditures for the year.
- CCTA's public oversight committee will continue to provide diligent oversight of all CCTA expenditures and report its oversight activities and findings to the public through annual audits that focus on the allocation of funding, project performance, local jurisdiction compliance, and growth management performance.
- CCTA will routinely inform, communicate with, and engage its partner organizations, advisory committees, and the county's residents and businesses to ensure that its programs and projects are fully transparent and best meet the needs of Contra Costa County.
- CCTA will strive to balance the needs of all people and areas of Contra Costa County to support an equitable and sustainable transportation system for all.
- CCTA's regional transportation planning committees will continue to ensure cohesion with local and subregion planning and implementation efforts and adherence to adopted policies.

PERTINENT POLICIES

CCTA implements and follows several key policies to ensure that Contra Costa County’s transportation systems are in alignment with the county’s established future vision of the county. Full text of these policies is included in Section 5; however, in summary the intent of these key policies are as follows:

Growth Management Program: establishes principles that preserve and enhance the county’s quality of life and promote a healthy and strong economy through a cooperative, multi-jurisdictional process for managing growth while maintaining local authority over land use decisions.

Urban Limit Line Compliance Policy: requires each jurisdiction to adopt and comply with an Urban Limit Line, which defines the physical limits of a jurisdiction’s future urban development.

Transit Policy: sets out goals for improving, coordinating, and modernizing transit service—along with first- and last-mile connections to transit—thereby increasing the percentage of residents and employees that may travel conveniently by public transit.

Complete Streets Policy: encourages making local streets more efficient and safe for all users—including pedestrians, bicyclists, transit riders, and taxis—and giving travelers convenient options while minimizing the need to widen roadways.

Advanced Mitigation Program: provides innovative ways to advance needed infrastructure projects more efficiently and provides more effective conservation of natural resources, watersheds and wetlands, and agricultural lands.

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GUIDING PRINCIPLES USED TO DEVELOP THE TRANSPORTATION EXPENDITURE PLAN

CCTA is fully committed to planning, funding, and delivering transportation solutions that meet the transportation needs of Contra Costa County’s residents, businesses, and travelers, through a strong set of guiding principles including:



DEFINED BENEFITS

CCTA will use transportation sales tax revenue to achieve defined outcomes and benefits.



PUBLIC PARTICIPATION

CCTA will conduct a public outreach program that collects input from stakeholders, residents, and communities throughout Contra Costa County and responds accordingly with meaningful action.



ACCOUNTABILITY AND TRANSPARENCY

CCTA strives for excellence in protecting the public’s investments. We aim to routinely engage with partner organizations, advisory committees, and the county’s residents and businesses to ensure full transparency.



BALANCED AND EQUITABLE APPROACH

CCTA will balance the needs and benefits for all people and all areas of Contra Costa County to provide an equitable and sustainable transportation system.



MAXIMIZE AVAILABLE FUNDING

CCTA will proactively seek regional, state, and federal funding and private investments to supplement the county’s local transportation sales tax revenue, thereby maximizing the total amount of funding for transportation projects in Contra Costa County.



COMMITMENT TO TECHNOLOGY AND INNOVATION

CCTA is committed to keeping Contra Costa County on the cutting edge of transportation technology by continuing to incorporate advanced technologies and emerging innovations into the transportation system.



COMMITMENT TO GROWTH MANAGEMENT

CCTA administers countywide policies that support thoughtful growth management to sustain Contra Costa’s economy, preserve its environment, and support its communities.



PROPOSED TRANSPORTATION INVESTMENTS

PLANNING FOR THE FUTURE

This Transportation Expenditure Plan includes transportation related projects—valued at approximately \$3 billion—to be planned, designed, funded, constructed, and/or delivered in Contra Costa County over the next thirty years. The investments described in this plan will be made from 2020 to 2050. These improvements are necessary to address current and projected transportation needs in Contra Costa County.

The project descriptions that follow are purposefully brief and offer general overviews of the purpose and nature of the projects. Several projects (such as affordable transit for students, seniors, and the disabled) are continuations or enhancements to ongoing work performed under Measure J. Many other projects included in this plan are still in the concept or planning stages. Stakeholders and the public will have plenty of future opportunities to help shape these projects so that they are most useful and beneficial to Contra Costa County travelers.

NOTE: funding amounts are rounded

► \$866 MILLION

IN 2016, 10.4% OF CONTRA
COSTA COUNTY RESIDENTS
TOOK TRANSIT TO COMMUTE*

SOURCE: Metropolitan Transportation
Commission, Vital Signs

MAKE BUS, FERRY, COMMUTER RAIL, AND BART SAFER, CLEANER, AND MORE RELIABLE

More than a fourth of the Transportation Expenditure Plan funding will be allocated toward substantial investments in a robust transit system that provides affordable, efficient, convenient, and accessible transit to travelers throughout the county. These projects will result in cleaner, safer, and more reliable trips on BART, buses, and ferries. The transit systems will extend into parts of the county that are currently lacking frequent transit service. When more people take transit, traffic congestion on the county's roads and highways will be less, traffic will flow more smoothly, and air emissions will decrease, thereby improving the county's air quality.

Approximately 17% of this transit-oriented funding is allocated directly to transit operators to optimize and improve their services. CCTA will prepare an integrated transit plan to outline how Contra Costa County transit operators can best use Transportation Expenditure Plan funding. Priority will be given to project and programs that advance Contra Costa County's Transit Policy (as included in Section 5), in particular, those that help achieve schedule and fare integration, seamless transfers between operators, and strategic expansion that leverages other local, state, and federal funds.

The remainder of the funding will be used by CCTA for new transit facilities (stations and line extensions, for example) and projects to increase access for vehicles, bicycles, and pedestrians to BART stations and other transit hubs. Investments will also be set aside for "first mile - last mile" shuttles or shared vehicles to help get people from their homes and work to transit stations and then back home again.



\$230 MILLION



PROVIDE CONVENIENT AND RELIABLE TRANSIT SERVICES IN CENTRAL, EAST, AND SOUTHWEST CONTRA COSTA COUNTY

Funding will be provided to public transit operators in the central, east, and southwest subregions of Contra Costa County to provide cleaner, safer, and more reliable trips on buses. This funding will enable transit operators to increase or maintain ridership, incentivize transit use by offsetting fares, and improve the frequency of existing routes, especially high demand routes.

BENEFITS INFOGRAPHIC

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\$69.24/year
Fuel Taxes/Fees



\$111 MILLION



INCREASE BUS SERVICES AND RELIABILITY IN WEST CONTRA COSTA COUNTY

Funding will be provided to public transit operators in the west subregion of Contra Costa County (including AC Transit) to provide cleaner, safer, and more reliable trips on buses. This funding will enable transit operators to increase or maintain ridership, incentivize transit use by offsetting fares, and improve the frequency of existing routes, especially high demand routes. Many of these improvements are earmarked for RM-3 funding, with CCTA providing matching funds.

BENEFITS INFOGRAPHIC

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\$69.24/year
Fuel Taxes/Fees



\$100 MILLION

EAST COUNTY TRANSIT EXTENSION TO BRENTWOOD AND CONNECTIVITY TO TRANSIT, RAIL, AND PARKING

Expanding transit service throughout East Contra Costa County will enable more people to travel conveniently to the Antioch eBART station and other destinations served by transit. Investments will fund a direct link between a new intermodal center in Brentwood (earmarked for RM-3 funding, with CCTA providing matching funds) to the Antioch eBART station. Funding will also be provided to improve transit service throughout Oakley and nearby communities via new shuttle service, bus service, and transit hubs such as a new Tri Delta park-and-ride lot to service a new Amtrak San Joaquin station in Oakley.



\$100 MILLION

CLEANER, SAFER BART

Ten BART stations are located in Contra Costa County. CCTA plans to fund a suite of modernization projects at select stations to increase safety, security, and cleanliness and improve the customer experience. Several projects will focus on improving the reliability of the fare gates and reducing fare evasion. Many of these projects are eligible for Measure RR (BART's \$3.5 billion general obligation bond), with CCTA providing matching funds. Together, these projects will make travel on BART a more attractive way to travel.

BENEFITS INFOGRAPHIC

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TBD

\$69.24/year
Fuel Taxes/Fees



\$100 MILLION

ADDITIONAL TRAIN CARS FOR eBART; PARKING AND ACCESS IMPROVEMENTS TO BART

The BART extension from the Pittsburg/Bay Point station to Antioch opened in 2018. The new service is 10 miles long, added two new stations (Pittsburg Center and Antioch), and provides much needed congestion relief on Highway 4. The extension uses a different type of train called a Diesel Multiple Unit (DMU). Funding will be allocated toward purchasing additional eBART train cars so that trains can run more frequently, thereby carrying more passengers.

Funding is also allocated toward making parking and access improvements at several BART stations, so that buses and people in vehicles – along with people arriving by walking or bicycling – can get to the station more easily and conveniently.

BENEFITS INFOGRAPHIC
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TBD

\$69.24/year
 Fuel Taxes/Fees



\$80 MILLION

ENHANCE FERRY SERVICE AND RAIL CONNECTIVITY IN CONTRA COSTA COUNTY

BENEFITS INFOGRAPHIC

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\$69.24/year
Fuel Taxes/Fees

The commuter rail service running along the San Francisco Bay, Carquinez Straits, and Bay Delta shorelines provide Contra Costa residents access to Sacramento, the Central Valley, and destinations throughout the Bay Area via the Capitol Corridor and San Joaquin trains. Investments will be targeted to increase the frequency and reliability of commuter train service and provide increased access to these services to residents throughout the county.

CCTA proposes to fund new stations and improvements to existing stations and rail facilities. Some example rail-related projects may include:

- Transit connection between the Martinez Amtrak station and the Concord BART station
- New train station for the San Joaquin trains, along with a park-and-ride lot, in Oakley
- New connections between the new Oakley station and the Antioch eBART
- New regional intermodal station in Hercules

Ferries are a convenient way for people to travel across large bodies of water as an alternative to driving. For example, a new ferry terminal opened in Richmond in 2019 and offers an alternative to driving on I-80 and San Francisco Bay bridges to reach San Francisco. Ferries also serve as a vital transportation link in case any of the San Francisco Bay bridges are closed (for example, if a bridge is damaged during a major earthquake).

CCTA plans to fund new or improved ferry services in Hercules, Martinez, and/or Antioch. As more people use ferries, traffic congestion on Contra Costa County's roads and highways will be less, traffic will flow more smoothly, and air emissions will decrease, thereby improving the county's air quality.

For both commuter rail and ferry service, projects that increase ridership and incentivize travel by offsetting fares may also be funded.



\$95 MILLION

IMPROVE TRANSIT RELIABILITY ALONG THE I-80 AND I-680 CORRIDORS

One of CCTA's strategies to smoothing traffic along the I-80 and I-680 corridors is to improve and enhance transit service to give travelers viable and convenient options to driving in their vehicles. When more people take transit, there will be fewer cars on the road and traffic will be reduced. Funding is planned to:

- Increase express bus service along the two corridors
- Improving interchanges and local access for buses so they can access the highways more efficiently
- Improve transit connections between transit stations (including BART stations and ferry terminals), schools, housing, and employment centers, thereby addressing first-mile/last-mile challenges for transit users
- Provide incentives to travelers to use alternative transportation options

Several of these projects are earmarked for RM-3 funding, with CCTA providing matching funds.



BENEFITS INFOGRAPHIC

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\$50 MILLION

IMPROVE TRANSIT RELIABILITY ALONG THE I-680 AND SR-24 CORRIDORS

One of CCTA's strategies to smoothing traffic along the I-680 and SR-24 corridors is to improve and enhance transit service to give travelers viable and convenient options to driving in their vehicles. When more people take transit, there will be fewer cars on the road and traffic will be reduced. Funding is planned to:

- Increase express bus service along the two corridors
- Improving interchanges and local access for buses so they can access the highways more efficiently
- Improve transit connections between transit stations (including BART stations and ferry terminals), schools, housing, and employment centers, thereby addressing first-mile/last-mile challenges for transit users
- Provide incentives to travelers to use alternative transportation options

Several of these projects are earmarked for RM-3 funding, with CCTA providing matching funds.



BENEFITS INFOGRAPHIC

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\$69.24/year
Fuel Taxes/Fees



▶ **\$250 MILLION**

PROVIDE AFFORDABLE AND SAFE TRANSPORTATION FOR CHILDREN, SENIORS, VETERANS, AND PEOPLE WITH DISABILITIES

CCTA is committed to supporting affordable and safe transportation for all County residents. CCTA will allocate funding toward a wide array of programs for students, seniors, veterans, and people with disabilities, aimed at offering safe transportation options and improving mobility.



\$150 MILLION

AFFORDABLE TRANSPORTATION FOR SENIORS, VETERANS, AND PEOPLE WITH DISABILITIES

Funding in this category will be used to support mobility options and opportunities for seniors, veterans, and people with disabilities who, due to age or disability, cannot drive or take other transit options.

▶ BENEFITS INFOGRAPHIC

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\$69.24/year
Fuel Taxes/Fees



\$100 MILLION

SAFE TRANSPORTATION FOR YOUTH AND STUDENTS

CCTA is committed to supporting affordable and safe transportation for all County residents. CCTA will allocate funding toward a wide array of programs for students, seniors, veterans, and people with disabilities, aimed at offering safe transportation options and improving mobility.

BENEFITS INFOGRAPHIC

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\$69.24/year
Fuel Taxes/Fees



► **\$1.158 BILLION**

LOCAL IMPROVEMENTS TO MAKE OUR COMMUNITIES BETTER AND PROTECT THE ENVIRONMENT

Smooth pothole-free roads, safe intersections, pleasant sidewalks, safe bike lanes, and clean air are some of the important features that make Contra Costa County a great place to live and work. CCTA will implement many projects throughout the county to improve our local communities and protect the county's environment and quality of life.



\$465 MILLION

FIX AND MODERNIZE LOCAL ROADS

CCTA will provide funding directly to the county’s cities, towns, and unincorporated areas so that they may make improvements to their own local roads and streets. Each jurisdiction in Contra Costa County will receive a base allocation of \$100,000 per year plus additional funds distributed based half on relative population and half on road miles within each jurisdiction. To ensure transparency and accountability, local agencies report annually on the amount spent on roadway maintenance, bicycle and pedestrian facilities, transit facilities, and other roadway improvements.

BENEFITS INFOGRAPHIC

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\$69.24/year
Fuel Taxes/Fees



BENEFITS INFOGRAPHIC

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\$69.24/year
Fuel Taxes/Fees



\$230 MILLION

COMPLETE AND IMPROVE TRAFFIC FLOW ON LOCAL STREETS

CCTA is committed to relieving congestion on local streets throughout the county and implementing modern systems that provide safe, efficient, and reliable movement of buses, vehicles, bicyclists, and pedestrians. Projects range in size and type, and may include, for example, new and/or wider lanes or shoulders; new bicycle and pedestrian facilities; installation of “smart” parking management programs; traffic signal synchronization and other innovative technology; traffic calming measures and roundabouts; shoulders, sidewalks, curbs and gutters, and streetscapes; and bus transit facility enhancements such as bus turnouts and passenger amenities. Some possible candidate locations to be funded include:

- Ygnacio Valley Road in Concord
- Sand Creek Road in Brentwood and Antioch
- Viera Avenue in Antioch
- San Pablo Avenue at the BNSF railroad in Richmond
- Cutting Boulevard at the BNSF railroad in Richmond
- Harbor Way at the BNSF railroad in Richmond
- Willow Pass Road in Concord
- Alhambra Avenue in Martinez and Contra Costa County
- Kirker Pass Road in Contra Costa County near Pittsburg
- Saint Marys/Bollinger Canyon Road in Moraga
- Camino Tassajara Road in Contra Costa County
- Crow Canyon Road in San Ramon
- Laurel Road in Antioch
- Main Street in Oakley
- East Cypress in Oakley
- Deer Valley Road in Antioch
- West Leland Road extension in Pittsburg
- Brentwood Boulevard in Brentwood
- Lone Tree Way in Brentwood



\$214 MILLION

IMPROVE WALKING AND CYCLING ON STREETS AND TRAILS

Numerous studies and research across many different communities have demonstrated the benefits of creating an environment where walking and bicycling are safe, comfortable, and convenient. For example, increased walking and bicycling can improve air quality by reducing emissions and energy use from motor vehicles; improving access by foot or bike can make transit more convenient; and regular walking and bicycling can improve people’s health and reduce mortality rates and health care costs.

This Transportation Expenditure Plan contains unprecedented levels of funding to improve safety for bicyclists and pedestrians in every part of the county— from local street improvements to trail enhancements and similar projects. Two-thirds of the walking/cycling funding will be used to implement projects in the Contra Costa Countywide Bicycle and Pedestrian Plan, most recently updated in 2018. One-third of the funds will be allocated to the East Bay Regional Park District (EBRPD) for the development and rehabilitation of paved regional trails. All funding will be consistent with CCTA’s complete streets policy (included in Section 5).

Some sample projects may include:

- Improvements to the I-80/Central Avenue interchange in El Cerrito
- Pedestrian overcrossings at 23rd Street in Richmond and Bollinger Canyon Road in San Ramon for the Iron Horse Trail
- Connections between the Iron Horse Trail and Contra Costa Trail

▶ BENEFITS INFOGRAPHIC

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\$69.24/year
Fuel Taxes/Fees



\$150 MILLION

SEAMLESS CONNECTED TRANSPORTATION OPTIONS AND REDUCED EMISSIONS

CCTA is a nationwide leader in sustainable, technology-enabled transportation through its work integrating innovative technological solutions into Contra Costa County’s transportation network to improve traffic flow and safety, reduce greenhouse gas emissions, and offer improved travel options. Contra Costa County’s cities, towns, and transit providers also seek innovative solutions to reduce operating and maintenance costs, improve and integrate services, and prepare their infrastructure for the future of transportation.

CCTA has identified a suite of projects to promote connectivity between all users of the transportation network (vehicles, pedestrians, bicycles, buses, trucks, etc.) using automation technology and taking advantage of future transportation technology trends. Examples include data sharing and mobile applications that provide travelers with options based on real-time data; intelligent roads that help reduce congestion and improve safety; rapid-charge and on-the-go vehicle charging systems; integrated shared mobility options (such as carshare, rideshare, and bike-share); and on-demand transportation services. New and emerging transportation solutions will be evaluated for their ability to meet the program goals of integrating transportation options and reducing vehicle emissions.

BENEFITS INFOGRAPHIC

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\$69.24/year
Fuel Taxes/Fees



\$80 MILLION

**FOCUSED GROWTH,
SUPPORT ECONOMIC
DEVELOPMENT, AND CREATE
JOBS IN CONTRA COSTA**

CCTA will implement and administer a new Community Development Transportation Program in conjunction with its existing Transportation for Livable Communities Program. Transportation programs and projects will promote housing within planned or established centers that are supported by transit, or that support economic development and job creation in Contra Costa County. Funding will also incentivize employers to create local jobs, and promote transit, shared trips, telecommuting, and shifting work schedules, all with the intent of reducing commuter traffic at peak commute times. One requirement for funding eligibility will be that 20 percent of the project must be funded from other local transportation sales tax revenue.

BENEFITS INFOGRAPHIC

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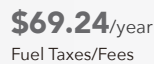
\$19 MILLION

**REGIONAL
TRANSPORTATION
PRIORITIES**

CCTA has set aside an amount funding for future projects that are not foreseen at this time, thereby offering some flexibility to address future unknowns. Project recommendations can be made by each subregion for consideration and funding by CCTA. .

BENEFITS INFOGRAPHIC

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ornare laoreet.





► **\$665 MILLION**

RELIEVE TRAFFIC CONGESTION ON HIGHWAYS AND INTERCHANGES

More than 79 percent of Contra Costa County's residents drive to work and several of Contra Costa County's highways have the dubious distinction of "most congested in the San Francisco Bay area." (Source: Metropolitan Transportation Commission, Vital Signs, 2016-2017 data)

Easing traffic congestion is one of Contra Costa County travelers' highest priorities. Accordingly, CCTA will invest about a fourth of the new transportation sales tax revenue toward new tools and strategies to improve traffic flow and reduce traffic congestion on the county's highways and interchanges.



\$200 MILLION

RELIEVE CONGESTION AND IMPROVE LOCAL ACCESS ALONG INTERSTATE 680 CORRIDOR

CCCTA has adopted a suite of improvements to the I-680 corridor that will work together to relieve traffic congestion, smooth traffic flow, reduce travel times, improve air quality, and offer efficient transportation choices to all travelers. Key strategies to be implemented include:

- Complete express lanes in both directions from Rudgear Road in Walnut Creek to the Benicia Bridge to provide 25 miles of fully-continuous express lanes in the southbound direction and nearly continuous express lanes in the northbound direction (earmarked for RM-3 funding, with CCTA providing matching funds).
- Address congestion hot spots caused by high-volume weaving areas between Livorna Road and Treat Blvd. Additional lanes and ramp improvements at these locations will provide safe merging for motorists and ease bottlenecks that currently create chronic delays.
- Fund additional city bus and school bus service and expand park-and-ride facilities to enable people to use transit more often.
- Implement innovative technology solutions such as integrated corridor management and adaptive ramp metering to help manage traffic through real-time adjustments to traffic signals, metering lights, and speed control signage.
- Prepare the corridor for the future by installing technology to support future intelligent transportation improvements. The goal is to maximize system efficiency, support connected and autonomous vehicles, and enable advanced data collection and communications.
- Implement transportation demand management programs to reduce single-occupancy vehicle travel. For example, mobile applications that provide real-time data can help travelers make informed decisions about mode choice, travel time, and cost per trip.

680

BENEFITS INFOGRAPHIC

I-680 from Sycamore Valley Road to Buskirk Avenue/Oak Park Boulevard is the 10th most congested highway in the San Francisco Bay Area

SOURCE: Metropolitan Transportation Commission, Vital Signs



4 242

► BENEFITS INFOGRAPHIC

Highway 4 from Morello Avenue to Port Chicago Highway is the 5th most congested highway in the San Francisco Bay area; from Loveridge Road to Willow Pass Road is the 11th

SOURCE: Metropolitan Transportation Commission, Vital Signs



\$200 MILLION

RELIEVE CONGESTION ON HIGHWAY 4 AND SR-242 BETWEEN MARTINEZ AND PITTSBURG

Through its massive Highway 4 widening projects, CCTA has made major improvements to transportation in Contra Costa County's central and east subregions. Yet there is more to be done to improve traffic flow.

CCTA plans to continue its work in easing congestion along Highway 4 and SR-242 with a blend of improvements such as:

- Using real-time information signs and synchronized ramp metering to manage traffic flow on Highway 4 from SR-242 to Bailey Road
- Making improvements to the I-680/Highway 4 and SR-242/Clayton Road interchanges
- Using technology to coordinate traffic and improve traffic flow in the carpool lanes
- Providing incentives for using alternative transportation options.



\$150 MILLION

IMPROVE LOCAL ACCESS TO HIGHWAY 4 AND BYRON AIRPORT

CCTA has developed a multi-pronged approach to reducing traffic congestion and improving safety on the roads through and around Byron. These projects will also facilitate economic development in East Contra Costa County. Key projects may include:

- A new limited-access connector between Byron Highway and Vasco Road south of Camino Diablo to improve access to Byron Airport, making it a more useful transportation hub (earmarked for RM-3 funding, with CCTA providing matching funds).
- Vasco Road widening and other safety improvements (also earmarked for RM-3 funding, with CCTA providing matching funds)
- Interchange improvements along Highway 4 at Balfour Road, Marsh Creek Road, Walnut Boulevard, and Camino Diablo

These projects will include measures to prevent growth outside of pre-defined Urban Limit Lines, for example, prohibitions on roadway access from adjacent properties, permanent protection and/or acquisition of agricultural lands or critical habitat, and habitat conservation measures.

4

BENEFITS INFOGRAPHIC

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\$69.24/year
Fuel Taxes/Fees



BENEFITS INFOGRAPHIC

I-80 from Highway 4 to the San Francisco Bay Bridge toll plaza is the 2nd most congested highway in the San Francisco Bay area

SOURCE: Metropolitan Transportation Commission, Vital Signs



\$60 MILLION

RELIEVE CONGESTION AND IMPROVE LOCAL ACCESS ALONG THE I-80 CORRIDOR

I-80 is one of the busiest corridors in the Bay Area. Commuters and travelers on I-80 see chronic heavy traffic from the Carquinez Bridge to the county line at the El Cerrito/Albany border. Travel times are often unpredictable.

In 2016, CCTA, in partnership with Caltrans, activated the I-80 SMART Corridor to help manage traffic along I-80. In the coming years, CCTA will continue to build on the I-80 SMART Corridor system, with a focus on high impact, lower cost solutions that can be quickly put in place to smooth traffic.

CCTA will put measure in place to increase travel time reliability in the carpool lanes; make improvements to the outdated and substandard I-80/San Pablo Dam Road and I-80/Pinole Valley Road interchanges; and provide incentives for using transit and/or shared (carpool or vanpool) trips.



BENEFITS INFOGRAPHIC

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TBD

\$69.24/year
Fuel Taxes/Fees

\$35 MILLION

IMPROVE TRAFFIC FLOW ON HIGHWAY 24 AND MODERNIZE THE OLD BORES OF CALDECOTT TUNNEL

CCTA has plans to improve traffic flow and access along Highway 24 in Orinda, Lafayette, and Moraga through a suite of projects that could include improving interchanges, modifying local roads to reduce delays in accessing Highway 24, and other congestion-reducing improvements to SR-24.

The Caldecott Tunnel originally opened as a two-bore tunnel in 1937. Various safety measures have been made over time to the original two bores; however, CCTA now plans to implement additional safety improvements that could include, for example, improved lighting and visibility, improved traffic alerts to crashes or stalled vehicles, and other physical or technological solutions to improve safety.





\$20 MILLION

IMPROVE TRAFFIC FLOW AND ACCESS TO THE RICHMOND-SAN RAFAEL BRIDGE

At the east end of the I-580 Richmond-San Rafael bridge, morning and weekend backups often extend several miles east of the toll plaza, and spill into local streets and communities. CCTA plans to reduce traffic delay by modernizing facilities, expanding pedestrian and bicycling options, and encouraging the use of carpools and buses.

Specific improvements could include:

- Extending the carpool lane along I-580 from the toll plaza to Central Avenue in El Cerrito
- Making improvements to the Richmond Parkway interchange with I-580 so that pedestrians and cyclists can better access the Richmond-San Rafael bridge, Richmond Ferry Terminal, and Richmond BART Station (earmarked for RM-3 funding, with CCTA providing matching funds)
- Building a connector from I-580 to Point Molate; and providing incentives for using alternative transportation options.



BENEFITS INFOGRAPHIC
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\$69.24/year
 Fuel Taxes/Fees

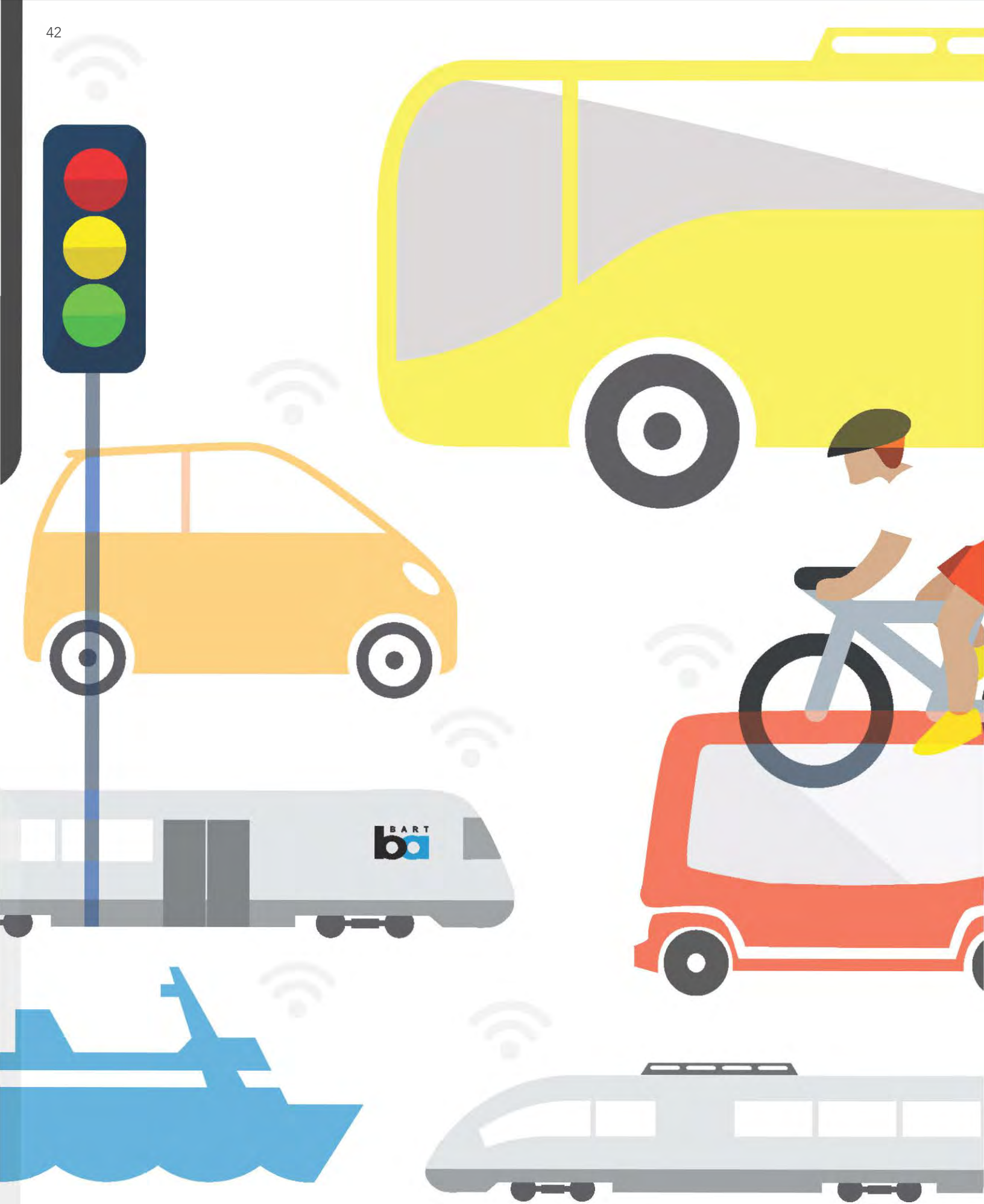
TBD



▶ **\$122 MILLION**

TRANSPORTATION PLANNING, FACILITIES & SERVICES; ADMINISTRATION

CCTA sets aside funding to implement the countywide Growth Management Program, prepare the countywide transportation plan, and support the programming and monitoring of federal and state funds, as well as the Authority's Congestion Management Agency functions. A very small percentage of the funding also covers basic administrative functions and basic expenses.



POLICY STATEMENTS

The Growth Management Program

GOALS AND OBJECTIVES

The overall goal of the Growth Management Program is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions.¹

The objectives of the Growth Management Program are to:

- Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.
- Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.
- Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
- Support infill and redevelopment in existing urban and brownfield areas.

The Measure J Transportation Expenditure Plan Growth Management Program, which includes Principles of Agreement for Establishing the Urban Limit Line, is replaced in its entirety by this Growth Management Program and Urban Limit Line (ULL) Definitions and Compliance Requirements.

COMPONENTS

To receive its share of the 2020 Transforming Contra Costa County Expenditure Plan funding from Local Streets Maintenance and Improvements funds and its share of Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding and to be eligible for Contra Costa's Measure J Transportation Sales Tax Expenditure Transportation for Livable Communities funds and the 2020 Transforming Contra Costa County Expenditure Plan funding from Community Development Transportation Program funds each jurisdiction must:

1. Adopt a Growth Management Element

Each jurisdiction must adopt, or maintain in place, a Growth Management Element as part of its General Plan that outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals. The Growth Management Element must show how the jurisdiction will comply with sections 2–8 below. The Authority will refine its model Growth Management Element and administrative procedures in consultation with the Regional Transportation Planning Committees to reflect the revised Growth Management Program.

Each jurisdiction is encouraged to incorporate other standards and procedures into its Growth Management Element to support the objectives and required components of this Growth Management Program.

2. Adopt a Development Mitigation Program

Each jurisdiction must adopt, or maintain in place, a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.

The jurisdiction's local development mitigation program shall ensure that revenue provided from this measure shall not be used to replace private developer funding that has or would have been committed to any project.

The regional development mitigation program shall establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional mitigation programs may adjust such fees, exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking

and bicycling. Each Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance. Regional Transportation Planning Committees may use existing regional mitigation programs, if consistent with this section, to comply with the Growth Management Program.

3. Address Housing Options

Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. The report will demonstrate progress by:

- a. Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdiction's Housing Element; or
- b. Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or
- c. Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.

4. Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process.

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:



- a. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives or other tools adopted by the Authority for measuring performance and quality of service along routes of significance, collectively referred to as Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.
- b. Apply the Authority's travel demand model and technical procedures to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan objectives.
- c. Create the development mitigation programs outlined in section 2 above.
- d. Help develop other plans, programs and studies to address other transportation and growth management issues.

In consultation with the Regional Transportation Planning Committees, each jurisdiction will use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service Objectives established in the Action Plans.

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.

5. Continuously Comply with an Urban Limit Line (ULL)

In order to be found in compliance with this element of the Authority's Growth Management Program, all jurisdictions must continually comply with an applicable voter approved Urban Limit Line (ULL). Said ULL may either be the Contra Costa County voter approved ULL (County ULL) or a locally initiated, voter approved ULL (LV- ULL).

Additional information and detailed compliance requirements for the ULL are fully defined in the ULL Compliance Requirements, which are incorporated herein on page 41.

Any of the following actions by a local jurisdiction will constitute non-compliance with the Growth Management Program:

- a. The submittal of an annexation request to Local Agency Formation Commission (LAFCO) for lands outside of a jurisdiction's applicable ULL.
- b. Failure to conform to the Authority's ULL Compliance Requirements.

6. Develop a Five-Year Capital Improvement Program

Each jurisdiction shall prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its capital improvement program to the Authority for incorporation into the Authority's database of transportation projects.

7. Adopt a Transportation Systems Management (TSM) Ordinance or Resolution

To promote carpools, vanpools and park and ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model Transportation Systems Management Ordinance that the Transportation Authority has drafted and adopted. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

8. Adopt Additional Growth Management Policies, as applicable

Each jurisdiction shall adopt and thereafter continuously maintain the following policies (where applicable): a hillside development policy, a ridgeline protection policy, a wildlife corridor policy and a creek development policy. Where a jurisdiction does not have a developable hillside, ridgeline, wildlife corridor or creek, it need not adopt the corresponding policy. An ordinance that implements the East Contra Costa HCP/NCCP shall satisfy the requirement to have an adopted wildlife corridor policy and creek development policy. In addition to the above, jurisdictions with Prime Farmland and Farmland of Statewide Importance (as defined by the California Dept. of Conservation and mapped by FMMP) within their planning areas but outside of their city shall adopt and thereafter continuously maintain an Agricultural Protection Policy. The policy must ensure that potential impacts of converting Prime Farmland and Farmland of Statewide Importance outside the ULL to other uses are identified and disclosed when considering such a conversion. The applicable policies are required to be in place by no later than July 1, 2022.

ALLOCATION OF FUNDS

Portions of the monies received from the retail transaction and use tax will be returned to the local jurisdictions (the cities and the county) for use on local, subregional and/or regional transportation improvements and maintenance projects. Receipt of all such funds requires compliance with the Growth Management Program and the allocation procedures described below. The funds are to be distributed on a formula based on population and road miles.

Each jurisdiction shall demonstrate its compliance with all of the components of the Growth Management Program in a completed compliance checklist. The jurisdiction shall submit, and the Authority shall review and make findings regarding the jurisdiction's compliance with the requirements of the Growth Management Program, consistent with the Authority's adopted policies and procedures.

If the Authority determines that the jurisdiction complies with the requirements of the Growth Management Program, it shall allocate to the jurisdiction its share of 2020 Transforming Contra Costa County Expenditure Plan funding from Local Streets Maintenance and Improvements funding and its share of Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Local Streets Maintenance & Improvements funding. Jurisdictions may use funds allocated under this provision to comply with these administrative requirements.

If the Authority determines that the jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold those funds and also make a finding that the jurisdiction shall not be eligible to receive 2020 Transforming Contra Costa County Expenditure Plan funding from Community Development Transportation Program funds or Contra Costa's Measure J Transportation Sales Tax Expenditure Plan Transportation for Livable Communities funds until the Authority determines the jurisdiction has achieved compliance. The Authority's findings of noncompliance may set deadlines and conditions for achieving compliance.

Withholding of funds, reinstatement of compliance, reallocation of funds and treatment of unallocated funds shall be as established in adopted Authority's policies and procedures.

Urban Limit Line (ULL) Compliance Requirements

Definitions—the following definitions apply to the GMP ULL requirement:

1. Urban Limit Line (ULL):

An urban limit line, urban growth boundary, or other equivalent physical boundary judged by the Authority to clearly identify the physical limits of the local jurisdiction's future urban development.

2. Local Jurisdictions:

Includes Contra Costa County, the 19 cities and towns within Contra Costa, plus any newly incorporated cities or towns established after July 1, 2020.

3. County ULL:

County ULL: A ULL placed on the ballot by the Contra Costa County Board of Supervisors, approved by voters at a countywide election, and in effect through the applicable GMP compliance period. The current County ULL was established by Measure L approved by voters in 2006.

The following local jurisdictions have adopted the County ULL as their applicable ULL:

City of Brentwood	Town of Moraga
City of Clayton	City of Oakley
City of Concord	City of Orinda
Town of Danville	City of Pinole
City of El Cerrito	City of Pleasant Hill
City of Hercules	City of Richmond
City of Lafayette	City of San Pablo
City of Martinez	City of Walnut Creek

4. Local Voter ULL (LV-ULL):

Local Voter ULL (LV-ULL): A ULL or equivalent measure placed on the local jurisdiction ballot, approved by the jurisdiction's voters, and recognized by action of the local jurisdiction's legislative body as its applicable, voter-approved ULL. The LV-ULL will be used as of its effective date to meet the Authority's GMP ULL requirement and must be in effect through the applicable GMP compliance period.

The following local jurisdictions have adopted a LV-ULL:

City of Antioch	City of Pittsburg
City of San Ramon	

5. Minor Adjustment:

An adjustment to the ULL of 30 acres or less is intended to address unanticipated circumstances.

6. Other Adjustments:

Other Adjustments: Other adjustments that address issues of unconstitutional takings, and conformance to state and federal law.

REVISIONS TO THE ULL

1. A local jurisdiction which has adopted the County ULL as its applicable ULL may revise its ULL with local voter approval at any time during the term of the Authority's GMP by adopting a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
2. A local jurisdiction may revise its LV-ULL with local voter approval at any time during the term of the Authority's GMP if the resultant ULL meets the requirements outlined for a LV-ULL contained in the definitions section.
3. If voters, through a countywide ballot measure, approve a revision to the County ULL, the legislative body of each local jurisdiction relying on the County ULL shall:
 - a. Accept and approve its existing ULL to continue as its applicable ULL, or
 - b. Accept and approve the revised County ULL as its applicable ULL, or
 - c. Adopt a LV-ULL in accordance with the requirements outlined for a LV-ULL contained in the definitions section.
4. Local jurisdictions may, without voter approval, enact Minor Adjustments to their applicable ULL subject to a vote of at least 4/5 of the jurisdiction's legislative body and meeting the following requirements:
 - a. Minor adjustment shall not exceed 30 acres.
 - b. Adoption of at least one of the findings listed in the County's Measure L (§82-1.018 of County Ordinances 2006-06 § 3, 91-1 § 2, 90-66 § 4) which include:
 - A natural or man-made disaster or public emergency has occurred which warrants the provision of housing and/or other community needs within land located outside the urban limit line.
 - An objective study has determined that the urban limit line is preventing the jurisdiction from providing its fair share of affordable housing, or regional housing, as required by state law, and the governing elected legislative body finds that a change to the urban limit line is necessary and the only feasible means to enable the county jurisdiction to meet these requirements of state law.
 - A majority of the cities that are party to a preservation agreement and the county have approved a change to the urban limit line affecting all or any portion of the land covered by the preservation agreement.
 - A minor change to the urban limit line will more accurately reflect topographical characteristics or legal boundaries.
 - A five-year cyclical review of the urban limit line has determined, based on the criteria and factors for establishing the urban limit line set forth in Contra Costa County Code (Section 82-1.010), that new information is available (from city, town, or county growth management studies or otherwise) or circumstances have changed, warranting a change to the urban limit line.
 - An objective study has determined that a change to the urban limit line is necessary or desirable to further the economic viability of the East Contra Costa County Airport, and either (i) mitigate adverse aviation-related environmental or community impacts attributable to Buchanan Field, or (ii) further the county's aviation related needs; or
 - A change is required to conform to applicable California or federal law.
 - c. Adoption of a finding that the proposed Minor Adjustment will have a public benefit. Said public benefit could include, but is not necessarily limited to, enhanced mobility of people or goods, environmental protections or enhancements, improved air quality or land use, enhanced public safety or security, housing or jobs, infrastructure preservation or other significant positive community effects as

defined by the local land use authority. If the proposed Minor Adjustment to the ULL is proposed to accommodate housing or commercial development, said proposal must include permanent environmental protections or enhancements such as the permanent protection of agricultural lands, the dedication of open space or the establishment of permanent conservation easements.

- d. The Minor Adjustment is not contiguous to one or more non-voter approved Minor Adjustments that in total exceed 30 acres.
 - e. The Minor Adjustment does not create a pocket of land outside the existing urban limit line, specifically to avoid the possibility of a jurisdiction wanting to fill in those subsequently through separate adjustments.
 - f. Any jurisdiction proposing to process a minor adjustment to its applicable ULL that impacts Prime Farmland and Farmland of Statewide Importance (as defined by the California Dept. of Conservation and mapped by FMMP) is required to have an adopted Agricultural Protection Ordinance or must demonstrate how the loss of these agricultural lands will be mitigated by permanently protecting farmland.
5. A local jurisdiction may revise its LV-ULL, and the County may revise the County ULL, to address issues of unconstitutional takings or conformance to State or federal law.

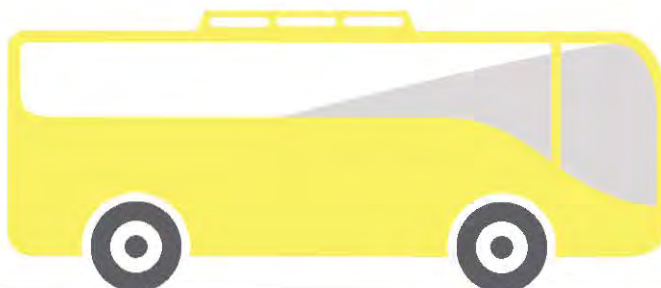
CONDITIONS OF COMPLIANCE

1. Submittal of an annexation request of greater than 30 acres by a local jurisdiction to LAFCO outside of a voter-approved ULL will constitute non-compliance with the GMP.
2. For each jurisdiction, an applicable ULL shall be in place through each GMP compliance reporting period in order for the local jurisdiction to be found in compliance with the GMP requirements.

Transit Policy

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intelligent roads that help reduce congestion and improve safety, rapid charge and on-the-go vehicle charging systems, integrated shared mobility options (such as carshare, ride-share and bikeshare), and on-demand transportation services. New and emerging transportation solutions will be evaluated for their ability to meet the program goals of integrating transportation options and reducing vehicle emissions.

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Complete Streets Policy

VISION

This Plan envisions a transportation system and infrastructure in which each component provides safe, comfortable and convenient access for users of all ages and abilities. These users include pedestrians, bicyclists, transit riders, automobile drivers, taxis, TNCs and their passengers, and truckers, and people of varying abilities, including children, seniors, people with disabilities and able-bodied adults. The goal of every transportation project is to provide safer, more accessible facilities for all users. All projects shall be planned, designed, constructed and operated to accommodate for complete streets concept.

By making streets more efficient and safer for all users, a complete streets approach will expand capacity and improve mobility for all users, giving commuters convenient options for travel and minimizing the need to widen roadways.

POLICY

To achieve this vision, all recipients of funding through this Plan shall consider and accommodate, wherever possible and subject to the Exceptions listed in this Policy, the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system. This determination shall be consistent with the exceptions listed below. Achieving this vision will require balancing the needs of different users and may require reallocating existing right of way for different uses.

The Authority shall revise its project development guidelines to require the consideration and accommodation of all users in the design and construction of projects funded with Measure funds and shall adopt peer review and design standards to implement that approach. The guidelines will allow flexibility in responding to the context of each project and the needs of users specific to the project's context and will build on accepted best practices for complete streets and context-sensitive design.

To ensure that this policy is carried out, the Authority shall prepare a checklist that sponsors of projects using Measure funds must submit that documents how the needs of all users were considered and how they were accommodated in the design and construction of the project. In the checklist, the sponsor will outline how they provided opportunity for public input, in a public forum, from all users early in the project development and design process. If the proposed project or program will not provide



context appropriate conditions for all users, the sponsor shall document the reasons why in the checklist, consistent with the following section on “exceptions” below. The completed checklist shall be made part of the approval of programming of funding for the project or the funding allocation resolution.

Recipients of Local Maintenance and Improvements funds shall adopt procedures that ensure that all agency departments consider and accommodate the needs of all users for projects or programs affecting public rights of way for which the agency is responsible. These procedures shall:

1. be consistent with and be designed to implement each agency’s general plan policies once that plan has been updated to comply with the Complete Streets Act of 2008,
2. involve and coordinate the work of all agency departments and staff whose projects will affect the public right of way,
3. consider the complete street design standards adopted by the Authority, and
4. provide opportunity for public review by all potential users early in the project development and design phase so that options can be fully considered. This review could be done through an advisory committee such as a Bicycle and Pedestrian Advisory Committee or as part of the review of the agency’s capital improvement program.

As part of their biennial Growth Management Program checklist, agencies shall list projects funded by the Measure and detail how those projects accommodated users of all modes.

As part of the multi-jurisdictional planning required by the Growth Management Program, agencies shall work with the Authority and the Regional Transportation Planning Committees to harmonize the planning, design and construction of transportation facilities for all modes within their jurisdiction with the plans of adjoining and connecting jurisdictions.

EXCEPTIONS

Project sponsors may provide a lesser accommodation or forgo complete street accommodation components when the public works director or equivalent agency official finds that:

1. Pedestrians, bicyclists, or other users are prohibited by law from using the transportation facility,
2. The cost of new accommodation would be excessively disproportionate to the need or probable use, or
3. The sponsor demonstrates that, such accommodation is not needed, based on objective factors including:
 - a. current and projected user demand for all modes based on current and future land use, and
 - b. lack of identified conflicts, both existing and potential, between modes of travel.

Project sponsors shall explicitly approve exceptions findings as part of the approval of any project using measure funds to improve streets classified as a major collector or above.¹ Prior to this project sponsors must provide an opportunity for public input at an approval body (that regularly considers design issues) and/or the governing board of the project sponsor.

¹ Major Collectors and above, as defined by the California Department of Transportation California Road System (CRS maps).



Advance Mitigation Program

Contra Costa Transportation Authority (Authority) is committed to participate in the creation and funding of an Advance Mitigation Program as an innovative way to advance needed infrastructure projects more efficiently and provide more effective conservation of our natural resources, watersheds and wetlands, and agricultural lands. As a global biodiversity hot spot, the Bay Area and Contra Costa County hosts an extraordinarily rich array of valuable natural communities and ecosystems that provide habitat for rare plants and wildlife, and support residents' health and quality of life by providing clean drinking water, clean air, opportunities for outdoor recreation, protection from disasters like flooding, landslides, and adaptation to climate change.

Assembly Bill No. 2087 (AB 2087) outlines a program for informing science based, non-binding, and voluntary conservation actions and habitat enhancement actions that would advance the conservation of focal species, natural communities, and other conservation elements at a regional scale. The Advance Mitigation Program used AB 2087 and subsequent guidance to integrate conservation into infrastructure agencies' plans and project development well in advance and on a regional scale to reduce potential impacts of transportation projects, as well as to drive mitigation dollars to protect regional conservation priorities and protect important ecological functions, watersheds and wetlands, and agricultural lands that are at threat of loss. The Advance Mitigation Program will provide environmental mitigation activities specifically required under the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), Clean Water Act Section 401 and Section 404, and other applicable regulations in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan. SB 1 (2017) created the Advance Mitigation Program at Caltrans to enhance opportunities for the department to work with stakeholders to identify important project mitigation early in the project development process and improve environmental outcomes from mitigating the effects of transportation projects. The Authority's Advance Mitigation Program compliments advance mitigation funding from SB1.

The Authority's participation in an Advance Mitigation Program is subject to the following conditions:

1. Development and approval of a Regional Conservation Investment Strategy (RCIS) that identifies conservation priorities and mitigation opportunities for all of Contra Costa County. The RCIS established conservation goals and

includes countywide opportunities and strategies that are, among other requirements, consistent with and support the East Contra Costa County Habitat Conservation Plan/ Natural Community Conservation Plan (East Contra Costa HCP/NCCP) for the areas of the county covered by the East Contra Costa HCP/NCCP. The RCIS will identify mitigation opportunities for all areas of the county to ensure that mitigation occurs in the vicinity of the project impact to the greatest extent possible. The Authority will review and approve the RCIS, in consultation with the RTPCs, prior to the allocation of funds for Advance Mitigation Program.

2. Development of a Project Impacts Assessment that identifies the portfolio of projects to be included in the Advance Mitigation Program and the estimated costs for mitigation of the environmental impacts of the projects. The Authority will review and approve the Project Impacts Assessment prior to the allocation of funds for the Advance Mitigation Program. The Assessment and estimated costs do not in any way limit the amount of mitigation that may be necessary or undertaken for the environmental impacts of the projects.
3. Development of the legislative and regulatory framework necessary to implement an Advance Mitigation Program in Contra Costa County.
4. The identification of the Implementing Agency to administer the Advance Mitigation Program for Contra Costa County or portions of the Bay Area Including Contra Costa County.

The Authority will determine the amount of funds to be dedicated to this Program following the satisfaction of the above conditions. Funds from the Plan will be allocated consistent with the Regional Conservation Assessment/Framework to fund environmental mitigation activities required in the implementation of the major highway, transit and regional arterial and local streets and roads projects identified in the Plan. If this approach cannot be fully implemented, these funds shall be used for environmental mitigation purposes on a project by project basis. Mitigation required for future transportation improvements identified in the Plan are not limited by the availability of funding or mitigation credits available in the Program.

Projects funded from the following categories of Expenditures are eligible for inclusion in the Advance Mitigation Program. Note that some categories include projects within the East Contra Costa County Habitat Conservation Plan and Natural Communities Conservation Plan (ECCC HCP / NCCP). The Advance Mitigation Programs provides an opportunity to meet species mitigation needs on projects that cannot be met by ECCC HCP/NCCP.

- Traffic Flow and Transit Improvement along Interstate 80
- Improved Access and Traffic Flow Improvement to Richmond-D San Rafael Bridge
- Traffic Flow Improvements along Highway 4
- Traffic Flow and Transit Improvement along Interstate 680
- Traffic Flow Improvements along Highway 24
- Improve Interchanges and Local Freeway Access in Contra Costa
- Complete and Improve Traffic Flow on Local Streets
- Improve Walking and Biking on Streets and Trails
- Focused Growth, Support Economic Development and Create Jobs in Contra Costa
- Reduce Freeway Noise with Soundwalls

Taxpayer Safeguards and Accountability

GOVERNING STRUCTURE

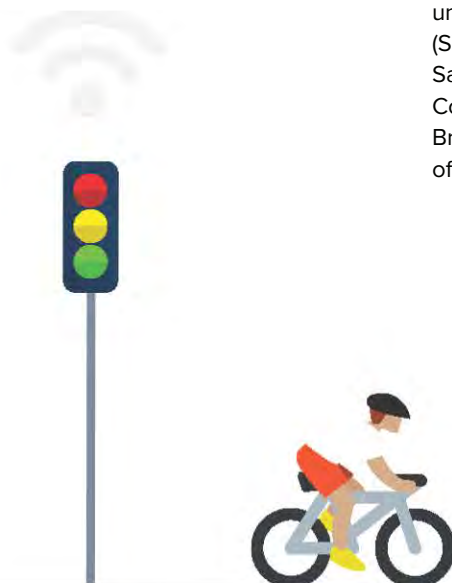
Governing Body and Administration

The Authority is governed by a Board composed of 11 members, all elected officials, with the following representation:

- Two members from the Central County Regional Transportation Planning Commission (RTPC) also referred to as TRANSPAC
- Two members from the East County RTPC, also referred to as TRANSPLAN
- Two members from the Southwest County RTPC, also referred to as SWAT
- Two members from the West County RTPC, also referred to as WCCTAC
- One member from the Conference of Mayors
- Two members from the Board of Supervisors

The Authority Board also includes three (3) ex-officio, non-voting members, appointed by the MTC, BART and the Public Transit Operators in Contra Costa County.

The four subregions within Contra Costa: Central, West, Southwest and East County are each represented by a Regional Transportation Planning Commission (RTPC). Central County (TRANSPAC subregion) includes Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and the unincorporated portions of Central County. West County (WCCTAC subregion) includes El Cerrito, Hercules, Pinole, Richmond, San Pablo and the unincorporated portions of West County. Southwest County (SWAT subregion) includes Danville, Lafayette, Moraga, Orinda, San Ramon and the unincorporated portions of Southwest County. East County (TRANSPLAN subregion) includes Antioch, Brentwood, Oakley, Pittsburg and the unincorporated portions of East County.



Public Oversight Committee

The Public Oversight Committee (Committee) shall provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc.). The Committee will report to the public and focus its oversight on the:

- Review of allocation and expenditure of Measure funds to ensure that all funds are used consistent with the Measure.
- Review of fiscal audits of Measure expenditures.
- Review of performance audits of projects and programs relative to performance criteria established by the Authority, and if performance of any project or program does not meet its established performance criteria, identify reasons why and make recommendations for corrective actions that can be taken by the Authority Board for changes to project or program guidelines.
- Review of application of the Performance-based Review policy
- Review of the maintenance of effort compliance requirements of local jurisdictions for local streets, roads and bridges funding.
- Review of each jurisdiction's Growth Management Checklist and compliance with the Growth Management Plan policies.

The Committee shall prepare an annual report including an account of the Committee's activities during the previous year, its review and recommendations relative to fiscal or performance audits, and any recommendations made to the Authority Board for implementing the expenditure plan. The report will be noticed in local media outlets throughout Contra Costa County, posted to the Authority Website and made continuously available for public inspection at Authority offices. The report shall be composed of easy to understand language not in an overly technical format. The Committee shall make an annual presentation to the Authority Board summarizing the annual report subsequent to its release.

Committee members shall be selected to reflect community, business organizations and other interests within the County. The goal of the membership makeup of the Public Oversight Committee is to provide a balance of viewpoints including but not limited to geography, age, gender, ethnicity and income status to represent the different perspectives of the residents of Contra Costa County. One member will be nominated by each of the four subregions with the RTPC representing the subregion nominating the member. The Board of Supervisors will nominate four members, with each of these four members

residing in and representing one of the county's four subregions. Eight members will be nominated by each respective organization detailed here, with each having one representative: League of Women's Voters, Contra Costa Taxpayers Association, East Bay Leadership Council, Building and Construction Trades Council, Central Labor Council, Paratransit Coordinating Council, Bike East Bay, and environmental and/or open space organizations operating in Contra Costa County (specific organization may vary during the life of the Measure). About one half of the initial member appointments will be for two years and the remaining appointments will be for three-year terms. Thereafter, members will be appointed to two-year terms. Any individual member can serve on the Committee for no more than 6 consecutive years.

Committee members will be Contra Costa County residents who are not elected officials at any level of government or public employees from agencies that either oversee or benefit from the proceeds of the Measure. Membership is restricted to individuals with no economic interest in any of Authority's projects or programs. If a member's status changes so that he/she no longer meet these requirements, or if a member resigns his/her position on the Committee, the Authority Board will issue a new statement of interest from the same stakeholder category to fill the vacant position.

The Committee shall meet up to once a month to carry out its responsibility and shall meet at least once every 3 months. Meetings shall be held at the same location as the Authority Board meetings are usually held, shall be open to the public and must be held in compliance with California's open meeting law (Brown Act). Meetings shall be recorded, and the recordings shall be posted for the public.

Members are expected to attend all meetings. If a member, without good reason acceptable to the Chair of the Committee, fails to attend either (a) two or more consecutive meetings or (b) more than 3 meetings a year, the Authority Board will request a replacement from the stakeholder categories listed above.

The Authority commits to support the oversight process through cooperation with the Committee by providing access to project and program information, audits, and other information available to the Authority, and with logistical support so that the Committee may effectively perform its oversight function. The Committee will have full access to Authority's independent auditors and may request Authority staff briefings for any information that is relevant to the Measure. The Committee Chair shall inform the Authority Board Chair and Executive Director of any concern regarding Authority staff's commitment to open communication, the timely sharing of information, and teamwork.

The Committee shall not have the authority to set policy or appropriate or withhold funds, nor shall it participate in or interfere with the selection process of any consultant or contractor hired to implement the expenditure plan.

The Committee shall not receive monetary compensation except for the reimbursement of travel or other incidental expenses, in a manner consistent with other Authority advisory committees

In order to ensure that the oversight by the Committee continues to be as effective as possible, the efficacy of the Committee's Charter (i.e. this document) will be evaluated on a periodic basis and a formal review will be conducted by the Authority Board, Executive Director and the Committee a minimum of every five years to determine if any amendments to this Charter should be made. The formal review will include a benchmarking of the Committee's activities and charter with other best-in-class oversight committees. Amendments to this Charter shall be proposed by the Committee and adopted or rejected by the Authority Board.

The Committee replaces the Authority's existing Citizens Advisory Committee.

Advisory Committees

The Authority will continue the committees that were established as part of the Transportation Partnership Commission organization as well as other committees that have been utilized by the Authority to advise and assist in policy development and implementation. The committees include:

The Regional Transportation Planning Committees that were established to develop transportation plans on a geographic basis for sub-areas of the County, and

- The Technical Coordinating Committee that will serve as the Authority's technical advisory committee.
- The Paratransit Coordinating Council
- The Bicycle and Pedestrian Advisory Committee
- Bus Transit Coordinating Committee

IMPLEMENTING GUIDELINES

This Transportation Expenditure Plan (Plan) is guided by principles that ensure the revenue generated by the sales tax is spent only for the purposes outlined in this Plan in the most efficient and effective manner possible, consistent with serving the transportation needs of Contra Costa County. The following Implementing Guidelines shall govern the administration of sales tax revenues by the Authority. Additional detail for certain Implementing Guidelines is found elsewhere in this Plan.

Duration of the Plan

The duration of the Plan shall be for 30 years from July 1, 2020 through June 30, 2050.

Administration of the Plan

1. Funds only Projects and Programs in the Plan:

Funds collected under this Measure may only be spent for purposes identified in the Plan, as it may be amended by the Authority governing body. Identification of Projects or Programs in the Plan does not ensure their implementation. As authorized, the Authority may amend or delete Projects and Programs identified in the Plan, including to provide for the use of additional federal, state and local funds, to account for unexpected revenue, to maintain consistency with the current Contra Costa Countywide Transportation Plan, to take into consideration unforeseen circumstances, and to account for impacts, alternatives, and potential mitigation determined during review under the California Environmental Quality Act (CEQA) at such time as each Project and Program is proposed for approval.

2. All Decisions Made in Public Process:

The Authority is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the Plan. Activities of the Authority will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of Authority,



strategic plans and annual reports will all be prepared for public review. The interest of the public will be further protected by a Public Oversight Committee, described previously in the Plan.

3. Salary and Administration Cost Caps:

Revenues may be expended by the Authority for salaries, wages, benefits, overhead and those services including contractual services necessary to administer the Measure; however, in no case shall the expenditures for the salaries and benefits of the staff necessary to perform administrative functions for the Authority exceed one percent (1%) of revenues from the Measure. The allocated costs of Authority staff who directly implement specific projects or programs are not included in the administrative costs.

4. Expenditure Plan Amendments Require Majority Support:

The Authority may review and propose amendments to the Expenditure Plan and the Growth Management Program to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances. Affected Regional Transportation Planning Committee(s) will participate in the development of the proposed amendment(s). A majority of the Authority Board is required to approve an amendment and all jurisdictions within the county will be given a 45-day period to comment on any proposed Expenditure Plan amendment.

5. Augment Transportation Funds:

Funds generated pursuant to the Measure are to be used to supplement and not replace existing local revenues used for transportation purposes. Any funds already allocated, committed or otherwise included in the financial plan for any project in the Plan shall be made available for project development and implementation as required in the project's financial and implementation program.

6. Jurisdiction:

The Authority retains sole discretion regarding interpretation, construction, and meaning of words and phrases in the Transportation Expenditure Plan.

Taxpayer Safeguards, Audits and Accountability

7. Public Oversight Committee:

The Public Oversight Committee will provide diligent, independent and public oversight of all expenditures of Measure funds by Authority or recipient agencies (County, cities and towns, transit operators, etc.). The Committee will report to the public and focus its oversight on annual audits, the review and allocation of Measure funds, the performance of projects and programs in the Plan, and

compliance by local jurisdictions with the maintenance of effort and Growth Management Program described previously in the Plan.

8. Fiscal Audits:

All Funds expended by Authority directly and all funds allocated by formula or discretionary grants to other entities are subject to fiscal audit. Recipients of Local Streets Maintenance & Improvements, Bus Transit and Other Non-Rail Transit Enhancements, or Transportation for Seniors & People With Disabilities programs funding (including but not limited to County, cities and towns and transit operators) will be audited at least once every five (5) years, conducted by an independent CPA. Any agency found to be in non-compliance shall have its formula sales tax funds withheld, until such time as the agency is found to be in compliance.

9. Performance Audits:

The following funding categories shall be subject to performance audits by the Authority: Local Streets Maintenance and Improvements, Major Streets/Complete Streets/Traffic Signal Synchronization Program, Bus Transit and Other Non-Rail Transit Enhancements, Transportation for Seniors and People with Disabilities, Safe Transportation for Children, Intercity Rail and Ferry Service, Pedestrian, Bicycle, and Trail Facilities, Community Development Transportation Program, and Innovative Transportation Technology/ Connected Communities Program. Each year, the Authority shall select and perform a focused performance audit on two or three of the funding categories listed above, so that at the end of the fourth year all funding categories listed above are audited. This process shall commence two years after passage of the new sales tax measure. Additional Performance Audits shall continue on a similar cycle for the duration of the Plan. The performance audits shall provide an accurate quantitative and qualitative evaluation of the funding categories to determine the effectiveness in meeting the performance criteria established by the Authority. In the event that any performance audit determines that a funding category is not meeting the performance requirements established by the Authority, the audit shall include recommendations for corrective action including but not limited to revisions to Authority policies or program guidelines that govern the expenditure of funds.

10. Maintenance of Effort (MOE):

Funds generated by the new sales tax Measure are to be used to supplement and not replace existing local revenues used for streets and highways purposes. The basis of the MOE requirement will be the average of expenditures of annual discretionary funds on streets and highways, as reported to the Controller pursuant to Streets and Highways Code Section 2151 for the three most recent

fiscal years before the passage of the Measure where data is available. The average dollar amount will then be increased once every three years by the construction cost index of that third year. Penalty for non-compliance of meeting the minimum MOE is immediate loss of all Local Streets Maintenance and Improvements funds until MOE compliance is achieved. The audit of the MOE contribution shall be at least once every five years. Any agency found to be in non-compliance shall be subject to annual audit for three years after they come back into compliance.

Any local jurisdiction wishing to adjust its maintenance of effort requirement shall submit to the Authority a request for adjustment and the necessary documentation to justify the adjustment. The Authority staff shall review the request and shall make a recommendation to the Authority. Taking into consideration the recommendation, the Authority may adjust the annual average of expenditures reported pursuant to Streets and Highways Code Section 2151. The Authority shall make an adjustment if one or more of the following conditions exists:

- a. The local jurisdiction has undertaken one or more major capital projects during those fiscal years, that required accumulating unrestricted revenues (i.e., revenues that are not restricted for use on streets and highways such as general funds) to support the project during one or more fiscal years.
- b. A source of unrestricted revenue used to support the major capital project or projects is no longer available to the local jurisdiction and the local jurisdiction lacks authority to continue the unrestricted funding source.
- b. One or more sources of unrestricted revenues that were available to the local jurisdiction is producing less than 95 percent of the amount produced in those fiscal years, and the reduction is not caused by any discretionary action of the local jurisdiction.
- d. The local jurisdiction Pavement Condition Index (PCI) is 70 or greater, as calculated by the jurisdiction Pavement Management System and reported to the Metropolitan Transportation Commission.

11. Annual Budget and Strategic Plan:

Each year, the Authority will adopt an annual budget that estimates expected sales tax receipts, other anticipated revenue and planned expenditures for the year. On a periodic basis, the Authority will also prepare a Strategic Plan which will identify the priority for projects; the date for project implementation based on project readiness and availability of project funding; the state, federal and other local funding committed for project implementation, and

other relevant criteria. The annual budget and Strategic Plan will be adopted by the Authority Board at a public meeting.

12. Requirements for Fund Recipients:

All recipients of funds allocated in this expenditure plan will be required to sign a Master Cooperative Agreement that defines reporting and accountability elements and as well as other applicable policy requirements. All funds will be appropriated through an open and transparent public process.

13. Geographic Equity:

The proposed projects and programs to be funded through the Plan constitute a “balanced” distribution of funding allocations to each subregion in Contra Costa County. However, through the course of the Measure, if any of the projects prove to be infeasible or cannot be implemented, the affected subregion may request that the Authority reassign funds to another project in the same subregion, as detailed in an Authority Fund Allocations policy, and to maintain a “balanced” distribution of funding allocations to each subregion.

Restrictions On Funds

14. Expenditure Shall Benefit Contra Costa County:

Under no circumstance may the proceeds of this transportation sales tax be applied for any purpose other than for transportation improvements benefitting residents of Contra Costa County. Under no circumstance may these funds be appropriated by the State of California or any other local government agency as defined in the implementing guidelines.

15. Environmental Review:

All projects funded by sales tax proceeds are subject to laws and regulations of federal, state, and local government, including the requirements of the California Environmental Quality Act (CEQA). Prior to approval or commencement of any project or program included in the Plan, all necessary environmental review required by CEQA shall be completed.

16. Performance-based Project Review:

Before the allocation of any Measure funds for the construction of a project with an estimated capital cost in excess of \$25 million (or elements of a corridor project with an overall estimated cost in excess of \$25 million), the Authority will: 1) verify that the project is consistent with the approved Countywide Transportation Plan (CTP), as it may be amended, 2) verify that the project is included in the Regional Transportation Plan / Sustainable Communities Strategy, and 3) require the project sponsor to complete a performance based review of project alternatives prior to the selection of a preferred alternative. Said performance-based review will include, but not necessarily be

limited to, an analysis of the project impacts on greenhouse gas emissions, vehicle miles travelled, goods movement effectiveness, travel mode share, delay (by mode), safety, maintenance of the transportation system and consistency with adopted Authority plans. The Authority may require the evaluation of other performance criteria depending on the specific need and purpose of the project. When appropriate, the Authority will encourage project sponsors to identify and select a project alternative that reduces greenhouse gas emissions as well as vehicle miles travelled per capita. The Authority will also prioritize and reward high performing projects by leveraging additional regional and other funding sources. The Authority shall adopt detailed guidelines for evaluating project performance and applying performance criteria in the review and selection of a preferred project alternative no later than October 1, 2018.

17. Countywide Transportation Plan:

State law allows each county in the San Francisco Bay Area that is subject to the jurisdiction of the regional transportation planning agency to prepare a Countywide Transportation Plan (CTP) for the county and cities within the county. Both Measure C and Measure J also require the Authority to prepare and periodically update a CTP for Contra Costa. State law also created an inter-dependent relationship between the CTP and regional planning agency. Each CTP must consider the region's most recently adopted Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) while the adopted CTPs must form the "primary basis" for the next RTP and SCS. The Authority shall follow applicable statutes and the most current guidelines for preparing the CTP, as established and periodically updated by the regional transportation planning agency. The Authority shall also use the CTP to convey the Authority's investment priorities, consistent with the long-range vision of the RTP and SCS.

18. Complete Streets:

The Authority has adopted a policy requiring all recipients of funding through this Plan to consider and accommodate, wherever possible, the needs of all users in the planning, design, construction, reconstruction, rehabilitation and maintenance of the transportation system. Achieving this vision will require balancing the needs of different users and may require reallocating existing right of way for different uses.

19. Compliance with the Growth Management Program:

If the Authority determines that a jurisdiction does not comply with the requirements of the Growth Management Program, the Authority shall withhold funds and also make a finding that the jurisdiction shall not be eligible to receive Local Streets Maintenance & Improvements) funding until the Authority determines the jurisdiction has achieved

compliance, as detailed in the Growth Management Program section of the Plan.

Taxpayer Safeguards and Accountability

20. Local Contracting and Good Jobs:

Authority will develop a policy supporting the hiring of local contractors and businesses, including policy requiring prevailing wages, apprenticeship programs for Contra Costa residents, and veteran hiring policy (such as the Helmets to Hardhats program) to the extent permitted by law. Details of this program are being developed.

21. New Agencies:

New cities or new entities (such as new transit agencies) that come into existence in Contra Costa County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

22. Integrated Transit Plan:

The Authority has adopted a Transit Policy that envisions a public transit system which provides convenient, safe, affordable and reliable service that offers an attractive alternative to private automobile usage. In order to achieve this vision, the Authority and transit operators will develop an Integrated Transit Plan to identify how Contra Costa County transit operators can utilize Transportation Expenditure Plan funding to better coordinate and integrate their services. This Integrated Transit Plan will focus on delivering a streamlined and unified experience for the customer across all modes and transit operators. Allocations pursuant to this Transportation Expenditure Plan will be made in support of the findings and recommendations included in the Integrated Transit Plan.

All transit operators who receive funding from the Transportation Expenditure Plan shall participate in the development of an Integrated Transit Plan. Transit operators shall consult with the Regional Transportation Planning Committees (RTPCs) in developing the Integrated Transit Plan, and cities, towns and the county, as applicable, regarding Transportation Expenditure Plan funding for signal synchronization, complete streets and other investments that could benefit transit. Transit operators shall incorporate the findings and recommendations of the Integrated Transit Plan their respective Short Range Transit Plans.

CCTA expects that transit operating funds from the Transportation Expenditure Plan be used to support new service, not to subsidize existing transit service. In the event that Transportation Expenditure Plan funds must be used to subsidize existing services as a result of the

reduction operating funds from other sources or due to other financial concerns, the transit operator shall update its Short Range Transit Plan and notify the Authority.

Project Financing Guidelines and Managing Revenue

23. Fiduciary Duty:

Funds may be accumulated for larger or longer-term projects. Interest income generated will be used for the purposes outlined in the Plan and will be subject to audits.

24. Project and Program Financing:

The Authority has the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The Authority will develop a policy to identify financing procedures for the entire plan of projects and programs.

25. Programming of Variations from the Expected Revenue:

Actual revenues may, at times be higher or lower than expected in this Plan due to changes in receipts. Additional funds may become available due to the increased opportunities for leveraging or project costs being less than expected. Revenue may be lower than expected as the economy fluctuates. Determination of when the contingency funds become excess will be established by a policy defined by the Authority. Funds considered excess will be prioritized first to expenditure plan projects and programs, and second to other projects of regional significance that are consistent with the expenditure plan. The new project or program will be required to be amended into the expenditure plan

26. Fund Allocations:

Through the course of the Measure, if any of the projects do not require all funds programmed for that project or have excess funding, or should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time the expenditure plan was created, funding for that project will be reallocated to another project or program. The subregion where the project or program is located may request that the Authority reassign funds to another project in the same subregion. In the allocation of the released funds, the Authority in consultation with the subregion RTPC will in priority order consider:

- a. a project or program of the same travel mode (i.e. transit, bicycle/pedestrian, or road) in the same subregion,
- b. a project or program for other modes of travel in the same subregion,

c. other expenditure plan projects or programs, and

d. other projects or programs of regional significance.

The new project or program or funding level may be required to be amended into the expenditure plan.

27. Leveraging Funds:

Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.

Vision Zero Policy

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Periodic (5-10 year) TEP Program Review

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APPENDIX

EXPENDITURE PLAN SUMMARY

Date: June 12, 2019

Funding Category (Improvements listed are examples and types of projects that may be funded)	\$ millions	%	Distribution of Funding by Subregion			
			Central (a)	Southwest (b)	West (c)	East (d)
Make Bus, Ferry, Commuter Rail and BART Safer, Cleaner, and more Reliable	865.55	28.28%	205.00	141.00	281.55	238.00
Provide Convenient and Reliable Transit Services in Central, East and Southwest Contra Costa	230.00	7.51%	90.00	78.00		62.00
Increase Bus Services and Reliability in West Contra Costa	110.55	3.61%			110.55	
East County Transit Extension to Brentwood and Connectivity to Transit, Rail, and Parking	100.00	3.27%				100.00
Cleaner, Safer BART	100.00	3.27%	30.00	19.00	23.00	28.00
Additional Train Cars for e-BART, Parking and Access Improvements to BART	100.00	3.27%	30.00	19.00	23.00	28.00
Enhance Ferry Service and Commuter Rail in Contra Costa	80.00	2.61%	30.00		30.00	20.00
Improve Transit Reliability along the Interstate 80 Corridor	95.00	3.10%			95.00	
Improve Transit Reliability along the Interstate 680 and State Route 24 Corridors	50.00	1.63%	25.00	25.00		
Providing Affordable and Safe Transportation for Children, Seniors, Veterans, and People with Disabilities	250.00	8.17%	53.60	56.40	77.00	63.00
Affordable Transportation for Seniors, Veterans, and People with Disabilities	150.00	4.90%	40.00	25.00	37.00	48.00
Safe Transportation for Youth and Students	100.00	3.27%	13.60	31.40	40.00	15.00
Local Improvements to Make Your Community Better and Protect the Environment	1157.73	37.83%	353.55	226.33	245.53	332.32
Fix and Modernize Local Roads	465.23	15.20%	131.31	103.70	101.03	129.19
Improve Traffic Flow on Local Streets	230.00	7.51%	93.13	26.59	34.93	75.35
Improve Walking and Biking on Streets and Trails	213.87	6.99%	52.90	53.85	49.97	57.15
Seamless Connected Transportation Options and Reduce Emissions	150.00	4.90%	51.00	25.40	38.60	35.00
Focused Growth, Support Economic Development and Create Jobs in Contra Costa	80.00	2.61%	20.21	13.16	16.00	30.63
Regional Transportation Priorities	18.63	0.61%	5.00	3.63	5.00	5.00
Relieve Traffic on Highways and Interchanges	665.00	21.73%	259.20	130.00	80.00	195.80
Relieve Congestion and Improve Local Access along Interstate 680 Corridor	200.00	6.53%	105.00	95.00		
Relieve Congestion on Highway 4 and State Route 242 between Martinez and Pittsburg	200.00	6.53%	154.20			45.80
Improve Local Access to Highway 4 and Byron Airport	150.00	4.90%				150.00
Relieve Congestion and Improve Local Access along Interstate 80 Corridor	60.00	1.96%			60.00	
Improve Traffic Flow on State Route 24 and Modernize the Old Bores of Caldecott Tunnel	35.00	1.14%		35.00		
Improve Traffic Flow and Local Access to Richmond-San Rafael Bridge	20.00	0.65%			20.00	
Transportation Planning, Facilities & Services	91.82	3.00%	27.23	17.30	21.38	25.91
Administration	30.61	1.00%	9.08	5.77	7.13	8.64
TOTAL	3060.71	100.0%	907.66	576.80	712.58	863.67

Numbers in this chart are rounded for viewing simplicity.



CONTRA COSTA
transportation
authority

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Contra Costa Transportation Authority **STAFF REPORT**

Meeting Date: June 19, 2019

Subject	Authorization to Release Initial Draft Transportation Expenditure Plan (TEP) for Comments
Summary of Issues	At its special meeting on June 5, 2019, the Authority Board approved the calendar for the development of an Initial Draft TEP, which outlined the development process for the Initial Draft TEP culminating in the release of an Initial Draft TEP for comments on June 19, 2019. Based on input received from the Authority Board, staff has developed a revised Initial Draft TEP for consideration and discussion by the Authority Board and for release for comments.
Recommendations	Staff seeks Authority Board authorization to release the Initial Draft TEP for review and comments. Staff recommends that interested parties provide comments prior to the proposed special meeting of the Authority Board on August 7, 2019.
Financial Implications	None
Options	<ol style="list-style-type: none"> 1. The Authority Board could direct staff to not continue with the development of an Initial Draft TEP. 2. The Authority Board could delay the release of an Initial Draft TEP and direct staff to develop an alternative schedule for development and approval of an Initial Draft TEP
Attachments	A. Schedule for Approval of TEP
Changes from Committee	N/A

Background

At its regular meeting on May 15, 2019, the Authority Board approved the guiding principles and work plan for the development of a proposed new TEP and directed staff to undertake activities towards development of a proposed new TEP that could be placed on the March 3,

2020 ballot. At its special meeting on June 5, 2019, the Authority Board approved the calendar for the development of an Initial Draft TEP that outlined the development process for the Initial Draft TEP culminating in the release of an Initial Draft TEP for comments on June 19, 2019.

At the special meetings of the Authority Board held on June 5, 2019 and June 12, 2019, staff presented for Authority Board review and comments various elements of the Initial Draft TEP including proposed project/program funding categories, program amounts and proposed policies for inclusion in the Initial Draft TEP. Based on input received from the Authority Board, staff has developed a revised Initial Draft TEP for consideration and discussion by the Authority Board and for release for comments.

Next Steps

Based on any additional input and feedback received at the special meeting of the Authority Board on June 19, 2019, the Authority Board may authorize staff to consider the input, modify the Initial Draft TEP, and release the Initial Draft TEP for review and comment. Staff prefers that the Authority Board delegate final approval for circulation to an Ad Hoc Committee of the Authority Board to consider all input and authorize on behalf of the Authority Board the release of the Initial Draft TEP for review and comment.

During the review and comment period, staff will continue to seek input from the Regional Transportation Planning Committees (RTPCs), cities/towns (through the Public Managers Association (PMA)), key stakeholders and the general public. Staff will also conduct the public outreach activities authorized by the Authority Board at the special meeting on June 12, 2019.

Staff will encourage interested parties to provide comments as soon as possible but no later than Thursday, August 1, 2019 prior to the proposed special meeting of the Authority Board on August 7, 2019. Consistent with the schedule approved by the Authority Board, special meetings of the Authority Board may be held in July and August if needed to address input received on the Initial Draft TEP and discuss possible changes to the document.

A special meeting of the Authority Board is proposed for August 21, 2019 where the Authority Board will be requested to approve the proposed Draft TEP and circulate for consideration by the cities/towns, Contra Costa County and Board of Supervisors.

If a majority of the city/town councils and city/town councils representing a majority of the population in the incorporated areas of Contra Costa County and the Board of Supervisors approve the TEP, the Authority Board would approve the final TEP and adopt an ordinance

authorizing placement of the measure on the 2020 ballot. This Authority Board action is anticipated in October 2019.

Additional detail on required actions and anticipated dates leading up to the March 3, 2020 election are contained in Attachment A.

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**CONTRA COSTA TRANSPORTATION AUTHORITY
SAMPLE SCHEDULE FOR ADOPTING A DISTRICT TAX**

Pub. Util. Code, § 180200 et seq.

Rev. & Tax. Code, § 7251 et seq.

MARCH 2020 ELECTION – MARCH 3, 2020

Deadline to Consolidate Election (place Measure on Ballot) –
December 6, 2019 (88 days prior to Election)

Agency	Action	Timing (legal authority)
APPROVE TRANSPORTATION EXPENDITURE PLAN		
Authority	Prepare Initial Draft Transportation Expenditure Plan (TEP)	Mid-April – Mid-August, 2019 (Pub. Util. Code, § 180201, 180206.)
Authority	Approve proposed TEP. Circulate proposed TEP to cities/towns and County Board of Supervisors for approval.	August 21, 2019 SPECIAL MEETING (Pub. Util. Code, § 180206(b), (c).)
Cities/Towns/ Public	Majority of cities/towns councils and city/town councils representing a majority of the population in the incorporated areas of Contra Costa County approve the TEP. Public review	September/Mid-October, 2019 (Pub. Util. Code, § 180206(b), (c).)
County Board of Supervisors	Approves the TEP.	October 22, 2019 (Pub. Util. Code, § 180206(b), (c).)

Agency	Action	Timing (legal authority)
Authority	<p>Adopt Ordinance to approve the TEP.</p> <p>After receiving approval from the County Board of Supervisors and a majority of cities/towns and cities/towns representing a majority of the population in the incorporated areas of Contra Costa County, it can be adopted at the same meeting where the tax ordinance is adopted and the request to call and consolidate the election is made, however, it must be approved first. (Pub. Util. Code, § 180206(b).)</p>	<p>October 30, 2019</p> <p>SPECIAL MEETING</p> <p>(Pub. Util. Code, § 180206(b).)</p>
<p>ADOPT TAX ORDINANCE AND CALL ELECTION – MARCH 2020</p>		
Authority	<p>Adopts tax ordinance by 2/3 vote;</p> <p>Adopts resolution (i) authorizing placement of tax measure on the ballot; (ii) directing the Attorney to prepare an impartial analysis of the ballot measure; (iii) consolidating the election with the general election; and (iv) requesting the County Board of Supervisors to permit the County Elections Official to render specified services for the conduct of the election, including preparation of the election materials.</p>	<p>October 30, 2019</p> <p>SPECIAL MEETING</p> <p>(Pub. Util. Code, § 180201; Elec. Code, § 10403.)</p>
Authority	<p>Clerk files with the County Board of Supervisors the resolution consolidating the election with a general election OR calling the special election, requesting election services, and setting forth the</p>	<p>October 31, 2019</p>

Agency	Action	Timing (legal authority)
	exact form of the proposition as it is to appear on the ballot.	
County Board of Supervisors	Introduce County Ordinance to call and consolidate the special election on the Authority's tax measure with the March 3, 2020 statewide special election.	<p>November 12, 2019</p> <p>(Gov Code §25131; Pub. Util. Code, § 180201)</p>
County Board of Supervisors	Adopts County Ordinance.	<p>November 19, 2019</p> <p>(Gov Code §25131)</p>
County Board of Supervisors	Consolidates election.	<p>December 6, 2019</p> <p>The ballot proposition must be submitted not less than 88 days prior to the date of the election.</p> <p>(Elec. Code, § 10403(a))</p>
Voters	Voters consider district tax.	<p>March 3, 2020</p> <p>First Tuesday after the first Monday in November.</p> <p>(Elec. Code, § 1000(d).)</p>

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