

Compliance Checklist

Reporting Jurisdiction: City of Martinez
For Fiscal Years 2007-08 and 2008-09
Reporting Period: Calendar Years 2006 & 2007



GROWTH MANAGEMENT PROGRAM

Allocation of 18% Local Street Maintenance & Improvement Funds
For Fiscal Years 2007-08 and 2008-09
Reporting Period: Calendar Years 2006 & 2007

Compliance Checklist

Reporting Jurisdiction: City of Martinez

1. Action Plans

	YES	NO	N/A
a. Is the jurisdiction implementing the actions called for in the applicable Action Plan for Routes of Regional Significance for all designated Regional Routes within the jurisdiction?	X	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction implemented the following procedures as outlined in the applicable Action Plan for Routes of Regional Significance?	X	<input type="checkbox"/>	<input type="checkbox"/>
i. Circulation of environmental documents,	X	<input type="checkbox"/>	<input type="checkbox"/>
ii. Analysis of the impacts of proposed General Plan amendments and recommendation of changes to Action Plans, and	X	<input type="checkbox"/>	<input type="checkbox"/>
iii. Conditioning the approval of projects consistent with Action Plan policies?	X	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction followed the procedures for RTPC review of General Plan Amendments as called for in Authority Resolution No. 95-06-G (see Exhibit 6).	X	<input type="checkbox"/>	<input type="checkbox"/>

2. Transportation Mitigation Program

	YES	NO
a. Has the jurisdiction adopted and implemented a local development mitigation program to ensure that new development pays its fair share of the impact mitigation costs associated with that development?	X	<input type="checkbox"/>

Compliance Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2007-08 and 2008-09

Reporting Period: Calendar Years 2006 & 2007

- | | | | |
|----|---|---|--------------------------|
| b. | Has the jurisdiction adopted and implemented a regional transportation mitigation program, including regional traffic mitigation fees, assessments, or other mitigation as appropriate? | X | <input type="checkbox"/> |
|----|---|---|--------------------------|

3. Housing Options and Job Opportunities

YES	NO
<hr/>	

- | | | | |
|----|--|---|--------------------------|
| a. | Has the jurisdiction adopted a third-revision Housing Element that has been found by the State Department of Housing and Community Development (HCD) to comply with State Law? | X | <input type="checkbox"/> |
| b. | Has the jurisdiction adopted a Housing Element that complies with the requirements of § 65583 <i>et seq.</i> of the Government Code, by: <ul style="list-style-type: none"> ▪ Identifying local responsibilities for meeting regional housing needs, ▪ Establishing goals and policies for meeting those needs, and ▪ Outlining a 5-year program of actions to implement the Housing Element? | X | <input type="checkbox"/> |
| c. | Has the jurisdiction submitted a report to the Authority regarding development of an implementation program that creates housing opportunities for all income levels? The report should include Tables Band C of the “Annual Element Progress Report” required by HCD. | X | <input type="checkbox"/> |
| d. | Does the jurisdiction’s General Plan—or other adopted policy document or report—evaluate the effects of planned land uses on local, subregional and regional travel patterns and propose land use policies and a pattern of land uses that would promote more efficient use of the transportation system? | X | <input type="checkbox"/> |

4. Growth Management Element: Performance Standards

YES	NO
<hr/>	

- | | | | |
|----|--|---|--------------------------|
| a. | As part of its General Plan, has the jurisdiction adopted a Growth Management Element which is in substantial compliance with the Authority’s Model Growth Management Element? | X | <input type="checkbox"/> |
| b. | Does the jurisdiction now comply with adopted performance standards for fire, police, parks, sanitary facilities, water, and flood control, or expect to comply with the standards within the next five years through implementation of its Capital Improvement Program? | X | <input type="checkbox"/> |

Compliance Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2007-08 and 2008-09

Reporting Period: Calendar Years 2006 & 2007

5. Growth Management Element: Traffic Level-of-Service Standards

	YES	NO	N/A
a. Using the Authority's <i>Technical Procedures</i> , have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 peak-hour vehicle trips?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the jurisdiction maintain a list of Reporting Intersections on non-regional routes, and measure the level of service at those intersections every two years?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Do all Reporting Intersections meet LOS standards through actual measurement, or after assuming implementation of five-year capital improvement program and accounting for changes in travel demand?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Does a request for Findings of Special Circumstances for those intersections that do not and will not meet LOS standards, accompany this checklist?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Has the jurisdiction ever been granted a Findings of Special Circumstances by the Authority?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

6. Participation in Cooperative, Multi-Jurisdictional Planning

	YES	NO
a. Over the past year, has the jurisdiction's Council/Board member regularly participated in meetings of the appropriate Regional Transportation Planning Committee (RTPC), and have the jurisdiction's local representatives to the RTPC regularly reported on the activities of the Regional Committee to the jurisdiction's council or board? (Note: Each RTPC should have a policy which defines what constitutes regular attendance of Council/Board members at RTPC meetings.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on land use and traffic patterns?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Compliance Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2007-08 and 2008-09

Reporting Period: Calendar Years 2006 & 2007

7. Five-Year Capital Improvement Program

YES NO

Does the jurisdiction have an adopted five-year capital improvement program (CIP) that estimates project costs and includes a plan that outlines general mechanisms for financing transportation and public facilities, including fire, police, parks, sanitary facilities, water and flood control?

X

8. Transportation Systems Management Program

YES NO

Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies (see Exhibit 8)?

X

9. Maintenance of Effort (MoE)

YES NO

Has the jurisdiction met the MoE requirements of Measure C as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)? See the Checklist Instructions for a listing of MoE requirements by local jurisdiction.

X

10. Posting of Signs

YES NO N/A

Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding \$250,000 that are funded, in whole or in part, with Measure C funds?

X

11. Other Considerations

YES NO N/A

If the jurisdiction believes that the requirements of Measure C have been satisfied in a way not indicated on this checklist, has an explanation been attached below?

X

Compliance Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2007-08 and 2008-09

Reporting Period: Calendar Years 2006 & 2007

12. Review and Approval of Checklist

This checklist was prepared by:

Signature: _____ *Date:* _____

Name and Title (print) : Terry Blount, AICP, Planning Manager

Phone: 925.372.3534

The council/board of the City of Martinez has reviewed the completed checklist and found that the policies and programs of the jurisdiction as reported herein conform to the requirements for compliance with the Contra Costa Transportation Improvement and Growth Management Program.

Certified Signature: _____ *Date:* _____

Name and Title: Philip Vince, City Manager

Attest Signature: _____ *Date:* _____

City/Town/County Clerk

Name (print): Mercy Cabral, Deputy City Clerk



GROWTH MANAGEMENT PROGRAM

Allocation of 18% Local Street Maintenance & Improvement Funds
For Fiscal Years 2007-08 and 2008-09
Reporting Period: Calendar Years 2006 & 2007

Attachments

Reporting Jurisdiction: City of Martinez

(Note: This form may be downloaded in Word[®] from www.ccta.net.)

Information Requested by Checklist Questions

1. Action Plans

- a. Please summarize steps taken during the reporting period to implement the actions, programs, and measures called for in the applicable Action Plans for Routes of Regional Significance:

See Attachment A: TRANSPAC Conditions of Compliance 2006-07

- b. Attach, list and briefly describe any General Plan Amendments that were approved during the reporting period. Please specify which amendments affected ability to meet the standards in the Growth Management Element and/or affected ability to implement Action Plan policies or meet Traffic Service Objectives. Indicate if amendments were forwarded to the jurisdiction's RTPC for review, and describe the results of that review relative to Action Plan implementation:

See Attachment B: General Plan Amendments 2006-07

2. Development Mitigation Program

- a. Describe progress on implementation of the regional transportation mitigation program:

See Attachment C: TRANSPAC Regional Transportation Mitigation Program

3. Housing Options and Job Opportunities

- a. Please list the date of State Department of Housing and Community Development (HCD) compliance finding for the jurisdiction's third-revision Housing Element and attach the HCD-approval letter:

August 24, 2005 (See Attachment D: HCD Housing Element Compliance Letter)

- b. If HCD found that the Housing Element did not comply with State law, please list the date of adoption and resolution number of the jurisdiction's finding that its third-revision Housing Element complies with State law. Also state what actions have been taken during the reporting period to contribute toward achieving the housing allocations established by ABAG for all income levels.

N/A

- c. Please attach a report on the jurisdiction's development of an implementation program that creates housing opportunities for all income levels (Note: This report consists of Tables B and C from the "Annual Element Progress Report" required by HCD. See Sample Report – Exhibit 7).

See Attachment E: Housing Element Annual Report Fiscal Year 2006-07

4. Growth Management Element: Performance Standards

- a. If the jurisdiction does not currently meet its adopted performance standards, please describe what actions the jurisdiction intends to take to bring it into compliance within the next five years, including actions contained in the adopted five-year capital improvement program:

N/A

5. Growth Management Element: Traffic Level of Service (LOS) Standards

- a. Please list all projects that generated more than 100 peak hour trips, indicate whether a traffic impact study was conducted, and indicate if a Findings of Consistency with Standards was made (include resolution number):

There were no such projects approved during the period.

- b. Please list Reporting Intersections, dates of counts and LOS monitoring results. Also attach LOS calculations. Explain reasons for any LOS exceedances and proposed mitigation through implementation of the 5-year CIP or other mechanism.

See Attachment F: CCTA Reporting Intersections Level of Service

- c. Please list intersections for which the Authority has adopted Findings of Special Circumstances and describe actions taken over the past year to carry out required conditions of compliance:

N/A

6. N/A

7. Five-Year Capital Improvement Program (CIP)

Please list resolution number and date of adoption of most recent five-year CIP. If CIP implementation is required to meet traffic LOS or performance standards, state the number of years for which this condition has prevailed.

February 4, 2009: Resolution No. 004-09

8. Transportation Systems Management Program

Date of Ordinance or Resolution Adoption April 1, 1998

Resolution Number Ordinance 1253 C.S.

9. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2005-06 and FY 2006-07). See page 7 of the Instructions to identify the MoE requirements.

MoE Requirement: \$813,528

FY 2005-06 Expenditure: \$1,722, 223

FY 2006-07 Expenditure: \$1,717,248

10. N/A

11. N/A

12. **Other Considerations**

Please specify any alternative methods of achieving compliance for any components for the Measure C Growth Management Program.

N/A

**PLEASE NOTE THAT ALL ISSUE STATEMENTS ARE
EXCERPTS FROM THE ADOPTED 2000 ACTION PLAN
AND MAY NOT REFLECT CURRENT CONDITIONS**

2000 Adopted Regional Actions

Action 1: Support the continued implementation of a comprehensive HOV system, including SR 4, SR 242 and I-680 from the Benicia-Martinez Bridge to the southbound I-680 North Main offramp. Request that the Contra Costa Transportation Authority initiate a study of the feasibility of new HOV lanes with direct ramp connectors from SR 4 to SR 242, south to I-680 and HOV lanes on SR 4 to direct connectors at the I-680 Interchange. If the SR 242 or SR 4 HOV system is determined to be feasible, all funding sources, including subregional mitigation fees and other sources should be considered for project funding.

Responsibility: TRANSPAC, CCTA, Caltrans and all TRANSPAC jurisdictions.

2004-2005: TRANSPAC Representatives and staff continued to work with CCTA and Caltrans celebrated the completion of construction and opening of the I-680 HOV Lanes from just south of the Benicia-Martinez Bridge to just north of North Main.

TRANSPAC jurisdictions continue to raise the issue to try to convince MTC (Caltrans already concurs) to establish a two person carpool occupancy requirement on the Benicia-Martinez Bridge to match the carpool requirement on the adjacent I-680 freeway. The occupancy requirement will be reviewed again when the Regional Measure I Program projects and the Bridge seismic retrofit program are near completion and the full financial requirements of these projects are known. TRANSPAC is also seeking to convince Caltrans, MTC and the CHP to establish consistent hours of carpool operation on I-680 and SR4. Caltrans is monitoring volumes to determine if a change in hours is warranted. This effort continued in 2004/05 and is not yet resolved to TRANSPAC's satisfaction.

In 2004, TRANSPAC participated in and supported the Measure J expenditure Plan which was approved by the voters. Measure J includes \$75 million for the I-680 HOV lanes in the TRANSPAC area.

2006-2007: Continued to work with CCTA and Caltrans to complete the HOV system in Central Contra Costa using Regional Measure 2 and Measure J funds.

Action 2: Continue to monitor and determine the feasibility of operational improvements to the SR 4 side of the I-680/SR 4 Interchange and support the construction of a third lane on SR 4 from Solano/Port Chicago Highway through the

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

I-680/SR 4 Interchange to Morello.

Responsibility: TRANSPAC and TRANSPAC jurisdictions, Caltrans

2004-2005: Supported phased project construction and funding for all movements and completion of SR 4 gap closure from SR 242 to the I-680/SR4 Interchange. TRANSPAC jurisdictions actively supported CCTA in lobbying FHWA to include slip ramps to assure that local access to Pacheco is maintained. The I-680/SR 4 project was included in TRANSPAC's proposal for Measure J approved by the voters in 2004.

2006-2007: As part of the development of the 2009 Regional Transportation Plan (T-2035) and a Contra Costa 25 year Project list, TRANSPAC approved a review of the currently defined phases of the I-680/SR 4 Interchange. CCTA approved an assessment by its I-680/SR4 engineering consultants on completing the third lane on SR 4 prior to new ramp completion.

Action 3: Continue to participate in the MTC Route 24/Caldecott Tunnel Corridor Study.

Responsibility: MTC, CCTA, and TRANSPAC and TRANSPAC jurisdictions.

2002-2003: TRANSPAC, County and CCTA representatives participated on the Policy Committee and Technical Committees for the MTC Route 24/Caldecott Tunnel Corridor Study which was completed in January, 2001. TRANSPAC continues to support the inclusion of the 4th Bore of the Caldecott in Track 1 of MTC's Transportation 2030 Plan and in SB 916, Senator Perata's Bridge Toll Increase bill which is slated for the March 2004 ballot. Funding has been programmed for project development and environmental review. This project has been included in TRANSPAC's proposal for the reauthorization of Measure C. Except for funding issues, this action may be considered complete.

2004-2005: A TRANSPAC elected official and TRANSPAC TAC member represented TRANSPAC in the Regional Measure 2 SR 24 Transit Study which has been completed. TRANSPAC actively supported the inclusion of the Caldecott Tunnel project in Regional Measure 2 and Measure J (\$125 million) and was pleased see to the level of voter support for the project. Work on the financial plan and project implementation for the project will continue at the CCTA level. This action is considered completed and no further actions at the TRANSPAC level are anticipated.

2006-2007: As noted under 2004-2005, no further action required or taken.

Action 4: In cooperation with SWAT, TVTC, CCTA, Caltrans and the Alameda Congestion Management Agency, support funding and implementation of a comprehensive study and the evaluation of congestion management strategies in the I-680 Corridor between Central Contra Costa and I-580. The impacts of new and planned improvements in the corridor should be analyzed in this study or in a separate

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

effort. The purpose of the study (ies) is to evaluate the impact of new and planned improvements, alternative solutions to the growing traffic congestion in the corridor and to develop recommendations for effective traffic management.

2000-2001: The 680 Congestion Management Strategy Study was included in the 2000 Update to the Central and Southwest Action Plans. Due to CCTA staff constraints, a request to initiate the Study was delayed until after the completion of the East Central Traffic Management Study on the Kirker Pass/Ygnacio Valley Road corridor in East and Central County. In the fall of 2001, in concert with SWAT, TRANSPAC requested its Technical Advisory Committees to develop a scope, schedule and estimate for the Study (September, 2001). An initial meeting was held in January, 2002. The CCTA included \$300,000 for this effort in the 2002 Strategic Plan.

2002-2003: As noted above, the Study is now named the I-680 Investment Options Analysis Study and has been completed by SWAT jurisdictions in anticipation of the reauthorization of Measure C (J). TRANSPAC jurisdictions are working with CCTA and Caltrans to determine the feasibility of extending the southbound I-680 HOV lane through the I-680/SR 24 Interchange. TRANSPAC has approved the allocation of \$45,000 of the I-680 funding to support technical analyses (performed by CCTA's consultant) to determine the best proposal for the extension. The southbound HOV extension was included in TRANSPAC's proposal for Measure J and is a funding option in Senator Perata's March 2004 Regional Measure 2 Bridge Toll Increase.

2004-2005: The I-680 HOV lanes from just south of the Benicia-Martinez Bridge to just north of SR 242 in the northbound direction and to just north of North Main in the southbound direction have been competed and are open. The I-680 HOV lane southbound extension was included in successful Regional Measure 2 and Measure J. Regional Measure 2 includes a required Study to identify projects to support express bus operations in the corridor. Up to \$1M of the \$15 million of the Regional Measure 2 funds may be spent on the study and the remaining funds are to be used either for the southbound extension or an HOV connector into the Pleasant Hill or Walnut Creek BART stations. County Connection, named as the lead on the Study in the Regional Measure 2 legislation, requested TRANSPAC to take the lead with City of Walnut Creek staff providing study technical management service and the TRANSPAC Manager and Administrative Assistant providing study administrative services and support. This arrangement necessitated an administrative construct to encompass the parties of interest (County Connection, TRANSPAC, the City of Walnut Creek and the Contra Costa Transportation Authority [CCTA]). To date, at TRANSPAC's request, CCTA has agreed to be responsible for the receipt of Regional Measure 2 funds from MTC and to disburse those funds to local agencies and consultants (when hired) in return for services rendered. A Memorandum of Understanding (MOU) among the parties has been developed as has individual agreements between CCTA and each agency. TRANSPAC has approved and via its fiscal agent, the City of Pleasant Hill,

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

executed both the MOU and agreement with CCTA. Study initiation is expected in the 2nd quarter of CY 06.

2006-2007: A Policy Advisory Committee (PAC) and Technical Advisory Committee (TAC) were established in 2006. A Study consultant was chosen in 2007 and PAC and TAC meetings were initiated. The Study is expected to be underway in calendar 2008.

Action 5: Promote the expansion and development of an effective transit network within and through Contra Costa County, including feeder service to BART.
Responsibility: TRANSPAC and all TRANSPAC jurisdictions, Transit operators, BART.

2002-2003: TRANSPAC worked with CCCTA and the County to develop a proposal for the Muir Road Park and Ride lot. TRANSPAC, TRANSPLAN and WCCTAC all approved allocations of local TFCA “remainder” funds for the project and Contra Costa County contributed funding for preliminary project development activities. TRANSPAC requested Measure C funding from CCTA in the 2004 Strategic Plan. That request is pending as is a request for right of way funding to construct more parking at the Martinez AMTRAK Station, until the resolution of a number of financial issues including the State budget crisis, Regional Measure 2 (the bridge toll increase), and the reauthorization of Measure C. When the funding request will be reviewed is currently unknown.

2004-2005: Funding from the TFCA remainder funds remained available and is to be used for project development purposes pursuant to Bay Area Air Quality Management District (BAAQMD) regulations. In March of 2004, Bay Area voters approved Regional Measure 2 which made \$1,052,000 (including \$452,000 for lease payments) available for the project. In the summer of 2005, the property owner of the proposed Muir Road Park and Ride indicated that the property would not be available for that purpose. TRANSPAC and CCCTA immediately contacted CCTA and Caltrans to discuss the possibility of using land adjacent to the existing park and ride lot inside the I-680/SR 4 Interchange for a transit center and expanded park and ride lot. MTC concurred in the use of the \$452,000 in Regional Measure 2 funds for a capital project rather than lease payments. Currently Caltrans staff is working with CCCTA and TRANSPAC staff as well as CCTA’s consultant, Nolte Associates, to develop a proposal for a transit center and expanded park and ride lot on Caltrans land off Blum Road in the northwest quadrant of the Interchange. A number of issues must be addressed including project layout incorporating the future construction of slip ramps to Pacheco in the project area as well as Caltrans requirements for its maintenance facility which is located in the project area, the future of leased uses and long-term maintenance responsibilities. CCTA staff approved the use of its consultant services to provide a conceptual layout for the project. Project development activities and a Request for Proposal for consulting services is expected to be issued in spring/summer of 2006.

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

TRANSPAC included \$24 million in Measure J for additional Bus Transit enhancements in the TRANSPAC area.

2006-2007: TRANSPAC and its jurisdictions assisted County Connection in the development and funding for the Diablo Valley College Transit Center and Pacheco Transit Hub projects. TRANSPAC and local jurisdiction staff attended project development and public meetings for the DVC project as well as with Caltrans for the Pacheco Transit Hub. TRANSPAC approved a letter of support for the second cycle T-PLUS funding for the DVC project which hopefully will be funded in 2008.

The TRANSPAC/TRANSPLAN 511 Contra Costa Program continued to provide incentives to encourage use of feeder bus services to BART. There were 10,114 total participants in the Transit Incentive Program over the two year period composed of commuters who changed their mode of commuting from drive-alone to transit ridership. These programs continued to promote the use of public transit among residents and commuters (including college commuters) traveling to, from, and through Contra Costa County. Incentives were offered to new transit riders who previously drove alone to work or college. Incentives were provided for all transit types serving or providing a link to Contra Costa County. These include: CCCTA; Tri Delta Transit; AC Transit; WestCAT; BART; ACE train; Capitol Corridor; Benicia Transit; Fairfield/Solano Transit; Vallejo Transit; and Wheels/LAVTA Transit. Longitudinal data indicates that over 85% of those who try transit continue to use it over one year later.

- **Bus to BART Promotion - In cooperation with BART and County Connection, Bus-to-BART signs were installed along County Connection routes which serve BART stations in Central Contra Costa. The signs were designed to make it evident to drive-alone commuters which bus routes serve the BART stations. Flyers about the new signs as well as a special trial offer were placed on all cars parked at the Walnut Creek, Pleasant Hill, Concord, and Orinda BART stations. County Connection indicated that dozens of commuters surveyed took advantage of the offer for free transit tickets to access the BART station.**

Action 6: Support the TRANSPAC/TRANSPLAN TDM Program to educate and encourage Contra Costa residents, employees and commuters to use travel/transit alternatives instead of driving alone.

Responsibility: TRANSPAC and TRANSPLAN and respective TRANSPAC and TRANSPLAN jurisdictions.

2002-2003: Revised program name to Contra Costa Commute Alternatives Network (CC CAN), a cooperative effort of all of the RTPCs and twenty local jurisdictions. CC CAN incorporates all program elements including: Countywide Carpool Incentive Program; Carpool to BART Program; Countywide Vanpool Incentive Program; Countywide Transit Incentive Program; Countywide Guaranteed Ride Home

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

Program; Countywide SchoolPool; Employer Network (employer-based trip reduction program); Residential Outreach Program; Countywide Bicycle Locker Project; College Commute Program. In addition, a comprehensive college trip reduction program resulted in a 3-person free preferential parking lot for college commuters which further encourages carpooling and reduces vehicles on the road.

CC CAN is working with Las Lomas High School in Walnut Creek to assess the parking and access problems at the school. CC CAN is conducting a survey of parents to determine how best to mitigate these issues and is encouraging the school administration to turn the Senior Parking lot into a three-person carpool-only lot. CC CAN is working with the City of Walnut Creek by offering financial incentives to provide pre-tax payroll deductions for employees to receive tax benefits for taking transit or vanpools to work instead of driving alone.

CC CAN has expanded the CCCAN.ORG website to include additional Commuter Information and timely transportation information. The TRANSPAC/TRANSPLAN CC CAN program produced the Transportation Resource Guide in fall 2003 for use as a comprehensive resource of Bay Area transportation information. The updated Resource Guide will be maintained and posted on the CC CAN website for quick access and reference.

Central and East County continued to approve use of Measure C Carpool, Vanpool, Park and Ride lot funds to augment TFCA funds from the BAAQMD. The CC CAN program coordinates activities to promote commute alternatives to residents and employees throughout Central and Eastern Contra Costa. CC CAN working with BART Parking staff has developed a successful campaign to increase carpooling to the BART stations in Contra Costa. With CC CAN encouragement, BART is considering the expansion of the carpool lots at BART stations as they become full. New employee packets are provided to employers with information on the commuter incentives, Park and Ride lot locations, FasTrak, 511, the CC CAN website, Express Bus Routes, and promotions such as Spare the Air and Bike to Work Day. New resident packets are distributed through developers, real estate agents, and title companies to disseminate this information to residents. Residents also receive information through direct mailings and via weekly advertising in the Contra Costa Times newspapers.

2004-2005: Revised program name to 511 Contra Costa to maximize the program linkages to the MTC regional 511 rideshare efforts. This is a cooperative effort of all of the RTPCs and twenty local jurisdictions. 511 Contra Costa has received delegation by MTC to conduct an Employer Outreach Program in Contra Costa to encourage employers to promote options to driving alone among employees. The 511 Contra Costa Program incorporates elements including: Countywide Carpool Incentive Program; Carpool to BART Program; Countywide Vanpool Incentive Program; Countywide Transit Incentive Program; Countywide Guaranteed Ride Home Program; Countywide SchoolPool; Employer Network (employer-based trip reduction

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

program); Residential Outreach Program; Countywide Bicycle Rack/Locker Project; College Commute Program.

511 Contra Costa has expanded the 511contracosta.org website to include additional Commuter Information and timely transportation information. The TRANSPAC/TRANSPLAN TDM program produced the Transportation Resource Guide in fall 2003 for use as a comprehensive resource of Bay Area transportation information and updated it in late 2005.

Central and East County continued to approve use of Measure C Carpool, Vanpool, Park and Ride lot funds to augment TFCA funds from the BAAQMD. The 511 Contra Costa program coordinates activities to promote commute alternatives to residents and employees throughout Central and Eastern Contra Costa. 511 Contra Costa will continue to work with BART Parking staff to encourage carpool parking at Contra Costa BART stations. With 511 Contra Costa and TRANSPAC encouragement, BART combined its mid-day and carpool parking lots at east bay locations to make better use of the parking availability. New employee packets are provided to employers with information on the commuter incentives, Park and Ride lot locations, FasTrak, 511, the CC CAN website, Express Bus Routes, and promotions such as Spare the Air and Bike to Work Day. New resident packets are distributed through developers, real estate agents, and title companies to disseminate this information to residents. Residents also receive information through direct mailings and via weekly advertising in the Contra Costa Times newspapers.

511 Contra Costa staff also works closely with the TRANSPAC TAC in both the project development and grant application process, but also by working closely with the transit agencies to promote local bus routes and local jurisdictions in the placement of bicycle racks and lockers.

TRANSPAC included \$10 million in Measure J for Central County School Access programs which is in addition to the \$5.8 million included in for "Other Countywide Programs" in Measure J.

2006-07: The TRANSPAC/TRANSPLAN TDM program implements many *511 Contra Costa* commute alternative programs, including transit promotions and incentives for express bus services to, from and through Central County. Programs included:

- **Employer Outreach-** TRANSPAC/TRANSPLAN TDM staff worked with 9,439 employers representing 53,906 employees in Central and Eastern Contra Costa. The *511 Contra Costa* program coordinated activities to promote commute alternatives to employees and through residential marketing. Articles were published in many of the city newsletters. Press releases and weekly ads were distributed in the Contra Costa Times to inform the public of the options available, including special promotions. New employee packets were provided to employers with information on the commuter incentives, Park and Ride lot

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

- locations, FasTrak, 511, the *511 Contra Costa* website, Express Bus Routes, and promotions such as Spare the Air and Bike to Work Day. New resident packets were distributed through developers, real estate agents, and title companies to disseminate this information to residents. Residents also received information through direct mailings.
- **Employer Transportation Surveys** – *511 Contra Costa* conducted transportation surveys on behalf of large employers and cities in Central and East Contra Costa. Recent surveys were conducted for Contra Costa County, John Muir Health medical facilities in Concord and Walnut Creek, and the Contra Costa Centre Association. The survey data is used to formulate trip reduction strategies and to examine home to work trip generation. This information has been used by cities in the past to substantiate/refute trip generation projections on freeway and arterial segments and to assess potential transit ridership.
 - **Transportation Resource Guide** - The TRANSPAC/TRANSPLAN TDM program updated and distributed the Transportation Resource Guide in fall 2006 for use as a comprehensive resource of Bay Area transportation information. This was updated from the 2004 printing.
 - **Countywide Carpool Incentive Program** – Over 2,100 commuters participated in the Carpool Incentive Programs over the two year period.
 - **SchoolPool Program** – De la Salle and Carondelet High School asked 511 Contra Costa to incorporate a ridematch service into the current SchoolPool program. All De La Salle and Carondelet families were mailed a SchoolPool Ridematch and Transit Application. Parents were allowed to register for both the Ridematch service and the Transit tickets. Lists of potential parents interested in forming a carpool were mailed back to all parents that signed up for the Ridematch service. For parents who were unable to form a carpool, a public bus pass was offered to encourage parents to allow their children to take the bus instead of a parent driving them. Over 6,100 children participated in this bus program and 200+ carpooled.
 - **Transit Incentive Program**
 - **Last Mile Promotion** - Transit passes were offered to new bicycle commuters who used transit in conjunction with their bicycle. The program included bicycle safety training, bicycle accessories, tune-ups, and bicycle mentorship to assist new bicycle commuters (funds were also used for training, tune-ups and accessories).
 - **Carpool to BART** - Drive-alone commuters who switched to carpooling to BART received free BART ticket to encourage the use of carpools accessing BART stations. Each participant received a free carpool parking pass, a \$60 gas card and free BART ticket.

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

- **Bicycle Rack Project** - Each year staff works with the RTPC TAC to identify locations for bicycle rack placement. TDM staff received TFCA/Measure C funds for the placement of bicycle racks at the following Central County locations: Martinez Jr. High School, Glenbrook Middle School, Concord; Rio Vista Elementary School, and Northgate High School, Walnut Creek; and at California State Automobile Association in Concord, Contra Costa County Child Support Services in Martinez, John Muir Health in Concord, Contra Costa Centre in Walnut Creek, and Concord Hilton Hotel.
 - Four bike bus-mounted racks were also installed on County Connection Flex buses.
 - Nine skateboard racks were installed at several schools. In addition, skateboard rack locks and bicycle U-locks were made available to students who needed them.
 - Six eLockers were installed at the Pleasant Hill BART station in conjunction with the PATH UC Berkeley's Easy Connect research project involving last mile elements (use of electric bikes, Segways, and traditional bikes to access worksites located within three miles of the BART Station). Project partners included Contra Costa County Redevelopment, Caltrans, UC Berkeley, BART, the Contra Costa Centre, Giant Bicycles and Segway LLC. A total of 12 eLockers are now located at this BART station. To date half of the eLockers are available to the public and 90 percent of those lockers are being used. The other half of the eLockers are reserved by the Easy Connect program and Contra Costa Centre Association for use by Centre tenants. Upon completion of the Easy Connect II program the eLockers will be available to the public.

Action 7: Support the maintenance of the 511contracosta.org website as an enhanced countywide transportation clearinghouse for the coordinated distribution of commute alternative information.

Responsibility: TRANSPAC and TRANSPLAN and respective TRANSPAC and TRANSPLAN jurisdictions through the TRANSPAC/TRANSPLAN TDM Program

2006-07: Websites- The 511contracosta.org website has a Google ranking of #5 which is very high and desirable among websites, showing a high number and frequency of users to the site. TRANSPAC/TRANSPLAN TDM staff maintain and update the 511contracosta.org site, making it the premiere website for transportation information in the Bay Area and especially for Contra Costa commuters. TDM staff also hosts and maintains the www.TRANSFAC.US website.

Action 8: Continue to support implementation of the Measure C Growth Management

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

Program.

Responsibility: TRANSPAC and all TRANSPAC jurisdictions and the Regional Transportation Planning Committees

2002-2003: TRANSPAC and its jurisdictions continued to support the Measure C Growth Management Program. All TRANSPAC jurisdictions are in compliance. A neighboring jurisdiction in another RTPC was requested, as was its RTPC, to improve its project notification procedures for Central County jurisdictions and RTPC to ensure that its compliance was maintained. As part of the Measure C reauthorization process, TRANSPAC and its jurisdictions spent a considerable amount of time assessing ways in which to streamline and enhance the effectiveness of the Growth Management Program.

Given that jurisdictions now purposefully induce delay for a variety of traffic management reasons including bicycle and pedestrians mobility in downtown areas, TRANSPAC sent a legislative proposal to the CCTA to create Congestion Management Program LOS exemptions for Traffic Management and/or Pedestrian Zones established in a jurisdiction's General Plan. This proposal was also included in the discussions for the revised Growth Management Program under discussion as part of the reauthorization process.

2004-2005: All of TRANSPAC jurisdictions are in compliance with the Measure C Growth Management Program and all have successfully obtained HCD approval of the required 3rd revision to General Plan Housing Elements.

TRANSPAC and its jurisdictions were actively involved in the crafting of Measure J Growth Management Program requirements which consumed significant amounts of time. It is anticipated that as part of the implementation of Measure J that the issue of induced delay on regional routes will be addressed. This also impacts the jurisdictions' ability to plan and implement "smart growth" projects while not violating Level of Service (LOS) requirements. The new Growth Management Program was included in the successful Measure J.

2006-2007: As part of the development of the Central County Updated Action Plan for routes of Regional Significance, TRANSPAC and its jurisdictions continued to propose ways in which to stream the implementation of the Growth Management Program to assist its jurisdictions in maintaining compliance and receipt of Measure C and subsequently Measure J Local Street and Road Maintenance funding.

Action 9: Continue to support transit-oriented development around transit stations.

Responsibility: TRANSPAC and all TRANSPAC jurisdictions and the Regional Transportation Planning Committees

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

2002-2003: TRANSPAC and its jurisdictions have worked with CCTA staff on how best to use proposed Contra Costa Transportation for Livable Community funds, define “Smart Growth”, ways in which to encourage more intense land use in appropriate locations, recommended that the countywide vision of Shaping Our Future should be incorporated into the new (reauthorized) Measure C and made a proposal on how to accomplish that goal in the reauthorization of Measure C.

2004-2005: As noted under Action 8, this issue remains active and is expected to be addressed as planning for the implementation of Measure J progresses over the next three to 4 years. Developments with higher densities have been implemented in some TRANSPAC jurisdictions and are in the planning stage in others.

2006-2007: TRANSPAC and its jurisdictions continue to work with BART and its jurisdictions on planning for TOD projects at transit stations and in downtown areas served by high levels of bus transit. The cities of Concord, Walnut Creek, Pleasant Hill and Martinez as well as Contra Costa County continue to work on or have initiated planning efforts. The City of Clayton has approved commercial development in its downtown area which is now completed and open for business.

Action 10: Support better coordination of new growth with available infrastructure, preserve resource lands and open space.
Responsibility: TRANSPAC and all TRANSPAC jurisdictions

2002-2003: TRANSPAC and its jurisdictions supported the allocation of current Measure C funds to assist East County jurisdictions in determining how to incorporate the BART’s smart growth requirements into station area planning for eBART in Eastern Contra Costa. Higher density development and the construction of housing near activity centers has been built in a number of Central County cities (Concord, Pleasant Hill, and Walnut Creek).

2004-2005: TRANSPAC and its jurisdictions were actively involved in assessing the impacts of MTC Transportation and Land Use Platform on local jurisdictions especially in East Contra Costa where the retroactive applications of these requirements posed some difficulties as East County tried to comply with BART’s requirements for station development for eBART. TRANSPAC jurisdictions continue to view transportation improvements and land use changes in East County of direct benefit to Central County and its residents. See also Action 9.

TRANSPAC also supported the inclusion of a Transportation for Livable Communities category in Measure J and \$29 million is available for these types of projects in the TRANSPAC area.

2006-2007: All TRANSPAC jurisdictions support and implement Urban Limit Line requirements.

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

Action 11: Continue to implement the Central Contra Costa Traffic Management Program (CCCTMP) within the TRANSPAC area and cooperate/and/encourage participation by other RTPCs.

Responsibility: TRANSPAC and all TRANSPAC jurisdictions.

2000-2001: As part of the CCCTMP, a joint TRANSPAC, Concord, Clayton, and Walnut Creek effort in cooperation with the County, TRANSPLAN, Pittsburg and Antioch implemented the Kirker Pass/Ygnacio Valley Road Traffic Management Plan. The City of Concord, under the auspices of TRANSPAC and with the financial support of Clayton and Walnut Creek implemented the next segment of arterial metering at Myrtle Drive and Kirker Pass Road (August, 2001). This segment builds on the City of Walnut Creek's Traffic Management operation at Oak Grove Road. In 2001, the County Public Works Department issued an encroachment permit to Concord to install equipment for the TMP.

The Kirker Pass/Ygnacio Valley Road Traffic Management Plan gave rise to the East-Central Traffic Management Study (ECTMS) which analyzed arterial metering locations in East County. The final report for the Study was issued in August, 2001 and proposes metering on Buchanan at Meadows and Kirker Pass at Nortonville.

2002-2003: The City of Concord's metering is in full operation. After a number of lengthy signal timing analyses, the City of Concord and the City of Walnut Creek concurred on an operating plan and the City of Walnut Creek made appropriate timing adjustments to improve traffic flow.

Implementation of the traffic management in the Eastern section of the corridor is on hold pending funding for equipment installation. Also during the reporting period, after years of debate and a CCTA funded \$500,000 study, TRANSPAC, TRANSPLAN and SWAT in consultation with local jurisdictions, CCTA, MTC and Caltrans determined that freeway ramp metering is currently an in appropriate traffic management tool for the SR 4/SR 242/I-680 corridor.

2004-2005: The Central Count portion of the ECTMS recommendations is considered complete. For most of 2004/05, little action was possible on implementation of the ECTMS due to the pace of SR 4 reconstruction and the resulting limitation on funding for other projects.

In late 2005, the City of Pittsburg indicated its interest in proceeding with the implementation of the ECTMS recommendation Buchanan/Meadows and requested assistance from CCTA in obtaining funding. TRANSPAC supported this request and suggested that the placement of signal(s) on Kirker Pass Road be revisited due to new interest in the construction of the Buchanan Road Bypass (the Buchanan Road Bypass project has been inactive for a number of years). It is possible that the ECTMS

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

recommendation to install signal timing on Kirker Pass Road at Nortonville should be re-examined in light of a possible connection on Kirker Pass road as a result of the Buchanan Road Bypass project.

2006-2007: TRANSPAC and its jurisdictions continue to be supportive of East County's search for funding to implement its section of the ECTMS. TRANSPAC reprogrammed funds in support of a signal timing project on Contra Costa Boulevard which may be a future corridor for a Traffic Management Plan in cooperation with other Central County jurisdictions and possibly South County jurisdictions at some point in the future.

Action 12: Evaluate the need, timing and impact of parallel and new arterials accessing Central County.

Responsibility: TRANSPAC jurisdictions and TRANSPAC

2000-2001: There are a number of proposals from the TRANSPLAN area to extend arterials into Central County, particularly Evora Road, West Leland and the Buchanan Road Bypass. Each proposal has impacts on Central County circulation and land use plans. While discussions continue, there has been no resolution of these issues to date.

2002-2003: No activity on these issues during the reporting period.

2004-2005: With the exception of the late 2005 interest in the possible impact of the proposed Buchanan Road Bypass on the ECTMS recommendations and access to Central County, there have been no other activity on this specific item. However, related activities have been underway as the City of Concord, the City of Pittsburg and Contra Costa County have been discussing the impact of development projects on Concord arterials. It is possible that an agreement may be finalized and adopted in 2006.

TRANSPAC included \$48 million in Measure J for Central County arterial projects. Given current Federal and State funding shortfalls and grant requirements, arterial projects are extremely difficult to fund, a situation which is expected to continue for the foreseeable future.

2006-2007: As part of the 2009 Regional Transportation Plan and Measure J fund programming issues, discussion of arterial road development/improvements between Central and East County was reinitiated and is expected to result in arterial improvements when funding is available in the future.

Action 13: Seek funding for local improvements.

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

Responsibility: TRANSPAC and all TRANSPAC jurisdictions.

2002-2003: Continued to advocate for local, regional, federal and state funding for Central County transit, local road and regional network projects. Given the current State budget crisis and the delay in the reauthorization of Federal TEA 21 legislation, this has proven difficult. However, with the assistance of the CCTA and use of “remainder” TFCA funds, the Benicia-Martinez Bridge and the I-680 HOV project appear likely to be completed by 2006/07 and two Martinez projects, (one trail and one bicycle gap closure) have been funded along with local street road improvements in the jurisdictions.

2004-2005: Funding (the lack thereof) continued to be a major issue during the reporting period. While there were some highlights: the approval of Regional Measure 2 in 2004, the overwhelming approval of Measure J in November, 2004 and finally, the reauthorization of Federal transportation legislation in 2005, the backlog of unfunded projects continued to grow. Proposition 42 had been suspended for a number of years and “borrowing” of transportation funds for other State priorities created about a \$5 billion shortfall from which it will take years to recover.

Project development activities continued as possible during the reporting period. Some major projects were completed including the distributor connector project on the I-680 side of the I-680/SR 4 Interchange and the first phase of the of the I-680 HOV lanes. Development work continued on the I-680 /SR4 Interchange. Some local bicycle projects advanced (see Action 16) and all jurisdictions received STP funding for local arterial maintenance during the last two cycles. With TRANSPAC and CCTA support some projects were successful in receiving federal earmarks (Contra Costa County, Concord, Martinez and Walnut Creek). The City of Concord was successful in receiving funding for new sidewalks and bike lanes on Concord Boulevard under MTC’s Regional Bicycle and Pedestrian Program (RBPP) in 2004. The process for the County portion of the RBPP has been initiated and successful projects will be identified in 2006.

In addition, a lot of time was spent determining the projects to be included in Measure J. For TRANSPAC jurisdictions, arterials are the hardest projects to fund. As a result, a very long and large list of such project was included in the successful measure (\$48 million) and it is anticipated that those projects will be able to move forward in the future. As a result of CCTA’s successful completion of a forward rate swap at the end of 2005, it may be possible to advance these projects relatively early in the Measure J term.

2006-2007: TRANSPAC and its jurisdictions continue to seek funding for local improvements including arterial projects. As part of the development of the 2009 Regional Transportation Plan (T-2035), TRANSPAC and its jurisdictions included local projects in the proposed project list and committed a portion of future Measure J

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

funding to such projects. As noted above, TRANSPAC and its jurisdictions requested the reprogramming of Measure C funds for software for the Contra Costa Boulevard signal timing project. These funds augmented funds obtained by the City of Pleasant Hill for hardware installation.

Action 14: Work with Solano County Congestion Management Agency representatives on continuing joint TDM Program efforts and ways to manage traffic in the I-680 and I-780 corridors.

Responsibility: TRANSPAC, all TRANSPAC jurisdictions and the TRANSPAC/TRANSPLAN TDM Program

2002-2003: Via TRANSPAC and CCTA representatives, Central County continued to work with the Solano and Contra Costa Joint Subcommittee on the Benicia and Carquinez Bridges and joint TDM programs building on the Solano County vanpool program and the Contra Commute Alternative network program (TRANSPAC/TRANSPLAN TDM Program).

2006-2007: TRANSPAC representatives and the TRANSPAC/TRANSPLAN TDM program staff continue to work with Solano County representatives at the regional level to address traffic management and travel demand in the I-680 corridor. In 2006 there was a major landslide on I-80 which closed the freeway for two weeks. TRANSPAC/TRANSPLAN TDM staff worked with Solano transit agencies and the Solano CMA to inform commuters of alternatives along I-680 and park and ride options to divert traffic. In addition, when the MacArthur Maze meltdown at I-80/I 580 shut an important section of freeway down for a month, incentives and commute options and alternative transportation information was offered through the 511 Contra Costa (TRANSPAC/TRANSPLAN TDM) program. As a result of these efforts, attention was given to the 511 Contra Costa program and its services. Television and newspaper coverage of the incentives and of commute options was extensive. Over \$60,000 in transit passes were distributed to encourage BART and other transit options.

Action 15: Include the needs of pedestrians and cyclists in the design, construction and maintenance of new roadways and widening projects, where feasible.

Responsibility: TRANSPAC jurisdictions and TRANSPAC

2004-2005: TRANSPAC jurisdictions continue to assess the feasibility of the inclusion of the bicycle and pedestrian facilities in road projects. TRANSPAC jurisdictions participated in the development of the Contra Costa Bicycle and Pedestrian Plan and seek funding as opportunities arise. Significant funding was included in a number of fund categories in Measure J. Implementation of these project is anticipated when Measure J funds become available.

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

**Action 16: Pursue funding to implement regional and local pedestrian and bicycle plans and work with CCTA to assess the feasibility of developing a Countywide Bicycle Plan which meets Caltrans' Bicycle Lane Account planning requirements. Bicycle and pedestrian plans should address how to provide and/or improve access to regional activity and transit centers.
Responsibility: TRANSPAC and TRANSPAC jurisdictions**

2000-2001: Supported the initiation of the Countywide Bicycle and Pedestrian Plan including the appointment of TRANSPAC TAC and public representatives. It is anticipated that the "bike/ped plan" will meet Caltrans requirements. Advocated "swapping" local competitive TFCA funds for STIP funds. The TFCA funds are used to pay the Contra Costa share of the Regional Rideshare Program and the STIP funds were programmed by the RTPCs for bicycle projects. TRANSPAC approved the Bay Trail through Martinez and Reliez Valley Walkway from this fund source.

2002-2003: TRANSPAC jurisdictions participated on the development of the Countywide Bicycle and Pedestrian Plan. The adoption of the Plan at the end of calendar 2003 should ensure that local jurisdictions are eligible for Caltrans Bicycle Transportation Account funding. A map and atlas of bicycle projects is in the process of finalization which should greatly assist the preparation of grant applications (assuming any funds are available) and the "packaging" of small projects into a competitive grant application.

Additional TFCA remainder funds were allocated to the Martinez Bay Trail Project. Funding for projects across I-680 remains difficult due to the high cost of "connection" projects. The Countywide Bicycle and Pedestrian Plan is anticipated to identify additional funding opportunities.

The City of Concord is the lead for the Bancroft Road-Hookston Road bicycle/pedestrian project. Participating jurisdictions include Pleasant Hill, Contra Costa County, TRANSPAC and the East Bay Regional Parks District (EBRPD). TRANSPAC and its jurisdictions continued actively to support the City of Concord in obtaining additional funding to complete this project.

2004-2005: The Bancroft-Hookston Project is completed and operational. A segment of the Bay Trail through Martinez has been graded and additional funding requested for paving and completion of the next segment to Granger's Wharf.

Partly as a result of TRANSPAC's efforts, Measure J includes funding for bicycle and pedestrian projects in a variety of fund categories. TRANSPAC jurisdictions also sought funding for bicycle and pedestrian projects from Regional Bicycle and Pedestrian funds.

2006-2007: TRANSPAC and its jurisdictions remain committed to seeking funding for

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

bicycle and pedestrian projects. As part of the development of Measure J TRANSPAC and its jurisdictions spent a considerable amount of time identifying small bicycle and pedestrian projects “gap closure” project which are particularly hard to fund. Measure J is expected to provide some funding for these projects. Also the TRANSPAC TDM program is seeking funding to complete gaps in bicycle routes and pedestrian pathways to schools which are locations of significant vehicle congestion.

Action 17: Continue to require that each TRANSPAC jurisdiction:

- a) Will notice the initiation of the environmental review process for projects generating over 100 vehicle trips during the peak hour; and**
- b) Will assess if the project violates any Action Plan traffic service objective or actions, and will report attempts at mediation; and**
- c) For proposed projects generating more than 500 peak hour vehicle trips, TRANSPAC may request and/or the local jurisdictions may volunteer to present the project to TRANSPAC.**

Responsibility: TRANSPAC and all TRANSPAC jurisdictions.

2002-2003: Requirements continue to be implemented by Central County jurisdictions

2004-2005: Requirements continue to be implemented by Central County jurisdictions

2006-2007: Program continues to be implemented by TRANSPAC jurisdictions.

Action 18: Continue to implement the TRANSPAC Regional Transportation Mitigation Program.

Responsibility: TRANSPAC and all TRANSPAC jurisdictions.

2002-2003: Program continues to be implemented by TRANSPAC jurisdictions.

2004-2005: Program continues to be implemented by TRANSPAC jurisdictions.

2006-2007: Program continues to be implemented by TRANSPAC jurisdictions.

4. Actions and Responsibilities for Routes of Regional Significance

TRANSPAC and its jurisdictions have identified regional actions for Routes of Regional Significance. As these actions may span jurisdictional boundaries and improvements to Routes of Regional Significance often involve more than one jurisdiction, there needs to be a coordinated and joint effort of all involved jurisdictions. However, local jurisdiction actions for the specific Routes of Regional Significance have been identified and responsible agencies noted.

The following section presents a description of each Route of Regional Significance within TRANSPAC, including existing and future issues, planned improvements, Traffic Service Objectives, and actions and responsibilities for each route. Note that on planned improvements and actions identified for I-680, SR 242 and SR 4, TRANSPAC and all TRANSPAC jurisdictions will work with CCTA and Caltrans.

FREEWAYS

I-680

General Description

I-680 is a six- to eight-lane divided freeway that generally runs north-south. Near the southern boundary of the TRANSPAC study area, I-680 intersects SR 24 and continues through the southwest ("SWAT") regional study area. I-680 also extends north of the TRANSPAC area across the Benicia-Martinez Bridge into Solano County. It is a major north-south commuter route for Central County residents, commuters from Eastern Contra Costa and Solano County as well. The Walnut Creek, Pleasant Hill, Concord BART Stations and the Martinez Intermodal Facility may also be accessed from I-680.

Issue Statement

Between years 1990 and 2010 traffic volumes on I-680 are projected to increase during both the AM and PM peak hours by approximately 30 percent. This would result in an increase in levels of congestion on I-680 within Central County. Improvements to I-680 are currently being implemented, and additional improvements are being planned. The impact of the improvements on future traffic operating conditions will depend on how successfully these improvements will be incorporated into the freeway system for traffic flow within and through Central County. A systems approach needs to be incorporated into the planning process in order to maximize the benefits of the improvements.

The Benicia-Martinez Bridge is the main gateway into Contra Costa County from the north along I-680. A new bridge parallel to the existing bridge is currently under construction by Caltrans. While both West and Central Counties supported the reversal of the direction of toll collection as a means to meter/reduce the flow of traffic into Contra Costa, Caltrans' decision has been made. The direction of toll collection will be in the northbound direction on the south side of the Bridge.

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

Caltrans has assured local officials that automatic toll collection and the additional toll lanes and booths will not cause backups south of the Marina Vista offramp and will improve the current situation.

I-680 and the Walnut Creek Channel are obstacles to the establishment of east/west bicycle connections.

Planned Improvements

- Traffic operations systems - Route 680 from Route 24 to Benicia-Martinez Bridge.
- Construct a second span of the Benicia-Martinez Bridge and approaches, planned to be completed in 2003
- Widen to provide additional HOV lanes on I-680 from the Benicia-Martinez Bridge south to the vicinity of the North Main ramps and northbound from SR 242 to the Benicia Bridge, scheduled to be completed in conjunction with the second span of the Benicia-Martinez Bridge in 2003
- Purchase Right-of-Way, Route 680/Route 4 interchange
- Determine most effective short-term and long-range improvements to the I-680/SR 4 interchange
- Reconstruct the Marina Vista interchange

Traffic Service Objectives

- Delay index of 2.0, with minimum peak hour average travel speed of 30 mph.
- Peak hour average vehicle occupancy of 1.2 persons per vehicle

Actions and Responsibilities

- Continue to support study and implementation of HOV lanes on I-680, SR 4 and SR 242. (TRANSPAC and all TRANSPAC jurisdictions)
- Support planned improvements to the I-680/SR 4 interchange including "short-term" improvements to the SR 4 side of the Interchange. (TRANSPAC and all TRANSPAC jurisdictions)
- Work with Solano County to manage traffic in the I-680 Corridor (TRANSPAC and all TRANSPAC jurisdictions)
- Support the construction of the third lanes on SR 4 from Solano/Port Chicago to Morello through the I-680/SR 4 Interchange
- Explore option for bicycle and pedestrian access across the I-680 corridor

See SR 4 for a description of the completion of the freeway to three lanes in each direction from Solano/Port Chicago to Morello.

2002-2003: I-680 HOV lanes funded, expected to be opened in 2006 before the completion of the new Benicia Martinez Bridge; TRANSPAC supported the SR 4 HOV lanes in East County. The westbound lane is now open and operating successfully. TRANSPAC has worked with the CCTA on the definition and funding of the I-680/SR 4 Interchange and supports HOV operation on the SR 4 gap from SR 242 to 680/4.

Improvements to 680/4 have been defined and are not short term but rather a phased

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

approach to full reconstruction which, through engineering studies, was found to be most cost effective. The Project Study Report has been completed and the environmental assessment is underway. A major issue is convincing the FHWA to keep the slip ramps, which provide access to Pacheco, in the project. Congressman Miller's office has been briefed on the issue and his assistance is expected to be necessary for approval of the slip ramps in the project. The Project is coordinated with the I-680 HOV lane project.

Work continues with Solano County on the Carquinez and Benicia Bridges and companion freeway improvements to manage traffic flow between the two counties.

2006-2007: The new Benicia-Martinez Bridge (northbound) was opened to traffic on August 25, 2007 after years of planning and construction. TRANSPAC officials and staff toured the bridge twice during construction; the second time was during this reporting period to view the changes to the Toll Plaza in preparation for the first Bay Area installation of "Open Road Tolling".

The Regional Measure 2 Study regarding HOV investment options was initiated. The HOV lane and I-680/SR4 Interchange project was submitted for the 2009 Regional Transportation Plan (T-2035). The TRANSPAC TAC recommended (and TRANSPAC approved in February 2008) the full Measure J funding of the I-680 SB Restripe project to be coordinated with a Caltrans Pavement Rehabilitation Project to be implemented in 2009. The project will eliminate some of the congestion created by a series of lane drops at Livorna on SB I-680 which has been a cause of consternation to both Central and Southwest County.

SR 242

General Description

State Route 242 is an approximately four-mile segment that connects I-680, just south of Willow Pass Road to SR 4, west of Port Chicago Highway. It is a four- to six-lane facility that is oriented generally north-south.

Issue Statement

As a connector roadway between I-680 and SR 4, SR 242 serves as a critical link for East County traffic. This roadway is anticipated to experience significant increases in traffic volumes during the peak hours. The planned widening of SR 242 to six lanes would accommodate the projected increases in traffic volumes of 40 percent during the AM peak hour, and 75 percent during the PM peak hour. Traffic operating conditions on SR 242 would improve slightly over 1990 conditions. TRANSPAC is interested in the feasibility of HOV lanes with direct HOV bypass ramps from SR 4 to I-680 (in both directions). An alternative may be to continue the HOV lanes from SR East to the I-680/SR 4 Interchange with direct connectors to I-680.

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

Planned Improvements

- Construct/modify southbound ramps at the Clayton Road Interchange
- Construct northbound on-ramp at the Clayton Road Interchange

Traffic Service Objectives

- Delay index of 2.0, with minimum peak hour average travel speed of 30 mph.
- Peak hour average vehicle occupancy of 1.2 persons per vehicle

Actions and Responsibilities

- Support study and design of Clayton Road interchange improvements.
(TRANSPAC and all TRANSPAC jurisdictions)

2002-2003: The Commerce Avenue Extension Project, proposed by the City of Concord, delays but does not eliminate, the need for the construction of the northbound Clayton Road on-ramp. The Commerce Avenue project will relieve both local and regional traffic and connects two MTS routes, Willow Pass Road and Concord Avenue. The project was approved by TRANSPAC for 2002 STIP funding and was subsequently moved to the Strategic Plan to be funded with Measure C I-680 category funds which area down payment on the project. The City of Concord with TRANSPAC's support requested an earmark from the yet to be considered TEA3 Federal legislation (expected in 04/05).

2004-2005: The Federal earmark was received and Concord is completing the required paperwork for the allocation of funds. TRANSPAC received a presentation on the project's status in 2005.

2006-2007: The City of Concord continued its development work on the Commerce Avenue Extension project with TRANSPAC's support.

SR 4

General Description

State Route 4 is a four-lane divided freeway within the TRANSPAC area. Further west toward I-80, the route narrows to a two-lane segment. Construction is underway to widen this segment to four lanes. SR 4 connects to I-80 to the west, and to eastern Contra Costa, San Joaquin, and eventually Alpine County. SR 4 makes a full cloverleaf interchange at its junction with I-680. The interchange is substandard with short weaving sections which results in operational problems on the freeways and ramps and between I-680 and SR 4. SR 4 provides access to the North Concord/Martinez BART Station in Central County as well as the Martinez Intermodal Facility.

Issue Statement

Traffic volumes are projected to increase during both the AM and PM peak hours by approximately 60 percent. Even with the proposed widening to add HOV lanes on SR 4 connecting to SR 242, increased congestion can be anticipated in the future.

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

East County improvements focus on providing additional capacity on SR 4 to accommodate the increase in travel demand associated with the high levels of residential development. It is anticipated that these improvements will be phased in as development occurs. Central County jurisdictions are working with East County jurisdictions to develop a traffic management plan for the East/Central commute corridor.

The I-680/SR 4 Interchange requires reconstruction to eliminate its short weaving sections to improve traffic flow. Collector/distributor improvements on the I-680 side of the Interchange are included in the I-680 HOV Lane Project. There is a need for operational improvements on the SR 4 side of the Interchange. TRANSPAC has worked with Caltrans and the CCTA to define lower cost improvements on critical approaches and key ramps. TRANSPAC has also identified the completion of the third travel lanes on SR 4 from Solano/Port Chicago Highway on the east to Morello Avenue on the west as a necessary and high priority project.

There is a perception that sections of the parking lot at the North Concord/Martinez BART Station are too remote from the station structure which raises personal security concerns. To maximize utilization of this station, these issues need to be addressed by BART. Additional BART service, access and revision to the distance-based fare structure for Central County patrons also need to be addressed to ensure that use of this transit resource is maximized.

Increased access to BART at the Bay Point Station would improve travel for commuters in this congested corridor. TRANSPAC supports additional parking and bus access to Bay Point to relieve the freeway and arterial road network service the East/Central commute.

As is the case in the I-680 corridor, there are obstacles to bicycle and pedestrian access in the SR 4 corridor. Cyclists must use sections of SR 4 due to the lack of adjacent bicycle facilities.

Planned Improvements

- Upgrade I-680/SR 4 freeway interchange
- Construct third lane on SR 4 between Solano Way/Port Chicago Highway through the I-680/SR 4 Interchange to Morello (the operation of and improvements to the Pacheco interchange needs to be studied as part of the I-680/SR 4 project).

Traffic Service Objectives

- Delay index of 2.0, with minimum peak hour average travel speed of 30 mph.
- Peak hour average vehicle occupancy of 1.2 persons per vehicle

Actions and Responsibilities

- Support on-going construction on SR 4, including provision of HOV lanes. (TRANSPAC, Contra Costa County and all TRANSPAC jurisdictions)
- Support improvements to the I-680/SR 4 interchange and construct third lane from Solano/Port Chicago Highway to Morello (TRANSPAC and all

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

TRANSPAC jurisdictions)

- Pursue planning and seek funds for bicycle improvements in the corridor

2002-2003: TRANSPAC has supported SR 4 HOV lane construction for the gap closure from SR 242 to I-680. As noted under I-680, TRANSPAC has actively participated in the development of the I-680/SR 4 Improvement project including the completion of the third lane which has been incorporated into the I-680/SR4 project.

TRANSPAC approved \$300,000 in 2000 STIP bicycle reserve funds for the Bay Trail through Martinez bicycle/pedestrian project. The City also obtained \$325,000 in ABAG Bay Trail grant funds. Due to the State budget crisis, the Martinez STIP funds were moved out to 08/09. To ensure that the ABAG funds were not lost as a result, TRANSPAC and its jurisdictions worked with the CCTA to determine a second choice funding scenario. As a result of those efforts, the CCTA has approved the use of an AB 3090 replacement request to the California Transportation Commission (CTC) which allows the CCTA to allocate Measure C money to the Bay Trail project and in turn receive the \$300,000 in STIP funds in some other STIP eligible project in the future. A determination on whether the CTC will consider this request prior to the adoption of the STIP in August, 2004, is pending.

2004-2005: HOV lanes were opened for use in the northbound direction from SR 242 in Concord to the Marina Vista Interchange in Martinez and in the southbound direction from the Marina Vista Interchange in Martinez to the North Main Street in Walnut Creek. In addition, a collector-distributor road system on I-680 at the I-680/SR4 Interchange was also completed and is in use.

The environmental document for the I-680/SR 4 Interchange is expected to be released in early 2006 after two years of delay due to Caltrans and FHWA consideration of the inclusion of the Pacheco slip ramps in the project. TRANSPAC supported CCTA in obtaining federal approval for the slip ramps and indicated no funds would be approved for the project unless the slip ramps were included.

2006-2007: As part of the development of the first Measure J and 2009 Regional Transportation Plan (T-2035) work, TRANSPAC requested consultant assistance from CCTA to assess rephasing of the I-680/SR 4 project. The intent is to determine if the third lane from SR 242 to Morello could proceed before (or in concert with) the ramps in Phases 1 and 2 to prepare for traffic from East County's SR 4 project. CCTA approved the request and results of the assessment are expected in 2008.

ALHAMBRA AVENUE

General Description

Alhambra Avenue extends from downtown Martinez south to Pleasant Hill, crossing SR 4 in the process. It is a four-lane segment, and its name changes to Pleasant Hill Road before it crosses Taylor Boulevard. Only the portion south of SR 4 is designated a

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

Route of Regional Significance.

Issue Statement

Alhambra Avenue is a parallel route to I-680. Between 1990 and 2010, peak hour traffic volumes are projected to increase only slightly, approximately 5 percent during the AM peak hour, and 10 percent during the PM peak hour. This minimal increase in traffic volumes is keyed to the improvements on the I-680 corridor and at the I-680/SR 24 interchange.

Planned Improvements

- Phase II Improvements from SR 4 to MacAlvey Drive

Traffic Service Objectives

- Delay index of 2.0, with minimum peak hour average travel speed of 15 mph.
- Peak hour average vehicle occupancy of 1.2 persons per vehicle

Actions and Responsibilities

- Pursue planning and funding for enhancement of capacity of existing 2 lane road through channelization modifications for safety and minor capacity improvements, including signalization/coordination, turn lanes, acceleration and deceleration lanes.(Martinez)

2000-2001: Funding programmed in 2002 Strategic Plan for widening from Benham to Alhambra Hills

2002-2003: Project is in the development stage, public meetings have been held and the Project Study Report is expected to be completed soon.

2004-2005: Final design is underway and construction anticipated in 2006.

2006-2007: With TRANSPAC assistance, the City of Martinez continues to seek funding for the remaining segments of the Alhambra Avenue project.

CLAYTON ROAD

General Description

Clayton Road is a four-to six-lane roadway that runs from SR 242, crosses Ygnacio Valley/Kirker Pass Road, and becomes Marsh Creek Road east of Clayton.

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

Issue Statement

Between years 1990 and 2010, peak hour traffic volumes on Clayton Road are anticipated to increase by approximately 35 percent during the AM peak hour, and 15 percent during the PM peak hour. During the AM peak hour, the percentage of traffic with East County origins on Clayton Road is anticipated to increase by 6 percent to 19 percent, and during the PM peak hour the percentage of traffic with East County destinations is anticipated to increase by 8 percent to 16 percent. This increase is traffic destined to or from East County and utilizing Clayton Road to access Kirker Pass Road, Ygnacio Valley Road and Marsh Creek Road to south Antioch, Brentwood and Discovery Bay.

Planned Improvements

None

Traffic Service Objectives

- Delay index of 2.0, with minimum peak hour average travel speed of 15 mph.
- Peak hour average vehicle occupancy of 1.2 persons per vehicle

Actions and Responsibilities

- Assess possible applications of the Central Contra Costa Traffic Management Program

2002-2003: No actions taken

2004-2005: Sought funding from the BAAQMD for traffic calming devices. Project not funded.

2006- 2007: The Cities of Concord and Clayton successfully coordinated and completed the installation of signals at St. Bonaventure School (5662 Clayton Road).

The City of Concord determined that improvements are necessary at the Clayton/Denkinger/Treat Intersection to improve traffic flow. In early 2008, TRANSPAC approved reprogramming of \$2 million in Measure J funds from the Waterworld Parkway project to the Clayton/Dekinger/Treat project.

CONTRA COSTA BOULEVARD

General Description

Contra Costa Boulevard varies from four to six lanes and runs parallel I-680 on the west side. It extends from Center Avenue in Pacheco south to Oak Park Boulevard in Pleasant Hill.

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

Issue Statement

In year 2010, traffic volumes on Contra Costa Boulevard are anticipated to increase by approximately 15 percent during the AM peak hour, and by 10 percent during the PM peak hour. Improvements on I-680 and localized improvements on Contra Costa Boulevard would serve to create an efficient system for local traffic on Contra Costa Boulevard. However, measures should be considered to ensure that the proposed improvements do not shift traffic from I-680 to Contra Costa Boulevard.

Planned Improvements

- Taylor/Contra Costa Boulevard signal interconnect
- Contra Costa Boulevard Gap Closure from 2nd Avenue in Pacheco to Boyd in Pleasant Hill, to widen roadway along localized segments, to restripe roadway to six lanes and to install sound walls.
- Contra Costa Boulevard at Chilpancingo Improvements

Traffic Service Objectives

- Delay index of 2.0, with minimum peak hour average travel speed of 15 mph.
- Peak hour average vehicle occupancy of 1.2 persons per vehicle

Actions and Responsibilities

- Pursue planning and seek funding for the Contra Costa Boulevard Gap Closure project and the Taylor Boulevard/Contra Costa Boulevard signal interconnect project (Pleasant Hill)
- Determine the most effective improvements and seek funding for Contra Costa Boulevard at Chilpancingo improvements (Pleasant Hill)

2002-2003: Possible actions at Contra Costa Boulevard and Chilpancingo under review as part of FHWA issues regarding the I-680/SR 4 Interchange Project. Signal Interconnect project is completed.

Contra Costa Boulevard signal have been interconnected and new signals installed at Contra Costa Boulevard and Vivian and at Astrid. Work is underway to synchronize the corridor.

2006-2007: The City of Pleasant Hill successfully applied for a Signal timing grant from MTC to fund the hardware necessary to synchronize another segment. TRANSPAC and its jurisdictions successfully reprogrammed County Measure C funds from a project adjacent to SWAT which no longer needed the funding. These funds were allocated to the Contra Costa Boulevard project to fund the cost of the software necessary to operate the MTC funded hardware.

GEARY ROAD

General Description

Geary Road extends from Pleasant Hill Road to I-680. Over most of its length, Geary Road is a two-lane roadway, and it runs east-west. On the east side of I-680, the

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

roadway becomes Treat Boulevard.

Issue Statement

Geary Road serves as a link between the Pleasant Hill/Taylor Boulevard bypass and Treat Boulevard. In year 2010, as traffic volumes increase on Treat Boulevard, traffic volumes are anticipated to also increase on Geary Road.

Planned Improvements

- Add two-way left turn lane, bike lanes, sidewalks and parking from Pioneer Avenue to Pleasant Hill Road

Traffic Service Objectives

- Delay index of 2.0, with minimum peak hour average travel speed of 15 mph.
- Peak hour average vehicle occupancy of 1.2 persons per vehicle

Actions and Responsibilities

- Continue to seek funding for widening of Geary Road (Walnut Creek, Pleasant Hill)

2002-2003: Phase 1 and 2 of the Geary Road Project is completed. Phase 3 of the Project is a possible 2004 STIP or Measure C candidate and is included in Project 98126 in Track 1 of the 2001 RTP.

2004- 2005: No funding available; no action taken.

2006-2007: Funding for this project has been programmed for Measure J funds and has been included in the 2009 Measure J bond measure.

PACHECO BOULEVARD

General Description

Pacheco Boulevard is a two to four-lane roadway, extending from a residential area south of downtown Martinez, southeast under SR 4, along I-680 to Center Avenue, where it becomes Contra Costa Boulevard.

Issue Statement

Although traffic volumes on Pacheco Boulevard are anticipated to increase during the AM and PM peak hours by 10 and 15 percent, respectively, traffic operating conditions would continue to be generally acceptable. Completion of bicycle lanes provides north/south access for cyclists and connection to the Martinez Amtrak Station and the Bay Trail.

Planned Improvements

- Complete widening to four lanes

Traffic Service Objectives

- Delay index of 2.0, with minimum peak hour average travel speed of 15 mph.

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

- Peak hour average vehicle occupancy of 1.2 persons per vehicle

Actions and Responsibilities

- Pursue planning and seek funding to complete the widening to four lanes

2000-2001: The project has been phased to facilitate obtaining grant funds. TRANSPAC approved the realignment of Pacheco Boulevard at the BNSF Railroad as a 2004 STIP project at \$1.5 million. Project was subsequently included in the 2002 Strategic Plan Update for Measure C funding.

2002-2003: The railroad component of the project has been transferred from Caltrans to CCTA and will be included in the I-680/SR4 project rather than the I-680 HOV lane project. Current estimate is \$10 million.

2004-2005: Contra Costa County and City of Martinez staffs are coordinating on environmental review of subdivisions along Pacheco Boulevard and assessing the need for a traffic signal on Pacheco Boulevard at Arnold Drive and the distance of the four lane widening.

2006-2007: The County and Martinez segments of the project were included in the Measure J bond lists and are also eligible candidates for STIP funding.

The City of Martinez obtained a signal timing grant and implemented a traffic signal coordination plan from Shell Avenue to I-680.

PLEASANT HILL ROAD

General Description

Pleasant Hill Road is designated as a Route of Regional Significance in Central County from Geary Road west to Taylor Boulevard where it continues through Lafayette to SR 24. It is a two-to four-lane facility.

Issue Statement

Pleasant Hill Road and Taylor Boulevard currently serve as parallel routes for drivers through Central County to SR 24. The Central/CMP model indicates that between 1990 and 2010, after the completion of the I-680/SR 24 Interchange, there will be a decrease in peak hour traffic on Pleasant Hill Road.

Planned Improvements

- Signal timing study and plan for 14 traffic signals along Pleasant Hill Road and Taylor Boulevard from Highway 24 in Lafayette to Contra Costa Boulevard in Pleasant Hill
- Evaluate improvements at Pleasant Hill Road/Taylor Boulevard; study funds in 1998 CCTA Strategic Plan

Traffic Service Objectives

- Delay index of 2.0, with minimum peak hour average travel speed of 15 mph.
- Peak hour average vehicle occupancy of 1.2 persons per vehicle

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

Actions and Responsibilities

- Pursue planning and seek funding for improvements at Pleasant Hill Road/Taylor Boulevard defined in the CCTA-funded study (Pleasant Hill/County)

2000-2001: Pleasant Hill Road Improvement Project was approved by TRANSPAC for 2002 STIP funding (\$2.995 million). Project was not funded in this cycle. In 2001, the County included the Pleasant Hill Road/Taylor Boulevard Realignment Project in its County Road Improvement Program Update. The project will realign the existing reversing curves on northbound Pleasant Hill Road at an estimated cost of \$3.85 million.

2002-2003: Improvements were made to the intersection of Pleasant Hill Road and Oak Park Boulevard.

2004-2005: Completed Phase II of Pleasant Hill Road improvements including resurfacing, pedestrian pathways, median islands and landscaping between Cumberland Drive and Whitfield Court.

2006-2007: No actions taken

NORTH MAIN STREET

General Description

North Main Street is designated as a Route of Regional Significance only from Oak Park to I-680 at the north end. It is a four-lane facility connecting I-680 and Treat Boulevard/Geary Road, serving local commercial uses.

Issue Statement

North Main Street is a parallel route to I-680. Between 1990 and 2010, peak hour traffic volumes are projected to increase only slightly, by approximately 5 to 10 percent, and this would result in increases in traffic congestion.

Planned Improvements

Expand North Main Street from I-680 Sunnyvale ramps to Geary/Treat

Traffic Service Objectives

- Delay index of 2.0, with minimum peak hour average travel speed of 15 mph.
- Peak hour average vehicle occupancy of 1.2 persons per vehicle

Actions and Responsibilities

- Assess possible applications of the Central Contra Costa Traffic Management Program

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

2002-2003: No actions taken.

2004-2005: No actions taken.

2006-2007: No actions taken

TAYLOR BOULEVARD

General Description

Taylor Boulevard is a four-lane facility, and is divided by a median in some locations. It runs mainly north-south, and connects Pleasant Hill Road to Contra Costa Boulevard.

Issue Statement

Taylor Boulevard (and Pleasant Hill Road) serves as a local street providing local access and access to residential developments. The Central/CMP model indicates that between 1990 and 2010 after the completion of the I-680/SR 4 Interchange, there will be a decrease in peak hour traffic on Taylor Boulevard.

Planned Improvements

- Signal timing study and plan for 14 traffic signals along Pleasant Hill Road and Taylor Boulevard from Highway 24 in Lafayette to Contra Costa Boulevard in Pleasant Hill (approximately 5.6 miles)
- Taylor/Contra Costa Boulevard signal interconnect
- Widen for second left-turn lane at Pleasant Hill Road to westbound Alhambra Avenue; funding in 1998 CCTA Strategic Plan – completed in 2000 -2001 reporting period.
- Evaluate improvements at the Pleasant Hill Road/Taylor Boulevard intersection; study funds in 1998 CCTA Strategic Plan

Traffic Service Objectives

- Delay index of 2.0, with minimum peak hour average travel speed of 15 mph.
- Peak hour average vehicle occupancy of 1.2 persons per vehicle

Actions and Responsibilities

- Support coordination improvements for Taylor Boulevard and Pleasant Hill Road. (Pleasant Hill)
- Pursue provision of second left-turn lane at Pleasant Hill Road. (Pleasant Hill) – completed in 2000-2001 reporting period
- Pursue planning and seek funding for improvements at Pleasant Hill Road/Taylor Boulevard defined in the CCTA-funded study (Pleasant Hill/County)

2002-2003: Signal interconnect and corridor synchronization completed

2004- 2005: No actions taken

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

2006-2007: No actions taken

TREAT BOULEVARD

General Description

Treat Boulevard runs parallel to Ygnacio Valley Road, and has similar characteristics. It is a divided four to six -lane arterial that serves as a main commuter route which provides access to I-680 and the Pleasant Hill BART Station.

Issue Statement

As indicated above, Treat Boulevard is a parallel route to Ygnacio Valley Road. Treat Boulevard also serves as a regional through route, and, based on a 1990 origin/destination survey, over 40 percent of the traffic on Treat Boulevard had neither Walnut Creek origins or destination. Peak hour traffic volumes are anticipated to continue to increase between 1990 and 2010 (between 15 and 25 percent). This would result in additional congestion on Treat Boulevard. Parking limits at BART has generated interest in improving station access through alternative modes.

Planned Improvements

- Implementation of various bus/bicycle/pedestrian access improvements at the Pleasant Hill BART Station

Traffic Service Objectives

- Delay index of 2.0, with minimum peak hour average travel speed of 15 mph.
- Peak hour average vehicle occupancy of 1.2 persons per vehicle

Actions and Responsibilities

- Pursue planning and seek funding for improving bus/bicycle/pedestrian access at the Pleasant Hill BART Station
- Assess possible applications of the Central Contra Costa Traffic Management Program

2000-2001: In 2001, the County sponsored a TLC planning grant to identify improvements to pedestrian and bicycle routes at the Pleasant Hill BART Station.

In 2001, the County completed a design charrette at the Pleasant Hill BART Station which identified upgrades to the bus transfer area.

In 2001, the County executed agreements with CCCTA and CCTA to fund and operate a peak period shuttle to the Pleasant Hill BART Station.

2004-2005: Between March 2003 and March 2004, Contra Costa County sponsored a two-route peak period shuttle service from the Pleasant Hill BART station. The service was terminated due to poor ridership.

2006-2007: The City of Walnut Creek continues to synchronize traffic signals Treat Boulevard between North Main and Carriage Drive in both the City and County jurisdictions.

YGNACIO VALLEY ROAD/KIRKER PASS ROAD

General Description

Ygnacio Valley Road is a four- to six-lane divided arterial. It extends through the project area from I-680 to Clayton Road. There are a number of traffic signals along the route where it intersects with other arterials. The predominant flow of traffic is toward I-680 in the morning and away from I-680 in the evening, reflecting commuter patterns from and to residential areas. North of Clayton Road, Ygnacio Valley Road becomes Kirker Pass Road.

***Kirker Pass Road* is a four to six-lane roadway that runs southwest-northeast from Clayton Road into east Contra Costa County. Northeast of the Concord Pavilion, there is little development along the route, and high speeds are common.**

Issue Statement

Traffic volumes and traffic congestion on Ygnacio Valley Road/Kirker Pass Road have increased significantly over the last decade, and conditions are anticipated to continue to worsen. Between years 1990 and 2010, peak hour traffic volumes on Ygnacio Valley Road are anticipated to increase by 10 to 15 percent, and levels of congestion are anticipated to increase over 1990 conditions. Without improvements to the regional system or controls on traffic accessing Kirker Pass Road and Ygnacio Valley Road, traffic volumes could increase significantly and result in further congestion.

Ygnacio Valley Road/Kirker Pass Road serves as an alternate east/west route into and out of East County. An origin/destination survey conducted on Ygnacio Valley Road in 1990 determined that over 30 percent of traffic on Ygnacio Valley Road has neither a Walnut Creek origin nor destination, and substantiates the use of this roadway as a regional through route. Capacity improvements on Ygnacio Valley Road are limited by past development patterns. Under the auspices of TRANSPAC, the cities of Clayton, Concord and Walnut Creek have funded the Ygnacio Valley/Kirker Pass Road Traffic Management Plan which is intended to determine how to manage traffic entering the corridor. The East Central Traffic Management Plan Study extends the study area into East County.

Between years 1990 and 2010, peak hour traffic volumes on Kirker Pass Road are anticipated to increase by approximately 50 percent during the AM peak hour, and 55 percent during the PM peak hour. This additional traffic is primarily East County traffic utilizing Kirker Pass Road and Ygnacio Valley Road as an alternate route to avoid freeway congestion. Upon the completion of the Buchanan Bypass in East County, there is the potential that this bypass would result in additional traffic routing to Kirker Pass Road.

Planned Improvements

- **Widen Ygnacio Valley Road from Cowell Road to Clayton Road to six lanes**
- **Assess possible applications of the Central Contra Costa Traffic Management Program**

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

- Provide truck climbing lanes on Kirker Pass Road

Traffic Service Objectives

- Delay index of 2.0, with minimum peak hour average travel speed of 15 mph.
- Peak hour average vehicle occupancy of 1.2 persons per vehicle

Actions and Responsibilities

- Pursue planning and seek funding for widening of Ygnacio Valley Road/Kirker Pass Road from Cowell Road to Clayton Road. This widening is consistent with the objective to allow traffic within Central County to travel as efficiently as possible. (TRANSPAC, Concord)
- Continue to support implementation of the Central Contra Costa Traffic Management Program. (TRANSPAC and all TRANSPAC jurisdictions.)

2000-2001: Widening project included in 2000 STIP Augmentation cycle at \$5.1 million. Additional funding may be required.

2002-2003: The City of Concord postponed the project due increased costs and given the State budget crisis, the City did not have sufficient funds to cover those increases. STIP programming was dropped which actually assisted covering required cuts in STIP funding. As of completion of this document, the Project remains in Track 1 of RTP but is unfunded.

A segment of the Central Contra Costa Traffic Management Program (CCCTMP) was implemented with coordinated metering at Oak Grove in Walnut Creek and Myrtle Drive in Concord (August, 2001). CCCTMP studies were funded by Concord, Clayton and Walnut Creek under the auspices of TRANSPAC. Central County jurisdictions worked with CCTA, TRANSPLAN, and the cities of Pittsburg and Antioch on the development of the East-Central Traffic Management Study (ECTMS) which proposes to extend the traffic management plan to two locations in Eastern Contra Costa (Kirker Pass at Nortonville and Buchanan at Meadows). A set of recommendations which have been approved by TRANSPAC, its jurisdictions and the City of Pittsburg, implementation of the recommendations is pending.

As noted above, the City of Walnut Creek has made timing adjustments at Oak Grove Road to improve traffic flow and the operation of the TRANSPAC segment of the East-Central Traffic Management Plan.

2004-2005: No major actions taken.

2006-2007: Construction began on mitigation projects for the John Muir Medical Center including the addition of a second left turn lane at La Casa Via.

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

2006- 2007 conditions of compliance 3 27 08

PC RESOLUTIONS 2006

In log	RESOLUTION #	APPLICANT	ADDRESS	PROJECT
√	06-01	City of Martinez	City Wide	Receive approval Accessory Structure - Zoning Amendment
√	06-02	Wier	4090 St Mary's St	UP 05-05 - Height request to 28.5 ft
√	06-03	Breinig	1965 Lake View Pl	Dr 05-25 - Deck
√	06-04	Dulong	4702 Tahoe Cir	UP 06-03, VAR 06-03 - Addition
√	06-05	Loving/Campos	Arnold & Pacheco	Sub 9025, GPA, REZ, PUD
√	06-06	City of Martinez		Recommend Council adoption of Specific Plan
√	06-07	City of Martinez		Rec CC adopt amendments to GP related to Specific Plan
√	06-08	City of Martinez		Rec CC adopt amendments to zoning map related to Specific Plan
√	06-09	City of Martinez		Rec CC adopt amendments to zoning ord related to Specific Plan
√	06-10	Isidro Farias, Buena Vista. LLC	500 Berrellesa	8 unit condo project sub 9111, gpa rez & dr
√	06-11	Oertel	4815 Phylis Terrace	CC&R's-amend coa for sub for 2nd story addition - var & dr
√	06-12	City of Martinez		Recommend adoption of additions to the Specific Plan
√	06-13	DeNova Homes	Morello @ Pettit	Sub 9103 & Pud
√	06-14	Forest Hills Preschool	5834 Alhambra Ave	Preschool addition & expand enrollment - UP 05-06. Var 06-08
√	06-15	Beriman	700 Lafayette St	Var for addition
√	06-16	Chris Scott	1857 Pacheco Blvd	2nd story accessory structure
√	06-17	Turner Res	1003 Grandview	New SFR
√	06-18	City of Martinez	various sites	Housing Element Implementation gpa & rez to R-1.5
	06-19	City of Martinez	City Wide	Inclusionary ordinance (Pc did not recommend to CC)
√	06-20	Trumark	1000 Howe Rd	Sub 9089 w/gpa & rez
√	06-21	Schrader	Shell Ave	Cascara Canyon Sub 9132 w/gpa
√	06-22	Brett Foster/ Richard Verrilli	2241-2251 Castro St	Neg Dec for creek bank retaining wall repair
√	06-23	Shore Terminals	Waterfront Rd	added tanks
√	06-24	Home Depot	1037 Arnold Dr	Sign facing Arnold
✓	06-25	Lindley	648 Vine Hill Way	MS 555-04
✓	06-26	Scott O'Hara	W. Park St Lot 1 & 2	New SFR
✓	06-27	Scott O'Hara	W. Park St Lot 3 & 4	New SFR
✓	06-28	Vanderkous	Solitude Peak Dr	Parcel B - New SFR
✓	06-29	City of Martinez	City Wide	2nd fix w/2nd unit "accessory"

EXHIBIT "B"
COMPLIANCE CHECKLIST
REGIONAL TRANSPORTATION MITIGATION PROGRAM

CITY OF MARTINEZ

CITY COUNCIL AGENDA
OCTOBER 21, 1996

TO: MAYOR AND CITY COUNCIL

FROM: RICHARD PEARSON, TRANSPORTATION PROJECTS MANAGER

PREPARED BY: CATHY NOWICKI, ASSOCIATE PLANNER

SUBJECT: TRANSPAC REGIONAL TRANSPORTATION MITIGATION PROGRAM

RECOMMENDATION

Approve Regional Transportation Mitigation Program as recommended by TRANSPAC.

BACKGROUND

At the October 7, 1996, City Council meeting, the Council recommended that TRANSPAC approve the proposed Regional Mitigation Program. At the October 10, 1996, TRANSPAC meeting, TRANSPAC approved the Program with the revisions addressed in your previous report (attached). TRANSPAC wanted the Cities to review the final version and approve it.

Attachments:

Draft Regional Transportation Mitigation Program (RTMP)
City Council Report, October 7, 1996

f:\plann\trnsprtt\transrmp.rpt

ATTACHMENT C

RESOLUTION NO. 86-03

A RESOLUTION ADOPTING THE REGIONAL TRANSPORTATION MITIGATION PROGRAM (RTMP)

WHEREAS, TRANSPAC, the Regional Transportation Planning Committee for Central Contra Costa is a voluntary association of the five Central County cities and the central area of the unincorporated area of Contra Costa County; and

WHEREAS, a Regional Transportation Mitigation Program is required by Measure C (1988), the Contra Costa Transportation Improvement and Growth Management Program administered by the Contra Costa Transportation Authority; and

WHEREAS, the RTMP addresses the regional transportation impacts of development; and

WHEREAS, TRANSPAC developed a draft RTMP in consultation with its member jurisdictions; and

WHEREAS, all of TRANSPAC's member jurisdictions have adopted the draft RTMP; and

WHEREAS, the RTMP fulfills the requirements of the Measure C Growth Management Program; and

WHEREAS, the RTMP needs to be incorporated into the Central County Action Plan for Routes of Regional Significance adopted by TRANSPAC on December 1, 1994

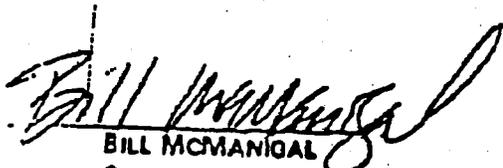
NOW THEREFORE BE IT RESOLVED, that based on the actions of its member jurisdictions, TRANSPAC adopts the Regional Transportation Mitigation Program (RTMP) to fulfill the requirements of the Measure C Growth Management Program; and

BE IT FURTHER RESOLVED, that the adopted RTMP is incorporated by reference into the Central County Action Plan for Routes for Regional Significance adopted by TRANSPAC on December 1, 1994; and

BE IT FURTHER RESOLVED, that a copy of this Resolution and the adopted RTMP will be forwarded to the Contra Costa Transportation Authority.

ADOPTED BY TRANSPAC AT A REGULAR MEETING ON December 12, 1996 BY THE FOLLOWING VOTE:

- AYES: Bishop, McManigal, Pierce, Regalia, Woodburn
- NOES: None
- ABSENT: Williamson


 BILL MCMANIGAL
 CHAIRMAN

ATTEST:

 BARBARA A. NEUSTADT, TRANSPAC MANAGER

TRANSPAC REGIONAL TRANSPORTATION MITIGATION PROGRAM (RTMP)

This Program is intended to fulfill the requirement for a Regional Transportation Mitigation Program (RTMP) established by the Contra Costa Transportation Authority as part of each jurisdiction's compliance with the Measure C Growth Management Program. RTMP requirements are applicable to jurisdictions with statutory land use authority in Central Contra Costa TRANSPAC area.

This Program creates a requirement for an interjurisdictional agreement(s) to mitigate traffic impacts should a proposed development meet or exceed the established interregional trip threshold for Routes of Regional Significance.

1. The RTMP is geared to an assessment of the impacts of peak hour and interregional trips on Routes of Regional Significance. Nexus and rough proportionality requirements are to be individually addressed as part of the proposed development's environmental assessment under the California Environmental Quality Act, (CEQA) as amended. For the purposes of the RTMP, "interregional trip" is defined as any trip outside of the "home" jurisdiction in which the development is located.
2. The RTMP requires the execution of an interjurisdictional agreement(s) to mitigate the impacts of development generating peak hour and interregional trips at or above the threshold established below on Routes of Regional Significance (Note: a jurisdiction may voluntarily choose to address impacts of interregional trips on roads other than Routes of Regional Significance.).
3. The requirements of the RTMP are to be followed if it is first determined that a development project generates 100 or more peak hour trips and subsequently is determined to generate 50 or more interregional trips in any peak hour on a Route of Regional Significance as defined in the Central County Action Plan and/or the Comprehensive Countywide Transportation Plan. Jurisdictions are to execute a developer sponsored mitigation agreement(s) with all impacted TRANSPAC jurisdictions. Interjurisdictional agreements with other Regional Transportation Planning Committees (RTPC) or jurisdictions outside of the TRANSPAC area need only be executed if a RTMP reciprocity agreement(s) has been established with TRANSPAC or any of its member jurisdictions.

For the purpose of determining if the 50 interregional trip threshold is met, a cumulative trip analysis must be completed as part of the CEQA assessment. This cumulative analysis is to review trips not only generated by the proposed development, but also trips from "related past, present, and reasonably foreseeable probable future projects." If such cumulative analysis meets the trip threshold and results in impacts, the proposed development is responsible for mitigating its proportionate share of the impacts via an interjurisdictional agreement(s).

TO: MAYOR AND CITY COUNCIL
FROM: RICHARD PEARSON, TRANSPORTATION PROJECTS MANAGER *RP*
PREPARED BY: CATHY NOWICKI, ASSOCIATE PLANNER *CN*
SUBJECT: TRANSPAC REGIONAL TRANSPORTATION MITIGATION PROGRAM

RECOMMENDATION

Recommend to TRANSPAC approval of the Regional Transportation Mitigation Program as proposed.

BACKGROUND

In compliance with Measure C, the Contra Costa Transportation Authority, requires each of the Regional Transportation Planning Committees to develop a Regional Transportation Mitigation Program (RTMP) to mitigate the traffic impacts of new development above certain thresholds. TRANSPAC, is proposing a program which would require interjurisdictional agreements for proposed developments that meet or exceed the established interregional trip threshold for Routes of Regional Significance.

The RTMP would be required for all developments with 100 or more peak hour trips on a Route of Regional Significance. An interjurisdictional agreement would be required for any project generating more than 50 interregional trips in the peak hour, which has a significant impact on the Route of Regional Significance. Agreements will be required between all affected jurisdictions within the TRANSPAC area. Agreements will address the mitigation of identified impacts, implementation and monitoring. Agreements outside of the TRANSPAC area would only be required in areas with reciprocal requirements.

The Program described above has been reviewed by TRANSPAC and the TRANSPAC TAC and includes some changes from the original Draft. TRANSPAC is requesting each jurisdiction to support the concept and will consider adoption of RTMP after receiving the comments from each TRANSPAC jurisdiction.

Attachments:

Draft Regional Transportation Mitigation Program (RTMP)

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT**Division of Housing Policy Development**

1800 Third Street, Suite 430
P. O. Box 952053
Sacramento, CA 94252-2053
(916) 323-3177
FAX (916) 327-2643



August 24, 2005

Ms. June Catalano
City Manager
City of Martinez
525 Henrietta Street
Martinez, CA 94553

RE: Review of the City of Martinez' Adopted Housing Element

Dear Ms. Catalano:

Thank you for submitting the housing element for Martinez adopted by the City Council on July 20, 2005, and received for review on July 29, 2005. The Department is required to review adopted housing elements and report the findings to the locality pursuant to Government Code Section 65585(h).

The adopted element adequately addresses the statutory requirements described in the Department's May 27, 2005 review, therefore the Department is pleased to find it in compliance with State housing element law (Article 10.6 of the Government Code). The Department's finding of compliance is conditioned on the City successfully implementing Program 8, to among other things, rezone 15 acres as identified in the land inventory (Appendix E) to R-1.5, by June 30, 2006. Martinez should use its annual general plan progress report (Government Code Section 65400) to report on the status of the housing element programs, including, in particular, Program 8. The reports are due to the Department by October 1 of each year. If the annual report reveals the necessary zoning actions have not been completed, the element will no longer identify adequate sites and require an immediate amendment to provide sufficient sites. Failure to submit an annual report by the due date will trigger a compliance review by the Department.

The Department commends Martinez on its commitment to facilitate the development of infill and affordable housing by rezoning sites to higher densities and designating zoning districts and development standards to facilitate the development of transitional housing and emergency shelters. The City's adoption of the Downtown Specific Plan to promote infill and mixed-use projects in the downtown area will provide needed housing and create vibrant, livable neighborhoods.

ATTACHMENT D

Ms. June Catalano
Page 2

Please note that because Martinez has adopted a housing element that complies with State housing element law, the City has met one of the threshold requirements for an innovative new program that rewards local governments for approving affordable workforce housing. The Workforce Housing Reward Program, funded by Proposition 46, provides grants to eligible local governments for every qualifying unit permitted, beginning calendar year 2005. Grant awards can be used to fund any capital asset project, such as transportation or park improvements. More specific information about the Program is available on the Department's website at <http://www.hcd.ca.gov/fa/whrp>.

The Department looks forward to following the City of Martinez' progress in implementing its housing and land-use programs through annual general plan progress reports and wishes the City continued success in addressing its housing and community development needs. If the Department can be of assistance in implementing the element, please contact Leah Northrop, of our staff, at (916) 323-7271.

Sincerely,

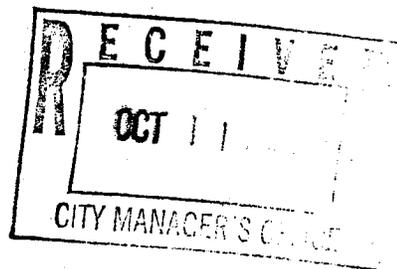


Cathy E. Creswell
Deputy Director

cc: Richard Pearson, Community Development Director, City of Martinez
Jeff Goldman, Consultant, P & D Consultants
Matthew Gerken, Consultant, P & D Consultants

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
Division of Housing Policy Development1800 Third Street, Suite 430
P. O. Box 952053
Sacramento, CA 94252-2053
(916) 323-3177
FAX (916) 327-2643

October 4, 2006

Ms. June Catalano
City Manager
City of Martinez
525 Henrietta Street
Martinez, CA 94553**RE: City of Martinez' Housing Element Conditional Compliance Status**

Dear Ms. Catalano:

As you know, the Department's August 24, 2005 review found Martinez' adopted housing element in compliance with State housing element law. The Department's finding of compliance was conditioned on effective and timely implementation of Program 8 to among other things, rezone 15 acres for higher density development and adopt a downtown specific plan to encourage residential development on sites with in-fill and re-use potential.

According to documents received by the Department on August 23, 2006, the City has addressed these conditions and, as a result, the Department is pleased to find Martinez has satisfied the requirements of conditional compliance and the housing element remains in full compliance with State housing element law (Article 10.6 of Government Code). Martinez is to be commended for its effective implementation of land-use strategies to designate sites for higher density and promote infill and mixed-use development. These strategies will facilitate Martinez' efforts to strengthen and revitalize its downtown while creating viable housing opportunities.

Please note because Martinez has a housing element that complies with State housing element law, if the City submits an Annual Progress Report on the implementation of the housing (pursuant to Government Code Section 65400) element by December 31, 2006, the City will have met critical threshold requirements for an innovative new program that rewards local governments for approving workforce housing affordable to very low- and low-income households. The Workforce Housing Reward Program, funded by Proposition 46, provides grants to eligible local governments for every qualifying residential unit permitted in calendar year 2006. Grant awards can be used to fund any capital asset project, such as infrastructure, street, or park improvements. More specific program information about the Program is available on the Department's website at <http://www.hcd.ca.gov/ca/whrp>.

Ms. June Catalano
Page 2

The Department looks forward to continuing to follow Martinez' progress in implementing its housing element through the annual general plan progress report. If you should need assistance, have ideas how the Department can aid your implementation efforts or have any questions, please contact Rita Levy, of our staff, at (916) 324-9629.

Sincerely,

A handwritten signature in cursive script that reads "Cathy E. Creswell". The signature is written in black ink and is positioned above the printed name.

Cathy E. Creswell
Deputy Director

City of Martinez

Housing Element Annual Report Fiscal Year 2006-2007

The purpose of this report is to summarize fiscal year 2006-2007 Housing Program accomplishments and how those accomplishments contribute toward meeting the goals of the 2001-2007 Housing Element. Unlike the previous Housing Element, the 2001-2007 Housing Element focuses on fewer programs that the City believes have a higher probability of success. The lack of a Redevelopment Agency still hinders the City of Martinez to implement a robust affordable housing program, so the emphasis of the 2001 – 2007 Housing Element is on the following strategies that leverage what resources the City does have, or that are not directly funding specific:

- Collaboration and coordination with Contra Costa County and its Housing Division (Community Development Department), which administers housing rehabilitation, homebuyer assistance, emergency shelter and services, multi-family housing, and other programs that are available to residents and developers in the City of Martinez. Although the City is not directly involved in administering these programs, it can make residents, developers, and affordable housing providers aware of County programs, provide referral services, and provide assistance in accessing these programs.
- Adoption of planning policies and regulatory incentives to encourage the production of housing, particularly affordable housing for low- and moderate-income households. The City has undertaken several important initiatives since 2001, including the preparation of the Downtown Specific Plan.
- Identification and periodic updating of a land inventory that can provide interested developers and affordable housing providers with specific information on opportunity sites that have the greatest feasibility for housing production.
- A more pro-active role in working with developers and affordable housing providers to identify appropriate sites for housing and regulatory changes (such as rezoning) that may be needed to facilitate housing production on those sites.
- Assisting affordable housing providers in assembling demographic, environmental, and other information necessary for County, state, or federal funding applications.
- Create the regulatory environment to facilitate the creation of below market rate (BMR) units, such as the adoption of an inclusionary ordinance.

The following pages describe the various goals of the 2001-2007 Housing Element, and the programs associated with each goal. The annual progress is described as well.

Goal #1: Adequate Supply of Housing

Achieve an adequate supply of safe, decent housing for all economic segments of the community. Promote throughout the City a mix of housing types responsive to household size, income, age and accessibility needs.

Program 1

The City will promote the availability of Contra Costa County programs for housing construction, homebuyer assistance, rental assistance, and housing rehabilitation through the following means:

- Creating a link on the City's website that describes programs available in the City Martinez, contains County application forms, and provides direct links to County agencies that administer these programs.
- Including contact information on County programs in City newsletters and other general communications that are sent to City residents.
- Maintaining information on County programs at the City's public counter and training City staff to provide referrals to County agencies.
- Distributing information on County programs at community centers.

Responsibility: Community Development Department.

Timing: Post website link and provide information by October 2005.

Funding: General Fund.

Annual Progress: This program has been implemented on time and using existing City resources. Links to county programs are made on the City website, as well as the front counter where informational brochures are made available to the public. The completion on this goal has increased local awareness of, and access to, information on County programs.

Program 2

Maintain and monitor a land inventory to determine where it may be appropriate to develop higher density housing. Disseminate this information to interested housing providers and developers. The City will promote the use of the land inventory in the following manner:

- A link on the City's website
- Distribution at the City's public counter
- A notice to local homebuilder and contractor organizations and affordable housing providers active in Contra Costa County .

Responsibility: Community Development Department.

Timing: Complete and distribute inventory as part of the updated Housing Element, August 2005.

Funding: General Fund.

Goal: Promote and increase awareness of housing opportunity sites.

Annual Progress: Program 2 was completed in July 2006, when the City Council approved rezoning over 15 acres of underutilized industrial and commercial land to high density residential. Through the rezonings, the City identified areas to encourage the production of more affordable housing. On-going tasks include creating the web link and promoting these sites to builders in the area.

Program 3

Actively pursue the cooperation of non-profit housing organizations through the following actions:

- Invite nonprofit housing providers active in Contra Costa County to participate in a housing strategy meeting to discuss opportunities for developing affordable housing in Martinez. The City will meet annually with these nonprofit organizations.
- Maintain a sites inventory and provide this inventory to nonprofit housing providers.
- Expedite review of residential development proposals that include affordable housing units through the City's Project Review Committee, staff-level coordinating committee.
- Provide pre-application technical assistance to affordable housing providers to determine project feasibility and address zoning compliance issues in the most cost-effective and expeditious manner possible.
- Provide information within the City's possession to support affordable housing funding requests.

Responsibility: Community Development Department.

Timing: Meet with non-profits by November 2005 and develop a strategy for providing affordable housing by July 2006. Meet annually thereafter, between November and July.

Annually update sites inventory.

Funding: General Fund.

Goal: 25 units of very low-income housing and 25 units of low-income housing.

Annual Progress: Program 3 is on-going. The City has maintained a site inventory for affordable housing, that can be shared with nonprofit builders. A housing strategy meeting is planned for the summer 2007. Expedited review, technical assistance and support to funding requests are on-going as needed.

Program 4

Establish minimum density targets for opportunity sites that the City has determined are feasible for affordable housing. The City should encourage average densities of at least 75 percent of the maximum permitted by zoning to ensure compliance with State law requirements for adequate sites. The Policy would not apply to sites that have physical constraints impeding the achievement of at least 75 percent of maximum density.

Responsibility: Community Development Department, Planning Commission and City Council.
Funding: General Fund.
Timing: Adopt policy for minimum density targets by July 2006.
Goal: Ensure that minimum densities are achieved consistent with the financial feasibility of affordable housing.

Annual Progress: Rezoning sites up to 29 units per acre is the maximum density permitted for identified sites. Minimum densities can be established via the discretionary process projects will need to go through for project approval.

Program 5

Continue to provide expedited review of affordable housing developments through the coordinating activities of the Development Review Committee, and give priority to such projects in scheduling meetings of the Design Review Committee, to maintain a shortened review period and evaluate recommendations to avoid constraints on production of affordable housing.

Responsibility: Community Development Department
Timing: On-going.
Goal: Shorten the timeframe for approval of affordable housing projects, particularly when the availability of State or federal funding is at stake.

Annual Progress: In the reporting period, no affordable housing developments have been submitted for project approval. However, the City is poised to provide expedited review, to make important funding deadlines as needed.

Program 6

Adopt a Downtown Specific Plan that:

- Contains design guidelines in the downtown area to facilitate residential in-fill and mixed use projects;
- Identifies housing opportunity sites, and provides flexibility in the application of development standards to sites that have development constraints; and
- Contains guidelines for affordable residential use of floor space above the ground-floor level commercial establishments the downtown.

Responsibility: Community Development Department.
Timing: Adopt Downtown Specific Plan by July 2005.
Funding: General Fund.
Goal: Increase opportunities for the development of housing in the downtown area (see adopted plan for estimates of housing development potential).

Annual Progress: The City Council adopted the final draft of the Downtown Specific Plan in June of 2006. The plan establishes design guidelines to

facilitate infill and mixed use development, and identifies opportunity sites in a contextual map. The plan does contain flexibility in development standards (e.g. height, density) to sites that are constrained by size, location and flood zone. Although considered, the final plan did not include provisions for adaptive re-use of above ground floor space for residential use. Future ordinance revisions could encourage such adaptive reuse.

Program 7

Revise the City's Zoning Ordinance to address the following:

- Code Section 65852.2. The City will adopt a process for existing property owners without legally conforming second units to bring their second unit into compliance to the City's zoning and building standards. The objective of the process will be to encourage compliance rather than penalize property owners. The City will revise its second unit standard to eliminate the requirement for written consent of neighboring property owners.
- Codify density bonus requirements of State law (Government Code Sections 65915 – 65918) in the City's Zoning Ordinance that provides for the same incentives as offered in the Downtown Overlay Zone, plus consideration of fee waivers or deferrals if necessary for a project's financial feasibility.
- Allow uses permitted in the R-3.5 through R-1.5 districts (multi-family residential) and mixed use projects in light industrial districts to encourage the development of affordable housing.
- Establish a formal administrative procedure for granting persons with disabilities reasonable accommodation in the application of the City's land use regulations and establish criteria to be used when considering such requests.
- Adopt definitions, specify standards, and designate zoning districts in which transitional housing and emergency shelters for homeless persons will be permitted. The City will solicit input from local service providers in the preparation and adoption of the amendment to the Zoning Ordinance to ensure that development standards and permit processing will not impede the approval and/or development of homeless shelters. The City will select zoning district(s) in which there are existing vacant or underutilized sites that could accommodate such a use. Among the zones in which the City will consider permitting emergency shelters are light industrial zones. To facilitate the location of homeless shelters, the City may consider adopting criteria to address:
 - Compliance with zoning standards;
 - Compliance with health, safety, building, and licensing code requirements (local, county, and state);
 - Hours of operation;
 - External lighting, noise, and other off-site impacts;
 - Provision of security measures for the proper operation and management of a proposed facility;
 - Measures to avoid queues of individuals outside a proposed facility;
 - Proximity of public transit, supportive services, and commercial services;
 - Avoidance of harm to occupants of the shelter or transitional housing facility;
 - Avoidance of over-concentration of homeless facilities; and
 - Demonstrated management experience.

The standards developed for transitional housing and homeless shelters will act to encourage and facilitate the use through clear and unambiguous guidelines for the application review process,

the basis for approval, and the terms and conditions of approval.

The City will promote its second unit, density bonus, and shelter standards through postings on the City's website, an informational brochure at the City's public counter, and mailed communications to housing and service providers who may be interested in the City's new standards.

Responsibility: Community Development Department.

Timing: Adopt Zoning Ordinance Amendments by July 2006. Begin distribution and promotion of new standards by August 2006.

Funding: General Fund.

Goal: 10 second units (low-income affordable) 20 density bonus units (five very low-income and 10 low-income) At least one homeless or transitional housing facility meeting at least one of the City's three most urgent needs: homeless families with children, homeless veterans, and homeless individuals suffering from mental illness.

Annual Progress: The City adopted Zoning Ordinance amendments in 2004 in compliance with state requirements to allow secondary housing units through administrative review in all residential districts. The process for proceeding with the remaining revisions has not been undertaken due to insufficient staff resources.

Program 8

To accommodate its future very low-, low-, and moderate-income housing needs, the City will:

- Initiate a General Plan amendment and rezone at least 15 acres of land among the sites identified in Appendix E for housing that can be developed at densities and with development standards equivalent to R-1.5.
- Designate light industrial areas in the City's Sphere of Influence, along Pacheco Boulevard, to encourage annexation and increase in affordable housing stock. The designation will include at least five additional acres of land for development at equivalent to R-1.5 densities.
- Adopt a Downtown Specific Plan with incentives, design guidelines, and regulatory standards that encourage residential development on sites with infill and re-use potential. Incentives will be similar to those offered in the Downtown Overlay District (reduced setbacks, higher lot coverage, lower lot area per dwelling unit, and lower parking requirements).

Responsibility: Planning Commission and City Council.

Timing: Complete zoning by April 2006.

Funding: General Fund.

Goal: Designate sufficient land to accommodate at least 248 very low-income, 139 low-income, 341 moderate-income, and 311 additional above moderate-income housing units (613 total above moderate-income housing units, of which 302 have been provided).

Annual Progress: The City enacted General Plan amendments and rezoned at least 15 acres of land among the sites identified in Appendix E for housing that can be developed at densities and with development standards equivalent

to R-1.5 July 2006. The City also adopted a Downtown Specific Plan as outlined above. The process for proceeding with the designation of light industrial areas in the City's Sphere of Influence, along Pacheco Boulevard, has not been undertaken due to insufficient staff resources.

Program 9

The City will adopt an affordable housing requirement as part of the Zoning Ordinance. The requirement will apply to new residential and mixed-use developments with a residential component and will specify the percentage of dwelling units that must be affordable to very low- and/or low-income households. The specific requirements for the program, and incentives to be offered by the City, will be determined as part of an ordinance adopting the program. This program will address the following issues:

HOUSING ELEMENT

- The percentage of housing units to be affordable to very low- and/or low-income households by project type (rental versus ownership);
- Minimum project size subject to the affordable housing requirements;
- Alternatives to meet the affordable housing requirements (direct provision of units on- or off-site, donation of land, payment of in-lieu fees, etc.);
- Concurrency requirements for the provision of affordable housing units and market-rate units;
- Number of years that housing units must remain affordable;
- Resale provisions for affordable ownership units;
- Incentives or financial assistance that the City will provide in exchange for the affordable units (such incentives or assistance will be provided so as not to conflict with the requirements of State density bonus law); and
- Monitoring procedures to assure the continued affordability of targeted housing units.

Responsibility: Planning Commission and City Council.

Timing: Adopt an inclusionary housing program by July 2006.

Funding: General Fund.

Goal: 20 affordable housing units (this goal is part of the overall housing construction target in Program 3).

Annual Progress: An inclusionary housing ordinance is currently under consideration by the City. The City's Housing Task Force has been reconvened to discuss affordable housing policy and to draft an ordinance. Once a draft is compiled it will be reviewed by the Planning Commission. The Commission will then make a recommendation to the City Council.

Goal #2: Protect and Conserve Existing Housing Stock

Protect and conserve the existing housing stock so that it can best serve the needs of Martinez residents.

POLICIES

1. 2.1 Conserve the City's housing stock, including existing rental housing and single-family homes that are affordable to low- and moderate-income households.
2. 2.2 Pursue available funding for the conservation and rehabilitation of viable older housing to preserve neighborhood character.
3. 2.3 Discourage the conversion of older residential uses to non-residential uses, unless there is a finding of public benefit and that equivalent housing can be provided for those who have been displaced by the proposed conversion.
4. 2.4 Encourage compliance with the City's building codes in connection with housing rehabilitation programs to maintain the quality of the housing stock.
5. 2.5 Encourage the establishment of residential retrofitting program to preserve the existing stock of older housing.

PROGRAMS

Program 10

Enforce State regulations requiring access and opportunity for the handicapped in new developments.

Responsibility: Community Development Department, Inspection Division.

Timing: On-going.

Funding: Permit and inspection fees.

Goal: Compliance with handicapped accessibility requirements.

Annual Progress: The process of incorporating these regulations into the City's Zoning Ordinance has not been undertaken due to insufficient staff resources.

Program 11

Continue to vigorously pursue code enforcement efforts in residential areas through the City's Building Department.

Responsibility: Community Development Department, Inspection Division.

Timing: Immediate and on-going.

Funding: Inspection fees, violation fines, and General Fund.

Goal: 40 cases per year.

Annual Progress: The City is continuing with this effort.

Program 12

Establish the public improvement-replacement program in residential areas suffering from neglect. Provide curb, gutter, and sidewalk improvements to the extent that funds are available for this purpose.

Responsibility: City Council and Public Services Department.
Timing: Ongoing.
Funding: CDBG, State and federal transportation funds.
Goal: Target three residential areas for improvements.

Annual Progress: The process of establishing this program has not begun due to insufficient staff resources and funding.

Program 13

Adopt procedures for evaluating applications for demolition of substandard residential structures. This evaluation shall consider the implications of the demolition with respect to the retention of affordable housing. If demolitions are deemed to result in a reduction of the amount of affordable housing in Martinez, the City shall require the proponent of the demolition to cooperate with the City in providing relocation assistance to displaced residents and in determining the means for replacing demolished units.

Responsibility: Community Development Department, Planning Commission, and City Council.
Timing: Adopt procedures by July 2006.
Funding: General Fund.
Goal: Reduce displacement of lower-income households.

Annual Progress: The process for adopting these procedures has not been undertaken due to insufficient staff resources.

Goal #3: Expand and Conserve Housing Opportunities

Expand and conserve housing opportunities for low and moderate income families and individuals.

POLICIES

1. 3.1 Pursue County, State and federal programs and funding sources that provide housing opportunities for low- and moderate- income households.
2. 3.2 Give high priority to housing that is affordable to first time buyers and renters of all income levels.
3. 3.3 Continue to lend assistance and support to projects developed by the Housing Authority.
4. 3.4 Maintain rehabilitation programs for both owner occupied and rental housing.
5. 3.5 Restrict condominium conversions.
6. 3.6 Conserve the City’s housing stock through the initiation of a City-sponsored purchase, rehabilitation, and re-sale program funded by housing grants.

PROGRAMS

Program 14

Continue to participate in the Contra Costa County Neighborhood Preservation Program and the County Rental Rehabilitation Program. The City will promote the availability of Contra Costa County programs for housing construction, homebuyer assistance, rental assistance, and housing rehabilitation through the following means:

- A link on the City's website that describes programs available in the City of Martinez, contains County application forms, and provides direct links to County agencies that administer these programs.
- Including contact information on County programs in City newsletters and other general communications that are sent to City residents.
- Maintaining information on County programs at the City's public counter and training City staff to provide referral to County agencies.
- Distributing information on County programs at community centers.

Responsibility: Community Development Department.

Timing: Provide website links and begin distribution of information by July 2005.

Funding: Contra Costa County (CDBG, HOME).

Goal: 10 very low-income units and 20 low-income units.

Annual Progress: The City is continuing with this effort.

Program 15

Continue to participate in single- and multi-family mortgage revenue bond programs for qualified moderate and middle income home buyers and low-income renters. The City will promote the availability of Contra Costa County programs for housing construction, homebuyer assistance, rental assistance, and housing rehabilitation through the following means:

- A link on the City's website that describes programs available in the City of Martinez, contains County application forms, and provides direct links to County agencies that administer these programs.
- Including contact information on County programs in City newsletters and other general communications that are sent to City residents.
- Maintaining information on County programs at the City's public counter and training City staff to provide referral to County agencies.
- Distributing information on County programs at community centers.
- Participate in Contra County Trust Fund efforts by providing financial and staff support.

Responsibility: City Manager's Office.

Timing: Begin promotion effort and distribution of information by July 2006.

Funding: Contra Costa County (Mortgage Revenue Bonds, Mortgage Credit Certificates).

Goal: 5 low-income and 15 moderate-income units.

Annual Progress: The City is continuing with this effort.

Program 16

Continue to enforce existing condominium conversion ordinance.

Responsibility: Community Development Department.

Timing: On-going.

Funding: General Fund.

Goal: Avoid displacement of lower-income households.

Annual Progress: The City is continuing with this effort.

Goal #4: Equal Housing Opportunity

Elimination of all forms of discrimination in Martinez

POLICIES

1. 4.1 Promote fair housing opportunities for all people by holding information workshops.
2. 4.2 Support efforts of City, County, State and Federal agencies to eliminate discrimination in housing.
3. 4.3 Encourage minority participation in all sectors of the housing market.

PROGRAMS

Program 17

Continue to publicize information on fair housing laws and State and federal anti-discrimination laws; refer all complaints to Contra Costa County Housing Division, the Contra Costa Housing Authority, or the California Department of Fair Employment and Housing, as appropriate. The City will educate selected staff in the Community and Economic Development, City Attorney, and City Manager departments on responding to complaints received regarding potential claims of housing discrimination. Information regarding the housing discrimination complaint referral process will be posted on the City's website

Responsibility: Community and Economic Development and all other City departments.

Timing: On-going.

Funding: General Fund.

Goal: Increase awareness of fair housing requirements and provide accessible referrals for fair housing complaints.

Annual Progress: The City is continuing with this effort.

Program 18

Support efforts of countywide social service agencies in their attempts to provide housing for special need groups. The City will provide information and referrals to County agencies for those seeking health and human service assistance. Information on County programs will be made available at the City's public counter and links to County agencies will be provided on the City's website.

Responsibility: City Council.

Timing: On-going.

Funding: General Fund.

Goal: Improve access by City residents to County services.

Annual Progress: The City currently provides this information to the public and will continue to do so.

Goal #5: Pursue Efforts to Meet Regional Housing Needs

Advocate and diligently pursue efforts to meet the City's regional housing needs.

POLICIES

- 5.1 Support a regional approach to solving the housing problems that extend beyond lines of political jurisdiction.

PROGRAMS

Program 19

Investigate the potential for participation in the Rental Deposit Guarantee and Revolving Loan fund operated by Shelter Inc. to specifically assist Martinez residents and to prevent and reduce the homeless.

Responsibility: Community Development Department and City Manager's Office.

Timing: Complete investigation by July 2006.

Funding: Contra Costa County.

Goal: 10 loans.

Annual Progress: The process of undertaking this investigation has not begun due to insufficient staff resources.

Program 20

Meet with representatives of community organizations, including local churches and others interested in providing services to the homeless, to investigate the potential for establishing a shelter network for the homeless as part of the County's broader effort to address homelessness through the Contra Costa County Consortium. Adopt the Countywide Continuum of Care Plan, entitled "*Ending Homelessness within the Next Ten Years.*"

Responsibility: Community Development Department.

Timing: Meet with community organizations by July 2006.

Goal: At least one homeless or transitional housing facility meeting at least one of the City's three most urgent needs: homeless families with children, homeless veterans, and homeless individuals suffering from mental illness.

Annual Progress: The process of undertaking this endeavor has not begun due to insufficient staff resources.

Program 21

Encourage reduction of housing expenses through shared-living arrangements. Contact the Contra Costa County Housing Division to identify organizations (such as ECHO) that specialize in operating shared housing referral and placement programs primarily for low-income residents. Outreach could be conducted through the senior center, libraries, City Hall, and the media. Determine the feasibility of establishing a program in Martinez based on program costs to the City.

Responsibility: Community Development Department.

Timing: Contact Contra Costa County and meet with potential shared housing program operators by July 2006. Determine program feasibility by September 2006. If feasible (based on operating costs to the City), begin program by December 2006.

Funding: CDBG, General Fund.

Goal: 10 shared units.

Annual Progress: The process of undertaking this endeavor has not begun due to insufficient staff resources.

Program 22

Continue to meet with other jurisdictions in Contra Costa County and support ABAG programs to develop a regional program for achieving a balance between housing and jobs.

Responsibility: Community Development Department.

Timing: On-going.

Funding: General Fund.

Goal: Increase access to housing in proximity to employment.

Annual Progress: The City is continuing with this effort.

Program 23

Continue to implement service performance standards that do not inhibit the development of affordable housing as part of the City’s Growth Management Element of the General Plan,

Responsibility: Planning Commission and City Council

Timing: Current and ongoing

Funding: Application fees, General Fund.

Goal: Ensure that affordable housing is not adversely impacted by the implementation of growth management policies.

Annual Progress: The City is continuing with this effort.

Goal #6: Preserve Assisted Multi-Family Housing

Preserve assisted multi-family rental housing units from conversion to market rate rental units.

POLICIES

- 6.1 Seek to preserve existing low-cost rental housing for occupancy by lower-income households.

PROGRAMS

Program 24

Adopt an ordinance requiring a one year notice to residents, the City and Contra Costa Housing Authority of all conversions of Below Market Rate housing units to market rates. Monitor the status of the units at risk. Establish regular contact with the owners of these units. If the units appear to be in danger of converting, establish contact with public and nonprofit agencies who may be interested in managing or purchasing the units to inform them of the projects status and inform tenants of any assistance available.

Responsibility: City Council.

Timing: Adopt ordinance by June 2006.

Funding: General Fund.

Goal: Preserve 353 units of affordable rental housing.

Note: No assisted rental units have been identified as being at risk of conversion over the next ten years.

Annual Progress: The initiation of the process to adopt an ordinance has not begun due to insufficient staff resources.

Goal #7: Public Participation by All Economic Segments

To achieve participation of all economic segments of the Community in the development of the Housing Element and Housing Strategies.

POLICIES

- 7.1 Promote participation by all residents of Martinez in the development of housing strategies and programs.

PROGRAMS

Program 25

Send public hearing notices to all interested public and nonprofit agencies, affected property owners; post notices in public buildings such as City Hall, libraries, post offices and the senior center; and publish a notice in the local newspaper.

Responsibility: Community Development Department.

Timing: Post notices 30 days in advance of the public hearing, mail notices 10 days in advance.

Funding: General Fund.

Goal: Promote broad public awareness and participation in the development of the Housing Element and housing strategies.

Annual Progress: The City is continuing with this effort.

C. QUANTIFIED OBJECTIVES

The Association of Bay Area Governments and the City of Martinez have established the following quantified objectives for the 2001 – 2007 Housing Element. City objectives are based on numerical goals associated with several of the programs listed above.

Table 3-1: Quantified Objectives (2001 – 2007)	ABAG Regional Allocation	City New Construction Objective	City Rehabilitation Objective	City Conservation Objective
Very Low Income	248	30	5	353
Low Income	139	55	10	
Moderate Income	341	100	N/A	N/A
Above Moderate Income	613	613	N/A	N/A
Total	1,341	798	15	353

Note: Complete information is not available on the breakdown of residents by income level.

The new construction objective refers to the number of new housing units to be potentially constructed during the Housing Element planning period, taking into consideration the City's land resources, constraints that cannot be mitigated or removed by the City, and proposed housing programs. The rehabilitation objective is the number of existing units expected to be rehabilitated during the planning period. The conservation objective refers to the preservation of the existing affordable housing stock throughout the planning period that might otherwise be converted to market-rate housing or otherwise lost as a source of affordable housing. Please see Government Code Section 65583(b) for statutory guidance on quantified objectives.*

Ideally, the objectives would be equal to identified needs. However, based on analysis conducted and information presented in the Housing Element, there are situations when local governments must conclude that housing needs exceed available resources, and in this situation, the quantified objectives may be less than the total identified need.**

* For more information, please refer to the Department of Housing and Community Development, *Housing Element Questions and Answers A Guide to the Preparation of Housing Elements*, June 2001

**Ibid, page 48.

D. REGIONAL HOUSING NEEDS ALLOCATION PROGRESS

Table 4-1: Quantified Progress (2006 – 2007)	2006	2007	TOTAL
Very Low Income	0	0	5
Low Income	0	0	0
Moderate Income	0	3	3
Above Moderate Income	10	30	40
Total	10	33	43

**ANALYSIS OF OPERATING CONDITIONS
FOR THE CONTRA COSTA
TRANSPORTATION AUTHORITY
REPORTING INTERSECTIONS**

CITY OF MARTINEZ, YEAR 2007

**Prepared by:
Omni-Means Engineers & Planners
1901 Olympic Blvd., Suite 120
Walnut Creek, CA 94549
Phone (925) 935-2230**

July 18, 2007

ATTACHMENT F

**ANALYSIS OF OPERATING CONDITIONS FOR THE
CONTRA COSTA TRANSPORTATION AUTHORITY
“REPORTING INTERSECTIONS”, CITY OF MARTINEZ, YEAR 2007**

1. INTRODUCTION

This report presents the findings of the operating conditions analysis conducted for the Contra Costa Transportation Authority’s (CCTA) “Reporting Intersections” study in the City of Martinez. The CCTA requires periodic evaluation of select intersections in order to monitor traffic conditions “on basic routes that best reflect overall traffic conditions in the jurisdiction”. Within Martinez, ten intersections were selected by the CCTA and the City for analysis (the locations are shown in Figure 1). For each intersection, the peak hour volumes were determined and Level-of-Service (LOS) analyses were conducted. The data collection, LOS methodology, and operating condition summaries are presented in the following sections.

1a. Data Collection

The ten reporting intersections analyzed for the study and their operating controls are presented below:

<u>Intersection</u>	<u>Control</u>
1. Marina Vista / Shell Avenue	Signalized
2. Alhambra Avenue / Alhambra Way	Signalized
3. Center Avenue - Pine Street / Douglas Drive - Howe Road	Signalized
4. Howe Road / Arnold Drive - Buena Vida Court	Signalized
5. Center Avenue / Muir Road	Signalized
6. Morello Avenue / Arnold Drive	Signalized
7. Morello Avenue / Muir Road	Signalized
8. Morello Avenue / Midhill Road – Village Oaks Drive	All-Way-Stop
9. Morello Avenue / Chilpancingo Pkwy.	All-Way-Stop
10. Muir Road / Glacier Drive	All-Way-Stop



omni-means

Study Intersections Location Map



figure 1

Turning movement counts were conducted for two hours at each location during the weekday A.M. (7:00-9:00 a.m.) and P.M. (4:00-6:00 p.m.) peak volume periods.⁽¹⁾ Based on the data, the highest peak hour volumes were determined and utilized for the LOS analysis. (Volume data worksheets are provided in the Appendix.) In addition, intersection characteristics, including lane geometries, signal phasing, etc., and operating conditions such as vehicle queuing or areas of congestion, were noted.

2. Level-of-Service Methodology

Level of service (LOS) is the primary indicator for traffic operation performance at intersections. The calculations are expressed by ratings which range from LOS A to F. The range describes increasing traffic demand, delays, and deterioration of services. LOS A represents free-flow conditions with little or no delay at a signalized intersection. LOS E characterizes extremely unstable flow conditions with volumes at or near the designed capacity. At LOS E, motorists are likely to experience major delays (40 to 60 seconds) crossing an intersection. Minor incidents may lead to forced flow conditions (LOS F) with operating conditions substantially below capacity. (LOS definitions are provided in the Appendix.)

The signalized intersections were analyzed using the Contra Costa Transportation Authority's CCTA methodology.⁽²⁾ For signalized intersections, LOS is determined by calculating the volume of conflicting traffic movements during one hour and dividing that total by the capacity designed to accommodate those turning movements. This yields a volume-to-capacity ("v/c" ratio) which corresponds to the LOS levels. The all-way stop controlled intersections were analyzed using the Transportation Research Board's (TRB) methodology for unsignalized intersections.⁽³⁾ For stop-sign controlled intersections, the LOS reflects the delays (in seconds) experienced by motorists.

3. Level-of-Service Conditions/Summary

The following section outlines the operating conditions at the study intersections. Table 1 lists the calculated existing levels of service. As shown, all of the intersections are operating at acceptable levels-of-service (defined as LOS C or better conditions) during the AM and PM peak hours. Each of the seven signalized intersections is functioning at LOS A during both peak hours. The unsignalized intersection of Morello/Chilpancingo is operating at LOS B and the two unsignalized intersections of Morello/Village Oaks-Midhill and Muir/Glacier are operating at LOS C during both peak hours.

**TABLE 1
EXISTING AM & PM PEAK HOUR LEVEL-OF-SERVICE CONDITIONS**

Intersection (Signalized) ¹	AM Peak Hour LOS V/C	PM Peak Hour LOS V/C
1. Marina Vista / Shell Ave.	A 0.41	A 0.54
2. Alhambra Ave. / Alhambra Wy.	A 0.43	A 0.36
3. Center – Pine / Howe – Douglas	A 0.43	A 0.44
4. Howe Rd. / Arnold Dr.– Buena Vida Ct.	A 0.17	A 0.24
5. Center Ave. / Muir Station – Muir Rd.	A 0.35	A 0.47
6. Morello Ave. / Arnold Dr.	A 0.40	A 0.44
7. Morello Ave. / Muir Rd.	A 0.40	A 0.53
Intersection (Unsignalized, All-Way Stop) ²	AM Peak Hour LOS Delay	PM Peak Hour LOS Delay
8. Morello Ave. / Village Oaks – Midhill Rd.	C 16.0”	C 18.1”
9. Morello Ave. / Chilpancingo Pkwy.	B 11.1”	B 11.2”
10. Muir Rd. / Glacier Dr.	C 22.6”	C 16.0”
Omni-Means Engineers & Planners, Intersection Counts (AM & PM Peak Periods), May 2007.		
¹ Signalized LOS Analysis based on Contra Costa Transportation Authority’s CCTALOS Methodology.		
² All-Way Stop LOS Analysis based on TRB’s <u>Highway Capacity Manual</u> , Chapter 17, Unsignalized Intersections, 2000, Methodology.		

3a. Signal Controlled Intersections

Marina Vista/Shell Ave.: The calculated operating conditions for this intersection are LOS A ($v/c = 0.41$) during the AM peak hour and LOS A ($v/c = 0.54$) during the PM peak hour. These findings are very similar to the operating conditions identified in previous CCTA Reporting Intersections Studies conducted by Omni-Means in 2004 and 2002.⁽⁴⁾ The total peak hour intersection volumes were 994 during the AM peak hour and 1,099 during the PM peak hour. The volumes in 2004 were 993 AM trips and 1,087 PM trips. The previous reports noted the northbound Shell Ave. approach occasionally experienced long vehicle queues. During the recent counts, vehicle queues of 10-15 vehicles occurred a few times during the PM peak hour. However, the frequency and duration of the observed queuing is lower than was observed in 2004 and 2002. Field observations indicate that the green signal phase for Marina Vista occasionally remains green even in the absence of vehicles, which simultaneously creates a longer red signal phase for the northbound Shell Ave. approach. This results in the northbound vehicle queues 3-4 times during the peak 15-20 minutes of the PM peak hour. It is noted, however, that most of the queued vehicles cleared the intersection within one signal phase after their approach turned green.

Alhambra Ave./Alhambra Wy.: This intersection is operating at LOS A during both peak hours ($v/c = 0.43$ AM, $v/c = 0.36$ PM). The total intersection volumes were 2,385 during the AM peak hour and 2,250 during the PM peak hour. The volumes are 2%-3% lower than the 2004 CCTA volumes, which is essentially equal accounting for typical daily fluctuations in traffic. Field observations indicate the intersection operates very efficiently, with little vehicle queuing and no congestion.

Center Ave. – Pine St. / Douglas Dr. – Howe Rd.: The operating conditions at this intersection were calculated to be LOS A ($v/c = 0.43$) during the AM peak hour and LOS A ($v/c = 0.44$) during the PM peak hour. The intersection volumes of 1,732 AM trips and 1,901 PM trips are within 2%-5% of the 2004 CCTA study. The 2002 and the 2004 reports noted the occurrence of vehicle queuing at two approaches. Specifically, the 2002 report noted AM peak hour queuing for the northbound left-turn approach from Center Avenue onto Douglas Drive, but the queues were absent during the 2004 counts. Field observations during the recent counts indicated some reappearance of these queues, but not to the extent of the 2002 queues. This turning movement appears to consist primarily of motorists driving to office buildings west of the intersection. It is possible that the variations observed in the vehicle queues for this approach are related to the occupancy levels of the nearby office buildings. It is noted that the queues typically cleared the intersection within a single green-arrow phase.

The previous studies also noted that during the PM peak hour the westbound left-turn approach from Howe Road to Center Avenue occasionally queued back through the Howe Rd./Arnold Dr. intersection. Field observations during the recent counts indicated very similar conditions to the previous reports. The queuing occurred four to five times, but the queued vehicles cleared the intersection during the green phase for their approach.

Howe Rd. / Arnold Dr. – Buena Vida Ct.: This intersection operates at LOS A ($v/c = 0.17$) during the AM peak hour and LOS A ($v/c = 0.24$) during the PM peak hour. The total intersection volumes of 989 AM trips and 1,250 PM trips are slightly lower (5% AM, 9% PM) than the 2004 CCTA study volumes. Sometimes vehicles queue back from the Howe-Douglas/Center-Pine intersection and create queues of 6-7 cars in the northbound Arnold Dr. left-turn lane. But, as noted previously, the queuing typically does not last long and the queued vehicles are able to clear the intersection within the green signal phase.

Center Ave. / Muir Station Rd. - Muir Rd.: The Center Ave./Muir Rd. intersection operates at LOS A ($v/c = 0.35$) during the AM peak hour and LOS A ($v/c = 0.47$) during the PM peak hour. The intersection volumes of 1,511 AM trips and 1,840 PM trips are within 3% of the 2004 study volumes. The 2004 and 2002 reports noted some vehicle queuing during the PM peak hour for the westbound right-turn approach, but no queuing was observed during the recent counts. The 2002 report also noted the occurrence of vehicles “weaving” (trying to cross into the other lane simultaneously) on Center Ave. just north of the intersection. This is due to motorists changing lanes to access the eastbound or westbound onramps to Highway 4. The weaving was not observed during the 2004 study. However, field observations during the recent counts indicated the weaving issue still occurs at times. The weaving seems to occur most frequently when vehicles turning left from eastbound Muir Station Road and vehicles turning right from westbound Muir Road “merge” on Center Ave. during their shared green signal phase.

Morello Ave. / Arnold Dr.: During the AM peak hour this intersection is operating at LOS A ($v/c = 0.40$) and during the PM peak hour at LOS A ($v/c = 0.44$). The total intersection volumes of 2,041 AM trips and 2,502 PM trips are 4% (AM) to 11% (PM) lower than the 2004 volumes. There were no traffic flow problems or vehicle queuing issues observed.

Morello Ave. / Muir Rd.: The operating conditions at this intersection are LOS A ($v/c = 0.40$) during the AM peak hour and LOS A ($v/c = 0.53$) during the PM peak hour. The intersection volumes of 1,392 AM trips and 1,715 PM trips are within 1%-4% of the 2004 volumes and there were no traffic flow problems or vehicle congestion issues observed.

3b. Unsignalized Intersections

Morello Ave. / Midhill Rd. – Village Oaks Dr.: This all-way stop intersection has calculated operating conditions of LOS C (16 seconds of delay) during the AM peak hour and LOS C (18 seconds of delay) during the PM peak hour. The intersection volumes of 978 (AM) and 1,047 (PM) are 3%-5% less than the 2004 volumes. Some vehicle queuing was observed during the peak 15-20 minutes on Morello Ave. for the southbound approach in the AM peak hour (approximately 10 cars) and for the northbound approach in the PM peak hour (10-15 cars). Similar queues were noted in the 2004 report. Field observations indicate that at times Morello Avenue vehicles arrive grouped in “platoons”, temporarily resulting in longer queues. However, the low approach volumes on Midhill Rd. and Village Oaks Dr. allow the Morello Ave. vehicles to move through the intersection quickly and the queues dissipate.

Morello Ave. / Chilpancingo Pkwy.: This is an all-way stop intersection with calculated operating conditions of LOS B (11 seconds of delay) during the AM peak hour and LOS B (11 seconds of delay) during the PM peak hour. The total intersection volumes of 872 (AM) and 881 (PM) are approximately 5%-6% less than the 2004 volumes. There were no traffic congestion or queuing problems noted at this intersection.

Muir Rd. / Glacier Dr.: This is an all-way stop controlled intersection with calculated operating conditions of LOS C (23 seconds of delay) during the AM peak hour and LOS C (16 seconds of delay) during the PM peak hour. [Peak hour counts were conducted at this location in September '06 for another project. Only the AM peak hour experienced congested LOS conditions. Therefore, the intersection was recounted during the AM peak hour for this study and the PM volumes were used from the previous count.] The intersection volume of 1,104 AM trips is 8% lower and the PM volume of 1,022 trips is nearly equal to the 2004 study volumes. The intersection had calculated conditions of LOS E during the AM peak hour for the 2004 study (although it was noted that the field measured delays were less than calculated). The lower 2007 volumes are distributed throughout the intersection, resulting in the improved LOS conditions overall.

4. Summary of Operating Conditions

All of the study intersections are generally operating efficiently. Each of the signalized intersections operates at LOS A during the AM and PM peak hours. The stop-controlled intersections operate at LOS C or better. Certain approaches at a few intersections experience vehicle queuing during the peak 15-20 minutes of the peak hour, but this does not significantly affect the operating conditions. The volumes are generally equal to or slightly lower (within 5%) than the 2004 volumes.

REFERENCES

- (1) Omni-Means Engineers & Planners, Turning movement counts conducted during the AM (7:00-9:00 a.m.) and PM (4:00-6:00 p.m.) peak periods, September 14, 2006 and May 8-31, 2007.
- (2) Signalized Intersection LOS analysis based on Contra Costa Transportation Authority's CCTALOS methodology.
- (3) Unsignalized intersection LOS analysis based on Transportation Research Board's Highway Capacity Manual 2000, Chapter 17, Unsignalized Intersections methodology..
- (4) Omni-Means Engineers & Planners, "Traffic Analyses for the Contra Costa Transportation Authority Reporting Intersections", City of Martinez, 2004 and 2002.

APPENDIX

Level-of-Service Definitions

Level-of-Service Calculation Worksheets

Intersection Volume Count Worksheets

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS*
"A"	Uncongested operations, all queues clear in a single-signal cycle. (Average stopped delay less than 10 seconds per vehicle; V/C less than or = 0.60).	Little or no delay. (Average delay of ≤ 10 seconds)
"B"	Uncongested operations, all queues clear in a single cycle. (Average delay of 10-20 seconds; V/C=0.61-0.70).	Short traffic delays. (Average delay of >10 and ≤ 15 secs.)
"C"	Light congestion, occasional backups on critical approaches. (Average delay of 20-35 seconds; V/C=0.71-0.80).	Average traffic delay. (Average delay of >15 and ≤ 25 secs.)
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. (Average delay of 35-55 seconds; V/C=0.81-0.90).	Long traffic delays for some approaches. (Average delay of >25 and ≤ 35 secs.)
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). (Average delay of 55-80 seconds; V/C=0.91-1.00).	Very long traffic delays for some approaches. (Average delay of >35 and ≤ 50 secs.)
"F"	Total breakdown, stop-and-go operation. (Average delay in excess of 80 seconds; V/C of 1.01 or greater).	Extreme traffic delays for some approaches (intersection may be blocked by external causes--delays >50 seconds).

* Level of Service refers to delays encountered by certain stop sign controlled approaches. Other approaches may operate with little delay.

Source: Transportation Research Board, *Highway Capacity Manual*, 2000.