CITY OF CLAYTON

Founded 1857 . . . Incorporated 1964

AGENDA

REGULAR MEETING

* * *

CLAYTON CITY COUNCIL

TUESDAY, May 20, 2008

7:00 p.m.

Meeting Room, Clayton Community Library
6125 Clayton Road, Clayton, CA 94517

Mayor: Gregory J. Manning
Vice Mayor: Julie K. Pierce

Council Members
David T. Shuey
Hank Stratford
William R. Walcutt

- A complete packet of information containing staff reports and exhibits related to each item is available for public review in City Hall located at 6000 Heritage Trail on Monday prior to the Council meeting.
- Agendas are posted at: 1) City Hall, 6000 Heritage Trail; 2) Library, 6125 Clayton Road; 3) Ohm's Bulletin Board, 1028 Diablo Street, Clayton; and 4) City Website at **www.ci.clayton.ca.us**
- If you have a physical impairment that requires special accommodations to participate, please call the City Clerk's office at least 72 hours in advance of the meeting at (925) 673-7304.

* CITY COUNCIL *

May 20, 2008

7:00 P.M.

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

2. **CLOSED SESSION** – None.

3. **PLEDGE OF ALLEGIANCE** – led by Mayor Manning.

4. **CONSENT CALENDAR**

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

(a) Information Only
(1). Final Project Report on Sidewalk Repair and ADA Ramp Project. (View Here)

(b) Approve the minutes of the regular meeting of May 6, 2008. (View Here)

(c) Approve Financial Demands and Obligations of the City. (View Here)

(d) Approve the City of Clayton's "Measure C" Growth Management Program Compliance Checklist for allocation of Local Street Maintenance and Improvement Funds by the Contra Costa Transportation Authority (FY 07-08 & 08-09). (View Here)

(e) Adopt a Resolution accepting the Endeavor Hall Parking Lot II Project (CIP No. 10360) as Complete and ordering the filing of the Notice of Completion. (View Here)

(f) Adopt Resolution approving the annual Engineer's Report for the Clayton Street Lighting Assessment District for 2008-2009, and setting the Public Meeting for June 17, 2007 and the Public Hearing for July 15, 2007. (View Here)

(g) Adopt a Resolution authorizing the continued participation of the City of Clayton with the County of Contra Costa in receipt and disbursement of Community Development Block Grant (CDBG) and HOME Investment Partnership Act Program Funds for Federal Fiscal Years 2009-2011 (3 years). (View Here)

(h) Accept voluntary resignation of Vice Chairman Victor Geisler on the Trails and Landscaping Committee, effective May 20, 2008. (View Here)

5. **RECOGNITIONS AND PRESENTATIONS** – None.

6. REPORTS

(a) Planning Commission – Chairman Keith Haydon.
(b) Trails and Landscaping Committee – (To be determined).
(c) City Manager/Staff
(d) City Council - Reports from Council liaisons to Regional Committees, Commissions and Boards.
(e) Other

7. PUBLIC COMMENT ON NON-AGENDA ITEMS

Citizens may address the City Council on items within the Council's jurisdiction, (which are not on the agenda) by completing a speaker card available on the Lobby table and forwarding it to the City Clerk. To assure an orderly meeting and an equal opportunity for everyone, each speaker is limited to 3 minutes, enforced at the Mayor's discretion. When one's name is called by the Mayor, the speaker shall advance to the public podium and adhere to the time limit. In accordance with State Law, no action may take place on any item not appearing on the posted agenda. The Council may respond to statements made or questions asked, or may request Staff to report back at a future meeting concerning the matter.

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

8. PUBLIC HEARINGS – None.

9. ACTION ITEMS

(a) Consider approval & acceptance of a donated "Blue Star Memorial By-Way Marker" in The Grove public park. (View Here)
(City Manager)

Staff recommendation: Approve the donation and installation of a "Blue Star By-Way Memorial Marker" for The Grove park by the Clayton valley Garden Club at the base of the old Italian Cypress trees.

10. COUNCIL ITEMS – limited to requests and directives for future meetings.

11. ADJOURNMENT– the next regularly scheduled meeting is Tuesday, June 3, 2008.

CITY OF CLAYTON
ENGINEERING DEPARTMENT
925/672-9700
fax 925/672-2959

Agenda Date: 5-20-08

Agenda Item: 4a(1)

FINAL PROJECT REPORT

CONCRETE REPAIRS 2008 & ADA COMPLIANCE PROGRAM (CIP 10394A)

Project Description

This project consisted of deferred maintenance work, sidewalk repairs and the construction of new handicap ramps. Specific tasks included the removal and replacement of rock surfacing in the City Hall courtyard, grinding of 273 lf of raised sidewalk edges, removal and replacement of 5,593 sf of broken sidewalks, and the installation of 4 handicap ramps on Mountaire Parkway at the two Mountaire Circle intersections.

Scope Changes During Construction

None

Budget and Funding Sources

Total Budget:	Sidewalk Repairs (available)	$78,000
	Courtyard Replacement	$15,000
	Handicap Ramps	$10,400
	Total	$113,400

Sources:

Deferred Maintenance (Gas Tax)	$78,000
Deferred Maintenance (Courtyard)	$15,000
CIP Project 10394A	$10,400
Total	$113,400

Final Costs

Permco (admin & inspect.)	$3,956.57
Waraner Bros. Tree (tree trimming)	550.00
W. K. McLellan (construction)	97,330.75
Total Project Costs	$101,837.32
Budget Variance: over (under)	($11,562.68)*

Sources:

Deferred Maintenance (Gas Tax)	$74,172.82
Deferred Maintenance (Courtyard)	$17,264.50
CIP Project 10394A	$10,400.00
Total	$101,837.32

Variance Explanation

N/A

MINUTES
OF THE
REGULAR MEETING
CLAYTON CITY COUNCIL

Agenda Date: 5-20-08

Agenda Item: 4b

TUESDAY, May 6, 2008

1. **CALL TO ORDER & ROLL CALL** – the meeting was called to order at 7:00 p.m. by Mayor Manning in the Library Community Meeting Room, 6125 Clayton Road, Clayton, CA. Councilmembers present: Mayor Manning, Vice Mayor Pierce, Councilmembers Shuey, Stratford, and Walcutt. Staff present: City Manager Gary Napper, Assistant City Attorney Maury Huguet, Police Chief Dan Lawrence, City Engineer Rick Angrisani, and City Clerk Laci Jackson.

2. **CLOSED SESSION** – None.

3. **PLEDGE OF ALLEGIANCE** – Led by Mayor Manning.

4. **CONSENT CALENDAR- It was moved by Councilmember Walcutt, seconded by Vice Mayor Pierce to approve the Consent Calendar as submitted (5-0 vote).**

(a) Approved the minutes of the regular meeting of April 15, 2008.

(b) Approved Financial Demands and Obligations of the City.

(c) Adopted Resolution 19-2008 approving the Industrial Disability Retirement of John "Tim" O'Hara, Clayton Police Sergeant.

(d) Adopted Resolution 20-2008 calling for the preparation of the annual Engineer's Report for the Clayton Street Lighting Assessment District (pursuant to the Street Lighting Act of 1919).

5. **RECOGNITIONS AND PRESENTATIONS**

(a) Mayor Manning recognized Clayton Volunteers In Police Services (VIPS) Herb Yonge and Jim Webb as recipients of the U.S. President's Volunteer Service Award. He noted the VIPS program is nationally recognized and since inception the Clayton VIPS volunteers have worked on the Neighborhood Watch program, CERT program and have contributed hundreds of hours of service to the Clayton community.

(b) Mayor Manning presented a Proclamation declaring May 9, 2008 "*Clayton Pioneer Day*" to Tamara Steiner, owner of the *Clayton Pioneer*, in honor of the newspaper's ownership of 5 years.

6. **REPORTS**

(a) Planning Commission: Commissioner Joe Odrzywolski reported on its April 29th meeting. The Commission worked on the development plan and the environmental review for the Rivulet Project. They also conducted the six month review of the Alves Large Family Daycare permit and found the applicant to be in substantial compliance.

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

(c) City Manager reported the State budget deficit of $17 billion remains a concern to the City. He stated the water feature in The Grove was being worked on and other punch list items such as the public lockers are to be completed soon. The renovations at Community Park are coming along with the play structures and play surfaces installed.

Councilmember Shuey asked about the status of the outdoor speakers in The Grove park. The City Manager responded the City was still waiting for the retrofitted speakers but the speakers installed in the park are ready for the summer concerts.

(d) City Council

Councilmember Walcutt reported he met with the independent auditors and they explained the audit process. He stated they assured him the audit would be completed on time and that staff had complied with suggestions they made in their last audit.

Councilmember Shuey attended and worked at the Clayton Art and Wine Festival.

Councilmember Stratford also met with the auditors. He attended the Mayors' Conference and the CERT training. He also took a tour of the Community Park improvements and was impressed.

Vice Mayor Pierce attended the ABAG General Assembly as Clayton's delegate. She attended the Historical Society Garden Tour and was a docent, attended the Trails and Landscaping Committee meeting, worked at the Art and Wine Festival, attended a meeting of the Admin. Committee for the Contra Costa Transportation Authority, and attended the Mayors' Conference.

Councilmember Manning reported the Library Foundation Book Sale generated more than $8,400. He met with Supervisor Susan Bonilla and talked about a number of City issues. He stated the Clayton Art and Wine was very successful and people enjoyed using the new park restrooms. He also attended the Mayors' Conference.

(e) Other- None.

7. PUBLIC COMMENTS

Joe Koonin, resident, asked the Council to revisit the Noise Ordinance and enforce the provisions after 10 p.m. in order to respect all lifestyles. He also expressed concern with nighttime glare from swimming pools. He asked the Mayor to discuss the noise issue in his Mayors Column in the *Clayton Pioneer.*

8. PUBLIC HEARINGS

(a) Public Hearing on the Chief of Police's proposed and revised expenditure of Supplemental Law Enforcement Services Funds (SLESF; restricted-use COPS Grant monies) on front-line law enforcement personnel and law enforcement capital equipment in the amount of $58,468.46 from FY 2007-2008.

The Police Chief presented the staff report and asked the Council to approve the use of the SLESF monies to include the City's share of upgrades to the Concord Police Dispatch Center (one time costs).

Councilmember Stratford asked the Chief to describe the new date and communications systems.

The Police Chief replied the new system allows the dispatchers to communicate confidential law enforcement information through encrypted messages which is required due to the new Homeland Security requirements.

Mayor Manning opened the Public Hearing at 7:48 p.m., no Public Comments were received, and he closed the Public Hearing at 7:49 p.m.

It was moved by Councilmember Shuey, seconded by Vice Mayor Pierce, to adopt Resolution 21-2008 for the use of the SLESF grant monies as proposed by the Chief (5-0 vote).

9. ACTION ITEMS

(a) Second Reading and Adoption of Ordinance No. 417 amending the *Clayton Municipal Code* to establish procedures for the City's recordation of a Notice of Pending Action on real property involving public nuisances and other violations of the *Municipal Code*.

The City Clerk presented the staff report and recommended adoption of Ordinance No. 417.

It was moved by Councilmember Shuey, seconded by Vice Mayor Pierce, to have the City Clerk read Ordinance No. 417 by title and number only and waive further reading (5-0 vote).

The City Clerk read Ordinance No. 417 by title and number only.

It was moved by Councilmember Shuey, seconded by Vice Mayor Pierce to adopt Ordinance No. 417 (5-0 vote).

(b) Review of Pavement Management Program update by Asset Management Specialized Consulting concerning conditions of local streets and roads, and direction regarding scope of streets for inclusion in the City's 2008 Street Repaving Project (CIP No. 10406)

The City Engineer presented the staff report indicating the alternatives for the pavement project and recommended the re-paving of the Clayton Road arterial street and to have an alternative bid for night work.

Vice Mayor Pierce asked what would happen next year for priority street repaving. The City Engineer stated the program would revert back to fixing the lowest Pavement Condition Index (PCI) scores.

By consensus the Council agreed that although they would like to exercise one of the other staff options, the amount of funding was not available and this project was the best solution in order to halt the degradation of Clayton Road.

Councilmember Walcutt wanted staff to insure the public was notified about the night work should that be the outcome. Staff noted Council will make that decision when the bids come back for award of contract.

It was moved by Vice Mayor Pierce, seconded by Councilmember Walcutt, to approve the staff recommendation and seek bid alternatives for night time work on Clayton Road (5-0 vote).

12. COUNCIL ITEMS

Councilmember Shuey asked the Council to consider discussing the placement of temporary shade structures in "The Grove" until the shade trees grow larger.

Councilmember Manning and Councilmember Pierce did not want to discuss the matter until after this summer's experience is known.

13. ADJOURNMENT– On call by Mayor Manning the meeting adjourned at 8:52 p.m.

Respectfully submitted,

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Laci J. Jackson, City Clerk

APPROVED BY CLAYTON CITY COUNCIL

_____

Gregory J. Manning, Mayor

CITY OF CLAYTON
Founded 1857 Incorporated 1964

Agenda Date: 05/20/08
Agenda Item: 4c

Approved:
Gary A. Napper
City Manager/Executive Director

STAFF REPORT

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: MERRY PELLETIER, FINANCE MANAGER

DATE: MAY 20, 2008

SUBJECT: OBLIGATION SUMMARY

RECOMMENDATION Approve the following obligations.

RUN DATE	OBLIGATION NUMBERS	TOTALS
5/7/08	14576-14577	$100,836.99
5/9/08	14578	$294.00
5/15/08	14579 - 14634	$517,690.49
5/15/08	14635	$19,669.76

Attachments:
Batch 3674 (2 pages)
Batch 3685 (2 pages)
Batch 3688 (13 pages)
Batch 3689 (2 pages)

City of Clayton
* * * Journal entry trace * * *

Jnl	Description / Addnl data items	Ref 1	Ref 2	Ref 3	Rate / Resrce	Units	Amount / Rate	Posted amount
PJ	Obligation summary A101-2101-00.0.0-000		entry					20.00CR
PJ	Obligation summary A302-2101-00.0.0-000		entry					1,816.99CR
PJ	Obligation summary A999-2101-00.0.0-000		entry					99,000.00CR
PJ	Financial Northeastern Corp A101-7419-02.0.0-000 Descl.....: CD Invest 5/7/08	14576	entry					20.00
PJ	Financial Northeastern Corp A999-1210-00.0.0-000 Descl.....: CD Invest 5/7/08	14576	entry					99,000.00
PJ	Elia Bamberger A302-2731-00.0.0-008 Descl.....: Refund Stranahan 5/08	14577	entry					1,500.00
PJ	Elia Bamberger A302-4105-00.0.0-000 Descl.....: Refund Stranahan 5/08	14577	entry					316.99

Batch 3674 posted on 05/07/08 by 1004 for business date 05/07/08

Jnl	Period	Account	Description	Debit	Credit	Balance
PJ	Purchase Journal					
	11 2008	A101-2101-00.0.0-000	Accounts Payable		20.00	
	11 2008	A101-7419-02.0.0-000	Other Professional Services	20.00		
	11 2008	A302-2101-00.0.0-000	Accounts Payable		1,816.99	
	11 2008	A302-2731-00.0.0-008	Security Dep Elia Bamberger	1,500.00		
	11 2008	A302-4105-00.0.0-000	RDA Housing Rental Income	316.99		
	11 2008	A999-1210-00.0.0-000	Long Term Invest FinNorEastern	99,000.00		
	11 2008	A999-2101-00.0.0-000	Accounts Payable		99,000.00	
		Total for Financial Reporting System		100,836.99	100,836.99	.00

Batch 3674 posted on 05/07/08 by 1004 for business date 05/07/08

Jnl	Description / Addnl data items	Ref 1	Ref 2	Ref 3	Rate / Resrce	Units	Amount / Rate	Posted amount
PJ	Obligation summary		entry					294.00CR
	A301-2101-00.0.0-000							
PJ	ASCAP	14578	entry	MMKY-6G7K7				294.00
	A301-7520-00.0.0-003							
	Descl.....: Music Lic Agrmnt 5/08-4/09							

Batch 3685 posted on 05/09/08 by 1004 for business date 05/09/08

Jnl	Period	Account	Description	Debit	Credit	Balance
PJ	Purchase Journal					
	11 2008	A301-2101-00.0.0-000	Accounts Payable		294.00	
	11 2008	A301-7520-00.0.0-003	Concerts in the Grove Park	294.00		
		Total for Financial Reporting System		294.00	294.00	.00

Batch 3685 posted on 05/09/08 by 1004 for business date 05/09/08

Jnl	Description / Addnl data items	Ref 1	Ref 2	Ref 3	Rate / Resrce	Units	Amount / Rate	Posted amount
PJ	Obligation summary		entry					19,669.76CR
	A101-2101-00.0.0-000							
PJ	CalPERS	14635	entry					320.63
	A101-7220-01.0.0-000							
	Descl.....: Retirement PPE 5/4/08							
PJ	CalPERS	14635	entry					4,096.76
	A101-7220-02.0.0-000							
	Descl.....: Retirement PPE 5/4/08							
PJ	CalPERS	14635	entry					2,296.41
	A101-7220-03.0.0-000							
	Descl.....: Retirement PPE 5/4/08							
PJ	CalPERS	14635	entry					549.94
	A101-7220-04.0.0-000							
	Descl.....: Retirement PPE 5/4/08							
PJ	CalPERS	14635	entry					12,406.02
	A101-7220-06.0.0-000							
	Descl.....: Retirement PPE 5/4/08							

Batch 3689 posted on 05/15/08 by 1004 for business date 05/15/08

Jnl	Period	Account	Description	Debit	Credit	Balance
PJ	Purchase Journal					
	11 2008	A101-2101-00.0.0-000	Accounts Payable		19,669.76	
	11 2008	A101-7220-01.0.0-000	PERS Retirement	320.63		
	11 2008	A101-7220-02.0.0-000	PERS Retirement	4,096.76		
	11 2008	A101-7220-03.0.0-000	PERS Retirement	2,296.41		
	11 2008	A101-7220-04.0.0-000	PERS Retirement	549.94		
	11 2008	A101-7220-06.0.0-000	PERS Retirement	12,406.02		
		Total for Financial Reporting System		19,669.76	19,669.76	.00

Batch 3689 posted on 05/15/08 by 1004 for business date 05/15/08

Jnl	Description / Addnl data items	Ref 1	Ref 2	Ref 3	Rate / Resrce	Units	Amount / Rate	Posted amount
PJ	Obligation summary A101-2101-00.0.0-000		entry					50,846.52CR
PJ	Obligation summary A201-2101-00.0.0-000		entry					1,411.15CR
PJ	Obligation summary A210-2101-00.0.0-000		entry					11,413.92CR
PJ	Obligation summary A211-2101-00.0.0-000		entry					1,270.58CR
PJ	Obligation summary A212-2101-00.0.0-000		entry					66,037.05CR
PJ	Obligation summary A214-2101-00.0.0-000		entry					571.38CR
PJ	Obligation summary A216-2101-00.0.0-000		entry					225.00CR
PJ	Obligation summary A230-2101-00.0.0-000		entry					11,486.51CR
PJ	Obligation summary A301-2101-00.0.0-000		entry					3,758.50CR
PJ	Obligation summary A303-2101-00.0.0-000		entry					362,567.31CR
PJ	Obligation summary A304-2101-00.0.0-000		entry					976.00CR
PJ	Obligation summary A601-2101-00.0.0-000		entry					5,779.07CR
PJ	Obligation summary A702-2101-00.0.0-000		entry					1,347.50CR
PJ	Turner, Huguet & Adams A212-7413-00.0.0-000 Descl.....: GHAD 05/08	14579	entry	20990				1,332.00
PJ	Access One A101-7332-02.0.0-000 Descl.....: Long Distance 4/08	14580	entry	778013				18.19
PJ	Access One A101-7332-03.0.0-000 Descl.....: Long Distance 4/08	14580	entry	778013				15.21
PJ	Access One A101-7332-04.0.0-000 Descl.....: Long Distance 4/08	14580	entry	778013				29.24
PJ	Access One A101-7332-06.0.0-000 Descl.....: Long Distance 4/08	14580	entry	778013				66.89
PJ	Access One A101-7332-07.0.0-000 Descl.....: Long Distance 4/08	14580	entry	778013				1.98
PJ	Access One A101-7332-08.0.0-000 Descl.....: Long Distance 4/08	14580	entry	778013				3.28
PJ	All City Management Services, A101-7419-06.0.0-000 Descl.....: PD-Crossing Guard WE 4/13-4/26/08	14581	entry	13180				451.50
PJ	Alhambra & Sierra Springs A101-7311-03.0.0-000 Descl.....: Water Service-PD, Adm & PW 4/08	14582	entry					188.49

Jnl	Description / Addnl data items	Ref 1	Ref 2	Ref 3	Rate / Resrce	Units	Amount / Rate	Posted amount
PJ	Alhambra & Sierra Springs	14582	entry					59.14
	A101-7312-05.0.0-000							
	Descl.....: Water Service-PD, Adm & PW 4/08							
PJ	Alhambra & Sierra Springs	14582	entry					69.59
	A101-7312-06.0.0-000							
	Descl.....: Water Service-PD, Adm & PW 4/08							
PJ	American Cleanway Inc	14583	entry	34058				225.00
	A216-7419-00.0.0-000							
	Descl.....: PW Wash Rack Mtn 4/08							
PJ	Arlene H. Kikkawa-Nielsen	14584	entry					745.00
	A601-2739-00.0.0-000							
	Descl.....: Library Volunteer 5/08							
PJ	AT&T YellowPages.com	14585	entry					29.00
	A301-7361-00.0.0-000							
	Descl.....: Yellow Pages. Com 5/08							
PJ	Berlogar Geotechnical Consulta	14586	entry	213359,213				746.65
	A212-7520-00.0.0-058							
	Descl.....: Kelok/Gldn Eagle 4/08							
PJ	Berlogar Geotechnical Consulta	14586	entry	213359,213				226.44
	A212-7520-00.0.0-059							
	Descl.....: Kelok/Gldn Eagle 4/08							
PJ	Berlogar Geotechnical Consulta	14586	entry	213359,213				1,878.04
	A212-7520-00.0.0-060							
	Descl.....: Kelok/Gldn Eagle 4/08							
PJ	Clean Street	14587	entry	53095				3,096.00
	A101-7409-03.0.0-000							
	Descl.....: Street Sweeping 4/08							
PJ	Contra Costa Water Dist.	14588	entry	K-Series 4				2,623.64
	A101-7338-03.0.0-000							
	Descl.....: City Water Usage 4/4/08-5/5/08							
PJ	Contra Costa Water Dist.	14588	entry	K-Series 4				257.52
	A101-7338-07.0.0-000							
	Descl.....: City Water Usage 4/4/08-5/5/08							
PJ	Contra Costa Water Dist.	14588	entry	K-Series 4				7,510.02
	A210-7338-00.0.0-000							
	Descl.....: City Water Usage 4/4/08-5/5/08							
PJ	Contra Costa Water Dist.	14588	entry	K-Series 4				601.95
	A702-7338-00.0.0-000							
	Descl.....: City Water Usage 4/4/08-5/5/08							
PJ	City of Concord	14589	entry	11098				2,877.16
	A101-7343-06.0.0-000							
	Descl.....: PD Vehicle Maintenance 4/08							
PJ	Hammons Supply Company	14590	entry	47966				745.37
	A101-7328-03.0.0-000							
	Descl.....: Janitorial Supplies 4/08							
PJ	Hammons Supply Company	14591	entry	148199				191.54
	A211-7419-00.0.0-000							
	Descl.....: Janitorial Supplies 4/08							
PJ	J & R Floor Services	14592	entry	08APR				1,000.00
	A101-7328-03.0.0-000							
	Descl.....: Janitorial Services for 4/08							
PJ	J & R Floor Services	14592	entry	08APR				8.00
	A101-7341-03.0.0-000							
	Descl.....: Janitorial Services for 4/08							

Jnl	Description / Addnl data items	Ref 1	Ref 2	Ref 3	Rate / Resrce	Units	Amount / Rate	Posted amount
PJ	J & R Floor Services	14592	entry	08APR				449.97
	A101-7417-03.0.0-000							
	Descl.....: Janitorial Services for 4/08							
PJ	J & R Floor Services	14592	entry	08APR				225.00
	A101-7417-06.0.0-000							
	Descl.....: Janitorial Services for 4/08							
PJ	J & R Floor Services	14592	entry	08APR				2,175.00
	A101-7417-07.0.0-000							
	Descl.....: Janitorial Services for 4/08							
PJ	J & R Floor Services	14592	entry	08APR				1,000.00
	A211-7419-00.0.0-000							
	Descl.....: Janitorial Services for 4/08							
PJ	J & R Floor Services	14592	entry	08APR				90.00
	A702-7417-00.0.0-000							
	Descl.....: Janitorial Services for 4/08							
PJ	Konica Minolta Bus Solutions	14593	entry	010315995				623.22
	A101-7331-05.0.0-000							
	Descl.....: Adm Copier Lease 5/08							
PJ	Konica Minolta Bus Sol-Copies	14594	entry	209963478				251.63
	A101-7345-05.0.0-000							
	Descl.....: Admin Copier Copies 4/08							
PJ	LarryLogic Productions	14595	entry	853				292.50
	A101-7419-01.0.0-000							
	Descl.....: Video City Council Mtg 5/08							
PJ	Sprint Comm (PD)	14596	entry	703335311-				565.10
	A101-7332-06.0.0-000							
	Descl.....: PD Cell Phones 4/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				3,410.00
	A101-7411-08.0.0-000							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				289.75
	A201-7412-00.0.0-000							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				38.13
	A201-7419-00.0.0-000							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				363.50
	A212-7412-00.0.0-000							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				571.38
	A214-7412-00.0.0-000							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				895.94
	A303-7520-00.0.0-110							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				4,626.94
	A303-7520-00.0.0-112							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				976.00
	A304-7520-00.0.0-001							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				124.50
	A601-2740-00.0.0-096							
	Descl.....: Eng Svc 4/26/08-5/08/08							

Jnl	Description / Addnl data items	Ref 1	Ref 2	Ref 3	Rate / Resrce	Units	Amount / Rate	Posted amount
PJ	PERMCO, Inc.	14597	entry	8389-8406				41.50
	A601-2740-00.0.0-097							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				155.00
	A601-2740-00.0.0-472							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2741-00.0.0-153							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				332.00
	A601-2743-00.0.0-220							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-077							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				21.25
	A601-2744-00.0.0-288							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-329							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-381							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-417							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-434							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-444							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-449							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-459							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-467							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-469							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-473							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-474							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-479							
	Descl.....: Eng Svc 4/26/08-5/08/08							

Jnl	Description / Addnl data items	Ref 1	Ref 2	Ref 3	Rate / Resrce	Units	Amount / Rate	Posted amount
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-482							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-485							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-487							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				20.75
	A601-2744-00.0.0-488							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	PERMCO, Inc.	14597	entry	8389-8406				228.25
	A601-2746-00.0.0-129							
	Descl.....: Eng Svc 4/26/08-5/08/08							
PJ	AT&T/CalNet	14598	entry					172.59
	A101-7332-02.0.0-000							
	Descl.....: Local Phone Svc 4/08							
PJ	AT&T/CalNet	14598	entry					34.48
	A101-7332-03.0.0-000							
	Descl.....: Local Phone Svc 4/08							
PJ	AT&T/CalNet	14598	entry					42.95
	A101-7332-04.0.0-000							
	Descl.....: Local Phone Svc 4/08							
PJ	AT&T/CalNet	14598	entry					477.15
	A101-7332-06.0.0-000							
	Descl.....: Local Phone Svc 4/08							
PJ	AT&T/CalNet	14598	entry					45.89
	A101-7332-08.0.0-000							
	Descl.....: Local Phone Svc 4/08							
PJ	AT&T/CalNet	14598	entry					59.83
	A702-7332-00.0.0-000							
	Descl.....: Local Phone Svc 4/08							
PJ	AT&T/CalNet	14599	entry					215.05
	A101-7332-02.0.0-000							
	Descl.....: Local Phone Svc 4/08							
PJ	AT&T/CalNet	14599	entry					174.69
	A101-7332-07.0.0-000							
	Descl.....: Local Phone Svc 4/08							
PJ	AT&T Yellow Pages	14600	entry					231.00
	A301-7361-00.0.0-000							
	Descl.....: EH Yellow Page Ad 4/08							
PJ	Valley Yellow Pages	14601	entry					148.50
	A301-7361-00.0.0-000							
	Descl.....: EH Vly Yellow Pg Ad 5/08							
PJ	Western Exterminator	14602	entry	368526				40.50
	A101-7328-03.0.0-000							
	Descl.....: Monthly Svc 4/08							
PJ	Western Exterminator	14602	entry	368526				90.50
	A101-7341-03.0.0-000							
	Descl.....: Monthly Svc 4/08							
PJ	Western Exterminator	14602	entry	368526				93.50
	A101-7341-07.0.0-000							
	Descl.....: Monthly Svc 4/08							

Jnl	Description / Addnl data items	Ref 1	Ref 2	Ref 3	Rate / Resrce	Units	Amount / Rate	Posted amount
PJ	Western Exterminator	14602	entry	368526				87.00
	A702-7341-00.0.0-000							
	Descl.....: Monthly Svc 4/08							
PJ	Verizon/MCI	14603	entry	68564115				211.34
	A101-7332-02.0.0-000							
	Descl.....: Admin ISDN Line 4/08							
PJ	The Zahn Group, Inc.	14604	entry	07 J23.07				13,300.06
	A303-7520-00.0.0-113							
	Descl.....: Downtown Park Project 5/08							
PJ	Balance Hydrologics Inc	14605	entry	207234-030				2,310.00
	A303-7520-00.0.0-104							
	Descl.....: Revu FEMA Mdls 2/17-3/15/08							
PJ	CCV.INC.	14606	entry	52008-49				11,408.11
	A230-7485-00.0.0-000							
	Descl.....: PD Install Equip Commd Trailer							
PJ	Janet & Gene Centoni	14607	entry	Refund				259.87CR
	A101-5791-00.0.0-000							
	Descl.....: Refund SW#03-07							
PJ	Janet & Gene Centoni	14607	entry	Refund				267.50
	A601-2744-00.0.0-384							
	Descl.....: Refund SW#03-07							
PJ	Contra Costa Newspapers	14608	entry	I02743150				151.20
	A101-7419-04.0.0-000							
	Descl.....: Public Hearing-Town Center Spec Pla							
PJ	Contra Costa Newspapers	14609	entry	3250079				366.48
	A210-7419-00.0.0-000							
	Descl.....: Class Ad Landscape Wrks							
PJ	Contra Costa Newspapers	14609	entry	3250079				366.48
	A303-7520-00.0.0-110							
	Descl.....: Class Ad Landscape Wrks							
PJ	Contra Costa Newspapers	14610	entry	I02741400				78.40
	A230-7384-00.0.0-000							
	Descl.....: Public Hearing SLESF							
PJ	Contra Costa Topsoil	14611	entry	79879				357.23
	A210-2111-00.0.0-000							
	Descl.....: Topsoil for landscaping 5/08							
PJ	Contra Costa Topsoil	14611	entry	79879				357.22
	A210-2112-00.0.0-000							
	Descl.....: Topsoil for landscaping 5/08							
PJ	Drill Tech	14612	entry	806-1 Rev				61,490.42
	A212-7520-00.0.0-060							
	Descl.....: GHAD Pebble Beach 05/08							
PJ	Grade Tech, Inc.	14613	entry	CIP 10360				6,040.45
	A303-7520-00.0.0-110							
	Descl.....: EH Pkg Lot CIP 10360 5/08							
PJ	Graybar Electric Co, Inc	14614	entry	933829587				3,361.29
	A601-2740-00.0.0-139							
	Descl.....: Electrical Supplies 05/08							
PJ	John Deere Landscapes Inc	14615	entry	21106475				415.68
	A210-2111-00.0.0-000							
	Descl.....: Landscape Supplies 05/08							
PJ	John Deere Landscapes Inc	14615	entry	21106475				512.16
	A210-7311-00.0.0-000							
	Descl.....: Landscape Supplies 05/08							

Jnl	Description / Addnl data items	Ref 1	Ref 2	Ref 3	Rate / Resrce	Units	Amount / Rate	Posted amount
PJ	John Deere Landscapes Inc	14615	entry	21106475				1,639.28
	A303-7520-00.0.0-110							
	Descl.....: Landscape Supplies 05/08							
PJ	John Deere Landscapes Inc	14616	entry	21216341				186.95
	A210-2111-00.0.0-000							
	Descl.....: Landscape Supplies 05/08							
PJ	Jerry Kosel	14617	entry					17.34
	A210-7311-00.0.0-000							
	Descl.....: Library Supplies 05/08							
PJ	MAACO Collision Repair & Auto	14618	entry	9026				3,802.39
	A101-7343-06.0.0-000							
	Descl.....: Vehicle Repaire 5/08							
PJ	Moss, Levy & Hartzheim	14619	entry	571				2,400.00
	A101-7414-02.0.0-000							
	Descl.....: Audit Work FY 08-09 Budget							
PJ	Moss, Levy & Hartzheim	14619	entry	571				2,600.00
	A301-7414-00.0.0-000							
	Descl.....: Audit Work FY 08-09 Budget							
PJ	Rex Lock & Safe, Inc.	14620	entry	78800				12.99
	A101-7329-03.0.0-000							
	Descl.....: Lock & Key 5/08							
PJ	Rex Lock & Safe, Inc.	14621	entry	79880				105.00
	A101-7341-03.0.0-000							
	Descl.....: Lock & Key 5/08							
PJ	Walter Hill	14622	entry					750.00
	A301-7520-00.0.0-003							
	Descl.....: Concerts in the Grove 5/08							
PJ	Krisann Sutton	14623	entry					100.00
	A601-2730-00.0.0-009							
	Descl.....: CH Courtyard Dep Refund 5/08							
PJ	Turf Star, Inc.	14624	entry	334681				517.71
	A101-7342-03.0.0-000							
	Descl.....: Landscape Supplies 5/08							
PJ	Zee Medical Company	14625	entry	28510				62.39
	A101-7311-03.0.0-000							
	Descl.....: Medical Supplies 5/08							
PJ	John T. O'Hara	14626	entry 5/7/08-6/6					3,148.31
	A101-1364-00.0.0-000							
	Descl.....: O'Hara PERS Disability Pmt 5/08							
PJ	PG&E	14627	entry					137.43
	A101-7335-03.0.0-000							
	Descl.....: Service 5/08 (Individual Bills)							
PJ	PG&E	14627	entry					119.64
	A210-7335-00.0.0-000							
	Descl.....: Service 5/08 (Individual Bills)							
PJ	PG&E	14627	entry					79.04
	A211-7335-00.0.0-000							
	Descl.....: Service 5/08 (Individual Bills)							
PJ	PG&E	14627	entry					162.41
	A702-7335-00.0.0-000							
	Descl.....: Service 5/08 (Individual Bills)							
PJ	PG&E	14628	entry					1,321.55
	A101-7335-03.0.0-000							
	Descl.....: Service 5/08 (Individual Bills)							

Jnl	Description / Addnl data items	Ref 1	Ref 2	Ref 3	Rate / Resrce	Units	Amount / Rate	Posted amount
PJ	PG&E	14628	entry					151.70
	A201-7335-00.0.0-000							
	Descl.....: Service 5/08 (Individual Bills)							
PJ	PG&E	14628	entry					302.86
	A210-7335-00.0.0-000							
	Descl.....: Service 5/08 (Individual Bills)							
PJ	IMPAC Government Services	14629	entry					141.93
	A101-7311-03.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					161.40
	A101-7311-06.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					85.00
	A101-7312-01.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					397.25
	A101-7312-05.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					454.61
	A101-7312-06.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					15.63
	A101-7314-06.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					45.09
	A101-7331-03.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					130.98
	A101-7331-05.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					246.90
	A101-7341-07.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					81.73
	A101-7342-03.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					388.51
	A101-7342-06.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					120.38
	A101-7343-06.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					915.00
	A101-7344-03.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					2,640.35
	A101-7344-06.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					406.85
	A101-7345-05.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					36.87
	A101-7363-01.0.0-000							
	Descl.....: Cal Card 4/22/08							

Jnl	Description / Addnl data items	Ref 1	Ref 2	Ref 3	Rate / Resrce	Units	Amount / Rate	Posted amount
PJ	IMPAC Government Services	14629	entry					179.00
	A101-7372-01.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					602.15
	A101-7373-06.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					92.08
	A101-7415-02.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					49.95
	A101-7419-02.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					1,546.50
	A101-7430-08.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					12.00
	A101-7432-06.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					892.62
	A201-7311-00.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					38.95
	A201-7327-00.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					351.80
	A210-7311-00.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					916.54
	A210-7344-00.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					2,452.17
	A303-7520-00.0.0-110							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					29.28
	A601-2740-00.0.0-472							
	Descl.....: Cal Card 4/22/08							
PJ	IMPAC Government Services	14629	entry					346.31
	A702-7311-00.0.0-000							
	Descl.....: Cal Card 4/22/08							
PJ	JFC Construction Inc	14630	entry					78,662.51
	A303-7520-00.0.0-090							
	Descl.....: Grove Park 5/08							
PJ	PARC Services, Inc.	14631	entry	CIP 10385				81,071.55
	A303-7520-00.0.0-113							
	Descl.....: Community Park 5/08							
PJ	NSP3	14632	entry	11476				102,918.13
	A303-7520-00.0.0-113							
	Descl.....: Community Park 5/08							
PJ	NSP3	14633	entry	11477				68,283.80
	A303-7520-00.0.0-113							
	Descl.....: Community Park 5/08							
PJ	Macias Gini & O'Connell LLP	14634	entry	22939				9,595.00
	A101-7419-04.0.0-000							
	Descl.....: CD Interim Dir 5/08							

Jnl	Description / Addnl data items	Ref 1	Ref 2	Ref 3	Rate / Resrce	Units	Amount / Rate	Posted amount

Batch 3688 posted on 05/15/08 by 1004 for business date 05/15/08

Jnl	Period	Account	Description	Debit	Credit	Balance
PJ	Purchase Journal					
	11 2008	A101-1364-00.0.0-000	Receivable from PERS	3,148.31		
	11 2008	A101-2101-00.0.0-000	Accounts Payable		50,846.52	
	11 2008	A101-5791-00.0.0-000	Overhead cost recovery		259.87	
	11 2008	A101-7311-03.0.0-000	General Supplies	392.81		
	11 2008	A101-7311-06.0.0-000	General Supplies	161.40		
	11 2008	A101-7312-01.0.0-000	Office Supplies/Expense	85.00		
	11 2008	A101-7312-05.0.0-000	Office Supplies/Expense	456.39		
	11 2008	A101-7312-06.0.0-000	Office Supplies/Expense	524.20		
	11 2008	A101-7314-06.0.0-000	Postage	15.63		
	11 2008	A101-7328-03.0.0-000	Park Services	1,785.87		
	11 2008	A101-7329-03.0.0-000	Park Supplies	12.99		
	11 2008	A101-7331-03.0.0-000	Rentals/Leases	45.09		
	11 2008	A101-7331-05.0.0-000	Rentals/Leases	754.20		
	11 2008	A101-7332-02.0.0-000	Telecommunications	617.17		
	11 2008	A101-7332-03.0.0-000	Telephone	49.69		
	11 2008	A101-7332-04.0.0-000	Telephone	72.19		
	11 2008	A101-7332-06.0.0-000	Telephone	1,109.14		
	11 2008	A101-7332-07.0.0-000	Telephone	176.67		
	11 2008	A101-7332-08.0.0-000	Telephone	49.17		
	11 2008	A101-7335-03.0.0-000	Gas & Electricity	1,458.98		
	11 2008	A101-7338-03.0.0-000	Water Services	2,623.64		
	11 2008	A101-7338-07.0.0-000	Water Services	257.52		
	11 2008	A101-7341-03.0.0-000	Buildings/Grounds Maintenance	203.50		
	11 2008	A101-7341-07.0.0-000	Buildings/Grounds Maintenance	340.40		
	11 2008	A101-7342-03.0.0-000	Machinery/Equipment Maintenanc	599.44		
	11 2008	A101-7342-06.0.0-000	Machinery/Equipment Maintenanc	388.51		
	11 2008	A101-7343-06.0.0-000	Vehicle Maintenance	6,799.93		
	11 2008	A101-7344-03.0.0-000	Vehicles: Gas, Oil & Supplies	915.00		
	11 2008	A101-7344-06.0.0-000	Vehicles: Gas, Oil & Supplies	2,640.35		
	11 2008	A101-7345-05.0.0-000	Office Equip-Maint/Repairs	658.48		
	11 2008	A101-7363-01.0.0-000	Business Entertainment Expense	36.87		
	11 2008	A101-7372-01.0.0-000	Conferences	179.00		
	11 2008	A101-7373-06.0.0-000	Education & Training	602.15		
	11 2008	A101-7409-03.0.0-000	Street Sweeping Service	3,096.00		
	11 2008	A101-7411-08.0.0-000	Professional Services Retainer	3,410.00		
	11 2008	A101-7414-02.0.0-000	Audit	2,400.00		
	11 2008	A101-7415-02.0.0-000	Computer Services	92.08		
	11 2008	A101-7417-03.0.0-000	Janitorial Service	449.97		
	11 2008	A101-7417-06.0.0-000	Janitorial Service	225.00		
	11 2008	A101-7417-07.0.0-000	Janitorial Service	2,175.00		
	11 2008	A101-7419-01.0.0-000	Other Professional Services	292.50		
	11 2008	A101-7419-02.0.0-000	Other Professional Services	49.95		
	11 2008	A101-7419-04.0.0-000	Other Professional Services	9,746.20		
	11 2008	A101-7419-06.0.0-000	Other Professional Services	451.50		
	11 2008	A101-7430-08.0.0-000	Well Monitoring Fee	1,546.50		
	11 2008	A101-7432-06.0.0-000	Emergency Services	12.00		
	11 2008	A201-2101-00.0.0-000	Accounts Payable		1,411.15	
	11 2008	A201-7311-00.0.0-000	General Supplies	892.62		
	11 2008	A201-7327-00.0.0-000	Street Maintenance Supplies	38.95		
	11 2008	A201-7335-00.0.0-000	Gas & Electricity	151.70		
	11 2008	A201-7412-00.0.0-000	Engineering/Inspection Service	289.75		
	11 2008	A201-7419-00.0.0-000	Other Outside Services	38.13		

Jnl	Period	Account	Description	Debit	Credit	Balance
PJ		Purchase Journal	** continued **			
	11	2008 A210-2101-00.0.0-000	Accounts Payable		11,413.92	
	11	2008 A210-2111-00.0.0-000	Reserve for Jeffrey Ranch LS	959.86		
	11	2008 A210-2112-00.0.0-000	Reserve for Yes on LS District	357.22		
	11	2008 A210-7311-00.0.0-000	General Supplies	881.30		
	11	2008 A210-7335-00.0.0-000	Gas & Electricity	422.50		
	11	2008 A210-7338-00.0.0-000	Water Services	7,510.02		
	11	2008 A210-7344-00.0.0-000	Vehicle Gas, Oil, and Supplies	916.54		
	11	2008 A210-7419-00.0.0-000	Other Professional Services	366.48		
	11	2008 A211-2101-00.0.0-000	Accounts Payable		1,270.58	
	11	2008 A211-7335-00.0.0-000	Gas & Electricity	79.04		
	11	2008 A211-7419-00.0.0-000	Other Professional Services	1,191.54		
	11	2008 A212-2101-00.0.0-000	Accounts Payable		66,037.05	
	11	2008 A212-7412-00.0.0-000	Engineering/Inspection Service	363.50		
	11	2008 A212-7413-00.0.0-000	Legal Services	1,332.00		
	11	2008 A212-7520-00.0.0-058	Kelok Way&Golden Eagle Invert	746.65		
	11	2008 A212-7520-00.0.0-059	Pebble Beach Inclinometers	226.44		
	11	2008 A212-7520-00.0.0-060	Pebble Beach subsurface invest	63,368.46		
	11	2008 A214-2101-00.0.0-000	Accounts Payable		571.38	
	11	2008 A214-7412-00.0.0-000	Engineering/Inspection Service	571.38		
	11	2008 A216-2101-00.0.0-000	Accounts Payable		225.00	
	11	2008 A216-7419-00.0.0-000	Other Professional Services	225.00		
	11	2008 A230-2101-00.0.0-000	Accounts Payable		11,486.51	
	11	2008 A230-7384-00.0.0-000	Legal Notice	78.40		
	11	2008 A230-7485-00.0.0-000	Capital Equipment-Cleep Grant	11,408.11		
	11	2008 A301-2101-00.0.0-000	Accounts Payable		3,758.50	
	11	2008 A301-7361-00.0.0-000	Advertising	408.50		
	11	2008 A301-7414-00.0.0-000	Auditing	2,600.00		
	11	2008 A301-7520-00.0.0-003	Concerts in the Grove Park	750.00		
	11	2008 A303-2101-00.0.0-000	Accounts Payable		362,567.31	
	11	2008 A303-7520-00.0.0-090	Grove Property Park	78,662.51		
	11	2008 A303-7520-00.0.0-104	Downtown Economic Dev Project	2,310.00		
	11	2008 A303-7520-00.0.0-110	High-Diablo St. Public Parking	11,394.32		
	11	2008 A303-7520-00.0.0-112	Pavement Rehab Project 2008	4,626.94		
	11	2008 A303-7520-00.0.0-113	Com Park Tot Lot/BBQ/Picnic Up	265,573.54		
	11	2008 A304-2101-00.0.0-000	Accounts Payable		976.00	
	11	2008 A304-7520-00.0.0-001	Marsh Crk Rd Sewer Survey	976.00		
	11	2008 A601-2101-00.0.0-000	Accounts Payable		5,779.07	
	11	2008 A601-2730-00.0.0-009	City Hall Rental Deposit	100.00		
	11	2008 A601-2739-00.0.0-000	Clayton Community Library Foun	745.00		
	11	2008 A601-2740-00.0.0-096	Cost Recov Dep PG&E Minor EP	124.50		
	11	2008 A601-2740-00.0.0-097	Cost Recov Dep - CCWD Minor EP	41.50		
	11	2008 A601-2740-00.0.0-139	Community Svc Reimbursement	3,361.29		
	11	2008 A601-2740-00.0.0-472	OAK St. Mixed Use 01-08	184.28		
	11	2008 A601-2741-00.0.0-153	Seeno Grading Insp (10351)	20.75		
	11	2008 A601-2743-00.0.0-220	Mitchell Crk Pl (Lenox) Const	332.00		
	11	2008 A601-2744-00.0.0-077	AD Seeno Oak Crk Cyn SW26-06	20.75		
	11	2008 A601-2744-00.0.0-288	Flora Square SWP 47-07	21.25		
	11	2008 A601-2744-00.0.0-329	Lemke Diablo Pt SW permit28-06	20.75		
	11	2008 A601-2744-00.0.0-381	Gonzalez SW Permit 18-07	20.75		
	11	2008 A601-2744-00.0.0-384	Centoni SW Permit 03-07	267.50		
	11	2008 A601-2744-00.0.0-417	Stimac SW Permit 17-07	20.75		
	11	2008 A601-2744-00.0.0-434	C. DelMonte SW Permit 29-07	20.75		

Jnl	Period	Account	Description	Debit	Credit	Balance
PJ	Purchase Journal		** continued **			
	11 2008	A601-2744-00.0.0-444	Childs SW Permit 33-07	20.75		
	11 2008	A601-2744-00.0.0-449	Switzer SW Permit 36-07	20.75		
	11 2008	A601-2744-00.0.0-459	J Lopez SW Permit 44-07	20.75		
	11 2008	A601-2744-00.0.0-467	P Hollingsworth SW Permit02-08	20.75		
	11 2008	A601-2744-00.0.0-469	Absolute Pool SWP 03-08	20.75		
	11 2008	A601-2744-00.0.0-473	American Technologies SWP04-08	20.75		
	11 2008	A601-2744-00.0.0-474	Insite Design SWP 05-08	20.75		
	11 2008	A601-2744-00.0.0-479	Hawkins Pools SWP 07-08	20.75		
	11 2008	A601-2744-00.0.0-482	Michael Archeleta SWP 10-08	20.75		
	11 2008	A601-2744-00.0.0-485	Majestic Pools SWP 11-08	20.75		
	11 2008	A601-2744-00.0.0-487	Lance Brick SWP 12-08	20.75		
	11 2008	A601-2744-00.0.0-488	Carefree Toland Pool SWP 14-08	20.75		
	11 2008	A601-2746-00.0.0-129	Diablo Pt Grading Inspections	228.25		
	11 2008	A702-2101-00.0.0-000	Accounts Payable		1,347.50	
	11 2008	A702-7311-00.0.0-000	General Supplies	346.31		
	11 2008	A702-7332-00.0.0-000	Telephone	59.83		
	11 2008	A702-7335-00.0.0-000	Gas & Electricity	162.41		
	11 2008	A702-7338-00.0.0-000	Water Services	601.95		
	11 2008	A702-7341-00.0.0-000	Buildings/Grounds Maintenance	87.00		
	11 2008	A702-7417-00.0.0-000	Janitorial Service	90.00		
		Total for Financial Reporting System		517,950.36	517,950.36	.00

Batch 3688 posted on 05/15/08 by 1004 for business date 05/15/08

CITY OF CLAYTON

Agenda Date: 5-20-08

Agenda Item: 4d

Approved

Gary A. Napper, City Manager

CITY COUNCIL STAFF REPORT

TO: **Honorable Mayor and Councilmembers**

FROM: **David Woltering, Interim Community Development Director**

DATE: **May 20, 2008**

SUBJECT: **"Measure C" 2006 & 2007 Growth Management Program Compliance Checklist for Allocation of Local Street Maintenance and Improvement Funds FY 07-08 & 08-09 (CDD 03-08)**

RECOMMENDATION

Approve the attached City of Clayton "Measure C" 2006 & 2007 Growth Management Program Compliance Checklist for Allocation of Local Street Maintenance and Improvement Funds FY 07-08 & 08-09.

BACKGROUND

Measure C, the Contra Costa Transportation Improvement and Growth Management Program, approved by the voters in 1988, authorized a ½ cent sales tax for highway improvements, adopted a growth management program, and established a regional transportation planning program. Under Measure C, cities are eligible to receive 18% of the revenues collected on an annual basis for street maintenance and improvements as well as other authorized activities (e.g., transportation planning and administration). In order to qualify for this funding, cities must submit a biennial compliance checklist to the Contra Costa Transportation Authority (CCTA), which documents local activities required by Measure C.

Staff has completed the Measure C checklist and supporting attachments in accordance with the guidelines provided by the Contra Costa Transportation Authority (CCTA). Upon approval of this checklist by the City Council, staff will submit this document to CCTA for processing to receive funding.

FISCAL IMPACT

Approval of the Measure C checklist by CCTA will allow the City to receive approximately $205,580.00 in July 2008 from Measure C funds (FY06-07) for street maintenance and improvements. CCTA will provide a second payment for FY08-09 in July 2009. The amount of that second payment will be dependant upon the amount of sales taxes generated in FY07-08.

Attachment: CCTA 2006 & 2007 Measure C Compliance Checklist and Attachments

CDD\2008\03-08.sr1

CONTRA COSTA
transportation
authority

GROWTH MANAGEMENT PROGRAM

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

Compliance Checklist

Reporting Jurisdiction: City of Clayton

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		
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		
ii. Analysis of the impacts of proposed General Plan amendments and recommendation of changes to Action Plans, and	X		
iii. Conditioning the approval of projects consistent with Action Plan policies?	X		
c. Has the jurisdiction followed the procedures for RTPC review of General Plan Amendments as called for in Authority Resolution No. 95-06-G (see Exhibit 6).	X		

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	
b. Has the jurisdiction adopted and implemented a regional transportation mitigation program, including regional traffic mitigation fees, assessments, or other mitigation as appropriate?	X	

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	
b.	Has the jurisdiction adopted a Housing Element that complies with the requirements of § 65583 *et seq.* of the Government Code, by: ▪ Identifying local responsibilities for meeting regional housing needs, ▪ Establishing goals and policies for meeting those needs, and ▪ Outlining a 5-year program of actions to implement the Housing Element?	X	
c.	Has the jurisdiction submitted a report to the Authority regarding development of an implementation program that creates housing opportunities for all income levels? The report should include Tables B and C of the "Annual Element Progress Report" required by HCD.	X	
d.	Does the jurisdiction's General Plan—or other adopted policy document or report—evaluate the effects of planned land uses on local, subregional and regional travel patterns and propose land use policies and a pattern of land uses that would promote more efficient use of the transportation system?	X	

4. Growth Management Element: Performance Standards

		YES	NO
a.	As part of its General Plan, has the jurisdiction adopted a Growth Management Element which is in substantial compliance with the Authority's Model Growth Management Element?	X	
b.	Does the jurisdiction now comply with adopted performance standards for fire, police, parks, sanitary facilities, water, and flood control, or expect to comply with the standards within the next five years through implementation of its Capital Improvement Program?	X	

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

		YES	NO	N/A
a.	Using the Authority's *Technical Procedures*, have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 peak-hour vehicle trips?			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		
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		
d.	Does a request for Findings of Special Circumstances for those intersections that do not and will not meet LOS standards, accompany this checklist?			X
e.	Has the jurisdiction ever been granted a Findings of Special Circumstances by the Authority?		X	

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?	X	
b.	As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on land use and traffic patterns?	X	

7. Five-Year Capital Improvement Program

	YES	NO
Does the jurisdiction have an adopted five-year capital improvement program (CIP) that estimates project costs and includes a plan that outlines general mechanisms for financing transportation and public facilities, including fire, police, parks, sanitary facilities, water and flood control?	X	

8. Transportation Systems Management Program

	YES	NO
Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies?	X	

9. Maintenance of Effort (MoE)

	YES	NO
Has the jurisdiction met the MoE requirements of Measure C as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)?	X	

10. Posting of Signs

	YES	NO	N/A
Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding $250,000 that are funded, in whole or in part, with Measure C funds?	X		

11. Other Considerations

	YES	NO	N/A
If the jurisdiction believes that the requirements of Measure C have been satisfied in a way not indicated on this checklist, has an explanation been attached below?			X

12. Review and Approval of Checklist

This checklist was prepared by:

Signature: _____ *Date:* _____

Name and Title (print) : David Woltering, Interim Community Development Director

Phone: 925-673-7343

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

Certified Signature: _____ *Date:* _____

Name and Title: Gary A. Napper, City Manager

Attest Signature: _____ *Date:* _____
Laci J. Jackson, City Clerk

Attachments

Reporting Jurisdiction: City of Clayton

Information Requested by Checklist Questions

1. Action Plans

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

See the attached TRANSPAC "Conditions of Compliance Report for 2006 and 2007/ 2000 Adopted Regional Actions" which show steps Clayton has taken as part of TRANSPAC.

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:

° *GPA 01-05, amending the General Plan Land Use Element Text and Land Use Diagram designations for several parcels in the Town Center and vicinity, was approved on February 6, 2007. This amendment revised the lot coverage standards in the Town Center Commercial land use designation; revised the building height standards two commercial land use designations; and revised the land use designations of 15 parcels in the Town Center and vicinity. This amendment was consistent with the standards in the* Growth Management Element *and did not affect the Action Plan or Traffic Service Objectives. The amendment was forwarded to CCTA and TRANSPAC for review and*

comment. No comments were received. Clayton City Council Resolution No. 05-2007 approving the general plan amendment is attached

2. Development Mitigation Program

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

Clayton participated in and approved the development and implementation of the regional mitigation program through TRANSPAC. A copy of the approved TRANSPAC Regional Transportation Mitigation Program is attached.

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 attached December 27, 2005, 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.

Not applicable since HCD found Housing Element is in compliance with State law.

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

See attached City of Clayton Status Report on Housing Element Implementation.

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:

Performance standards are met.

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:

No projects were approved which generate more than 100 peak hour trips.

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 attached list of reporting intersections and LOS calculations

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:

Not applicable.

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.

Resolution No. 29-2005, adopted on June 21, 2005. See attached CIP and summary.

8. Transportation Systems Management Program

Date of Ordinance Adoption: Ordinance Number 312, adopted April 5, 1994.

9. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2005-06 and FY 2006-07).

Clayton's MoE requirement is equal to $0.00. See attached Maintenance of Effort Analysis.

10. *Measure C funds were used for Clayton's Pavement Rehabilitation Project 2006.*

11. N/A

12. Other Considerations

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

Not applicable.

CDD\2008\03-08Checklist

ATTACHMENTS

A TRANSPAC, *Conditions of Compliance Report for 2006 and 2007/2000 Adopted Regional Actions*

B Clayton City Council Resolution No. 05-2007, General Plan Amendment – Land Use Element Text and General Plan Land Use Diagram designations in Town Center and Vicinity

C Letter from State Department of Housing and Community Development, dated December 27, 2005

D Status Report on Housing Element Implementation Programs and Housing Production

E List of Measure C Reporting Intersections and LOS Calculations

F Resolution No. 29-2005, adopted on June 21, 2005 and Capital Improvement Program (2005/06 - 2009/10)

G Transportation Systems Management Program, Ordinance No. 312, adopted April 5, 1994

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

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

2000 Adopted Regional Actions

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

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

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

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

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

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

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

CONDITIONS OF COMPLIANCE REPORT for 2006 and 2007

I-680/SR 4 Interchange to Morello.
Responsibility: TRANSPAC and TRANSPAC jurisdictions, Caltrans

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

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

Action 3: Continue to participate in the MTC Route 24/Caldecott Tunnel Corridor Study.
Responsibility: MTC, CCTA, and TRANSPAC and TRANSPAC jurisdictions.

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

2004-2005: A TRANSPAC elected official and TRANSPAC TAC member represented TRANSPAC in the Regional Measure 2 SR 24 Transit Study which has been completed. TRANSPAC actively supported the inclusion of the Caldecott Tunnel project in Regional Measure 2 and Measure J ($125 million) and was pleased see to the level of voter support for the project. Work on the financial plan and project implementation for the project will continue at the CCTA level. This action is considered completed and no further actions at the TRANSPAC level are anticipated.
2006-2007: As noted under 2004-2005, no further action required or taken.

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

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

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

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

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

parties has been developed as has individual agreements between CCTA and each agency. TRANSPAC has approved and via its fiscal agent, the City of Pleasant Hill, executed both the MOU and agreement with CCTA. Study initiation is expected in the 2nd quarter of CY 06.

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

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

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

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

approved the use of its consultant services to provide a conceptual layout for the project. Project development activities and a Request for Proposal for consulting services is expected to be issued in spring/summer of 2006.

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

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

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

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

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

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

2002-2003: Revised program name to Contra Costa Commute Alternatives Network

(CC CAN), a cooperative effort of all of the RTPCs and twenty local jurisdictions. CC CAN incorporates all program elements including: Countywide Carpool Incentive Program; Carpool to BART Program; Countywide Vanpool Incentive Program; Countywide Transit Incentive Program; Countywide Guaranteed Ride Home Program; Countywide SchoolPool; Employer Network (employer-based trip reduction program); Residential Outreach Program; Countywide Bicycle Locker Project; College Commute Program. In addition, a comprehensive college trip reduction program resulted in a 3-person free preferential parking lot for college commuters which further encourages carpooling and reduces vehicles on the road.

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

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

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

2004-2005: Revised program name to 511 Contra Costa to maximize the program linkages to the MTC regional 511 rideshare efforts. This is a cooperative effort of all of the RTPCs and twenty local jurisdictions. 511 Contra Costa has received delegation by MTC to conduct an Employer Outreach Program in Contra Costa to encourage

employers to promote options to driving alone among employees. The 511 Contra Costa Program incorporates elements including: Countywide Carpool Incentive Program; Carpool to BART Program; Countywide Vanpool Incentive Program; Countywide Transit Incentive Program; Countywide Guaranteed Ride Home Program; Countywide SchoolPool; Employer Network (employer-based trip reduction program); Residential Outreach Program; Countywide Bicycle Rack/Locker Project; College Commute Program.

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

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

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

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

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

- **<u>Employer Outreach</u>- TRANSPAC/TRANSPLAN TDM staff worked with 9,439 employers representing 53,906 employees in Central and Eastern Contra Costa.**

The *511 Contra Costa* program coordinated activities to promote commute alternatives to employees and through residential marketing. Articles were published in many of the city newsletters. Press releases and weekly ads were distributed in the Contra Costa Times to inform the public of the options available, including special promotions. New employee packets were provided to employers with information on the commuter incentives, Park and Ride lot locations, FasTrak, 511, the *511 Contra Costa* website, Express Bus Routes, and promotions such as Spare the Air and Bike to Work Day. New resident packets were distributed through developers, real estate agents, and title companies to disseminate this information to residents. Residents also received information through direct mailings.

- Employer Transportation Surveys – *511 Contra Costa* conducted transportation surveys on behalf of large employers and cities in Central and East Contra Costa. Recent surveys were conducted for Contra Costa County, John Muir Health medical facilities in Concord and Walnut Creek, and the Contra Costa Centre Association. The survey data is used to formulate trip reduction strategies and to examine home to work trip generation. This information has been used by cities in the past to substantiate/refute trip generation projections on freeway and arterial segments and to assess potential transit ridership.
- Transportation Resource Guide - The TRANSPAC/TRANSPLAN TDM program updated and distributed the Transportation Resource Guide in fall 2006 for use as a comprehensive resource of Bay Area transportation information. This was updated from the 2004 printing.

- Countywide Carpool Incentive Program – Over 2,100 commuters participated in the Carpool Incentive Programs over the two year period.
  - SchoolPool Program – De la Salle and Carondelet High School asked 511 Contra Costa to incorporate a ridematch service into the current SchoolPool program. All De La Salle and Carondelet families were mailed a SchoolPool Ridematch and Transit Application. Parents were allowed to register for both the Ridematch service and the Transit tickets. Lists of potential parents interested in forming a carpool were mailed back to all parents that signed up for the Ridematch service. For parents who were unable to form a carpool, a public bus pass was offered to encourage parents to allow their children to take the bus instead of a parent driving them. Over 6,100 children participated in this bus program and 200+ carpooled.

- Transit Incentive Program
  - Last Mile Promotion - Transit passes were offered to new bicycle commuters who used transit in conjunction with their bicycle. The

program included bicycle safety training, bicycle accessories, tune-ups, and bicycle mentorship to assist new bicycle commuters (funds were also used for training, tune-ups and accessories).

- Carpool to BART - Drive-alone commuters who switched to carpooling to BART received free BART ticket to encourage the use of carpools accessing BART stations. Each participant received a free carpool parking pass, a $60 gas card and free BART ticket.

- Bicycle Rack Project - Each year staff works with the RTPC TAC to identify locations for bicycle rack placement. TDM staff received TFCA/Measure C funds for the placement of bicycle racks at the following Central County locations: Martinez Jr. High School, Glenbrook Middle School, Concord; Rio Vista Elementary School, and Northgate High School, Walnut Creek; and at California State Automobile Association in Concord, Contra Costa County Child Support Services in Martinez, John Muir Health in Concord, Contra Costa Centre in Walnut Creek, and Concord Hilton Hotel.

  - Four bike bus-mounted racks were also installed on County Connection Flex buses.
  - Nine skateboard racks were installed at several schools. In addition, skateboard rack locks and bicycle U-locks were made available to students who needed them.
  - Six eLockers were installed at the Pleasant Hill BART station in conjunction with the PATH UC Berkeley's Easy Connect research project involving last mile elements (use of electric bikes, Segways, and traditional bikes to access worksites located within three miles of the BART Station). Project partners included Contra Costa County Redevelopment, Caltrans, UC Berkeley, BART, the Contra Costa Centre, Giant Bicycles and Segway LLC. A total of 12 eLockers are now located at this BART station. To date half of the eLockers are available to the public and 90 percent of those lockers are being used. The other half of the eLockers are reserved by the Easy Connect program and Contra Costa Centre Association for use by Centre tenants. Upon completion of the Easy Connect II program the eLockers will be available to the public.

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

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

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

Action 8: Continue to support implementation of the Measure C Growth Management Program.
Responsibility: TRANSPAC and all TRANSPAC jurisdictions and the Regional Transportation Planning Committees

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

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

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

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

2006-2007: As part of the development of the Central County Updated Action Plan for routes of Regional Significance, TRANSPAC and its jurisdictions continued

to propose ways in which to stream the implementation of the Growth Management Program to assist its jurisdictions in maintaining compliance and receipt of Measure C and subsequently Measure J Local Street and Road Maintenance funding.

Action 9: Continue to support transit-oriented development around transit stations.
Responsibility: TRANSPAC and all TRANSPAC jurisdictions and the Regional Transportation Planning Committees

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

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

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

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

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

2004-2005: TRANSPAC and its jurisdictions were actively involved in assessing the impacts of MTC Transportation and Land Use Platform on local jurisdictions especially in East Contra Costa where the retroactive applications of these requirements posed some difficulties as East County tried to comply with BART's

requirements for station development for eBART. TRANSPAC jurisdictions continue to view transportation improvements and land use changes in East County of direct benefit to Central County and its residents. See also Action 9.

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

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

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

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

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

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

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

2004-2005: The Central Count portion of the ECTMS recommendations is considered

complete. For most of 2004/05, little action was possible on implementation of the ECTMS due to the pace of SR 4 reconstruction and the resulting limitation on funding for other projects.

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

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

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

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

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

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

TRANSPAC included $48 million in Measure J for Central County arterial projects.

Given current Federal and State funding shortfalls and grant requirements, arterial projects are extremely difficult to fund, a situation which is expected to continue for the foreseeable future.

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

Action 13: Seek funding for local improvements.
Responsibility: TRANSPAC and all TRANSPAC jurisdictions.

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

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

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

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

2006-2007: TRANSPAC and its jurisdictions continue to seek funding for local improvements including arterial projects. As part of the development of the 2009 Regional Transportation Plan (T-2035), TRANSPAC and its jurisdictions included local projects in the proposed project list and committed a portion of future Measure J funding to such projects. As noted above, TRANSPAC and its jurisdictions requested the reprogramming of Measure C funds for software for the Contra Costa Boulevard signal timing project. These funds augmented funds obtained by the City of Pleasant Hill for hardware installation.

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

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

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

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

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

Responsibility: TRANSPAC jurisdictions and TRANSPAC

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

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

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

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

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

The City of Concord is the lead for the Bancroft Road-Hookston Road bicycle/pedestrian project. Participating jurisdictions include Pleasant Hill, Contra

Costa County, TRANSPAC and the East Bay Regional Parks District (EBRPD). TRANSPAC and its jurisdictions continued actively to support the City of Concord in obtaining additional funding to complete this project.

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

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

2006-2007: TRANSPAC and its jurisdictions remain committed to seeking funding for bicycle and pedestrian projects. As part of the development of Measure J TRANSPAC and its jurisdictions spent a considerable amount of time identifying small bicycle and pedestrian projects "gap closure" project which are particularly hard to fund. Measure J is expected to provide some funding for these projects. Also the TRANSPAC TDM program is seeking funding to complete gaps in bicycle routes and pedestrian pathways to schools which are locations of significant vehicle congestion.

Action 17: Continue to require that each TRANSPAC jurisdiction:

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

Responsibility: TRANSPAC and all TRANSPAC jurisdictions.

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

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

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

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

Responsibility: TRANSPAC and all TRANSPAC jurisdictions.

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

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

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

4. Actions and Responsibilities for Routes of Regional Significance

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

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

FREEWAYS

I-680

General Description

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

Issue Statement

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

The Benicia-Martinez Bridge is the main gateway into Contra Costa County from the north along I-680. A new bridge parallel to the existing bridge is currently under construction by Caltrans. While both West and Central Counties supported the reversal of the direction of toll collection as a means to meter/reduce the flow of traffic into Contra Costa, Caltrans' decision has been made. The direction of toll collection will be in the northbound direction on the south side of the Bridge. Caltrans has assured local officials that automatic toll collection and the additional toll lanes and booths will not cause backups south of the Marina Vista offramp and will improve the current situation.

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

Planned Improvements

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

Traffic Service Objectives

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

Actions and Responsibilities

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

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

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

Improvements to 680/4 have been defined and are not short term but rather a phased approach to full reconstruction which, through engineering studies, was found to be most cost effective. The Project Study Report has been completed and the environmental assessment is underway. A major issue is convincing the FHWA to keep the slip ramps, which provide access to Pacheco, in the project. Congressman Miller's office has been briefed on the issue and his assistance is expected to be necessary for approval of the slip ramps in the project. The Project is coordinated with the I-680 HOV lane project.

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

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

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

SR 242

General Description

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

Issue Statement

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

Planned Improvements

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

Traffic Service Objectives

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

Actions and Responsibilities

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

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

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

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

SR 4

General Description

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

Issue Statement

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

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

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

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

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

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

Planned Improvements

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

Traffic Service Objectives

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

Actions and Responsibilities

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

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

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

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

The environmental document for the I-680/SR 4 Interchange is expected to be released

in early 2006 after two years of delay due to Caltrans and FHWA consideration of the inclusion of the Pacheco slip ramps in the project. TRANSPAC supported CCTA in obtaining federal approval for the slip ramps and indicated no funds would be approved for the project unless the slip ramps were included.

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

ALHAMBRA AVENUE

General Description

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

Issue Statement

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

Planned Improvements

- Phase II Improvements from SR 4 to MacAlvey Drive

Traffic Service Objectives

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

Actions and Responsibilities

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

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

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

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

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

CLAYTON ROAD

General Description

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

Issue Statement

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

Planned Improvements

None

Traffic Service Objectives

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

Actions and Responsibilities

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

2002-2003: No actions taken

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

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

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

CONTRA COSTA BOULEVARD

General Description

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

Issue Statement

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

Planned Improvements

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

Traffic Service Objectives

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

Actions and Responsibilities

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

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

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

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

GEARY ROAD

General Description

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

Issue Statement

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

Planned Improvements

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

Traffic Service Objectives

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

Actions and Responsibilities

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

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

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

2006-2007: Funding for this project has been programmed for Measure J funds and

has been included in the 2009 Measure J bond measure.

PACHECO BOULEVARD

General Description

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

Issue Statement

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

Planned Improvements

- Complete widening to four lanes

Traffic Service Objectives

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

Actions and Responsibilities

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

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

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

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

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

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

PLEASANT HILL ROAD

General Description

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

Issue Statement

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

Planned Improvements

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

Traffic Service Objectives

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

Actions and Responsibilities

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

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

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

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

2006-2007: No actions taken

NORTH MAIN STREET

General Description

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

Issue Statement

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

Planned Improvements

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

Traffic Service Objectives

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

Actions and Responsibilities

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

2002-2003: No actions taken.

2004-2005: No actions taken.

2006-2007: No actions taken

TAYLOR BOULEVARD

General Description

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

Issue Statement

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

Planned Improvements

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

Traffic Service Objectives

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

Actions and Responsibilities

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

2002-2003: Signal interconnect and corridor synchronization completed

2004- 2005: No actions taken

2006-2007: No actions taken

TREAT BOULEVARD

General Description

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

Issue Statement

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

Planned Improvements

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

Traffic Service Objectives

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

Actions and Responsibilities

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

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

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

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

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

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

YGNACIO VALLEY ROAD/KIRKER PASS ROAD

General Description

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

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

Issue Statement

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

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

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

Planned Improvements

- **Widen Ygnacio Valley Road from Cowell Road to Clayton Road to six lanes**
- **Assess possible applications of the Central Contra Costa Traffic Management Program**
- **Provide truck climbing lanes on Kirker Pass Road**

Traffic Service Objectives

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

Actions and Responsibilities

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

2000-2001: Widening project included in 2000 STIP Augmentation cycle at $5.1 million.

Additional funding may be required.

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

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

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

2004-2005: No major actions taken.

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

EXHIBIT B

RESOLUTION NO. 05-2007

A RESOLUTION AMENDING THE GENERAL PLAN LAND USE ELEMENT TEXT AND GENERAL PLAN LAND USE DIAGRAM FOR SEVERAL PARCELS IN THE TOWN CENTER AND ONE PARCEL LOCATED AT THE SOUTHEAST CORNER OF CLAYTON ROAD AND MITCHELL CANYON ROAD (GPA 01-05)

THE CITY COUNCIL
City of Clayton, California

WHEREAS, State Planning and Zoning Law, and specifically Government Code Section 65358, authorizes cities to amend their general plans; and

WHEREAS, the City of Clayton has proposed amendments of the *General Plan Land Use Element* text regarding building heights and lot coverage; and

WHEREAS, the City of Clayton has proposed amendments of the *General Plan Land Use Diagram* designations for the following parcels: 6008 Center Street (APN 119-016-008), 6100 block of High Street (APN 119-021-063), 975 Clayton View Lane (APN 119-021-061), 988 Oak Street (APN 119-021-041), 990 Oak Street (APN 119-021-066), 995 Oak Street (APN 119-022-001), 1000 block of Oak Street (APN 119-050-008), 1005 Oak Street (APN 119-050-034), 1007 Oak Street (APN 119-050-009), 1100 block of Oak Street (APN's 119-060-002 , 119-060-003, 119-060-004, 119-060-005, 119-060-006), and 5850 Clayton Road (APN 120-015-011); and

WHEREAS, the Planning Commission held numerous duly-noticed public hearings commencing on September 26, 2006 and concluding on December 12, 2006 on the above proposed amendments of the *General Plan*; and

WHEREAS, the Planning Commission approved Planning Commission Resolution No. 06-06, which recommended the City Council approve the amendments of the *General Plan Land Use Diagram* and text; and

WHEREAS, on January 16, 2007 and February 6, 2007 the City Council held a duly-noticed public hearing and gave due consideration to all testimony, comments and documents received; and

WHEREAS, the proposed amendments of the *General Plan Land Use Diagram* are in general conformance with the companion amendments of the *Town Center Specific Plan* Land Use Plan and the Official Zoning Map for the subject parcels; and

WHEREAS, the proposed *General Plan Land Use Diagram* designations are compatible with the *General Plan Land Use Diagram* designations of the adjacent and proximal parcels; and

WHEREAS, the proposed amendments are in general conformance with the *General Plan*, are in the public interest, and fully comply with the Growth Management Program of the Contra Costa Transportation Authority; and

WHEREAS, the *Initial Environmental Study/Negative Declaration* (ENV 01-06), which has been adopted by the City Council, found that the proposed amendments would not result in any significant adverse effects on the environment; and

WHEREAS, there is no evidence that the proposed amendments will have the potential for any individual or cumulative adverse effect on fish and wildlife resources or their habitat, as defined in Section 711.2 of the Fish and Game Code.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF CLAYTON, CALIFORNIA DOES HEREWITH DETERMINE:

SECTION 1. The City Council does hereby find and affirm the above noted Recitals are true and correct facts and information relative to the land use proceedings at hand.

SECTION 2. The *General Plan Land Use Diagram* designations for the subject parcels are amended as listed on **Attachment 1** and displayed on **Attachment 2**.

SECTION 3. The text of the *General Plan Land Use Element* is amended to change the descriptions of the Commercial Designations on Page II-10 as follows:

> "~~In the 1979 General Plan there were three commercial designations, Town Center, convenience and office. In this revision the commercial designations have been changed to the following: Town Center, Kirker Corridor and Convenience Commercial.~~ The commercial designations, including uses and development standards are listed below. The development standards apply to the net acreage of the commercial parcels and exclude any areas dedicated for public right-of-way."

SECTION 4. The text of the *General Plan Land Use Element* is amended to change the descriptions of the Town Center Commercial Land Use designation on Page II-10 as follows:

> "Town Center Commercial ~~will~~ permits a mixture of ~~office and~~ retail, office, and upper-floor ~~second story~~ residential uses. Population in residential uses is estimated at 1 person per 300 square feet. ~~In all uses, new establishments~~ All new development projects shall be reviewed for design compatibility with existing structures, as well as the theme and character of the Town Center. ~~Development intensity shall not exceed 35% structural coverage of the site and~~ Building height shall not exceed forty (40) feet. ~~Residential population shall be estimated at 1 person per 600 square feet.~~ Structural coverage of a site primarily used for ground-floor retail with upper-floor retail, upper-floor office, and/or upper-floor residential purposes shall comply with the standards listed below. Structural coverage of a site primarily used for assembly and/or ground-floor office purposes shall not exceed thirty-five (35) percent.

- Parcels 10,000 square feet or less: Up to one hundred (100) percent structural coverage.

- Parcels between 10,001 and 40,000 square feet: Up to the percent structural coverage allowed by the following formula.

  $X = 100 - 2 (Y - 10)$

  X is the Maximum Structural Coverage in percent
  Y is the Square Footage of the Parcel in 1,000's of square feet

  For example, a 30,000 square foot parcel is allowed 60 percent structural coverage.

  $X = 100 - 2 (30 - 10)$
  $X = 100 - 2 (20)$
  $X = 100 - 40$
  $X = 60$

- Parcels greater than 40,000 square feet: Up to forty (40) percent structural coverage.

Development projects must comply with the structural coverage standards applicable to the square footage of the respective Parcel(s) as shown on the Assessor's Maps of the Contra Costa County Assessor's Office as of January 1, 2007. Notwithstanding this provision, any Parcel larger than one acre may be initially subdivided into two parcels. Upon subdivision, each resultant parcel (termed "Resultant Parcel") shall be subject to the applicable structural coverage standard set forth in the above criteria which shall continue to apply to any further subdivision of a Resultant Parcel.

SECTION 5. The text of the *General Plan Land Use Element* is amended to change the descriptions of the Kirker Corridor and Convenience Commercial Land Use designations on Page II-11 as follows:

Kirker Corridor
"Structural coverage shall ~~may~~ not exceed thirty (30%) percent of the site and height shall ~~may~~ not exceed ~~3 stories and~~ fifty (50) feet."

Convenience Commercial
"Structural coverage ~~Land use intensity~~ on these sites ~~are a structural coverage of~~ shall not exceed twenty-five (25%) percent of the site area. Building height ~~and limited to 2½ stories and~~ shall not exceed thirty five (35) feet."

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Clayton, California, at a regular meeting thereof held on February 6, 2007 by the following vote:

AYES: Mayor Walcutt; Vice-Mayor Manning; Councilmembers Pierce, Shuey, and Stratford

NOES: None

ABSENT: None

ABSTAIN: None

THE CITY COUNCIL OF CLAYTON, CA

W R Walcutt

William R. Walcutt, Mayor

ATTEST:

Laci J Jackson

Laci J. Jackson, City Clerk

Attachments

1 *General Plan Land Use Diagram* Amended Designations (Table)

2 *General Plan Land Use Diagram* Amended Designations (Figure)

I certify that the foregoing resolution was duly and regularly passed by the City Council of the City of Clayton at a regular meeting held on February 6, ~~2006.~~ 2007

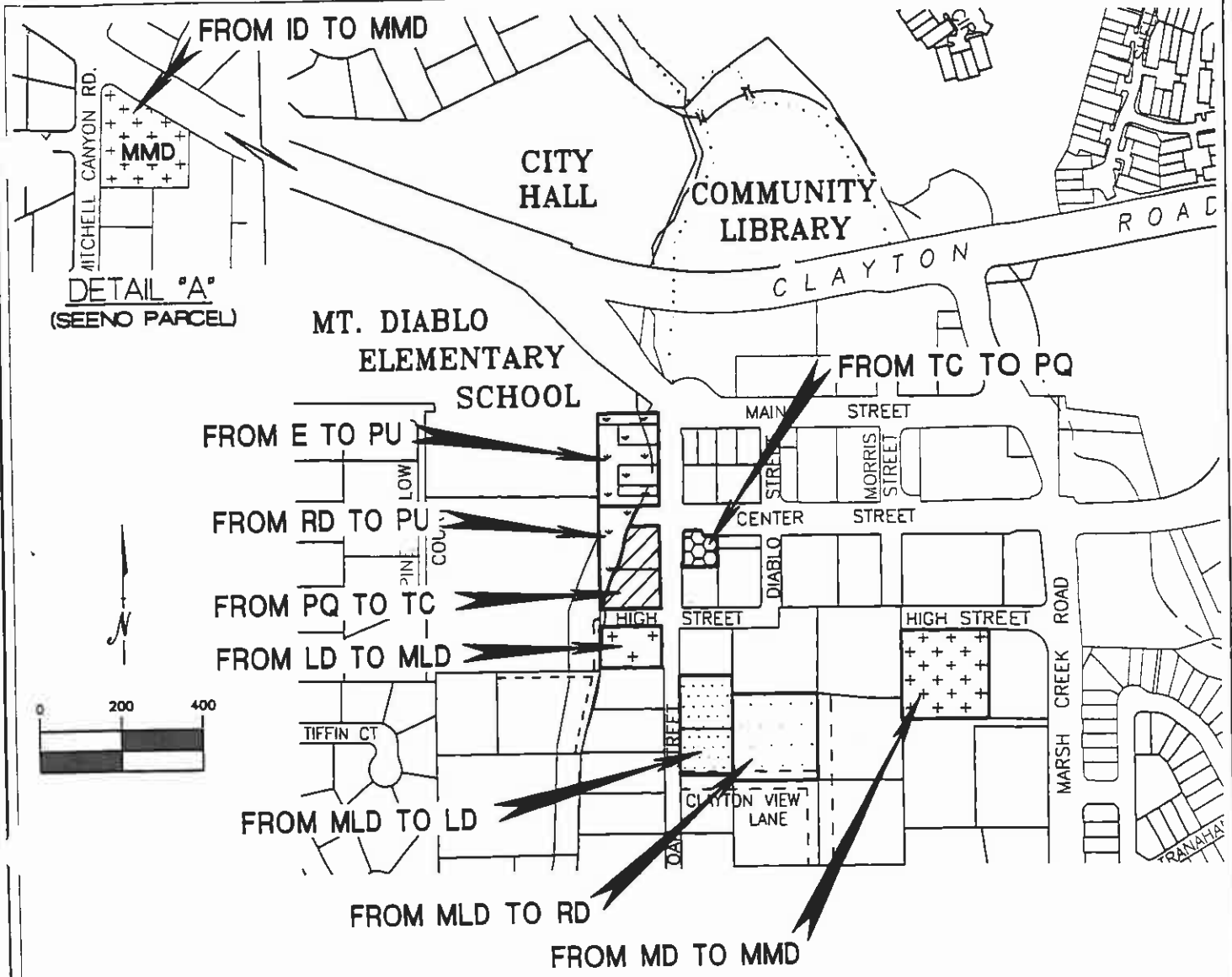
Laci J Jackson

Laci J. Jackson, City Clerk

GPA\2005\01-05-Resolution-Adopted

Attachment 1
Resolution No. 05- 2007
General Plan Land Use Diagram
Amended Designations

Location APN	General Plan Land Use Diagram Designations	
	Prior Designation	Amended Designation
West of 1100 block of Oak 119-060-002	Elementary School	Public Park/ Open Space
West of 1100 block of Oak 119-060-003	Elementary School	Public Park/ Open Space
West of 1100 block of Oak 119-060-004	Elementary School	Public Park/ Open Space
West of 1100 block of Oak 119-060-005	Elementary School	Public Park/ Open Space
West of 1100 block of Oak 119-060-006	Elementary School	Public Park/ Open Space
West of 1000 block of Oak 119-050-008	Rural Estate Residential	Public Park/ Open Space
1007 Oak Street 119-050-009	Public/ Quasi-Public	Town Center Commercial
1005 Oak Street 119-050-034	Public/ Quasi-Public	Town Center Commercial
6008 Center Street 119-016-008	Town Center Commercial	Public/ Quasi-Public
995 Oak Street 119-022-001	Single Family Low Density Residential	Multi-Family Low Density Residential
990 Oak Street 119-021-066	Multi-Family Low Density Residential	Single Family Low Density Residential
988 Oak Street 119-021-041	Multi-Family Low Density Residential	Single Family Low Density Residential
975 Clayton View Lane 119-021-061	Multi-Family Low Density Residential	Rural Estate Residential
6100 block of High 119-021-063	Single Family Medium Density Residential	Multi-Family Medium Density Residential
5850 Clayton Road 120-015-011	Institutional Density	Multi-Family Medium Density Residential



LEGEND

			UNITS / NET ACRE
	RD	RURAL ESTATE	0 - 1.0
	LD	SINGLE FAMILY LOW DENSITY	1.1 - 3
	MD	SINGLE FAMILY MEDIUM DENSITY	3.1 - 5
	MLD	MULTI-FAMILY LOW DENSITY	7.6 - 10
	MMD	MULTI-FAMILY MEDIUM DENSITY	10.1 - 15
	ID	INSTITUTIONAL DENSITY	7.6 - 20
	TC	TOWN CENTER COMMERCIAL	
	E	ELEMENTARY SCHOOL	
	PQ	PUBLIC / QUASI-PUBLIC	
	PU	PUBLIC PARK OPEN SPACE	

ATTACHMENT 2

RESOLUTION NO. 05-2007

General Plan
Land Use Diagram
Amended Designations

MON, OCT 02, 2006 09:49 A BJB PROPOSED DESIGNATIONS Z:\C0010395\DWG\FINALS\8 X 11 FINAL PROP DESIGNATIONS.DWG X-REFS, XC0010BASE-V3.DWG

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

Received
DEC 29 2005
City of Clayton

EXHIBIT C

December 27, 2005

Mr. Gary Napper
City Manager
City of Clayton
6000 Heritage Trail
Clayton, CA 94517

Dear Mr. Napper:

RE: Review of the City of Clayton's Adopted Housing Element

Thank you for submitting Clayton's housing element, adopted on September 6, 2005 and received for review October 3, 2005. As you know, 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 housing element addresses the statutory requirements described in the Department's May 17, 2005 review. The Department's finding of compliance is conditioned on the City's successful implementation of Program 2 (Rezoning) by July 2008, at the latest, and Program 3 (Redevelopment Set-a-Side Funds). Moreover, the finding of compliance is also based on the City's commitment to promote second units affordable to lower-income households, provide regulatory incentives, permit multifamily by-right and facilitate higher density residential opportunities in the City's Town Center. Clayton must expeditiously implement these programs to maintain compliance and to encourage much needed housing choices in Clayton.

The City must use its annual general plan progress report (Government Code Section 65400) to monitor and report on progress in implementing the element. The reports are due to the Department by October 1 of each year. If the annual report reveals Programs 2 and 3 have not been implemented, as described above, the element will no longer identify adequate sites and will require immediate amendment to provide adequate sites. Failure to submit annual reports will trigger a compliance review by the Department.

Also, please be aware, recently enacted legislation (Chapter 706, Statutes of 2002 and Chapter 10, Statutes of 2004) added Government Code Section 65863 and requires Clayton to ensure its inventory of adequate sites can accommodate its share of the regional housing need throughout the planning period. Government Code Section 65863(b) also prohibits local governments from lowering a residential density used in determining adequate sites under its housing element unless the locality makes certain findings.

In addition, Government Code Section 65584.09 was added by Chapter 614, Statutes of 2005. This statute requires jurisdictions not rezoning sites to accommodate its share of the regional housing need in the prior planning period to rezone for that unaccommodated housing need in the first year of the next planning period.

The Department looks forward to following Clayton's progress in implementing its housing and land-use programs through annual general plan progress reports, required pursuant to Government Code Section 65400. The Department wishes the City continued success in addressing its housing and community development needs. If the Department can provide any assistance in implementing the element, please contact Paul McDougall, on our staff, at (916) 322-7995.

Sincerely,

Cathy E. Creswell
Deputy Director

EXHIBIT D

City of Clayton Status Report on Housing Element Implementation Measures Calendar Years 2006 & 2007 Growth Management Program Checklist		
No.	**Implementation Program**	**Status**
I.1	Re-designation of Easley Triangle Property	General Plan designation and zone changes were approved in July 2000 to increase the allowed density.
I.2	Low & Moderate Income Fund	The RDA Low & Moderate Income Fund has financed 18 second mortgages for the Stranahan project and a loan for the PAM Diamond Terrace project. During CY 2006 and 2007, the Redevelopment Agency purchased and resold four of the Stranahan residential units that became available and deed restricted them for an additional 45-year period as moderate income housing units.
I.3	Re-designation to Affordable Higher Density Sites	Ongoing; The City rezoned the Easley Property to Planned Development (PD) and rezoned the Town Center Site and the Miscellaneous Town Center Sites to Planned Development (PD) to permit medium- density, multi-family residential use consistent with the Housing Element program.
I.4	Affordable Housing Ordinance	It is anticipated that an affordable housing ordinance will be prepared for consideration by the City Council as a follow-up to the 2009 Housing Element Update cycle.
I.5	Secondary Units	The City Council approved Ordinance No. 373 in 2004, establishing standards for administrative review and approval of secondary dwelling units.
I.6	Manufactured Housing and Mobile Homes Parks	The City follows State law regarding manufactured housing and mobilehome parks.

City of Clayton Status Report on Housing Element Implementation Measures Calendar Years 2006 & 2007 Growth Management Program Checklist		
No.	**Implementation Program**	**Status**
I.7	Declaration of price and number of new houses	Developers have filed reports with City.
I.8	Elimination of CUP for multi-family housing	A Use permit is not required in the Zoning Ordinance, but multi-family housing is subject to design review.
I.9	Density Bonus	State law requires that density bonuses be provided under specified circumstances.
I.10	Streamline application process for affordable housing projects	The City prioritized processing of affordable housing projects, including projects like the Stranahan and PAM Diamond Terrace projects.
I.11	Reduction or waiving development fees for affordable housing projects	Development impact fees for multifamily units are lower than fees for single family units.
I.12	Flexible parking standards	Projects with senior and handicapped accessible units qualify for reduced parking standards.
I.13	Preliminary Plan for Planned Developments	Zoning Ordinance was amended to eliminate requirement for Preliminary Development Plan.
I.14	Disseminate information on housing programs	Ongoing; for example, the City advertises the availability of affordable housing units for sale within the community.
I.15	Disseminate information on enforcement program of the State Fair Employment and Housing Commission.	Ongoing; the City periodically produces fliers.

City of Clayton Status Report on Housing Element Implementation Measures Calendar Years 2006 & 2007 Growth Management Program Checklist		
No.	**Implementation Measure**	**Status**
1	Adopt affordable housing ordinance	Will be programmed as a follow-up to the 2009 Housing Element Update cycle.
2	Re-designation of affordable housing opportunity (AHO) sites to multi-family densities	Re-designations of AHO sites were programmed for FY 07-08.
3	RDA low & moderate income funding for developers of AHO sites	LMI funding is available for developers of AHO sites.
4	Financial assistance for design of second dwelling units	Financial assistance may be requested.
5	RDA low & moderate income funding for second dwelling units	Financial assistance may be requested.
6	Promote development of second dwelling units	Ongoing
7	Technical assistance for second dwelling units	Ongoing
8	Second-story units in Town Center	Programmed for construction in FY 09-10
9	RDA low & moderate income funding for second-story units in Town Center	Financial assistance may be requested.
10	Declaration of price and number of new houses	Developers have filed reports with City.
11	Amend Zoning Ordinance to allow emergency	

City of Clayton Status Report on Housing Element Implementation Measures Calendar Years 2006 & 2007 Growth Management Program Checklist		
No.	**Implementation Measure**	**Status**
	shelters in places of worship	Formal amendment programmed for FY 08-09
12	Participation in Regional/Countywide housing task force	Ongoing
13	Amend Zoning Ordinance to create Town Center District	Programmed for FY 07-08.
14	Amend Zoning Ordinance to allow manufactured housing and mobile homes parks	The City follows State law regarding manufactured housing and mobilehome parks.
15	Amend Zoning Ordinance to provide density bonuses	State law requires the density bonuses to be provided under specified circumstances.
16	Streamline application process for affordable housing projects	Ongoing
17	Reduction or waiving development fees for affordable housing projects	Development impact fees for multifamily units are lower than fees for single family units.
18	Amend Zoning Ordinance to provide flexible standards for affordable housing projects	Programmed as a follow-up to the 2009 Housing Element Update cycle.
19	Publicize information on mortgage assistance programs	Ongoing

City of Clayton Status Report on Housing Element Implementation Measures Calendar Years 2006 & 2007 Growth Management Program Checklist		
No.	**Implementation Measure**	**Status**
20	Establish down payment assistance program	Programmed as a follow-up to the 2009 Housing Element Update cycle.
21	Review funding opportunities for HOME program	Ongoing
22	Review use of low & moderate income funding for additional assistance to Diamond Terrace residents	Programmed as a follow-up to the 2009 Housing Element Update cycle.
23	Ensure affordability covenants require long-term affordability of units	Ongoing
24	Disseminate information on enforcement program of the State Fair Employment and Housing Commission.	Ongoing; the City periodically produces fliers.
25	Disseminate information on affordable housing programs	Ongoing
26	Ensure plans comply with State accessibility requirements	Ongoing
27	Establish procedure for exceptions for persons with disabilities	Ongoing; City has provisions in second dwelling unit ordinance
28	Review City requirements to ensure compliance with fair housing laws	Ongoing
29	Provide energy conversation materials	Ongoing

City of Clayton Status Report on Housing Element Implementation Measures Calendar Years 2006 & 2007 Growth Management Program Checklist		
No.	**Implementation Measure**	**Status**
30	Develop design standards to allow energy self-sufficiency	Programmed for FY 08-09
31	Support state legislation to allow cities to transfer and financially participate in affordable housing projects outside of city limits	Ongoing
32	Participate in Shaping Our Future and regional planning projects	Ongoing
Source: Clayton Community Development Department		

City of Clayton Housing Production by Income Category 2006 and 2007	
Very-Low Income	-
Low Income	-
Moderate Income	**4**
Above-Moderate Income	**8**
Total	**12**

EXHIBIT E

CITY OF CLAYTON
ENGINEERING DEPARTMENT
925/672-9700
fax 925/672-2959

Memorandum

To: Jeremy Graves

CC: Gary Napper

From: Rick Angrisani, City Engineer

Date: March 12, 2008

Re: Measure C – LOS – 2006 traffic Counts

I reviewed the latest peak hour traffic counts taken on 10/18 and 10/19/06 and calculated the level of service at the four intersections. Following is a table of volume/capacity ratios over the last 10 years:

Intersection	1996 V/C	1998 V/C	2000 V/C	2002 V/C	2004 V/C	2006 V/C	2006 LOS
Washington/ Clayton	.48 am .51 pm	.41 am .54 pm	.57 am .55 pm	.61 am .64 pm	.51 am .63 pm	.44 am .59 pm	A A
Mitchell/ Clayton	.38 am .42 pm	.31 am .44 pm	.47 am .53 pm	.55 am .59 pm	.55 am .67 pm	.53 am .68 pm	A B
Regency/ Marsh Creek	.21 am .20 pm	.20 am .22 pm	.29 am .24 pm	.58 am .34 pm	.71 am .34 pm	.64 am .42 pm	B A
Eagle Peak /Oakhurst	.18 am .14 pm	.20 am .15 pm	.21 am .19 pm	.29 am .20 pm	.28 am .18 pm	.41 am .39 pm	A A

Surprisingly, the Volume/Capacity ratio at Regency and Marsh Creek was lower for the morning peak hour. There was also a drop in the Washington AM ratio, but this is likely due to Concord metering traffic at Ygnacio Valley Road and backing it up through the Washington intersection (in other words, fewer cars can go through the intersection thereby making the numbers look better, but not reflecting traffic conditions).

EXHIBIT F

RESOLUTION NO. 29-2005

A RESOLUTION ADOPTING THE ANNUAL BUDGET FOR THE CITY OF CLAYTON FOR THE 2005-2006 FISCAL YEAR BEGINNING JULY 1, 2005 AND ENDING JUNE 30, 2006, AND ADOPTING THE 2005-2006 APPROPRIATIONS LIMITATION

THE CITY COUNCIL
City of Clayton, California

WHEREAS, on 07 June 2005 the City Manager submitted and presented proposed budgets to the Clayton City Council for the operation of the City of Clayton in Fiscal Year 2005-2006 commencing 01 July 2005; and

WHEREAS, for 21 June 2005, a public hearing was set and held on the proposed budgets and opportunities were provided for members of the public to offer comments and input on the fiscal plans presented; and

WHEREAS, after due consideration and review, the Clayton City Council finds it is in the best interest of the general health, welfare and safety of this city, its citizens and businesspersons, to adopt a financial plan governing the receipt and expenditure of public monies in Fiscal Year 2005-2006.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Clayton, California does hereby adopt the budget revenue by fund for the City of Clayton for the Fiscal Year commencing 01 July 2005 and ending 30 June 2006 are adopted as follows:

FUND	2005-2006 REVENUE
General Fund — Fund No. 101	$ 3,398,140
Gas Tax — Fund No. 201	$ 235,569
Landscape Maintenance District — Fund No. 210	$ 542,370
Geologic Hazard Abatement District — Fund No. 212	$ 29,991
Street Light Assessment District— Fund No. 214	$ 126,450
Storm Water Assessment — Fund No. 216	$ 93,420
High Street Bridge Assessment District — Fund No. 217	$ 4,355
Oak Street Bridge Assessment District — Fund No. 218	$ 4,397
Measure "C" Fund — Fund No. 220	$ -0-
Lydia Lane Sewer Assessment District — Fund No. 222	$ 21,900
Oak Street Sewer Assessment District Fund No. 223	$ 12,390
Restricted Grants — Fund No. 230	$ 103,500
Development Impact Fees Fund No. 304	$ -0-
Oakhurst Assessment District — Fund No. 410	$ 563,824
Middle School CFD Fund No. 420	$ 916,221
Clayton Station CFD — Fund No. 421	$ 136,726
Self Insurance Fund — Fund No. 501	$ 3,000
Capital Equipment Replacement Fund — Fund No. 502	$ 50,077
Community Gym — Fund No. 701	$ 44,638
Endeavor Hall – Fund No. 702	$ 20,100
TOTAL REVENUE:	**$6,307,068** ;and

BE IT FURTHER RESOLVED that the budget appropriations by fund for the City of Clayton for the Fiscal Year beginning 01 July 2005 and ending 30 June 2006 are adopted as follows:

FUND	2004-2005 APPROPRIATIONS
General Fund — Fund No. 101	$ 3,398,140
GasTax—Fund No. 201	$ 318,677
Landscape Maintenance District — Fund No. 210	$ 572,955
Geologic Hazard Abatement District — Fund No. 212	$ 13,797
Street Light Assessment District — Fund No. 214	$ 127,900
Storm Water Assessment — Fund No. 216	$ 93,420
High Street Bridge Assessment District — Fund No. 217	$ 2,385
Oak Street Bridge Assessment District — Fund No. 218	$ 993
Measure "C" Fund — Fund No. 220	$ -0-
Lydia Lane Sewer Assessment District — Fund No. 222	$ 21,413
Oak Street Sewer Assessment District — Fund No. 223	$ 13,369
Restricted Grants — Fund No. 230	$ 110,414
Development Impact Fees — Fund No. 304	$ 57,234
Oakhurst Assessment District — Fund No. 410	$ 329,911
Middle School CFD — Fund No. 420	$ 1,045,965
Clayton Station CFD — Fund No. 421	$ 133,206
Self Insurance Fund — Fund No. 501	$ 1,500
Capital Equipment Replacement Fund — Fund No. 502	$ 119,822
Community Gym — Fund No. 701	$ 44,638
Endeavor Hall — Fund No. 702	$ 19,214
TOTAL APPROPRIATIONS:	**$ 6,424,953** ;and

BE IT FURTHER RESOLVED that the Capital Improvement Budget (CIP) of the City of Clayton for the fiscal year beginning 01 July 2005 and ending 30 June 2006 is adopted as follows:

PROJECT	AMOUNT
Downtown Park Construction	$ 637,018
2005 Street Pavement Project	$ 88,000
Slurry Seal Clayton Rd. & Marsh Creek Rd.	$ 321,000
Preservation Work: Keller Ranch House	$ 31,000
Bocce Ball Courts (Entitlement Process)	$ 13,431
Pine Hollow Area Sewer Project	$ 40,000
Lighted Pedestrian Crosswalks (3)	$ 200,000
Downtown Economic Development Programs	$ 841,881
TOTAL CIP:	**$ 2,172,330**; and

BE IT FURTHER RESOLVED the appropriations listed above constitute the budget for the Fiscal Year 2005-2006 and that the City Manager is herein authorized to transfer appropriations within the control accounts as deemed necessary, provided no

change is made in the total amount designated for any one department; and

BE IT FURTHER RESOLVED that in the 2005-2006 Budget Document adopted herein, the adjusted base (annual Proposition 4 — Gann Appropriations Limitation) is calculated to be $10,329,293, while the City's annual tax proceeds total $2,349,746, a mere twenty-three percent (23%) of the City's allowable tax expenditure cap; and

BE IT FURTHER RESOLVED that the City Council of Clayton does hereby find and determine it has complied with all of the provisions of Article XIII B of the California Constitution in determining the annual Gann appropriations limit for Fiscal Year 2005 - 2006.

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California at a regular meeting thereof held on the 21st day of June 2005 by the following vote:

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

NOES: None.

ABSENT: None.

THE CITY COUNCIL OF CLAYTON, CA

_____

GREGORY J. MANNING, Mayor

ATTEST:

_____

RHONDA K. BASORE, City Clerk

EXHIBIT G

ORDINANCE #312

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAYTON REPLACING IN ITS ENTIRETY CHAPTER 10.60, SECTIONS 10.60.010 THROUGH 10.60.070 (TRANSPORTATION SYSTEMS MANAGEMENT) OF THE CLAYTON MUNICIPAL CODE WITH NEW CHAPTER 10.60, SECTIONS 10.60.010 THROUGH 10.60.200 (TRANSPORTATION DEMAND MANAGEMENT) (FILE #648-94)

THE CITY COUNCIL OF THE CITY OF CLAYTON DOES ORDAIN AS FOLLOWS:

WHEREAS, the Clayton Municipal Code contains Chapter 10.60 entitled Transportation Systems Management which establishes a purpose and process for the City Council to encourage alternatives to the single occupant vehicle; and

WHEREAS, the existing Transportation Systems Management sections do not comply with the current regulations of the Bay Area Air Quality Management District; and

WHEREAS, the new Transportation Demand Management sections seek to improve the ambient air quality by reducing air pollution emissions that result from vehicle commute trips to work sites located within the City with 100 or more employees; and

WHEREAS, the new Transportation Demand Management sections promote and encourage the use of alternatives to commuting by single occupant vehicle among Clayton residents and individuals working in the City of Clayton; and

WHEREAS, the new Transportation Demand Management sections support local and regional efforts to relieve traffic congestion in and around the City of Clayton, thereby reducing noise, pollution, and energy consumption; and

WHEREAS, the new Transportation Demand Management sections implement Regulation 13 of the Bay Area Air Quality Management District; and

WHEREAS, the new Transportation Demand Management sections implement the requirement of the Contra Costa Transportation Authority that employment complexes of 100 or more employees develop trip reduction programs; and

WHEREAS, the new Transportation Demand Management sections are consistent with the goals and policies of the Clayton General Plan; and

WHEREAS, on March 17, 1992 the Clayton City Council approved a Negative Declaration for the Transportation Systems Management sections which indicated that no significant adverse impacts would occur as a result of the adoption and implementation of the Transportation Systems Management Code sections. The proposed Transportation Demand Management sections are consistent with the purpose and process of the existing Transportation Systems Management sections and represent a minor change in wording and procedure. Given the substantial similarity between the Transportation Demand Management Code sections and the

Transportation Systems Management Code sections the Negative Declaration is still valid and adequately indicates that no significant adverse impacts will occur as a result of adoption and implementation of the proposed Transportation Demand Management sections; and

WHEREAS, the Clayton City Council held a duly noticed Public Hearing on March 15, 1994, and gave due consideration to all testimony, comments and documents received.

NOW, THEREFORE, the City Council of the City of Clayton does ordain as follows:

SECTION 1. Each of the facts recited above are found to be true and correct and a matter of public record.

SECTION 2. The Municipal Code Amendment as hereabove described, a true and correct copy of which is attached hereto marked "Exhibit A" and made part hereof, is approved and new Chapter 10.60, sections 10.60.010 through 10.60.200 as shown on "Exhibit A" are hereby added to Title 10 of the Clayton Municipal Code, in place of existing Chapter 10.60, sections 10.60.010 through 10.60.070.

SECTION 3. Severability Clause. If any provision of this Ordinance, or the application thereof to any person or circumstances, is held to be unconstitutional or to be otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other provisions or clauses of the Ordinance or application thereof which can be implemented without the invalid provisions, clause, or application, and to this end such provisions and clauses of the Ordinance are declared to be severable.

SECTION 4. Effective Date. This Ordinance shall become effective thirty (30) days from and after its passage.

Within fifteen (15) days after the passage of this Ordinance, the City Clerk shall cause it to be posted in the three (3) public places heretofore designated by resolution of the City Council for the posting of ordinances and public notices.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Clayton held on March 15, 1994.

Passed, adopted and ordered posted at a regular meeting of the City Council of the City of Clayton on April 5, 1994, by the following vote:

AYES: Council Members Kendall, Littorno, Manning
Vice Mayor Pierce, Mayor Laurence
NOES: None
ABSENT: None
ABSTAIN: None

Peter A. Laurence, Mayor

ATTEST:

Frances Douglas, City Clerk

APPROVED AS TO FORM:

Maurice Huguet, Jr.
City Attorney

APPROVED BY ADMINISTRATION:

Tom Steele
City Manager

I hereby certify that the foregoing Ordinance was duly introduced at a regular meeting of the City Council of the City of Clayton held on March 15, 1994, and was duly adopted, passed and ordered posted at a regular meeting of the City Council held on April 5, 1994.

Frances Douglas, City Clerk

"EXHIBIT A"

CHAPTER 10.60
TRANSPORTATION DEMAND MANAGEMENT (TDM)

Sections:

10.60.010	Purpose.
10.60.020	Applicability.
10.60.030	Definitions.
10.60.040	Performance Objectives.
10.60.050	Registration.
10.60.060	Employee Notification.
10.60.070	Exemption.
10.60.080	Employee Transportation Coordinator.
10.60.090	Employee Transportation Surveys.
10.60.100	Employer Trip Reduction Program.
10.60.110	Requirement to Submit Employer Trip Reduction Plan.
10.60.120	Employer Trip Reduction Plan Content.
10.60.130	Criteria for Approval of Employer Trip Reduction Plans.
10.60.140	Revised Plan.
10.60.150	Appeal of Plan Disapproval.
10.60.160	Plan Update.
10.60.170	Violations.
10.60.180	Penalty for Violations.
10.60.190	Fees.
10.60.200	City TDM Program.

10.60.010 Purpose. This ordinance is enacted by the City of Clayton for the following purposes:

A. To improve ambient air quality by reducing air pollutant emissions that result from vehicle commute trips to work sites located within the City of Clayton with one hundred (100) or more employees;

B. To promote and encourage the use of alternatives to commuting by single occupant vehicle among City of Clayton residents and individuals working in the City of Clayton;

C. To support local and regional efforts to relieve traffic congestion in and around the City of Clayton, thereby reducing noise, pollution and energy consumption.

D. To implement Regulation 13 of the Bay Area Air Quality Management District.

E. To implement the requirement of the Contra Costa Transportation Authority that employment complexes with 100 or more employees develop trip reduction programs.

10.60.020 Applicability. This ordinance applies to all public and private employers with one hundred (100) or more employees at a work site and all complexes with one hundred (100) or more non-retail employees housed therein. If an employer has one hundred (100) or more employees but no single work site with one hundred (100) or more employees, this ordinance does not apply to that employer. For purposes of determining the applicability of this ordinance, the number of employees at a work site or a complex is determined as the maximum number of employees reporting to that work site or complex on any single week day Monday through Friday during the current calendar year.

10.60.030 Definitions. For the purposes of this ordinance the following words and phrases shall have the meaning shown unless the context requires otherwise:

A. **Average Vehicle Ridership (AVR):** means the number of employees who start work at a work site during the peak period divided by the number of vehicles those employees use to arrive at the work site, averaged over the survey week as calculated pursuant to this ordinance.

B. **Carpool:** means a vehicle occupied by two (2) to six (6) people traveling together between their residence and their work site or destination for the majority of the total trip distance. Employees who work for different employers, as well as non-employed people, are included within this definition as long as they are in the vehicle for the majority of the total trip distance.

C. **Commute Trip:** means the trip made by an employee from home to the work site. The commute trip may include stops between home and the work site.

D. **Complex:** means any multi-tenant building or group of buildings located on a single parcel or group of contiguous parcels under common ownership or common management with a total of one hundred (100) or more non-retail employees working at the building or group of buildings.

E. Compressed Work **Week:** means a regular full-time schedule which eliminates at least one round-trip commute trip (both home-to-work and work-to-home) at least once every two (2) weeks. Examples include, but are not limited to working three twelve-hour days (3/36) or four ten-hour days (4/40) within a one week period; or eight nine-hour days and one eight-hour day (9/80) within a two week period.

F. **Employee:** means any person conducting work activity for an employer twenty (20) or more hours per week on a regular or full-time or part-time basis, including independent contractors, but excluding field construction workers, field personnel, seasonal/temporary employees, and volunteers.

G. **Employee** Transportation Coordinator (ETC): means an employee, other individual, or entity appointed by an employer or complex to develop, market, administer, and monitor the Employer Trip Reduction Program or Employer Trip Reduction Plan on a full or part-time basis.

H. **Employee Transportation Survey:** means a City of Clayton-approved questionnaire distributed by employers and complexes to employees designed to provide sufficient information to calculate AVR or VER for the work site pursuant to Section 4 and 8.

I. **Employer:** means any person(s), trust, firm, business, joint stock company, corporation, partnership, association, non-profit agency or corporation, educational institution, city, county, school district, hospital or health care facility, federal or state government department, agency, or district, or any other special purpose public agency or district which has any natural person in service. A city, county, or city and county is a single employer for purposes of this ordinance, not individual departments or agencies of the city, county, or city and county. Individual departments or agencies of the State of California and the federal government are separate employers for purposes of this ordinance. Employer includes for-profit, not-for-profit and non-profit enterprises. Several subsidiaries or units that occupy the same work site and report to one common governing board or governing entity or that function as one corporate unit are considered to be one employer. The term shall not included employers with no permanent work site within the City of Clayton.

J. **Employer Trip Reduction Plan:** means a document describing in detail the Employer Trip Reduction Program, including an implementation schedule, and all the elements listed in Section 12 which is submitted to the City for review and approval pursuant to Sections 12, 13, 14, 15 and 16.

K. **Employer Trip Reduction Program:** means a group of measures developed and implemented by an employer that are designed to provide transportation information, assistance, and incentives to employees. The purpose of such measures is to reduce the number of motor vehicles driven to the work site by increasing AVR or decreasing VER, and to achieve and maintain the performance objectives listed in Section 4. An employer Trip Reduction Program may include, but is not limited to measures which promote carpools, vanpools, public transit, compressed work weeks, telecommuting, bicycling and walking to the work site.

L. **Field Construction Worker:** means an employee who reports for work to a temporary field construction site.

M. **Field Personnel:** Employees who spend 20% or less of their work-time at the work site and who do not report to the work site during the peak period for pickup and dispatch of an employer-provided vehicle.

N. **Independent Contractor:** means an individual who enters into a direct written contract or agreement with an employer to perform certain services. The period of the contract or agreement is at least ninety (90) continuous days or is open-ended.

O. **Non-retail Employees:** means an employee as defined in Section 3. (F) of this ordinance not employed in a retail business use.

P. **Peak Period:** means the time from 6:00 a.m. through 10:00 a.m. Monday through Friday inclusive.

Q. **TDM Program Manager:** means an employee of TRANSPAC hired to oversee the regional TDM program development and implementation; develop and recommend TDM programs, policies, and procedures; integrate existing programs and services; facilitate TDM training programs; prepare a marketing plan; perform promotional and information events; facilitate ridematching and shuttle service programs; provide TDM information to employers and complex sponsors; assist employer and complex Employee Transportation Coordinators with preparation of TDM programs, Employee Transportation Surveys, Employer Trip Reduction Plans; develop standard survey forms and Employer Trip Reduction Plan forms; review TDM programs and survey reports; determine compliance with program requirements; submit summary reports to TRANSPAC and other responsible agencies which evaluate program compliance and accomplishments; participate in efforts towards county-wide TDM coordination; work with designated City representative(s) on enforcement issues; and recommend revisions to TDM programs and ordinances as may be necessary to meet established goals and objectives, or other legal requirements.

R. **Seasonal/Temporary Employee:** means an employee who works for the employer for less than 90 continuous days (three months) within a calendar year.

S. **Single-Occupant Vehicle:** means a vehicle occupied by one employee.

T. **Survey Week:** means a regular five day Monday through Friday (inclusive) work-week. The survey week for work sites with Saturday and Sunday work schedules will include only those work days Monday through Friday. The survey week cannot contain a federal, state, or local holiday, regardless of whether the holiday is observed by the employer. A survey week means the above criteria is to be selected by the City/County during January through May, or September through November for the employee transportation surveys required by Section 9 of this ordinance. The survey week cannot be Rideshare Week or contain any other rideshare or transit promotional event.

U. **Telecommuting:** means a system of working at home or at an off-site, non-home telecommute facility for the full work day on a regular basis of at least one day per week.

V. **Transportation Management Association:** means an organization through which developers, property managers, employers, and/or local jurisdictions cooperate in designing, implementing, and assessing Employer Trip Reduction Programs or other transportation demand or system management programs and measures.

W. **Vanpool:** means a vehicle occupied by seven (7) to fifteen (15) employees including the driver who commute together to work for the majority of their individual commute trip distance. Employees who work for different employers are included within this definition as long as they are in the vehicle for the majority of their individual trip distance.

X. **Vehicle:** means a device by which any person or property may be propelled, moved, or drawn upon a highway, except the following: 1) a device moved exclusively by human power; 2) a device used exclusively upon stationary rails or tracks; 3) buses used for public or private transit. Examples of vehicles include, but are not limited to, passenger cars, motorcycles, vans, and pickup trucks.

Y. **Vehicle Employee Ratio (VER):** means the number of vehicles used by employees who start work at a work site during the peak period divided by the number of those employees averaged over the survey week as calculated pursuant to this ordinance.

Z. **Volunteer:** means an individual who does not receive any wages, salary, or other form of remuneration (other than reimbursement for expenses) from the employer for services provided.

AA. **Work Activity:** means any activity for which an employee receives remuneration from an employer. Telecommuting is a work activity.

BB. **Work Site:** means any property, real or personal, which is being operated, utilized, maintained, or owned by an employer as part of an identifiable enterprise. All such property on contiguous, adjacent, or proximate sites separated only by a private or public roadway or other private or public right-of-way, served by a common circulation or access system, and not separated by an impassable barrier to bicycle or pedestrian travel such as a freeway or flood control channel is included as part of the work site. If two or more employers each have one hundred (100) or more employees at a single work site, then that work site is considered a separate work site for each employer.

10.60.040 Performance Objectives. Employers having work sites with one hundred (100) or more employees and complexes with one hundred (100) or more non-retail employees shall implement Trip Reduction Programs having the collective effect of achieving VER reductions, or AVR increases in accordance with the following schedule:

Reporting Year	VER Objective	AVR Objective
1994	.87	1.15
1995	.83	1.20
1996	.80	1.25
1997	.77	1.30
1998	.74	1.35
1999	.74	1.35

10.60.050 Registration. Each public and private employer with one hundred (100) or more employees at a single work site and each complex with one hundred (100) or more non-retail employees within the City of Clayton shall register within thirty (30) days with the City of Clayton, or its designee, upon adoption of this ordinance. An employer who becomes subject to this ordinance subsequent to its adoption, due

to an increase in the number of employees or the establishment of a new or expanded work site, shall register with the City of Clayton, or its designee, within ninety (90) days after becoming subject to this ordinance.

Employer registration and registration of complexes shall include the following information: Name and mailing address of the employer, or owner or manager of the complex; separate identification of each work site subject to this ordinance including locational address; the name and telephone number of the designated Employee Transportation Coordinator for each work site or complex; and the total number of employees at each work site or complex.

10.60.060 Employee Notification. An employer with one hundred (100) or more employees, and the owner or manager of a complex shall facilitate the participation of employees and employee organizations in the development of Employer Trip Reduction Programs and Employer Trip Reduction Plans by providing the following information to its employees at the times specified below:

A. Information explaining the requirements and applicability of this rule to the complex, or employer and its work site(s) prior to or at the time of registration pursuant to Section 5.

B. The content and implementation schedule of the Employer Trip Reduction Program required by Section 10 during its development.

C. The content, implementation schedule, and availability of the Employer Trip Reduction Plan required by Section 11, as applicable, at least thirty (30) days prior to the submittal of the Employer Trip Reduction Plan to the City, or its designee.

D. Notification may be provided through employee bulletins, notices posted on bulletin boards, articles in any newsletter generally circulated or provided to employees, or any other reasonable means to assure that employees have adequate opportunity to participate in the development of trip reduction programs and measures, and are informed about the full range of trip reduction programs and measures available at the work site.

E. The notice shall identify the Employee Transportation Coordinator within the organization to whom comments and suggestions can be submitted and questions addressed.

10.60.070 Exemption. An employer with one hundred (100) or more employees or a complex with (100) or more employees may request an exemption from the requirements of this ordinance on the basis of one of the following provisions:

A. Employee Minimum Level: A work site or complex of one hundred (100) or more employees where less than fifty (50) of these employees normally start work during the peak period may be exempt from all requirements of this ordinance except for registration as required pursuant to Section 5 of this ordinance.

B. Performance Objective Achieved: A work site or complex that meets the 1999 performance objective for VER or AVR stated in Section 4 of this ordinance is exempt from all other requirements of this rule except for the following:

1. A work site or complex that meets the 1999 performance objective for VER or AVR stated in Section 4 of this ordinance must submit to the City a listing of the measures or reasons for achieving the 1999 performance objectives;

2. A work site or complex that meets the 1999 performance objective for VER or AVR stated in Section 4 of this ordinance must demonstrate continued achievement of the 1999 performance objectives by conducting an employee transportation survey pursuant to Section 9 of this ordinance once every three

years;

3. A work site or complex that does not continue to demonstrate achievement of the 1999 performance objectives pursuant to Section 4 of this ordinance no longer qualifies for the exemption provided by this section and becomes subject to the requirements of this ordinance at that time.

C. Construction Site: A construction site is exempt from the requirements of this ordinance. For the purposes of this section, 1) construction means the on-site fabrication, erection, or installation of a physical structure such as a building, roadway, bridge, etc., and 2) "site" has the same meaning as "work site."

D. Each request for an exemption must be made in writing to the City.

10.60.080 Employee Transportation Coordinator. Each employer, and owner or manager of a complex subject to this ordinance must designate one or more Employee Transportation Coordinators as specified below:

A. Each employer and owner or manager shall appoint an Employee Transportation Coordinator for each affected complex or work site. An employer with multiple affected work sites within the City of Clayton may appoint one ETC for more than one work site even if the work sites are not situated at adjacent locations.

B. Each Employee Transportation Coordinator must complete a training program certified by the Bay Area Air Quality Management District within nine (9) months of the date this ordinance becomes effective, or within six (6) months of appointment when appointed after the initial nine (9) month time frame.

C. The employer or owner or manager may apply to the City, or its designee, for a waiver from the training requirement of this section when an ETC has one or more years of experience in trip reduction or equivalent skills.

10.60.090 Employee Transportation Surveys. Each affected employer of one hundred (100) or more employees and each owner or manager of a complex of one hundred (100) or more employees must conduct employee transportation surveys as specified in this section to establish whether the performance objectives listed in Section 4 of this ordinance have been achieved. Every employer and owner or manager of a complex with one hundred (100) or more employees shall submit to the City of Clayton a transportation survey as specified by the City, or its designee, to calculate VER or AVR, determine compliance with performance objectives, and to establish employee commute patterns.

A. Employee transportation surveys shall be conducted annually unless a work site demonstrates that a future year performance objective has already been achieved. A work site that has so demonstrated is required to conduct a survey every other year as long as future year performance objectives continue to be achieved.

B. Employee transportation surveys shall be conducted, and VER or AVR calculated, in a manner consistent with procedures in effect at the time that the survey is conducted pursuant to Section 13-1-602 of Regulation 13 Rule 1 promulgated by the Bay Area Air Quality Management District.

C. Employers or owners or managers of complexes with one hundred (100) or more employees which become subject to this ordinance subsequent to its adoption due to an increase in the number of employees or the establishment of a new or expanded work site shall conduct an employee transportation survey during the same week and on the same schedule as the rest of the employers and complexes.

D. Employee transportation surveys must be conducted during a "survey week" as defined in Subsection 3(T) of this ordinance. The employer shall not offer any special incentives or disincentives in addition to its regular trip reduction program during the survey week.

10.60.100 Employer Trip Reduction Program. Every employer and owner or manager of a complex with one hundred (100) or more employees must develop and implement an Employer Trip Reduction Program. Implementation shall occur within six (6) months following the completion of the survey week for the first employee transportation survey conducted pursuant to Section 9 of this ordinance.

10.60.110 Requirement to Submit Employer Trip Reduction Plan. Each employer or owner or manager of a complex with one hundred (100) or more employees that does not achieve the performance objectives established in Section 4 of this ordinance for the applicable year must prepare an Employer Trip Reduction Plan for that work site. The plan shall be submitted to the City, or its designee, within one hundred and twenty (120) days following the determination by the City, or its designee, that the performance objective was not achieved. An employer may submit a consolidated plan that covers multiple work sites. The determination that the performance objective has not been achieved shall be based on information received through the employee transportation surveys taken as specified in Section 9 of this ordinance. The plan shall be submitted by the highest ranking responsible official of the employer at the work site or each work site when a consolidated plan is submitted.

10.60.120 Employer Trip Reduction Plan Content. The Employer Trip Reduction Plan shall contain the following:

A. Employer registration information as required pursuant to Section 5 of this ordinance;

B. A detailed description and inventory of measures contained in the Employer Trip Reduction Program, including a list of specific reduction measures already implemented;

C. A description, schedule, and commitment to implement additional or enhanced measures, including reasonable, feasible, and cost effective trip reduction measures that can be expected to bring about significant progress toward achievement of the performance objectives;

D. A discussion of the progress achieved to date and an analysis of why the Employer Trip Reduction Program did not achieve the performance objective including special issues, circumstances, or conditions at the work site;

E. A budget indicating all current and projected expenditures for the Employer Trip Reduction Program.

10.60.130 Criteria for Approval of Employer Trip Reduction Plans. The City, or its designee, shall consider for approval Employer Trip Reduction Plans that include reasonable, feasible, and cost effective trip reduction measures that can be expected to bring about significant progress toward achievement of the performance objectives given the constraints of the work site, the nature of the work activity, and the geographical distribution of employees relative to the work site.

Alternatively, the City, or its designee, shall consider for approval an alternative emission reduction program which demonstrates that: (a) the measures included in such program will achieve emission reductions equal to or greater than those that would have been realized if the performance objectives were achieved; and (b) the alternative measures are not required by any other federal, state, or local control measure or regulatory requirement. Such an alternative emission reduction

program shall include an update or progress monitoring report to be submitted at least once every two (2) years.

10.60.140 Revised Plan. The City Manager shall designate a City TDM Coordinator or the Regional TDM Program Manager to initially act on Employer Trip Reduction Plans. This Program Manager shall disapprove any plan that does not meet the approval criteria specified in Section 13 of this ordinance. An employer shall revise any disapproved plan and resubmit the plan to the Regional Program Manager within ninety (90) days following notification of disapproval. If the revised plan is subsequently disapproved, the employer will have one further opportunity to revise and resubmit a plan within ninety (90) days following the second notification of disapproval. If this resubmission is also disapproved, it shall be considered a final disapproval. Final disapproval is a violation of this ordinance and the employer shall be subject to penalty.

An employer shall revise and resubmit its Employer Trip Reduction Plan within ninety (90) days of a final determination by an agency or court with jurisdiction to make such determination that an element of an approved Employer Trip Reduction Plan violates any provision of law.

10.60.150 Appeal of Plan Disapproval. An employer, or an owner or manager may appeal a plan disapproval made by the Regional Program Manager pursuant to Section 14 of this ordinance. Said appeal shall be made to the Clayton City Council according to the following procedures:

A. The employer shall submit a written Notice of Appeal to the City within thirty (30) days following the determination of Plan disapproval;

B. The City shall notify the Clayton City Council which will convene to hear the appeal at an appropriate time;

C. The Clayton City Council shall issue its decision on the appeal within thirty (30) days following the close of the hearing;

D. The due date for revised Employer Trip Reduction Plans pursuant to Section 14 will be suspended during the appeal process authorized by this section.

10.60.160 Plan Update. An employer and owner or manager shall update its Employer Trip Reduction Plan every year after plan approval until such time as the performance objectives are achieved.

10.60.170 Violations. It shall be a violation of this ordinance for:

A. An employer with 100 or more employees at a work site or the owner or manager of a complex to fail to register a work site or complex pursuant to Section 5 of this ordinance;

B. An employer with 100 or more employees at a work site or an owner or manager at a complex to fail to notify employees pursuant to Section 6 of this ordinance.

C. An employer with 100 or more employees at a work site or the owner or manager of a complex to fail to appoint an Employee Transportation Coordinator pursuant to Section 8 of this ordinance;

D. An employer with 100 or more employees at a work site or an owner or manager of a complex to fail to conduct employee transportation surveys pursuant to Section 9 of this ordinance;

E. An employer with 100 or more employees at a work site or an owner or manager of a complex to fail to implement an Employer Trip Reduction Program pursuant to Section 10 of this ordinance;

F. An employer with 100 or more employees at a work

site or an owner or manager at a complex to fail to submit an Employer Trip Reduction Plan, revised Plan or Plan update pursuant to Sections 11, 12, 14 and 16 of this ordinance;

G. An employer with 100 or more employees at a work site or an owner or manager at a complex to have an Employer Trip Reduction Plan which is given final disapproval as defined in Section 14 of this ordinance.

H. An employer with 100 or more employees at a work site or an owner or manager of a complex to fail to implement a Trip Reduction Plan pursuant to Sections 11 and 12 of this ordinance.

10.60.180 Penalty for Violations. Each violation listed in Section 10.60.170 of this ordinance is punishable by a fine not exceeding:

A. One hundred dollars ($100) for the first violation;

B. Two hundred dollars ($200) for a second violation of the same provision within one (1) year;

C. Five hundred ($500) dollars for each additional violation of the same provision within one (1) year.

Every day any violation of this ordinance shall continue shall constitute a separate offense.

In addition to the penalties provided by this ordinance, this ordinance may be enforced by a civil action authorized by the City Council of the City of Clayton, directly against the act, omission or condition, or for damages therefor.

10.60.190 Fees. The Employer Trip Reduction Plan and other required materials shall be accompanied by a fee in such amount as may be fixed from time to time by Resolution of the City Council, or its designee.

10.60.200 City TDM Program.

A. Development Review Standards. The City shall require design features that facilitate pedestrian access, ridesharing and transit use to be incorporated within subdivision and development proposals. These design features may include bus turnouts and shelters, park and ride lots, preferential parking for car/vanpools, and effective pedestrian, equestrian and bicycle access features.

B. Information Program. The City shall require that all developments (residential as well as non-residential) generating more than 100 peak hour trips shall implement a TDM information program. This program shall provide literature to residents and employers on RIDES and other ridematching agencies, transit schedules, bicycle facilities and locations of nearby Park and Ride lots.

Agenda Date: 5-20-08
Agenda Item: 4e

CITY OF CLAYTON

Approved:

Gary A. Napper
City Manager/Executive Director

STAFF REPORT

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: RICK ANGRISANI, CITY ENGINEER

DATE: MAY 20, 2008

SUBJECT: CONSIDERATION OF RESOLUTION ACCEPTING THE ENDEAVOR HALL PARKING II PROJECT (CIP PROJECT NO. 10360) AS COMPLETE AND ORDERING THE FILING OF A NOTICE OF COMPLETION

RECOMMENDATION

Adopt the Resolution.

BACKGROUND

The contractor, GradeTech, Inc., has completed construction of the Endeavor Hall Parking II Project and has requested acceptance of the work. The City Maintenance Department has completed installation of the landscaping and irrigation. The Engineering Department has completed inspections of the improvements and the project is now ready for acceptance. The lot is further signed with "No Parking" between the hours of 1:00 a.m. and 4:00 a.m. daily to prohibit private use of a public lot.

FISCAL IMPACT

The final approved project budget amount was $245,000 for the construction of the parking lot. Due to the excellent bids received, we were able to add perimeter and decorative fencing, a monument sign ("Public Parking"), landscaping and irrigation to complete the parking lot improvements.

With the added work described above, the final cost to the City for the project is $165,500.76. The source of funds for this downtown economic development improvement project is the Clayton Redevelopment Agency.

CONCLUSION

The project is complete and the work has satisfied the project's specifications. Therefore, Staff recommends approval of this resolution accepting the work as complete, ordering the filing of a Notice of Completion, and the payment of all retained funds 35 days after filing of the notice.

Attachments: Resolution
Notice of Completion
Final Project Report

RESOLUTION NO.

A RESOLUTION ACCEPTING THE CONSTRUCTION OF THE ENDEAVOR HALL PARKING II PROJECT AS COMPLETE AND ORDERING THE FILING OF A NOTICE OF COMPLETION.
(CIP #10360)

THE CITY COUNCIL
City of Clayton, California

WHEREAS, the City Council of Clayton did award a contract with GradeTech, Inc. at its public meeting on January 15, 2008 for the construction of the Endeavor Hall Parking II Project; and

WHEREAS, GradeTech, Inc. has now stated their work is complete and they are requesting acceptance by the City; and

WHEREAS, the City Council must accept the work as complete and order the filing of a Notice of Completion prior to release of the retained funds; and

WHEREAS, the City Engineer has inspected the work, declares the contract and related project specifications have been fulfilled and the City Engineer now requests the City Council to accept the work and authorize the filing of a Notice of Completion.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Clayton, California does hereby accept as complete, as of the date of adoption of this Resolution, the construction of the Endeavor Hall Parking II Project, hereby authorizes the City Engineer to file a Notice of Completion with the County Recorder and further authorizes the release of the contract retention after the required 35 day waiting period.

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California at a regular public meeting thereof held on the 20th day of May 2008 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

THE CITY COUNCIL OF CLAYTON, CA

_____
GREGORY J. MANNING, Mayor

ATTEST:

_____
Laci J. Jackson, City Clerk

I hereby certify that the foregoing resolution was duly and regularly passed by the City Council of the City of Clayton at a regular meeting held on May 20, 2008.

_____
Laci J. Jackson, City Clerk

Recorded at the request of:

City of Clayton
6000 Heritage Trail
Clayton, CA 94517

NOTICE OF ACCEPTANCE
AND COMPLETION OF PUBLIC WORKS

NOTICE IS HEREBY GIVEN that the City of Clayton did, on or about January 28, 2008, contract with GradeTech, Inc., 10250 Crow Canyon Road, Castro Valley, California, 94552, for the construction of the Endeavor Hall Parking II Project in accordance with the plans and specifications prepared by the City of Clayton and said contractor's surety was and is Great American Insurance Company, 580 Walnut Street, Cincinnati, Ohio, 45202.

NOTICE IS FURTHER GIVEN that the Clayton City Engineer has inspected said work of the Contractor and reported that the work complies with the approved plans and specifications and recommended its acceptance as complete; also that the City Council of the City of Clayton, California, by adopting Resolution No. XX-2008 on May 20, 2008, accepted said public work as complete.

I hereby certify that the foregoing is true and correct and that the aforesaid action of the City Council of the City of Clayton, in accepting said public work as completed, was duly entered on the minutes of said Council's meeting of May 20, 2008. I declare under penalty of perjury that the foregoing is true and correct.

Dated: May 21, 2008, at Clayton, California.

_____
Laci J. Jackson, City Clerk

CITY OF CLAYTON
ENGINEERING DEPARTMENT
925/672-9700
fax 925/672-2959

FINAL PROJECT REPORT

ENDEAVOR HALL PARKING II
CIP 10360

Project Description

Construction of parking lot on the northwest corner of High and Diablo Streets, adjacent to existing Endeavor Hall parking area.

Scope Changes During Construction

We added the installation of landscaping and irrigation by the Maintenance Department, fencing and a monument sign ("Public Parking") to complete the parking lot improvements.

CIP Budget and Funding Sources

Total Budget:	Original Amount	$245,000
Sources:		
	CIP Project 10360	$245,000

Final Costs

Permco (design, admin & inspect. – est. to complete)	$21,000.00
The Zahn Group (design)	7,321.25
Nicholas Engineering (testing)	1,930.00
Maintenance Dept. Costs (irrigation & landscaping – labor))	6,421.99
Boething Treeland Farms (plant materials)	1,486.51
Contra Costa Topsoil (landscape materials)	1,710.35
John Deere Lanscape	18.40
Creative Fence & Wall (fencing)	8,280.00
Bob Loves Signs (monument sign)	861.75
Legal (advertising)	778.40
GradeTech, Inc. (paid to date)	104,122.90
GradeTech, Inc. (retention)	11,569.21
Total Project Costs	$165,500.76
Budget Variance: over (under)	($79,499.24)*

Sources:	
CIP Project 10360	$165,500.76

Variance Explanation

N/A

Agenda Date: 5-20-08

Agenda Item: 4f

ENGINEER'S REPORT

DATE: **MAY 20, 2008**

TO: **CITY COUNCIL**

FROM: **CITY ENGINEER**

RE: **STREET LIGHT ASSESSMENT DISTRICT - FISCAL YEAR 2008-09**

This report has been prepared in accordance with the requirements of the Street Lighting Act of 1919 (Section 18091 of the Street and Highways Code).

HISTORICAL REVIEW

Prior to 1979, the year the City formed the Street Light Assessment District, all subdivisions were annexed to the City's Lighting District #1. This district became a Special District, which made it eligible for a small portion of the property tax as well as Special Augmentation Funds for special districts.

When the Assessment District was formed, primarily to pay for street lighting in residential areas with street lights, the City ceased annexing new subdivisions to Lighting District #1. While the City continues to receive moneys on Lighting District #1 as Special Augmentation Funds, the amounts are expected to decrease. The expected income for FY 2008-09 is approximately $15,000.

All of the residential subdivisions with street lighting have now been annexed to the district and are being assessed annually.

When the Street Light Assessment District was formed, it was the City Council's policy that the residential street lighting be paid by the Assessment District and arterial street lighting by Lighting District #1.

PROPOSITION 218

In 2001, significant increases in electric charges from PG&E were anticipated and a large increase was proposed in the annual assessments. It was finally determined that any increases over the amounts being assessed when Proposition 218 was approved, were subject to the terms of Proposition 218. A ballot election was held and the proposed increases were rejected by almost 60% of the votes cast. Based upon that result, a public meeting and public hearing was held on the pre-218 assessments based upon the old majority protest procedures. Since there was not a majority protest, the pre-218 assessments were levied.

Due to the current fiscal climate, I again do not recommend that the City attempt another 218 election in order to increase the assessments.

DETERMINATION OF SPECIAL BENEFIT

For this district, being limited to street lighting, the finding of a special benefit is relatively simple. Those properties, occupied and located on a lighted public street, receive a special benefit relative to those properties located on unlit streets. This benefit may be described as additional protection for residents from criminal activity and, to a lesser extent, vehicular traffic. It should be noted that I am saying that the lights protect the pedestrians from vehicular traffic by increasing the pedestrians' ability to see and not the other way around.

There may be some who would argue that since pedestrians benefit from the additional protection and that some of the pedestrians may be other than the actual residents, a general benefit exists. However, I believe that the number of trips by non-residents would be minuscule compared to the residents' trips and impossible to reasonably quantify.

There are some publicly owned parcels (open space areas) that do have some frontage along lighted public streets. However, since these properties are not occupied, no benefit, either special or general, is received.

Therefore, I can only find that no "general" benefit exists.

DISTRICT IMPROVEMENTS

The district improvements consist of streetlights located on residential streets. The streetlights may be mounted on PG&E poles or on their own poles (either wood, metal or concrete).

ESTIMATED COSTS

Actual PG&E costs for FY 2007-08 will be approximately $111,855. Based upon expenditures to date, the City's labor, materials and overhead costs should be approximately $40,471.

Electrical costs seem to have smoothed out and, for the upcoming fiscal year, we are projecting a modest decrease in electrical costs over the current year's actual costs. This equates to a total electrical cost of $102,000 for the almost 800 streetlights covered by the assessment district. In addition, we are proposing that the maintenance and administrative budgets be set at $35,100.

METHOD OF ASSESSMENT

In detached, single family subdivisions with public streets, the special benefit received from street lights is equal to all the lots, regardless of size, and the assessment should, therefore, be equal for every lot and will be assigned an assessment unit of one.

In those subdivisions with private streets, but served or traversed by public, lit streets, the property owners already pay for a share of their private street lighting and the ratio of lots to the number of public lights is higher than those in subdivisions

with all public streets. Therefore, in order to provide an equitable assessment, I have assigned assessment units of one-half to single family and duet subdivisions (Oak Hollow and Black Diamond) and one-quarter to multifamily subdivisions (Diablo Ridge, Chaparral Springs, Marsh Creek Villas).

See the chart on pages 4 and 5 for a complete breakdown on the assessment units.

UNEXPENDED FUNDS

The fund balance at the beginning of FY 2007/08 was approximately $135,240.

We estimate that the final costs for FY 2007/08 should be approximately $152,326 and the final income amount should be $130,959, resulting in a shortfall of $21,367. This shortfall will decrease the fund balance to $113,873 for the beginning of FY 2008/09.

This fund balance will cover the costs of the District until receipt of the first tax payment in December.

PER UNIT ALLOCATION

If we were able to spread the costs strictly by the number of assessment units in the District, we would have the following cost per assessment unit:

Estimated PG&E cost	$102,000.00
City Maintenance Costs	16,700.00
City Administrative Costs	10,000.00
Legal (ads, notice, etc.)	4,500.00
County Collection of Levy Fee	3,900.00
Total Budget	$137,100.00
Less Interest Income	(5,000.00)
Net Assessment Required	$132,100.00
Total Assessment Units	2896.5
Total Assessment Per Unit	$45.61

However, since we are unable to increase assessments beyond their current level without a ballot election, we recommend that the current assessments remain the same for FY 2008-09 (see table on pages 4 and 5). Based upon the current assessment levels, the District will receive approximately $125,458.76. Therefore, we must project a shortfall of approximately $6,641 in FY 2008-09 which will decrease the existing fund balance at the end of FY 2008-09 to $107,146.

ASSESSMENT HISTORY

Proposed FY 08-09	between $0 and $43.54
FY 07-08	between $0 and $43.54
FY 06-07	between $0 and $43.54
FY 05-06	between $0 and $43.54
FY 04-05	between $0 and $43.54
FY 03-04	between $0 and $43.54
FY 02-03	between $0 and $43.54
FY 01-02	between $0 and $43.54
FY 00-01	$34.34
FY 99-00	$33.38
FY 98-99	$33.38
FY 97-98	$33.38
FY 96-97	$43.54

CITY OF CLAYTON

STREETLIGHT ASSESSMENT DISTRICT
FY 2008-09

PROPOSED ASSESSMENTS

Subd. Name	Subd. No.	No. of Lots	Type	Public Streets	A.U. per lot	Total A.U.	Assessment Per Lot	Total $
Cardinet Glen I	2556	22	SF	Y	1.00	22.00	$43.54	$957.88
Cardinet Glen II	2572	30	SF	Y	1.00	30.00	$43.54	$1,306.20
Glen Almond	3434	23	SF	Y	1.00	23.00	$43.54	$1,001.42
Dana Hills I	3576	29	SF	Y	1.00	29.00	$43.54	$1,262.66
Mission Manor	3659	25	SF	Y	1.00	25.00	$43.54	$1,088.50
Dana Hills II	4011	55	SF	Y	1.00	55.00	$43.54	$2,394.70
Dana Hills III	4012	50	SF	Y	1.00	50.00	$43.54	$2,177.00
Dana Hills IV	4013	93	SF	Y	1.00	93.00	$43.54	$4,049.22
Dana Hills V	4014	50	SF	Y	1.00	50.00	$43.54	$2,177.00
Dana Hills VI	4015	30	SF	Y	1.00	30.00	$43.54	$1,306.20
Dana Hills VII	4016	65	SF	Y	1.00	65.00	$43.54	$2,830.10
Dana Hills VIII	4017	46	SF	Y	1.00	46.00	$43.54	$2,002.84
Dana Hills IX	4018	32	SF	Y	1.00	32.00	$43.54	$1,393.28
Dana Hills X	4019	52	SF	Y	1.00	52.00	$43.54	$2,264.08
Marsh Creek	4240	109	MF	N	0.25	27.25	$15.64	$1,704.76
Regency Woods I	4343	77	SF	Y	1.00	77.00	$43.54	$3,352.58
St. James Place	4403	16	SF	Y	1.00	16.00	$43.54	$696.64
Casey Glen	4449	24	SF	Y	1.00	24.00	$43.54	$1,044.96
Briarwood I	4451	19	SF	Y	1.00	19.00	$43.54	$827.26
Jeffry Ranch	4499	68	SF	Y	1.00	68.00	$43.54	$2,960.72
Dana Ridge	4504	86	MF	N	0.25	21.50	$15.64	$1,345.04
Clayton Greens	4515	78	SF	Y	1.00	78.00	$43.54	$3,396.12
Regency Woods II	4543	71	SF	Y	1.00	71.00	$43.54	$3,091.34
Regency Woods III	4643	37	SF	Y	1.00	37.00	$43.54	$1,610.98
Briarwood II	4654	40	SF	Y	1.00	40.00	$43.54	$1,741.60
Regency Woods IV	4798	145	SF	Y	1.00	145.00	$43.54	$6,313.30
Easley Estates I	4805	48	SF	Y	1.00	48.00	$43.54	$2,089.92
Silver Creek I	4827	26	SF	Y	1.00	26.00	$43.54	$1,132.04
Silver Creek II	4956	94	SF	Y	1.00	94.00	$43.54	$4,092.76
Easley Estates II	5048	51	SF	Y	1.00	51.00	$43.54	$2,220.54
Easley Estates III	5049	40	SF	Y	1.00	40.00	$43.54	$1,741.60
Easley Estates IV	5050	55	SF	Y	1.00	55.00	$43.54	$2,394.70
Douglas Court	5267	9	SF	Y	1.00	9.00	$43.54	$391.86

Regency Meadows	5722	96	SF	Y	1.00	96.00	$43.54	$4,179.84
Westwood	6001	65	SF	Y	1.00	65.00	$43.54	$2,830.10
Westwood	6001	4	MF	Y	0.50	2.00	$15.64	$62.56
Windmill Canyon I	6990	92	SF	Y	1.00	92.00	$43.54	$4,005.68
Black Diamond I	7065	108	Duet	N	0.50	54.00	$31.28	$3,378.24
Chaparral Springs I	7066	117	MF	N	0.25	29.25	$8.34	$975.78
Peacock Creek I	7249	69	SF	Y	1.00	69.00	$33.38	$2,303.22
Peacock Creek II	7255	72	SF	Y	1.00	72.00	$33.38	$2,403.36
Eagle Peak I	7256	70	SF	Y	1.00	70.00	$43.54	$3,047.80
Eagle Peak II	7257	60	SF	Y	1.00	60.00	$43.54	$2,612.40
Falcon Ridge I	7260	75	SF	Y	1.00	75.00	$33.38	$2,503.50
Falcon Ridge II	7261	70	SF	Y	1.00	70.00	$43.54	$3,047.80
Windmill Canyon II	7262	99	SF	Y	1.00	99.00	$43.54	$4,310.46
Windmill Canyon III	7263	101	SF	Y	1.00	101.00	$43.54	$4,397.54
Windmill Canyon IV	7264	102	SF	Y	1.00	102.00	$33.38	$3,404.76
Chaparral Springs II	7303	52	MF	N	0.25	13.00	$8.34	$433.68
Black Diamond II	7311	118	Duet	N	0.50	59.00	$31.28	$3,691.04
Diablo Ridge I	7766	60	MF	N	0.25	15.00	$8.34	$500.40
Oak Hollow	7766	35	SF	N	0.50	17.50	$16.68	$583.80
Diablo Ridge II	7767	76	MF	N	0.25	19.00	$8.34	$633.84
Oak Hollow IIA	7768	55	SF	N	0.50	27.50	$31.28	$1,720.40
Oak Hollow IIB	7769	53	SF	N	0.50	26.50	$31.28	$1,657.84
Stranahan	7887	54	SF	Y	1.00	54.00	$33.38	$1,802.52
Diablo Village	8215	33	SF	Y	1.00	33.00	$43.54	$1,436.82
Rachel Ranch	8355	8	SF	Y	1.00	8.00	$43.54	$348.32
Bridlewood	8358	19	SF	Y	1.00	19.00	$43.54	$827.26
TOTALS		3458				2896.5		$125,458.76

RESOLUTION NO.

A RESOLUTION APPROVING ENGINEER'S REPORT AND DECLARING INTENTION TO LEVY AND COLLECT ASSESSMENTS FOR THE STREET LIGHTING ASSESSMENT DISTRICT FOR FISCAL YEAR 2008-09, AND GIVING NOTICE OF THE TIME AND PLACE FOR HEARING ON THE LEVY OF THE PROPOSED ASSESSMENT.

THE CITY COUNCIL
City of Clayton, California

WHEREAS, by Resolution No. 11-79, adopted May 2, 1979, the Clayton City Council converted Street Lighting District No. 1 to a benefit assessment district and confirmed an assessment for fiscal year 1979-80, pursuant to the Street Lighting Act of 1919; and

WHEREAS, by City Resolution No. 20-2008 adopted May 6, 2008, the Engineer has been ordered by the Council to prepare and file a report setting forth the information called for in Section 18091 of the Streets and Highways Code and Article XIII C of the California Constitution for the 2008-09 assessment; and

WHEREAS, the City Council reviewed the Engineer's Report at its regular meeting on May 20, 2008, and found same to be satisfactory and in compliance with Section 18091 of the California Streets and Highway Code and Article XIII C of the California Constitution for the 2008-09 assessment; and

WHEREAS, it is now necessary for the City Council to establish the date for the public meeting and public hearing on the levying of the proposed assessments for fiscal year 2008-09 and to direct the Clerk to give the required notice of such hearing.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the City Council of Clayton, California as follows:

1. The report, dated May 20, 2008, prepared by the City Engineer as the Engineer for the Assessment District, and each part thereof, is sufficient in each particular, has fairly and properly apportioned the cost of the improvement to each parcel of land in the assessment district in proportion to the estimated benefits to be received by each parcel respectively from such improvements, and is hereby approved as filed.

2. The City Council hereby declares its intention to levy and collect assessments pursuant to the Street Lighting Act of 1919 for fiscal year 2008-09 in the amounts specified on the attached Exhibit A for each of the residential parcels within all of the subdivisions located in the Street Lighting Assessment District.

4. The Assessment District includes all territory within the present boundaries of the Street Lighting Assessment District, and consists of all of the following subdivisions: #2556, #2572, #3434, #3576, #3659, #4011, #4012, #4013, #4014, #4015, #4016, #4017, #4018, #4019, #4240, #4343, #4403, #4449, #4451, #4499, #4504, #4515, #4543, #4643, #4654, #4798, #4805, #4827, #4956, #5048, #5049, #5050, #5267, #5722, #6001, #6990, #7065, #7066, #7249, #7255, #7256, #7257, #7260, #7261, #7262, #7263, #7264, #7303, #7311, #7766, #7767, #7768, #7769, #7887, #8215, #8355, and #8358 as such maps appear of record in the Contra Costa County Recorder's Office.

5. As shown on the report on file with the City Clerk, the City will pay for the lighting cost of some 800 subdivision street lights on local residential streets within the Street Lighting Assessment District by the proposed assessments during fiscal year 2008-09. The proposed assessments are the same as the existing assessments from fiscal year 2007-08.

6. **A public meeting will be held on Tuesday, June 17, 2008, at the hour of 7:00 p.m., of said day, at a regular City Council meeting and a public hearing shall be held on Tuesday, July 15, 2008, at the hour of 7:00 p.m., of said day, at a regular City Council meeting, both at the Clayton Community Library Meeting Room situated at 6125 Clayton Road, Clayton, California,** the regular meeting place of the Clayton City Council; any and all persons having any interest in the lands within the Street Lighting Assessment District, liable to be assessed for the expenses of the District for fiscal year 2008-09, may be heard, and any such persons may also present their protests against the proposed assessments with City Clerk at or before the time set for hearing.

7. The City Clerk shall give notice of the passage of this resolution and of the time and place of hearing of protests as herein designated by causing a copy of this resolution to be published and by causing a joint notice of the passage of this resolution and of the time and place of the public

meeting and the public hearing of protests to be mailed to all owners of property within the District as required by Section 54954.6 of the Government Code.

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California at a regular public meeting thereof held on 20th day of May 2008 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

THE CITY COUNCIL OF CLAYTON, CA

_____
Gregory J. Manning, Mayor

ATTEST:

_____
Laci J. Jackson, City Clerk

I hereby certify that the foregoing resolution was duly and regularly passed by the City Council of the City of Clayton at a regular meeting held on May 20, 2008.

_____
Laci J. Jackson, City Clerk

CITY OF CLAYTON

STREETLIGHT ASSESSMENT DISTRICT
FY 2008-09

PROPOSED ASSESSMENTS

Subd. Name	Subd. No.	No. of Lots	Type	Public Streets	A.U. per lot	Total A.U.	Assessment Per Lot	Total $
Cardinet Glen I	2556	22	SF	Y	1.00	22.00	$43.54	$957.88
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Mission Manor	3659	25	SF	Y	1.00	25.00	$43.54	$1,088.50
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Dana Hills III	4012	50	SF	Y	1.00	50.00	$43.54	$2,177.00
Dana Hills IV	4013	93	SF	Y	1.00	93.00	$43.54	$4,049.22
Dana Hills V	4014	50	SF	Y	1.00	50.00	$43.54	$2,177.00
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Windmill Canyon II	7262	99	SF	Y	1.00	99.00	$43.54	$4,310.46
Windmill Canyon III	7263	101	SF	Y	1.00	101.00	$43.54	$4,397.54
Windmill Canyon IV	7264	102	SF	Y	1.00	102.00	$33.38	$3,404.76
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Black Diamond II	7311	118	Duet	N	0.50	59.00	$31.28	$3,691.04
Diablo Ridge I	7766	60	MF	N	0.25	15.00	$8.34	$500.40
Oak Hollow	7766	35	SF	N	0.50	17.50	$16.68	$583.80
Diablo Ridge II	7767	76	MF	N	0.25	19.00	$8.34	$633.84
Oak Hollow IIA	7768	55	SF	N	0.50	27.50	$31.28	$1,720.40
Oak Hollow IIB	7769	53	SF	N	0.50	26.50	$31.28	$1,657.84
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Bridlewood	8358	19	SF	Y	1.00	19.00	$43.54	$827.26
TOTALS		3458				2896.5		$125,458.76

JOINT NOTICE OF PUBLIC MEETING AND PUBLIC HEARING ON THE ANNUAL LEVYING OF ASSESSMENTS ON PROPERTY IN THE STREET LIGHTING ASSESSMENT DISTRICT PURSUANT TO STREETS AND HIGHWAYS CODE 18070 AND GOVERNMENT CODE 54954.6.

KNOW ALL INTERESTED PARTIES BY THIS NOTICE THAT:

1. On May 2, 1979, the Clayton City Council converted Street Lighting District No. 1 to a benefit assessment district and confirmed an assessment for fiscal year 1979-80, pursuant to the Street Lighting Act of 1919.

2. On May 20, 2008, the City Engineer did present to the City Council, his report dated May 20, 2008, indicating a total budget for FY 2008-09 of $137,100.00 and recommending assessments of between $0 and $43.54 per residential unit to pay for the obligations of the Street Lighting Assessment District ("District") during the 2008-09 fiscal year. The exact assessments proposed are shown on the attached Exhibit A.

3. The City Council accepted and approved the report on May 20, 2008, by adopting a Resolution, which set forth, among other things:

a. The Council's intent to levy and collect assessments of between $0 and $43.54 per residential unit to pay for the obligations of said District during the 2008-09 fiscal year.

b. The dates of Tuesday, June 17, 2008 and Tuesday, July 15, 2008, at 7:00 p.m., at the Clayton Community Library Meeting Room, situated at 6125 Clayton Road, Clayton, California, as the dates, times and place for the public meeting and public hearing, respectively, required for the hearing of protests against the levying of said assessments in the District for the cost of operating in fiscal year 2008-09.

4. The existing assessments for the 2007-08 fiscal year were between $0 and $43.54 per assessment unit.

► The proposed assessments do not constitute an increase over the existing assessments and will continue to be included in your property tax bill issued by the Contra Costa County Tax Collector.◄

5. A general description of the items to be maintained and operated in the District and paid for by the assessment is as follows: Street lights located on public streets in residential subdivisions within the City except for those on arterial streets.

6. All interested parties may obtain further particulars concerning the proposed assessments in the District and a description and map of the boundaries of the District by referring to the resolution and the report of May 20, 2008, which are on file with the City Clerk in the Clayton City Office. In addition, interested parties may contact the City Engineer directly by phone at (925) 672-9700 or in person at 1005 Oak Street, Clayton, California.

NOW, THEREFORE, any and all persons having any interest in lands within the District liable to be assessed for the expenses of the district for fiscal year 2008-09, may appear at the public meeting and the public hearing, the time and place thereof being set forth above, and offer protest to said assessments, and any of said persons may also present any objections that they may have by written protest filed with the City Clerk, City of Clayton, 6000 Heritage Trail, Clayton, California, 94517, at or before the time set for public hearing.

LACI J. JACKSON
City Clerk, City of Clayton, Phone: 925/673-7300
DATED: May 21, 2008

CITY OF CLAYTON

STREETLIGHT ASSESSMENT DISTRICT
FY 2008-09

PROPOSED ASSESSMENTS

Subd. Name	Subd. No.	No. of Lots	Type	Public Streets	A.U. per lot	Total A.U.	Assessment Per Lot	Total $
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Dana Hills VI	4015	30	SF	Y	1.00	30.00	$43.54	$1,306.20
Dana Hills VII	4016	65	SF	Y	1.00	65.00	$43.54	$2,830.10
Dana Hills VIII	4017	46	SF	Y	1.00	46.00	$43.54	$2,002.84
Dana Hills IX	4018	32	SF	Y	1.00	32.00	$43.54	$1,393.28
Dana Hills X	4019	52	SF	Y	1.00	52.00	$43.54	$2,264.08
Marsh Creek	4240	109	MF	N	0.25	27.25	$15.64	$1,704.76
Regency Woods I	4343	77	SF	Y	1.00	77.00	$43.54	$3,352.58
St. James Place	4403	16	SF	Y	1.00	16.00	$43.54	$696.64
Casey Glen	4449	24	SF	Y	1.00	24.00	$43.54	$1,044.96
Briarwood I	4451	19	SF	Y	1.00	19.00	$43.54	$827.26
Jeffry Ranch	4499	68	SF	Y	1.00	68.00	$43.54	$2,960.72
Dana Ridge	4504	86	MF	N	0.25	21.50	$15.64	$1,345.04
Clayton Greens	4515	78	SF	Y	1.00	78.00	$43.54	$3,396.12
Regency Woods II	4543	71	SF	Y	1.00	71.00	$43.54	$3,091.34
Regency Woods III	4643	37	SF	Y	1.00	37.00	$43.54	$1,610.98
Briarwood II	4654	40	SF	Y	1.00	40.00	$43.54	$1,741.60
Regency Woods IV	4798	145	SF	Y	1.00	145.00	$43.54	$6,313.30
Easley Estates I	4805	48	SF	Y	1.00	48.00	$43.54	$2,089.92
Silver Creek I	4827	26	SF	Y	1.00	26.00	$43.54	$1,132.04
Silver Creek II	4956	94	SF	Y	1.00	94.00	$43.54	$4,092.76
Easley Estates II	5048	51	SF	Y	1.00	51.00	$43.54	$2,220.54
Easley Estates III	5049	40	SF	Y	1.00	40.00	$43.54	$1,741.60
Easley Estates IV	5050	55	SF	Y	1.00	55.00	$43.54	$2,394.70
Douglas Court	5267	9	SF	Y	1.00	9.00	$43.54	$391.86
Regency Meadows	5722	96	SF	Y	1.00	96.00	$43.54	$4,179.84
Westwood	6001	65	SF	Y	1.00	65.00	$43.54	$2,830.10
Westwood	6001	4	MF	Y	0.50	2.00	$15.64	$62.56

Windmill Canyon I	6990	92	SF	Y	1.00	92.00	$43.54	$4,005.68
Black Diamond I	7065	108	Duet	N	0.50	54.00	$31.28	$3,378.24
Chaparral Springs I	7066	117	MF	N	0.25	29.25	$8.34	$975.78
Peacock Creek I	7249	69	SF	Y	1.00	69.00	$33.38	$2,303.22
Peacock Creek II	7255	72	SF	Y	1.00	72.00	$33.38	$2,403.36
Eagle Peak I	7256	70	SF	Y	1.00	70.00	$43.54	$3,047.80
Eagle Peak II	7257	60	SF	Y	1.00	60.00	$43.54	$2,612.40
Falcon Ridge I	7260	75	SF	Y	1.00	75.00	$33.38	$2,503.50
Falcon Ridge II	7261	70	SF	Y	1.00	70.00	$43.54	$3,047.80
Windmill Canyon II	7262	99	SF	Y	1.00	99.00	$43.54	$4,310.46
Windmill Canyon III	7263	101	SF	Y	1.00	101.00	$43.54	$4,397.54
Windmill Canyon IV	7264	102	SF	Y	1.00	102.00	$33.38	$3,404.76
Chaparral Springs II	7303	52	MF	N	0.25	13.00	$8.34	$433.68
Black Diamond II	7311	118	Duet	N	0.50	59.00	$31.28	$3,691.04
Diablo Ridge I	7766	60	MF	N	0.25	15.00	$8.34	$500.40
Oak Hollow	7766	35	SF	N	0.50	17.50	$16.68	$583.80
Diablo Ridge II	7767	76	MF	N	0.25	19.00	$8.34	$633.84
Oak Hollow IIA	7768	55	SF	N	0.50	27.50	$31.28	$1,720.40
Oak Hollow IIB	7769	53	SF	N	0.50	26.50	$31.28	$1,657.84
Stranahan	7887	54	SF	Y	1.00	54.00	$33.38	$1,802.52
Diablo Village	8215	33	SF	Y	1.00	33.00	$43.54	$1,436.82
Rachel Ranch	8355	8	SF	Y	1.00	8.00	$43.54	$348.32
Bridlewood	8358	19	SF	Y	1.00	19.00	$43.54	$827.26
TOTALS		3458				2896.5		$125,458.76

Agenda Date: 5-20-08

Agenda Item: 4g

Approved:

Gary A. Napper
City Manager/Executive Director

AGENDA REPORT

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: CITY MANAGER

DATE: 20 MAY 2008

SUBJECT: RENEWAL OF COOPERATIVE AGREEMENT – CONTRA COSTA COUNTY COMMUNITY DEVELOPMENT BLOCK GRANT & HOME PROGRAMS

RECOMMENDATION

It is recommended the City Council adopt the attached Resolution authorizing the continued participation of the City of Clayton with the County of Contra Costa in receipt and disbursement of Community Development Block Grant (CDBG) and HOME Investment Partnership Act program funds for Federal Fiscal Years 2009 – 2011 (3 years).

BACKGROUND

By virtue of the federal Housing and Community Development Act of 1974, the U.S. Department of Housing and Urban Development (HUD) receives federal allocations for community development and housing assistance programs for targeted segments of the American populace (i.e. low to moderate-income households). Certain sized cities and counties receive automatic "entitlements" and the flow of these federal grant funds to implement specified programs approved by HUD. Cities over 50,000 in population are commonly referred to under this Program as "entitlement cities".

Since Clayton's population barely nudges 11,000 in number, our City does not receive a direct entitlement of these federal funds. Instead, cities under 50,000 in population have the option of annually competing for set-aside Small Cities or State CDBG monies *or* may elect to become part of an "urban county" (defined as over 200,000 in population) thereby making its individual citizens, non-profit organizations and qualified businesses eligible for CDBG or HOME program funds by applying directly to the County. Eligibility is required to demonstrate a recipient is either a low to moderate-income household (in its respective county) or in the business of providing direct assistance to a targeted population (in the case of non-profit organizations and businesses).

Since July 1993, the City of Clayton has elected to cooperate with the County of Contra Costa in being included with the defined "urban county" for activities associated with approved programs for community development and housing assistance in Clayton and our surrounding area. Given the socio-economics and demographics of our community, it is highly improbable our City would be successful on its own in applying for competitive CDBG grant monies targeted to eligible census tracts (neighborhoods) or segments of our population.

POLICY ISSUE

September 2008 will mark the close of the last 3 year period in which Clayton has partnered with the County in the administration and management of CDBG and HOME program funds. Renewal of the relationship is conducted in 3-year segments, and the County of Contra Costa recently notified the City of its desire to have Clayton remain a longstanding partner in the County's approved "Urban County" program. The next three year cycle will cover the federal fiscal years of 2009 – 2011. Should Clayton agree to this time extension, we become ineligible as a public entity to apply for competitive grant monies through the Small Cities or State CDBG programs.

POLICY DISCUSSION

Since the federal policy objectives target CDBG and HOME program funds to eligible household, individuals and truly-urbanized regions, Clayton's socio-economic status does not produce census tracts that become prime candidates for community development infrastructure needs, projects or improvements. In addition, statewide competition is extremely stiff for the limited flows of Small Cities grant monies annually available at the State level, and State CDBG funds have increasingly focused on affordable housing assistance programs and projects. Completion of competitive grant applications is also an administrative concern relative to budgeted staffing levels at City Hall.

Inquiry was made to County Community Development staff regarding past allocations of CDBG or HOME program monies and assistance provided to Clayton citizens through County-funded non-profit organizations. The County's statistical response (Attachment 3) tabulates the number of Clayton residents provided assistance through agencies (sub-recipients) that received County-awarded CDBG funds during the last 3 years. Further, County records reveal four (4) Clayton residents have benefited from the County's CDBG-funded housing rehabilitation loan program over the last five (5) years, in the total assistance amount of $105,000. By comparison, Brentwood residents have received almost $5.7 million in CDBG and HOME funds in the last 5 years while Oakley has been the beneficiary of over $1.5 million in housing development/housing rehabilitation funds (to qualifying households and projects).

Merging Clayton's small population into the County's population base for allocation of federal CDBG monies generally increases the County's program monies by approximately $39,000 per year.

Attachments:
1. Resolution [2 pp.]
2. County letter [2 pp.]
3. Clayton CDBG beneficiaries [1 pg.]

ATTACHMENT 1

RESOLUTION NO. -2008

A RESOLUTION APPROVING A THREE-YEAR TIME EXTENSION (2009-2011) TO THE HOUSING AND COMMUNITY DEVELOPMENT BLOCK GRANT COOPERATIVE AGREEMENT WITH CONTRA COSTA COUNTY

THE CITY COUNCIL
City of Clayton, California

WHEREAS, the Congress of the United States enacted the Housing and Community Development Act of 1974, as amended; and

WHEREAS, the City of Clayton may join with the County of Contra Costa to form a combined population of 200,000 or more persons, thereby qualifying as an Urban County to be eligible for entitlement of resources from the Community Development Block Grant [CDBG] funds; and

WHEREAS, the Clayton City Council on 13 July 1993 did enter into such an agreement as an Urban County in the U.S. Department of Housing and Urban Development Community Development Block Grant and HOME Investment Partnership Act programs for 1994 – 1995 through 1996 –1997; and

WHEREAS, in June 1996, in July 1999, in May 2002 and in May 2005 the Clayton City Council did approve of and update the multi-year agreement entitled "First [and Second] Amendment to Cooperative Agreement Housing and Community Development Act 1974, As Amended, Community Development Block Grant Program" in order to qualify and become eligible for its community receipt of CDBG monies and programs in Clayton through the County of Contra Costa; and

WHEREAS, the current three-year period will shortly expire for the community development program years 2006 - 2008 [federal fiscal years], and Contra Costa County must again submit to the Federal Government evidence of a continued Cooperative Agreement for the program years of 2009 - 2011; and

WHEREAS, said County and the City of Clayton desire to continue to cooperatively engage in housing and community development programs and activities as eligible under the Act for the beneficial welfare and safety of Clayton citizens and businesses; and

WHEREAS, it is therefore necessary for the City of Clayton to affirmatively state its approval to continue to participate with the County of Contra Costa in the next successive three-year qualification periods [i.e. the 35th, 36th and 37th program years] so long as the essential community development and housing assistance activities are being undertaken pursuant to the Cooperative Agreement, as amended, and in accord with the County's related Action Plan.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Clayton, California, as follows:

Section 1.
Pursuant to Section 11 of the Second Amendment to the Cooperative Agreement dated 13 July 1999 between the County of Contra Costa and the City of Clayton, the Clayton City Council does herewith approve of its renewed participation in the 2009 – 2011 qualification periods with the County of Contra Costa as an eligible Urban County for the Community Development Block Grant [CDBG] and HOME Investment Partnership Act [HOME] programs.

Section 2.
The Mayor is hereby authorized to execute this Resolution and the City Manager is instructed to notify the County of Contra Costa accordingly of this City's earnest desire and intent to be an active partner in the channeling of applicable program grant funds to assist and promote the welfare and safety of eligible Clayton residents and businesses.

PASSED, APPROVED AND ADOPTED by the City Council of Clayton, California, at a regular public meeting held thereof on May 20, 2008 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

THE CITY COUNCIL OF CLAYTON, CA

_____
Gregory J. Manning, Mayor

ATTEST:

_____
Laci J. Jackson, City Clerk

Community
Development
Department

2530 Arnold Drive
Suite 190
Martinez, California 94553-8611

Phone: (925) 335-7220

Contra
Costa
County

Dennis M. Barry, AICP
Community Development Director

ATTACHMENT 2

May 5, 2008

Received
MAY 12 2008
City of Clayton

Mr. Gary Napper, City Manager
City of Clayton
6000 Heritage Trail
Clayton, CA 94517

Dear Mr. Napper:

RE: Community Development Block Grant Program and HOME Programs
Cooperation Agreement for FY 2009-2011

The purpose of this letter is to advise you that the Urban County must re-qualify for the next three-year qualification period for the Community Development Block Grant (CDBG) and HOME Investment Partnerships Act (HOME) programs; and I want to invite Clayton's continued participation.

As you know, the City of Clayton has been a longstanding partner with the County's "Urban County" Community Development Block Grant (CDBG), and the HOME Investment Partnership Act (HOME) programs. The current cooperation agreement with your City provides for automatic renewal for participation in successive three-year qualification periods. The County expects to receive approximately $3.5 million in CDBG funds and $3 million in HOME funds in each of the three years covered by the Cooperation Agreement. The funds will continue to be allocated to activities designed to address the community development and housing needs of the entire Urban County, including Clayton.

As required by law and the Cooperation Agreement, the County is required to notify each city of the following:

Notification of Opportunity to be Excluded. Units of general local government in which Counties have authority to carry out essential community development and housing activities without the consent of the local governing body are automatically included in the Urban County unless they elect to be excluded at the time of qualification or re-qualification. Any County that has such units of general local government must notify each such unit that it may elect to be excluded from the Urban County. The unit of government must be notified:

A. That if it chooses to remain with the Urban County, it is ineligible to apply for grant under the Small Cities or State CDBG programs while it is part of the Urban County;

B. That if it chooses to remain with the Urban County, it is also a participant in the HOME program if the Urban County receives HOME funding; and

C. That if it chooses to be excluded from the Urban County, it must notify both the County and the U.S. Department of Housing and Urban Development (HUD) of its election to be excluded in writing **by May 27, 2008.**

Such election to be excluded will be effective for the entire three-year period for which the Urban County qualifies, unless the excluded unit specifically elects to be included in a succeeding year for the remainder of the Urban County's qualification period. If your city elects to be excluded, then it can compete for the Small Cities or State-administered CDBG program.

The Cooperation Agreement will remain the same. **If necessary, please schedule this item before your City Council in time to return any authorizations to me by May 27, 2008.** This will provide time for the County to submit all of the required documents to HUD by July 7, 2008.

I look forward to Clayton's continued participation in our joint community development program. If you have any questions regarding this letter or the CDBG or HOME programs, please contact Bob Calkins, CDBG Program Manager at 335-7220.

Sincerely,

James Kennedy
Deputy Director – Redevelopment

c: Jeremy Graves, Community Development Director – Clayton
Bob Calkins

ATTACHMENT 3

Clayton Residents Served

Agency	FY 2005/06	FY 2006/07	FY 2007/08
Bay Area Legal Aid	0	5	5
Community Housing Development Corp. of North Richmond	0	0	0
Community Violence Solutions	3	3	0
Contra Costa County Health Services	4	3	2
Contra Costa County Service Integration Program - Bay Point Works	1	0	0
Contra Costa Crisis Center	21	142	1
Contra Costa Senior Legal Services	2	3	3
Court Appointed Special Advocates	0	1	0
Food Bank of Contra Costa & Solano	0	0	0
Loaves & Fishes of Contra Costa	0	0	0
New Connections	27	17	6
Ombudsman Services of Contra Costa	3	5	8
Pleasant Hill Recreation & Park District	0	2	0
Shelter Inc. of Contra Costa County	0	0	1
STAND! Against Domestic Violence - Crisis Line	5	7	6
STAND! Against Domestic Violence - Emergency Shelter	0	0	0
WW Ministries	0	0	1
West County Adult Day Care	0	0	0
YWCA of Contra Costa County	0	0	0
Total	**66**	**188**	**33**

Agenda Date: 5-20-08

Agenda Item: 4h

CITY OF CLAYTON

Approved:

Gary A. Napper
City Manager/Executive Director

STAFF REPORT

TO: **HONORABLE MAYOR AND COUNCILMEMBERS**

FROM: **Laci J. Jackson, City Clerk**

DATE: **May 20, 2008**

SUBJECT: **Acceptance of Trails and Landscape Committee Resignation Vice Chairman Victor Geisler.**

RECOMMENDATION

Accept, with regret Trails and Landscape Committee Vice Chairman Victor Geisler's resignation.

BACKGROUND

Staff received via email (attached) Victor Geisler's resignation from the Trails and Landscape Committee. He indicated this resignation would be effective after the Committee's meeting May 19, 2008.

This resignation leaves eight (8) members on the Committee comprised of up to eleven members (Resolution No 38-2007).

Attachment: Resignation email (1 page)

Gary Napper

From: Victor Geisler [victorgeisler@yahoo.com]
Sent: Friday, May 09, 2008 8:22 AM
To: gmmann@hotmail.com
Cc: gnapper@ci.clayton.ca.us; kndbass@aol.com
Subject: Resigning seat on T & L C

Dear Greg,

I will be resigning my seat on the Trails and Landscaping Committee (effective after the May 19th meeting) due to work obligations. My Company is putting in a new enterprise Payroll and HR software platform, and I am playing a key role in the implementation. There we be long evenings tied to this project, so I will be unable to continue as a reliable member for at least the next year, and possibly longer. I would like to emphasize that it has been a real pleasure serving and working with the Committee members, the City Staff, the City Council, and the general public. I certainly wish circumstances were such that I could continue to serve at this time.

I would like to thank you and the rest of the Council for appointing me to this very priveleged role in our City, and look forward to participating again at some point down the road.

Victor Geisler

Be a better friend, newshound, and know-it-all with Yahoo! Mobile. Try it now.

Agenda Date: 5-20-08

Agenda Item: 9a

Approved:

Gary A. Napper
City Manager/Executive Director

AGENDA REPORT

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: CITY MANAGER

DATE: 20 MAY 2008

SUBJECT: CONSIDER DONATION OF BLUE STAR BY-WAY MEMORIAL MARKER FOR PLACEMENT IN THE GROVE PARK

RECOMMENDATION

It is recommended the City Council approve the donation and installation of a "Blue Star By-Way Memorial Marker" for The Grove park by the Clayton Valley Garden Club at the base of the old Italian Cypress trees.

BACKGROUND

Honoring the men and women of the Armed Forces of America since 1945, the Blue Star Memorial Marker Program of the National Garden Clubs, Inc. exists to demonstrate our appreciation for those who defend our country. The name of the program was chosen for the blue star on flags displayed in homes and businesses signaling a family member in service. The national Program consists of 3 types of markers: 1. Highway Marker; 2. Memorial Marker; and 3. By-Way Marker. The By-Way Memorial Marker is suitable for placement in civic gardens, public parks, and historical sites.

The Clayton Valley Garden Club submitted the attached letter and information to the City indicating its desire to donate and install a By-Way Memorial Marker in the new downtown park, The Grove. The 12" X 20" standard By-Way plaque would be mounted on a rock already arranged for donation by Mt. Diablo Landscaping Materials. The Clayton Valley Garden Club proposes the Blue Star By-Way Memorial Marker be installed near the base of the historic Italian Cypress trees in The Grove by the south side of Main Street.

The Clayton Valley Garden Club would make all of the arrangements for materials, installation and an accompanying dedication ceremony.

Attachments:
1. Donation Letter and location/illustration pictures [2 pp.]
2. Letter from California Garden Clubs, Inc. [1 pg.]
3. Brochure on the Blue Star Memorial Highway Program [dbl. sided]

May 2, 2008

Received

MAY 02 2008

City of Clayton

Mr. Gary Napper, City Manager
Clayton City Office
6000 Heritage Triangle
Clayton, CA

Dear Mr. Napper,

On behalf of the Clayton Valley Garden Club, we would like to donate a Blue Star By-Way Marker mounted on a rock in the City of Clayton's new Grove Park. The Blue Star Marker program is sponsored by the National Garden Clubs to honor those who serve our country in the armed forces. We feel it would be an appropriate tribute to those from Clayton and the surrounding area who have served in the past and those who are now serving. Enclosed is a photo as an example, of a marker installed recently in Walnut Creek, so that you can see what the plaque would look like on a similar rock. We propose to have the rock, which Mt. Diablo Landscaping Materials has offered to donate for this purpose, with the plaque installed by our club, placed in the park near the corner of Main Street and Marsh Creek Road, near the cypress trees that were original to the grove, among the Pacific Coast hybrid irises between the new trees and the old trees. Enclosed is a photograph of the proposed location. This spot would be appropriately visible to visitors and pedestrians in the park, with minimal impact on the new landscaping.

If there is a problem involving repairs or replacement for the marker, the Clayton Valley Garden Club will take care of it. As the plaque should be bolted to the rock with long masonry screws and secured with epoxy glue, there shouldn't be a problem with it coming off easily. Our club can make arrangements for installation of the rock, if that is a consideration for the city budget. With your approval, we will order the plaque, which will take about six weeks to be shipped. When the plaque is mounted and the rock is ready for installation, we would plan a dedication ceremony, inviting all members of the community, especially those who are involved in veteran's organizations and the local chapter of Blue Star Moms. If you have further questions, please contact one of us. Thank you for your consideration of this matter.

Sincerely,

Elaine Billeter

Elaine Billeter, CVGC Blue Star Committee chairman, (925) 680-1721

Peggy Arundell

Peggy Arundell, Co-President, Clayton Valley Garden Club, (925) 672-2043

Kay Lane

Kay Lane, Co-President, CVGC, (925) 672-4212

Proposed Site for Blue Star By-Way Marker

2 or 3 of the irises would need to be moved

CALIFORNIA GARDEN CLUBS, INC.
OFFICIAL PUBLICATION: *GOLDEN GARDENS*

Received
MAY 02 2008
City of Clayton

April 10. 2008

Mr. Gary Napper, City Manager
Clayton City Office
6000 Heritage Triangle
Clayton, CA

Dear Mr. Napper,

As California Garden Clubs chairman of Blue Star Memorial markers, which honor veterans of past wars and those presently serving and those who will serve in the future, I have talked with Elaine Billeter about the Blue Star Memorial by-way marker that her club, Clayton Valley Garden Club, wishes to dedicate. I have been told that there is fear of vandalism in the park in Clayton where they wish to place it. I have been chairman since 1993 and know of only one instance where there was any vandalism to a marker, which was placed in the redwood forest. Apparently that person was trying to make a protest against the Viet Nam War. Walnut Creek Garden Club placed one in The Gardens at Heather Farm, where there is vandalism quite often, but the marker has never been vandalized in the 14 years it has been there in a small garden. This is a time of patriotism with many troops serving overseas and so it is an excellent time for clubs and communities to honor the military.

This is a program sponsored by National Garden Clubs and there are three types of markers, the original highway markers placed at rest stops on dedicated highways throughout our Nation and the same size memorial marker placed at Veterans cemeteries and VA Medical Centers. The smallest one, such as the one Clayton Valley Garden Club wishes to dedicate, measures 12" x 20" and is usually placed on a rock, or can be attached to a building. At the present time there is a $250 grant available to garden clubs, that can pay the additional $110 due for the marker and have the site approved, but when the funds are used there are no more available. Therefore, I hope that you and the City of Clayton can make a decision soon regarding placement of this marker so that the Clayton club can proceed with ordering the marker. This would be the 82nd by-way marker placed in California. If you have any questions about this program, please contact me at (925) 933-6941.

Sincerely,

Ruth Angevine

Ruth Angevine

The Blue Star Memorial Marker Program of the National Garden Clubs, Inc. began in 1945 to honor the men and women serving in the Armed Forces during World War II. The name was chosen for the star on flags displayed in homes and businesses denoting a family member serving. Garden clubs pictured a ribbon of living memorial plantings traversing every state. The designation of Blue Star Highways was achieved through petitions to the state legislatures and cooperation with the Departments of Transportation. A uniform marker was designed to identify the Highways.

The Blue Star Memorial Program grew to extend thousands of miles across continental U.S., Alaska, and Hawaii. All men and women who have served, are serving, or will serve in the Armed Forces of the United States are included.

Markers continue to be dedicated each year on highways, Veterans' facilities, National Cemeteries, parks, and civic and historic sites, showing our appreciation for those who defend our country.

National Garden Clubs, Inc.

4401 Magnolia Avenue
St. Louis, MO 63110-3492
(314) 776-7574
Fax: (314)776-5108
Email: headquarters@gardenclub.org
www.gardenclub.org

October 2005

THE BLUE STAR MEMORIAL HIGHWAY PROGRAM

Since 1945
Honoring the men and women
of the Armed Forces
of America

All to see,
lest we forget,
those who help to keep us free.

~Polly Henderson,
Former Blue Star Memorial Chairman

No marker may bear an individual's name. These markers are designed to pay tribute to the Armed Forces as a whole.

Procedure for Obtaining Markers:

- A garden club votes to have a marker. An appropriate location is selected and type of marker for that location is chosen.
- Contact the State Blue Star Memorial Chairman for forms and instructions.
- Contact local or state authority responsible for location.
- Send order form and check to NGC Chairman for processing.
- Clubs may solicit other civic organizations to help with funding, construction, planting, and maintenance.

Allow at least six weeks for delivery of marker after the order is received by Sewah Studios, the manufacturer.

THE BLUE STAR MEMORIAL MARKERS
Made of cast aluminum

HIGHWAY MARKER – ~~$940.00~~ $1130
Overall height when erected is 7'6".
The plate is 41" high by 45" wide.
To be placed on dedicated highways.

MEMORIAL MARKER - ~~$940.00~~ $1130
Overall height when erected is 7'6".
The plate is 41" high by 45" wide.
To be placed in National Cemeteries, Veterans Medical Centers, and other civic locations.

BY-WAY MARKER - ~~$325~~ $360
Plaque is 12" by 20"
(for mounting on masonry or wood).
To be placed in civic gardens, parks and historical sites.

The *BLUE STAR GUIDELINES* booklet may be ordered from NGC Member Services, (800-550-6007). It contains an expanded history, shipping information, dedication ceremony examples, awards information, the order form and much more.

For further information on Markers contact:

Maria Nahom
NGC Blue Star Memorial Chairman
21 Summit Street
New Milford, CT 06776
Tel: (860) 355-5363
Fax: (860) 355-5454
mjnahom@easternconnector.com