

Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2017-18 and 2018-19

Reporting Period: Calendar Years 2016 & 2017

Measure J Growth Management Program Compliance Checklist

| 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> ? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Development 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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| 3. Address Housing Options | YES | NO |
|--|-------------------------------------|--------------------------|
| <p>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</p> <p>(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 its Housing Element; or</p> <p>(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</p> <p>(3) illustrating how its General Plan and zoning regulations facilitate improvement or development of sufficient housing to meet the Element's objectives.</p> <p><i>Note: A copy of the local jurisdiction's annual report to the state Department of Housing and Community Development (HCD) is sufficient.</i></p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>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 reasonably be provided?</p> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <p>c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments?</p> | <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 4.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. During the reporting period, 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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| | YES | NO | |
|---|-------------------------------------|--------------------------|--------------------------|
| 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"/> | |
| 6. Five-Year Capital Improvement Program | YES | NO | |
| 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"/> | |
| 7. Transportation Systems Management Program | YES | NO | |
| Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 8. 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"/> |

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- 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?

9. 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?

10. Posting of Signs

YES **NO** **N/A**

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

11. Maintenance of Effort (MoE)

YES **NO**

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.)

12. Submittal of LSM Reporting and Audit Forms

YES **NO**

Has the local jurisdiction submitted a Local Street Maintenance and Improvement Reporting Form and Audit Reporting Form for eligible expenditures of 18 percent funds covering FY 2015-16 and FY 2016-17?

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13. 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?

14. Review and Approval of Checklist

This checklist was prepared by:



Signature

April 16, 2019

Date

Robert Sarmiento, Planner II

Name & Title (print)

(925) 674-7822

Phone

Robert.Sarmiento@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)

Date

John Gioia, Chair of the Board

Name & Title (print)

Attest Signature (City/Town/County Clerk)

Date

Name (print)

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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.

Provide a summary list of projects approved during the reporting period and the conditions required for consistency with the Action Plan:

No projects during the reporting period required conditions to ensure consistency with the applicable Action Plan.

2. Development Mitigation Program

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

The County participates in each Regional Transportation Planning Committee's respective development impact fee program: Sub-Regional Transportation Mitigation Fee Program (WCCTAC), Regional Transportation Mitigation Fee Program (TRANSPAC), East Contra

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Costa Regional Fee & Financing Authority (TRANSPLAN), and Tri-Valley Transportation Development Mitigation Fee Program (SWAT/TVTC).

The County also administers a total of 15 Area of Benefit (AOB) programs within the unincorporated area. An AOB is a development traffic mitigation fee program, supported by County ordinances, that are adopted by the County Board of Supervisors and designed to collect fees within a defined boundary area to fund road improvement projects that mitigate traffic impacts generated by new development projects.

3. Address Housing Options

- a. *Please attach a report demonstrating reasonable progress in providing housing opportunities for all income levels. (Note: A copy of the local jurisdiction's annual report to the state Department of Housing and Community Development (HCD) is sufficient).*

See Attachment C. The State Department of Housing and Community Development reviewed the County's revised Housing Element in 2015 and found the element to be in full compliance with State housing element law.

- b. *Please attach the jurisdiction's adopted policies and standards that ensure consideration of and support for walking, bicycling, and transit access during the review of proposed development.*

See Attachment D. The County's Complete Streets Policy ensures consideration of and support for walking, bicycling, and transit access.

4. Traffic Impact Studies

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). Note whether the study was consistent with the Authority's Technical Procedures and whether notification and circulation was undertaken during the environmental review process.

- **Industrial Project at 2601 Goodrick Avenue, North Richmond (Fehr & Peers):** 164 AM peak hour trips and 187 PM peak hour trips. The traffic impact study associated with this project was prepared consistent with the Authority's Technical Procedures. In

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2016, an Environmental Impact Report for this project was circulated and the public and interested parties were notified.

- **Galaxy Desserts Bakery Project** (*Fehr & Peers*): 90 AM peak hour trips and 107 PM peak hour trips. The traffic impact study associated with this project was prepared consistent with the Authority's Technical Procedures. The application was withdrawn prior to the environmental review process.
- **Pannatoni Project** (*Fehr & Peers*): 163 AM peak hour trips and 179 PM peak hour trips. The traffic impact study associated with this project was prepared consistent with the Authority's Technical Procedures. In 2017, an Environmental Impact Report for this project was circulated and the public and interested parties were notified.

5. Participation in Cooperative, Multi-Jurisdictional Planning

No attachments necessary.

During the reporting period, the County Board of Supervisors regularly participated in Regional Transportation Planning Committee (RTPC) meetings. The County's representatives to the RTPCs regularly reported on the activities of the RTPCs to the County Board of Supervisors. The County has worked with the RTPCs to develop and implement the RTPC's Action Plans. The County has applied the Authority's travel demand model and Technical Procedures to the analysis of its General Plan Amendments and developments exceeding specified vehicle trip thresholds for their effect on the regional transportation system.

6. Five-Year Capital Improvement Program

Please attach the transportation component of the most recent CIP version, if the Authority does not already have it. Otherwise, list the resolution number and date of adoption of the most recent five-year CIP.

County's Capital Road Improvement & Preservation Program (CRIPP)

<http://www.contracosta.ca.gov/383/Capital-Road-Improvement-Preservation-Pr>

Date of Ordinance or Resolution Adoption: October 23, 2018

Resolution or Ordinance Number: #2018/526

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7. **Transportation Systems Management Program**

Please attach a copy of the jurisdiction's TSM ordinance, or list the date of ordinance or resolution adoption and its number.

Date of Ordinance or Resolution Adoption: January 21, 2003

Resolution or Ordinance Number: #2003/02

8. **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, which should include a resolution making a finding of consistency with Measure J and a copy of the related public hearing notice.

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

9. **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 E. The *Measure J Model Growth Management Element Correspondence Table* ("Correspondence Table") is included in the existing County Growth Management Element (GME) (Attachment E). The *Correspondence Table* was required for the County to satisfy 2010/2011 Growth Management Program requirements. The County has initiated a comprehensive General Plan update. An explicit task in the scope is an update to the County's GME, which, when complete, will result in consistency with the CCTA model language. A schedule for the County's comprehensive General Plan update can be found here- https://envisioncontracosta2040.org/wp-content/uploads/2019/01/ECCC2040_Project_Schedule_12-20-2018.pdf.

10. **Posting of Signs**

Provide a list of all projects exceeding \$250,000 within the jurisdiction, noting which ones are or were signed according to Authority specifications.

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The County had no projects that exceeded \$250,000 and were signed according to Authority specifications during the reporting period.

11. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2015-16 and FY 2016-17). See the Instructions to identify the MoE requirements.

MOE Requirement: \$420,064

MOE Expenditures: \$575,396 (2015/2016)

\$575,396 (2016/2017)

\$575,396 (2015-2017 Average)

12. Submittal of LSM Reporting Form and Audit Reporting Form

Please attach LSM Reporting and Audit Forms for FY 2015-16 and 2016-17.

See Attachment F.

13. Other Considerations

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

N/A

List of Attachments

Attachment A – Action Plan Reporting

Attachment B – General Plan Amendments

Attachment C – Housing Element Implementation

Attachment D – County's Complete Streets Policy

Attachment E – Growth Management Element

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Attachment F – Local Street Maintenance and Improvement Reporting Form and Audit Reporting
Form

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Attachment A

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

SWAT: LAMORINDA AREA

| Relevant Action Plan Policy | Route(s) of Regional Significance | Multi-Modal Transportation Service Objective | Schedule to Achieve | Affected Jurisdictions | Implementation Status as of December 31, 2017 (Actions since last Checklist are in Italics.) |
|---|--|---|----------------------------|-------------------------------|--|
| 1. Support and seek additional funding for expanding transit service, including service between Lamorinda BART stations and adjacent communities in Central County, service on Pleasant Hill Road, service to Bishop Ranch and the Tri-Valley area, and service through the Caldecott Tunnel. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 2. Support BART and CCCTA strategies that enhance transit ridership and reduce single-occupant vehicle trips and encourage casual carpools for on-way BART ridership. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 3. Support bus headway reductions on routes providing service to the Bay Point/Colma BART line and reinstatement of direct service to important employment centers such as Pleasanton and Bishop Ranch. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 4. Support expansion of BART seat capacity through the corridor and parking capacity east of Lamorinda. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 5. Support augmentation and expansion of, and seek funding for, subscription bus service (flex van) to BART stations and high volume ridership locations such as St. Mary's College, to provide additional transit opportunities. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 6. Support expansion of BART seat capacity through the corridor and parking capacity east of Lamorinda. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 7. Seek funds to build and operate park and ride lots and associated BART shuttles in Lamorinda to encourage carpooling and transit ridership while reducing commute loads. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 8. Develop a Lamorinda Transit Plan to identify future community transit needs and to address the changing needs of the senior population. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 9. Support transit service that links Lamorinda bus service more directly to communities to the north and east of Lafayette. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 10. Encourage expanded Travel Demand Management (TDM) programs to increase the use of alternative modes of transportation and increase overall vehicle occupancy. Promote TDM activities including ridersharing, casual carpooling and BART pool using resources such as the SWAT TDM program and RIDES for Bay Area Commuters. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 11. Support Transportation Demand Management (TDM) programs at colleges and high schools. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 12. Implement the Spare-the-Air Program. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 13. Seek funding to construct park-and-ride lots along primary arterial roads approaching SR 24 throughout Lamorinda. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 14. Support programs and projects that encourage students to take alternative modes of transportation to school to reduce demand on the roadway and increase vehicle occupancy rates. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ <i>In 2016, the Board of Supervisors approved and authorized the Health Service Director, or designee, to accept Transportation Development Act Grant funds from the Metropolitan Transportation Commission for the Bicycle and Pedestrian Safety Education Project, to pay County an amount not to exceed \$40,000 for the period July 1, 2016 through June 30, 2017.</i> |
| 15. Support a collaborative effort with the Acalanes Union High School District to promote and increase ridersharing and use of transit for travel to and from the high schools in Lamorinda. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |

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| Relevant Action Plan Policy | Route(s) of Regional Significance | Multi-Modal Transportation Service Objective | Schedule to Achieve | Affected Jurisdictions | Implementation Status as of December 31, 2017 (Actions since last Checklist are in Italics.) |
|--|--|---|----------------------------|-------------------------------|---|
| 16. Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules and telework. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 17. In cooperation with Lamorinda jurisdictions, develop TDM plans and provide consultations to improve mobility and decreased parking demand for new development and redevelopment. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 18. Encourage "green" commuting including ZEV and NEV vehicles, clean fuel infrastructure and car sharing. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 19. Evaluate and seek opportunities to improve and/or build walkways/bikeway facilities between the Lamorinda BART stations and adjacent land uses and communities as outlined on the map included in the Action Plan. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | <p>✓ In 2015, the Olympic Corridor Trail Connector Study was completed.</p> <p>✓ <i>In 2016, the Board of Supervisors approved the Olympic Corridor Trail Connector Study and authorized staff to seek funding for detailed project planning, design, implementation, with subsequent Board approval as appropriate.</i></p> |
| 20. Support the development of regional bicycle facilities. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | <p>✓ In 2015, the Olympic Corridor Trail Connector Study was completed.</p> <p>✓ <i>In 2016, the Board of Supervisors approved the Olympic Corridor Trail Connector Study and authorized staff to seek funding for detailed project planning, design, implementation, with subsequent Board approval as appropriate.</i></p> <p>✓ <i>In 2016, the Board of Supervisors adopted Resolution No. 2016/386, approving and authorizing the Public Works Director, or designee, to allocate the Transportation Development Act (TDA), Article 3 funds totaling \$805,000 for bicycle and pedestrian projects for Fiscal Year 2016/2017 and directed the Public Works Director, or designee, to forward the list to the Metropolitan Transportation Commission for final approval and allocation of funding, effective July 1, 2016.</i></p> <p>✓ <i>In 2017, the Board of Supervisors adopted Resolution No. 2017/197 approving and authorizing the recommendation of the Public Works Director, or designee, for allocating the Transportation Development Act (TDA), Article 3 funds totaling \$800,000 for Fiscal Year 2017/2018 and directed the Public Works Director, or designee, to forward the list to the Metropolitan Transportation Commission for final approval and allocation of funding effective July 1, 2017.</i></p> |
| 21. Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Lamorinda. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 22. Support operational improvements that increase throughput on I-80 to reduce diversion of traffic through Lamorinda on alternative routes. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |

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|---|--|---|----------------------------|-------------------------------|--|
| 23. Support multi-modal safety actions that encourage safe speeds with particular emphasis on access to schools. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ <i>In 2017, the Board of Supervisors authorized the Chair to sign a letter to Senator Jim Beall, Chair of the Senate Committee on Transportation and Housing, regarding the California Traffic Control Device Committees review of Senate Bill 632 (2015-Cannella, Baker, Bonilla) regarding vehicle speed limits around schools, as recommended by the Transportation, Water, and Infrastructure Committee.</i> |
| 24. Pursue financial incentives to implement sound growth control strategies and support strengthening of growth management policies. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 25. Participate in the Regional Transportation Mitigation Program (RTMP). | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 26. Support continuation and expansion of Measure J return-to-source funds for road maintenance. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 27. Monitor and evaluate the MTSOs for all Routes of Regional Significance every four years. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 28. Establish reciprocity agreements with jurisdictions outside of Lamorinda to mitigate the downstream impacts of proposed new development projects of General Plan Amendments that could adversely affect ability to achieve the MTSOs. | REGION WIDE | N/A | 2013 | SWAT Jurisdictions | ✓ None. |
| 29. Seek funding for an auxiliary lane on eastbound SR-24 Gateway on-ramp to Brookwood and continue completion of improvements to eastbound Brookwood off-ramp subject to specific design criteria. | STATE ROUTE 24 | Maintain a delay index of 2.0 or better during peak period/peak direction (including freeway on-ramps) (2.5 after 2030) +10% daily ridership on public transit system (BART) | 2013 | SWAT Jurisdictions | ✓ None. |
| 30. Support efforts of Caltrans and the California Highway Patrol to implement an incident management program on SR-24. | STATE ROUTE 24 | Maintain a delay index of 2.0 or better during peak period/peak direction (including freeway on-ramps) (2.5 after 2030) +10% daily ridership on public transit system (BART) | 2013 | SWAT Jurisdictions | ✓ None. |
| 31. Support HOV and transit improvements in the I-680 corridor to reduce single occupant automobile use on SR-24. | STATE ROUTE 24 | Maintain a delay index of 2.0 or better during peak period/peak direction (including freeway on-ramps) (2.5 after 2030) +10% daily ridership on public transit system (BART) | 2013 | SWAT Jurisdictions | ✓ In 2015, the County participated in the I-680 Transit Options Study. |

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|--|------------------------------------|---|---------------------|-----------------------------|---|
| 32. Seek grant(s) to study 1) access from side streets and 2) intersection configurations in the residential and commercial portions on San Pablo Dam Road and make recommendations for improvements. | CAMINO PABLO SAN PABLO DAM ROAD | Maintain a delay index of 2.0 or better during peak period/peak direction. Increase average ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders. | 2013 | Orinda, Contra Costa County | ✓ None. |
| 33. Seek Measure J funding of HOV facility needs for San Pablo Dam Road and Camino Pablo. 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. | CAMINO PABLO SAN PABLO DAM ROAD | Maintain a delay index of 2.0 or better during peak period/peak direction. Increase average ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders. | 2013 | Orinda, Contra Costa County | ✓ None. |
| 34. Local jurisdictions to work with the transit agencies to resolve transit stop access and amenity needs as identified by the transit agencies. | CAMINO PABLO SAN PABLO DAM ROAD | Maintain a delay index of 2.0 or better during peak period/peak direction. Increase average ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders. | 2013 | Orinda, Contra Costa County | ✓ None. |
| 35. Improve and/or add sidewalks and/or pedestrian pathways along San Pablo Dam Road. | CAMINO PABLO SAN PABLO DAM ROAD | Maintain a delay index of 2.0 or better during peak period/peak direction. Increase average ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders. | 2013 | Orinda, Contra Costa County | ✓ None. |
| 36. Install, where appropriate, bicycle lanes as part of any future roadway improvements to the corridor. | CAMINO PABLO SAN PABLO DAM ROAD | Maintain a delay index of 2.0 or better during peak period/peak direction. Increase average ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders. | 2013 | Orinda, Contra Costa County | ✓ None. |

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|--|--|---|---------------------|--|---|
| 37. Prepare letters of support to Caltrans, ACCMA, CCTA and MTC for continued improvement of high occupancy vehicle and transit capacity in the I-80 corridor to reduce traffic pressure on San Pablo Dam Road and Camino Pablo. | CAMINO PABLO SAN PABLO DAM ROAD | Maintain a delay index of 2.0 or better during peak period/peak direction. Increase average ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders. | 2013 | Orinda, Contra Costa County | ✓ None. |
| 38. Work with AC Transit, BART, County Connection, WestCAT and MTC to explore feasibility of service reorganization 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 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. | CAMINO PABLO SAN PABLO DAM ROAD | Maintain a delay index of 2.0 or better during peak period/peak direction. Increase average ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders. | 2013 | Orinda, Contra Costa County, AC Transit, BART, County Connection, WestCAT, MTC | ✓ None. |
| 39. Support pedestrian and bicycle improvements along Camino Pablo, including BART access, to encourage alternative transportation modes, increase transit ridership, and reduce auto demand. | CAMINO PABLO SAN PABLO DAM ROAD | Maintain a delay index of 2.0 or better during peak period/peak direction. Increase average ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders. | 2013 | Orinda, Contra Costa County | ✓ None. |
| 40. Investigate appropriate mechanisms, including maintaining existing roadway lanes and widths and restrictive signal timing, to discourage use of San Pablo Dam Road and Camino Pablo as a substitute for freeway travel. | CAMINO PABLO SAN PABLO DAM ROAD | Maintain a delay index of 2.0 or better during peak period/peak direction. Increase average ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders. | 2013 | Orinda, Contra Costa County | ✓ None. |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

SWAT: TRI-VALLEY AREA

| Relevant Action Plan Policy | Route(s) of Regional Significance | Multi-Modal Transportation Service Objective | Schedule to Achieve | Affected Jurisdictions | Implementation Status as of December 31, 2017 (Actions since last Checklist are in Italics.) |
|--|---|--|----------------------------|---|---|
| 1. None specified in the Action Plan | Danville Boulevard | Intersection LOS < 0.9 | 2010 | Contra Costa County, Danville | ✓ <i>Ongoing: County development review procedures will ensure compliance with Multi-Modal Transportation Service Objectives (MTSOs).</i> |
| 2. Consistent with the provisions of the Dougherty Valley Settlement Agreement, control growth to meet intersection level of service standards. (p. 39) | Camino Tassajara Road, East of Crow Canyon Road | Volume-to-Capacity ratio <0.9 at intersections, except volume-to-capacity ratio of ≤0.9 at the intersection with Crow Canyon. | 2010 | Danville, San Ramon & Contra Costa County | ✓ None. |
| 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. (p.39) | Camino Tassajara Road, East of Crow Canyon Road | Volume-to-Capacity ratio <0.9 at intersections, except volume-to-capacity ratio of ≤0.9 at the intersection with Crow Canyon. | 2010 | Danville, San Ramon & Contra Costa County | ✓ None. |
| 4. Secure funding for operational improvements. | Crow Canyon Road | Volume-to-Capacity ratio <0.91 at intersections within San Ramon. Volume-to-Capacity ratio <0.9 at intersections within Danville, except volume-to-capacity ratio of ≤ 0.9 at the intersection with Camino Tassajara. | 2010 | Contra Costa County, San Ramon, Danville | ✓ None. |
| 5. Secure funding for widening to 6 lanes. | Crow Canyon Road | Volume-to-Capacity ratio <0.91 at intersections within San Ramon. Volume-to-Capacity ratio <0.9 at intersections within Danville, except volume-to-capacity ratio of ≤ 0.9 at the intersection with Camino Tassajara. | 2010 | Contra Costa County, San Ramon, Danville | ✓ None. |
| 6. Improve Camino Tassajara intersection (See Camino Tassajara). | Crow Canyon Road | Volume-to-Capacity ratio <0.91 at intersections within San Ramon. Volume-to-Capacity ratio <0.9 at intersections within Danville, | 2010 | Contra Costa County, San Ramon, Danville | ✓ None. |
| 7. Improve geometrics of intersection of Crow Canyon/I-680 southbound off-ramp. | Crow Canyon Road | except volume-to-capacity ratio of ≤ 0.9 at the intersection with Camino Tassajara. Volume-to-Capacity ratio <0.9 at intersections within Danville, except volume-to-capacity ratio of ≤ 0.9 at the intersection with Camino Tassajara. | 2010 | Contra Costa County, San Ramon, Danville | ✓ None. |
| 8. Improve intersection at Sunset. | Bollinger Canyon Road, East of I-680 | Intersection LOS .91 | 2010 | Contra Costa County & San Ramon | ✓ <i>Ongoing: the County continued to collect fees on new development to help finance this project.</i> |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

SWAT: TRI-VALLEY AREA

| Relevant Action Plan Policy | Route(s) of Regional Significance | Multi-Modal Transportation Service Objective | Schedule to Achieve | Affected Jurisdictions | Implementation Status as of December 31, 2017 (Actions since last Checklist are in Italics.) |
|--|--|--|----------------------------|--|--|
| 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 | Intersection LOS .91 | 2010 | Contra Costa County & San Ramon | ✓ <i>Ongoing: 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 | Intersection LOS .91 | 2010 | Contra Costa County & San Ramon | ✓ None. |
| 11. Complete extension project in conjunction with the development of Dougherty Valley. | Bollinger Canyon Road, East of Alcosta | Intersection LOS .91 | 2010 | Contra Costa County & San Ramon | ✓ None. |
| 12. Secure developer funding for planned widenings. | Dougherty Road, North of Old Ranch Road | Intersection LOS .91 | 2010 | Contra Costa County, San Ramon, Danville | ✓ None. |
| 13. Put in place growth controls to insure achievement of TSOs. (p. 44) | Dougherty Road, North of Bollinger Rd. | Intersection LOS .91 | 2010 | Contra Costa County, San Ramon, Danville | ✓ <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 | ✓ None. |
| 15. Support commute alternatives. | I-680, south of SR 84 | N/A | 2010 | All TVTC Jurisdictions | ✓ None. |
| 16. Advocate Express Bus Service. | I-680, south of SR 84 | N/A | 2010 | All TVTC Jurisdictions | ✓ None. |
| 17. Advocate HOV lanes from SR 84 to the Sunol Grade | I-680, south of SR 84 | N/A | 2010 | All TVTC Jurisdictions | ✓ None. |
| 18. 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. | Area Wide | N/A | N/A | Contra Costa, San Ramon, Danville | ✓ None. |
| 19. (2000) Work to find sources of stable funding to support ongoing transit operations and to support new or enhanced express bus service. | Area Wide | N/A | N/A | Contra Costa, San Ramon, Danville | ✓ None. |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

TRANSPAC AREA

| Relevant Action Plan Policy | Route(s) of Regional Significance | Multi-Modal Transportation Service Objective | Schedule to Achieve | Affected Jurisdictions | Implementation Status as of December 31, 2017 (Actions since last Checklist are in Italics.) |
|---|-----------------------------------|--|-----------------------------|------------------------|--|
| <ul style="list-style-type: none"> • Encourage land use decisions that manage the increase of overall traffic demand: • Continue to support implementation of the Measure J Growth Management Program. • Continue to support higher-density development around transit hubs and downtowns. • Continue to require each jurisdiction to: <ul style="list-style-type: none"> ◦ Notice the initiation of the environmental review process for projects generating more than 100 net-new peak-hour vehicle trips. ◦ For projects that require a General Plan Amendment, identify any conflicts with Action Plan MTSOs and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment. • Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects. • Continue to implement the TRANSPAC Subregional Transportation Mitigation Program. | REGION WIDE | N/A | Ongoing | TRANSPAC Jurisdictions | ✓ None. |
| <ul style="list-style-type: none"> • Increase HOV lane usage: <ul style="list-style-type: none"> ◦ Support the completion of a continuous HOV system on I-680. ◦ Support consistent occupancy requirements for toll-free HOV lanes on the Benicia-Martinez Bridge and I-680. ◦ Support additional incentives for HOV users. • Provide additional park-and-ride lots. | REGION WIDE | N/A | Ongoing 2014 (Action 2A) | TRANSPAC Jurisdictions | ✓ In 2015, the Board of Supervisors approved two Director's Deeds from the State of California, Department of Transportation, to the Contra Costa County Flood Control and Water Conservation District; and AUTHORIZE the Public Works Director to execute a Joint Use Agreement in connection with the Interstate 680 High Occupancy Vehicle Lane Project, Martinez area. |
| <ul style="list-style-type: none"> • Work to improve freeway flow: <ul style="list-style-type: none"> • Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24 and SR-4. • Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24). • Support the study oand implementation of potential regional freeway management strategies. • Consider a multi-agency approach to freeway ramp metering | REGION WIDE | N/A | Ongoing 2014 (Caldecott) | TRANSPAC Jurisdictions | ✓ In 2012, the Board of Supervisors adopted resolution No. 2012/509 honoring the Caldecott Fourth Bore Medallion Design Competition winners. |

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|---|-----------------------------------|--|---------------------|------------------------|--|
| <ul style="list-style-type: none"> • Manage arterial traffic flow: <ul style="list-style-type: none"> ◦ Seek funding for traffic and transit improvements along Regional Routes. ◦ Continue to implement the Central Contra Costa Traffic Management Program. ◦ Where feasible and appropriate, address the needs of pedestrians and bicyclists along Regional Routes. | REGION WIDE | N/A | Ongoing | TRANSPAC Jurisdictions | <p>✓ In 2014, the Board of Supervisors adopted Resolution No. 2014/262 approving and authorizing the Public Works Director, or designee, to file an application for the Active Transportation Program funding for the Pacheco Boulevard Sidewalk Gap Closure (Phase III) Pre-construction Project for up to \$300,000 and committing local support and assurance to complete the project.</p> <p>✓ In 2015, the Board of Supervisors approved and authorized the Public Works Director, or designee, to execute a memorandum of understanding between Contra Costa County and the City of Martinez to conduct an alignment study for the Pacheco Boulevard Improvements Project.</p> <p>✓ In 2015, the Board of Supervisors approved the Alhambra Valley Road Safety Improvements Project and related actions under the California Environmental Quality Act, and authorized the Public Works Director, or designee, to advertise the project</p> <p>✓ <i>In 2016, the Board of Supervisors adopted Resolution No. 2016/374 supporting complete streets in the County and approving the Complete Streets Policy of Contra Costa County.</i></p> <p>✓ <i>In 2017, the Board of Supervisors adopted Resolution No. 2017/82 approving and authorizing the Public Works Director, or designee, to file an application for the Active Transportation Program (ATP) Cycle 3 funding for the Pacheco Boulevard Sidewalk Gap Closure Phase III Project for \$619,000, and committing local support and assurance to complete the project.</i></p> <p>✓ <i>In 2017, the Board of Supervisors approved the Pacheco Boulevard Sidewalk Gap Closure Phase III Project and took related actions under the California Environmental Quality Act, and authorized the Interim Public Works Director, or designee, to advertise the Project</i></p> |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

TRANSPAC AREA

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|--|-----------------------------------|--|---------------------|------------------------|--|
| <ul style="list-style-type: none"> • Support an efficient and effective transit system: <ul style="list-style-type: none"> ◦ Support the development of real-time information and better connectivity for regional transit and local and feeder bus service. ◦ Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots. ◦ Support the expansion of BART service and BART station and parking facilities. ◦ Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs. ◦ Support improvements that increase the efficiency of local transit on Regional Routes. ◦ Support increased access to BART stations for buses and other alternative modes. ◦ Support innovative approaches to improve the efficiency and effectiveness of transit services for seniors and disabled persons through the allocation of Central County's Measure J \$10 million for Additional Transportation for Seniors and People with Disabilities. These funds are in addition to Measure J Other Countywide Programs and total \$35 million in Central County. ◦ Support expansion and use of park-and-ride facilities using Express and local buses. | REGION WIDE | N/A | Ongoing | TRANSPAC Jurisdictions | <ul style="list-style-type: none"> ✓ In 2015, the County participated in the I-680 Transit Options Study. |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

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|---|-----------------------------------|--|-------------------------------|--|--|
| <ul style="list-style-type: none"> • Increase participation in the 511 Contra Costa Program to improve multi-modal mobility and decrease single-occupant vehicle use in Central County. <ul style="list-style-type: none"> ◦ Support the 511 Contra Costa Program to educate and encourage Contra Costa residents, students and commuters to use multi-modal alternatives by promoting transit, shuttles, carpooling, vanpooling, walking, bicycling, alternative work schedules and telecommuting. ◦ Develop TDM programs at K-12 schools and colleges to encourage carpooling, transit ridership, walking and bicycling. ◦ Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules and telework. ◦ Encourage commuters to make local trips or trips linked to transit by walking, bicycling, or carpooling instead of driving alone. ◦ Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services, where applicable. ◦ In cooperation with Central County jurisdictions, develop TDM plans and provide consultations to improve mobility and decrease parking demand for new development and redevelopment. ◦ Explore innovative new technologies to improve mobility and reduce SOV trips. ◦ Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County. ◦ Encourage “green” commuting, including ZEV and NEV vehicle, clean fuel infrastructure, and car sharing. | <p align="center">REGION WIDE</p> | <p align="center">N/A</p> | <p align="center">Ongoing</p> | <p align="center">TRANSPAC Jurisdictions 511 Contra Costa</p> | <ul style="list-style-type: none"> ✓ In 2012, the Board of Supervisors authorized an application for Safe Routes to School funds for the Walnut Boulevard Pedestrian and Bike Safety Project. ✓ In 2013, the Board of Supervisors approved and authorized execution of a contract with the Contra Costa Transportation Authority (CCTA) to provide transportation demand management services for the Contra Costa Centre area, for the period of July 1, 2013 through June 30, 2014. ✓ In 2014, the Board of Supervisors approved and authorized the Conservation and Development Director, or designee, to execute a contract with the Contra Costa Centre Association in an amount not to exceed \$285,850 to provide transportation demand management services for the Contra Costa Centre area, for the period July 1, 2014 through June 30, 2015. ✓ In 2015, the Board of Supervisors approved and authorized the Conservation and Development Director, or designee, to execute a contract with the Contra Costa Centre Association in an amount not to exceed \$267,515 to provide transportation demand management services for the Contra Costa Centre area for the period July 1, 2015 through June 30, 2016. (100% County Service Area M-31 funds) ✓ <i>In 2016, the Board of Supervisors approved and authorized the Conservation and Development Director, or designee, to execute a contract with the Contra Costa Centre Association in an amount not to exceed \$281,000 to provide transportation demand management services for the Contra Costa Centre area, for the period July 1, 2016 through June 30, 2017.</i> ✓ <i>In 2017, the Board of Supervisors approved and authorized the Conservation and Development Director, or designee, to execute a contract with the Contra Costa Centre Association in an amount not to exceed \$291,000 for transportation demand management services for the Contra Costa Centre area, for the period July 1, 2017 through June 30, 2018.</i> |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

TRANSPAC AREA

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|---|-----------------------------------|--|---------------------|------------------------------------|---|
| <ul style="list-style-type: none"> Continue to support investment in and implementation of HOV lanes on I-680. Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4. Continue to work with Solano County to manage traffic in the I-680 corridor. Complete the I-680 HOV Express bus access study funded through Regional Measure 2. | INTERSTATE 680 | 4.0 Delay Index | 2013 | TRANSPAC Jurisdictions | ✓ None. |
| <ul style="list-style-type: none"> Partner with TRANSPLAN and WCCTAC to develop a Corridor Management Plan for SR4 from East County through Central County (boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO(s) for SR4, actions, projects and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC jointly will seek funding for the Corridor Management Plan from CCTA and other available sources. Support improvements to the I-680/SR-4 interchange. | STATE ROUTE 4 | 5.0 Delay Index from Cummings Skyway (WCCTAC boundary) to Willow Pass (TRANSPLAN boundary). This MTSO is expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPLAN, TRANSPLAN and WCCTAC. | 2013 | TRANSPAC Jurisdictions | ✓ <i>In 2016, the County participated in the SR-4 Integrated Corridor Management Program Study.</i> |
| <ul style="list-style-type: none"> Assess possible applications of the Central Contra Costa Traffic Management Program. Complete Pacheco Transit Hub. Seek funding to widen Pacheco Boulevard to four lanes and make related improvements. Coordinate proposed improvements to the I-680/SR-4 interchange with surrounding arterials and local streets. Assess the need for improvements at the Pacheco Boulevard/Arnold Drive intersection. Work with Contra Costa County staff on coordination of the implementation of the Buchanan Airport Master Plan. | PACHECO BOULEVARD | 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. | 2013 | Martinez, Contra Costa County | ✓ In 2015, the Board of Supervisors approved and authorized the Public Works Director, or designee, to execute a memorandum of understanding between Contra Costa County and the City of Martinez to conduct an alignment study for the Pacheco Boulevard Improvements Project. |
| <ul style="list-style-type: none"> Work with SWAT/City of Lafayette on corridor issues and, if feasible, consider development of a traffic management plan and other operational strategies for Pleasant Hill Road. | 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. | 2013 | Pleasant Hill, Contra Costa County | ✓ None. |

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TRANSPAC AREA

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|--|---|---|---------------------|--|---|
| <ul style="list-style-type: none"> Assess possible application of the Central Contra Costa Traffic Management Program. | TAYLOR BOULEVARD | 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. | 2013 | Pleasant Hill, Contra Costa County | ✓ None. |
| <ul style="list-style-type: none"> Seek funding to improve vehicle, bus, bicycle and pedestrian access at the Pleasant Hill BART Station. | 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. | 2013 | Concord, Walnut Creek, Contra Costa County | ✓ In 2012, the Board of Supervisors accepted the completed contract work for the Iron Horse Trail Pedestrian Overcrossing project in the Pleasant Hill/BART Station area (53% Federal Funds and 47% Redevelopment Funds). ✓ In 2012, the Board of Supervisors approved the license agreement between the City of Concord and the County for the City's use of a portion of the Iron Horse Corridor for a public trail north of Monument Boulevard to Mayette Avenue. |
| <ul style="list-style-type: none"> Continue to support implementation of the East-Central Traffic Management Plan. Seek funding from Measure J/STIP for a truck-climbing lane on Kirker Pass Road toward East County. Seek funding to improve vehicle, bus, bicycle and pedestrian access at the Walnut Creek BART Station. | 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 intersections. | 2013 | Concord, Walnut Creek, Contra Costa County | ✓ In 2015, the County continued to advocate for funding to complete the Kirker Pass Road Truck Climbing lane. ✓ <i>In 2016, the Board of Supervisors approved the Kirker Pass Northbound Truck Climbing Lane Project and related actions under the California Environmental Quality Act, and authorized the Public Works Director, or designee, to advertise the Project.</i> |

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TRANSPLAN AREA

| Relevant Action Plan Policy | Route(s) of Regional Significance | Multi-Modal Transportation Service Objective | Schedule to Achieve | Affected Jurisdictions | Implementation Status as of December 31, 2017 (Actions since last Checklist are in <i>Italics</i> .) |
|---|--|---|---------------------|-------------------------------------|---|
| <p>1. Implement regional transportation improvements including SR 4 freeway widening, SR 4 Bypass, Buchanan Road Bypass, SR 4 non-freeway widening from Oakley to Discovery Bay, Byron Highway Corridor capacity increases, BART extension to Hillcrest Avenue.</p> | <p>SR 4 FREEWAY; SR 4 BYPASS; SR 4 NON-FREEWAY; BYRON HIGHWAY.</p> | <p>Vehicle occupancy of 1.2 persons per vehicle or greater during morning peak hour (SR 4 Freeway and SR 4 Bypass)</p> <p>Delay index less than 2.5 (SR 4 Freeway, SR 4 Bypass and SR Non-freeway); less than 2.0 (Byron Highway)</p> <p>Level of service E (Byron Highway); D or better at signalized intersections and E or better at non-signalized intersections on non-freeway SR 4</p> <p>Transit ridership increase of 25 percent from 2000 to 2010.</p> | <p>2010</p> | <p>All TRANSPLAN jurisdictions.</p> | <p>✓ In 2015, the Board of Supervisors approved Amendment No. 7 to Agreement No. 208 with the Contra Costa Transportation Authority effective October 21, 2015, to increase the amount payable to Contra Costa County by \$200,000 for a new payment limit of \$7,248,054 for the State Route 4 East Widening Somersville Road to State Route 160 Project.</p> <p>✓ In 2015, the Board of Supervisors approved the conveyance of real property acquired for the State Route 4 East Widening Somersville Road to State Route 160 Project Segment 1, to the State of California.</p> <p>✓ <i>In 2016, the Board of Supervisors approved and authorized the Chair of the Board of Supervisors to execute a contract amendment, effective March 16, 2016, with the Contra Costa Transportation Authority, to increase the payment limit to the County by \$50,000 to a new payment limit of \$5,285,376 for additional right of way services for the State Route 4 Railroad Avenue to Loveridge Road Widening Project.</i></p> <p>✓ <i>In 2017, the Board of Supervisors approved the Byron Highway Traffic Safety Improvements project and took related actions under the California Environmental Quality Act, and authorized the Interim Public Works Director, or designee, to advertise the Project.</i></p> |
| | <p>MARSH CREEK ROAD (east of Deer Valley Road)</p> <p>CAMINO DIABLO ROAD</p> <p>DEER VALLEY ROAD (rural portion)</p> | <p>Delay index less than 2.0.</p> <p>Level of service E.</p> | <p>2010</p> | <p>All TRANSPLAN jurisdictions.</p> | <p>✓ In 2014, the Board of Supervisors approved plans, specifications, and design for the Marsh Creek Road Safety Improvements - 1 Mile East of Russelmann Park Road project.</p> <p>✓ In 2014, the Board of Supervisors approved plans, specifications, and design for the Deer Valley Road Shoulder Widening project.</p> |

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TRANSPLAN AREA

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|---|--|---|---------------------|-------------------------------------|---|
| | SR 4 NON-FREEWAY (SR-160 to San Joaquin County line) VASCO ROAD CORRIDOR (including Mountain House Road) BYRON HIGHWAY | Level of service D or better at signalized intersections. Level of service E or better at unsignalized intersections. Delay index less than 2.5 (from SR 160 to Balfour Road) and less than 2.0 (Balfour Road to San Joaquin County line). Vehicle occupancy of 1.2 persons per vehicle during peak period. Delay index less than 2.5. Level of service E. Delay index less than 2.0. | 2010 | All TRANSPLAN jurisdictions. | ✓ None. |
| 2. Implement a growth management strategy that reduces the traffic impacts of future development proposals in eastern Contra Costa County. | KIRKER PASS ROAD | Delay index less than 2.0. Level of service E. | 2010 | All TRANSPLAN jurisdictions. | ✓ None. |
| | VASCO ROAD CORRIDOR (including Mountain House Road) | Vehicle occupancy of 1.2 persons per vehicle during peak period. Delay index less than 2.5. | 2010 | All TRANSPLAN jurisdictions. | ✓ None. |
| | MARSH CREEK ROAD (east of Deer Valley Road) | Delay index less than 2.0. | 2010 | All TRANSPLAN jurisdictions. | ✓ None. |
| | CAMINO DIABLO ROAD DEER VALLEY ROAD (rural portion) | Level of service E. | 2010 | All TRANSPLAN jurisdictions. | ✓ None. |
| 3. Periodically review the East County Subregional Impact Fee that pays a portion of three regional improvements: SR 4 widening from Bailey Road to SR 4 Bypass; SR 4 Bypass; and Buchanan Road Bypass. | SR 4 FREEWAY; SR 4 BYPASS; BUCHANAN ROAD BYPASS | Vehicle occupancy of 1.2 persons per vehicle or greater during morning peak hour (SR 4 freeway). Delay index less than 2.5. Transit ridership increase of 25 percent from 2000 to 2010. | 2010 | Antioch, Brentwood, Oakley, County. | ✓ <i>In 2016, the Board of Supervisors approved and authorized the Public Works Director, or designee, to execute, on behalf of the County, Contract Amendment No. 1 to the Joint Exercise of Powers Agreement/Contribution Agreement between East Contra Costa Regional Fee and Financing Authority and Contra Costa County for Phase 1 of the State Route 4 Bypass to increase the maximum reimbursement amount from \$3.0 million to \$3.35 million and extend the payment date from June 30, 2011 to June 30, 2020.</i> |

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TRANSPLAN AREA

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|--|---|--|---------------------|---|---|
| <p>4. Explore Commuter Rail Transit Options. Request CCTA lead an exploration of commuter rail options on existing tracks together with other agencies such as BART, Capitol Corridor Joint Powers Authority, ACE, AMTRAK or others.</p> | <p>SR 4 FREEWAY; SR 4 NON-FREEWAY; PARALLEL ARTERIALS</p> | <p>Vehicle occupancy of 1.2 persons per vehicle or greater during morning peak hour (SR 4 freeway). Delay index less than 2.5 (less than 2.0 on SR 4 non-freeway between Balfour Road and San Joaquin County line) Transit ridership increase of 25 percent from 2000 to 2010.</p> | <p>2010</p> | <p>All TRANSPLAN jurisdictions, CCTA, TRANSPLAN</p> | <p>✓ None.</p> |
| <p>5. Intermodal Transit Centers: Develop East County BART stations as intermodal transit centers for East County. Involves improving coordination and interface between BART and bus transit; and Station area specific plans.</p> | <p>SR 4 FREEWAY</p> | <p>Vehicle occupancy of 1.2 persons per vehicle or greater during morning peak hour. Delay index less than 2.5. Transit ridership increase of 25 percent from 2000 to 2010.</p> | <p>2010</p> | <p>County, Pittsburg, BART and Tri Delta Transit.</p> | <p>✓ <i>In 2016 and 2017, the County participated in BART's North Concord to Antioch BART Access Study.</i></p> |
| <p>6. Transportation funding: Lobby for increased transportation funding at the state or regional level.</p> | <p>SR 4 FREEWAY; VASCO ROAD CORRIDOR; BYRON HIGHWAY</p> | <p>Vehicle occupancy of 1.2 persons per vehicle or greater during morning peak hour (SR 4 freeway and Vasco Road Corridor). Delay index less than 2.5 (less than 2.0 on Byron Highway). Transit ridership increase of 25 percent from 2000 to 2010.</p> | <p>2010</p> | <p>All TRANSPLAN jurisdictions</p> | <p>✓ <i>Ongoing: The County engages the delegation to advocate for increased transportation funding.</i></p> |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

TRANSPLAN AREA

| Relevant Action Plan Policy | Route(s) of Regional Significance | Multi-Modal Transportation Service Objective | Schedule to Achieve | Affected Jurisdictions | Implementation Status as of December 31, 2017 (Actions since last Checklist are in <i>Italics</i> .) |
|-----------------------------|-----------------------------------|--|---------------------|------------------------|---|
| | | | | | <ul style="list-style-type: none"> ✓ In 2014 the County approved the Byron Highway-Byer Road Pedestrian Improvements Project. ✓ In 2014 the County approved the Port Chicago Highway and Willow Pass Road Sidewalk Improvements Project. ✓ In 2014 the County approved the Byron Highway-Byer Road Pedestrian Improvements Project. ✓ In 2014 the County approved the Clearland Drive Curb Ramp Project a in the Bay Point area. ✓ In 2014, the County approved Resolution No. 2014/212 approving and authorizing the Public Works Director, or designee, to file an application for the Active Transportation Program (ATP) funding for the Port Chicago Highway and Willow Pass Road Bicycle and Pedestrian Project. ✓ In 2014, the County approved Resolution No. 2014/211 approving and authorizing the Public Works Director, or designee, to file an application for the Active Transportation Program (ATP) funding for the Rio Vista Pedestrian Connection Project. ✓ In 2014, the County approved improvement plans for the Byron Highway-Byer Road Pedestrian Improvements in the Byron area. ✓ In 2014, the County approved plans, specifications, and design for the Pacifica Avenue Sidewalk - Inlet Drive to Mariner's Cove Drive Project. ✓ In 2014, the County approved Amendment No. 2 with Kimley-Horn and Associates, Inc.. effective November 1, 2014. |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

TRANSPLAN AREA

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|--|-----------------------------------|--|---------------------|------------------------------------|---|
| <p>7. Encourage walking and bicycling transportation: Provide improvements that encourage transportation via walking and bicycling, such as sidewalks and bicycled 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.</p> | <p>AREAWIDE ACTIONS</p> | <p>N/A (no MTSOs for area-wide actions).</p> | <p>N/A</p> | <p>All TRANSPLAN jurisdictions</p> | <p>to increase the payment limit by \$150,000 to a new payment limit of \$650,000 to provide additional transportation engineering services for the Bailey Road/State Route 4 Interchange Project.</p> <p><i>✓ In 2016, the Board of Supervisors approved the Walnut Boulevard Bike Lane Gap Closure Project and related actions under the California Environmental Quality Act; and, authorized the Public Works Director, or designee, to advertise the project.</i></p> <p><i>✓ In 2016, the Board of Supervisors approved the Bay Point Curb Ramp Project and related actions under the California Environmental Quality Act, and authorized the Public Works Director, or designee, to advertise the project</i></p> <p><i>✓ In 2016, the Board of Supervisors accepted a background report on the Marsh Creek Corridor Multi Use Trail concept from the Departments of Public Works and Conservation and Development, and adopted Resolution No. 2016/326 supporting exploration of the concept of the Marsh Creek Corridor Multi-Use Trail, and other related efforts to advance the concept.</i></p> <p><i>✓ In 2016, the Board of Supervisors adopted Resolution No. 2016/386 approving and authorizing the Public Works Director, or designee, to allocate the Transportation Development Act (TDA), Article 3 funds totaling \$805,000 for bicycle and pedestrian projects for Fiscal Year 2016/2017 and directed he Public Works Director, or designee, to forward the list to the Metropolitan Transportation Commission for final approval and allocation of funding effective July 1, 2016.</i></p> <p><i>✓ In 2017, the Board of Supervisors adopted Resolution No.</i></p> |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

TRANSPLAN AREA

| Relevant Action Plan Policy | Route(s) of Regional Significance | Multi-Modal Transportation Service Objective | Schedule to Achieve | Affected Jurisdictions | Implementation Status as of December 31, 2017 (Actions since last Checklist are in <i>Italics.</i>) |
|---|-----------------------------------|---|---------------------|-------------------------------------|---|
| | | | | | <p><i>2017/30 to approve the Bel Air Trail Crossing Project and related actions under the California Environmental Quality Act, and authorized the Public Works Director, or designee, to advertise the Project and submit a 2017/2018 Transportation Development Act Grant Application to the Metropolitan Transportation Commission in the total amount of \$150,000, for fiscal year 2016/2017</i></p> <p><i>✓ In 2017, the Board of Supervisors adopted Resolution No. 2017/197 approving and authorizing the recommendation of the Public Works Director, or designee, for allocating the Transportation Development Act (TDA), Article 3 funds totaling \$800,000 for Fiscal Year 2017/2018 and directed the Public Works Director, or designee, to forward the list to the Metropolitan Transportation Commission for final approval and allocation of funding effective July 1, 2017.</i></p> <p><i>✓ In 2017, the Board of Supervisors approved the Bailey Road/State Route 4 Interchange Pedestrian & Bicycle Improvements Project and take related actions under the California Environmental Quality Act; and authorized the Interim Public Works Director, or designee, to advertise the Project.</i></p> <p><i>✓ In 2017, the Board of Supervisors accepted an update on the proposed Marsh Creek Corridor Multi-Use Trail, approved submission of grant application(s), each in the amount of \$300,000, for the "Marsh Creek Multi-Use Trail Feasibility Study" to the following agencies and grant programs: Caltrans Senate Bill 1 Sustainable Transportation Planning Grant, Coastal Conservancy Proposition 1 Grant, and the Metropolitan Transportation Commission's Priority Conservation Area Grant; and authorized staff to develop and release a Request for Proposals to recruit and identify a consultant to conduct the Feasibility Study</i></p> |
| <p>8. Pursue a jobs-housing balance in East County: 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.</p> | <p>SR 4 FREEWAY</p> | <p>Vehicle occupancy of 1.2 persons per vehicle or greater during morning peak hour.</p> <p>Delay index less than 2.5.</p> <p>Transit ridership increase of 25 percent from 2000 to 2010.</p> | <p>2010</p> | <p>All TRANSPLAN jurisdictions.</p> | <p>✓ None.</p> |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

WCCTAC AREA

| Relevant Action Plan Policy | Route(s) of Regional Significance | Multi-Modal Transportation Service Objective | Schedule to Achieve | Affected Jurisdictions | Implementation Status as of December 31, 2017 (Actions since last Checklist are in Italics.) |
|---|--|---|----------------------------|-------------------------------|---|
| 1. Maintain pavement management systems/schedules to manage and monitor pavement needs. | Area-wide Actions | N/A | 2013 | WCCTAC Jurisdictions | ✓ None. |
| 2. Seek funding for roadway maintenance. | Area-wide Actions | N/A | 2013 | WCCTAC Jurisdictions | ✓ <i>In 2017, the Board of Supervisors adopted Resolution No. 2017/259 approving and authorizing the Public Works Director, or designee, to submit a One Bay Area Grant Cycle 2 (OBAG 2) Application to the Contra Costa Transportation Authority for federal funding under the Local Streets and Roads Preservation (LSRP) Program for the Contra Costa County Local Streets and Roads Preservation Project for \$4,327,000.</i> |
| 3. Acknowledge casual carpooling and work with local jurisdictions on specific issues (e.g. signage, marketing, transit coordination, drop-off and pick-up areas, and parking). | Area-wide Actions | N/A | 2013 | WCCTAC Jurisdictions | ✓ None. |
| 4. Develop a bicycle and/or pedestrian plan for West County using the update to the County-wide Bicycle and Pedestrian Plan as a baseline for analysis. | Area-wide Actions | N/A | 2013 | WCCTAC Jurisdictions | ✓ None. |
| 5. Continue to focus on ADA compliance for pedestrians (e.g. improvements for the visually impaired). | Area-wide Action | N/A | 2013 | WCCTAC Jurisdictions | <p>✓ In 2014, the Board of Supervisors approved improvement plans for curb ramps at Shawn Drive and Delmore Road.</p> <p>✓ In 2014, the Board of Supervisors approved the Giaranita Street Sidewalk Replacement Project and related actions under the California Environmental Quality Act, and authorized the Public Works Director, or designee, to advertise the project.</p> |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

WCCTAC AREA

| Relevant Action Plan Policy | Route(s) of Regional Significance | Multi-Modal Transportation Service Objective | Schedule to Achieve | Affected Jurisdictions | Implementation Status as of December 31, 2017 (Actions since last Checklist are in <i>Italics</i> .) |
|-----------------------------|-----------------------------------|--|---------------------|------------------------|--|
| | | | | | <p>✓ In 2012, the Board of Supervisors approved and authorized the Public Works Director to execute a contract with Caltrans to continue the pedestrian improvement projects on Chesley Avenue and Market Avenue at the Union Pacific Railroad crossing</p> <p>✓ In 2013, the Board of Supervisors approved a Memorandum of Understanding between the County and East Bay Regional Park District for the conversion and rehabilitation of a 1.7-mile segment of Carquinez Scenic Drive into a segment of the San Francisco Bay Trail.</p> <p>✓ In 2014, the Board of Supervisors approved the Tara Hills Pedestrian Infrastructure Project and related actions under the California Environmental Quality Act and authorized the Public Works Director to advertise the project.</p> <p>✓ In 2014, the Board of Supervisors adopted Resolution No. 2014/213 approving and authorizing the Public Works Director, or designee, to file an application for the Active Transportation Program funding for the Appian Way Complete Streets Project for up to \$500,000 and committing local support and assurance to complete the project, El Sobrante area.</p> <p>✓ In 2014, the Board of Supervisors approved and</p> |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

WCCTAC AREA

| Relevant Action Plan Policy | Route(s) of Regional Significance | Multi-Modal Transportation Service Objective | Schedule to Achieve | Affected Jurisdictions | Implementation Status as of December 31, 2017 (Actions since last Checklist are in <i>Italics</i> .) |
|--|-----------------------------------|--|---------------------|-----------------------------|--|
| <p>6. Work with CCTA and MTC to seek funding for bicycle and pedestrian improvements to:</p> <ul style="list-style-type: none"> • Complete the San Francisco Bay Trail and connectors between Alameda County and the Carquinez Bridge. • Close gaps in the pedestrian system through installation of improvements such as crosswalks, sidewalks, curb cuts, islands or “holding areas,” and bus shelters. • Support streetscape enhancements, where feasible, and maintenance funding. • Study bicycle and pedestrian safety enhancements at the Point Molate/Bay Train/Chevron property near the Richmond-San Rafael Bridge toll plaza. | <p>Area-wide Action</p> | <p>N/A</p> | <p>2013</p> | <p>WCCTAC Jurisdictions</p> | <p>authorized the Public Works Director, or designee, to submit, on behalf of the County, a grant application to the Contra Costa Transportation Authority for the Contra Costa Priority Development Area Planning Grant Program to conduct a planning study on San Pablo Avenue.</p> <p>✓ In 2015, the Board of Supervisors approved the Pomona Street Pedestrian Safety Improvement Project and related actions under the California Environmental Quality Act, and authorized the Public Works Director, or designee, to advertise the project.</p> <p>✓ <i>In 2016, the Board of Supervisors approved the San Pablo Dam Road Sidewalk Gap Closure Project and related actions under the California Environmental Quality Act; and authorized the Public Works Director, or designee, to advertise the project.</i></p> <p>✓ <i>In 2016, the Board of Supervisors adopted Resolution No. 2016/386 approving and authorizing the Public Works Director, or designee, to allocate the Transportation Development Act (TDA), Article 3 funds totaling \$805,000 for bicycle and pedestrian projects for Fiscal Year 2016/2017 and directed the Public Works Director, or designee, to forward the list to the Metropolitan Transportation Commission for final approval and allocation of funding effective July 1, 2016.</i></p> <p>✓ <i>In 2016, the Board of Supervisors approved plans</i></p> |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

WCCTAC AREA

| Relevant Action Plan Policy | Route(s) of Regional Significance | Multi-Modal Transportation Service Objective | Schedule to Achieve | Affected Jurisdictions | Implementation Status as of December 31, 2017 (Actions since last Checklist are in Italics.) |
|--|-----------------------------------|--|---------------------|------------------------|--|
| | | | | | <p><i>for the Pomona Street Raised Crosswalk Project.</i></p> <p>✓ <i>In 2017, the Board of Supervisors adopted Resolution No. 2017/32 to APPROVE the Parker Avenue Pedestrian Improvement Project In Rodeo and related actions under the California Environmental Quality Act and authorized the Public Works Director, or designee, to advertise the Project and submit a 2017/2018 Transportation Development Act Grant Application to the Metropolitan Transportation Commission in the total amount of \$100,000, for fiscal year 2016/2017.</i></p> <p>✓ <i>In 2017, the Board of Supervisors adopted Resolution No. 2017/81 approving and authorizing the Public Works Director, or designee, to file an application for the Active Transportation Program (ATP) Cycle 3 funding for the Fred Jackson Way First Mile/Last Mile Connection Project for \$3,298,000, and committing local support and assurance to complete the project.</i></p> <p>✓ <i>In 2017, the Board of Supervisors approved and authorized the Interim Public Works Director, or designee, to apply for and, if awarded, accept a grant for the 2017 Active Transportation Program Augmentation to Cycle 3 to the California Transportation Commission for the Appian Way Complete Streets Project and San Miguel Drive Complete Streets Project.</i></p> |
| 7. Require project sponsors to routinely evaluate and address public and private project impacts on transit bus travel time and service affected on Routes of Regional Significance. | Area-wide Actions | N/A | 2013 | WCCTAC Jurisdictions | ✓ None. |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

WCCTAC AREA

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|--|--|---|----------------------------|-------------------------------|--|
| <p>8. Encourage adoption of General Plan components that:</p> <ul style="list-style-type: none"> • Support a jobs/housing balance. • Support the preservation of open space and in-fill developments. • Support high-density transit oriented development of residential, commercial and mixed use development, especially around rail stations and transit hubs. • Incorporate transit-supporting goals and policies in the circulation element, such as designation of a network of transit streets. • Monitor development and implementation projects on or near the San Pablo Avenue corridor and the El Cerrito BART stations, as a designated ABAG FOCUS Priority Development Area. | Area-wide Actions | N/A | 2013 | WCCTAC Jurisdictions | ✓ None. |
| 9. Work with BAAQMD to alert residents of air quality problem days with the "Spare the Air" campaign. | Area-wide Actions | N/A | 2013 | WCCTAC Jurisdictions | ✓ None. |
| 10. Work with schools/Districts to prepare a needs assessment of the sidewalk and bicycle facilities along school routes to promote safe access to schools. | Area-wide Actions | N/A | 2013 | WCCTAC Jurisdictions | ✓ None. |
| 11. Continue support of Street Smarts Program to promote increase in public safety education and reduction in pedestrian and bicycle injury incidents and actively seek State and Federal Safe Routes to School and Safe Routes to Transit grant funding. | Area-wide Actions | N/A | 2013 | WCCTAC Jurisdictions | ✓ <i>In 2016, the Board of Supervisors approved and authorized the Health Service Director, or designee, to accept Transportation Development Act Grant funds from the Metropolitan Transportation Commission for the Bicycle and Pedestrian Safety Education Project, to pay County an amount not to exceed \$40,000 for the period July 1, 2016 through June 30, 2017.</i> |
| 12. Seek funding for installation of intersection signal emergency service vehicle preemption to permit faster response times. | Area-wide Actions | N/A | 2013 | WCCTAC Jurisdictions | ✓ None. |
| 13. Work with CCTA, MTC, Caltrans, WCCTAC and WCCTAC jurisdictions to complete a West County goods movement study to reduce impacts on West County roadways and ensure efficient goods movement. Seek funding to study goods movement issues such as truck activity increases, truck and rail interaction, and designation of truck routes to address increased goods movement. | Area-wide Actions | N/A | 2013 | WCCTAC Jurisdictions | ✓ None. |
| 14. WCCTAC staff will prepare a Climate Change report specific to West County in coordination with the biennial Growth Management Compliance Checklist (with the collaboration of the member agencies – local jurisdictions and transit operators – and other transportation colleagues) for presentation to the WCCTAC Board through 2010. The Report will highlight the transportation and transportation-related actions that have been achieved that affect GHG emissions. | Area-wide Action | N/A | 2013 | WCCTAC Jurisdictions | ✓ None. |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

WCCTAC AREA

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|--|--|--|----------------------------|---|--|
| 15. Create truck access routes to the Richmond Parkway that minimize truck traffic through residential areas. | RICHMOND PARKWAY | Maintain LOS "D" or better at all signalized intersections on Richmond Parkway. | 2013 | WCCTAC Jurisdictions | ✓ None. |
| 16. Participate in the planning and review of the proposed Point Molate Casino and Sugarbowl Casino in North Richmond | RICHMOND PARKWAY | Maintain LOS "D" or better at all signalized intersections on Richmond Parkway. | 2013 | WCCTAC Jurisdictions | ✓ None. |
| 17. Plan and implement improvements identified by the North Richmond Truck Study adjacent to Richmond Parkway. | RICHMOND PARKWAY | Maintain LOS "D" or better at all signalized intersections on Richmond Parkway. | 2013 | WCCTAC, Richmond, Contra Costa County | ✓ None. |
| 18. Support improvement to the Richmond Parkway Bay Trail crossing at Wildcat Creek. | RICHMOND PARKWAY | Maintain LOS "D" or better at all signalized intersections on Richmond Parkway. | 2013 | WCCTAC, Richmond, Contra Costa County, San Pablo | ✓ None. |
| 19. Study potential roadway modifications to permit transit service improvements on Richmond Parkway and pedestrian crossings. | RICHMOND PARKWAY | Maintain LOS "D" or better at all signalized intersections on Richmond Parkway. | 2013 | WCCTAC, AC Transit, Richmond, Contra Costa County | ✓ None. |
| 20. Study traffic improvement and management options to discourage diversion from I-80 and encourage diverted traffic to return to I-80 on the next downstream feeder road. Clearly identify feeder roads to motorists that will take them back to I-80, particularly at Appian Way, Hilltop Drive, El Portal Drive, and San Pablo Dam Road. Include study of diversion traffic and reduction in diversion traffic as part of the I-80 ICM project and San Pablo SMART corridor. | SAN PABLO AVENUE | Maintain LOS "E" or better at all signalized intersections along San Pablo Avenue. | 2013 | WCCTAC Jurisdictions, Caltrans | ✓ In 2012, the Board of Supervisors authorized the Public Works Director to execute a Memorandum of Understanding with Caltrans for the I-80 Integrated Corridor Mobility (ICM) Project. |
| 21. Work with CCTA and MTC to seek funding to: <ul style="list-style-type: none"> Develop bike route links to the Bay Trail such as the Richmond Greenway, Wildcat Creek Trail, Pinole Valley Road, and John Muir Parkway as alternate bicycle facilities to San Pablo Avenue. Improve bicycle and pedestrian access to the West County BART stations. | SAN PABLO AVENUE | Maintain LOS "E" or better at all signalized intersections along San Pablo Avenue. | 2013 | WCCTAC Jurisdictions, BART, AC Transit, WestCAT, Contra Costa Health Services | ✓ None. |
| 22. Complete a corridor-wide specific plan for San Pablo Avenue through coordination of each partner jurisdiction, building upon the specific plans prepared by the cities of Richmond and El Cerrito as well as the County of Contra Costa (and potentially San Pablo). | SAN PABLO AVENUE | Maintain LOS "E" or better at all signalized intersections along San Pablo Avenue. | 2013 | WCCTAC Jurisdictions, BART, AC Transit | ✓ None. |
| 23. Partner with ABAG on development of San Pablo Avenue, El Cerrito del Norte BART station, Hercules New Town Center and Hercules Waterfront as well as other Priority Development Areas. | SAN PABLO AVENUE | Maintain LOS "E" or better at all signalized intersections along San Pablo Avenue. | 2013 | WCCTAC Jurisdictions | ✓ None. |
| 24. Seek funding for construction of completed plans for San Pablo Avenue SMART Corridor extension to Crockett. | SAN PABLO AVENUE | Maintain LOS "E" or better at all signalized intersections along San Pablo Avenue. | 2013 | WCCTAC Jurisdictions | ✓ None. |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

WCCTAC AREA

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|--|--|---|----------------------------|--|---|
| 25. Seek funding for SMART Corridors O&M. | SAN PABLO AVENUE | Maintain LOS "E" or better at all signalized intersections along San Pablo Avenue. | 2013 | WCCTAC Jurisdictions, CCTA | ✓ None. |
| 26. Work with transit agencies and jurisdictions to resolve transit access and amenity needs as identified by the transit agencies. | SAN PABLO DAM ROAD | Maintain San Pablo Dam Road transit ridership of 3,000 passengers per weekday by year 2012. | Achieved in 2005 | WCCTAC, AC Transit, Contra Costa County, Richmond, San Pablo | ✓ None. |
| | | Maintain LOS "E" or better at all signalized intersections along San Pablo Dam Road. | 2013 | | |
| 27. Work with CCTA and MTC to develop recommendations to increase the frequency and connectivity of bus service for riders traveling between the cities of Richmond, San Pablo, El Sobrante, Pinole and Orinda. | SAN PABLO DAM ROAD | Maintain San Pablo Dam Road transit ridership of 3,000 passengers per weekday by year 2012. | 2013 | WCCTAC, Pinole, Richmond, San Pablo, Contra Costa County, AC Transit, BART | ✓ None. |
| | | Maintain LOS "E" or better at all signalized intersections along San Pablo Dam Road. | | | |
| 28. Seek grant funding from CCTA and MTC to study intersection configurations and signal coordination in the residential and commercial portions and San Pablo Dam Road. | SAN PABLO DAM ROAD | Maintain San Pablo Dam Road transit ridership of 3,000 passengers per weekday by year 2012. | 2013 | WCCTAC, Richmond, San Pablo, Contra Costa County | ✓ None. |
| | | Maintain LOS "E" or better at all signalized intersections along San Pablo Dam Road. | | | |
| 29. 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. | 2013 | Richmond, Contra Costa County | ✓ None. |
| | | Maintain LOS "E" or better at all signalized intersections along San Pablo Dam Road. | | | |
| 30. Coordinate any vehicle, pedestrian and bicycle improvements with the findings of recently completed 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 crosswalks, traffic calming measures, school safety measure and streetscape improvements. | SAN PABLO DAM ROAD | Maintain San Pablo Dam Road transit ridership of 3,000 passengers per weekday by year 2012. | 2013 | WCCTAC, Contra Costa County, Caltrans, Richmond, San Pablo, Contra Costa Health Services | ✓ In 2012, the Board of Supervisors approved the San Pablo Dam Road Walkability Project and authorized the Public Works Director to advertise the project. <i>✓ In 2016, the Board of Supervisors approved the San Pablo Dam Road Sidewalk Gap Closure Project and related actions under the California Environmental Quality Act; and, authorized the Public Works Director, or designee, to advertise the project.</i> |
| | | Maintain LOS "E" or better at all signalized intersections along San Pablo Dam Road. | | | |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

WCCTAC AREA

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|---|--|---|----------------------------|--|---|
| 31. Plan, design, fund and implement improvements to I-80/San Pablo Dam Road interchange. | 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. | 2013 | WCCTAC, San Pablo, Richmond, Caltrans, CCTA, Contra Costa County | <p>✓ In 2012, the Board of Supervisors approved and authorized execution of a contract with the Contra Costa Transportation Authority (CCTA) to provide right-of-way services to CCTA for the I-80/San Pablo Dam Road Interchange Project.</p> <p>✓ In 2013, the Board of Supervisors approved and authorized execution of an agreement with Caltrans, City of San Pablo and CCTA for the exercise of the power of eminent domain for the I-80/San Pablo Dam Road Interchange Project.</p> <p>✓ In 2013, the Board of Supervisors adopted Resolution of Necessity No. 2013/475 for acquisition by eminent domain of real property required for the I-80/San Pablo Dam Road Interchange Project - Phase 1.</p> |
| 32. Based on the findings of the Downtown El Sobrante Study, work with CCTA and MTC to fund construction of any vehicle, pedestrian, and bicycle improvements. Modifications may include widening Appian Way to four lanes from Valley View Road in unincorporated Contra Costa County to Michael Drive in the City of Pinole. Additional modifications may include improved pedestrian and bicycle access through installation of pedestrian crosswalks, traffic calming measures, and streetscape improvements. | APPIAN WAY | Maintain LOS "D" or better at all signalized intersections on Appian Way. | 2013 | WCCTAC, Contra Costa County, Pinole | <p>✓ In 2013, the County adopted the Appian Way Alternatives Analysis and Complete Streets Study.</p> |
| 33. Encourage traffic safety and operational improvements including the planned extension of the existing truck climbing lane on Cummings Skyway approximately 2 miles. | CUMMINGS SKYWAY | Maintain LOS "D" or better on all segments on Cummings Skyway. | 2013 | WCCTAC, Contra Costa County | <p>✓ None.</p> |
| 34. Design and fund the Cummings Skyway Class II bike lane project between Corockett Boulevard and Franklin Canyon Road. | CUMMINGS SKYWAY | Maintain LOS "D" or better on all segments on Cummings Skyway. | 2013 | WCCTAC, Contra Costa County | <p>✓ None.</p> |
| 35. Seek grant funding to develop and implement a signal coordination plan for El Portal Drive. | EL PORTAL DRIVE | Maintain LOS "D" or better at all signalized intersections on El Portal Drive. | 2013 | WCCTAC, San Pablo, Contra Costa County | <p>✓ None.</p> |
| 36. Plan, fund, and implement bike route improvements to create a continuous bike route to Contra Costa College. | EL PORTAL DRIVE | Maintain LOS "D" or better at all signalized intersections on El Portal Drive. | 2013 | WCCTAC, San Pablo, Contra Costa County | <p>✓ None.</p> |
| 37. Support implementation of the El Portal Gateway Project. | EL PORTAL DRIVE | Maintain LOS "D" or better at all signalized intersections on El Portal Drive. | 2013 | WCCTAC, San Pablo, Contra Costa County | <p>✓ None.</p> |

2016 AND 2017 MEASURE J COMPLIANCE CHECKLIST

WCCTAC AREA

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|--|--|--|----------------------------|--|---|
| 38. Monitor requirement for changes or additions to the El Portal Drive interchange ramps as part of the I-80/San Pablo Dam Road interchange construction project. | EL PORTAL DRIVE | Maintain LOS "D" or better at all signalized intersections on El Portal Drive. | 2013 | WCCTAC, San Pablo, Richmond, Caltrans, CCTA, Contra Costa County | ✓ None. |

Compliance Checklist

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2017-18 and 2018-19

Reporting Period: Calendar Years 2016 & 2017

Attachment B

General Plan Amendments 2016 and 2017

| | General Plan Amendments | Meets Growth Management Element Standards? | Meets MTSOs? | RTPC Reviewed (GPAs)? | Results of RTPC Review (GPAs) |
|----|--|--|--------------|-----------------------|-------------------------------|
| 1. | <p>Name: CCTA Model Growth Management Element Correspondence Table</p> <p>Location: N/A</p> <p>Applicant: County</p> <p>County File #: GP16-0001</p> <p>Description: Added the CCTA Model Growth Management Element Correspondence Table and explanatory text to the Growth Management Element.</p> <p>Adopted: 3/29/2016 Resolution #: ---</p> <p>Calendar Year: 2016</p> <p>Net New Peak Hour Trips: N/A (No development was approved.)</p> | N/A | N/A | No | N/A |
| 2. | <p>Name: Buchanan Field Business Park Amendment</p> <p>Location: Sally Ride Drive, Concord area</p> <p>Applicant: County</p> <p>County File: #GP16-0002</p> <p>Description: Amended Land Use Element Policy 3-98 (now Policy 3-99) to increase the development cap from 18,500 square feet to 52,300 square feet for the area at Buchanan Field Airport designated "Business Park" on the Land Use Element Map.</p> <p>Adopted: 6/21/2016 Resolution #: ---</p> <p>Calendar Year: 2016</p> <p>Net New Peak Hour Trips: N/A (No development was approved.) The amendment to the General Plan policy reallocated allowed square footage amongst parcels within the "West Development Area," without increasing the total number of trips anticipated under the approved <i>Buchanan Field Airport Master Planning Program</i> (2008).</p> | N/A | N/A | No | N/A |
| 3. | <p>Name: Roadway Network Plan Revisions</p> <p>Location: Tassajara Valley and Southeast County</p> <p>Applicant: County</p> <p>County File: GP16-0006</p> <p>Description: Amended the Transportation and Circulation Element, Roadway Network Plan, to indicate an ultimate four-lane width for Camino Tassajara instead of six lanes; amended the Roadway Network Plan to highlight a "Special Planning Area" in the vicinity of the proposed State Route 239 and Vasco Road-Byron Highway Connector</p> | N/A | N/A | Yes | No comments |

| | | | | | |
|----|--|-----|-----|-----|-------------|
| | alignments; amended the Land Use Element to add a policy explaining the significance of the Special Planning Area. Adopted: 12/13/2016 Resolution #: --- Calendar Year: 2016 Net New Peak Hour Trips: N/A (No development was approved.) | | | | |
| 4. | Name: Saranap Village Mixed-Use Project Location: Intersection of Boulevard Way and Saranap Avenue, Saranap (Walnut Creek) area Applicant: Hall Equities Group County File: #GP13-0003 Description: Amended the Land Use Element Map to redesignate the subject site from "Multiple-Family Residential-Medium Density" and "Commercial" to "Mixed-Use;" amended the Land Use Element to add a description of the Saranap Village Project; amended the Roadway Network Plan to reclassify Boulevard Way from "arterial" to "collector;" amended Transportation and Circulation Element Implementation Measure 5-w to allow more flexibility regarding on-street parking along collectors. Adopted: 8/15/2017 Resolution #: --- Calendar Year: 2017 Net New Peak Hour Trips: 217 a.m. and 214 p.m. | Yes | Yes | Yes | No comments |
| 5. | Name: Olympic Boulevard 5-lot Subdivision Location: 2424 Olympic Boulevard, Walnut Creek area Applicant: Sterling Associates County File #: GP15-0002 Description: Amended the Land Use Element Map to redesignate the site from Single-Family Residential-Medium Density to Single-Family Residential-High Density Adopted: 12/5/2017 Resolution #: 2017/425 Calendar Year: 2017 Net New Peak Hour Trips: 4 a.m and 5 p.m. | Yes | Yes | No | N/A |

Compliance Checklist

Reporting Jurisdiction: Contra Costa County

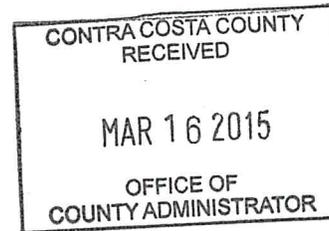
For Fiscal Years 2017-18 and 2018-19

Reporting Period: Calendar Years 2016 & 2017

Attachment C

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT

2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov



March 11, 2015

Mr. David Twa, County Administrator
Contra Costa County
651 Pine St., 10th Floor
Martinez, CA 94553

*cc: JOHN KOPCHAK
JOSEPH VILLANUEVA*

Dear Mr. Twa,

RE: Contra Costa County's 5th Cycle (2015-2023) Adopted Housing Element

Thank you for submitting Contra Costa County's element adopted December 2, 2014 which was received for review on December 12, 2014. Pursuant to Government Code (GC) Section 65585(h), the Department is reporting the results of its review.

The Department is pleased to find the adopted housing element in full compliance with State housing element law (GC, Article 10.6). The adopted element was found to be substantially the same as the revised draft element the Department's October 2, 2014 review determined met statutory requirements.

Please note the County of Contra Costa now meets specific requirements for several State and Regional funding programs designed to reward local governments for compliance with State housing element law. For example, the Housing Related Parks Program includes housing element compliance as a threshold requirement. Please see the Department's website for specific information about these and other State funding programs at http://www.hcd.ca.gov/hpd/hrc/plan/he/loan_grant_hecompl011708.pdf.

The Department appreciates the dedication Ms. Kara Douglas, Affordable Housing Program Manager and Mr. Patrick Roche, Principal Planner, provided throughout the course of the housing element review. The Department wishes the County of Contra Costa success in implementing its element and looks forward to following its progress through the General Plan annual progress reports pursuant to GC Section 65400. If the Department can provide assistance in implementing the housing element, please contact Fidel Herrera, of our staff, at (916) 263-7441.

Sincerely,

A handwritten signature in blue ink that reads "Glen A. Campora".

Glen A. Campora
Assistant Deputy Director

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY
Reporting Period 01/01/2015 - 12/31/2015

Pursuant to GC 65400 local governments must provide by April 1 of each year the annual report for the previous calendar year to the legislative body, the Office of Planning and Research (OPR), and the Department of Housing and Community Development (HCD). By checking the “Final” button and clicking the “Submit” button, you have submitted the housing portion of your annual report to HCD only. Once finalized, the report will no longer be available for editing.

The report must be printed and submitted along with your general plan report directly to OPR at the address listed below:

**Governor’s Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044**

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2015 - 12/31/2015

Table A

Annual Building Activity Report Summary - New Construction Very Low-, Low-, and Mixed-Income Multifamily Projects

| Housing Development Information | | | | | | | | | Housing with Financial Assistance and/or Deed Restrictions | | Housing without Financial Assistance or Deed Restrictions |
|--|------------------|-------------------------------|------------------------------------|----------------|---------------------|------------------------------|-------------------------------|-------------------------|--|-----------------------------|---|
| 1 | 2 | 3 | 4 | | | | 5 | 5a | 6 | 7 | 8 |
| Project Identifier (may be APN No., project name or address) | Unit Category | Tenure R=Renter O=Owner | Affordability by Household Incomes | | | | Total Units per Project | Est. # Infill Units* | Assistance Programs for Each Development | Deed Restricted Units | Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions. |
| | | | Very Low- Income | Low- Income | Moderate- Income | Above Moderate- Income | | | See Instructions | See Instructions | |
| Muir Ridge, Martinez area | SF | Owner | 0 | 8 | 4 | 0 | 12 | 0 | Housing Investment Partnership Program | | |
| (9) Total of Moderate and Above Moderate from Table A3 | | | | | 65 | 276 | | | | | |
| (10) Total by Income Table A/A3 | | | 0 | 8 | 65 | 276 | | | | | |
| (11) Total Extremely Low-Income Units * Note: These fields are voluntary | | | 0 | | | | | | | | |

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2015 - 12/31/2015

Table A2

Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)

Please note: Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in GC Section 65583.1(c)(1)

| Activity Type | Affordability by Household Incomes | | | | (4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1 |
|-----------------------------------|------------------------------------|-----------------|------------|-------------|---|
| | Extremely Low-Income* | Very Low-Income | Low-Income | TOTAL UNITS | |
| (1) Rehabilitation Activity | 0 | 0 | 0 | 0 | |
| (2) Preservation of Units At-Risk | 0 | 0 | 0 | 0 | |
| (3) Acquisition of Units | 0 | 0 | 0 | 0 | |
| (5) Total Units by Income | 0 | 0 | 0 | 0 | |

* Note: This field is voluntary

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2015 - 12/31/2015

Table A3
Annual building Activity Report Summary for Above Moderate-Income Units
(not including those units reported on Table A)

| | 1. Single Family | 2. 2 - 4 Units | 3. 5+ Units | 4. Second Unit | 5. Mobile Homes | 6. Total | 7. Number of infill units* |
|---|---------------------|-------------------|----------------|-------------------|--------------------|-------------|----------------------------------|
| No. of Units Permitted for Moderate | 46 | 2 | 0 | 13 | 0 | 61 | 0 |
| No. of Units Permitted for Above Moderate | 272 | 2 | 0 | 0 | 2 | 276 | 0 |

* Note: This field is voluntary

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2015 - 12/31/2015

Table B
Regional Housing Needs Allocation Progress
Permitted Units Issued by Affordability

| Enter Calendar Year starting with the first year of the RHNA allocation period. See Example. | | | | | | | | | | | | Total Units to Date (all years) | Total Remaining RHNA by Income Level |
|--|---------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---|---------------------------------|--------------------------------------|
| Income Level | RHNA Allocation by Income Level | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Year 7 | Year 8 | Year 9 | | | |
| Very Low | Deed Restricted | 374 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 374 |
| | Non-Restricted | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Low | Deed Restricted | 218 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 210 |
| | Non-Restricted | | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Moderate | | 243 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 178 |
| Above Moderate | | 532 | 276 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | 276 | 256 |
| Total RHNA by COG. Enter allocation number: | | 1367 | | | | | | | | | | | |
| Total Units ► ► ► | | | 349 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 349 | 1018 |
| Remaining Need for RHNA Period ► ► ► ► ► | | | | | | | | | | | | | |

Note: units serving extremely low-income households are included in the very low-income permitted units totals.

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2015 - 12/31/2015

Table C

Program Implementation Status

| Program Description (By Housing Element Program Names) | Housing Programs Progress Report - Government Code Section 65583. Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element. | | |
|---|--|--|---|
| Name of Program | Objective | Timeframe in H.E. | Status of Program Implementation |
| New Construction of Affordable Housing | Increase the supply of affordable housing, including units affordable to extremely low income households. | Annual: Award HOME, CDBG, and HOPWA funds to experienced housing developers | There were no projects in this reporting period within the unincorporated County. The County provided \$7 million in funding recommendations for HOME, HOPWA, and CDBG to support the development of 206 new rental units in the cities of Antioch, El Cerrito, and Walnut Creek. |
| Housing Successor to the former Redevelopment Agency | Utilize County owned property (former redevelopment agency) to develop affordable housing. | Disposition agreements by 2020 | There were no agreements made or projects in this reporting period. |
| Inclusionary Housing | Integrate affordable housing within market-rate developments. | Ongoing | In-lieu fees were collected for development within the Arbor View Estates Subdivision and Westborough Condominium Subdivision. The total fees collected was \$130,913.58. |
| Acquisition/Rehabilitation | Improve existing housing and increase supply of affordable housing. | Ongoing | There were no projects in this reporting period within the unincorporated County. |
| | | | |

| | | | |
|--|--|--|---|
| Second Units | Facilitate the development of second units. | Ongoing | There were 13 building permits issued for second units. |
| Affordability by Design | Develop affordability by design program to promote creative solutions to building design and construction. | 2017 | There is nothing to report for this reporting period. |
| New Initiatives Program | Develop new programs or policies to fund or incentivize affordable housing development. | 2017 | There is nothing to report for this reporting period. |
| Special Needs Housing | Increase the supply of special needs housing. | Ongoing | The project on Fred Jackson Way in North Richmond added two units of very low income rental housing for women leaving prison with \$245,250 of NSP1 funds. |
| Developmental Disabled Housing | Increase the supply of housing available to persons with developmental disabilities. | Ongoing | There were none this reporting period in the unincorporated County. |
| Accessible Housing | Increase the supply of accessible housing. | Ongoing | There were no new construction projects in this reporting period in the unincorporated County. There were three projects that the County provided funding in the cities of Antioch, El Cerrito, and Walnut Creek that included a total of 8 fully accessible units, 6 physically disabled units, and 2 vision/hearing impaired units. |
| Reasonable Accommodation | Increase the supply of special needs and accessible housing. | Ongoing | Translation services were provided to an extremely low NPP client. |
| Council on Homelessness, formerly known as, Contra Costa Interagency Council on Homelessness | Meet the housing & supportive services needs of the homeless. | Ongoing | They continue to support the development of permanent supportive housing. |
| Farmworker Housing | Increase the supply of farmworker housing. | Annually: Include farmworker housing in CDBG, HOME NOFA | There were none built this reporting period. |
| First-Time Homebuyer Opportunities | Provide additional homeownership opportunities. | Ongoing | Permits were issued for 12 Muir Ridge homes. The County also provided 55 Mortgage Credit Certificates throughout the county and cities. |
| Extremely Low Income Housing | Promote development of housing affordable to extremely low income households. | Annually: Prioritize x-low income housing in funding recommendati | The County continues to provide funding preferences to developers who include units that are affordable to extremely-low income households. There were a total of 187 extremely low income housing projects during this reporting period (See Neighborhood Preservation Program and Weatherization Program). |

| | | | |
|--|--|--|--|
| | | ons | |
| Sites Inventory | Provide for adequate housing sites, including "as-right development" sites for homeless facilities. | Ongoing maintenance of site inventory. | There are no changes or updates for this reporting period. |
| Mixed-Use Developments | Encourage mixed-use developments. | 2015/2016: Review existing ordinance and development patterns. | A 44-unit very low income affordable mixed-use project in North Richmond (Heritage Point) was approved. |
| Density Bonus & Other Development Incentives | Support affordable housing development. | Ongoing | The Driftwood residential project in Bay Point will include six affordable units with three new units on-site and three rehabilitated single-family residences off-site. |
| Infill Development | Facilitate infill development. | Biennially: Review site inventory, adjust for planned and completed developments | The County continues to use the Small Lot Review process to assist applicants in developing infill single-family residences on substandard-size lots. |
| Planned Unit District | Provide flexibility in design for residential projects. | Ongoing | A 14-unit residential subdivision and Planned Unit District was approved. |
| Development Fees | Reduce the cost of development. | Ongoing | There are no updates to report during this period. |
| Quick Turn-around Program | Develop program to expedite review of small projects, and conditions of approval. | 2015 | There have been three expedited review projects processed. |
| Review of Zoning & Subdivision Ordinance | Periodically review subdivision ordinance to ensure it does not unduly constrain housing development. Revise zoning code to allow emergency shelters by right, single room occupancy housing, transitional and permanent supportive housing, and agricultural worker housing. | Ongoing: period review of zoning and subdivision ordinances | There are no updates to report during this period. The agricultural worker housing, permanent supportive housing, and transitional housing draft zoning ordinance is expected in 2016. |
| Coordinated County Department Review of Development Applications | Expedite application review through a better coordinated process with other County departments. | Ongoing | The County strives to coordinate and reach-out to other County departments and agencies when processing new applications. |

| | | | |
|---|---|---|---|
| Anti-Discrimination Program | Promote fair housing. | Complete update to the AI after promulgation of new regulations | There are no updates to report this period. The AI as adopted by the Board of Supervisors on 5/25/2010 with a major effort to update the AI initiated in late 2015. |
| Residential Displacement Program | Limit number of households being displaced or relocated because of County sponsored programs or projects. | Ongoing | There are no updates to report this period. |
| Residential Energy Conservation Program | Participate in Bay Area regional efforts to reduce energy consumption. | 2015: Review examples of guidelines for solar retrofit | A tutorial and checklist for residential solar retrofit building permit applications was established and posted on-line under the Building Inspection Division's e-permit web page. |
| Neighborhood Preservation Program | Improve the quality of existing housing & neighborhoods. | Ongoing | There were 16 homes within the county that were rehabilitated. 6 low income, 4 very low income, and 6 extremely low income. |
| Weatherization Program | Assist homeowners and renters with minor home repairs. | Ongoing | 305 units have been weatherized in County cities, towns, and communities. 181 units were extremely low income, 84 units were very low income, and 30 units were low income. |
| Code Enforcement | Maintain & improve the quality of existing housing & neighborhoods. | Ongoing | There were a total of 1128 cases opened with 1059 cases closed. Approximately 85-90% of all cases were residential. |
| Preservation of Affordable Housing Assisted with Public Funds | Preserve the existing stock of affordable housing. | Ongoing | There were no projects that involved the preservation of affordable housing in the unincorporated County. The County issued \$12.5 million in bonds to the cities of Oakley and Walnut Creek for a total of 85 units. |

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2015 - 12/31/2015

General Comments:

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2016 - 12/31/2016

Pursuant to GC 65400 local governments must provide by April 1 of each year the annual report for the previous calendar year to the legislative body, the Office of Planning and Research (OPR), and the Department of Housing and Community Development (HCD). By checking the “Final” button and clicking the “Submit” button, you have submitted the housing portion of your annual report to HCD only. Once finalized, the report will no longer be available for editing.

The report must be printed and submitted along with your general plan report directly to OPR at the address listed below:

Governor’s Office of Planning and Research
P.O. Box 3044
Sacramento, CA 95812-3044

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
 (CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY
 Reporting Period 01/01/2016 - 12/31/2016

Table A

Annual Building Activity Report Summary - New Construction
Very Low-, Low-, and Mixed-Income Multifamily Projects

| Housing Development Information | | | | | | | Housing with Financial Assistance and/or Deed Restrictions | | Housing without Financial Assistance or Deed Restrictions | | |
|---|------------------|-------------------------------|------------------------------------|----------------|---------------------|------------------------------|--|-------------------------|---|-----------------------------|---|
| 1 | 2 | 3 | 4 | | | | 5 | 5a | 6 | 7 | 8 |
| Project Identifier (may be APN No., project name or address) | Unit Category | Tenure R=Renter O=Owner | Affordability by Household Incomes | | | | Total Units per Project | Est. # Infill Units* | Assistance Programs for Each Development | Deed Restricted Units | Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions. |
| | | | Very Low- Income | Low- Income | Moderate- Income | Above Moderate- Income | | | See Instructions | See Instructions | |
| | | | | | | | | | | | |
| (9) Total of Moderate and Above Moderate from Table A3 | | | | | 28 | 201 | | | | | |
| (10) Total by Income Table A/A3 | | | 0 | 0 | 28 | 201 | | | | | |
| (11) Total Extremely Low-Income Units* | | | 0 | | | | | | | | |

* Note: These fields are voluntary

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2016 - 12/31/2016

Table A2
Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)

Please note: Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in GC Section 65583.1(c)(1)

| Activity Type | Affordability by Household Incomes | | | | (4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1 |
|-----------------------------------|------------------------------------|-----------------|------------|-------------|--|
| | Extremely Low-Income* | Very Low-Income | Low-Income | TOTAL UNITS | |
| (1) Rehabilitation Activity | 0 | 0 | 0 | 0 | |
| (2) Preservation of Units At-Risk | 0 | 0 | 0 | 0 | |
| (3) Acquisition of Units | 0 | 0 | 0 | 0 | |
| (5) Total Units by Income | 0 | 0 | 0 | 0 | |

* Note: This field is voluntary

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
 (CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY
 Reporting Period 01/01/2016 - 12/31/2016

Table A3
Annual building Activity Report Summary for Above Moderate-Income Units
(not including those units reported on Table A)

| | 1. Single Family | 2. 2 - 4 Units | 3. 5+ Units | 4. Second Unit | 5. Mobile Homes | 6. Total | 7. Number of infill units* |
|---|---------------------|-------------------|----------------|-------------------|--------------------|-------------|----------------------------------|
| No. of Units Permitted for Moderate | 4 | 2 | 0 | 19 | 3 | 28 | 0 |
| No. of Units Permitted for Above Moderate | 187 | 14 | 0 | 0 | 0 | 201 | 0 |

* Note: This field is voluntary

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2016 - 12/31/2016

Table B
Regional Housing Needs Allocation Progress
Permitted Units Issued by Affordability

| Enter Calendar Year starting with the first year of the RHNA allocation period. See Example. | | | | | | | | | | | | Total Units to Date (all years) | Total Remaining RHNA by Income Level |
|--|---------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---|---------------------------------|--------------------------------------|
| Income Level | RHNA Allocation by Income Level | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Year 6 | Year 7 | Year 8 | Year 9 | | | |
| Very Low | Deed Restricted | 374 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 374 |
| | Non-Restricted | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Low | Deed Restricted | 218 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 210 |
| | Non-Restricted | | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Moderate | | 243 | 65 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 150 |
| Above Moderate | | 532 | 276 | 201 | 0 | 0 | 0 | 0 | 0 | 0 | - | 477 | 55 |
| Total RHNA by COG. Enter allocation number: | | 1367 | | | | | | | | | | | |
| Total Units ▶ ▶ ▶ | | | 349 | 229 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 578 | |
| Remaining Need for RHNA Period ▶ ▶ ▶ ▶ ▶ | | | | | | | | | | | | | 789 |

Note: units serving extremely low-income households are included in the very low-income permitted units totals.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
 (CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2016 - 12/31/2016

Table C

Program Implementation Status

| Program Description (By Housing Element Program Names) | Housing Programs Progress Report - Government Code Section 65583. Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element. | | |
|---|--|-------------------------------------|---|
| Name of Program | Objective | Timeframe in H.E. | Status of Program Implementation |
| Neighborhood Preservation Program | Improve the quality of existing housing & neighborhoods. | Ongoing | There were five homes within the unincorporated county that were rehabilitated. Of those five projects, two were moderate income, two were low income, and one was extremely low income. |
| Weatherization Program | Assist homeowners and renters with minor home repairs. | Ongoing | 297 units have been weatherized in County cities, towns, and communities. 221 units were extremely low income, 75 units were very low income, and 1 unit was low income. |
| Code Enforcement | Maintain & improve the quality of existing housing & neighborhoods. | Ongoing | There were a total of 951 cases opened with 893 cases closed. Approximately 99% of all cases were residential. |
| Preservation of Affordable Housing Assisted with Public Funds | Preserve the existing stock of affordable housing. | Ongoing | The County provided \$300,000 in HOME and CDBG funding for a 14-unit rehabilitation project located in Bay Point. Additionally, the County provided \$4.125 million in funding recommendations for HOME, HOPWA, and CDBG to support the rehabilitation of 283 rental units in the Cities of Concord and Pinole. |
| New Construction of Affordable Housing | Increase the supply of affordable housing, including units affordable to extremely low income households. | Annual: Award HOME, CDBG, and | The County provided \$1.55 million in CDBG funding for a 42-unit rental project located in North Richmond. Additionally, the County provided \$1.67 million in funding recommendations for HOME, HOPWA, and CDBG to support the |

| | | | |
|--|--|---|--|
| | | HOPWA funds to experienced housing developers | development of 138 new rental units in the cities of El Cerrito, Pittsburg, and Walnut Creek. The County also issued \$23,571,320 in tax-exempt bonds for 143 new units in the cities of Walnut Creek and Antioch. |
| Housing Successor to the former Redevelopment Agency | Utilize County owned property (former redevelopment agency) to develop affordable housing | Disposition agreements by 2020. | The Rodeo Senior Housing Extension project in Rodeo had an Exclusive Negotiating Agreement approved in December. The County issued a Request for Qualifications/Request for Proposal in December for the Orbisonia Heights project in Bay Point. The property at 1250 Las Juntas in Walnut Creek was sold in December to Habitat for Humanity. This property is located within the city limits. |
| Inclusionary Housing | Integrate affordable housing within market-rate developments. | Ongoing | In-lieu fees were collected for developments within a subdivision. The total fees collected was \$23,249. |
| Acquisition/ Rehabilitation | Improve existing housing and increase supply of affordable housing. | Ongoing | There were no projects in this reporting period within the unincorporated County. The County issued \$45,464,000 in tax-exempt bonds for 235 units in the Cities of Pinole and Concord. |
| Second Units | Facilitate the development of second units. | Ongoing | There were 19 building permits issued for second units. |
| Affordability by Design | Develop affordability by design program to promote creative solutions to building design and construction. | 2017 | There is nothing to report for this reporting period. |
| New Initiatives Program | Develop new programs or policies to fund or incentivize affordable housing development | 2017 | The County is implementing the State's Accessory Dwelling Unit Ordinance. |
| Special Needs Housing | Increase the supply of special needs housing. | Ongoing | There were no projects in this reporting period within the unincorporated County. The County provided \$487K in HOME funds to support the development of a 30-unit rental project in the City of Pittsburg for homeless veterans and veterans. |
| Developmental Disabled Housing | Increase the supply of housing available to persons with developmental disabilities. | Ongoing | There were no projects this reporting period in the unincorporated County. |
| Accessible Housing | Increase the supply of accessible housing. | Ongoing | The County provided funding for a multifamily rental project in North Richmond that will include 4 fully accessible units; 3 physically disabled units and 1 vision/hearing impaired unit. Additionally, the County provided funding for projects located in the Cities of El Cerrito, Pittsburg and Walnut Creek that included a total of 11 fully accessible units; 8 physically disabled units and 3 vision/hearing impaired units. |
| | | | |

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| Reasonable Accommodation | Increase the supply of special needs and accessible housing. | Ongoing | Through the NPP program, the County assisted in the funding of 5 fully accessible bathroom renovations and 1 addition of an exterior stair lift. In addition, the County provides access to language assistance via phone calls, emails, and/or general correspondence to all residents of the County requiring these services. |
| Council on Homelessness, formerly known as, Contra Costa Interagency Council on Homelessness | Meet the housing & supportive services needs of the homeless | Ongoing | This program is currently known as the Council on Homelessness. They continue to support the development of permanent supportive housing. Hearth Act funds are used for the support of existing permanent supportive housing units or placement of people into permanent supportive housing. |
| Farmworker Housing | Increase the supply of farmworker housing. | Annually: Include farmworker housing in CDBG, HOME NOFA (See #5 above) | There were none built this reporting period. |
| First-Time Homebuyer Opportunities | Provide additional homeownership opportunities. | Ongoing | The County provided 54 households with the Mortgage Credit Certificate Program (MCC) throughout the county and cities, a total of \$3,566,301 in MCC funds. |
| Extremely Low Income Housing | Promote development of housing affordable to extremely low income households. | Annually: Prioritize x-low income housing in funding recommendations | The County continues to provide funding preferences to developers who include units that are affordable to extremely-low income households. There were a total of 225 extremely low income housing projects during this reporting period (See Neighborhood Preservation Program and Weatherization Program). |
| Sites Inventory | Provide for adequate housing sites, including 'as-right development' sites for homeless facilities | Ongoing maintenance of site inventory. | There are no changes or updates for this reporting period. |
| Mixed-Use Developments | Encourage mixed-use developments. | 2015 ¿ 2016: Review existing ordinance and development patterns. | There are no projects to report. |
| Density Bonus & Other Development Incentives | Support affordable housing development. | Ongoing | There are no projects to report for this reporting period. |
| Infill Development | Facilitate infill development. | Biennially: | The County continues to use the Small Lot Review process to assist applicants |

| | | | |
|--|--|--|--|
| | | Review site inventory, adjust for planned and completed developments | in developing infill single-family residences on substandard-size lots and streamline the administrative review process for infill housing in the former redevelopment areas. |
| Planned Unit District | Provide flexibility in design for residential projects. | Ongoing | There are no updates to report during this period. |
| Development Fees | Reduce the cost of development | Ongoing | There are no updates to report during this period. |
| Quick Turn-around Program | Develop program to expedite review of small projects, and conditions of approval. | 2016 | This program continues to be utilized for ensuring expedited review of infill projects and various planning applications including tree permits, variances, and design reviews. |
| Review of Zoning & Subdivision Ordinance | Periodically review subdivision ordinance to ensure it does not unduly constrain housing development. Revise zoning code to allow emergency shelters by right, single room occupancy housing, transitional and permanent supportive housing, and agricultural worker housing. | Ongoing: period review of zoning and subdivision ordinances | There are no updates to report during this period. The agricultural worker housing, permanent supportive housing, and transitional housing draft zoning ordinance is expected in 2017. |
| Coordinated County Department Review of Development Applications | Expedite application review through a better coordinated process with other County departments. | Ongoing | The County strives to coordinate and reach-out to other County departments and agencies when processing new applications. |
| Anti-Discrimination Program | Promote fair housing. | Complete update to the AI after promulgation of new regulations | The Analysis of Impediments to Fair Housing (AI) was adopted by the Board of Supervisors on May 25, 2010. A major effort to update the AI occurred in 2016. The final AI updated document is anticipated to be presented to the County Board of Supervisors in Spring 2017. |
| Residential Displacement Program | Limit number of households being displaced or relocated because of County sponsored programs or projects. | Ongoing | There are no updates to report this period within the unincorporated County. |
| Residential Energy Conservation Program | Participate in Bay Area regional efforts to reduce energy consumption. | 2016: Draft County guidelines | Solar permits for roof-mounted residential PV systems are available on-line under the Application and Permit Center web page. Instructions for in-person and on-line submittal for expedited review is posted on the County's web page. The number of solar permits issued is 1,563. |

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2016 - 12/31/2016

General Comments:

Compliance Checklist

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2017-18 and 2018-19

Reporting Period: Calendar Years 2016 & 2017

Attachment D

THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA

and for Special Districts, Agencies and Authorities Governed by the Board

Adopted this Resolution on 07/12/2016 by the following vote:

| | | |
|-----------------|---------------------------------------|--------------------------|
| | | Candace Andersen |
| AYE: | <input checked="" type="checkbox"/> 4 | Mary N. Piepho |
| | | Karen Mitchoff |
| | | Federal D. Glover |
| NO: | <input type="checkbox"/> | |
| ABSENT: | <input checked="" type="checkbox"/> 1 | John Gioia |
| ABSTAIN: | <input type="checkbox"/> | |
| RECUSE: | <input type="checkbox"/> | |



Resolution No. 2016/374

Resolution of the Contra Costa County Board of Supervisors supporting the adoption of a Complete Streets Policy, and stating that the next substantial revision of Contra Costa County General Plan Transportation and Circulation Element shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358)

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, students, and families;

WHEREAS, Contra Costa County acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, Contra Costa County recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, mobility diversification, and environmental sustainability;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it "views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system";

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental wellbeing of their communities;

WHEREAS, the Contra Costa County General Plan establishes the Complete Streets philosophy by way of the April 2008 Complete Streets Amendments which accomplishes the following:

- Specifies that 'all users' includes pedestrians, bicyclists, transit vehicles and users, and motorists, of all ages and abilities.
- Aims to create a comprehensive, integrated, connected network.
- Recognizes the need for flexibility: that all streets are different and user needs will be balanced.
- Is adoptable by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards.
- Directs that complete streets solutions fit in with context of the community.

- Establishes performance standards with measurable outcomes.

WHEREAS, Contra Costa County therefore, in light of the foregoing benefits and considerations, wishes to further improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Contra Costa County, State of California, as follows:

1. That Contra Costa County adopts the Complete Streets Policy attached hereto as Exhibit B, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
2. That the next substantial revision of the Contra Costa County General Plan Transportation and Circulation Element shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

Contact: John Cunningham, 674-7833

ATTESTED: July 12, 2016

David J. Twa, County Administrator and Clerk of the Board of Supervisors

By: Stacey M. Boyd, Deputy



cc: Steve Kowalewski, Mary Halle, Will Nelson, Maureen Toms

This Complete Streets Policy was adopted by Resolution No. 2016/374 by the Board of Supervisors of Contra Costa County on July 12, 2016.

COMPLETE STREETS POLICY OF CONTRA COSTA COUNTY

A. Complete Streets Principles

1. **Complete Streets Serving All Users.** Contra Costa County expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across rights-of-way (including streets, roads, highways, bridges, paths, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, students and families.

2. **Context Sensitivity.** In planning and implementing street projects, departments and agencies of Contra Costa County shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, school representatives, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, separated bikeways/cycle tracks, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, traffic calming circles, transit bulb outs, road diets and other features assisting in the provision of safe travel for all users and those features and concepts identified in the Contra Costa County Complete Streets General Plan Amendment of April 2008.

3. **Complete Streets Routinely Addressed by All Departments.** All departments and agencies of Contra Costa County shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users/modes, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. Example activities include, but are not necessarily limited to the following: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, maintenance of landscaping/related features, and shall exclude minor (catch basin cleaning, sign replacement, pothole repair, etc.) maintenance and emergency repairs.

4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

B. Implementation

1. **Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with the Contra Costa County General Plan, as well as other applicable bicycle, pedestrian, transit, multimodal, best practices, and other relevant documents. Where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant departments, or designees, provides written approval explaining the basis of such deviation.

2. **Street Network/Connectivity.** As feasible, and as opportunities arise, Contra Costa County shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, with the particular goal of creating a connected network of facilities accommodating each category of users, increasing connectivity across jurisdictional boundaries, and for accommodating existing and anticipated future areas of travel origination or destination. A well connected network should include non-motorized connectivity to schools, parks,

commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).

3. Countywide Bicycle Advisory Committee (CBAC) Consultation. The CBAC may review the design principles used by staff to accommodate motor vehicle, bicycle, pedestrian, and transit modes of travel when reviewing projects. The CBAC will be engaged early in the planning and design stage to provide an opportunity for comments and recommendations regarding Complete Street features of major public transportation projects.

4. Evaluation. The County will establish a means to collect data and evaluate the implementation of complete streets policies. For example tracking the number of miles of paths, bike lanes and sidewalks, numbers of street crossings, signage etc.

C. Exceptions

1. Required Findings and Leadership Approval for Exemptions. Plans or projects that seek exemptions from incorporating Complete Streets design principles must provide a written explanation of why accommodations for all modes were not included in the project. An exemption may be granted by the Director of Public Works or Director of Conservation and Development upon finding that inclusion of Complete Streets design principles are not possible or appropriate under one or more of the following circumstances: 1) bicycles or pedestrians are not permitted on the subject transportation facility pursuant to state or local laws; 2) inclusion of Complete Streets design principles would result in a disproportionate cost to the project; 3) there is a documented absence of current and future need and demand for Complete Streets design elements on the subject roadway; and, 4) one or more significant adverse effects would outweigh the positive effects of implementing Complete Streets design elements. Plans or projects that are granted exceptions must be made available for public review.

5. Transportation and Circulation Element

- o Streets should be designed, maintained according to the “Complete Streets” philosophy, which accomplishes the following:
 - Specifies that ‘all users’ includes pedestrians, bicyclists, transit vehicles and users, and motorists, of all ages and abilities.
 - Aims to create a comprehensive, integrated, connected network.
 - Recognizes the need for flexibility: that all streets are different and user needs will be balanced.
 - Is adoptable by all agencies to cover all roads.
 - Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
 - Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
 - Directs the use of the latest and best design standards.
 - Directs that complete streets solutions fit in with context of the community.
 - Establishes performance standards with measurable outcomes.
- o Some of the specific approaches proposed in this Element for both near-term and longer-term solutions include the following:
 - Place limits on the capacity of streets and highways which enter the County (near-term).
 - Improve the reliability and convenience of inter and intra-County transit service (longer-term).
 - Close gaps in pedestrian, bicycle, and transit networks. Work towards a continuous, safe, and reliable network of alternatives to automobiles that covers local and regional attractions (long term).
 - Expand roadways and plan for new roadways where feasible and appropriate (longer-term).
 - Accept congestion as an inevitable traffic condition for single occupancy automobiles during rush hours (near-term).
 - Improve the design of new development to provide alternative routes for circulation on the roadway system (near- and longer-term).
 - Improve the design of new development to provide convenient use of alternative forms of transportation (near- and longer-term).
 - Encourage ride sharing and staggered work hour programs (near-term).
 - Construct HOV lanes and on-ramp metering lights along commute corridors (near-term).
 - Support new development that provides for a mix of land uses which complement each other, encourage shared parking, and reduce vehicle miles traveled (near- and longer-term).
 - Establish Pedestrian Districts in selected locations using the MTC Pedestrian District Study as a guideline (longer-term).

5.6 ROADWAYS AND TRANSIT

INTRODUCTION

The need for roadway and transit facilities is most directly tied to the land use patterns set forth in the Land Use Element. As described above, buildout of the land use plan through the year 2020, together with anticipated growth outside of the County, would place excessive demands on the existing circulation infrastructure in the County. The goals, policies and implementation measures set forth in this section, together with those in the Growth Management Element, are intended to address the future circulation needs of Contra Costa County.

5. Transportation and Circulation Element

reactions. TDM measures usually: 1) involve lower capital costs; 2) provide incentives designed to modify travel demand; 3) are implemented by local government or the private sector, and 4) give all travel modes equal consideration in providing access to development.

The County currently promotes TDM strategies in unincorporated areas through certain County ordinances. The County should continue to monitor the effectiveness of its zoning and subdivision ordinances to ensure that new development provides multimodal access and does not solely rely on the automobile. To this end, if a new development has enough traffic generated to warrant a new transit stop (according to the appropriate transit jurisdiction), then such a development will extend the transit service area, which is shown in the County's Transit Network Plan. Additional efforts to investigate in the future include: 1) establishment of maximum parking ratios and relaxing of minimum requirements; 2) shifting long-term parking in commercial areas to short-term use; 3) zoning regulations that encourage more pedestrian/transit friendly development.

5.8 PEDESTRIAN FACILITIES AND BIKEWAYS

Pedestrian and bicycle transportation are a viable mode of commuter transportation in the urban areas on either side of the Berkeley Hills and throughout eastern Contra Costa County due to favorable topography and weather.

The County promotes the use of the Complete Streets philosophy to further advance the goals of this plan. Complete streets are streets safe for all users at all times throughout the County.

The County supports pedestrians and bicyclists by implementing the Routine Accommodation policy statement developed by the United States Department of Transportation, the California Department of Transportation and the Metropolitan Transportation Commission to ensure that the needs of walkers and bicyclists are integrated into Transportation Infrastructure. Considering, and making accommodation for bicycle and pedestrian mobility and safety in the planning and designing of new or improved transportation facilities can benefit all modes of travel.

Pedestrian facilities are becoming increasingly important to address the various needs of County residents living in urban and rural settings as our community continues to develop and change. We are all pedestrians at one time, walking to the post office, using a wheelchair from a transit station to work, traveling from your car to a retail shopping center. Pedestrian facilities also encourage walking for better health. Additionally, lower income residents of Contra Costa County are over seven times more likely to walk as a primary commute mode than the general population. A well designed and well maintained system of pedestrian facilities provides safe, convenient and accessible access for residents.

Sidewalks shall be designed so they are wide enough to accommodate the potential pedestrian volume. Surfaces should be kept as level as possible. Intersections shall have well designed curb ramps on all corners and crosswalks, where provided, should be well marked and visible. Traffic signal phasing shall allow adequate time for pedestrians to cross as well as have accommodations for disabled users with impairments. Lighting shall be provided where needed for visibility and safety. The network of pedestrian facilities must provide convenient access to destinations that attract pedestrian travel, such as schools, parks, transit, neighborhood shopping, post offices and other public facilities.

Development of a comprehensive bikeway system will provide further incentive to commute by bike. The comprehensive bikeway system is the interconnected system of safe bike paths, bike lanes, and bike routes that satisfy the travel needs of most

5. Transportation and Circulation Element

cyclists in the county. Many existing bikeways are of a recreational design which also serve as pedestrian trails and located off-street. These facilities should be supplemented by more off-street paths and more on-street commuter bikeways that provide direct access to commercial uses. A comprehensive bikeway system is depicted in a fold-out map in the back of the General Plan entitled "Bikeway Facilities Network".

"Bikeway" means all facilities that are provided primarily for bicycle travel. The following categories of bikeways are defined in the California Streets and Highway Code.

- o Class I Bikeway (Bike Path or Bike Trail): Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.
- o Class II Bikeway (Bike Lane): Provides a restricted right-of-way designated for the exclusive use or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.
- o Class III Bikeway (Bike Route): Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

In March of 2002 the Contra Costa Transportation Authority launched a comprehensive effort to work with local jurisdictions, agencies and special interest groups to produce the Contra Costa Countywide Bicycle and Pedestrian Plan. The outcome of this effort produced a comprehensive plan that was adopted by many City Councils and the Board of Supervisors. Relevant sections of the plan have been incorporated into this General Plan.

The following are the pedestrian facilities and bikeways goals, policies and implementation measures:

5-L. Expand, improve and maintain facilities for walking and bicycling.

5-36. Describe a system of bicycle facilities and key attractors of bicycle and pedestrian traffic so that all travelers, including people with disabilities, can travel safely and independently.

5-ai. Design a growing comprehensive and safe bicycle network using a mix of existing local roads, collectors and bikeways which prioritizes bicycle movement from residences to key attractors while minimizing automobile presence on the network. Coordinate with cities, transit agencies, community groups and public utilities.

5-aj. Where possible, roads selected for the comprehensive bikeway system should be 35 mph or less.

5-ak. Provide safe and convenient pedestrian and bike ways in the vicinity of schools and other public facilities and in commercial areas and provide convenient access to bus routes.

5-al. Ensure that pedestrian connectivity is preserved or enhanced in new developments by providing short, direct pedestrian connections between land uses and to building entrances.

5-am. Construct the bikeways shown in the Bikeway Network map and incorporate the needs of bicyclists in roadway construction and maintenance projects and normal safety and operational improvements.

5-an. Promote planning and coordination of pedestrian and bicycle facilities among cities, transit agencies and public utilities.

5. Transportation and Circulation Element

- 5-ao. Provide secure bicycle parking facilities at appropriate locations, such as transit stations, as well as improved access to transit systems.
- 5-37. Identify gaps in the bicycle network and needed improvements to pedestrian districts and key activity centers and define priorities for eliminating these gaps and making needed improvements. Facilities shall be designed to the best currently available standards and guidelines.
- 5-ap. Pedestrian Districts should be created in areas of mixed or dense land use and intense or potentially intense pedestrian activity.
- 5-aq. Landscaping and trees should be used to enhance pedestrian facilities and should be selected to minimize future maintenance and safety issues.
- 5-ar. Streetscape improvements should be included in the design of high usage pedestrian facilities to encourage pedestrian activity. This would include improvements such as benches, public art, drinking fountains and pedestrian-scale lighting fixtures.
- 5-as. Provide sidewalks with a clear path wide enough to accommodate anticipated pedestrian use and wheelchairs, baby strollers or similar devices. This area clear zone must be free of street furniture, signposts, utility poles or any other obstruction.
- 5-at. Traffic calming measures should be designed so they improve pedestrian and bicycle movement in residential neighborhoods and commercial districts as well as strategic corridors between them that help form the comprehensive bicycle network.
- 5-38. Encourage adequate long term and routine maintenance of bikeway and walkway network facilities, including regular sweeping of bikeways and shared use pathways, utilizing private and/or local community resources when feasible.
- 5-au. Provide ways for the general public to report problems.
- 5-av. Include the cost of major maintenance needs of bicycle and pedestrian facilities when calculating the maintenance needs of streets and roadways.

5-M Improve safety for pedestrians and bicyclists.

- 5-39. Reduce conflicts among motorists, pedestrians and bicyclists.
- 5-aw. Use curb extensions and pedestrian islands and other strategies to reduce pedestrian crossing distances.
- 5-ax. Use traffic control devices such as signs, signals or lights to warn motorists that pedestrians or bicyclists are in the roadway.
- 5-ay. Provide buffers between roads and sidewalks utilizing planter strips or buffer zones that provide streetscape improvements.
- 5-az. Provide buffers between train tracks and non-motorized facilities when necessary, utilizing distance, barriers, or grade separation.
- 5-ba. Ensure that users of non-motorized facilities are channeled to legal crossings of train tracks, which are use appropriate traffic control devices and are adequately inspected and maintained.
- 5-40. Provide information to improve safety for pedestrians and bicyclists.
- 5-bb. Support development of a countywide collision data analysis program that will generate collision rates useful for planning purposes.

5. Transportation and Circulation Element

5-bc. Support the development and implementation of programs to educate drivers, bicyclists, and pedestrians as to their rights and responsibilities,

5-N Encourage more people to walk and bicycle.

- 5-41. Work with local and regional agencies to develop useful and cost effective programs to encourage more people to walk and bicycle.
- 5-42. Support programs such as "safe routes to school maps and "bike trains" or "walking school buses" for elementary students that would encourage more students to walk or bicycle to school.
- 5-43. Encourage the use of bicycle and pedestrian facilities to promote healthy transportation choices.
- 5-44. Encourage the use of wayfinding and signage to help direct pedestrians and bicyclists to desirable destinations.

5-O Plan for the needs of bicyclists and pedestrians.

- 5-45. Accommodate and encourage other agencies to accommodate the needs for mobility, accessibility and safety of bicyclists and pedestrians when planning, designing and developing transportation improvements.

5-bd. Review capital improvement projects to make sure that needs of non-motorized travelers (including pedestrians, bicyclist and persons with disabilities) are considered in programming, planning, maintenance, construction operations and project development activities and products.

5-be. Incorporate sidewalks, bike paths, bike lanes, crosswalks, pedestrian cut-throughs, or other bicycle pedestrian improvements into new projects.

5-bf. Where economically feasible provide safe and convenient alternatives when bicycle or pedestrians facilities are removed.

5-bg. Accommodate cyclists and pedestrians during construction of transportation improvements and other development projects.

- 5-46. Support the incorporation of bicycle and pedestrian facilities into other capital improvements projects, where appropriate, to expand bicycle-pedestrian facilities, harmonize the needs of all travel modes, and achieve economies of scale.

5.9 SCENIC ROUTES

INTRODUCTION

This scenic routes plan is intended to add considerations of roadway road corridor appearances and aesthetics to the scope of the County General Plan. This plan has two basic purposes: it enables the County to request that the State designate state routes to the State highways program, while at the same time providing a local scenic route implementation program.

Such a plan provides recognition of the perception we have of our surroundings while traveling through the County. Presently Contra Costa County has numerous roadways that pass through areas affording pleasurable views. The number of such roadways where scenic quality exists will diminish, however, unless protected. Their character is changed through improvements to them or when land adjacent to them is developed.

This plan identifies a Countywide scenic route system and ensure that new projects approved along a scenic route are reviewed to maintain their scenic potential. Most scenic routes depend on natural landscape qualities for their aesthetics and many formally designated scenic routes

Compliance Checklist

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2017-18 and 2018-19

Reporting Period: Calendar Years 2016 & 2017

Attachment E

4. GROWTH MANAGEMENT ELEMENT

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4. GROWTH MANAGEMENT ELEMENT

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.

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 California Government Code Section 65303, which states:

"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 the Land Use Element (Chapter 3), 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, Public Facilities/Services Element, and Housing Element. Moreover, by establishing an inter-jurisdictional land supply and development monitoring program, the Growth Management Element coordinates implementation of the County General Plan with those of the county's 19 cities.

To carry out the goals and objectives of the Land Use and Transportation and Circulation Elements of the General 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 Transportation and Circulation and Public Facilities/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/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 Sheriff's Office, 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,

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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.

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 inter-jurisdictional 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. To establish a cooperative inter-jurisdictional 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.
- 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.

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- 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.
- 4-5. 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.

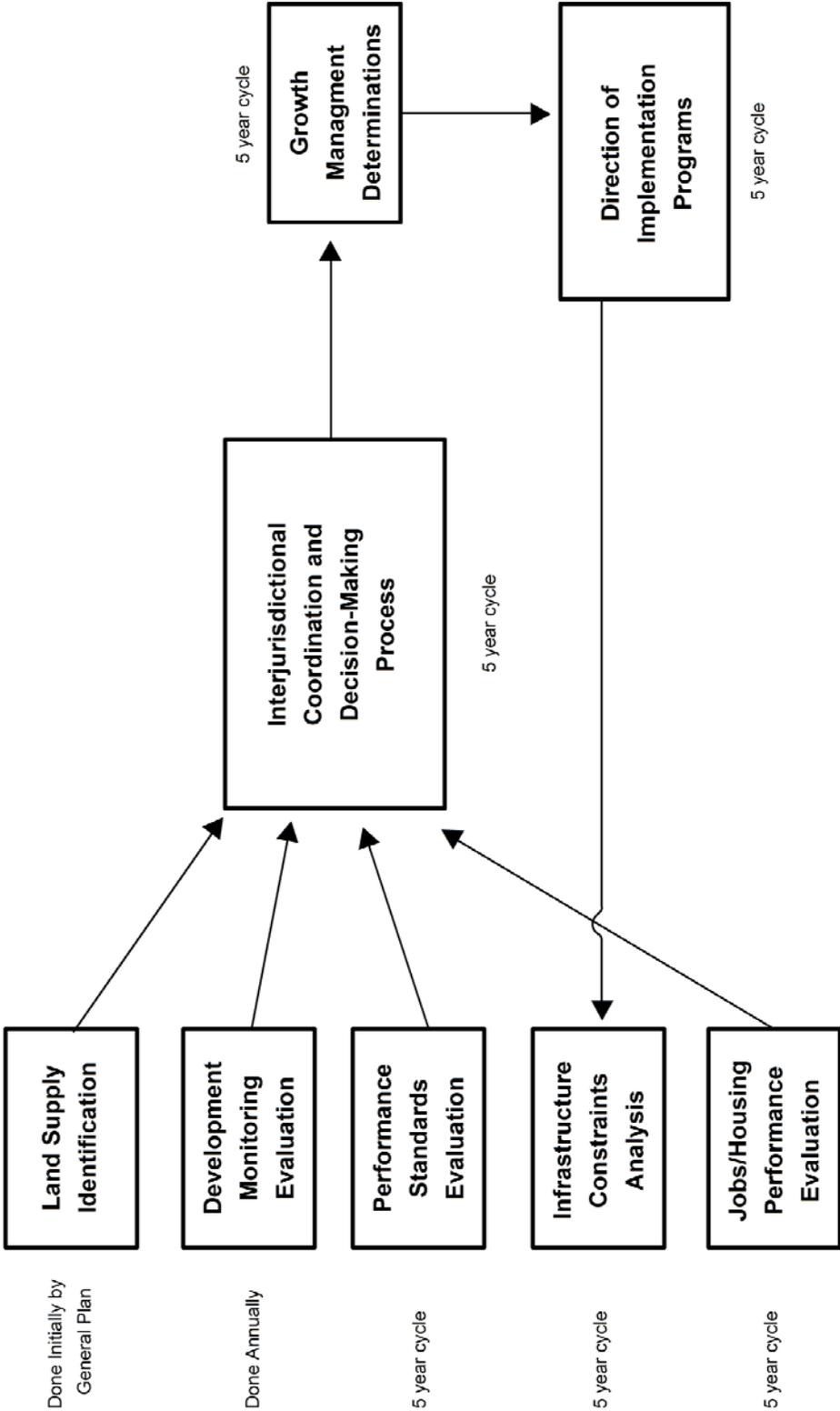
**TABLE 4-1
GROWTH MANAGEMENT PERFORMANCE STANDARDS**

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 = .75-.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 Districts (CBD): | Peak Hour Level of Service of Low E (Volume/Capacity Ratio = .90-.94) |

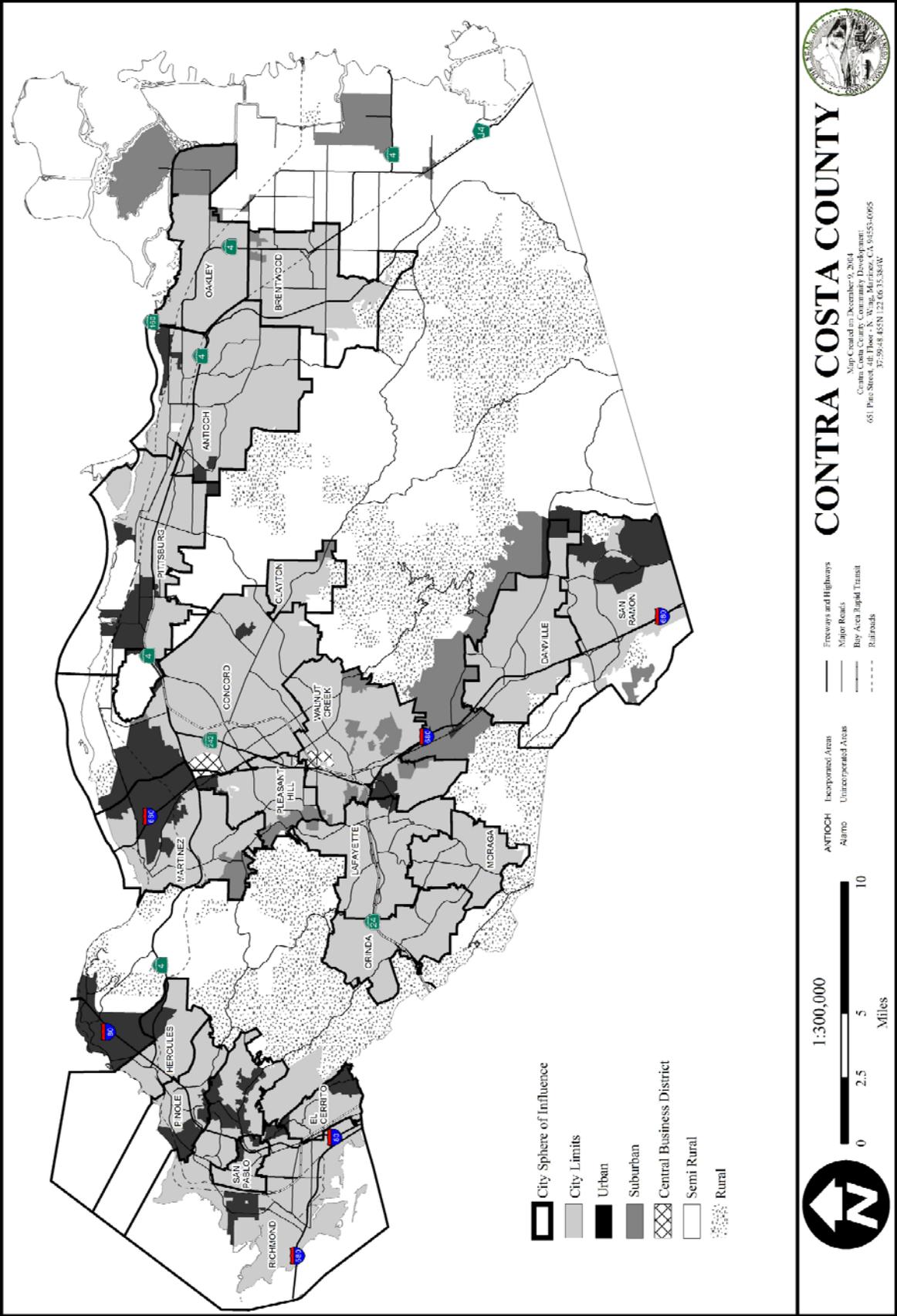
Note: These terms are used solely with reference to the Growth Management Element performance standards.

Figure 4.1 Flow Chart of Growth Management Process



CONTRA COSTA COUNTY

Figure 4-2 Level of Service Designations for Unincorporated Areas



Traffic

LOS Standards will be considered to be met if:

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

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.

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.

Parks and Recreation

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

Fire Protection

Fire stations shall be located within one and one-half mile 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.

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

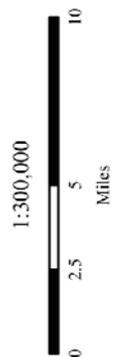
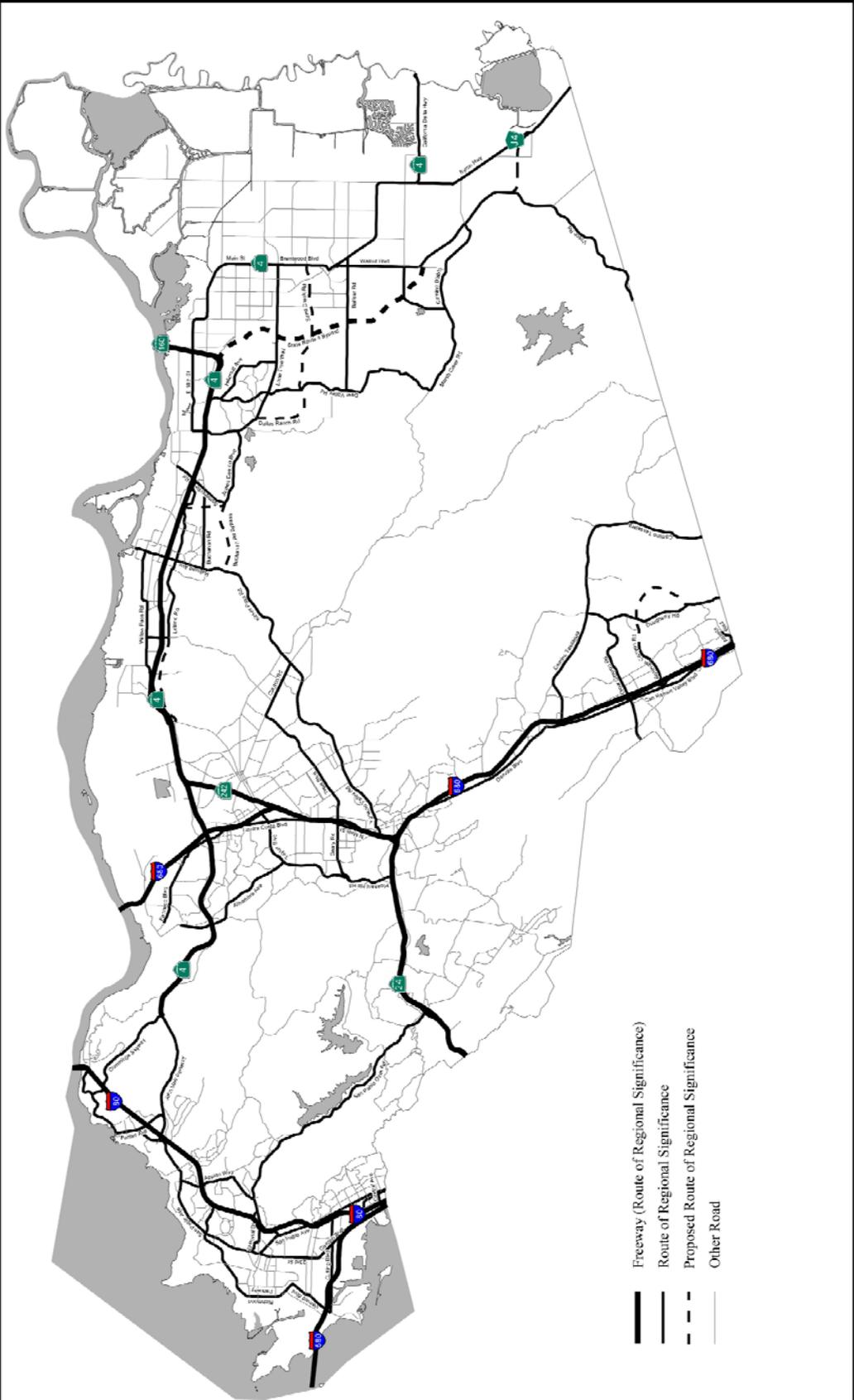
- 4-a. Incorporate the performance standards outlined in Policy 4-3 into the review of development projects.
- 4-b. Work cooperatively with the 19 cities and the Contra Costa Transportation Authority through each of the Regional Transportation Planning Committees to define action plans for mitigating 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-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-1988.
- 4-e. Establish through application to the Contra Costa Transportation Authority, and in conjunction with the regional committees, a list of Routes of Regional

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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. Figure 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 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.
- 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;

Figure 4-3 Routes of Regional Significance



CONTRA COSTA COUNTY

Map Created on August 23, 2005
 Contra Costa County Community Development
 651 Pine Street, 4th Floor - N. Wing, Martinez, CA 94553-0953
 37.59.48.65 SN 122.06.35.384W



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- (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, 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 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

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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 Section 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.

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, inter-jurisdictional 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 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?

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- 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 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

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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
- 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

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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.

Inter-jurisdictional Coordination and Decision-Making

The growth management program outlined here will not succeed without the cooperation and active participation of the County, LAFCO, 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.

Inter-jurisdictional 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.

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 20-year period. This urban development must be subject to the 65/35 Land Preservation Standard (see Chapter 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. LAFCO and the service

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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, 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 roads 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

4. Growth Management Element

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

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. CBDs or major commercial centers generally have employment densities exceeding 15 jobs per acre.

Contra Costa Transportation Authority Model Growth Management Element Correspondence Table

Table 4-2 demonstrates how the policies contained in the County General Plan are consistent with (correspond to) the policies in the Contra Costa Transportation Authority Model Growth Management Element. These policies must be consistent for the County to qualify for Measure J transportation sales tax revenue.

**TABLE 4-2
CORRESPONDENCE TABLE BETWEEN
MEASURE J MODEL GROWTH MANAGEMENT ELEMENT (MGME)
AND
COUNTY GENERAL PLAN GROWTH MANAGEMENT POLICIES AND PROGRAMS**

Contra Costa residents extended the Measure C-1988 transportation sales tax and growth management program when they approved Measure J in 2004. Measure J changes the specific requirements for the growth management program from those set in Measure C, eliminating two requirements, adding one and clarifying or refining others. County growth management policies and programs developed to comply with Measure C are not inherently in conflict with Measure J growth management requirements as is demonstrated by this correspondence table. The one growth management requirement added by Measure J, a voter-approved Urban Limit Line, was already part of the County General Plan in 1991. In response to a Measure J refinement to the Measure C Housing Options requirement, the General Plan was amended in 2008 to include adoption of policies and standards into the development approval process that support transit, bicycle and pedestrian access in new developments. The Measure J Model Growth Management Element requires local jurisdictions to provide a correspondence table that clearly identifies which sections of the Plan constitute each required Element. The County growth management policies and programs described in this table restate text in the County General Plan in the format required by the Measure J Model Growth Management Element.

MODEL GROWTH MANAGEMENT ELEMENT (MGME)¹ FINAL—RELEASED ON JUNE 8, 2007

**CORRESPONDING COUNTY
GENERAL PLAN TEXT, GOALS,
POLICIES, OR PROGRAMS**

1. INTRODUCTION

1.1 Purpose

The purpose of this Growth Management Element (GME) to the General Plan is to establish the goals, policies and implementation programs that are intended to manage and mitigate the impacts of future growth and development within (the local jurisdiction). This element is also intended to comply with the requirements of the Measure J Growth Management Program (GMP).

*Planned Levels of Development:
The Urban Limit Line and Land Uses
(Land Use Element §3.6, pg. 3-8)*
*Introduction (Growth Management
Element §4.1, pg. 4-1)*
*Introduction (Housing Element §6.1,
pg. 6-1)*

¹ Local Growth Management Elements must substantially comply with the intent of this model element, but need not reflect its exact language or organization. Applicable policies that are contained in other elements of the jurisdiction’s General Plan should also be referenced here within the Growth Management Element.

4. Growth Management Element

| MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL—RELEASED ON JUNE 8, 2007 | CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS |
|---|--|
| 1.2 Background² | |
| <p>The Measure J GMP, adopted by the voters of Contra Costa in November 2004, requires each local jurisdiction to meet the six following requirements:</p> <ul style="list-style-type: none"> • Adopt a development mitigation program; • Address Housing Options; • Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process; • Adopt an Urban Limit Line (ULL); • Develop a five-year capital improvement program; and • Adopt a Transportation Systems Management (TSM) Ordinance or Resolution. <p>Measure J (2004) is a 25-year extension of the previous Measure C Contra Costa Transportation Improvement and Growth Management Program approved by the voters in 1988.</p> <p>Both programs include a ½ percent transportation and retail transactions and use tax intended to address existing major regional transportation problems. The Growth Management component is intended to assure that future residential business and commercial growth pays for the facilities required to meet the demands resulting from that growth.</p> <p>Compliance with the GMP is linked to receipt of Local Street Maintenance and Improvement Funds and Transportation for Livable Community funds from the Transportation Authority. The Growth Management Program defined by the original Ordinance 88-01 continues in effect along with its linkage to Local Street maintenance and improvement funds through March 31, 2009. Beginning on April 1, 2009, the Measure J GMP requirements take effect. Measure J eliminates the previous Measure C requirements for local performance standards and level-of-service standards for non-regional routes. Measure J also adds the requirement for adoption of a voter-approved ULL.</p> | <p><u>Public Participation through Voting Process (Introduction §1.3, pgs. 1-2 through 1-3)</u></p> <p><u>Introduction (Growth Management Element §4.1, pg. 4-1)</u></p> |
| <p>² Contra Costa Transportation Authority, Ordinance 06-02 Amending and Restating the Measure C Transportation Expenditure Plan to Make Non-substantive Changes and Insert Specific Provisions Moved from Ordinance 88-01.</p> | |

4. Growth Management Element

| MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL—RELEASED ON JUNE 8, 2007 | CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS |
|---|--|
| 1.3 Intent | |
| <p>By adopting and implementing this Element, the jurisdiction intends to establish a comprehensive, long-range program that will match the demands for multi-modal transportation facilities and services generated by new development with plans, capital improvement programs and development mitigation programs. The ULL is intended to promote compact urban development patterns and restrict the extension of infrastructure into areas where urban development is not planned.</p> | <p><u><i>Introduction (Growth Management Element §4.1, pg. 4-1)</i></u></p> |
| 1.4 Authority | |
| <p>The GME is adopted pursuant to the authority granted to local jurisdictions by Section 65303 of the Government Code of the State of California which states:</p> <p><i>The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city.</i></p> <p>The GME also is consistent with the requirements of Contra Costa’s Transportation Sales Tax Expenditure Plan (Measure J), approved by Contra Costa County voters in 2004, and as amended by the Contra Costa Transportation Authority.</p> | <p><u><i>Introduction (Growth Management Element §4.1, pg. 4-1)</i></u></p> |
| 1.5 Relation to Other General Plan Elements | |
| <p><i>[Refer to other elements.]</i></p> | <p><u><i>Relationship to Other General Plan Elements (Land Use Element §3.2, pg. 3-2)</i></u></p> <p><u><i>Relationship to Other General Plan Elements (Growth Management Element §4.2, pg. 4-2)</i></u></p> <p><u><i>Relationship to Other Elements (Transportation and Circulation Element §5.2, pgs. 5-1 through 5-2)</i></u></p> <p><u><i>Relationship to the General Plan (Housing Element §6.1E Table 6-1, pgs. 6-6 through 6-7)</i></u></p> |
| 1.6 Organization of Element | |
| <p>The GME establishes goals, and policies in Section 2 and sets forth corresponding implementation programs in Section 3. All sections are numbered sequentially, with the first number referring to the section and the second number to the subsection.</p> | <p><u><i>1.7 Definition of Maps, Goals, Policies, and Implementation Measure (Introduction pgs. 1-5 through 1-7)</i></u></p> |

4. Growth Management Element

| MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL—RELEASED ON JUNE 8, 2007 | CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS |
|---|--|
| 2. GOALS AND POLICIES | |
| 2.1 Introduction | |
| <p>The introductory text should:</p> <p><i>(1) Describe the relationship of the goals and policies in the GME to the other elements of the General Plan, especially the policies in the Circulation and Land Use element;</i></p> <p><i>(2) Define terms such as Action Plans, Routes of Regional Significance and Urban Limit Line, or refer to definitions in other parts of the Plan; and</i></p> <p><i>(3) Present a general discussion of how the jurisdiction will comply with Measure J. Text may also be included that discusses the roles of other agencies in the attainment of standards, or other factors that relate to the success of the programs included in the Section.</i></p> | <p><i>(1) <u>Relationship to Other General Plan Elements (Land Use Element §3.2, pg. 3-2)</u></i></p> <p><i>(See <u>Relationship to Other General Plan Elements [Growth Management Element §4.2, pg. 4-2]</u> under 1.5 <u>Relation to Other General Plan Elements in the MGME</u>)</i></p> <p><i>Relationship to Other Elements (Transportation and Circulation Element §5.2, pgs. 5-1 through 5-2)</i></p> <p><i>2) <u>Land Use Definitions (The Text of Measure C-1988 and Measure C-1990 §1.11, pg. 1-16)</u></i></p> <p><i>(3) <u>4.1 Introduction (Growth Management Element, pg. 4-1)</u></i></p> <p><i><u>Growth Management Program (Housing Element §6.3, pgs. 6-49 through 6-51)</u></i></p> |
| 2.2 Goals (Examples based on Measure J) | |
| <ul style="list-style-type: none"> • Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth. • Support cooperative transportation and land use planning in Contra Costa County. • Support land use patterns that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions. • Support infill and redevelopment in existing urban and brownfield areas. | <p><i><u>Land Use Goals, Policies, and Implementation Measures (Land Use Element §3.8, pgs. 3-32 through 3-33 Goal 3-K)</u></i></p> <p><i><u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. 4-4)</u></i></p> <p><i>(See Table 6-1, Goal 6 and 7 under 1.5 Relation to Other General Plan Elements in the MGME)</i></p> |

4. Growth Management Element

| MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL—RELEASED ON JUNE 8, 2007 | CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS |
|--|--|
| 2.3 Policies | |
| | <p><u>Land Use Goals, Policies, and Implementation Measures (Land Use Element §3.8, pgs. 3-34 through 3-37)</u></p> <p><u>Goals, Policies, and Implementation Measures (Growth Management Element §4.4, pgs. 4-4 through 4-8)</u></p> <p><u>Roadways and Transit Policies Transportation and Circulation Element §5.6, pgs. 5-15 and 5-16)</u></p> <p><u>Housing Goals and Policies (Housing Element §6.6, pgs. 6-89 through 6-91 – only certain policies cited)</u></p> |
| <p>The local jurisdiction intends to comply with the Measure J GMP. The following policies are intended to implement Measure J and achieve the goals of this element:</p> <p>2.3.1 Development Mitigation Program. Adopt and maintain in place a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth.</p> | <p>(See <i>Policies 3-5 through 3-7, 4-1 through 4-4, and 5-4 and 5-21</i> under 2.3 Policies in the MGME)</p> |
| <p>2.3.1.1 Local Mitigation Program. The local jurisdiction shall adopt a local program to mitigate development impacts on non-regional routes and other facilities. Revenue provided from this program shall not be used to replace private developer funding of any required improvements that have or would have been committed to any project.</p> | <p>(See <i>Policies 3-5 through 3-7, 4-1 through 4-4, and 5-4 and 5-21</i> under 2.3 Policies in the MGME)</p> |
| <p>2.3.1.2 Regional Mitigation Program. The local jurisdiction shall participate in a regional development mitigation program to establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development on the regional transportation system.</p> | <p>See <i>Policies 4-3 and 4-4</i> under 2.3 Policies in the MGME)</p> |
| <p>2.3.2 Address Housing Options. Demonstrate reasonable progress in provide housing opportunities for all income levels and demonstrate reasonable progress in meeting housing goals.</p> | <p>(See <i>Housing Element: §6.6 – Housing Plan (pgs. 6-88 through 6-92 – only certain policies cited)</i> under 2.3 Policies in the MGME)</p> |

4. Growth Management Element

| MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL—RELEASED ON JUNE 8, 2007 | CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS |
|---|--|
| <p>2.3.2.1 Periodic Reports. Prepare periodic reports to the Contra Costa Transportation Authority to demonstrate reasonable progress in providing housing opportunities for all income levels.</p> | <p><u>Housing Plan (Housing Element Appendix B, pg. 6-1B, Table B-1, “Program Implementation Status”)</u> <i>(Periodic Reports are provided to CCTA via the Biennial Compliance Checklist)</i></p> |
| <p>2.3.2.2 Impacts on Transportation. Consider the impacts that the local jurisdiction’s land use development policies have on the local, regional, and countywide transportation system, including the level of transportation capacity that can reasonably be provided.</p> | <p>(See <i>Policies 4-3</i> under 2.3 Policies in the MGME)</p> |
| <p>2.3.2.3 Incorporation into Development Approval Process. Incorporate policies and standards into the development approval process that support transit, bicycle and pedestrian access in new developments.</p> | <p>(See <i>Policies 4-1 and 5-21</i> under 2.3 Policies in the MGME)</p> |
| <p>2.3.3 Participate in On-Going Multi-Jurisdictional Planning: Participation in an on-going multi-jurisdictional planning process with other jurisdictions and agencies, the RTPC, and the Contra Costa Transportation Authority to create a balanced, safe, and efficient transportation system and to manage the impacts of growth.</p> | <p>(See <i>Policies 4-4 and 5-1</i> under 2.3 Policies in the MGME)</p> |
| <p>2.3.3.1 Action Plans. Work with the RTPC to develop and update Action Plans for Routes of Regional Significance. For the network of designated Routes of Regional Significance, set Multimodal Transportation Service Objectives (MTSOs) for those routes, and identify actions for achieving the MTSOs. The Action Plans also include a process for monitoring and review of the traffic impacts of proposed new developments.</p> | <p>(See previous)</p> |
| <p>2.3.3.2 Travel Demand Model. Apply the Authority’s travel demand forecasting 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 the Action Plan MTSOs.</p> | <p>(None)</p> |
| <p>2.3.3.3 Interagency Consultation. Circulate traffic impact analyses to affected jurisdictions and to the RTPC for review and comment.</p> | <p>(See <i>Policies 4-4</i> under 2.3 Policies in the MGME)</p> |
| <p>2.3.3.4 Mitigation Program. Work with the RTPCs to develop the mitigation program outlined in Section 2.3.1.2 above.</p> | <p>See Policy 4-3 under 2.3 Policies in the MGME)</p> |
| <p>2.3.3.5 Countywide Transportation Plan. Participate in the preparation of the Authority’s Countywide Comprehensive Transportation Plan and the ongoing countywide transportation planning process.</p> | <p>(None)</p> |

4. Growth Management Element

| MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL—RELEASED ON JUNE 8, 2007 | CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS |
|--|---|
| <p>2.3.3.6 Travel Model Support. Help maintain the Authority's travel demand modeling system by providing information on proposed land use developments and transportation projects, including those projects that the jurisdiction has adopted as part of its five-year CIP.</p> | <p>(See 2.3.3 Participate in On-Going Multi-Jurisdictional Planning and 2.3.3.2 Travel Demand Model in the MGME)</p> |
| <p>2.3.4 Adopt an Urban Limit Line (ULL). The local jurisdiction shall adopt a ULL that has been approved by the majority of the voters within the local jurisdiction. The ULL may be either a MAC-ULL, a County ULL, or a Local Voter ULL as defined in the Principles of Agreement (Attachment A) to the Measure J GMP (as amended).</p> | <p><u>Land Use Goals, Policies, and Implementation Measures §3.8, pg. 3-34, Policies 3-5, 3-10, and 3-11</u></p> |
| <p>2.3.4.1 Applicability. A complying ULL shall be in place through March 31, 2034, which is the end of the Measure J sales tax extension.</p> | <p>(See 2.3.4 Adopt an Urban Limit Line in the MGME)</p> |
| <p>2.3.4.2 Policies. The ULL includes the following policy provisions: <i>[List applicable policies here]</i></p> | <p>(See 2.3.4 Adopt an Urban Limit Line in the MGME)</p> |
| <p>2.3.5 Develop a Five-Year Capital Improvement Program (CIP). Annually or biennially, prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals, policies, and programs of this General Plan for the next five years. The CIP shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.</p> | <p>(See <i>Policies 3-7 and 4-1</i> under 2.3 Policies in the MGME)</p> |
| <p>2.3.6 Adopt a Transportation Systems Management (TSM) Ordinance or Resolution. To promote carpools, vanpools, and park and ride lots, the local jurisdiction shall maintain in place an ordinance or resolution that conforms to the model TSM ordinance or resolution that the Authority has drafted and adopted.</p> | <p>(See <i>Policy 5-24</i> under 2.3 Policies in the MGME)</p> |
| <p>3. IMPLEMENTATION PROGRAMS</p> | |
| <p>3.1 Development Mitigation Program</p> | |
| <p>The jurisdiction will adopt and implement a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.</p> | <p><u>Land Use Goals, Policies, and Implementation Measures (Land Use Element §3.8, pg. 4-9)</u> <u>Goals Policies and Implementation Measures (Growth Management Element §4.4, pg. 4-9, Measure 4-g)</u></p> |

4. Growth Management Element

| MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL—RELEASED ON JUNE 8, 2007 | CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS |
|---|--|
| <p>3.1.1 Local Mitigation Program – Required Mitigation or Fees. The jurisdiction will require development projects to provide local mitigation or fees as established for proposed new development.</p> | <p><u>Goals, Policies, and Implementation Measures (Growth Management Element §4.4, pg. 4-11, Measure 4-m and 4-n)</u></p> <p><u>Roadway and Transit Implementation Measures (Transportation and Circulation Element §5.6, pg. 5-17, Measure 5-e)</u></p> |
| <p>3.1.2 Regional Mitigation Program – Required Fees and Exemptions. The jurisdiction will require development projects to pay regional development mitigation fees established by the RTPC in accordance with the RTPC’s adopted program.</p> <p><i>[List specific RTMP requirements here]</i></p> | <p><u>Goals Policies and Implementation Measures (Growth Management Element §4.4, pgs. 4-8 through 4-9, Measures 4-b and 4-d)</u></p> <p><u>Roadway and Transit Implementation Measures (Transportation and Circulation Element §5.6, pg. 5-17, Measure 5-f)</u></p> |
| <p>3.1.3 Analyze the impacts of land use policies and future development on the transportation system by evaluating General Plan Amendments and requiring preparation of traffic impact reports for projects that generate in excess of a specified traffic threshold.</p> | <p><u>The General Plan Amendment Process (Introduction §1.10, pg. 1-9)</u></p> <p><u>Goal, Policies, and Implementation Measures (Growth Management Element §4.4, pgs. 4-8 through 4-9, Measures 4-c through 4-e)</u></p> <p><u>Contra Costa County Guidelines for Administering the California Environmental Quality Act (2010), Appendix M</u></p> |
| <p>3.1.4 Use of Measure J Funds. Measure J transportation improvement funds, including the 18% Local Street Maintenance and Improvement Funds, may be used for any eligible transportation purpose. In no case, however, will those funds replace private developer funding for transportation projects determined to be required for new growth to mitigate the impacts it creates.</p> | <p><u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. 4-9, 4-d)</u></p> |

4. Growth Management Element

| MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL—RELEASED ON JUNE 8, 2007 | CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS |
|---|--|
| 3.2 Address Housing Options | |
| <p>To achieve reasonable progress in providing housing opportunities for all income levels, the local jurisdiction will:</p> <p><i>[List specific implementation programs here, or reference programs located in the Housing Element]</i></p> | <p><u>Land Use Goals, Policies, and Implementation Measures (Land Use Element §3.8, pg. 3-39, Measures 3-ab)</u></p> <p>Housing Plan (Housing Element Appendix B, pg. 6-1B, Table B-1, "Program Implementation Status") <i>(Periodic Reports are provided to CCTA via the Biennial Compliance Checklist)</i></p> |
| <p>3.2.1 Prepare a biennial report on the implementation of actions outlined in the local jurisdictions Housing Element, for submittal to CCTA as part of the biennial GMP Compliance Checklist. The report will demonstrate reasonable progress using one of the following three options:</p> | <p>Housing Plan (Housing Element Appendix B, pg. 6-1B, Table B-1, "Program Implementation Status") <i>(Periodic Reports are provided to CCTA via the Biennial Compliance Checklist)</i></p> |
| <p>3.2.1.1 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 jurisdictions Housing Element; or</p> | <p><u>Goals, Policies, and Implementation Measures (Growth Management Element §4.4, pgs. 4-11 through 4-12, "Land Supply/Development Monitoring Analysis")</u></p> |
| <p>3.2.1.2 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</p> | <p>(See 3.2.1.1 in the MGME)</p> |
| <p>3.2.1.3 Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.</p> | <p>(See 3.2.1.1 in the MGME)</p> |

4. Growth Management Element

| MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL—RELEASED ON JUNE 8, 2007 | CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS |
|--|--|
| <p>3.2.2 As part of the development review process, support the accommodation of transit, bicycle, and pedestrian access for new development. <i>[List specific procedures]</i></p> | <p><u>Land Use Goals, Policies, and Implementation Measures (Land Use Element §3.8, pgs. 3-39 through 3-40, Measures 3-a1 through 3-ao)</u> <u>Goals, Policies, and Implementation Measures (Growth Management Element §4.4, pg. 4-9, Measure 4-j)</u> <u>Roadway and Transit Implementation Measures (Transportation and Circulation Element §5.6, pgs. 5-18 through 5-23 [certain measures</u></p> |
| <p>3.3 Multi-Jurisdictional Transportation Planning</p> | |
| <p>The jurisdiction will participate in multi-jurisdictional transportation planning by participating in activities of the RTPC including development of Regional Route Action Plans and cooperating in the assessment and mitigation of traffic impacts in neighboring jurisdictions when it is believed that local actions contribute to conditions at such intersections.</p> | <p><u>Goals, Policies, and Implementation Measures (Growth Management Element, §4.4 pg. 4-8, Measure 4-b)</u></p> |
| <p>3.3.1 Action Plans for Routes of Regional Significance. The map/list on page () shows Routes of Regional Significance that have been designated by the local jurisdiction in cooperation with the RTPC and the Contra Costa Transportation Authority. The jurisdiction will participate with both agencies in developing and implementing Action Plans for Routes of Regional Significance.</p> | <p>(See <i>Measure 4-b</i> under 3.3 Multi-Jurisdictional Transportation Planning in the MGME)</p> |
| <p>3.3.2 Travel Demand Modeling. The jurisdiction will apply the Authority's travel demand model for analysis of General Plan amendments affecting land use or circulation and development projects that generate more than a specified threshold of peak hour trips to determine the effects on the regional transportation system and compliance with the Multimodal Transportation Service Objectives established in the Action Plan applicable to the jurisdiction's planning area. The jurisdiction also will help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system, planned and approved development within the jurisdiction, and long- rang plans relative to ABAG's projections for households and jobs within the local jurisdiction.</p> | <p><u>Land Use Goals, Policies, and Implementation Measures (Land Use Element §3.8, pg. 3-38, Measure 3-o)</u></p> |
| <p>3.3.3 Other Planning and Implementation Programs. The jurisdiction will work with the RTPC and the Contra Costa Transportation Authority to help develop other plans, programs and studies to address transportation and growth management issues.</p> | <p>(None)</p> |

4. Growth Management Element

| MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL—RELEASED ON JUNE 8, 2007 | CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS |
|---|---|
| <p>3.3.4 Conflict Resolution. The jurisdiction will participate in the Contra Costa Transportation Authority's established conflict resolution process as needed to resolve disputes related to the development and implementation of Actions Plans and other programs described in this Element.</p> | <p><i>Goals, Policies, and Implementation Measures (Growth Management Element §4.4, pg. 4-9, Measure 4-h)</i></p> |
| <p>3.4 Urban Limit Line (ULL)</p> | |
| <p>The jurisdiction will adopt either a Mutually Agreed-Upon Countywide ULL, a County ULL, or Local Voter ULL consistent with the requirements of the Measure J GMP (as amended by Authority Ordinance 06-04). Urban development is allowed within the line, subject to the policies and standards of the Land Use Element:</p> <p>The ULL can only be amended by a subsequent vote of the electorate; minor adjustments of less than 30 acres may be approved by a majority vote of the local jurisdiction's legislative body.</p> | <p><i>Land Use Goals, Policies, and Implementation Measures §3.8, pg. 3-38, Measures 3-p through 3-s)</i></p> |
| <p>3.5 Five-Year Capital Improvement Program</p> | |
| <p>Capital projects sponsored by the local jurisdiction and necessary to maintain and improve traffic operations will be included in the five- year Capital Improvement Program (CIP). Funding sources for such projects as well as intended project phasing will be generally identified in the CIP.</p> | <p>(See <i>Measure 4-g</i> under 3.1 Development Mitigation Program in the MGME)</p> |
| <p>3.6 Transportation Systems Management (TSM)</p> | |
| <p>As part of this growth management program, the jurisdiction will adopt and implement a TSM ordinance, or a TSM Resolution, or an alternative mitigation program.</p> | <p>(See <i>Measure 4-j</i> under 3.2.2 in the MGME)</p> |
| <p>GLOSSARY</p> | |
| | <p>(See <i>Land Use Definitions</i> under 2.1 Introduction in the MGME)</p> |

Compliance Checklist

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2017-18 and 2018-19

Reporting Period: Calendar Years 2016 & 2017

Attachment F



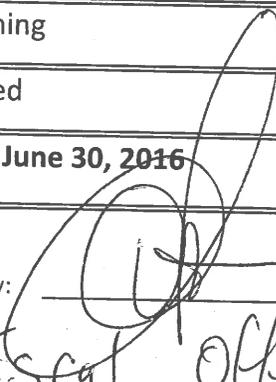
CONTRA COSTA
**transportation
 authority**

**LOCAL STREET MAINTENANCE AND IMPROVEMENTS FUNDS
 (18% LSM FUNDS & 2.09% ADDITIONAL FUNDS)
 ANNUAL REPORTING FORM (SUMMARY)
 FOR ELIGIBLE EXPENDITURES DURING FISCAL YEAR 2015-16**

Jurisdiction: Contra Costa County

(If you have any questions regarding this form, please contact Matt Kelly at CCTA, 256-4730.
 Please return the form to CCTA, along with the project detail spreadsheet, Attention: Diane Bodon, at the address
 below

| | Total for FY 2015-16 |
|---|----------------------|
| Balance as of July 1, 2015 | 2,137,588 |
| 18% + 2.09% Funds Received during FY 2015-16 (actual, not accrued) | 2,692,821 |
| Eligible Expenditures (Please describe all expenditures in excess of \$10,000 on the LSM Audit Reporting spreadsheet.) | 1,829,070 |
| Local Street and Roads | |
| Growth Management Planning and Compliance | 372,000 |
| Transit Capital and Operations | |
| Trails | |
| Parking Facilities | |
| TDM/TSM | 72,202 |
| Total Expenditures during FY 2015-16 | 2,273,272 |
| Funds Remaining | 2,557,137 |
| Interest Earned | 19,867 |
| Balance as of June 30, 2016 | 2,577,004 |

Form prepared by: 

Phone: 925-674-7727
 Email: Debra.Young@OCD.cccounty.us

Title: Fiscal Officer

Date: 12/22/16

Jurisdiction: CONTRA COSTA COUNTY
Reporting Period: FY 2015-2016

CCTA Measure J Local Streets & Roads Maintenance Audit Reporting Form (for expenditures of \$10,000 or more)

| Project Type | Project Name | Project Description (Location, Limits) | Measure J Funds Expended (\$) | Reporting Metric (see instructions) |
|-------------------------|--|--|-------------------------------|---|
| Local Streets and Roads | 7-Year Capital Road Improvement Project | Development of database for capital road improvement and preservation program. | \$ 100,000 | N/A - Administrative tasks. |
| Local Streets and Roads | Port Chicago Highway and Willow Pass Road Sidewalk Improvement | Construct sidewalk and bike lanes along Port Chicago Highway and Willow Pass Road. Reconfigure the Port Chicago Highway/Willow Pass Road intersection to remove the westbound free right turn lane. | \$ 100,000 | N/A - Design phase work. |
| Local Streets and Roads | Byron Highway/Camino Diablo Road Intersection Improvement | Construct safety improvements at the Byron Highway/Camino Diablo intersection, including a new traffic signal, left turn pockets, improve railroad crossing, and new sidewalks. | \$ 100,000 | N/A - Design phase work. |
| Local Streets and Roads | TARA HILLS PEDESTRIAN INFRASTRUCTURE PROJECT | Design of pedestrian improvements, including curb ramps, in the Tara Hills area of unincorporated west county. | \$ 100,000 | N/A - Design phase work. |
| Local Streets and Roads | CAPE SEAL - BAY POINT & VARIOUS | Conduct pavement surface treatment (cape seal) on various roadways in the unincorporated areas of Baypoint | \$ 1,350,000 | Conduct asphalt rubber cape seals on various roadways in the unincorporated areas of Danville and East Richmond. Approximately 260,000 SY Approximately \$1,889,000 |
| Local Streets and Roads | SM SFTY/OPER PRJS CO-WIDE | Conduct small safety projects at various locations (countywide) to improve safety and operation of existing roadways. | \$ 49,630 | N/A |
| Local Streets and Roads | SIGNAL MODIFICATIONS | Modification/Evaluation of existing signals to improve safety and operation | \$ 13,507 | N/A |
| Other | Other | Transportation Membership Fee | \$ 15,934 | N/A |
| Other | Measure C Growth Management | Compliance with CCTA Growth Management Program including GMP tracking and maintenance of our GMP checklist, portion of County share of RTPC costs, preparation for Growth Management Element Update. | \$ 262,369 | N/A |



**LOCAL STREET MAINTENANCE AND IMPROVEMENTS FUNDS
 (18% LSM FUNDS & 2.09% ADDITIONAL FUNDS)
 ANNUAL REPORTING FORM (SUMMARY)
 FOR ELIGIBLE EXPENDITURES DURING FISCAL YEAR 2016-17**

Jurisdiction: _____ **Contra Costa County** _____

(If you have any questions regarding this form, please contact Matt Kelly at CCTA, 256-4730.
 Please return the form to CCTA, along with the project detail spreadsheet, Attention: Lillian Arvisu, at the address below

| | Total for FY 2016-17 |
|---|-----------------------------|
| Balance as of July 1, 2016 | 2,843,640 |
| 18% + 2.09% Funds Received during FY 2016-17 (actual, not accrued) | 2,802,468 |
| Eligible Expenditures (Please describe all expenditures in excess of \$10,000 on the LSM Audit Reporting spreadsheet.) | |
| Local Street and Roads | 2,230,926 |
| Growth Management Planning and Compliance | 465,818 |
| Transit Capital and Operations | |
| Trails | |
| Parking Facilities | |
| TDM/TSM | |
| Total Expenditures during FY 2016-17 | 2,696,744 |
| Funds Remaining | 2,949,364 |
| Interest Earned | 47,166 |
| Balance as of June 30, 2017 | 2,996,530 |

Form prepared by: ___Debra Young_____ Phone: ___925-674-7727_____

Email: Debra.young@dcd.cccounty.us___

Title: ___Fiscal Officer_____

Date: ___12/21/17_____

| Jurisdiction: CONTRA COSTA COUNTY | CCTA Measure J Local Streets & Roads Maintenance Audit Reporting Form (for expenditures of \$10,000 or more) | | | |
|-----------------------------------|--|---|-------------------------------|---|
| Reporting Period: FY 2016-2017 | | | | |
| Project Type | Project Name | Project Description (Location, Limits) | Measure J Funds Expended (\$) | Reporting Metric (see instructions) |
| Trails | San Pablo Dam Road Walkability Project | Operation and maintenance of landscaping installed by San Pablo Dam Road Walkability project | \$ 30,000 | Approximately 4,900 SY of sidewalk installed |
| Local Streets and Roads | Byron Hwy/Camino Diablo | Construct safety improvements at Byron Highway/Camino Diablo intersection, Including a new traffic signal, left pockets, improve railroad crossing, and new sidewalks | \$ 140,000 | Construction of \$3.3M of improvements |
| Trails | Parker Ave Reconstruction | Operation and maintenance of landscaping installed by Parker Avenue Reconstruction Project | \$ 30,000 | Maintain median islands, irrigation system and plantings, including shrubbery and trees |
| Local Streets and Roads | Small Safety & Operation Project | Conduct small safety projects at various locations (countywide) to improve safety and operation of existing roadways | \$ 50,926 | Conduct small safety projects at various locations (countywide) to improve safety and operation of existing roadways |
| Local Streets and Roads | Signals and Flashers | Routine maintenance of signals and flashers | \$ 251,702 | Routine maintenance of signals and flashers |
| Local Streets and Roads | Pavement Repair | Pothole patching | \$ 323,683 | 2,867 Potholes filled |
| Local Streets and Roads | Pavement Repair | Pavement fabric patching | \$ 46,317 | 5,072 SY of Pavement Patching |
| Local Streets and Roads | Traffic Signing | Routine repair and Replacement of traffic signage | \$ 183,298 | 1,149 sign locations |
| Local Streets and Roads | Tree Trimming | Routine tree trimming of clearance an sight distance | \$ 156,944 | 24,081 LF of tree trimming |
| Local Streets and Roads | Weed Spray - county roads | Routine weed abatement along County roads | \$ 93,056 | 584 Acres of weed abatement |
| Local Streets and Roads | Storm Damage - Repair and clean | Repair and cleaning of infrastructure due to storm damage | \$ 500,000 | perform a range of activities related to storm damage caused by the winter rain events ranging from debris removal, culvert/road/side repair, construction of new bridge at over 25 sites |
| Local Streets and Roads | Spot shoulder repair | Routine spot shoulder repairs | \$ 400,000 | 2,205 tones of material used for repairs |
| Local Streets and Roads | Road Patrol | Routine patrol of County roads to assess safety | \$ 20,000 | 163 hours of road patrol |
| Other | DCD Staff time | Staff time related to Measure J-related transportation planning activities. | \$ 49,136 | N/A |
| Other | Measure C Growth Management | Compliance with CCTA Growth Management Program, including GMP tracking and maintenance of County GMP checklist, and preparation for Growth Management Element Update | \$ 354,079 | N/A |
| Other | Committee Dues | Dues for various Committees | \$ 56,963 | WCCTAC, SWAT, TRANSPAC, and TRANSPAN |
| | | | \$ 2,686,103 | |