



CITY OF MARTINEZ

**CITY COUNCIL AGENDA
June 1, 2011**

TO: Mayor and City Council

FROM: Corey Simon, Senior Planner
Terry Blount, AICP, Planning Manager

SUBJECT: Contra Costa Transportation Authority Growth Management Program
Compliance Checklist (Calendar Years 2008 & 2009)

DATE: May 24, 2011

RECOMMENDATION:

That the City Council make a motion to approve the Growth Management Program Compliance Checklist (Calendar Years 2008 & 2009) for submission to the Contra Costa Transportation Authority.

BACKGROUND:

The Contra Costa Transportation Authority (CCTA) was established in 1988 with the passage by County voters of Measure C. Measure C instituted a half-percent sales tax to be used to fund local transportation projects. It also authorized CCTA to establish a Growth Management Program (GMP), primarily to meter future residential, business, and commercial growth to the capacity of local and regional transportation systems. In 2004, County voters approved Measure J, which extended the sales tax and the GMP. Per the provisions of Measures C and J, each jurisdiction within the County must submit a Checklist every other year certifying its compliance with the GMP.

DISCUSSION:

The Checklist consists of a series of questions regarding the City's compliance with the requirements of Measures C and J. The Checklist covers the following:

- Action Plan for Routes of Regional Significance
- Transportation Mitigation Program
- Housing Options and Job Opportunities
- General Plan's Growth Management Element (GME): Performance Standards
- GME: Traffic Level-of-Service Standards
- Participation in Cooperative, Multi-Jurisdictional Planning
- Five-Year Capital Improvement Program
- Transportation Systems Management Program
- Maintenance of Effort (MoE)
- Posting of Signs

- Development of a revised GME (new item for the 2008 & 2009 Checklist - required by Measure J)
- Adoption of, and compliance with, the voter-approved Urban Limit Line (new item for the 2008 & 2009 Checklist - required by Measure J)

In all areas the City is in compliance. It should be noted that the General Plan Update Task Force (GPUTF) reviewed the preliminary Draft Growth Management Element, which incorporates Measures J's requirements regarding the Urban Limit Line, at its April 27th meeting. Completion and submittal of the Draft to CCTA fulfills the City's requirements for the 2008 & 2009 Checklist (submittal of the Draft to CCTA in no way limits the GPUTF and other City decision makers from considering further revisions prior to its adoption as part of the General Plan Update.) Once approved by the Council, the Checklist will be submitted to CCTA where it will be reviewed on the following schedule:

June 22: Citizens Advisory Committee
 July 6: Planning Committee
 July 20: CCTA Board

Once the Transportation Authority approves the Checklist the City will receive its Fiscal Year 2009-2010 Local Street Maintenance & Improvement (LSM) Funds allotment of \$415,888. The Fiscal Year 2010-2011 LSM Funds allotment of \$424,489 (estimated) will be transmitted to the City exactly one year later.

FISCAL IMPACT:

Failure to submit the Checklist would put the City in non-compliance and could result in the loss of or delay in receiving the City's allotment.

ACTION:

Motion approving the Growth Management Program Compliance Checklist for submission to the Contra Costa Transportation Authority.

Attachment:

1. Growth Management Program Compliance Checklist (Calendar Years 2008 & 2009) with Exhibits:
 - A. TRANSPAC Conditions of Compliance 2008-2009
 - B. General Plan Amendments 2008-2009
 - C. TRANSPAC Regional Transportation Mitigation Program
 - D. HCD Housing Element Compliance Letter
 - E. Housing Element Annual Report Fiscal Year 2008-09
 - F. CCTA Reporting Intersections Level of Service
 - G. Draft Growth Management Element, April 20, 2011



APPROVED BY: City Manager

Growth Management Compliance Checklist

EXHIBIT 1

Reporting Jurisdiction: City of Martinez
 For Fiscal Years 2009-10 and 2010-11
 Reporting Period: Calendar Years 2008 & 2009



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?			
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 5).	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"/>	
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	
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: **			
▪ Identifying local responsibilities for meeting regional housing needs,	X	<input type="checkbox"/>	
▪ Establishing goals and policies for meeting those needs, and			
▪ Outlining a 5-year program of actions to implement the Housing Element?			

*Applicable for April 1, 2009 through December 31, 2009 (Measure J only)
 **Applicable for January 1, 2008 through March 31, 2009 (Measure C only)
 ***Applicable for CYs 2008 & 2009 (Both Measure C & J)

Growth Management Compliance Checklist

Reporting Jurisdiction: City of Martinez
 For Fiscal Years 2009-10 and 2010-11
 Reporting Period: Calendar Years 2008 & 2009

Housing Options and Job Opportunities (continued)		YES	NO	
c.	Has the jurisdiction submitted a report to the Authority regarding development of an implementation program that creates housing opportunities for all income levels? (See report description Exhibit 6)*	X	<input type="checkbox"/>	
d.	Does the jurisdiction's General Plan—or other adopted policy document or report—consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonable be provided, and has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments. *	X	<input type="checkbox"/>	
4. Growth Management Element: Performance Standards		YES	NO	
a.	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"/>	
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"/>	X
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? **	X	<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? **	X	<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"/>	X
e.	Has the jurisdiction ever been granted a Findings of Special Circumstances by the Authority? **	<input type="checkbox"/>	X	<input type="checkbox"/>

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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.)	X	<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?	X	<input type="checkbox"/>
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	<input type="checkbox"/>
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 7)?	X	<input type="checkbox"/>
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	<input type="checkbox"/>

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10. Posting of Signs

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/J funds?

YES NO N/A

X

11. Adoption of the Measure J Growth Management Element

Has the local jurisdiction developed a draft (or adopted a final) GME to its General Plan that substantially complies with the intent of the Authority's adopted Model GME?

YES NO N/A

X

12. Adoption of a voter-approved Urban Limit Line

Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line?

YES NO N/A

X

13. Other Considerations

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

YES NO N/A

X

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Growth Management Compliance Checklist

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14. Review and Approval of Checklist

This checklist was prepared by:

Signature: _____ *Date:* _____

Name and Title (print) : _____

Phone: _____

The council/board of _____ 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 (Mayor or Chair): _____ *Date:* _____

Name and Title: _____

Attest Signature: _____ *Date:* _____

City/Town/County Clerk

Name (print): _____

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Compliance Checklist Attachments

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Supplementary Information (Required)

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 2008-2009

- 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 2008-2009

2. **Development Mitigation Program*****

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

See Attachment C: TRANSPAC Regional Transportation Mitigation Program

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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:**

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 (See Report description - Exhibit 6).*

See Attachment E: Housing Element Annual Report Fiscal Year 2008-09

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):

N/A

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- 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 2007-08 and FY 2008-09). See page 8 of the Instructions to identify the MoE requirements.

MoE Requirement: \$614,915

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

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FY 2007-08 Expenditure: \$1,664,431

FY 2008-09 Expenditure: \$1,738,287

10. N/A

11. Adoption of the Measure J Growth Management Element*

Please attach the Draft or Final Measure J Growth Management Element to the local jurisdiction's General Plan.

See Attachment G: Draft Growth Management Element, April 20, 2011

12. Adoption of a voter-approved Urban Limit Line*

The local jurisdiction's adopted ULL is on file at the Authority offices. Please specify any actions that were taken during the reporting period with regard to changes or modifications to the voter-approved ULL.

N/A

13. Other Considerations***

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

N/A

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CONDITIONS OF COMPLIANCE REPORT FOR 2008 AND 2009

Based on the

2009 TRANSPAC ACTION PLAN

Region-wide Goals and Actions

These goals and actions build on TRANSPAC's tenets, focus the direction of the Action Plan and are intended to guide future decisions.

GOAL 1. Encourage land use decisions that manage the increase of overall traffic demand

ACTIONS:

1-A: Continue to support implementation of the Measure C/J Growth Management Program.

2008-09: This action is ongoing and TRANSPAC TAC members and staff participated in the many meetings required to draft a revised General Plan Amendment (GPA) Review Process which will undergo RTPC review in early 2010.

1-B: Continue to support higher-density development around transit hubs and downtowns.

1-C: Continue to require each jurisdiction to:

- a) Notice the initiation of the environmental review process for projects generating more than 100 net-new peak-hour vehicle trips.
- b) For projects that require a General Plan Amendment, identify any conflicts with Action Plan MTSOs and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment.

1-D: Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects.

1-E: Continue to implement the TRANSPAC Subregional Transportation Mitigation Program.

2008-2009: All of these actions are ongoing.

Responsible: TRANSPAC and its jurisdictions

GOAL 2. Increase HOV lane usage

2-A: Support the completion of a continuous HOV system on I-680.

2008-2009: The RM2 I-680 HOV Express Bus Access Study was completed in late 2009 and recommended use of the approximately \$14.3 million in available RM2 funds for construction of the southbound I-680 HOV lane in Central County. TRANSPAC included programming of \$75M in its Measure J funds for this project. Availability of STIP and other funding for this project is currently unknown.

- 2-B: Support consistent occupancy requirements for toll-free HOV lanes on the Benicia-Martinez Bridge and I-680.
2008-2009: This action is ongoing.
- 2-C: Support additional incentives for HOV users.
2008-2009: This action is ongoing. TRANSPAC and its jurisdictions work through the TRANSPAC TDM program, 511 Contra Costa, to continually seek opportunities to increase carpool and vanpool use.
- 2-D: Provide additional park-and-ride lots.
2008-2009: See Pacheco Boulevard.

Responsible: TRANSPAC and its jurisdictions

Timeline: These actions are ongoing and depend on funding availability.

GOAL 3. Work to improve freeway flow

- 3-A: Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24, and SR-4.
- 3-B: Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24).
2008-2009 (and a little bit of 2010): Construction contracts for two small projects, the Kay/Broadway Signal and SR 24/SR 13 Ramp projects were awarded to the lowest bidders in late-December 2009. Construction activities for these small contracts also began in mid-January 2010 and are expected to last up to a year. Funding for the Caldecott Tunnel was included in the CCTA's 2009 bond program with \$62M assigned to Central County. The groundbreaking for the Caldecott Tunnel was January 22, 2010. Depending on funding availability, completion of the Caldecott Tunnel is planned for 2014.
- 3-C: Support the study and implementation of potential regional freeway management strategies.
2008-2009: TRANSPAC TAC members have participated in the development of the Corridor System Management Plans for SR 4 and SR 24. These plans will be presented to TRANSPAC in February 2010.
- 3-D: Consider a multi-agency approach to freeway ramp metering.
2008-2009: The 2009 TRANSPAC Action Plan includes a multi-agency approach to ramp metering as an action. The implementation of ramp metering in the I-680, SR 4 and SR 24 corridors is a key recommendation in the Corridor System Management Plans developed by MTC, Caltrans in concert with many local partners including CCTA and TRANSPAC.

Responsible: TRANSPAC and its jurisdictions

GOAL 4. Manage arterial traffic flow

- 4-A: Seek funding for traffic and transit improvements along Regional Routes.
2008-2009: Over the past several years, Federal and State funding for arterial projects has become increasingly difficult to secure. As a result, TRANSPAC and its jurisdictions established a list of arterials to be funded, at least partially, with proceeds of the CCTA September 2009 bonds programmed for Central County. The following projects are expected to be funded between FY10-FY15: Marsh Creek Road (Clayton); Pine Hollow Widening

Clayton); Kirker Pass Road northbound truck lane (County); Court Street Overcrossing (Martinez)[see below]; Buskirk Avenue Widening (Pleasant Hill); Geary Road widening Phase 3 (Walnut Creek and Pleasant Hill), Waterworld Parkway (Concord) [see below]; Contra Costa Boulevard Improvements (Pleasant Hill); Ygnacio Valley Road Permanent Restoration Phase 2 (Concord), Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements (Concord).

Projects programmed after 2015 include the Pacheco Boulevard Realignment and Widening (Contra Costa County), additional funding for Waterworld Parkway (Concord) and Court Street Overcrossing (Martinez)

Please see the CCTA's 2009 Strategic Plan for project financial and scope information.

4-B: Continue to implement the Central Contra Costa Traffic Management Program.

4-C: Where feasible and appropriate, address the needs of pedestrians and bicyclists along Regional Routes.

2008-2009: These actions are ongoing.

Responsible: TRANSPAC and its jurisdictions

GOAL 5. Support an efficient and effective transit system

5-A: Support the development of real-time information and better connectivity for regional transit and local and feeder bus service.

2008-2009: Action is ongoing

5-B: Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots.

2008-2009: Action is ongoing

5-C: Support the expansion of BART service and BART station and parking facilities.

5-D: Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs.

2008-2009: See Pacheco Boulevard.

2008-2009: Martinez Intermodal Station. Project acquired land north of the railroad tracks, construct new road access to the north parking lot, add 425 parking spaces, and build a pedestrian bridge over the tracks. The current project phase is construction of first stage (interim parking lot). The Authority allocated funds to start demolition of some existing structures and eventually build an interim surface parking lot. Demolition work is complete. Some interim surface parking lot work has started; striping of approximately 45 parking stalls is complete, some parking lot lighting is complete. The remaining interim surface parking lot work is still scheduled to be done in summer 2010.

5-E: Support improvements that increase the efficiency of local transit on Regional Routes.

5-F: Support increased access to BART stations for buses and other alternative modes.

For actions 5E and 5F - 2008-2009: TRANSPAC included funding for BART's Comprehensive Wayfinding and Signage programs as well as Bicycle Storage Facilities (electronic lockers, cages, racks, etc.) at four Central County BART stations (Walnut Creek, Pleasant Hill, Concord and North Concord) in the CCTA September 2009 Measure J bond sale for expenditure in FY10 and FY11.

5-G: Support innovative approaches to improve the efficiency and effectiveness of transit services for seniors and disabled persons through the allocation of Central County's Measure J \$10 million for Additional Transportation for Seniors and People with Disabilities. These funds are in addition to Measure J Other Countywide Programs and total \$35 million in Central County.

5-H: Support expansion and use of park-and-ride facilities using Express and local buses.
2008-2009: See Pacheco Boulevard.

Responsible: TRANSPAC and its jurisdictions

GOAL 6. Increase participation in the 511 Contra Costa Program to improve multi-modal mobility and decrease single-occupant vehicle use in Central County

6-A: Support the 511 Contra Costa Program to educate and encourage Contra Costa residents, students and commuters to use multi-modal alternatives by promoting transit, shuttles, carpooling, vanpooling, walking, bicycling, alternative work schedules, and telecommuting.

2008-09: The 511 Contra Costa program is working in all Central County jurisdictions to promote alternatives to the single occupant vehicle. Staff attends farmers' markets, transportation and health fairs, library events and other outreach activities to promote alternatives to the single occupant vehicle. The www.511contracosta.org website is a key feature in the outreach efforts. Programs include:

- The Countywide Carpool Program which provides a stipend to new carpoolers to try carpooling instead of driving alone to work;
- The Countywide Transit Program provides a free BART, train or bus pass to those who change modes from single occupant vehicles to transit;
- The 511 Contra Costa Transportation Resource Guide provides transportation information for the entire Bay Area but with a strong focus on the transportation options in Contra Costa. The guide will be reprinted in 2010.

6-B: Develop TDM programs at K-12 schools and colleges to encourage carpooling, transit ridership, walking, and bicycling.

The school-based programs implemented by 511 Contra Costa staff include:

2008-09: The school-based programs implemented by 511 Contra Costa staff include:

- The Safe Routes to School Program:

SchoolPool (encouraging parents to carpool children to school)

School Transit Program -provides no-cost public bus tickets for students to get to school or college

Walk and Roll to school events to encourage bicycle riding and walking to school

A bicycle rodeo program is being developed to promote bicycle safety training for students

Bike to Work/School day is promoted through schools every May and families/students are encouraged to participate

Bicycle racks, skateboard racks, bicycle cages and lockers are available at no cost to all public and private schools in Central County

A book called Why Don't Hydrogen Cars Fly Away? Produced by 511 CC staff for distribution to elementary schools in Central County.

- College Carpool and Transit Programs:

Students are offered a free bus pass on County Connection to get to Diablo Valley College and other colleges and technical schools.

Students are offered incentives to form a carpool instead of driving to campus alone.

6-C: Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules, and telework.

- A Telework/Alternative Work Schedule Workshop was held in 2009 for employers and staff from all local jurisdictions. 511 CC offers free consultations to employers and local jurisdictions upon request, as well as more extensive onsite telework implementation assistance.

- A workshop on pre-tax benefit programs was also held in 2009. 511 CC staff offers free consultations with all local employers and jurisdictional staff on an on-going basis.

6-D: Encourage commuters to make local trips or trips linked to transit by walking, bicycling, or carpooling instead of driving alone.

- A 31-day activity wheel has been produced by 511 CC and is available to families and especially children, which promotes awareness of vehicle trip-reducing and trip linking opportunities.

- Weekly tips and reminders are posted on the www.511contracosta.org website.

6-E: Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services, where applicable.

- The 511 CC staff has worked with County Connection in the development of the Pacheco Park & Ride lot and will offer assistance upon its completion in promoting transit ridership and carpooling from the site.
- Park & Ride lot locations are indicated on a map located on the www.511contracosta.org website.
- Free downtown shuttles were funded by 511 CC in cooperation with the cities of Walnut Creek and Pleasant Hill and Contra Costa Centre from October through December 2009 to encourage shuttle ridership instead of driving alone during mid-day.
- Special promotion encouraging Contra Costa residents to use BART to get to SFO instead of driving.

6-F: In cooperation with Central County jurisdictions, develop TDM plans and provide consultations to improve mobility and decrease parking demand for new development and redevelopment.

511 CC staff offers on-going consultation assistance in the development of TDM plans for developments at the request of local jurisdictions for new development and redevelopment projects.

- 511 CC staff provided comments and offered suggestions in the updated Contra Costa County TDM Ordinance Guidelines in 2009. Similar suggestions will be considered as 511 CC assists CCTA staff in the updated revised TSM Model Ordinance in 2010.
- 511 CC staff provided comments and offered suggestions in the TDM Plan for a new church development proposal located within the unincorporated portion of the County in Walnut Creek.

6-G: Explore innovative new technologies to improve mobility and reduce SOV trips.

- Staff researched electric charging station technologies beginning in 2008 to determine the most economical and efficient stations to be considered for deployment in Contra Costa.
- Staff produced a video of the Martinez/Benicia Bridge Bike/Pedestrian Path to demonstrate to the public how to access the entrance of the path from Martinez. The video was posted on the website.

- Staff had web programmers develop web based applications and information to:

Ease downloading incentive applications in order to more quickly respond to participants wishing to try an alternative to driving alone

A Senior Public Transportation map indicating the dial-a-ride, private shuttle service, and fixed route transit throughout Contra Costa

A Bike Locker Locations map indicating traditional and electronic locker locations throughout Contra Costa

A Where Is My BART map showing real-time BART train arrivals

An iPhone “app” called iSmog that alerts users about the air quality for a particular basin within the nine-county Bay Area.

- 6-H: Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County.
- Measure C/J funds are used through the 511 CC allocations to provide bicycle racks, lockers, cages and eLockers in central County. Walnut Creek installed eLockers in 2009 and all cities are eligible for this infrastructure through the 511 CC program upon request.
- 6-I: Encourage “green” commuting, including ZEV and NEV vehicles, clean fuel infrastructure, and car sharing.
- After researching Bay Area Air Quality Management District-approved technologies in 2008, 511 CC began offering up to three no-cost electric charging stations for each central County jurisdiction beginning in 2009. The cities of Walnut Creek and Pleasant Hill have currently installed three stations which are now operational. Martinez and Contra Costa County are working with staff for installation of similar stations in early 2010.
 - A workshop on the benefits of carsharing was offered through 511 CC in 2009. Carsharing information and consultation is available as an on-going service.
 - 511 CC became a certified Green Business in 2008 and contributed a more robust transportation section of the Green Business checklist required by the Contra Costa Green Business certification process.

Responsible: 511 Contra Costa, TRANSPAC and its jurisdictions

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.

The following section presents a description of each Route of Regional Significance within TRANSPAC Multimodal Traffic Service Objectives (MTSOs), 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 support the actions of CCTA and Caltrans, the designated lead agencies on Interstate and State Highway projects.

Freeways

1. Interstate 680

I-680 is a north-south eight- to twelve-lane divided freeway. It begins north of the TRANSPAC area at the I-80–Cordelia interchange and travels south through Solano County, entering TRANSPAC’s region after it crosses the Benicia-Martinez Bridge. From the bridge, it extends south through the SR-4 and SR-242 interchanges. The I-680/SR-24 interchange is near TRANSPAC's southern boundary in

Walnut Creek. I-680 continues south through the Southwest Regional Transportation Planning Committee (SWAT) area. I-680 is a major commute route for Solano County and for Central and East Contra Costa County travelers. The Walnut Creek, Pleasant Hill, and Concord BART Stations; the Martinez Intermodal Facility; and the soon-to-be-built Pacheco Transit Hub are accessed from I-680.

MTSO: 4.0 Delay Index

Actions:

Please note that TRANSPAC programmed \$75 million over the life of Measure J funds for I-680 Carpool Lane Gap Closure/Transit Corridor Improvements

Continue to support investment in and implementation of HOV lanes on I-680

2008-2009: TRANSPAC requested that Caltrans improve the operation of the I-680 southbound Carpool Lane Extension (commonly referred to as “the restripe” and the Livorna Lane drop) be done at the beginning of its pavement rehabilitation project on I-680 from the I-680/SR 24 Interchange to the Alameda County line.

Complete the I-680 HOV Express Bus Access Study funded through Regional Measure 2

2008-2009: At the request of County Connection, TRANSPAC took the lead on the I-680 HOV Express Bus Access Study which was mandated to receive \$15 million in funding available in Regional Measure 2 approved by Bay Area voters in 2004. The study was completed and accepted by TRANSPAC and County Connection in October 2009. The required acceptance by CCTA was completed in January 2010. This action is completed.

Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4.

2008-2009: Please see SR 4 below

Continue to work with Solano County to manage traffic in the I-680 corridor.

Proposed Improvements

Southbound HOV Lane Gap Closure from North Main to Livorna Road

Improvements to I-680/SR-4 freeway interchange (see subsequent section on SR-4)

Improvements to SR-4 (see subsequent section on SR-4)

Responsible: TRANSPAC and its jurisdictions

2. State Route 242

State Route 242 is a four-mile north-south freeway that connects SR-4 west of Port Chicago Highway to I-680 just south of Willow Pass Road. It is a three-lane road in each direction.

MTSO: 3.0 Delay Index

Actions:

Support the study and design of Clayton Road interchange improvements.

Proposed Improvements

Construction and modification of southbound ramps at the Clayton Road interchange

Construction of northbound Clayton Road on-ramp

- Construction of the third lane of the southbound Commerce Avenue off-ramp

2008-2009: The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section between Concord Avenue and its end near the cul de sac. The current Project Phase is Design & Right of Way (ROW). The project's environmental clearance was obtained on November 10, 2009. The right of way phase is now underway and is expected to take until summer 2010. The City's ROW agent sent out letters to the property owners about the intent of the City to acquire ROW and will be setting up interviews to talk to property owners and assembling appraisals. The 90% Plans are complete. Construction is scheduled for the summer of 2010 but may be delayed depending on the length of the ROW process.

Responsible: TRANSPAC and its jurisdictions

3. State Route 4

State Route 4 is an east-west freeway that runs from East Contra Costa and San Joaquin County to I-80 in West Contra Costa through Central Contra Costa. West of the SR-242 Interchange in Concord, it has four to six lanes; east of the interchange, it has eight to ten lanes, including an HOV lane in each direction. SR-4 provides access to the North Concord/Martinez BART Station, the Martinez Intermodal Facility, and the soon-to-be-constructed Pacheco Transit Hub.

MTSO: 5.0 Delay Index from Cummings Skyway (WCCTAC boundary) to Willow Pass (TRANSPLAN boundary) This MTSO is expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPAC, TRANSPLAN and WCCTAC (see Action below).

Actions:

Partner with TRANSPLAN and WCCTAC to develop a Corridor Management Plan for SR4 from East County through Central County (boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO(s) for SR4, actions, projects and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC jointly will seek funding for the Corridor Management Plan from CCTA and other available sources.

2008-2009: On behalf of its partner RTPCs, TRANSPLAN and WCCTAC, TRANSPAC successfully requested \$150,000 for Study funding from CCTA.

Support improvements to the I-680/SR-4 interchange

2008-2009: The I-680/SR4 Project Report and Environmental Document were approved by both Caltrans and FHWA in February 2009.

Corridor System Management Plans (CSMPs) - As part of the passage of Proposition 1B in November 2006, the Corridor Mobility Improvement Account (CMIA) was created by the California Transportation Commission (CTC). The CTC required Caltrans to develop CSMPs for highway corridors containing projects receiving CMIA funds. The main objectives of these investments, which are part of the Governor's Strategic Growth Plan, are to decrease congestion, improve safety and travel times, and accommodate future growth in the population and economy.

The CSMPs, initiated in 2007/08, are a mechanism through which to maximize the State's investment in the corridor, via an assessment of current and future performance, identification of bottleneck locations and causes, and recommendation of a prioritized set of improvements to address the problem locations. SR-4 and SR-24 are part of the CSMP process based on the CMIA-funded Route 4 East Widening and the Caldecott Tunnel Fourth Bore projects, respectively. These two efforts were initiated in the summer of 2008 with the establishment of Corridor Technical Advisory Committees (C-TACs), which include staff from Caltrans, the Metropolitan Transportation Commission (MTC), the Contra

Costa Transportation Authority (CCTA), and affected jurisdictions and agencies along the corridors (including the Alameda County CMA on Route 24).

Freeway Performance Initiative: MTC's (Regional Transportation Plan) T-2035 strategy known as the Freeway Performance Initiative (FPI), seeks to develop a roadmap for selection of the best projects and operational strategies for major freeway corridors in the Bay Area, based on performance and cost-effectiveness. MTC, along with its consultant PBS&J, has been working in tandem with the Caltrans CSMP effort on SR-4 and SR-24 to develop a prioritized list of system management strategies and associated projects for these two corridors. The FPI's approach to the corridor analysis includes a look at the entire transportation corridor, including parallel arterials and transit, and attempts to address both recurrent and non-recurrent congestion.

Please note that the CSMP reports will be forwarded to the California Transportation Commission (CTC) by Caltrans and that MTC will use the analyses as part of the development of the Regional Transportation Plan (RTP). In Contra Costa, it also is anticipated that this information will be used in RTPC and CCTA planning processes.

2008-2009: The CSMPs been reviewed by the TRANSPAC TAC (February 28, 2010) and presented to TRANSPAC on February 11, 2010.

2008-2009: For a number of years, TRANSPAC has sought to improve the operation and capacity of the I-680/SR-4 Interchange. The classic approach to interchange reconstruction calls for a phased approach. In 2000, TRANSPAC requested that the Transportation Authority determine if any improvements could be made to the I-680 side of the Interchange to improve its operation and eliminate the short weave sections from I-680 to SR-4. The result was the addition of a collector distributor road system from I-680 to SR-4 as part of the construction of the I-680 HOV Lanes from North Main to Marina Vista. Since then, funding for the full I-680/SR-4 Interchange (approximately \$278 million) has remained elusive as Measure C funding was reallocated to other projects and Measure J funding has been hit hard by the economic downturn.

In 2008, TRANSPAC asked the Transportation Authority to examine any additional possibilities for a “sooner, cheaper” alternative to improve operation and capacity on the SR-4 side of the Interchange with specific emphasis on the original Phase 3 of the project, the completion of the “missing” 3rd lane in each direction on SR-4 from Morello Avenue west of the Interchange as far east as possible to match the lanes to/from East County in the vicinity of Port Chicago Highway.

In response to that request, Transportation Authority had its consultants, URS Corporation in concert with Fehr and Peers assess possible sooner, cheaper alternatives that could be constructed absent a full reconstruction of the I-680/SR-4 Interchange. The consultant did identify some sooner, cheaper project that could improve the operation of the interchange and that section of SR 4. These “sooner, cheaper” ideas were presented to TRANSPAC on May 14, 2009. While funding has remained elusive, the identified sooner, cheaper ideas and the possibilities identified by the CSMP work may offer opportunities to improve operations until a reconstruction is affordable.

Responsible: TRANSPAC and its jurisdictions

Arterials

4. Alhambra Avenue

Alhambra Avenue is a north-south roadway that extends from downtown Martinez south, under SR-4, to Taylor Boulevard in Pleasant Hill, where its name changes to Pleasant Hill Road. It is generally a four-lane roadway. Only the portion south of Arch Street is designated as a Regional Route. It serves as a parallel route to I-680 and a shortcut around the I-680/SR-24 Interchange.

MTSO: Martinez: 15 MPH Average Speed for both directions during AM and PM peak hours
Pleasant Hill: 15 MPH Average Speed for both directions during AM and PM peak hours

Actions:

Pursue planning and funding for Alhambra Avenue improvements and widening

2008-2009: The second phase of the project to install additional lanes, traffic signals and soundwalls at major intersections on Alhambra Avenue from MacAlvey to SR4 is completed. The City decided to complete the slope grading behind a retaining wall in a subsequent project. The City Council is tentatively scheduled to accept the project in February 2010.

Proposed Improvements

Construction of a second southbound lane on Alhambra Avenue from Walnut Avenue to Franklin Canyon Road with other necessary signal, ramp, and median modifications
Completion of the Alhambra Avenue Widening Phase III project

Responsible: TRANSPAC and its jurisdictions

5. Clayton Road

Clayton Road is a four- to six-lane, east-west roadway that connects Marsh Creek Road east of Clayton to SR-242 in Concord. Between Ygnacio Valley Road/Kirker Pass Road and Treat Boulevard, it is a Regional Route. It is the east-west traffic spine for Central Contra Costa and provides direct access to the Concord BART station and connection to the Pleasant Hill and Walnut Creek BART stations.

MTSO: Clayton: 15 MPH Average Speed for both directions during AM and PM peak hours
Concord: Average Stopped Delays for the following intersections: Kirker Pass Road/Ygnacio Valley Road: 3
Treat Boulevard/Denkinger Road: 3

Actions:

Complete Clayton Road/Treat Boulevard/Denkinger Road intersection capacity improvements.
Work with TRANSPAC on Clayton Road/Marsh Creek Road corridor operation and management.
Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Concord BART Station.

Proposed Improvements

Clayton Road /Treat Boulevard/Denkinger Road intersection capacity improvements
Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Concord BART Station

Responsible: TRANSPAC and its jurisdictions

6. Contra Costa Boulevard

Contra Costa Boulevard is a north-south roadway that begins at 2nd Avenue in Pleasant Hill as an extension of Pacheco Boulevard. It runs south through Pleasant Hill to become North Main Street at

Oak Park in Walnut Creek. It runs parallel, to the west, to I-680 and varies in width from four to six lanes and serves as a bypass to I-680.

MTSO: Average Speed, AM Peak Hour: 15 MPH northbound and 12 MPH southbound
Average Speed, PM Peak Hour: 10 MPH in both directions

Actions:

Complete Contra Costa Boulevard improvement project.

2008-2009: The Contra Costa Boulevard improvement project is included in the CCTA 2009 Measure J bond sale with \$1.1 M in escalated dollars programmed for allocation in FY10. The Contra Costa Boulevard signal coordination project was completed in 2009

Proposed Improvements

Between 2nd Avenue and Monument Boulevard, construction of additional right and left turn lanes, modification of intersection lane alignments, and addition of a new class II bike lane
Improvement of traffic operations throughout corridor

Responsible: TRANSPAC and its jurisdictions

7. Geary Road

Geary Road runs east-west, connecting North Main Street at I-680 to Pleasant Hill Road to the west. East of I-680, Geary Road becomes Treat Boulevard. Over half its length, Geary Road is two lanes with center turn lanes. It serves as an access route to the Pleasant Hill BART station.

MTSO: LOS F at North Main Street intersection

Actions:

Complete widening. **2008-2009:** The widening project is included in the CCTA 2009 Measure J bond sale with a total of \$9.1M in escalated dollars programmed for allocation in FY10 and FY11.

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

Proposed Improvements

Geary Road Widening Phase III

Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

Responsible: TRANSPAC and its jurisdictions

8. North Main Street

North Main Street is a north-south roadway in Walnut Creek that is the continuation of Contra Costa Boulevard. It is a four-lane roadway that is a Regional Route from Oak Park to San Luis Road. It runs parallel to I-680 and provides access to the interstate at both Treat Boulevard/Geary Road and San Luis Road. It connects two BART stations and serves local traffic.

MTSO: LOS F at Treat Boulevard/Geary Road intersection

Actions:

Assess possible application of the Central Contra Costa Traffic Management Program.

Proposed Improvements

None

Responsible: TRANSPAC and its jurisdictions

9. Pacheco Boulevard

Pacheco Boulevard is a two- to four-lane north-south roadway connecting Pine Street south of downtown Martinez, under SR-4 and along I-680, to 2nd street in Pleasant Hill, where it becomes Contra Costa Boulevard.

MTSO: Martinez: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions

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

Complete Pacheco Transit Hub.

2008-2009: Project construction is fully funded from state and local sources at \$2.98M+; at the end of 2009 TRANSPAC (\$15,000 annually with a 5 year project review); TRANSPLAN (\$5,000 annually for the life of Measure J) and WCCTAC (\$5,000 for three years) each approved an annual contribution to the \$30,000 annual maintenance cost. A request has been made to Caltrans to allow parking charges with revenues assigned to operating and maintenance.

Seek funding to widen Pacheco Boulevard to four lanes and make related improvements.

Coordinate proposed improvements to the I-680/SR-4 interchange with surrounding arterials and local streets.

Assess the need for improvements at the Pacheco Boulevard/Arnold Drive intersection.

Work with Contra Costa County staff on coordination of the implementation of the Buchanan Airport Master Plan.

Proposed Improvements

Construction of Pacheco Transit Hub

Widening of road segments to four lanes and construction of a new railroad over-crossing for Burlington Northern Santa Fe Railway (likely to occur in phases)

Responsible: TRANSPAC and its jurisdictions

10. Pleasant Hill Road

Within TRANSPAC's region, Pleasant Hill Road is a north-south, two- to four-lane roadway that connects Geary Road and Taylor Boulevard into Lafayette and, through SWAT's region, to SR-24.

MTSO: Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions:

Work with SWAT/City of Lafayette on corridor issues and, if feasible, consider development of a traffic management plan and other operational strategies for Pleasant Hill Road.

Proposed Improvements

As may be determined in concert with SWAT/City of Lafayette

Responsible: TRANSPAC and its jurisdictions

11. Taylor Boulevard

Taylor Boulevard is a four-lane, north-south roadway that connects Contra Costa Boulevard to Pleasant Hill Road and, effectively, SR-4 to SR-24. Local traffic travels this route as a bypass to I-680 and the I-680/SR-24 interchange.

MTSO: Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions:

Assess possible application of the Central Contra Costa Traffic Management Program.

Proposed Improvements

Improvement of traffic operations through the corridor

Responsible: TRANSPAC and its jurisdictions

12. Treat Boulevard

Treat Boulevard is a divided four- to eight-lane arterial that serves as a main commuter route from Clayton Road in Concord to I-680 and the Pleasant Hill Bart Station. It runs parallel to Ygnacio Valley Road.

MTSO: Concord: Average Stopped Delays (signal cycles to clear) at the following intersections:

Clayton Road/Denkinger Road: 3

Cowell Road: 5

Oak Grove Road: 5

Walnut Creek: LOS F at Bancroft Road intersection

Contra Costa County: 1.5 V/C for all intersections

Actions:

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

Proposed Improvements

Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

Responsible: TRANSPAC and its jurisdictions

13. Ygnacio Valley Road/Kirker Pass Road

Ygnacio Valley Road is a four- to six-lane divided roadway that extends from I-680 in Walnut Creek to Clayton Road. Beyond Clayton Road, Ygnacio Valley Road becomes Kirker Pass Road, a four- to six-lane roadway that then becomes Railroad Avenue in Pittsburg and connects to SR-4. It is a primary alternate route for SR-4 commute traffic to and from East County.

MTSO:

Concord: Average Stopped Delays as follows:

Clayton Road/Kirker Pass Road: 3

Alberta Way/Pine Hollow Drive: 4

Cowell Road: 4

Walnut Creek: LOS F at both Bancroft Road and Civic Drive intersections
Contra Costa County: 1.5 V/C for all intersections

Actions:

Continue to support implementation of the East-Central Traffic Management Plan.

2008-2009: This action is ongoing.

Seek funding from Measure J/STIP for a truck-climbing lane on Kirker Pass Road toward East County.

2008-2009: Project included in the CCTA 2009 Measure J bond sale with a total of \$5.8M in escalated dollars programmed for allocation in FY15.

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Walnut Creek BART Station.

Proposed Improvements

Widening of Ygnacio Valley Road to six lanes between Cowell Road and Michigan Road

2008-2009: Funding options not available due to agreement to support East County Funding Agreement and lack of STIP funding

Continued implementation of the East-Central Traffic Management Program

2008-2009: This action is ongoing

2008-2009: Ygnacio Valley Road Permanent Restoration - Phase 2 (added as project after slide), Approximately 1,000 feet of hillside along Ygnacio Valley Road, just west of Cowell Road is marginally stable. Due to restrictions on the use of Federal emergency relief funds, only 420 feet of restoration work was completed as part of Phase 1. Phase 2 completes the restoration project by constructing a pier wall and repair of the damaged roadway. There will also be some grading of the slide area above the roadway to remove depressions and to repair the damaged Ohlone Trail. Current Phase: Tie-back Wall – Construction is complete except for final pavement work; Ohlone Trail - Environmental/Preliminary Engineering. CCTA appropriated \$500,000 for environmental clearance work and preliminary engineering on June 18, 2008, and appropriated \$200,000 for final design on February 18, 2009. A decision to divide the project into two parts was made in order to expedite the wall construction. On April 15, 2009, the Authority appropriated \$2,691,000 for construction activities. The construction contract was awarded to Top Grade Construction for \$1,372,740 on June 22, 2009. Tie-back wall construction is complete.

Responsible: TRANSPAC and its jurisdictions

PC RESOLUTIONS 2009

In log	RESOLUTION #	APPLICANT	ADDRESS	PROJECT
√	09-01	Paul Silva	4808 Northridge Road	New SFR
√	09-02	Jimmy & Kathleen Lujan	1292 Paradise Drive	Denial of Carpor
√	09-03	Harris/1st student	1000 Howe Road	Restart non-conforming use DENIED
√	09-04	Jerome R. Klima, ABC Tree Farms	1047 Arnold Drive	Seasonal Produce stand & children's summer fun zone
√	09-05	Casagilo/Hutchens	2229, 2230 & 2231 Forsythia Way	3 new sites w/height exceptions UP 09-03, DR 09-14
√	09-06	RCD	310 Berrellesa Street	49 senior apts
√	09-07	City of Martinez	City Wide	Open space regulations
√	09-08	Shell Heights LLC (Bill Schrader)	Shell Avenue - Cascara Canyon	Cascara Canyon - Multi Family
√	09-09	City of Martinez	City Wide	PUD's as overlay REZ's
	09-10			
	09-11			
	09-12			
	09-13			
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	09-28			

) 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

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ATTACHMENT C

TRANSPORTATION Partnership and Cooperation

RESOLUTION NO. 96-03

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

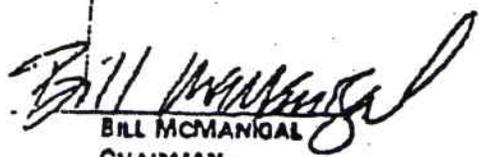
NOW THEREFORE BE IT RESOLVED, that based on the actions of its member jurisdictions, TRANSPAC adopts the Regional Transportation Mitigation Program (RTMP) to fulfill the requirements of the Measure C Growth Management Program; and

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 VOTES:

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


 BILL MCMANISAL
 CHAIRMAN

ATTEST:

 BARBARA A. NEUSTADTER, 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,

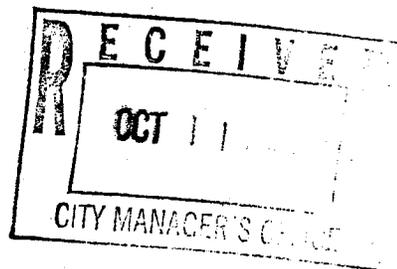


Cathy E. Creswell
Deputy Director

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
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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".

Cathy E. Creswell
Deputy Director

City of Martinez

Housing Element Annual Report Fiscal Year 2008-2009

The purpose of this report is to summarize fiscal year 2008-2009 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 from implementing 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 has, or that are not directly funding specific:

- Collaboration and coordination with Contra Costa County and its Housing Division (Conservation and 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 adoption 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.

POLICIES

- 1.1 The City will provide active leadership in implementing the policies and programs contained in the Housing Element and monitor housing production annually.
- 1.2 High density development will be allowed where compatible with existing development, environmental review, and land use regulations.
- 1.3 Continue existing streamlined development review process for all residential projects and facilitate priority review where appropriate for affordable, below market rate and special need housing projects.
- 1.4 Recognize that higher priced residential opportunities must also be provided.
- 1.5 Encourage the annexation of vacant land appropriate for residential use.
- 1.6 Encourage additional housing in Mixed-Use areas to meet the City's housing needs.
- 1.7 Provide density bonuses to projects according to requirements of State law.
- 1.8 Strive to meet Martinez's share of the regional housing needs established by the Housing Needs Determinations for 2001-2006.

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 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 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 available on the City's website and informational brochures are made available to the public at the City's front counter. The completion of 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 maintains a site inventory for affordable housing, that can be shared with nonprofit builders. A housing strategy meeting is planned for the near future. 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 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 an affordable housing development, Resources for Community Development's Berrellesa Palms (a 48-unit senior-housing project), was submitted March 20, 2009 for project approval. The City provided expedited review for this project, which was approved by the City Council September 9, 2009.

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 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) for 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 was taken under consideration by the City. The City's Housing Task Force was reconvened to discuss affordable housing policy and to draft an ordinance. A draft was compiled and was reviewed by the Planning Commission. The Commission made a recommendation to the City Council that an inclusionary housing ordinance be adopted. The City Council considered the recommendation at its meeting March 5, 2008, but ultimately voted to return the item to staff and the Housing Element/Affordable Housing Subcommittee for further consideration.

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

- 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 Pursue available funding for the conservation and rehabilitation of viable older housing to preserve neighborhood character.
- 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.
- 2.4 Encourage compliance with the City's building codes in connection with housing rehabilitation programs to maintain the quality of the housing stock.
- 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

- 3.1 Pursue County, State and federal programs and funding sources that provide housing opportunities for low- and moderate- income households.
- 3.2 Give high priority to housing that is affordable to first time buyers and renters of all income levels.
- 3.3 Continue to lend assistance and support to projects developed by the Housing Authority.
- 3.4 Maintain rehabilitation programs for both owner occupied and rental housing.
- 3.5 Restrict condominium conversions.
- 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

- 4.1 Promote fair housing opportunities for all people by holding information workshops.
- 4.2 Support efforts of City, County, State and Federal agencies to eliminate discrimination in housing.
- 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 (2008 – 2009)	2008	2009	TOTAL
Very Low Income	0	0	0
Low Income	0	0	0
Moderate Income	0	0	0
Above Moderate Income	19	3	22
Total	19	3	22

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

CITY OF MARTINEZ, YEAR 2009

June 2, 2009

**Prepared by:
Omni-Means Engineers & Planners
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Walnut Creek, CA 94549
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omni • means
ENGINEERS • PLANNERS

**ANALYSIS OF OPERATING CONDITONS FOR THE
CONTRA COSTA TRANSPORTATION AUTHORITY'S
"REPORTING INTERSECTIONS" FOR THE CITY OF MARTINEZ, 2009**

1. Introduction

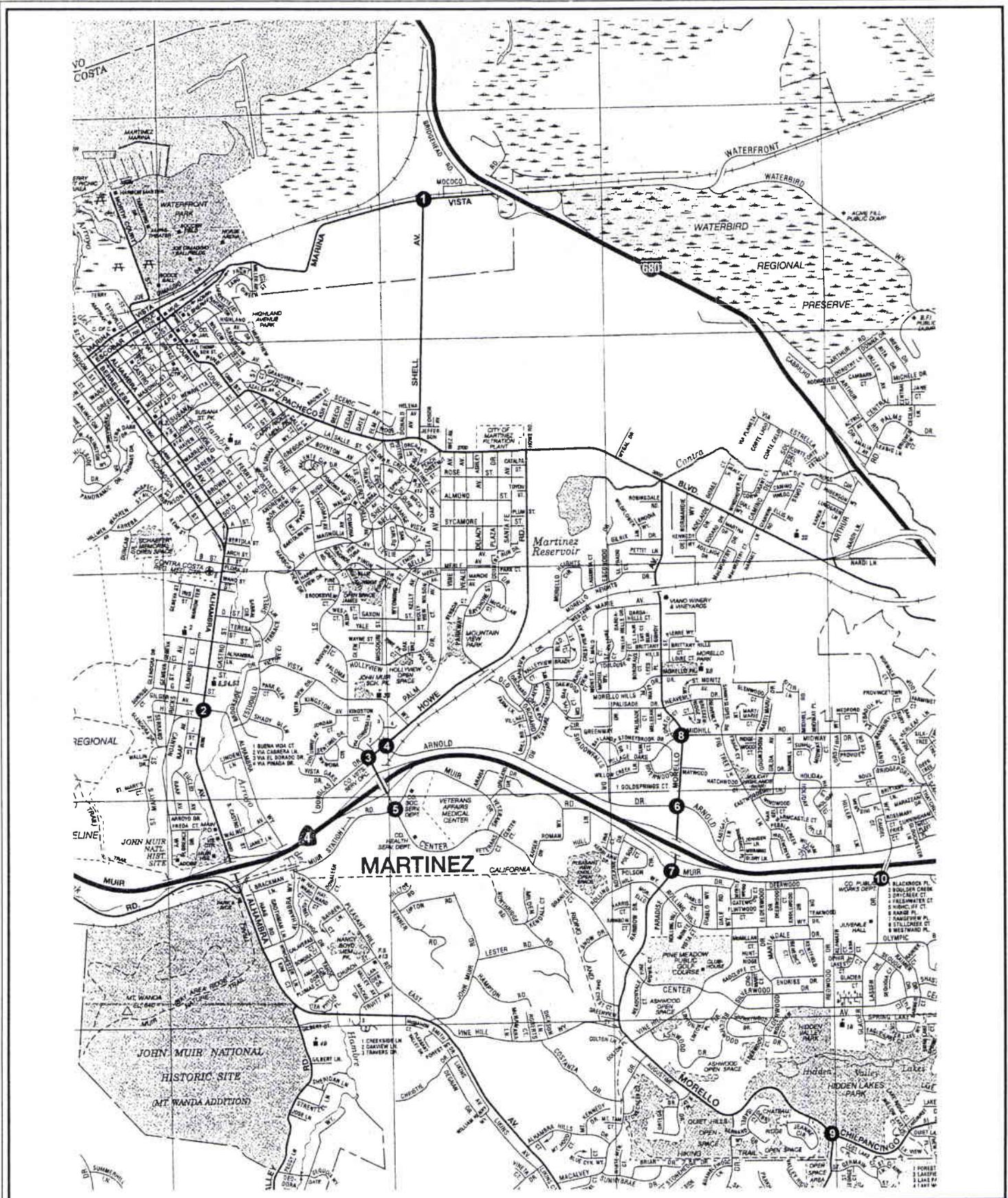
The following report presents the findings of an operating conditions analysis conducted for the Contra Costa Transportation Authority's (CCTA) "Reporting Intersections" in the City of Martinez. As part of the Measure C Growth Management Program, the CCTA requires biennial evaluation of select intersections in order to monitor traffic conditions in the process of allocating transportation improvement funds. The CCTA and the City selected ten intersections that characterize "basic routes that best reflect overall traffic conditions in the jurisdiction" for analysis. The intersection locations are shown in Figure 1. For each intersection, the peak hour volumes were obtained and Level-of-Service (LOS) analyses were conducted. The Level-of-Service and operating conditions summaries are presented in the following sections.

1a. Data Collection

The following ten locations were analyzed for the reporting intersections study:

<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 – Muir Station 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

To identify the existing volumes, vehicle counts were conducted at each intersection during the peak weekday two-hour periods of 7:00-9:00 a.m. and 4:00-6:00 p.m.⁽¹⁾ Based on the data, the highest peak hour volumes were utilized for the LOS analysis. (The volume data worksheets are provided in the Appendix.) Additional intersection characteristics, including lane geometries, signal phasing, and other conditions such as vehicle queues and congestion were noted.



omni-means

Study Intersections Location Map



figure 1

2. Level-of-Service Methodology

Level of service 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 for signalized and stop controlled intersections 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 controlled intersections, the LOS reflects the delays in seconds experienced by motorists.

The LOS standards applicable to the Martinez Reporting Intersections require a minimum LOS of low D conditions ($v/c = 0.80$ to 0.84) for suburban locations and low E conditions ($v/c = 0.90$ to 0.94) for central business district locations.

3. Level of Service Conditions Summary

The findings of the operating conditions analyses are described in the following section. Table 1 lists the calculated existing levels of service. All of the intersections are operating at acceptable levels of service during the AM and PM peak hours. The signalized intersections are operating at LOS A during both peak hours. The stop controlled intersections of Morello/Chilpancingo and Morello/Village Oaks-Midhill are functioning at LOS B and LOS C, respectively, during both peak hours. The stop controlled Muir/Glacier intersection has calculated conditions of LOS D in the AM peak hour and LOS C in the PM peak hour.

**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 0.45
2. Alhambra Ave. / Alhambra Wy.	A 0.47	A 0.36
3. Center -- Pine / Howe -- Douglas	A 0.35	A 0.35
4. Howe Rd. / Arnold Dr.-- Buena Vida Ct.	A 0.15	A 0.22
5. Center Ave. / Muir Station -- Muir Rd.	A 0.31	A 0.39
6. Morello Ave. / Arnold Dr.	A 0.38	A 0.47
7. Morello Ave. / Muir Rd.	A 0.36	A 0.49
Intersection (Unsignalized, All-Way Stop) ²	AM Peak Hour LOS Delay	PM Peak Hour LOS Delay
8. Morello Ave. / Village Oaks -- Midhill Rd.	C 21.7"	C 24.7"
9. Morello Ave. / Chilpancingo Pkwy.	B 11.4"	B 11.1"
10. Muir Rd. / Glacier Dr.	D 28.6"	C 18.8"
Omni-Means Engineers & Planners, Intersection Counts (AM & PM Peak Periods), March 18 - April 29, 2009. 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.: This intersection has calculated operating conditions of LOS A ($v/c = 0.41$) during the AM peak hour and LOS A ($v/c = 0.45$) during the PM peak hour. The conditions are similar to operating conditions identified in previous CCTA Reporting Intersections studies conducted by Omni-Means in 2007, 2004, and 2002.⁽⁴⁾ The total volumes were 1,016 during the AM peak hour and 932 during the PM peak hour. The AM volumes are within 2% of the 2007 volumes (994 trips). The PM volumes are approximately 15% lower overall than the 2007 volumes (1,099 trips). The northbound Shell Avenue volumes are 50% lower than the previous counts. This is likely due to completion of the new Benicia-Martinez bridge, which improved conditions on I-680 resulting in fewer alternate trips on surface streets near the bridge such as Shell Avenue.

The previous reports also noted occasional vehicle queuing on northbound Shell Avenue. This was not observed during the recent counts. Previous reports also noted that the green signal phase for Marina Vista occasionally remains green even in the absence of vehicles, resulting in a longer than necessary red signal phase for the northbound Shell Ave. approach. This was also observed during the recent counts, but due to lower volumes on Shell Avenue it does not significantly affect traffic conditions.

Alhambra Ave. / Alhambra Wy.: This intersection is operating at LOS A during both peak hours ($v/c = 0.47$ AM, $v/c = 0.36$ PM), with total intersection volumes of 2,414 during the AM peak hour and 2,194 during the PM peak hour. The conditions and volumes are equal to findings in the previous CCTA studies. The intersection continues to operate efficiently, with no significant queuing or congestion.

Center Ave. – Pine St. / Douglas Dr. – Howe Rd.: This intersection has calculated conditions of LOS A during both peak hours ($v/c = 0.35$ AM, $v/c = 0.35$ PM), with total volumes 1,488 AM trips and 1,606 PM trips. The volumes are approximately 15% lower than the 2007 CCTA study. (An additional spot count was conducted at this intersection which confirmed the original volumes.) The approaches experiencing lower volumes are the westbound left turn, the northbound right turn and through, and the eastbound right turn and through movements.

The previous reports noted occurrences of vehicles queuing on the northbound left turn approach and also the westbound left turn approach (back to the Howe Rd./Arnold Dr. intersection). Observations during the recent counts noted only one to two instances of above average queuing on these approaches. Also, as noted in the previous reports, the queues cleared the intersection within a single green-arrow phase.

Howe Rd. / Arnold Dr. – Buena Vida Ct.: Conditions at this intersection are calculated at LOS A ($v/c = 0.15$) during the AM peak hour and LOS A ($v/c = 0.22$) during the PM peak hour. The total intersection volumes are 891 AM trips and 1,124 PM trips, which are 10% to 15% lower than the 2007 CCTA study volumes. Previous reports noted the tendency of vehicles to queue back from the Center-Pine/Douglas-Howe intersection into this intersection to create queues of 6-7 cars in the northbound Arnold Dr. left-turn lane. This

occurred only one to two times during the recent counts and, as noted previously, the queued vehicles are able to clear the intersection within the green signal phase.

Center Ave. / Muir Station Rd. - Muir Rd.: The operating conditions for this intersection are calculated at LOS A ($v/c = 0.31$) during the AM peak hour and LOS A ($v/c = 0.39$) during the PM peak hour. The intersection experienced volumes of 1,389 AM trips and 1,662 PM trips. These volumes are 8% to 10% lower than the 2007 study volumes. The previous reports in 2007, 2004 and 2002 noted varying degrees of vehicle queuing during the PM peak hour for the westbound right-turn approach. No queuing was observed during the recent counts (as was also the case in 2007). The earlier reports also noted the occurrence of vehicles "weaving" (trying to cross into the other lane simultaneously) on Center Avenue just north of the intersection due to motorists changing lanes to access the onramps to Highway 4. This was not observed to a noticeable degree during the recent counts. It appears to be a function of the volume of vehicles turning left from eastbound Muir Station Road and vehicles turning right from westbound Muir Road onto Center Avenue during their shared green signal phase. The recently counted westbound right turn volume of 201 PM peak hour trips is lower than the 306 trips observed in 2007, resulting in fewer vehicles on Center Avenue to the north.

Morello Ave. / Arnold Dr.: This intersection is operating at LOS A during the AM and PM peak hours (AM $v/c = 0.38$, PM $v/c = 0.47$). The total intersection volumes are 1,897 AM trips and 2,558 PM trips, which are within 2% to 7% of the 2007 volumes. Also similar to 2007 conditions, no traffic or queuing issues were observed during the recent counts.

Morello Ave. / Muir Rd.: The Morello Ave./Muir Rd. intersection has operating conditions of LOS A ($v/c = 0.36$) during the AM peak hour and LOS A ($v/c = 0.49$) during the PM peak hour. The intersection volumes were 1,252 AM trips and 1,524 PM trips. The volumes are approximately 10% lower than the 2007 volumes. The lower volumes are distributed throughout several approaches; no single approach experienced significantly lower volumes than the previous counts. For approximately ten minutes during the busiest period of the peak hours (particularly PM) volumes increased, resulting in queuing on Morello Avenue. In the PM peak hour the queues reached approximately 15 vehicles on the northbound Morello Avenue approach. This was due to the traffic signal's green time allowing only 8-9 northbound through vehicles to clear the intersection per cycle. The queues dissipated within ten to fifteen minutes and the signal cycle length accommodated the typical queues of 5-7 vehicles outside of this period.

3b. Stop Controlled Intersections

Morello Ave. / Midhill Rd. - Village Oaks Dr.: This all-way stop intersection has calculated operating conditions of LOS C during both peak hours (22" of delay AM and 25" of delay PM). The total volumes were 985 trips during the AM peak hour and 1,153 trips during the PM peak hour. The intersection volumes have remained within a 10% range since the 2004 study. As noted in the previous studies, vehicle queuing on Morello Ave. occurred during the peak 15-20 minutes of the peak hours. The Morello Ave. southbound approach had a maximum queue of approximately 10 vehicles in the AM peak hour and the

northbound approach had a maximum queue of approximately 15 vehicles in the PM peak hour. Vehicles tend to arrive in groups from the signalized intersections at Morello Hills Dr. to the north and Arnold Dr. to the south, which results in temporarily longer queues. However, the Midhill Rd. and Village Oaks Dr. volumes are low, allowing the Morello Ave. vehicles to clear the intersection quickly and eliminate the queues.

Morello Ave. / Chilpancingo Pkwy.: The Morello Ave./Chilpancingo Pkwy. intersection is an all-way stop controlled intersection with calculated operating conditions of LOS B (11" of delay) during the AM peak hour and the PM peak hour. The intersection experienced 834 AM peak hour trips and 886 PM peak hour trips. The LOS conditions and traffic volumes are approximately equal to the 2007 volumes. There continued to be no traffic congestion or queuing problems at this intersection.

Muir Rd. / Glacier Dr.: This is an all-way stop controlled intersection which has calculated operating conditions of LOS D (29" of delay) during the AM peak hour and LOS C (19" of delay) during the PM peak hour. The total intersection volumes were 1,100 AM peak hour trips and 1,107 PM peak hour trips. In 2007, this intersection had calculated conditions & volumes of LOS C (23" delay) & 1,104 trips in the AM peak hour, and LOS C (16" delay) & 1,022 trips in the PM peak hour. In 2004, it had calculated conditions of LOS E (37" delay) & 1,204 trips in the AM peak hour, and LOS C (16" delay) & 1,029 trips in the PM peak hour.

The total volumes are similar in each of the study years. The approach volumes are distributed fairly evenly at the intersection. Therefore, variations in volumes for one approach can affect the overall LOS, as indicated in the range of calculated AM peak hour conditions. The previous studies also noted that the field measured delays were less than the calculated delays. The longest delays occur for the southbound approach in the AM peak hour. Field measured delays for this approach are consistent with LOS D conditions (25"-35" delay) for most of the peak hour, with longer delays (up to 45" delay) limited to a 10-15 minute interval. The delays at the other approaches are lower, resulting in observed conditions consistent with LOS C-D levels overall.

4. Summary of Operating Conditions

Each of the intersections is operating at acceptable levels of service during the AM and PM peak hours under the compliance standards. All of the signalized intersections operate at LOS A during the AM and PM peak hours. One of the three stop controlled intersections operates at LOS B, one operates at LOS C, and one operates at LOS D or better during the peak hours. At some intersections there are periods of vehicle queuing during the peak 10-15 minutes of the peak hour, but the intersections operate efficiently overall. Intersection volumes have generally remained the same or have slightly lowered compared to the previous CCTA studies in 2007 and 2004.

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, March 18 to April 29, 2009.
- (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, Years 2007, 2004, and 2002.

APPENDIX

Level-of-Service Definitions

Level-of-Service Calculation Worksheets

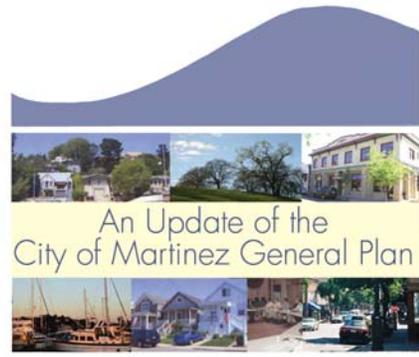
Intersection Volume Count Worksheets

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.



Martinez 21st Century



Preliminary Draft Growth Management Element

April 20, 2011

This document was prepared for review at the April 27, 2011
City of Martinez General Plan Update Task Force Meeting

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Overview

A Purpose of the Growth Management Element



The purpose of the 2011 Growth Management Element of the City of Martinez General Plan is to establish goals, policies and implementation programs that will be used to manage and mitigate the impacts of future growth and development within Martinez, especially as they relate to local, regional and countywide transportation systems.

By adopting and implementing the 2011 Growth Management Element, the City intends to establish a comprehensive, long-range program that will match the demands for multi-modal transportation facilities and services generated by new development with plans, capital improvement programs and development mitigation programs. The Urban Limit Line is intended to promote compact urban development patterns and restrict the extension of infrastructure into areas where urban development is not planned.

B Requirements for Growth Management Elements



The Growth Management Element is an optional element of the General Plan under Section 65303 of the Government Code of the State of California which states: “The general plan may include any other elements or address any other subject which, in the judgment of the legislative body, relate to the physical development of the county or city.” Growth Management Elements are adopted to manage and mitigate the impacts of future growth within a jurisdiction, especially as it relates to infrastructure such as transportation systems. When integrated with the policies of the jurisdiction’s Land Use and Circulation Element, the policies of the Growth

Management Element are intended to avoid the negative impacts “new growth” could otherwise have upon existing public services, such as further congesting roadways and/or taxing public services.

Generally, a Growth Management Element mitigates such impacts by a combination of (a) directing new growth into areas where capacity exists to serve the growth's new residents and businesses, and (b) requiring the establishment of a program to collect impact mitigation fees so that developers fairly contribute to the cost of constructing new facilities needed to serve new residents and businesses.

The Preliminary Draft Growth Management Element is intended to comply with the requirements of voter-approved Measure C (1988) and Measure J (2004), and will update the City's 1992 Growth Management Element, which was adopted by the City of Martinez as a requirement of Measure C. Contra Costa County Measure J (2004) is the voter approved 25-year extension of the earlier Measure C (1988), which established the Countywide Contra Costa Transportation Authority (CCTA) and its Growth Management Program (GMP). Included is a ½ percent transportation and retail transaction and use tax intended to address existing major regional transportation problems.

C Process for Preparing the Growth Management Element



Cities are required to submit their “Growth Management Compliance Checklist” to allow CCTA to allocate the return-to-source funding. CCTA is currently implementing a bi-annual reporting cycle, and the City is working to complete its reporting for the 2009-2010 and 2010-2011 fiscal years. As such, the City Council will need to approve the Checklist for submittal to CCTA no later than June 30,

2011. As part of the checklist submittal, the City must provide CCTA a draft of the updated Growth Management Element.

General Plan Update Task Force Review

City staff's first draft of the updated Growth Management Element is being provided to the General Plan Update Task Force members for information. The Growth Management Element will ultimately be folded into the entire General Plan and will be publically vetted as part of the entire General Plan Update process. The form of the element may change to be consistent with the rest of the General Plan. This preliminary draft will become a public document as part of CCTA's review of this reporting period's Checklist prior to such public review of the broader General Plan Update. The City and CCTA hope that by providing the Task Force a copy of the draft now, decision-makers at all levels will be more aware of our obligations to CCTA, and aware of the City's efforts to meet those requirements.

Background

A Contra Costa County Measures C and J



Contra Costa County voters passed the Contra Costa Transportation Improvement and Growth Management Ordinance in 1988, which established a half-cent sales tax for transportation improvements, and requires all jurisdictions to include a Growth Management Element in the General Plan. The most important and straightforward component of Measure C was the imposition of a countywide half-cent sales tax to fund transportation

improvements to remedy pre-existing shortcomings. But Measure C also created a growth management program, to be administered by CCTA, in order to encourage cooperative planning within the County and ensure that new growth “pays its own way” without burdening existing residents. CCTA’s original growth management program required all cities to adopt a Growth Management Element that generally (a) established minimum “level of service” expectations for local streets and services, and (b) a mitigation fee program that assured developers paid their fair share to maintain these levels of adequate traffic flow.

The growth management component is intended to assure that future residential business and commercial growth pays for the facilities required to meet the demands resulting from that growth. The initial Measure C (1988) Growth Management Program (GMP) required local agencies within Contra Costa County to:

- Adopt a Growth Management Element
- Adopt Traffic Level of Service (LOS) standards
- Adopt performance standards for the provision of public services
- Adopt a Development Mitigation Program
- Participate in a corporative multi-jurisdictional planning process to reduce cumulative regional traffic impacts of development
- Address housing options and job opportunities
- Develop a five-year Capital Improvement Program
- Adopt a Transportation System Management (TSM) Ordinance or alternative mitigation

In addition to requiring the initial adoption of a Growth Management Element, CCTA's GMP requires periodic reporting from all cities (and the County) within the Authority to assure the Program is being followed. Submission and approval of the cities "Growth Management Compliance Checklist" allows CCTA to return a portion of the half-cent sales tax to the participating City ("return-to-source"). Martinez has been successfully participating in CCTA's requirements for return to source funding since the Measure C programs were established. But Measure C only authorized CCTA for a period of 20 years, and without another voter-approved measure, the program and tax would have expired in 2008. In 2004, the voters approved Measure J, which extended CCTA's sales tax and growth management programs to 2034.

Measure J did more than just extend CCTA's existence. Measure J also updated the requirements of CCTA's GMP, including that cities adopt an updated Growth Management Element. The main focus of the update is a requirement that all Growth Management Elements include the adoption of an Urban Limit Line (ULL). While such a requirement is largely academic, as Martinez is already in compliance with the ULL that Countywide voters approved in November 2006, the City ultimately needs an updated Growth Management Element to remain in compliance with CCTA's GMP and receive return-to-source funds.

The Subsequent Measure J (2004) GMP required local agencies within Contra Costa County to add the following policy to their own Growth Management Elements:

- Adopt an Urban Limit Line

Measure J (2004) GMP also clarified requirements to:

- Participate in an ongoing corporative multi-jurisdictional planning process
- Address housing options (no longer require a linkage to job opportunities)

Compliance with the GMP is linked to receipt of CCTA's Local Street Maintenance and Improvement Funds and Transportation for Livable Community Funds. The GMP from Measure C continued in effect through March 31, 2009. Beginning on April 2009, the Measure J GMP took effect.

B Definitions of Key Terms

The Martinez Growth Management Element (1992), and this update, are requirements of the Contra Costa Transportation Authority (CCTA). CCTA was created by the voters of Contra Costa County in 1988 (“Measure C”) and is a regional government agency that has specific jurisdiction regarding planning and transportation policies for cities within Contra Costa County. CCTA’s primary responsibility is to improve the regional transportation system. Below are definitions of terms from CCTA for the Growth Management Element. *(A comprehensive “Glossary of Terms” will be prepared for the General Plan Update that will include all elements)*

Growth Management Element Definitions

- Action Plan** — A document prepared by TRANSPAC, or other regional transportation planning committee and adopted by CCTA, that includes a multijurisdictional plan for designated Routes of Regional Significance.
- Basic Routes** — All local roads not designated as Routes of Regional Significance. Level of Service (LOS) standards will apply to all signalized intersections on Basic Routes.
- City** — City of Martinez.
- CCTA** — Contra Costa Transportation Authority.
- FEMA** — Federal Emergency Management Agency.
- LOS** (Traffic Level of Service) — Level of service standards which compare traffic volumes with intersection or road segment capacity, are the primary measures used to evaluate operations on Basic Routes.
- Parks** — All publicly owned land that is designated for recreational use including: City parks, East Bay Regional Parks, and open space.
- Priority 1 Calls** — Life-threatening types of emergency calls.
- Route of Regional Significance** — Road designated by the Contra Costa Transportation Authority, consistent with procedures described in the Implementation Guide Traffic Level of Service Standards and Programs for Routes of Regional Significance. These roads are subject to objectives and programs in adopted Action Plans.
- Sanitary Facilities** — Wastewater collection, treatment, and disposal facilities.
- TDM** — Transportation Demand Management.

C Summary of Key Changes from the 1992 Growth Management Element



The additional requirement for the adoption of the Urban Limit Line (ULL) is the most significant change from the original Measure C requirements to the new Measure J requirements. CCTA now finds that precluding growth beyond the limits of existing services will be a more useful tool to minimize the negative impacts of growth, than the previous emphasis on the collection of fees for construction of added transportation and public facilities. The Task

Force should be aware that should a city apply to the Contra Costa Local Agency Formation Commission (LAFCO) to annex an area beyond the ULL, that City would no longer be eligible to receive CCTA's return-to-source funds.

While CCTA's Growth Management Program no longer requires that a City's Growth Management Element establish minimum "level of service" expectations and an impact mitigation fee program, CCTA and City staff recommend that these components be retained. The benefit of retaining the existing Growth Management Element polices is that in addition to establishing "level of service" for streets, the 1992 Element established "performance standards" for all public services (fire protection, police, parks, water, sanitary sewers, and storm sewer [i.e. flood control]). These policies were the basis for the City's 2004 adoption of an Impact Mitigation Fee Ordinance. These "performance standards" along with the traffic "level of service" requirements need to be in the General Plan as the authorizing policy for the City's development impact fee requirements.

Section III

Growth Management Goals



This section of the Growth Management Element includes the goals, policies, and actions required by Measure J. Goals are defined as the ideals to strive for, or the desired state of conditions or aspects of the community.

The broad goals of the 2011 Growth Management Element are to (a) create a balanced, safe and efficient regional and sub-regional transportation system, and to (b) make more efficient use of the regional and sub-regional transportation system, as mandated by the 1988 voter approved Contra Costa Transportation Improvement and Growth Management Program (Measure C), and the subsequent voter approved 25-year extension and modification of the program (“Measure J”) in 2004. Specific goals of the 2011 Growth Management Element mandated by Measure J are to:

- **Assure that new residential business and commercial growth pays for the facilities required to meet the demands resulting from that growth.**
- **Support cooperative transportation and land use planning in Contra Costa County.**
- **Support land use patterns that make more efficient use of the transportation system, consistent with the Transportation Element of the General Plan.**
- **Support infill and re-use of underutilized sites in existing urban and brownfield areas.**

Section IV

Growth Management Policies and Implementing Programs

A Overview



Except for the new items, Measure J generally carried forward all other requirements from Measure C unchanged, except that Measure J no longer has a requirement for: (a) the adoption of Traffic Level of Service (LOS) standards and (b) performance standards for the provision of public services. Although, an agency may retain such standards, if as Martinez, it desires to retain them as part of its own

growth management strategy. So, as contained in the 2011 Growth Management Element, are the following eight policies:

B Policies and Implementing Programs

- Policy 1 Adopt an Urban Limit Line
- Policy 2 Adopt and Maintain a Development Mitigation Program
- Policy 3 Participate in On-Going Multi-Jurisdictional Planning
- Policy 4 Provide for Housing Opportunities
- Policy 5 Develop a Five-Year Capital Improvement Program (CIP)
- Policy 6 Adopt and Implement Transportation System Management (TSM) Ordinance or Resolution
- Policy 7 Adopt Traffic Level of Service (LOS) Standards
- Policy 8 Adopt and Maintain Performance Standards for Provision of Public Services

Policy 1 – Adopt an Urban Limit Line. Adopt a voter approved Urban Limit Line (ULL) consistent with the requirements of the Measure J Growth Management Program (GMP), either as mutually voted on Countywide, or relating solely to Martinez. The ULL can only be amended by a subsequent vote of the electorate; minor adjustments of less than 30 acres may be approved by the City Council as provided for by the Measure J GMP.

Implementing Programs

1.1 Establish an **Urban Limit Line**. A complying ULL shall be in place through March 31, 2034, which is the end of the Measure J sales tax extension.

Policy 2 – Adopt and Maintain a Development Mitigation Program.

Adopt a program that ensures that new growth is paying its share of the cost associated with that growth.

Implementing Programs

2.1 Implement Development Mitigation. The City has adopted and implemented a development mitigation program requiring developers to either construct facilities or pay the costs necessary to mitigate impacts of their development projects on the local transportation system. In addition to the local transportation impact fee program already in place, require mitigation of the impacts of development projects on the regional transportation system, through the establishment of a regional transportation impact fee or equivalent program. Such a program is being developed by CCTA with the participation of local jurisdictions.

2.2 Use Local Street Improvements and Maintenance Funds. Local Street Improvements and Maintenance Funds allocated by CCTA are available for purposes including funding projects intended to meet or maintain Level of Service standards, to implement Action Plans for Regional Routes, and to provide mitigation for Intersections Subject to Findings of Special Circumstances. In accordance with Measure C and subsequent Measure J requirements, prohibit use of Measure C or Measure J revenue to replace private developer funding for transportation projects determined to be required for new growth to meet or maintain standards.

2.3 Establish a Regional Development Mitigation Program. The City shall also participate in a regional development mitigation program to establish fees, exactions, assessments or other mitigation measures to fund regional or sub-regional transportation improvements needed to mitigate the impacts of planned or forecast development on the regional transportation system.

Policy 3 – Participate in On-Going Multi-Jurisdictional Planning.

Participate in on-going multi-jurisdictional transportation planning programs, such as with other agencies, the Regional Transportation Planning Committee (RTPC) and CCTA that reflect the nature of the County's land use and circulation system by focusing on facilities that serve regional travel demand, in order to create a balanced, safe and efficient transportation system and to manage the impacts of growth.

Implementing Programs

3.1 Develop Action Plans. Participate with TRANSPAC and CCTA in developing Action Plans to address problems on Routes of Regional Significance that have been designated by the City in cooperation with TRANSPAC and CCTA. In Martinez, these are: I-680, SR 4, Alhambra Avenue and Pacheco/Contra Costa Boulevard.

3.2 Participate in Multi-Jurisdictional Transportation Planning Activities. Participate in multi-jurisdictional transportation planning by participating in TRANSPAC activities including development of Regional Route Action Plans and by cooperating in planning for intersections subject to Findings of Special Circumstances located in other jurisdictions, and CCTA's Countywide Comprehensive Transportation Plan and Planning Process.

3.3 Participate in CCTA's Conflict Resolution Process. Participate in CCTA's conflict resolution process as needed to resolve disputes related to the development and implementation of Action Plans and other programs described in this Element.

3.4 Implement Local Actions. Following adoption of Regional Route Action Plans by TRANSPAC and CCTA, implement specified local actions in a timely manner, consistent with adopted Action Plans.

3.5 Submit Compliance Checklist to CCTA. For the purposes of reporting to CCTA on compliance with the Growth Management Program, bi-annually complete and submit to CCTA a compliance checklist. For monitoring of compliance with adopted standards, a list of Reporting Intersections on Basic Routes will be prepared and maintained by the City.

3.6 Apply CCTA Methodology. Apply CCTA's travel demand forecasting model and technical procedures to the analysis of General Plan Amendments and developments exceeding specified thresholds for their effect on the regional transportation system, including the Action Plan Multimodal Transportation Service Objectives (MTSO).

3.7 Provide Information to CCTA on an Ongoing Basis. Help maintain CCTA's travel demand modeling system by providing information on proposed land use development and transportation projects, including those projects that the jurisdiction has adopted as part of its five-year CIP.

Policy 4 – Provide for Housing Opportunities. Demonstrate reasonable progress in providing housing opportunities for all income levels and demonstrate reasonable progress in meeting housing goals.

Implementing Programs

4.1 Prepare Housing Element Report. Prepare a biennial report on the implementation of actions outlined in the Housing Element, for submittal to CCTA as part of the biennial GMP Compliance Checklist. The report will demonstrate reasonable progress using one of the following three options:

4.1.1 Compare the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the Housing Element; or

4.1.2 Illustrating how the City has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain housing development; or

4.1.3 Illustrating how the City's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

4.2 Evaluate Land Use and Development Policies. Consider the impacts that the City's land use development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided.

4.3 Implement Transit, Bicycle and Pedestrian Policies and Standards. Incorporate polices and standards into the development review process, and then support as part of that process, the accommodation of transit, bicycle and pedestrian access for new development.

Policy 5 – Develop a Five-Year Capital Improvement Program (CIP).

Identify in the five-year Capital Improvement Program (CIP) capital projects sponsored by the City, needed to implement the goals, polices and programs of this General Plan for the next five years. Generally identify in the CIP funding sources covering the complete cost of the projects as well as intended phasing.

Policy 6 – Adopt and Implement Transportation System Management (TSM) Ordinance or Resolution.

To continue promoting carpools, vanpools, and park and ride lots, continue to implement the Transportation Systems Management (TSM) ordinance adopted April 1998. Update the TSM ordinance, as needed-so that it is fully consistent with the model Transportation Systems Management (TDM) ordinance adopted by CCTA. Work to provide the required level of staffing for implementation of the TDM program.

Policy 7 – Adopt Traffic Level of Service (LOS) Standards. Establish and maintain standards for Traffic Level of Service on roads serving primarily local travel demand (Basic Routes). *Note: This policy is part of the 1992 Growth Management Program as a requirement of Measure C, but is no longer required by Measure J. It may be retained by local agencies as part of its own growth management strategy.*

Implementing Programs

7.1 Set Traffic Level of Service Standards. Apply standards for suburban and urban conditions to signalized intersections on Basic Routes (all roads in Martinez not indicated in the list of Routes of Regional Significance in policy 3.1).

7.1.1 Suburban: Level of Service (LOS) low-D (.80 to .84) volume to capacity ratio for all Basic Route intersections outside of the downtown.

7.1.2 Urban: Level of Service (LOS) high-D (.85 to .89) volume to capacity ratio for all Basic Route intersections in the downtown area bounded by Green, Berrellesa, Marina Vista and Pine.

7.2 Apply Traffic Level of Service Standards. Consider the above Level of Service (LOS) standards to be met if:

7.2.1 Measurement of actual conditions at the intersections indicates that operations are equivalent to or better than those specified in the standard; or

7.2.2 The City's adopted five-year Capital Improvements Program includes project(s) which, when constructed, will result in operations better than or equivalent to those specified in the standard.

7.3 Apply Traffic Standards to Signalized Intersections on all Basic Routes. Apply standards to signalized intersections on all Basic Routes unless the City and CCTA have made Findings of Special Circumstances as described below. In the event that any Basic Route signalized intersection does not meet adopted standards, consider amendments to the Zoning Ordinance, Capital Improvement Program or other relevant plans and policies in order to attain these standards.

7.4 Request Traffic Findings of Special Circumstances in Certain Instances. If attainment of standards is not possible because of a high proportion of through-traffic, excessive cost, or unacceptable impacts to the environment, the City may prepare a request for Findings of Special Circumstances in order to remain in compliance with the Growth Management Program. It will be submitted to CCTA, consistent with the procedure prescribed by CCTA. The request shall identify alternative standards for the intersection, and propose mitigation measures and programs to improve service to the extent possible.

7.5 Integrate Traffic Level of Service Standards Into the Development Review Process.

7.5.1 As part of the application review process for each development project estimated to generate over 100 peak-hour vehicle trips (or meeting another threshold adopted by CCTA), prepare a traffic study consistent with the technical procedures by CCTA.

7.5.2 Approve development projects expected to generate over 100 peak-hour vehicle trips only after the City finds that: (1) project approval will not result in violation of adopted standards at any Basic Route signalized intersection, and (2) project approval is consistent with adoption Action Plans for Routes of Regional Significance.

Policy 8 – Adopt and Maintain Performance Standards for Provision of Public Services. Performance standards are adopted for six types of urban services, which in Martinez are provided by seven agencies (see Table 8-1).

TABLE 8-1 PROVIDERS OF PUBLIC SERVICES		
Service	Provider(s)	Plans and Policies
Parks and Recreation	City of Martinez Parks Department	Park System Master Plan 1987-1992
	East Bay Regional Parks District	Master Plan 1989
Fire Protection	Contra Costa County Fire Protection District	Uniform Fire Code
Police Services	City of Martinez Police Department	
Sanitary Sewer	Central Contra Costa Sanitary District	Capital Improvement Budget and Ten-Year Capital Improvement Plan
	Mountain View Sanitary District	District Master Plan
Water Supply	City of Martinez Water System	Regulations Governing Water Service (10/5/88)
	Contra Costa Water District	District Master Plan
Flood Control	City of Martinez	
	Contra Costa County Flood Control And Water Conservation District	

Note: This policy is part of the 1992 Growth Management Program as a requirement of Measure C, but is no longer required by Measure J. It may be retained by local agencies as part of its own Growth Management strategy.

Implementing Programs

8.1 Establish and Implement Performance Standards. Establish and implement the following performance standards:

8.1.1 Parks. Five acres of parkland, including neighborhood, community, and regional parks and open space, per 1,000 residents. This standard is the basis for the City's park dedication ordinance.

8.1.2 Fire. Fire Stations 3 miles apart in urban areas and 6 miles apart in rural areas. Capital facilities necessary to maintain a maximum running time of 3 minutes for the first unit and/or 1.5 miles from the first-due station, 4 minutes for the second unit, and 5 minutes for the third unit, and a minimum of three fire fighters, to be maintained in the central business district, and in all urban and suburban areas. All structures more than 1.5 road miles from a fire station shall have sprinklers.

8.1.3 Police. Capital facilities sufficient to maintain a maximum 5 minute response time for Priority 1 calls, and a maximum of 30 minutes on all calls.

8.1.4 Sanitary Facilities. Capital facilities to carry and treat to Regional Water Quality Control Board standards the water supplied consistent with Table 8-2.

TABLE 8-2 SANITARY SEWER STANDARDS		
	Mt. View Sanitary District	Central Contra Costa Sanitary District
Gallons Per Capita Per Day Residential Uses	80	360
Gallons Per Acre Per Day Non Residential Uses	2,000	3,750
Average Dry Weather Flows In Millions of Gallons Daily	3.2 MGD	60 MGD

8.1.5 Water Supply.

8.1.5.1 Contra Costa Water District: The Contra Costa Water District Provides water to approximately 30 percent of city residents and businesses. The City supports the goals and policies the District has adopted to meet Federal and State standards.

8.1.5.2 City of Martinez Water District: The City provides water service to 70 percent of the residents and businesses within the corporate limits. The City will meet Federal and State standards for water quality. The City will require new development to demonstrate that adequate public water is available prior to project approval.

8.1.6 Flood Control. Standards are applied to different areas of the City as follows.

8.1.6.1 In new subdivisions, capital facilities necessary to contain flood events of the magnitude specified in the City's Storm Drain Design Criteria, and in the Contra Costa County Flood Control and Water Conservation District Design Criteria and Standards.

8.1.6.2 In the Alhambra Creek watershed, capital facilities necessary to contain, at a minimum, the four-year flood event with two foot freeboard or the 6-8 year flood event without freeboard.

8.1.6.3 In all other areas, capital facilities necessary to contain the 100-year flood event, as determined by FEMA, and as shown on maps on file with the City.

8.2 Implement Actions When Standards May Not Be Met. In the event the City becomes aware of limitations on services which will lead to a condition where adopted performance standards cannot be met, in order to attain the standards specified in Implementing Program 8.1 consider actions which will meet the standards. Such actions might include, for example, specification of a water conservation program to alleviate the need for capital facilities, or redesign of a subdivision to improve service, or amendments to the General Plan, Zoning Ordinance, or Capital Improvement Program.

8.3 Require New Development to Bear the Costs of Mitigating its Impact on Public Facilities Systems. Require new development to bear the costs of mitigating its impact on public facilities systems, through the adoption and implementation of a development mitigation program that includes mitigation fees for flood control for all portions of the City with drainage plans, and traffic and park dedication fees applying to all of the City. Review and revise the program as needed to ensure that new growth is also paying its share of the costs associated with the provision of facilities for fire, police, sanitary facilities, and water.

8.4 Apply Findings in the Development Review Process. Integrate public services standards specified in Section 8.1 into the development review process by only approving development projects after finding that one or more of the following conditions are met:

8.4.1 Assuming payment of development mitigation fees and hook-up charges, performance standards will be maintained following project occupancy;

8.4.2 In addition to payment of fees, project-specific mitigation measures (such as construction of on and off-site improvements) are needed in order to ensure maintenance of standards and such measures will be required of the project sponsor; and/or

8.4.3 Capital projects planned by the jurisdiction or special district(s) will result in maintenance of standards.