

Compliance Checklist - DRAFT

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

Note: Instructions for this checklist are available at:

<http://www.ccta.net/EN/home/quicklinks/currentactivities.html>

1. Action Plans	YES	NO	N/A
a. Is the jurisdiction implementing the actions called for in the applicable Action Plan for all designated Routes of Regional Significance within the jurisdiction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction implemented the following procedures as outlined in the <i>Implementation Guide</i> and the applicable Action Plan for Routes of Regional Significance?			
i. Circulation of environmental documents,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Analysis of the impacts of proposed General Plan amendments and recommendation of changes to Action Plans, and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Conditioning the approval of projects consistent with Action Plan policies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction followed the procedures for RTPC review of General Plan Amendments as called for in the <i>Implementation Guide</i> (see Exhibit 5).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Transportation Mitigation Program	YES	NO	
a. Has the jurisdiction adopted and implemented a local development mitigation program to ensure that new development pays its fair share of the impact mitigation costs associated with that development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Has the jurisdiction adopted and implemented the regional transportation mitigation program, developed and adopted by the applicable Regional Transportation Planning Committee, including any regional traffic mitigation fees, assessments, or other mitigation as appropriate?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

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Reporting Period: Calendar Years 2010 & 2011

3. Housing Options and Job Opportunities	YES	NO
a. Has the jurisdiction prepared and submitted a report to the Authority demonstrating reasonable progress in providing housing opportunities for all income levels under its Housing Element? The report can demonstrate progress by (1) comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the its Housing Element; or (2) illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or (3) illustrating how its General Plan and zoning regulations facilitate improvement or development of sufficient housing to meet the Element's objectives.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the jurisdiction's General Plan—or other adopted policy document or report—consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonable be provided?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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4. Traffic Impact Studies	YES	NO	N/A
a. Using the Authority's <i>Technical Procedures</i> , have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 net new peak-hour vehicle trips? (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If the answer to 5.a. above is "yes", did the local jurisdiction notify affected parties and circulate the traffic impact study during the environmental review process?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Participation in Cooperative, Multi-Jurisdictional Planning	YES	NO	
a. Over the past year, has the jurisdiction's Council/Board representative regularly participated in meetings of the appropriate Regional Transportation Planning Committee (RTPC), and have the jurisdiction's local representatives to the RTPC regularly reported on the activities of the Regional Committee to the jurisdiction's council or board? (Note: Each RTPC should have a policy that defines what constitutes regular attendance of Council/Board members at RTPC meetings.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Has the local jurisdiction worked with the RTPC to develop and implement the Action Plans, including identification of Routes of Regional Significance, establishing Multimodal Transportation Service Objectives (MTSOs) for those routes, and defining actions for achieving the MTSOs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
c. Has the local jurisdiction applied the Authority's travel demand model and <i>Technical Procedures</i> to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan MTSOs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

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| d. As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on proposed improvements to the jurisdiction's transportation system, including roadways, pedestrian circulation, bikeways and trails, planned and improved development within the jurisdiction, and traffic patterns? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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6. Five-Year Capital Improvement Program	YES	NO
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|---|-------------------------------------|--------------------------|
| Does the jurisdiction have an adopted five-year capital improvement program (CIP) that includes approved projects and an analysis of project costs as well as a financial plan for providing the improvements? (The transportation component of the plan must be forwarded to the Authority for incorporation into the Authority's database of transportation projects) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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7. Transportation Systems Management Program	YES	NO
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|---|-------------------------------------|--------------------------|
| 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 or qualified for adoption of alternative mitigation measures because it has a small employment base? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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8. Maintenance of Effort (MoE)	YES	NO
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| Has the jurisdiction met the MoE requirements of Measure J as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)? (See the Checklist Instructions for a listing of MoE requirements by local jurisdiction.) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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9. 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 or Measure J funds?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Adoption of the Measure J Growth Management Element	YES	NO	N/A
Has the local jurisdiction adopted a final GME for its General Plan that substantially complies with the intent of the Authority's adopted Measure J Model GME?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Adoption of a voter-approved Urban Limit Line	YES	NO	N/A
a. Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line as outlined in the Authority's annual ULL Policy Advisory Letter?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If the jurisdiction has modified its voter-approved ULL or approved a major subdivision or General Plan Amendment outside the ULL, has the jurisdiction made a finding of consistency with the Measure J provisions on ULLs and criteria in the ULL Policy Advisory Letter after holding a noticed public hearing and making the proposed finding publically available?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12. Other Considerations	YES	NO	N/A
If the jurisdiction believes that the requirements of Measure J have been satisfied in a way not indicated on this checklist, has an explanation been attached below?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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13. Review and Approval of Checklist

This checklist was prepared by:

Signature

February 7, 2012

Date

Jamar Stamps, Planner
Name & Title (print)

925-674-7823
Phone

jamar.stamps@dcd.cccounty.us

Email

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

Certified Signature (Mayor or Chair)

February 7, 2012

Date

SUPERVISOR MARY N. PIEPHO – DISTRICT
III SUPERVISOR
Name & Title (print)

Attest Signature (City/Town/County Clerk)

February 7, 2012

Date

TIFFANY LENNEAR – CHIEF CLERK
Name (print)

Compliance Checklist Attachments - DRAFT

Reporting Jurisdiction: Contra Costa County

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Reporting Period: Calendar Years 2010 & 2011

Note: This form may be downloaded in Word ® from www.ccta.net; instructions for completing this portion of the Checklist are available at <http://www.ccta.net/EN/home/quicklinks/currentactivities.html>

Compliance Checklist Attachments - DRAFT

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Supplementary Information (Required)

1. Action Plans

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

See Attachment A. Please note that Actions, Programs and Measures that do not include Contra Costa County are not listed.

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

See Attachment B. The Downtown El Sobrante General Plan Amendment resulted in an increase in peak-hour traffic volumes in both the AM and PM periods. Due to concerns from a neighboring jurisdiction, the County adopted policy consistent with GMP cooperative planning requirements and agreed to further study Appian Way (route of regional significance). The study is currently underway. The GPA was adopted by the Board of Supervisors on June 7, 2011 (Resolution #2011/33).

2. Development Mitigation Program

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

Contra Costa County has been implementing regional mitigation programs in West, Central, East and South County Areas.

3. Housing Options and Job Opportunities

- a. *Please attach a report demonstrating reasonable progress in providing housing opportunities for all income levels.*

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The State Department of Housing and Community Development reviewed the County's revised Housing Element in 2009 and found the element in full compliance with State housing element law. (See Attachment C, letter dated March 2, 2010).

4. Traffic Impact Studies

- a. *Please list all traffic impact studies that have been conducted as part of the development review of any project that generated more than 100 net new peak hour vehicle trips. (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply).*

N/A – The County did not process any land development applications that generated more than 100 peak hour trips.

6. N/A

7. Five-Year Capital Improvement Program (CIP)

Please list resolution number and date of adoption of most recent five-year CIP.

The CIP for Parks and Sheriff Facilities (2012-2018) was adopted January 24, 2012.

8. Transportation Systems Management Program

Date of Ordinance or Resolution Adoption: January 21, 2003

Resolution or Ordinance Number: #2003/02

9. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2009-10 and FY 2010-11). See page 8 of the Instructions to identify the MoE requirements.

MOE Requirement: \$420,000

MOE Expenditures: \$599,437 (2009/2010)

\$621,536 (2010/2011)

\$610,487 (2009-2011 Average)

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10. N/A

11. Adoption of the Measure J Growth Management Element

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

See Attachment F.

12. Adoption of a voter-approved Urban Limit Line

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

The County took no actions that resulted in a change or modification to the voter-approved ULL.

13. Other Considerations

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

N/A

2010 AND 2011 MEASURE J COMPLIANCE CHECKLIST
SWAT: LAMORINDA AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in <i>Italics</i>)
1. Prepare letters of support to Caltrans, ACMA, CCTA, and MTC for continued improvement of HOV and transit capacity in I-80 corridor to reduce traffic pressure on San Pablo Dam Road and Camino Pablo.	San Pablo Dam Road	The ratio of the peak hour travel time to the off-peak travel time (the delay index) should be no greater than 2.0 by the year 2010.	2010	WCCTAC, SWAT	<ul style="list-style-type: none"> ✓ I In 2009 the County, through participation on SWAT and the Contra Costa Transportation Authority Board, supported the inclusion of a new Action in the 2009 Update to the Lamorinda Action Plan, "Support operational improvements that increase throughput on I - 80 to discourage diversion onto San Pablo Dam Road". ✓ In 2009 Contra Costa County, through its involvement with the SWAT Committee recommended that the I-80 Integrated Corridor Mobility Project be high priority when seeking earmarks.
2. Seek grant funding to develop and implement signal coordination plan for 1) Camino Pablo between Miner Road and Brookwood and 2) and San Pablo Dam Road.	San Pablo Dam Road	The ratio of the peak hour travel time to the off-peak travel time (the delay index) should be no greater than 2.0 by the year 2010.	2010	City of Orinda, Contra Costa County	<ul style="list-style-type: none"> ✓ In 2009 the County, through participation in the Contra Costa Transportation Authority Board, supported the inclusion of the study of signal coordination of San Pablo Dam Road in the 2009 Countywide Transportation Plan.
3. Seek grant funding to develop signal coordination plan for Camino Pablo between Bear Creek Road and Ardilla Road that reduces blockage of side street access by through vehicles without significantly increasing the capacity for through vehicles. (All other locations on San Pablo Dam Road meet this TSO, but seek similar funding for other projects on San Pablo Dam Road, if appropriate.)	San Pablo Dam Road	The maximum wait time for drivers on side streets wishing to access San Pablo Dam Road or Camino Pablo should be no greater than one signal cycle length by the year 2010.	2010	City of Orinda, Contra Costa County	<ul style="list-style-type: none"> ✓ See Action #2.
4. Seek Measure "C" funding of HOV facility needs study for San Pablo Dam Road and Camino Pablo Corridor. Study to look at need for, feasibility, and cost of installing additional park and ride lots and HOV bypass lanes at critical congestion points in the corridor.	San Pablo Dam Road	The average vehicle occupancy should be increased as much as possible, with an initial goal of achieving 1.30 by the year 2010.	2010	WCCTAC, SWAT	<ul style="list-style-type: none"> ✓ See Action #2. ✓ In 2009 the County supported the inclusion of the Camino Pablo Carpool Lot project in the 2009 Countywide Comprehensive Transportation Plan ✓ In 2009 the County, through participation in the Contra Costa Transportation Authority Board, supported the inclusion of an HOV facility study on the San Pablo Dam Road and Camino Pablo Corridor.
5. Maintain and improve Lamorinda School bus program service to Wagner Ranch School.	San Pablo Dam Road	Increase vehicle occupancy with an initial goal of achieving 1.3 persons/veh.	2010	SWAT, City of Orinda	<ul style="list-style-type: none"> ✓ None.
6. Local jurisdictions to work with	San Pablo Dam Road	The average bus	2010	Transit operators, local	<ul style="list-style-type: none"> ✓ None.

2010 AND 2011 MEASURE J COMPLIANCE CHECKLIST
SWAT: LAMORINDA AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in <i>Italics</i>)
transit agencies to resolve transit stop access and amenity needs as identified by the transit agencies.		ridership for the bus lines in the corridor should be increased as much as possible, with an initial goal of achieving a weekday daily riders by the year 2010.		jurisdictions, Contra Costa County	
7. Work with AC Transit, BART, County Connection, WestCAT, and MTC to explore feasibility of service re-organization in San Pablo Dam Road and Camino Pablo corridor and develop recommendations to increase frequency and connectivity of bus service for people traveling between City of Richmond, San Pablo, El Sobrante, Pinole, and Orinda. Request annual reports from transit operators to WCCTAC and SWAT on their activities related to this action. Seek additional funds for public transit.	San Pablo Dam Road	The average bus ridership for the bus lines in the corridor should be increased as much as possible, with an initial goal of achieving a weekday daily riders by the year 2010.	2010	WCCTC, SWAT, City of Pinole, City of Richmond, City of San Pablo, Contra Costa County, City of Orinda.	✓ None.
8. Install, where appropriate, bicycle lanes as part of roadway improvements along the corridor.	San Pablo Dam Road	Provide facilities to improve pedestrian and bicycle access with related safety enhancements along the corridor by the year 2010	2010	Contra Costa County	✓ None.
9. Support added trip capacity on regional freeways that could divert traffic from Pleasant Hill Road.	Pleasant Hill Road	Improve existing peak hour peak direction delay Index by 10% by 2010.	2010	Lafayette, LPMC, and SWAT jurisdictions.	✓ In 2009 Contra Costa County, through its involvement with SWAT, TRANSPAC and the Contra Costa Transportation Authority, included numerous actions in the Countywide Comprehensive Transportation Plan to support fulfillment of this policy.
10. Support development of HOV lane programs on all freeways and regional routes where feasible.	Pleasant Hill Road	Improve existing peak hour peak direction delay Index by 10% by 2010.	2010	Lafayette, SWAT, and TRANSPAC jurisdictions.	✓ In 2009 Contra Costa County, through its involvement with SWAT, TRANSPAC and the Contra Costa Transportation Authority, included a proposed Pleasant Hill Road traffic management plan which would support fulfillment of this policy.
11. Participate in the Regional Transportation Mitigation Program (RTMP)	Pleasant Hill Road	Maintain or increase the average vehicle occupancy to 1.2 by 2010.	2010	LPMC Jurisdictions	✓ None.

2010 AND 2011 MEASURE J COMPLIANCE CHECKLIST
SWAT: LAMORINDA AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in <i>Italics</i>)
12. Seek funding for an auxiliary lane on eastbound SR24 Gateway on-ramp to Brookwood and continue completion of improvements to eastbound Brookwood off-ramp subject to specific design criteria.	SR 24	A delay index of 2.0 or better between I-680 and the Caldecott Tunnel during peak periods in the peak direction	2010	LPMC Jurisdictions	✓ In 2009 Contra Costa County, through its involvement with SWAT and the Contra Costa Transportation Authority, included a project in the 2009 Countywide Comprehensive Transportation Plan which supports the policy.
13. Support the Caldecott Tunnel Fourth Bore.	SR 24	A delay index of 2.0 or better between I-680 and the Caldecott Tunnel during peak periods in the peak direction	2010	SWAT Jurisdictions	✓ In 2009 Contra Costa County, through its involvement with SWAT, TRANSPAC and the Contra Costa Transportation Authority, supported amendments to the Strategic Plan which ensured the Caldecott Tunnel Improvement Project would continue to be fully funded. ✓ In 2009 Contra Costa County, through its involvement with the SWAT Committee recommended that the Fourth Bore Project be a high priority project when seeking earmarks.
14. Monitor and evaluate the MTSOs for all Routes of Regional Significance every four years.	Areawide	Not applicable (no TSO for area wide actions)	Not applicable.	LPMC Jurisdictions	✓ In 2008 and 2009 Contra Costa County, in all the sub-regional forums including SWAT participated in an Action Plan update which included a comprehensive review of regional routes. ✓ In 2009 Contra Costa County, through its involvement with SWAT, TRANSPAC and the Contra Costa Transportation Authority, included a proposed Pleasant Hill Road traffic management plan which would support fulfillment of this policy.
15. Encourage expanded TDM programs to increase the use of alternative modes of transportation and increase overall vehicle occupancy. Promote TDM activities including ridesharing, casual carpooling and BART pool using resources such as the SWAT TDM program and RIDES for Bay Area Commuters.	Areawide	Not applicable (no TSO for area wide actions)	Not applicable.	LPMC Jurisdictions	✓ In 2009 Contra Costa County, through its involvement with SWAT and the Contra Costa Transportation Authority, included projects (0036b, 0525, 1109, 0282a, 1130) in the 2009 Countywide Comprehensive Transportation Plan update to continue funding of the Countywide TDM Program.
16. Support expanding transit service, including service between Lamorinda BART stations and adjacent communities, service on Pleasant Hill Road, service to Bishop Ranch and the Tri-Valley area, and service through the Caldecott Tunnel.	Areawide	Not applicable (no TSO for area wide actions)	Not applicable.	LPMC Jurisdictions	✓ None.

**2010 AND 2011 MEASURE J COMPLIANCE CHECKLIST
TRANSPAC AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation as of December 31, 2011 (Actions since last Checklist are in <i>Italics</i>)
1. Support the completion of a continuous HOV system on I-680. Continue to support investment in and implementation of HOV lanes on I-680.	AREAWIDE I-680	Maintain minimum average speed of 30 mph on freeways and 15 mph on principal arterials, except for SR4 from the top of the Willow Pass Grade to the 242 exit for which the Peak Hour Travel Speed is 20 mph. Delay Index of 4.0	2010 2010	All TRANSPAC jurisdictions. All Transpac jurisdictions	✓ None.
2. Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24, and SR-4. Support the study and implementation of potential regional freeway management strategies.	AREAWIDE I-680 SR-4	For segments with a delay index (DI) of less than 2.0, maintain current levels. Improve segments with DI greater than 2.0, to 2.0 or better by 2010 except for SR4 from the top of the Willow Pass Grade to the 242 exit for which the DI is 3.0. Delay Index of 4.0; Min. Pk. Hr. Avg. Speed of 30 mph; Areawide Vehicle Occupancy of 1.2 persons Delay Index of 5.0 from Cummings Skyway (WCCTAC boundary) to Willow Pass (TRANSPLAN boundary). This MTSO is expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPAC, TRANSPLAN and WCCTAC.	2010 2010 2010	All TRANSPAC jurisdictions. All Transpac jurisdictions All Transpac jurisdictions	✓ In 2009 County staff participated in the Caltrans Corridor System Management Plan for all segments of State Route 4 from I-80 in West County to SR 160 in East County. ✓ <i>In 2010 County staff participated in the SR-4 Integrated Corridor Analysis.</i>
3. Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24)	AREAWIDE	n/a	2010	All TRANSPAC jurisdictions.	✓ In 2009 all studies were completed and Caltrans prepared to begin construction.
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(se) study(ies) is to evaluate the impact of new	AREAWIDE	Increase peak period work-trip average vehicle occupancy (AVO) to 1.2 by 2010.	2010	All TRANSPAC jurisdictions.	✓ In 2008-2009 the County continued its participation in the Action Plan updates. The plans were completed and adopted by TRANSPAC and the other regional committees in 2009.

TRANSPAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation as of December 31, 2011 (Actions since last Checklist are in Italics)
and planned improvements, alternative solutions to the growing traffic congestion in the corridor and to develop recommendations for effective traffic management.					
5. Promote the expansion and development of an effective transit network within and through Contra Costa County including feeder service to BART.	AREAWIDE Treat Boulevard	n/a Concord: Average Stopped Delays (signal cycles to clear) at the following intersections: <ul style="list-style-type: none">Clayton Road/Denkinger Road: 3Cowell Road: 5Oak Grove Road: 5 Walnut Creek: LOS F at Bancroft Road intersection. Contra Costa County: 1.5 v/c for all intersections.	2010 2010	All TRANSPAC jurisdictions.	✓ In 2008 and 2009 the County (and other agencies) worked with County Connection to develop a mobility management center for better use of existing public and private vehicle fleets, funded in part by grants from the Metropolitan Transportation Commission.
6. Support and promote subregional and employer TDM programs.	AREAWIDE Treat Boulevard	None Concord: Average Stopped Delays (signal cycles to clear) at the following intersections: <ul style="list-style-type: none">Clayton Road/Denkinger Road: 3Cowell Road: 5Oak Grove Road: 5 Walnut Creek: LOS F at Bancroft Road intersection.	2010 2010	All TRANSPAC jurisdictions. County Concord Walnut Creek	✓ TRANSPAC’S TDM Program administers and implements activities in support of the TDM Ordinances for the six Central County jurisdictions. ✓ <i>Ongoing, the County reviewed & approved TDM programs prepared by developers for new subdivisions.</i> ✓ <i>Ongoing, the County funds and administers an agreement with CCCA to implement TDM program in the Pleasant Hill BART station area.</i> ✓ <i>In 2011, the County approved a contract for work to complete the Contra Costa Centre Redevelopment Area wayfinding sign program.</i>

TRANSPAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation as of December 31, 2011 (Actions since last Checklist are in Italics)
		Contra Costa County: 1.5 v/c for all intersections.			
7. Support the expansion of the TR@KS website/kiosk system as a component of an enhanced countywide transportation clearinghouse for the coordinated distribution of commute alternative information.	AREAWIDE	n/a	2010	TRANSPAC jurisdictions and TRANSPAC	✓ None.
8. Continue to support implementation of the Measure J Growth Management Program.	AREAWIDE	n/a	2010	TRANSPAC jurisdictions and TRANSPAC	✓ None.
9. Continue to support transit-oriented development around transit stations.	AREAWIDE	n/a	2010	TRANSPAC jurisdictions and TRANSPAC	✓ In 2008 and 2009 the County redevelopment projects were under construction. ✓ <i>In 2010, the County adopted Resolution 2010/341 to authorize the M-31 assessment district to levy and collect assessments for FY 2010-2011 for transportation demand management purposes.</i>
10. Support better coordination of new growth with available infrastructure, preserve resource lands and open space.	AREAWIDE	n/a	2010	TRANSPAC jurisdictions and TRANSPAC	✓ <i>In 2008 and 2009 the County participated via TRANSPAC in discussions with CCTA to simplify the development review process for general plan amendments and provide for a more efficient and useful process.</i>
11. Continue to implement the Central Contra Costa Traffic Management Program within the TRANSPAC area and cooperate /and/ encourage participation by other RTPCs.	AREAWIDE Ygnacio Valley Rd/ Kirker Pass Rd.	n/a Concord: Average Stopped Delays as follows: <ul style="list-style-type: none">Clayton Road/Kirker Pass Road: 3Alberta Way/Pine Hollow Drive: 4Cowell Road: 4 Walnut Creek: LOS F at both Bancroft Road and Civic Drive intersections. Contra Costa County: 1.5 v/c for all intersections.	2010 2010	TRANSPAC jurisdictions and TRANSPAC All TRANSPAC jurisdictions	✓ None.
12. Evaluate the need, timing and impact of parallel and new arterials accessing	AREAWIDE		2010	TRANSPAC jurisdictions and	✓ <i>The County participated in TRANSPAC discussions about a joint planning study with SWAT concerning travel demand and traffic management between the Lamorinda area and Central</i>

TRANSPAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation as of December 31, 2011 (Actions since last Checklist are in Italics)
Central County.				TRANSPAC	<i>County.</i>
13. Seek funding for local improvements.	AREAWIDE		2010	TRANSPAC jurisdictions and TRANSPAC	<div>✓ In 2008 and 2009 the County sought additional federal funding to complete the financing for the Carquinez Scenic Drive Bay Trail project.</div> <div>✓ <i>In 2010, the County adopted Resolution 2010/68 to submit a Transportation Development Act Grant Application to MTC for funds for the Pacheco Boulevard Sidewalk Gap Closure Project.</i></div> <div>✓ <i>In 2011, the County adopted Resolution 2011/41 to submit a Transportation Development Act Grant Application to MTC funds for the Clyde Pedestrian Path.</i></div>
14. Work with Solano County Congestion Management Agency representatives continuing joint TDM Program efforts and ways to manage traffic in the I-680 and I-780 corridors.	AREAWIDE		2010	TRANSPAC jurisdictions and TRANSPAC	<div>✓ Ongoing, County staff continues to participate with other agencies on the CCTA/STA Congestion Management Agency Committee to coordinate improvements to the Benicia Bridge and the Carquinez Bridge.</div>
	I-680	Delay Index of 4.0.	2010	All TRANSPAC jurisdictions	
15. Include the needs of pedestrians & cyclists in the design, construction and maintenance of roadways, and widening projects, where feasible.	AREAWIDE	None	2010	TRANSPAC jurisdictions and TRANSPAC	<div>✓ <i>In 2010, the County approved the Alhambra Valley Road Safety and Bicycle Facility Improvements project.</i></div> <div>✓ <i>In 2010, the County approved the Iron Horse Corridor Public Information Element of the Iron Horse Corridor Management Program.</i></div> <div>✓ <i>In 2011, the County completed the Alhambra Valley Road Safety and Bicycle Facility Improvement project.</i></div> <div>✓ <i>See action #13.</i></div> <div>✓ <i>In 2011, the County executed a contract to begin the design of the Clyde Pedestrian Path project.</i></div> <div>✓ <i>In 2011, the County executed a contract to begin work on the Alhambra Valley Road Safety and Bicycle Facility Improvement Project.</i></div>

TRANSPAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation as of December 31, 2011 (Actions since last Checklist are in Italics)
	I-680	Delay Index of 4.0.	2010	All Transpac jurisdictions	
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 Caltran’s Bicycle Lane Account Planning requirements. Bicycle and pedestrian plans should address how to provide and/or improve access to regional activity and transit centers.	Treat Boulevard, Pleasant Hill BART Station	Concord: Average Stopped Delays (signal cycles to clear) at the following intersections: <ul style="list-style-type: none">• Clayton Road/Denkinger Road: 3• Cowell Road: 5• Oak Grove Road: 5 Walnut Creek: LOS F at Bancroft Road intersection. Contra Costa County: 1.5 v/c for all intersections.	2010	County Concord Walnut Creek	✓ None.
17. Support on going construction of SR-4 including provision of HOV lanes.	SR 4	Delay Index of 5.0 from Cummings Skyway (WCCTAC boundary) to Willow Pass (TRANSPLAN boundary). This MTSO is expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPAC, TRANSPLAN and WCCTAC.	2010	County and Transpac jurisdictions dictions	✓ <i>Ongoing: County contracts with CCTA for assisting with real property acquisition for the SR4 freeway widening projects.</i>
18. Support traffic signal synchronization study.	Ygnacio Valley Rd/ Kirker Pass Rd	Concord: Average Stopped Delays as follows: <ul style="list-style-type: none">• Clayton Road/Kirker Pass Road: 3• Alberta Way/Pine Hollow Drive: 4• Cowell Road: 4 Walnut Creek: LOS F at both Bancroft Road and Civic Drive intersections. Contra Costa County: 1.5 v/c for all intersections.	2010	All Transpac jurisdictions	✓ None.

TRANSPAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation as of December 31, 2011 (Actions since last Checklist are in Italics)
19. Pursue planning and seek funding to complete widening to 4 lanes	Pacheco Blvd.	Martinez: 15 MPH Average Speed in both directions in the AM and PM peak hours. Contra Costa County: 1/5 v/c for all intersections.	2010	County	✓ None.
20. Pursue planning and seek funding for improvements at Pleasant Hill Rd/Taylor Boulevard	Pleasant Hill Road	Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours. Contra Costa County: 1/5 v/c for all intersections.	2010	County and Pleasant Hill	✓ None.
21. Assess possible applications of the Central Contra Costa Traffic Management Program.	Treat Boulevard	Concord: Average Stopped Delays (signal cycles to clear) at the following intersections: <ul style="list-style-type: none">• Clayton Road/Denkinger Road: 3• Cowell Road: 5• Oak Grove Road: 5 Walnut Creek: LOS F at Bancroft Road intersection. Contra Costa County: 1.5 v/c for all intersections.	2010	County Concord Walnut Creek	✓ None
22. Ygnacio Valley Road / Kirker Pass Road (p. 44): Construction of a truck-climbing lane on Kirker Pass Road from Concord toward Pittsburg.	Ygnacio Valley Road / Kirker Pass Road	Concord: Average Stopped Delays as follows: <ul style="list-style-type: none">• Clayton Road/Kirker Pass Road: 3• Alberta Way/Pine Hollow Drive: 4• Cowell Road: 4 Walnut Creek: LOS F at both Bancroft Road and Civic Drive intersections. Contra Costa County: 1.5 v/c for all	TBD	County	✓ In 2009 the County asked that the project be included in the first Measure J Strategic Expenditure Plan, for the FY 2015 funding cycle.

TRANSPAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation as of December 31, 2011 (Actions since last Checklist are in Italics)
		intersections.			

**2010 AND 2011 AND MEASURE J COMPLIANCE CHECKLIST
TRANSPLAN AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in <i>Italics</i>)
1. Implement Regional Highway Transportation Facility Improvements: Pursue an aggressive campaign to implement the following East County highway transportation projects: SR 4 widening from Loveridge Road to SR 4 Bypass; James Donlon Blvd Extension (previously know as the Buchanan Road Bypass); SR 4 widening through Oakley, Brentwood, Byron and Discovery Bay; West Leland Road extension to Willow Pass Road in Concord; and capacity enhancements in future State Route 84 and 239 Corridors.	SR 4 FREEWAY; SR 4 BYPASS; SR 4 NON-FREEWAY; BYRON HIGHWAY.	The Delay Index should not exceed 2.5 during the AM or PM Peak Period for this facility. The HOV lane utilization should exceed 600 vehicles per lane in the peak direction at peak hour.	2010	All TRANSPLAN jurisdictions.	SR 4 FREEWAY ✓ Ongoing, the County continues its contract with CCTA for assisting with real property acquisition for the SR 4 freeway widening. ✓ In 2009 the County approved the conveyance of real property at California Avenue and State Route 4 (SR4) to the City of Pittsburg (City) pursuant to Streets and Highway Code §960 for the SR4 Widening Project. SR 4 BYPASS ✓ Ongoing, the County continues its contract with the State Route 4 Bypass Authority to assist in the Bypass design and construction work, including engineering services support and professional contract oversight. ✓ <i>In 2011, the County approved a cooperative agreement and freeway agreement for adoption of the SR4 Bypass.</i> ✓ <i>In 2011, the County approved a revised cooperative agreement with Caltrans to have the SR4 Bypass transferred to the State.</i>
	MARSH CREEK ROAD (east of Deer Valley Road) CAMINO DIABLO ROAD DEER VALLEY ROAD (rural portion)	Peak hour level-of-service (LOS) shall not exceed the mid point of LOS D for non-signalized rural roadways.	2010	All TRANSPLAN jurisdictions.	MARSH CREEK RD, DIABLO ROAD, DEER VALLEY ROAD ✓ <i>In 2011, the County approved and authorized advertisement of the Marsh Creek Shoulder Widening Project.</i>
	SR 4 NON-FREEWAY (SR 160 to San Joaquin County line) VASCO ROAD CORRIDOR (including Mountain House Road)		2010 2010	All TRANSPLAN jurisdictions. All TRANSPLAN jurisdictions.	NON-FREEWAY SR 4 ✓ In 2008 the County solicited letters of support from regional cities and agencies for a federal earmark request for the Vasco Road Safety Improvement project. ✓ In 2008 the County executed a contract with Winzler & Kelly Consulting Engineers in the amount of \$165,940 for civil engineering services on Byron Highway Shoulder Widening Project. ✓ <i>In 2010, the County approved the Vasco Road/Camino Diablo Intersection Improvements project.</i> VASCO ROAD CORRIDOR ✓ In 2009 the County executed a Memorandum of Understanding with the City of Brentwood for the transfer of federal earmark funds to the County for the Vasco Road Safety Improvement Project.
	BYRON HIGHWAY	Peak hour LOS shall not exceed the mid point of LOS D for non-signalized rural roadways.	2010	All TRANSPLAN jurisdictions.	BYRON HIGHWAY ✓ None.

TRANSPLAN AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in Italics)
2. Continue Growth Mitigation and Monitoring Program: Implement a growth management strategy that reduces the traffic impacts of future development proposals in eastern Contra Costa County. Applying appropriate mitigation to development projects can result in development that minimizes impacts on regional routes and provides amenities that facilitate and encourage the use of non-automobile transportation.	KIRKER PASS ROAD	Signalize Suburban Arterial Routes: Peak hour v/c ration at signalized intersections should not be worse than 0.85 (mid LOS D) based on the Authority’s method of LOS analysis.	2010	All TRANSPLAN jurisdictions.	✓ Ongoing, the County continued its participation in general plan review through the TRANSPLAN Technical Advisory Committee.
	VASCO ROAD CORRIDOR (including Mountain House Road)		2010	All TRANSPLAN jurisdictions.	✓ Same as above.
	MARSH CREEK ROAD (east of Deer Valley Road)	Non-Signalized Rural Roads: Peak hour LOS shall not exceed the mid point of LOS D for non-signalized rural roadways.	2010	All TRANSPLAN jurisdictions.	✓ Same as above.
	CAMINO DIABLO ROAD DEER VALLEY ROAD (rural portion)				
3. Monitor and Update the East County Sub-Regional Transportation Mitigation Fee: Periodically review the sub-regional transportation mitigation fee that pays a portion of regional improvements, such as – SR 4 widening from Bailey Road to SR 4 Bypass; SR 4 Bypass; and other projects – which East Contra Costa County Regional Fee and Finance Authority (ECCRFFA) or other appropriate agency determines are necessary to implement the East County Action Plan and Growth Management Program.	SR 4 FREEWAY; SR 4 BYPASS; BUCHANAN ROAD BYPASS	SR 4: The Delay index should not exceed 2.5 during the AM or PM Peak Period for this facility. The HOV lane utilization should exceed 600 vehicles per lane in the peak direction at peak hour. Non-Signalized Rural Roads: Peak hour LOS shall not exceed the mid point of LOS D for non-signalized rural roadways. Signalized Suburban Arterial Roads: Peak hour v/c ratio at signalized intersections should not be worse than 0.85 (mid LOS D) based on the Authority’s method of LOS analysis.	2010	Antioch, Brentwood, Oakley, County.	✓ None.
4. Explore Rail Transit Options: Request the Contra Costa Transportation Authority lead an exploration of rail options together with other agencies such as BART,	SR 4 FREEWAY; SR 4 NON-FREEWAY; PARALLEL ARTERIALS	SR 4: The Delay index should not exceed 2.5 during the AM or PM Peak Period for this facility. The HOV lane utilization should exceed	2010	All TRANSPLAN jurisdictions, CCTA, TRANSPLAN	✓ None.

TRANSPLAN AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in Italics)
the Capitol Corridor Joint Powers Authority, the San Joaquin Route (Caltrans), Altamont Commuter Express (ACE), and AMTRAK.		600 vehicles per lane in the peak direction at peak hour. Non-Signalized Rural Roads: Peak hour LOS shall not exceed the mid point of LOS D for non-signalized rural roadways. Signalized Suburban Arterial Roads: Peak hour v/c ratio at signalized intersections should not be worse than 0.85 (mid LOS D) based on the Authority’s method of LOS analysis.			<div>✓</div> Ongoing, the Board of Supervisors, through its representatives, continues to participate on the eBART Partnership Policy Advisory Committee which is guiding implementation of the eBART project.
5. Provide Intermodal Transit Centers: Develop East County BART, eBART, and other stations as Intermodal transit centers for East County. Planning efforts should also consider Amtrak, ferry and other modes. This will involve these two aspects: improve coordination and interface between all transit operators; and station area specific plans.	SR 4 FREEWAY	The Delay index should not exceed 2.5 during the AM or PM Peak Period for this facility. The HOV lane utilization should exceed 600 vehicles per lane in the peak direction at peak hour.	2010	County, Pittsburg, BART and Tri Delta Transit.	<div>✓</div> None.
6. Transportation Funding: Advocate for increased transportation funding at the Federal, state and regional level as appropriate.	SR 4 FREEWAY; VASCO ROAD CORRIDOR; BYRON HIGHWAY	SR 4: The Delay index should not exceed 2.5 during the AM or PM Peak Period for this facility. The HOV lane utilization should exceed 600 vehicles per lane in the peak direction at peak hour. Non-Signalized Rural Roads: Peak hour LOS shall not exceed the mid point of LOS D for non-signalized rural roadways.	2010	All TRANSPLAN jurisdictions	<div>✓</div> See Action #1, pp. 1 and 2. <div>✓</div> In 2009 the County amended the Joint Exercise of Powers Agreement/Contribution Agreement with the East Contra Costa Regional Fee and Financing Authority (ECCRFFA) for the use of Proposition 1B funds for Phase 1 of the State Route 4 Bypass.
7. Encourage Walking and Bicycling Transportation: Provide improvements that encourage transportation via walking and bicycling, such as: provision of sidewalks and bicycled	AREAWIDE ACTIONS	Not applicable (no TSO for area wide actions).	Not applicable.	All TRANSPLAN jurisdictions	<div>✓</div> In 2008 the County applied for a TDA grant for the Knightsen Pedestrian Path <div>✓</div> In 2008 the County applied for a TDA grant for the Bicycle and Pedestrian Safety Education Project. <div>✓</div> In 2008 the County submitted an application to the Metropolitan Transportation Commission for \$245,845 in funding from the 2008 Regional Transportation Improvement Program for the Iron Horse Trail Pedestrian Overcrossing Project

TRANSPLAN AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in Italics)
lanes or other facilities in conjunction with street improvement projects or new streets; and identification and elimination of physical barriers to bicycle and pedestrian travel.					<div>at Treat Boulevard</div> <div>✓ In 2008 the County executed a contract with the California Department of Transportation, effective February 26, 2008, to accept grant funding in the amount of \$511,000 for a term not to exceed three years, to construct a Class-2 bicycle lane on Viera Avenue, Antioch area.</div> <div>✓ In 2009 the County executed a Temporary Construction Permit issued by East Bay Municipal Utility District required for the construction of the Delta DeAnza Trail Gap Closure Project in the Bay Point area.</div> <div>✓ In 2009 the County executed a contract in the amount of \$100,973.00 for the Delta De Anza Trail Gap Closure project in the Bay Point area.</div> <div>✓ In 2009 the County executed a Cooperative Agreement containing modified indemnification language, effective September 15, 2009, between Contra Costa County and East Bay Regional Park District for the county to provide funding up to \$25,000 for the engineering study of the Great California Delta Trail project in the Bay Point and Clyde areas.</div> <div>✓ <i>In 2010, the County adopted a resolution accepting as complete the contracted work for the Delta De Anza Trail Gap Closure project.</i></div> <div>✓ <i>In 2011, the County approved a memorandum of understanding with the City of Pittsburg for the Bailey Road Improvement Project.</i></div> <div>✓ <i>In 2011, the County adopted resolution 2011/410 accepting as complete contracted work performed for phase 1 of the Willow Pass Road Safety Improvement project.</i></div>
8. Pursue A Jobs-Housing Balance in East County: East County jurisdictions should work on growth policies and programs to promote more employment development, to provide an opportunity for shorter East County commutes and use available transportation capacity in what is now the “reverse commute” direction.	SR 4 FREEWAY	<div>The Delay index should not exceed 2.5 during the AM or PM Peak Period for this facility.</div> <div>The HOV lane utilization should exceed 600 vehicles per lane in the peak direction at peak hour.</div>	2010	All TRANSPLAN jurisdictions.	<div>✓ The County continued its participation in the Inter-Regional Partnership with San Joaquin, Alameda, Santa Clara and Stanislaus Counties to improve the jobs-housing balance and reduce commute lengths.</div> <div>✓ The County initiated efforts to move forward with the SR 239 Interregional Corridor Study, in part because development of SR 239 will encourage major employers to locate in East County.</div> <div>✓ See Action #1, p.1 for Byron Highway.</div>

**2010 AND 2011 AND MEASURE J COMPLIANCE CHECKLIST
SWAT: TRI-VALLEY AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in <i>Italics</i>)
1. None specified in the Action Plan	Danville Boulevard	LOS D at signalized intersections.	2010	Contra Costa County, Danville	✓ County development review procedures will ensure compliance with TSO (now called Multi-Modal Transportation Service Objectives, or MTSOs).
2. Consistent with the provisions of the Dougherty Valley Settlement Agreement, control growth to meet intersection level of service standards.	Camino Tassajara Road, East of Crow Canyon Road	LOS D at signalized intersections.	2010	Danville, San Ramon & Contra Costa County	✓ County development review procedures will ensure compliance with TSO. ✓
3. An initial level of development of 8, 500 units may be constructed in the Dougherty Valley based on the Settlement Agreement. Up to 11,000 units may be considered pending the completion of additional traffic studies as set forth in the settlement agreement.	Camino Tassajara Road, East of Crow Canyon Road	LOS D at signalized intersections.	2010	Danville, San Ramon & Contra Costa County	✓ County development review procedures will ensure compliance with TSO. ✓
4. Secure funding for operational improvements.	Crow Canyon Road	LOS D at signalized intersections.	2010	Contra Costa County, San Ramon, Danville	✓ None.
5. Secure funding for widening to 6 lanes.	Crow Canyon Road	LOS D at signalized intersections.	2010	Contra Costa County, San Ramon, Danville	✓ None.
6. Improve Camino Tassajara intersection (See Camino Tassajara).	Crow Canyon Road	LOS D at signalized intersections.	2010	Contra Costa County, San Ramon, Danville	✓ None.
7. Improve geometrics of intersection of Crow Canyon/I-680 southbound off-ramp.	Crow Canyon Road	LOS D at signalized intersections.	2010	Contra Costa County, San Ramon, Danville	✓ None.
8. Improve intersection at Sunset.	Bollinger Canyon Road, East of I-680	LOS D at signalized intersections.	2010	Contra Costa County & San Ramon	✓ <i>Ongoing: the County continued to collect fees on new development to help finance this project.</i>
9. Consistent with the provisions of the Dougherty Valley Settlement Agreement, San Ramon, Contra Costa County, Danville control growth to meet intersection level of service standards.	Bollinger Canyon Road, East of Alcosta	LOS D at signalized intersections.	2010	Contra Costa County & San Ramon	✓ Development Agreement adopted to ensure Dougherty Valley developers participate in funding. ✓ See Actions #2 and 3. ✓ <i>The County continues to convene the Dougherty Valley Oversight Committee with all affected jurisdictions, agencies and developers to monitor impacts of growth, including traffic impacts.</i>
10. Improve intersection at Alcosta.	Bollinger Canyon Road, East of Alcosta	LOS D at signalized intersections.	2010	Contra Costa County & San Ramon	✓ County development review procedures will ensure compliance with TSOs. ✓ This project is complete, financed with the help of County fees on new development as noted above.
11. Complete extension project in conjunction with the development of	Bollinger Canyon Road, East of Alcosta	LOS D at signalized intersections.	2010	Contra Costa County & San Ramon	✓ None.

SWAT: TRI-VALLEY AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in <i>Italics</i>)
Dougherty Valley.					
12. Secure developer funding for planned widenings.	Dougherty Road, North of Old Ranch Road	LOS D at signalized intersections.	2010	Contra Costa County, San Ramon, Danville	<ul style="list-style-type: none"> ✓ Development Agreement adopted to require developers to fund their share of the widening. ✓ See Action #2, 3and 12. ✓ Planning study is complete. The County is discussing cost shares with Dougherty Valley developers to finance construction.
13. Put in place growth controls to insure achievement of TSOs.	Dougherty Road, North of Bollinger Rd.	LOS D at signalized intersections.	2010	Contra Costa County, San Ramon, Danville	<ul style="list-style-type: none"> ✓ All three jurisdictions have adopted a Joint Exercise Powers Agreement (JEPA) in 1996 establishing a subregional traffic impact fee to fund this and other transportation improvements. ✓ <i>Ongoing: County development review procedures will ensure compliance with TSOs, which are now known as Multi-modal Transportation Service Objectives or MTSOs.</i>
14. Pursue funding for auxiliary lanes.	I-680, between Central Contra Costa County and SR 84	Maintain minimum average speed of 30 MPH and a delay index of 2.0 between Contra Costa County and SR 84 No more than 5 hours of congestion south of SR 84	2010	Contra Costa Co., San Ramon, Danville	<ul style="list-style-type: none"> ✓ The County in 2008-2009 continued participating in the Nexus Study update and development of a new strategic expenditure plan. That process was still in progress by TVTC as this compliance report was completed.
15. Support active promotion of regional ridesharing services and commute incentives.	I-680, south of SR 84	Not applicable	2010	All TVTC Jurisdictions	<ul style="list-style-type: none"> ✓ Implemented TDM ordinances. ✓ In 2008 and 2009 the County worked with County Connection to determine how to continue bus service in Dougherty Valley in light of greatly diminished impact fee revenues due to the housing slowdown. Alternative funding sources were being sought as this compliance report was completed. ✓ <i>In 2011, the County executed a Public Mass Transportation Service Agreement with County Connection to provide service hours on Route 135 in the Dougherty Valley.</i>
16. Advocate Express Bus Service.	I-680, south of SR 84	Not applicable	2010	All TVTC Jurisdictions	<ul style="list-style-type: none"> ✓ None.
17. Improve the operational efficiency of freeways and arterial streets through effective corridor management strategies. These strategies could include traffic operations systems and ramp metering, provided studies show that metering would effectively reduce overall delay within the corridor and not adversely affect operations of adjacent intersections. Provide HOV bypass lanes whenever space permits.	Area Wide	Not applicable	Not applicable	Contra Costa, San Ramon, Danville	<ul style="list-style-type: none"> ✓ The County participated in an update of the Central, East, Southwest Arterial and Freeway Ramp Metering Study. ✓ The County participated in updating the Tri Valley Transportation Action Plan for Routes of Regional Significance.
18. (2000) Work to find sources of stable funding to support ongoing transit operations and to support new or	Area Wide	Not applicable	Not applicable	Contra Costa, San Ramon, Danville	<ul style="list-style-type: none"> ✓ In 2008 and 2009 the County worked with County Connection to determine how to continue bus service in Dougherty Valley in light of greatly diminished impact fee revenues due to the housing slowdown. Alternative funding sources were being sought as this

SWAT: TRI-VALLEY AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in Italics)
enhanced express bus service.					<div>compliance report was completed.</div> <div>✓ <i>In 2010 the County adopted a resolution (No. 2010/342) to establish a T-1 Transit Service Assessment District.</i></div>

ATTACHMENT A
2010 AND 2011 MEASURE J COMPLIANCE CHECKLIST
WCCTAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in Italics)
1. Prepare a letter to the Caltrans district director in support of a Caltrans planning study for the SR 4 / I-80 freeway connector.	INTERSTATE 80 STATE ROUTE 4	Increase I-80 HOV lane usage by 10% between year 2007 and 2012. (I-80) Maintain a Delay Index of 3.0 or less on I-80 during weekday morning and evening peak hour. (I-80) Maintain LOS E or better on all segments of the route.(SR 4) By 2010 design the SR 4 Bikeway between the Bay Trail and Cummings Skyway. (SR 4)	2010	County, Hercules, WCCTAC	✓ None.
2. Work with Solano County Vallejo Transit, Caltrans and MTC to obtain funding in Solano County for HOV lanes on I-80 from I-680 to I-505, park and ride lots, and increased express bus service to the Bay Area.	INTERSTATE 80	Maintain LOS E or better on all segments of I-80 during non-peak hours only.	Ongoing	WCCTAC, jurisdictions	✓ Ongoing, County staff continues to monitor CCTA/STA Congestion Management Agency Joint Meetings
3. Utilize the I-80 ICM project to enhance the current Transportation Management System along the I-80 Corridor by using State of the Practice solutions to build an integrated, balanced, responsive and equitable system that will monitor and maintain optimum traffic flow along the network to regulate speed, reduce delays, and reduce incidents to improve the safety and mobility for all users.	INTERSTATE 80			WCCTAC, Jurisdictions, Caltrans, CCTA, ACCMA	✓ In 2008, the County adopted the I-80 Corridor Mobility Project Resolution of Support.
4. Pursue implementation of a	STATE ROUTE 4		2010	County	✓ County staff has pursued this concept in discussions in several forums: in TAC discussions

WCCTAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in <i>Italics</i>)
bikeway on the westbound portion of the SR 4 expressway.					at WCCTAC, on the Advisory Committee for the Countywide Bicycle/Pedestrian Plan under development by CCTA, and in comments offered by the County to the City of Hercules on its development plans along the corridor.
5. Work with the County CMA, CCTA and MTC to seek funding to develop a bike lane on San Pablo Avenue between the Carquinez Bridge and south of Macdonald Avenue in Richmond, develop bikeway links to the Bay Trail such as the Ohio Avenue Greenway, Wildcat Creek Trail, Pinole Valley Road and SR 4; improve bicycle access to the BART stations, and improve bike security/parking facilities at transit stations and local activity centers.	SAN PABLO AVENUE	Maintain LOS E or better at all signalized intersections along San Pablo Avenue.	2010	WCCTAC, jurisdictions, BART, AC Transit, WestCAT	✓ In 2009, the County initiated work on the North Richmond Specific Plan which will include improvements to the Wildcat Creek Trail.
6. Create truck access routes to the Richmond Parkway that minimize truck traffic through residential areas. Final improvements would be determined through the County's North Richmond Community Enhancement and Circulation Project.	RICHMOND PARKWAY	Maintain LOS D or better at al signalized intersections on Richmond Parkway.	2010 (all)	City of Richmond, Contra Costa County	✓ In 2009, the County initiated work on the North Richmond Specific Plan which will add the North Richmond Truck Route to the County General Plan.
7. Utilize completed roadway alignment study of San Pablo Dam road between Appian Way and Tri Lane to adopt road design standards, a capital improvement program for infrastructure improvements, and zoning.	SAN PABLO DAM ROAD	Maintain San Pablo Dam Road transit ridership of 3,000 passengers per weekday by year 2012. Maintain LOS E or better at all signalized intersections along San Pablo Dam Road.	2010 (all)	City of Richmond, County	✓ <i>In 2010 the County adopted the Downtown El Sobrante General Plan Amendment. The County is pursing funding through CCTA TLC to develop the San Pablo Dam Road Streetscape Plan (b/w El Portal Drive and Appian Way), as well as utilizing Proposition 1b funding.</i>
8. Seek grant funding from CCTA and MTC to study	SAN PABLO DAM ROAD	Maintain San Pablo Dam Road transit ridership of 3,000 passengers per weekday by year 2012.	2010	WCCTAC, County, City of Richmond, City of San	✓ LOS "E" achieved at 23 of 24 intersections (24 of 24 LOS "E" or better in the AM, 23 of 24 LOS "E" or better in the PM).

WCCTAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in <i>Italics</i>)
access from side streets and intersection configurations in the residential and commercial portions on San Pablo Dam Road.		Maintain LOS E or better at all signalized intersections along San Pablo Dam Road.		Pablo, County	
9. Work with transit agencies and jurisdictions to resolve transit access and amenity needs as identified by the transit agencies.	SAN PABLO DAM ROAD		2010	County, City of Richmond, City of San Pablo, transit operators	✓ None.
10. Work with CCTA and MTC to explore service reorganization on San Pablo Dam Road and Camino Pablo Corridor, develop recommendations to increase the frequency and connectivity of bus service for riders between Richmond, San Pablo, El Sobrante, Pinole and Orinda with annual reports from transit operators, and seek additional funds for public transit.	SAN PABLO DAM ROAD		2010	WCCTAC, jurisdictions, transit operators.	✓ None.
11. Coordinate any vehicle, pedestrian, and bicycle improvements with the findings of recently complete Downtown El Sobrante couplet study. Based on the findings of this study, potentially add and coordinate signals in commercial core as well as improve pedestrian and bicycle access through installation of pedestrian	SAN PABLO DAM ROAD		2010	County, City of Richmond, City of San Pablo, Caltrans	✓ See Action #7.

WCCTAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in Italics)
crosswalks, traffic calming measures, school safety measures, and streetscape improvements.					
12. Work with CCTA and MTC to seek funding for upgrading the Cummings Skyway / I-80 interchange, and widening Appian Way to four lanes from Valley View Road to Michael Drive.	MAJOR ARTERIALS	Maintain LOS D or better on all segments of regionally significant arterials.	2010	WCCTAC, Caltrans, jurisdictions.	✓ <i>In 2010, the CCTA, WCCTAC, Pinole, Richmond and the County agreed to execute a study to determine the feasibility of widening Appian Way to 4-lanes. The study is anticipated to be completed early 2013.</i>
13. Encourage a planning study regarding the implementation of a Cummings Skyway bikeway.	MAJOR ARTERIALS	By 2010 provide a bikeway network along the regionally significant arterials.	2010	WCCTAC, County	✓ None.
14. Monitor levels of service biennially.	REGIONAL	Maintain LOS D or better at all signalized intersections along Willow, Cutting, Carlson, 23 rd , El Portal, and Richmond Parkway	Ongoing	Jurisdictions, Caltrans.	✓ The County monitors level of service each year for some of its roads, on a rotating basis around the County.
15. Support efforts by Caltrans and the California Highway Patrol to promote the removal of disabled vehicles from the roadway.	REGIONAL	Review each jurisdiction's General Plan amendments and air quality requirements to ensure that they address growth management issues.	Ongoing	WCCTAC, jurisdictions, transit operators.	✓ None.
16. Study the truck movements in West County to reduce impacts on local roads and to ensure efficient goods movement.	REGIONAL	Maintain pavement quality to at least 1999 levels.	2010	WCCTAC, jurisdictions, Caltrans.	✓ None.

WCCTAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in <i>Italics</i>)
17. Adopt General Plan components within each community that encourage jobs/housing balance, promote transit and livable communities public awareness programs, support preservation of open space and infill, encourage higher density residential commercial mixed use development, encourage transit friendly development and incorporate transit goals and policies supporting transit use in the circulation element.	REGIONAL	By 2010 achieve a drive alone rate of no more than 75 percent.	2010	Jurisdictions, WCCTAC	✓ See Actions #7.
18. Work with BAAQMD to alert residents of air quality problem days with the “Spare the Air” campaign.	REGIONAL	By 2010 achieve a drive alone rate of no more than 75 percent.	2010	WCCTAC, jurisdictions.	✓ The County continues to participate in Spare the Air for its major work sites.
19. Develop pavement management systems/schedules to manage and monitor pavement needs.	REGIONAL	By 2010 achieve a drive alone rate of no more than 75 percent.	2010	Jurisdictions	✓ The County has developed such a system.

WCCTAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in <i>Italics</i>)
20. Work with CCTA and MTC to actively pursue funding to restore AC Transit service to pre-1996 levels, improve cross-county service and coordination, expand bus service to/from Pinole Hercules/Crockett/Rodeo, procure and operate vehicles for expanded service and neighborhood feeders, improve service to new developments and emerging markets (aging pop.) and under-served markets (welfare to work, e.g.), reduce environmental impacts of transit operations, install bus signal priority systems, improve security at bus stops and on buses, provide and maintain bus stops, procure and install bicycle racks on all WestCAT buses, market and promote transit services.	REGIONAL	Increase transit ridership in West County by ten percent between 2005 and 2010.	2010	WCCTAC, WestCAT, AC Transit, jurisdictions.	✓ The County has had discussions with AC Transit on expanding services in the unincorporated areas of West County. It is hoped that the County's Redevelopment Plan for the Rodeo Downtown/Waterfront area will help foster more bus service to and from Rodeo.
21. Seek MTC study to research the feasibility and impacts of using high-speed ferries and developing other ferry corridors such as Berkeley/Albany, Rodeo, and Martinez/Benicia.	REGIONAL	By 2010, achieve daily ridership of 500 ferry passengers on the Richmond-San Francisco ferry line.	2010	WCCTAC, jurisdictions	✓ None.
22. Monitor regional bicycle demand including AC Transit bicycle rack and ferry usage.	REGIONAL	By 2010 increase the pedestrian and bicycle mode splits to three percent for commute trips.	2010	WCCTAC, jurisdictions, Caltrans, AC Transit, BART, WestCAT	✓ None.
23. Work with CCTA and MTC to seek funding for improved bicycle infrastructure and amenities (as proposed in the future West County Bikeway Plan), complete the San	REGIONAL	By 2010 increase the pedestrian and bicycle mode splits to three percent for commute trips.	2010	WCCTAC, jurisdictions, Caltrans	✓ <i>In 2010, the County submitted applications for Transportation Development Act Grant funds to MTC for the Montalvin Manor Pedestrian and Transit Access Improvements project.</i> ✓ <i>In 2011, the County adopted resolution 2011/41 to submit a Transportation Development Act Grant Application for funds to construct the North Richmond Railroad Pedestrian Crossing project.</i>

WCCTAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2011 (Actions since last Checklist are in Italics)
Francisco Bay Trail between Alameda County and the Carquinez Bridge, install pedestrian improvements, and provide landscaping enhancements such as tree planting and landscaped medians.					✓ <i>In 2011, the County approved the pedestrian and transit improvements along San Pablo Avenue and Kay Road in the Montalvin Manor Redevelopment Project Area.</i> ✓ <i>In 2011, the County awarded a contract for the construction of the Market Avenue Sidewalk Improvements project.</i>
24. Accelerate ADA compliance for pedestrians (e.g., improvements for the visually impaired).	REGIONAL		2010	WCCTAC, jurisdictions	✓ None.
25. Work with schools/districts to prepare a needs assessment of the sidewalk and bicycle facilities along school routes to promote safe access to schools.	REGIONAL	By 2010 improve bicycle and pedestrian routes to schools.	2010	WCCTAC, jurisdictions	✓ In 2008, the County Health Services Department worked with the cities and West Contra Costa Unified School District to implement the West Contra Costa Safe Routes to School Program.
26. Work with schools/districts and Caltrans to actively pursue Safe Routes to Schools funding.	REGIONAL	By 2010 improve bicycle and pedestrian routes to schools.	2010	WCCTAC, jurisdictions	✓ See the above action.

Attachment B

General Plan Amendments 2010 and 2011					
	General Plan Amendments	Meet Growth Management Element Standards	Meet TSOs	RTPC Reviewed (GPAs)	Results of RTPC Review (GPAs)
1	Name: Downtown El Sobrante General Plan Amendment Location: El Sobrante Applicant: Contra Costa County County File: GP02-0003 Description: Revise the Land Use Element and the Transportation-Circulation Element, including adding new Mixed Use land use designations and additional policies for El Sobrante area and removal of a planned six lane bypass couplet. Adopted: June 7, 2011 Resolution # 2011/233 Calendar Year: 2011 Net New Peak Hour Trips: 1,839	Yes	Yes	Yes	Adopted policy consistent with GMP cooperative planning requirements to further study portion of Appian Way corridor
2	Name: Blackhawk HOA General Plan Amendment Location: Blackhawk Applicant: Blackhawk Home Owners Association County File: GP08-0003 Description: Re-designation of 1 acre site within a 6-acres of Open Space (OS) designated area within Blackhawk (volleyball court) to Office (OF) for a new office for the homeowners association Adopted: March 1, 2011 Resolution # 2011/79 Calendar Year: 2011 Net New Peak Hour Trips: none	Yes	Yes	Yes	
3	Name: Safety Element Update Location: countywide Applicant: County County File: GP08-0006 Description: Minor text amendment to the Safety Element adding reference to newly adopted local hazard mitigation plan Adopted: June 28, 2011 Resolution # 2011/277 Calendar Year: 2011 Net New Peak Hour Trips: not applicable (n/a)	Yes	Yes	n/a	
4	Name: Location: Applicant: County File: Description: Adopted: Resolution # Calendar Year: Net New Peak Hour Trips:				

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

1800 Third Street, Suite 430
P. O. Box 952053
Sacramento, CA 94252-2053
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March 2, 2010

Mr. David Twa
County Administrator
County of Contra Costa
651 Pine Street, 11th Floor
Martinez, CA 94553

Dear Mr. Twa:

RE: Review of the County of Contra Costa's Revised Adopted Housing Element

Thank you for submitting the County of Contra Costa's housing element adopted on December 8, 2009, and received for review on December 14, 2009. The Department is required to review adopted housing elements and report the findings to the locality pursuant to Government Code Section 65585(h).

As you know, the Department's October 30, 2009 review found Contra Costa County's adopted housing element, along with draft revisions, addressed the statutory requirements of housing element law. As the December 14, 2009 adopted element is substantially the same, the Department is pleased to find the element in full compliance with State housing element law (Article 10.6 of the Government Code).

The Department commends Contra Costa County for its programs to provide for a variety of housing types, such as single-room occupancy units and supportive housing (Programs 20, 23a and 27), and its commitment to provide financial and regulatory incentives for the development of housing, including mixed-use and infill development (Programs 19a, 21, 23 and 25). The County's housing and land-use strategies promote the development of housing for lower-income families and workers, while strengthening the local economy and creating livable communities.

To address the County's regional housing need, the element only identifies a capacity of 1,154 units at appropriate densities to accommodate the remaining regional housing need of 1,130 units affordable to lower-income households. The inventory leaves little capacity to account for changes in or for developments which vary in capacity from what is planned. Please be aware, maintaining adequate sites at appropriate densities to accommodate Contra Costa County's regional housing need, including for lower-income households, throughout the planning period is required pursuant to Government Code Section 65863. In addition, State law specifies no local government action shall reduce, require or permit the reduction of, the residential density or allow development at a "lower residential density" for any parcel identified in the sites inventory unless the

local government makes written findings, the reduction is consistent with the adopted General Plan, and the remaining sites identified in the element are adequate to accommodate the jurisdiction's share of the regional housing need. As defined by statute, "A lower residential density" refers to allowing fewer units on the site than were projected within the sites inventory of the housing element.

In addition, the Department is pleased to report that Contra Costa County now meets specific requirements for several State funding programs designed to reward local governments for compliance with State housing element law. For example, the Housing Related Parks Program, authorized by Proposition 1C; Local Housing Trust Fund and the Building Equity and Growth in Neighborhoods (BEGIN) Programs include housing element compliance either as a threshold or competitive factor in rating and ranking applications. More specific information about these and other programs are available on the Department's website at http://www.hcd.ca.gov/hpd/hrc/plan/he/loan_grant_hcompl011708.pdf.

The Department wishes Contra Costa County success in implementing its housing element and looks to following its progress through the General Plan annual progress reports pursuant to Government Code Section 65400. If the Department can provide assistance in implementing the housing element, please contact Paul McDougall, of our staff, at (916) 322-7995.

Sincerely,


Cathy E. Creswell
Deputy Director

cc: Catherine O. Kutsuris, Conservation and Development Director

Attachment D

2001 Housing Element Program Implementation Status 2001 Through 2011

Name of Program	Program Goal	Objective	Deadline in H. E.	Status
1. Neighborhood Preservation Program	Improve the quality of existing housing & neighborhoods.	Disseminate information. Rehabilitate 125 units.	Ongoing	287 homes rehabilitated
2. HACCC Rental Rehabilitation Assistance	Improve the quality of the rental housing stock.	Disseminate information. Rehabilitate 120 units.	Ongoing	28 rental unit rehabilitated
3. Public Housing Improvement	Maintain and improve the quality of the public housing stock.	Maintain and improve 608 public housing units.	Ongoing	Public housing units are routinely maintained.
4. Weatherization Program	Assist homeowners and renters with minor home repairs.	Assist 250 households.	Ongoing	Approximately 2,500 households were assisted.
5. Code Enforcement	Maintain & improve the quality of existing housing & neighborhoods.	Continue to implement program.	Ongoing	750 – 1,000 residential cases processed each year County adopted a rental inspection ordinance. Approximately 200 units are inspected annually.
6. Redevelopment Replacement Housing	Provide replacement housing to lower- & moderate-income households.	Continue to facilitate the development of replacement housing as required.	Assess replacement obligations every 2-3 years	The RDA has met all current replacement housing obligations. The Orbisonia Heights project in Bay Point will meet its replacement obligation.
7. Condominium Conversion Ordinance	Preserve the rental stock & protect apartment tenants.	Continue to enforce ordinance.	Ongoing	44 unit apartment building in El Sobrante converted to condos in 2005
8. Preservation of Assisted Housing	Preserve the existing stock of affordable housing.	Monitor at-risk units. Participate in preservation of units. Conduct tenant education.	Work to extend term of affordability for Byron Park units by 2008.	Byron Park, El Cerrito Del Norte and Riverstone (formerly Meadows) Apartments were refinanced and affordability continued.
9. New Construction of Affordable Housing	Increase the supply of affordable housing.	Assist in the financing and development of 200 affordable units.	Ongoing	Assisted in financing of 400 affordable units in the unincorporated County, and an additional 849 units in the cities.
10. Development Agreements	Integrate affordable housing within market-rate developments.	Continue to implement program.	Ongoing	Willow development integrated into Alamo Creek development in Danville Dougherty Valley affordable and market-rate units under development Inclusionary Ordinance adopted in 2006

2001 Housing Element Program Implementation Status 2001 Through 2011

Name of Program	Program Goal	Objective	Deadline in H. E.	Status
11. Acquisition/ Rehabilitation	Improve existing housing and increase supply of affordable housing.	Assist in the acquisition and rehabilitation of 50 affordable units.	Ongoing	No rehabilitation projects other than the Housing Authority rental rehabilitation program undertaken in the unincorporated County during the reporting period.
12. Second Units	Facilitate the development of second units.	Facilitate the development of 100 units.	Ongoing	2 nd unit ordinance revised to be consistent with AB 1866
13. Special Needs Housing	Increase the supply of special needs housing.	Provide financial and other incentives for the development of housing for special needs populations. Through the County Agriculture Advisory Task Force, develop recommendations to address farmworker housing issues.	Ongoing	ABC Apartments, El Sobrante – 9 apartments for developmentally disabled adults Villa Amador, City of Brentwood – County provided HOME funds to support 92 unit family apartment building also funded with J. Serna Farmworker grant and loan funds CDBG funds used to purchase the 75 bed Concord homeless shelter for single adults.
14. Accessible Housing	Increase the supply of accessible housing.	Require inclusion of accessible units in all new County-funded construction projects.	Ongoing	ABC Apartments, El Sobrante – 9 apartments for developmentally disabled adults All new construction funded with HOME/CDBG require 5% of units accessible to those with mobility impairments and an additional 2% accessible to those with vision and/or hearing impairments
15. Homeless Continuum of Care	Meet the housing & supportive services needs of the homeless	Pursue development of two transitional housing facilities with 48 apartments.	Develop two new transitional housing facilities by 2003.	Garden Park, City of Pleasant Hill includes 28 units of transitional housing for families – supported with McKinney Act funds. McKinney Act also used for Lakeside Apts, Concord; Giant Rd., San Pablo; and Villa Vasconcellos, Walnut Creek
16. First-Time Homebuyer Opportunities	Provide additional homeownership opportunities.	Assist 80 low and moderate income first-time homebuyers.	Ongoing	Bella Flora, North Richmond – 35 single-family homes for lower income families sold Willow, Danville – 127 townhomes for moderate income families sold Mortgage Credit Certificates – approximately 300 issued throughout the County.
17. Section 8 Rental Assistance	Assist very low-income households with rental payments.	Continue to provide Section 8 assistance. Apply for additional vouchers.	Prepare PHAP – Action Plan annually.	HA prepares annual action plan, supports 6,504 vouchers, maintains waiting list of 3,595 families

**2001 Housing Element
Program Implementation Status 2001 Through 2011**

Name of Program	Program Goal	Objective	Deadline in H. E.	Status
18. Home Sharing Program	Provide for home sharing opportunities.	Support appropriate agencies offering shared housing opportunities.	Ongoing	No requests for support; generally not a preferred housing option
19. Sites Inventory	Provide for adequate housing sites.	In 2002, review and evaluate densities for vacant and underutilized sites, provide adequate sites for the development of housing for very low, low, and moderate income households. Initiate program in 2003 to increase underlying densities on at least 10 acres of residential land to Multi-Family High Density Residential (M-29) to provide affordable housing opportunities. Maintain sites inventory.	Ongoing	Department updating the sites inventory using County's GIS information. 7.5 acres in Bay Point increased to up to 65 units per acre 31 acres in Bay Point increased to 29 units per acre Nove GPA (2/13/07) rezoned 30 acres from industry to MF allowing up to 370 residential units
20. Mixed-Use Developments	Encourage mixed-use developments.	Offer flexible development standards for affordable and special needs housing.	Ongoing	Evaluating new mixed-use land designation in El Sobrante to enable commercial/residential mix Seeking community consensus
21. Density Bonus & Other Development Incentives	Support affordable housing development.	Offer density bonuses and other incentives for affordable housing.	Ongoing	Bella Flora, North Richmond Proposed – Signature/Nove, North Richmond
22. Infill Development	Facilitate infill development.	Identify small vacant multi-family lots with potential for lot consolidation.	Ongoing	Through update of sites inventory, DCD intends to have website list of vacant land w/residential zoning and available public services. Unsuccessfully sought legislative change to CEQA to provide the unincorporated County the same infill CEQA exemption provided to cities
23. Planned Unit District	Provide flexibility in design for residential projects.	Pursue P-1 zoning of Rodeo and Bay Point Redevelopment Project Areas. Promote P-1 zoning in unincorporated areas. Consider elimination of 5-acre minimum parcel size.	Rezone Rodeo and Bay Point Redev. Areas by 2002.	Rodeo and Bay Point P-1 plans are adopted. Montalvin Manor P-1 is pending. Parcels smaller than 5 acres may be re-zoned to P-1 under certain conditions
24. Planning Fees	Reduce the cost of development.	Offer fee deferrals, reduction, or waivers to developers of affordable housing.	Ongoing	Will implement State law to provide fee deferrals to affordable housing development

**2001 Housing Element
Program Implementation Status 2001 Through 2011**

Name of Program	Program Goal	Objective	Deadline in H. E.	Status
25. Streamlining of Permit Processing	Expedite review of residential projects.	Require only Zoning Administrator's review of projects with <100 units. Expedite permit processing.	Ongoing	If no GPA or re-zone required, project only needs ZA approval
26. Review of Zoning & Subdivision Ordinance	Ensure County regulations do not unnecessarily constrain housing development.	Periodically review Planning and Zoning Code.	Ongoing	Amended Second Unit and Density Bonus ordinances. Adopted Inclusionary Housing Ordinance. Reviewing Condominium Conversion Ordinance
27. Anti-Discrimination Program	Promote fair housing.	Support local non-profits offering fair housing counseling and legal services. Carry out AI recommendations.	Complete AI by 2001 and ongoing provision of services.	AI completed and re-adopted with 2005/09 Consolidated Plan. On-going support of local non-profits offering fair housing counseling and legal services.
28. Residential Displacement Program	Protect households being displaced or relocated.	Continue to implement program.	Ongoing	Displaced households in Orbisonia Heights, Bay Point being relocated in conformance with State law.

4. GROWTH MANAGEMENT PROGRAM

4.1 INTRODUCTION

The purpose of this Element is to establish policies and standards for traffic levels of service and performance standards for fire, police, parks, sanitary facilities, water and flood control to ensure generally that public facilities consistent with adopted standards are provided. By including this Element in the adoption of the General Plan, the County intends to establish a long range program which will match the demand for public facilities to serve new development with plans, capital improvement programs and development impact mitigation programs. The intent is to ensure that growth takes place in a manner that will ensure protection of the health, safety and welfare of both existing and future residents of Contra Costa County.

The responsible management of growth in the County is key to preserving the quality of life for current and future County residents.

This Growth Management Element is the culmination of a process which was created by the Mayors' Conference and the County Board of Supervisors. The Contra Costa Transportation Partnership Commission was established as a Transportation Authority under State law (PUC Section 180000) to provide a forum for transportation issues in the County and to propose ways to manage traffic congestion. By approving Measure C - 1988, the voters established the Transportation Authority, added one-half cent to the County sales tax for the next 20 years to be used for transportation funding, and gave the Transportation Authority the charge to implement a Growth Management Program. That program requires the County and each city to develop a Growth Management Element as part of its General Plan in order to be eligible to receive local street maintenance and improvement funds generated by Measure C-1988.

This Growth Management Element complies with the model element developed by the Transportation Authority and includes the sections required by Measure C - 1988 to be part of this Growth Management Element. These sections (1) adopt traffic levels of service standards (LOS) keyed to types of land use, and (2) adopt performance standards maintained through capital projects for fire, police, parks, sanitary facilities, water and flood control. The Transportation Authority recognizes that facilities standards, as are discussed in this Element, establish performance standards to be applied in the County's development review process.

In addition to adopting this Growth Management Element as part of the General Plan under Measure C - 1988, the voters of the County, in Measure C - 1990, reaffirmed that growth management should be an integral part of this General Plan.

This Element is also adopted pursuant to the authority granted to local jurisdictions by Section 65303 of the Government Code of the State of California, which states:

4. Growth Management Program

"The General Plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relates to the physical development of the county or city."

4.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

As indicated in Section 3, Land Use Element, the Growth Management Element works closely in conjunction with the Land Use Element to ensure that development proceeds in a manner which will not negatively affect facility and traffic service standards for existing land uses. In this regard, it should be noted that developments which cannot satisfy the assurances required by these standards should not be approved. By utilizing this Growth Management Element to responsibly manage new development proposals, the County will ensure that new development projects will bear their appropriate share of the adverse burdens and impacts they impose on public facilities and services. As a result, the Growth Management Element must be carefully considered together with Land Use and other elements of this General Plan when assessing General Plan consistency. The timing of the potential physical development contemplated in the Land Use Element will in part be determined by the ability of developers to satisfy the policies and standards described in this Growth Management Element. The Urban Limit Line (ULL) and the 65/35 Land Preservation Standard also work together with the Growth Management Element to ensure that growth occurs in a responsible manner and strikes appropriate balances between many competing values and interests.

In addition, this Growth Management Element contains implementing programs which encourage new development to promote the goals and objectives of the Conservation Element; the Public Facilities and Services Element; and the Housing Element. Moreover, by establishing an interjurisdictional land supply and development monitoring program, the Growth Management Element coordinates the implementation of the County General Plan with those of the 19 cities in the County.

To carry out the goals and objectives of the Land Use and Circulation Elements of the Plan, new development must demonstrate that the level of service standards of the Growth Management Element will be met. Only in this way will the negative effects of such growth be avoided. While it is anticipated that new growth will be able to mitigate its potential impacts through development fees and other exactions, it is possible that the timing of project approvals may be affected by the inability of individual developments to carry its appropriate cost of full service increments needed to allow further growth in a given area of the County. Thus, the improvements needed to implement the Circulation and Public Facilities and Services Elements of the Plan will in part be directly tied to, and dependent upon, the implementation of the Growth Management Element. Similarly, implementation of the Land Use Element will only proceed when it can be demonstrated that the growth management standards can be met by new development.

Policies relating to this "Pay as you Grow" philosophy underpinning the Growth Management Element can be found in the Transportation and Circulation Element, Overall Transportation/Circulation Goals 5-E and 5-F, and in the Overall Transportation/Circulation Policies 5-1 through 5-4. Related Land Use Element Goals 3-F and 3-H and Land Use Policies 3-5 through 3-10 are also part of the policy framework which underlies the Growth Management Element, and are integrally related to it. In a similar fashion, each of the required growth management performance standards included in this Element is also included in the Public Facilities and Services Element under the applicable goals and policies listed for sewers, water, police, fire, parks and flood control.

4.3 TRAFFIC SERVICE STANDARDS AND FACILITIES STANDARDS

The basic unit of measurement of performance of an intersection or roadway segment is called a Level of Service (LOS). LOS is a measure of the ratio of the volume to capacity of a roadway or intersection and is expressed as a letter A through F. In general LOS A describes free flowing conditions, and F describes very congested conditions, with long delays. Routes of Regional Significance are those roadways which carry significant volumes of through traffic, which neither begins nor ends within the affected jurisdiction. They generally include Interstate Freeways and State Highways, as well as local roads which, due to their location between job and housing centers, carry significant volumes of intra-county trips. All other roadways are referred to in the Growth Management Element as Basic Routes. Basic routes, and their signalized intersections, are those to which LOS standards are applied in determining whether proposed projects may be approved. The methodology used in determining if projects exceed allowable LOS standards is the method established by the Contra Costa Transportation Authority in its Technical Procedures.

At present, most Basic Routes in the unincorporated area operate at or better than the LOS Standards specified in the Growth Management Element. Many Routes of Regional Significance are below these standards, however, reflecting the fact that the trips are not dependent upon land uses in unincorporated Contra Costa County, but are cumulative with traffic generated by land uses located outside of the unincorporated areas. Public Protection Facility standards contained in this plan are based upon the 1990 facilities to unincorporated population ratio. In the area of parks, for example, the current unincorporated population to park acreage yields a ratio of less than 1 acre per 1,000 persons. While certain developed areas of the County experience flooding in the event of the 100-year flood, the County Ordinance Code collect-and-convey requirements are applied to all new developments. Water and sewer services are generally adequate for existing development.

For the purposes of establishing a Public Protection Facility standard, several factors must be considered. Firstly, the unincorporated community of Kensington has established a Community Services District which provides the full range of police services in the area, and the Sheriff does not service this area. Secondly, the California Highway Patrol is responsible for enforcement of the Vehicle Code on highways and County roads throughout the unincorporated area. Thirdly, certain economies of scale enable the Sheriff to provide patrol and investigation services in physical facilities substantially smaller than a comparable series of cities would require, due to centralized administrative services, crime lab facilities and other similar functions which numerous cities would duplicate in each location. According to the Department, very little time is spent by deputies in the stations; nearly all is spent in the vehicles on patrol; no clericals are housed in the stations. In addition, the Sheriff also provides coroner services, incarceration and criminalistics services. For these reasons, direct comparisons between County facilities standards and standards that may be adopted by cities in the County are not advised, since such comparisons would be highly misleading.

The computation of a Sheriff facility standard in this General Plan includes only patrol and investigation services, adjusted for a marginal increase in centralized administrative services. As of January, 1991, the County provides approximately 155 square feet of floor area per thousand population in six locations throughout the County. In 1997, it became evident that the Sheriff's Office needed to include support facilities necessary to conduct patrol and investigation, which are now included in the calculation of new square footage.

4. Growth Management Program

It should be noted that implementation of the goals of this Plan's various elements depends not only upon the County's administration of the Growth Management Program described below, but upon the interplay of several levels of government. Federal and State funding for improvements to Basic Routes will be required to attain and maintain traffic levels of service at designated levels. Finally, the County, the 19 cities, the Contra Costa Transportation Authority, the Bay Area Rapid Transit District, and the California Department of Transportation will all have to work cooperatively in order to mitigate the negative impacts of growth upon the regional transportation system to achieve the levels of population, housing and jobs anticipated by this Plan.

4.4 GOALS, POLICIES AND IMPLEMENTATION MEASURES

GOALS

- 4-A. To provide for the levels of growth and development depicted in the Land Use Element, while preserving and extending the quality of life through the provision of public facilities and ensuring traffic levels of services necessary to protect the public health, safety and welfare.
- 4-B. To establish a cooperative interjurisdictional growth monitoring and decision making process in which each jurisdiction can share in the beneficial aspects of new growth, and avoid its potential negative effects.

POLICIES

- 4-1. New development shall not be approved in unincorporated areas unless the applicant can provide the infrastructure which meets the traffic level of service and performance standards outlined in Policy 4-3, or a funding mechanism has been established which will provide the infrastructure to meet the standards or as is stated in other portions of this Growth Management Element.
- 4-2. If it cannot be demonstrated prior to project approval that levels of service will be met per Policy 4-1, development will be temporarily deferred until the standards can be met or assured. Projects which do not, or will not, meet the standards shall be scheduled for hearing before the appropriate hearing body with a staff recommendation for denial, on the grounds that the project is inconsistent with the goals, policies, and objectives of the Growth Management Element of the County General Plan.
- 4-3. Table 4-1 shows the performance standards which shall apply to development projects. In the event that a signalized intersection on a Basic Route exceeds the applicable level of service standard, the County may approve projects if the County can establish appropriate mitigation measures, or determine that the intersection or portion of roadway is subject to a finding of special circumstances, or is a Route of Regional Significance, consistent with those findings and/or action plans adopted by the Contra Costa Transportation Authority pursuant to Measure C - 1988. Mitigation measures specified in the action plans shall be applied to all projects which would create significant impacts on such regional routes, as defined by the Authority in consultation with local agencies and as permitted by law. For the purpose of reporting to the Contra Costa Transportation Authority in compliance with the Growth Management Program, a list of intersections that will be reported on Basic Routes will be prepared and maintained by the Conservation and Development Department.
- 4-4. The County shall institute an ongoing growth management program process, as generally depicted in Figure 4-1.

4. Growth Management Program

- 4-5. For the purpose of applying the Traffic Level of Service standards consistent with Measure C - 1988 only, unincorporated areas subject to the growth management standards of this Element shall be characterized as Central Business District, Urban, Suburban, Semi-rural and Rural as depicted in Figure 4-2.
- 4-6. Conformity with the growth management standards will be analyzed for all development projects such as, subdivision maps, or land use permits. A general plan amendment is a long range planning tool and is not to be considered a development project or a project approval under the growth management program.

Traffic

LOS Standards will be considered to be met if:

- o measurement of actual conditions at the intersection indicates that operations are equivalent to or better than those specified in the standard; or
- o the County has included projects in its adopted capital improvements program which, when constructed, will result in operations equal to or better than the standard.

**TABLE 4-1
GROWTH MANAGEMENT
PERFORMANCE STANDARDS**

Traffic Levels of Service Keyed to Land Use Type

Rural Areas:	Peak Hour Level of Service of low C (Volume/Capacity Ratio= .70-.74)
Semi-Rural Areas:	Peak Hour Level of Service of high C (Volume/Capacity Ratio= .74-.79)
Suburban Areas:	Peak Hour Level of Service of low D (Volume/Capacity Ratio= .80-.84)
Urban Areas:	Peak Hour Level of Service of high D (Volume/Capacity Ratio= .85-.89)
Central Business:	Peak Hour Level of Service of low E Districts (CBD):(Volume/Capacity Ratio= .90-.94)

Note: These terms are used solely with reference to the Growth Management Element performance standards.

Water

The County, pursuant to its police power and as the proper governmental entity responsible for directly regulating land use density or intensity, property development and the subdivision of property within the unincorporated areas of the County, shall require new development to demonstrate that adequate water quantity and quality can be provided. At the project approval stage, (subdivision map, land use permit, etc.), the County may consult with the appropriate water agency. The County, based on information furnished or available to it from consultations with the appropriate water agency, the applicant or other sources, should determine whether (1) capacity exists within the water system if a development project is built within a set period of time, or (2) capacity will be provided by a funded program or other mechanism. Project approvals conditioned on (1) or (2) above, will lapse according to their terms if not satisfied by verification that capacity exists to serve the specific project ("will serve letters"), actual hook-ups or comparable evidence of adequate water quantity and quality availability.

Figure 4.1 Flow Chart of Growth Management Process

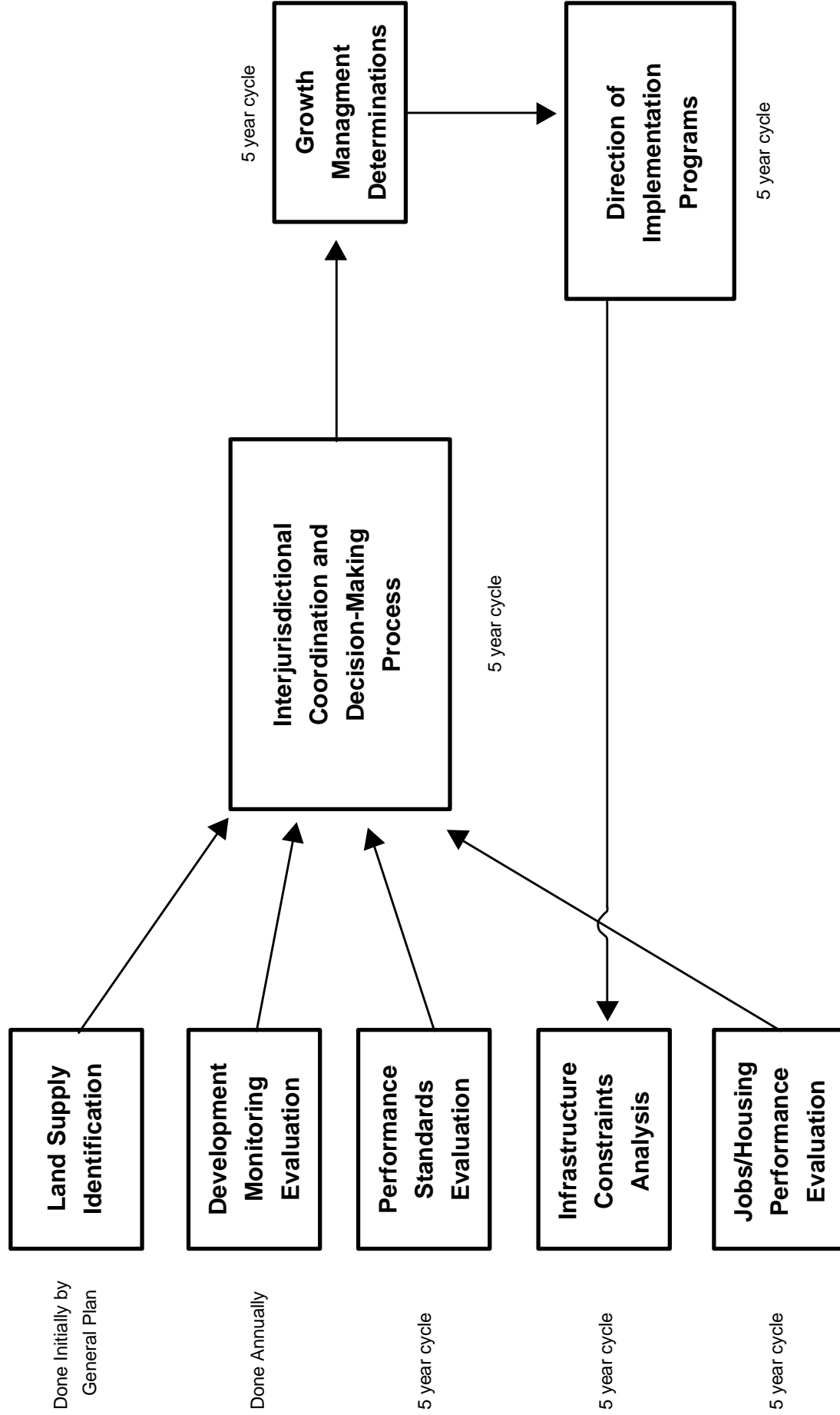
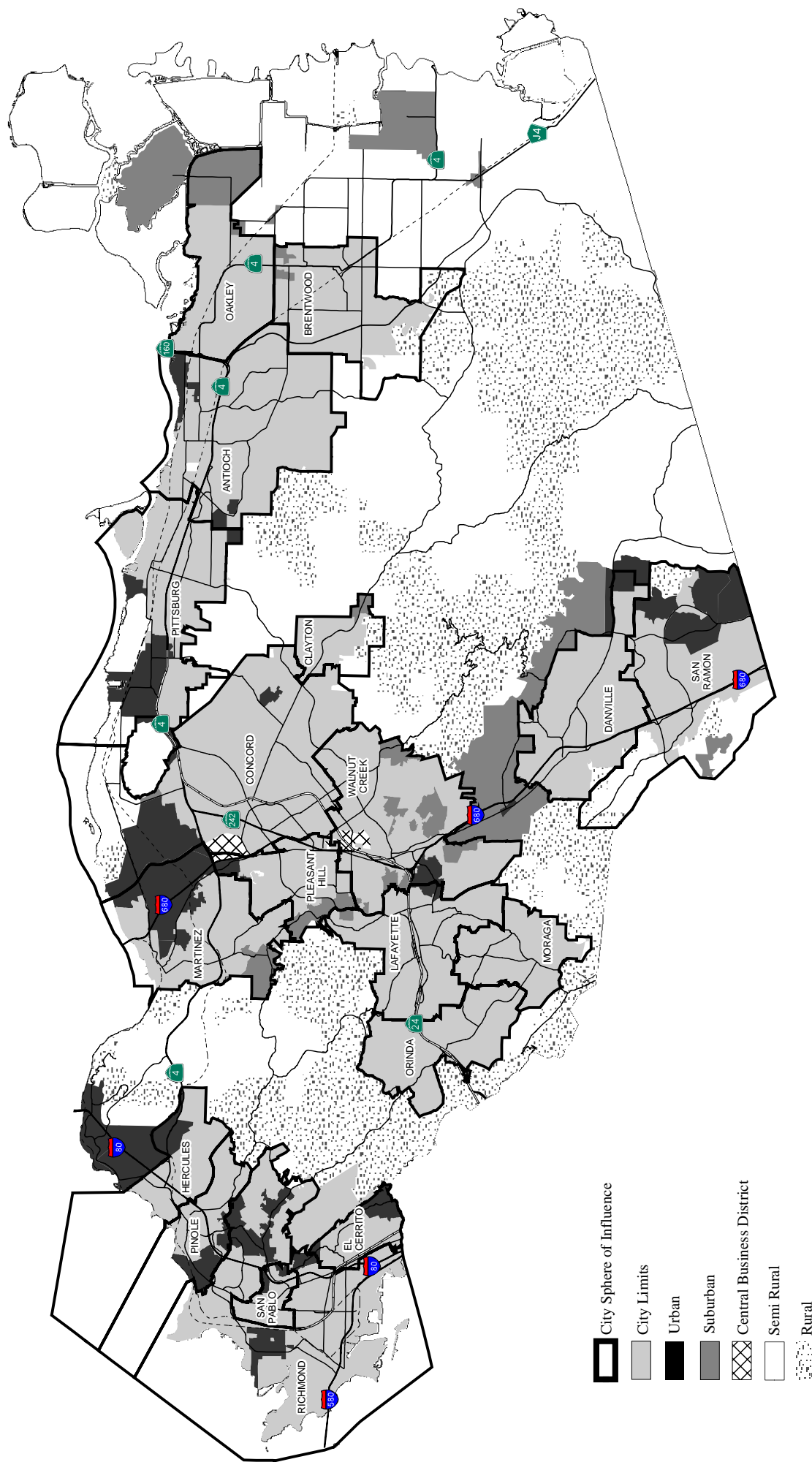


Figure 4-2 Level of Service Designations for Unincorporated Areas



4. Growth Management Program

Sanitary Sewer

The County, pursuant to its police power and as the proper governmental entity responsible for directly regulating land use density or intensity, property development and the subdivision of property within the unincorporated areas of the County, shall require new development to demonstrate that adequate sanitary sewer quantity and quality can be provided. At the project approval stage, (subdivision map, land use permit, etc.), the County may consult with the appropriate sewer agency. The County, based on information furnished or available to it from consultations with the appropriate sewer agency, the applicant or other sources, should determine whether (1) capacity exists within the sewer system if the development project is built within a set period of time, or (2) capacity will be provided by a funded program or other mechanism. Project approvals conditioned on (1) or (2) above, will lapse according to their terms if not satisfied by verification that capacity exists to serve the specific project ("will serve letters"), actual hook-ups or comparable evidence of adequate sewage collection and wastewater treatment capacity availability.

Fire Protection

Fire stations shall be located within one and one-half miles of developments in urban, suburban and central business district areas. Automatic fire sprinkler systems may be used to satisfy this standard.

Public Protection

A Sheriff facility standard of 155 square feet of station area and support facilities per 1,000 population shall be maintained within the unincorporated area of the County.

Parks and Recreation

Neighborhood parks: 3 acres required per 1,000 population.

Flood Control and Drainage

Require major new development to finance the full costs of drainage improvements necessary to accommodate peak flows due to the project. Limit development within the 100 year flood plain until a flood management plan has been adopted and implementation is assured. For mainland areas along rivers and bays, it must be demonstrated that adequate protection exists through levee protection or change of elevation prior to development. Development shall not be allowed in flood prone areas designated by the Federal Emergency Management Agency until a risk assessment and other technical studies have been performed.

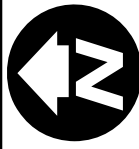
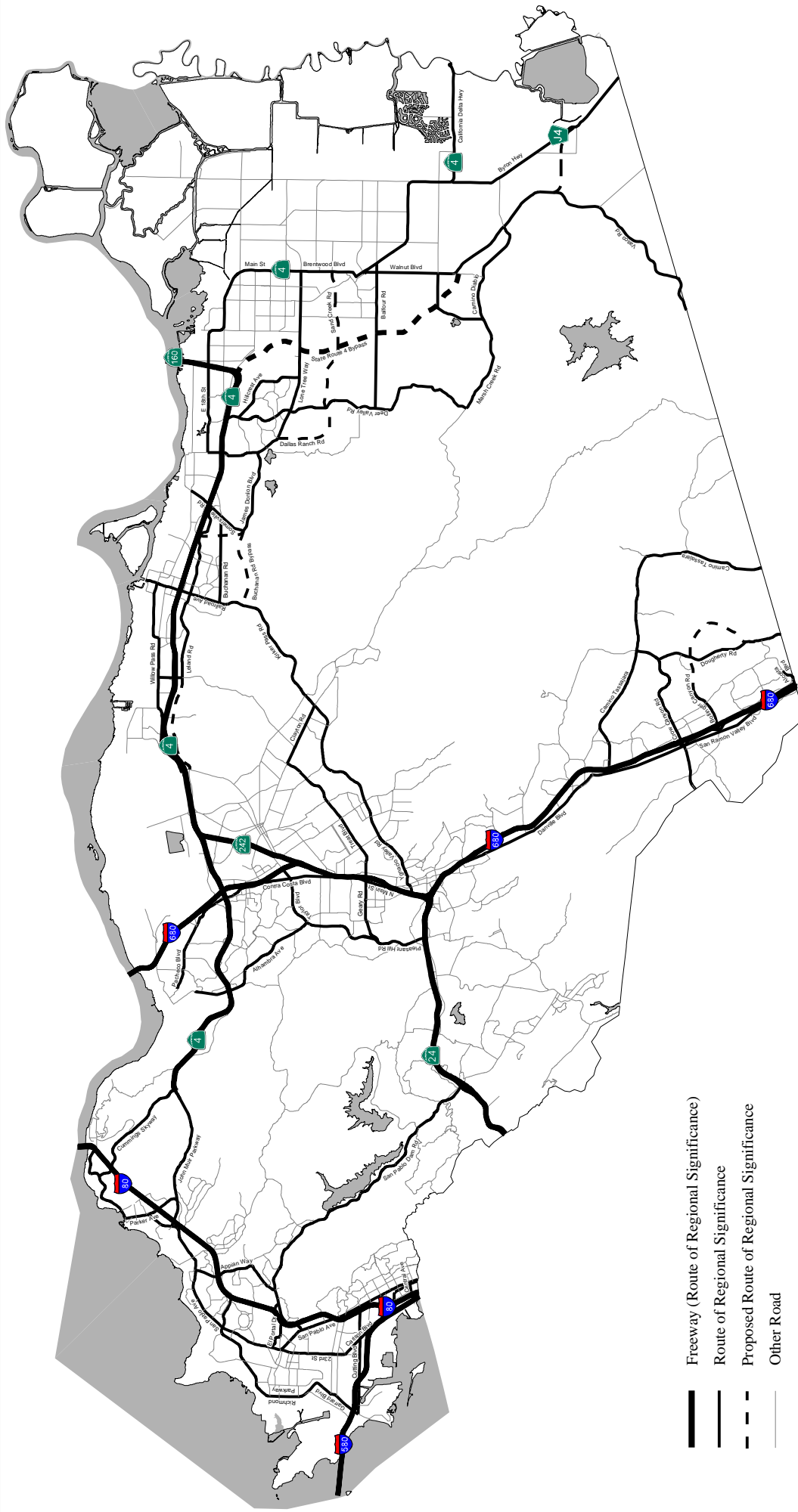
IMPLEMENTATION MEASURES

- 4-a Incorporate the performance standards outlined in Policy 4-3 into the review of development projects.
- 4-b Work cooperatively with the 19 cities and the Contra Costa Transportation Authority through each of the Regional Transportation Planning Committees to define action plans for mitigating the impacts of development on Routes of Regional Significance.
- 4-c Require traffic impact analysis for any project which is estimated to generate 100 or more AM or PM peak-hour trips based upon the trip generation rates as presented in the Institute of Traffic Engineers (ITE) Trip Generation, 6th edition, 1997, or the most current published edition.

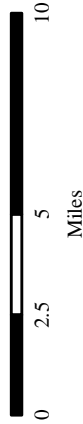
4. Growth Management Program

- 4-d Require that during the review of development proposals, the traffic impact analysis shall determine whether a project could cause a signalized intersection or freeway ramp to exceed the applicable standard and shall identify mitigations/fees such that the intersection or ramp will operate in conformance with applicable standards. Development proposals shall be required to comply with conditions of approval detailing identified mitigation measures and/or fees. In no event shall Local Road Improvement and Maintenance Funds replace development mitigation fee requirements, pursuant to Measure C-88.
- 4-e Establish through application to the Contra Costa Transportation Authority, and in conjunction with the regional committees, a list of Routes of Regional Significance and Intersections proposed for Findings of Special Circumstances. Proposed projects affecting these routes and/or intersections will require alternate mitigation as specified in Action Plans to be adopted by the Transportation Authority, but in this respect only, shall not be subject to LOS Performance Standards. Map 4-3 shows the Routes of Regional Significance as adopted by the Transportation Authority in 2004. The County will assist in developing or updating Action Plans for these routes (and for other roads if the Transportation Authority revises the Routes of Regional Significance in the future.)
- 4-f In the event that any Basic Route does not meet adopted standards the County shall consider amendments to either its General Plan Land Use Element, Zoning, Capital Improvement program or other relevant plans or policies in order to attain the standards. If this is not feasible for the reasons specified in the Transportation Authority's "Implementation Guide: Traffic Level of Service Standards and Programs for Routes of Regional Significance" application for findings of special circumstances shall be made to the Transportation Authority. Such application shall include alternative proposed standards and mitigation measures.
- 4-g Capital projects sponsored by the County and necessary to maintain and improve traffic operations will be specified in a five year Capital Improvement Program (CIP). Funding sources for such projects, as well as intended project phasing, if any, shall be generally identified in the CIP.
- 4-h The County will participate in the Contra Costa Transportation Authority Conflict Resolution Process as needed to resolve disputes related to the development and implementation of Action Plans and other programs described in the Transportation Authority's Model Growth Management Element.
- 4-i The County will implement specified local actions in a timely manner, consistent with adopted action plans.
- 4-j As part of its program to attain Traffic Service levels, the County shall continue to implement its Transportation Demand Management Ordinance.
- 4-k No development project (subdivision map, land use permit, etc.) shall be approved unless findings of consistency have been made with respect to Policy 4-3.
- 4-l The County will adopt a development mitigation program to ensure that new development pays its fair share of the cost of providing police, fire, parks, water, sewer and flood control facilities.

Figure 4-3 Routes of Regional Significance



1:300,000



CONTRA COSTA COUNTY

Map Created on August 23, 2004
 Contra Costa County Community Development
 651 Pine Street, 4th Floor - N. W. Martinez, CA 94553-0095
 37°59'48.455N 122°06'35.384W



4. Growth Management Program

- 4-m The County will only approve projects after finding that one or more of the following conditions are met:
 - (a) Assuming participation in adopted mitigation programs, performance standards will be maintained following project occupancy;
 - (b) Because of the characteristics of the development project, specific mitigation measures are needed to ensure the maintenance of standards, and these will be required as conditions of project approval; or,
 - (c) Capital improvements planned by the service provider will assure maintenance of standards.
- 4-n Capital Projects sponsored by the County and necessary to maintain levels of performance shall be identified in the five year Capital Improvement Plan (CIP). Funding sources for the complete cost of the improvements, and phasing, if any, shall also be identified.
- 4-o All new development shall contribute to, or participate in, the improvement of the parks, fire, police, sewer, water and flood control systems in reasonable proportion to the demand impacts and burdens generated by project occupants and users.
- 4-p The County shall develop and carry out a growth management/monitoring program as generally indicated in Figure 4-1, as follows:
 - (a) a land supply and development monitoring process;
 - (b) periodic review of performance standards and monitoring of infrastructure constraints;
 - (c) interagency coordination and decision-making to provide information for the first two tasks and successfully implement the overall growth management program;
 - (d) a jobs/housing performance evaluation to determine their relative balance within each sub-region of the County; and
 - (e) growth management determinations, a process which identifies growth areas capable and incapable of meeting performance standards, and directs resources to overcoming any constraints.

These components are described in detail below.

Adoption of Performance Standards

The first step in the growth management program process is completed upon the adoption of performance standards for public facilities and services in this Growth Management Element. Figure 4-1 shows the flow chart of the growth management process.

Land Supply/Development Monitoring Analysis

The second step in the growth management process, an analysis of land supply and development monitoring, will commence at the beginning of each calendar year. Annual status reports on the implementation of the General Plan and its Growth Management Element will be submitted to the Board of Supervisors and City Councils in June. This status report will fulfill the requirements of Government Code 65400 (b) in the State planning and zoning laws, which requires that every city and county must prepare an annual report to the City Council or Board of Supervisors and the State which summarizes the status of the General Plan and the progress that has been made in its implementation. The subsequent steps in the process, commencing with the performance standards evaluation, will occur on a five-year cycle.

4. Growth Management Program

The land supply and development monitoring process is a two-part component designed as the basis for the periodic re-examination of lands available in the County for urban development. The availability of developable lands is then contrasted against the actual rate of growth which has been measured over the most recent period. In essence, this component is a land supply and demand tracking process. This process is designed to work in tandem with the other four components (performance standards/infrastructure constraints analysis, interjurisdictional coordination, jobs/housing balance analysis, and growth management determinations) in order to obtain an updated, working perspective of the current capacity of the County to accommodate growth.

The land supply and development monitoring process is prepared in an objective fashion by staff, using a set methodology defined and agreed to by the jurisdictions involved (the County, the 19 cities, the Local Agency Formation Commission (LAFCO) and the individual service providers). The re-examination of the land supply (initially set by the General Plan Review Program) will occur on an annual basis, in concert with the State Population Certification program which is already conducted by the County and each city planning department.

Using a standard format and methodology should provide a high degree of confidence in the process and the established annual schedule should alert the development interests, city agencies, and special districts as to when their contribution will be critical. At the beginning of each annual cycle, formal notification will be given to each of the cities informing them that the land supply and development monitoring process is being initiated and requesting their active participation and cooperation.

The Land Use Information System (LUIS), developed in 1987, and the more recent Geographic Information System, provides the foundation for tracking overall land supply, land absorption, and changing land uses in the County. The specific questions that must be answered during this process with the use of the updated LUIS data system are:

- how many acres of vacant land in the County, specified by land use type, are identified as available for development?
- what changes have occurred in these numbers since the previous evaluation?
- how many acres of underutilized or previously developed land are available for redevelopment?
- how many acres of land County-wide have been identified as unavailable for development based upon environmental, health and safety, public resource, or other conditions? The County Conservation and Development Department staff will prepare a report which examines the absorption rate (i.e. approved development projects) and the General Plan Amendment requests that have been received. The report on the status of development areas will rely upon residential and commercial/industrial building permit and other project approval information from the cities. This permit approval and General Plan Amendment application information will then be compared to the expected rate of residential and job growth projected for the jurisdiction over the planning period by the respective General Plans. The annual report will be forwarded to decision-making bodies for use in reviewing further General Plan Amendments which would alter the land supply component.

Performance Standards Evaluation and Infrastructure Constraints Analysis

While the second component of the growth management program (land supply and development monitoring) will be prepared on an annual basis, the final four components will generally be performed only once every five years. Although these final four

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components of the Growth Management Program will be comprehensively and formally evaluated every five years, circumstances may necessitate evaluating and modifying the standards during the annual review of the land supply and development component of this Growth Management Program. If circumstances so necessitate, the Board of Supervisors should consider all information before it, including the Land Supply/Development Monitoring Analysis, fiscal constraints, and other information obtained through consultation with the Contra Costa Transportation Authority, before modifying the standards. The data and analysis generated in the annual land supply and development monitoring reports will be aggregated for use in the tasks outlined in the following processes.

The intent of this third component of the growth management program, performance standards and infrastructure capacity evaluation, is to re-examine minimum allowable performance standards for development projects set in the General Plan, and to determine the remaining available capacities of certain infrastructure facilities.

The growth management program for the Contra Costa County General Plan mandates the establishment of infrastructure performance standards for several different services or facilities, including circulation (traffic), sanitary sewage, flood control and drainage, water supply, police and fire protection and emergency services, and parks and recreation. These standards and policies attempt to define a quality of life by setting benchmark indicators of the minimum levels of service required for specific urban services.

Every five years the performance standards would be reviewed by staff and the service providers by examining prior experience and ability to serve. In addition, service districts may be provided an opportunity to explain why certain standards are not being met and to explore measures to be taken to alleviate the situation. This information would then be used to evaluate whether the standards for the current review period were appropriate.

The second major task to be completed during this phase of the growth management program is an evaluation of the remaining infrastructure capacity in various areas of the County. Part of this evaluation will determine where and why certain existing urbanized areas are not being adequately served. The assumption is that adequate infrastructure capacities can be engineered and built to serve virtually any amount and location of urban growth within the ULL, but that opportunities exist to plan for cost-effective and efficient growth in areas particularly within the ULL, where underutilized infrastructure capacities already exist or where the extension of services is relatively unconstrained compared to other areas.

The basic data requirements of this portion of the process include:

- a determination of the remaining capacity for each facility or service provider based upon the defined performance standards, and identification of the geographic areas that could be served by the capacity;
- an itemization of funded infrastructure improvement projects, their location and expected date of completion, and the service area or population they are designed to serve;
- identification of urbanized areas with inadequate service, as defined by the adopted performance standards;
- an itemization of the major capital improvements not now funded but needed to bring existing areas into compliance with the performance standards;
- itemization of major capital improvements necessary to serve anticipated future development at the adopted service level, and the cost of these improvements;
- identification of major physical, economic and/or environmental constraints to the provision of service or facilities in a given area; and

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- o identification of possible sources of funding for the improvements.

The object of the data gathering is to illustrate where future growth can and cannot occur without major investment in new or improved infrastructure systems, and to identify the level and source of financing required. Additionally, the exercise will allow the preparation of estimates of future required capacity based upon the performance standards. One outcome of this process will be to provide up-to-date information concerning where future growth is expected to occur, thus assisting in capital facilities planning efforts.

To ensure that high density "leapfrog" growth does not occur, as a matter of policy, this growth management program mandates that new urban and central business district levels of development shall not be approved unless the development is within the ULL and near existing or committed urban or central business district levels of development.

Jobs/Housing Performance Evaluation

The purpose of this step is to provide a basis for assessing the jobs/housing balance within each section of the County for the current five year review cycle, to assist the jurisdictions in the sub-regions in determining preferred locations for residential and employment growth, and to assist in focusing the direction of implementation programs.

The jobs/housing balance evaluation is based upon the County's Land Use Information System data base, augmented by the information provided in the development monitoring evaluation. The evaluation considers growth in housing units and employment and housing and employment availability, relative affordability and commute patterns, and to the extent that the data are available, price of the units and wage levels of the jobs added.

The jobs/housing performance evaluation will be used to identify areas where jobs or housing should be stimulated and encouraged. It would also be used to provide information about areas in which infrastructure deficiencies need to be corrected in order to facilitate a better jobs/housing balance.

Interjurisdictional Coordination and Decision-Making

The growth management program outlined here will not succeed without the cooperation and active participation of the County, the Local Agency Formation Commission, the 19 cities, and the service providers. These agencies and cities may view cooperation with the County's growth management program as a threat to their local authority over land use or other growth issues. The County's efforts to achieve cooperation must be aimed at persuading the cities and agencies that the growth management program will ultimately enhance their ability to meet their own General Plan goals. In addition, the County will participate in the cooperative planning process established by the Transportation Authority for the purpose of reducing the cumulative regional traffic impacts of development.

Interjurisdictional cooperation would not require all of the cities and agencies to adopt the same goals, policies and implementation measures as will be included in the County's General Plan and growth management program. However, it would be desirable for the County to request that the cities and agencies adopt resolutions that specifically recognize and accept the growth management program and its premise.

4. Growth Management Program

A key commitment by the jurisdictions involves the dedication of a relatively small, but adequate, level of staff time to assist the County in gathering the required data for the necessary planning studies. Additional commitments must be made on the part of policy makers and staff to review the annual land supply and development monitoring reports, consider them when making important planning decisions, and to actively participate in the growth management determination process every five years.

Growth Management Determinations

Building upon the preceding components of the growth management program, the final aspect of the process involves using the reports that have been generated to make the important decisions about where future growth in the County should be encouraged in order to minimize infrastructure costs and to enhance the overall level of "quality of life." The process for making these determinations is as important as the determinations themselves. The process can help to achieve consensus among cities and the County (in consultation with service providers) as to appropriate amounts and locations of new residential, commercial and industrial growth in the County. The growth management determination process should include the following steps, several of which are based upon information developed in the previous components of the program:

- indicate on a County General Plan map the current city boundary lines, Spheres of Influence, the Urban Limit Line and current service areas for all of the major utilities/facilities;
- add to the base map information regarding improvements or extensions to service systems that have been completed since the last review period or improvements itemized in capital improvement programs, as well as constructed and approved development projects and adopted General Plan Amendments;
- identify lands that have been determined to be undevelopable;
- identify on the map the geographic areas with infrastructure constraints and the locations of development projects that have been unable to meet performance standards;
- review the annual land supply and development monitoring reports in conjunction with the performance standards and infrastructure constraints analysis reports to determine whether an adequate supply of vacant land is designated for urban use in the County and city General Plans, on both a Countywide and subregional basis, to allow the anticipated amount of urban development during the remainder of the twenty year period. This urban development must be subject to the 65/35 Land Preservation Standard. (See Section 3, Land Use Element.)
- Determine whether adjustment to the urban limit line is needed in order to provide sufficient land to accommodate anticipated needs.

Growth management determinations shall be made in consultation with the Transportation Authority. In addition, it is anticipated that these growth management determinations will be made in a series of joint meetings conducted on a subregional basis with representatives of the cities. The Local Agency Formation Commission (LAFCO) and the service districts should also be consulted. Staff will present the base map and accompanying reports to the County and City Planning Commissions, LAFCO and service district boards, with a request that the agencies review the recommendations and make formal comments. After this review period is complete and appropriate changes, if needed, have been made, the map and reports will be recirculated to all of the jurisdictions in the County. The final action will be to request that the cities, LAFCO

4. Growth Management Program

and service providers adopt resolutions in support of the recommendations and to initiate any General Plan Amendment hearings which may result from the review process.

Definitions of Terms

The following definitions apply to the geographic terms used with respect to the Growth Management Element only. The level of service designations for unincorporated County areas are shown in Figure 4-2.

Rural. Rural areas are defined as generally those parts of the County that are designated in the General Plan for agricultural, open space or very low density residential uses, and which are characterized by medium to very large parcel sizes (10 acres to several thousand acres). These areas have very low population densities, usually no more than 1 person per acre or 500 people per square mile.

Suburban. Suburban areas are defined as generally those parts of the County that are designated in the General Plan for low and medium density single family homes; low density multiple family residences; low density neighborhood- and community-oriented commercial/industrial uses; and other accompanying uses. Individual structures in suburban areas are generally less than 3 stories in height and residential lots vary from about one fifth of an acre (8,000 or 9,000 square feet) up to 2 or 3 acres. Population densities in suburban areas fall within a wide range, from about 1,000 to 7,500 persons per square mile (1.5 to 12.0 people per acre).

Urban. Urban areas are defined as generally those parts of the County that are designated in the General Plan primarily for multiple family housing, with smaller areas designated for high density single family homes; low to moderate density commercial/industrial uses; and many other accompanying uses. Urban areas usually include clusters of residential buildings (apartments and condominiums) up to three or four stories in height and single family homes on relatively small lots. Many commercial strips along major arterial road are considered urban areas.

Examples of urban areas in Contra Costa County are the older neighborhoods in Richmond, El Cerrito, Pittsburg, and Antioch and the downtown commercial districts in smaller cities such as Martinez, Danville, and Lafayette. Population densities in urban areas are usually at least 7,500 persons per square mile (12.0 people per acre). Employment densities in commercial areas may range up to about 15 jobs per acre.

Central Business District/Major Commercial Center. Central business districts or major commercial centers are defined as those areas designated in the General Plan for high density commercial and residential uses. They consist of either the downtown area of a major city in Contra Costa County (Concord, Walnut Creek, and Richmond) or a large business/office complex (such as Bishop Ranch or the Pleasant Hill BART station area). These areas are characterized by large concentrations of jobs and consist of clusters of buildings four stories or more in height. CBD's or major commercial centers generally have employment densities.