

Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2018 & 2019

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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For Fiscal Years 2019-20 and 2020-21

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3. Address Housing Options	YES	NO
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| a. Has the jurisdiction prepared and submitted a report to the Authority demonstrating reasonable progress in providing housing opportunities for all income levels under its Housing Element? The report can demonstrate progress by

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

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

(3) illustrating how its General Plan and zoning regulations facilitate improvement or development of sufficient housing to meet the Element's objectives. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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Note: A copy of the local jurisdiction's annual progress report (Tables A thru C) to the state Department of Housing and Community Development (HCD) is sufficient.

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| 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? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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4. Traffic Impact Studies	YES	NO	N/A
a. Using the Authority's <i>Technical Procedures</i> , have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 net new peak-hour vehicle trips? (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If the answer to 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 2017-18 and FY 2018-19?

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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?

Review and Approval of Checklist

This Measure J GMP Compliance Checklist was prepared by:

Signature

Date

Name & Title (print)

Phone

Email

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

Certified Signature (Mayor or Chair)

Date

Name & Title (print)

Attest Signature (City/Town/County Clerk)

Date

Name (print)

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Reporting Period: Calendar Years 2018 & 2019

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 Plan 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 Multimodal Traffic Service Objectives (MTSOs). 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 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

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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 (Tables A thru C) 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 2018 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.

Del Hombre Apartments (Fehr & Peers): 109 morning peak hour trips and 128 evening peak hour trips. The traffic impact study associated with this project was prepared consistent with the Authority's Technical Procedures. In 2019 a Draft Environmental Impact Report for this project was circulated and the public and interested parties were notified.

Bayview Estates Residential Project (ESA): 107 AM peak-hour trips and 143 PM peak hour trips. The traffic impact study associated with this project was prepared consistent

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with the Authority's Technical Procedures. Development of the Environmental Impact Report for the project is currently still in progress.

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

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

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For Fiscal Years 2017-18 and 2018-19
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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/timeline/>.

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.

Kirker Pass Road Truck Climbing Lane: This project is currently under construction and has funding signs posted according to Authority specifications.

11. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2017-18 and FY 2018-19). See the Instructions to identify the MoE requirements.

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MOE Requirement: \$575,396

MOE Expenditures: \$575,396 (2017/2018)

\$575,396 (2018/2019)

\$575,396 (2017-2019 Average)

12. Submittal of LSM Reporting Form and Audit Reporting Form

Please attach LSM Reporting and Audit Forms for FY 2017-18 and 2018-19.

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

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

Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2018 & 2019

Attachment A

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

SWAT: LAMORINDA AREA

Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
1.01	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	SWAT Jurisdictions	None
1.02	Support expansion of BART seat capacity through the corridor, parking capacity east of Lamorinda, and headway reduction	SR-24, BART	Average loading factor of 1.5 or less	SWAT Jurisdictions	None
1.03	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	SWAT Jurisdictions	None
1.04	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	SWAT Jurisdictions	None
1.05	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	SWAT Jurisdictions	None
1.06	Support BART and CCCTA strategies that enhance transit ridership and reduce single-occupant vehicle trips and encourage casual carpools for one-way BART ridership	REGION WIDE	N/A	SWAT Jurisdictions	None
1.07	Support and seek funding for augmentation and expansion of school bus service in Lamorinda	REGION WIDE	N/A	SWAT Jurisdictions	None
1.08	Seek funds to build and operate park and ride lots and associated BART shuttles in Lamorinda to encourage carpooling and transit ridership while reducing single occupant vehicle commute loads	REGION WIDE	N/A	SWAT Jurisdictions	None
1.09	Support transit service that links Lamorinda bus service more directly to communities to the north and east of Lafayette and Orinda	REGION WIDE	N/A	SWAT Jurisdictions	None
1.10	Support the provision of public transit service in the Pleasant Hill Road / Taylor Boulevard Corridor with connections to BART and other CCCTA services in Lafayette	SR-24, BART, Pleasant Hill Road	N/A	SWAT Jurisdictions	None
1.11	Maintain Lamorinda school bus program service to Wagner Ranch School	Camino Pablo/San Pablo Dam Road	N/A	SWAT Jurisdictions	None
1.12	Work with AC Transit, BART, County Connection, WestCAT, and MTC to explore feasibility of service re-organization in San Pablo Dam Road and Camino Pablo corridor and develop recommendations to increase frequency and connectivity of bus service for people traveling between City of Richmond, San Pablo, El Sobrante and Orinda	BART, Camino Pablo/San Pablo Dam Road	N/A	SWAT Jurisdictions	None

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

SWAT: LAMORINDA AREA

Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
1.13	Monitor and and explore ways to improve paratransit productivity when possible	Pleasant Hill Road, Camino Pablo/San Pablo Dam Road, Mount Diablo Boulevard, Moraga Way, Moraga Road	N/A	SWAT Jurisdictions	<i>Implmentation of Accessible Transportation Plan</i>
2.01	Support a collaborative effort with the Acalanes Union High School District to reduce auto trips and to promote and increase ridesharing and use of transit for travel to and from the high schools in Lamorinda	Pleasant Hill Road Camino Pablo/San Pablo Dam Road, Mount Diablo Boulevard, Moraga Way, Moraga Road	N/A	SWAT Jurisdictions	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.
2.02	Explore actions to improve SR-24 flow in PM and use of BART consistent with the Gateway Constraint Policy	SR-24, BART, Camino Pablo/San Pablo Dam Road, Mount Diablo Boulevard	Delay Index of 2.0 (2.5 after 2030)	SWAT Jurisdictions	None
2.03	Support school start times on Pleasant Hill Road that reduce peak commute loads on the roadway	Pleasant Hill Rd	Peak hour peak direction delay index of 2.0 or lower, LOS D or better	SWAT Jurisdictions	None
2.04	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 ridesharing, casual carpooling and BART pool using resources such as the SWAT TDM program and RIDES for Bay Area Commuters	REGION WIDE	N/A	SWAT Jurisdictions	None
2.05	Encourage “green” commuting including ZEV and NEV vehicles, clean fuel infrastructure and car sharing	REGION WIDE	N/A	SWAT Jurisdictions	<i>In May 2019 the Board of Supervisors authorized the Public Works Director, or designee, to apply for and accept grant funds from the Bay Area Air Quality Management District (BAAQMD) Charge! Program to expand the County's supply of electric vehicle equipment, Countywide.</i>
2.06	Support Transportation Demand Management (TDM) programs at St. Mary’s College and the high schools, middle schools and elementary schools 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	SWAT Jurisdictions	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.
2.07	Seek funding to utilize existing parking for park-and-ride for Lamorinda residents	REGION WIDE	N/A	SWAT Jurisdictions	None
2.08	Study need for, feasibility, and cost of installing additional park and ride lots and/or HOV bypass lanes at critical congestion points in the corridors leading into Lamorinda Routes of Regional Significance from other subareas	REGION WIDE	N/A	SWAT Jurisdictions	None
2.09	Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules and telework	REGION WIDE	N/A	SWAT Jurisdictions	None

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SWAT: LAMORINDA AREA

Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
2.10	In cooperation with Lamorinda jurisdictions, develop TDM plans and provide consultations to improve mobility and decreased parking demand for new development and redevelopment while not reducing parking supply	REGION WIDE	N/A	SWAT Jurisdictions	None
3.01	Evaluate and seek opportunities to improve and/or build pedestrian and bicycle facilities between the Lamorinda BART stations and adjacent land uses and communities	REGION WIDE	N/A	SWAT Jurisdictions	None
3.02	Support pedestrian and bicycle safety improvements around schools, trailheads, and at intersections and along the bikeway network	REGION WIDE	Monitor pedestrian and bicycle volumes, crash frequency, average user trail delay, and auto volumes, at crossings	SWAT Jurisdictions	<i>In July 2019 the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director, or designee, to execute a contract to accept grant funding in an amount not to exceed \$350,000 from the California Department of Transportation's Sustainable Communities Planning Grant Program to produce an inventory of the County's roadway network for the purpose of identifying opportunities to build new or enhanced bikeways and sidewalks through roadway restriping or repaving in an expedited manner while prioritizing projects located in disadvantaged communities.</i>
3.03	Improve and/or add sidewalks and/or pedestrian pathways	REGION WIDE	N/A	SWAT Jurisdictions	None
3.04	Support pedestrian and bicycle improvements including BART access, to encourage alternative transportation modes, increase transit ridership, and reduce auto demand	REGION WIDE	N/A	SWAT Jurisdictions	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.
3.05	Design pedestrian and bicycle facilities to connect with the planned EBMUD pathway identified in Lafayette's Bikeways Master Plan	REGION WIDE	N/A	SWAT Jurisdictions	None
3.06	Support the development of regional bicycle facilities	REGION WIDE	N/A	SWAT Jurisdictions	<i>In June 2019 the Board of Supervisors adopted Resolution No. 2019/193 approving the submission of a claim to the Metropolitan Transportation Commission to seek Fiscal Year 2019/2020 Transportation Development Act funding in the amount of \$1,049,500 for bicycle and pedestrian projects sponsored by the County and the cities of Concord, Lafayette, Martinez, Moraga, Oakley, Orinda, Pittsburg, Pleasant Hill, San Pablo, and San Ramon, as recommended by the Public Works Director, Countywide.</i>
3.07	Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Lamorinda	REGION WIDE	N/A	SWAT Jurisdictions	None
3.08	Install, where appropriate, bicycle lanes as part of any future roadway improvements to the corridor	REGION WIDE	N/A	SWAT Jurisdictions	None
3.09	Improve pedestrian connectivity to multi-use trails	REGION WIDE	N/A	Orinda, Contra Costa County	None

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SWAT: LAMORINDA AREA

Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
3.10	Explore the feasibility of widening existing pedestrian/bike facilities where appropriate to accommodate demand and where technically and financially feasible. Improve north-south bicycling by providing a continuous bikeway facility to address the gap created by the Pleasant Hill Rd/Taylor Blvd split	REGION WIDE	N/A	Orinda, Contra Costa County	<i>In July 2019 the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director, or designee, to execute a contract to accept grant funding in an amount not to exceed \$350,000 from the California Department of Transportation's Sustainable Communities Planning Grant Program to produce an inventory of the County's roadway network for the purpose of identifying opportunities to build new or enhanced bikeways and sidewalks through roadway restriping or repaving in an expedited manner while prioritizing projects located in disadvantaged communities.</i>
3.11	Improve Lafayette-Moraga Regional Trail street crossings and striping	Lafayette-Moraga Regional Trail	Monitor pedestrian and bicycle volumes, crash frequency, average user trail delay, and auto volumes, at crossings	Orinda, Contra Costa County	None
3.12	Encourage commute use of the Lafayette-Moraga Regional Trail and other trails systems as they are developed	Lafayette-Moraga Regional Trail	Monitor pedestrian and bicycle volumes, crash frequency, average user trail delay, and auto volumes, at crossings	Orinda, Contra Costa County	None
3.13	Provide a bicycle and pedestrian trail from Wilder Road to Moraga Way to provide a safer path of travel for bicyclist currently riding on the SR-24 shoulder	Moraga Way	Monitor pedestrian or bicycle injury crash frequency	Orinda, Contra Costa County	None
3.14	Work with East Bay Municipal Utilities District (EBMUD) and East Bay Regional Parks District (EPRPD) to reopen the Lafayette-Moraga Regional Trail near August Drive between School Street Bridge and Canyon Road Bridge to restore the pedestrian and bicycle link	Lafayette-Moraga Regional Trail	Monitor pedestrian and bicycle volumes, crash frequency, average user trail delay, and auto volumes, at crossings	Orinda, Contra Costa County	None
4.01	Investigate appropriate mechanisms, including maintaining existing roadway lanes and widths and restrictive signal timing and metering, to discourage use of arterial roads as a substitute for freeway travel	Arterial Routes	Peak hour peak direction delay index of 2.0 or lower	SWAT Jurisdictions	None
4.02	Explore opportunities to conduct studies to identify options for connecting regional traffic to SR-24 without negatively affecting Lafayette and Orinda downtowns or residential neighborhoods, including options for bypass corridors. Seek funding to implement options selected by local jurisdictions, such as inclusion of projects in the expenditure plan(s) of future regional funding plans and measures	SR-24	N/A	Orinda, Contra Costa County	None
4.03	Seek and secure funding for implementation of the future Lafayette Downtown Congestion Study for getting Lamorinda trips to and from SR-24 as a project of significant regional benefit	SR-24	Delay Index of 2.0 (2.5 after 2030)	Orinda, Contra Costa County	None
4.04	Support added person trip capacity on regional freeways that could divert traffic from Pleasant Hill Road	Pleasant Hill Road	Delay Index of 2.0	SWAT Jurisdictions	None
4.05	Explore opportunities to work with TRANSPAC to develop a traffic management program to discourage use of westbound/southbound traffic using Pleasant Hill Road north of SR-24 to bypass the I-680 SR-24 interchange	SR-24	Delay Index of 2.0 (2.5 after 2030)	SWAT Jurisdictions, TRANSPAC Jurisdictions	None
4.06	Seek funding for an auxiliary lane on eastbound SR-24 Gateway onramp to Brookwood and continue completion of improvements to eastbound Brookwood off-ramp subject to specific design criteria	SR-24	Delay Index of 2.0 (2.5 after 2030)	Orinda, CCTA, Caltrans	None

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SWAT: LAMORINDA AREA

Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
4.07	Support efforts of Caltrans and the California Highway Patrol to implement an incident management program on SR-24	SR-24	N/A	SWAT Jurisdictions	None
4.08	Support HOV and transit improvements in the I-680 and I-80 corridors to reduce single occupant automobile use on SR-24	I-680, SR-24	Delay Index of 2.0 (2.5 after 2030)	SWAT Jurisdictions	In 2015, the County participated in the I-680 Transit Options Study. <i>In May 2019 The Board of Supervisors authorized staff to execute an amendment to Agreement No. 454 with Contra Costa Transportation Authority, effective April 17, 2019, to increase the amount payable to Contra Costa County by \$10,000 to a new amount payable of \$53,000 to provide right of way services for the I-680 North Express Lanes Project, as recommended by the Public Works Director, I-680 Corridor area.</i>
4.09	Support WCCTAC's efforts to reduce diversion from I-80 to alternative routes in Lamorinda through operational improvements that increase throughput on I-80	N/A	N/A	SWAT Jurisdictions	None
4.10	Explore ways to redesign roadway (Mount Diablo Boulevard) to discourage diversion from SR-24 but without reducing capacity	Mount Diablo Boulevard	Peak hour peak direction delay index of 2.0 or lower, LOS D or better	Walnut Creek, Contra Costa County	None
4.11	Support multi-modal safety actions that encourage safe speeds with particular emphasis on access to schools	REGION WIDE	N/A	SWAT Jurisdictions	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>In December 2018, the Board of Supervisors allocated \$20,000 from the Livable Communities Trust (District II portion) to the Public Works Department and DIRECT the Public Works Director to execute a Memorandum of Understanding with the City of San Ramon to participate in the San Ramon Valley Street Smarts Program for the period July 1, 2018 through June 30, 2019, as recommended by Supervisor Andersen.</i>
4.12	Seek to monitor and evaluate traffic speed and other safety issues on an annual basis	REGION WIDE	N/A	SWAT Jurisdictions	None
4.13	Seek to reduce the speed limit on southbound Taylor Blvd at approach to Pleasant Hill Road to improve safety at the merge	Pleasant Hill Road	N/A	Contra Costa County	None
4.14	Pursue opportunities to install permanent, speed feedback signs to slow vehicle speeds and reduce the severity of collisions	REGION WIDE	N/A	SWAT Jurisdictions	None
4.15	Seek funding to provide increased enforcement of the existing speed limits	REGION WIDE	N/A	SWAT Jurisdictions	None
4.16	Protect adjacent residential streets from diverted cut-through traffic through the installation of traffic calming measures	REGION WIDE	N/A	SWAT Jurisdictions	None
4.17	Seek Measure J funding of HOV facility needs for San Pablo Dam Road and Camino Pablo	Camino Pablo/San Pablo Dam Road	N/A	Orinda	None
4.18	Minimize number of new street and driveway access points to the extent that is feasible	REGION WIDE	Peak hour peak direction delay index of 2.0 or lower	SWAT Jurisdictions	None
4.19	Seek to coordinate and improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures	REGION WIDE	N/A	SWAT Jurisdictions	None

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

SWAT: LAMORINDA AREA

Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
4.20	Explore opportunities to coordinate Lamorinda procedures/practices for traffic management during lane or road closure	REGION WIDE	N/A	SWAT Jurisdictions	None
4.21	Replace or reconstruct piping, drainage or undergrounding of utility infrastructure to reduce incidence of lane or road closure	REGION WIDE	N/A	SWAT Jurisdictions	None
4.22	Maintain vegetation and drainage to reduce incidence of lane or road closure	REGION WIDE	N/A	SWAT Jurisdictions	None
4.23	Evaluate opportunities for adaptive signal timing	REGION WIDE	N/A	SWAT Jurisdictions	None
4.24	Review and consider options for improving truck loading regulations and actions	REGION WIDE	N/A	SWAT Jurisdictions	None
4.25	Add a right-turn lane to the eastbound SR-24 off-ramp for southbound Moraga Way	SR-24, Moraga Way	Delay Index of 2.0 (2.5 after 2030)	Caltrans, CCTA, Moraga	None
5.01	Participate in the Lamorinda Transportation Impact Fee (LTIF)	REGION WIDE	N/A	SWAT Jurisdictions	None
5.02	Support continuation and expansion of Measures J return-to-source funds for road maintenance	REGION WIDE	N/A	SWAT Jurisdictions	None
5.03	Seek to establish reciprocity agreements with jurisdictions outside of Lamorinda to mitigate the downstream impacts of proposed new development projects or General Plan Amendments that could adversely affect ability to achieve the MTSOs	REGION WIDE	N/A	SWAT Jurisdictions	None
5.04	Monitor and evaluate the MTSOs for all Routes of Regional Significance every four years	REGION WIDE	N/A	SWAT Jurisdictions	<i>The County is a member of SWAT, who is responsible for developing Lamorinda and Tri-Valley Action Plans</i>
5.05	If the CCCTA cannot increase service to Acalanes High and Campolindo Schools, evaluate the feasibility of augmenting the existing school bus program to add the high school as funding permits	Pleasant Hill Road, Moraga Road	N/A	SWAT Jurisdictions	None
5.06	Local jurisdictions to work with the transit agencies to resolve transit stop access and amenity needs on San Pablo Dam Road and Camino Pablo as identified by the transit agencies	Camino Pablo/San Pablo Dam Road	N/A	SWAT Jurisdictions	None
5.07	Prepare letters of support to Caltrans, ACTC, 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. Request annual reports from transit operators to WCCTAC and SWAT on their activities related to this action. Seek additional funds for public transit	San Pablo Dam Road	Peak hour peak direction delay index of 2.0 or lower	SWAT Jurisdictions	None

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

SWAT: TRI-VALLEY AREA

Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
1	Increase AVR for peak hour trips from 1.1 to 1.2 through increased number or frequency of express buses, new HOV lanes, other transit improvements and local TDM programs	Interregional Routes	N/A	TVTC jurisdictions	<i>In December 2018, the Board of Supervisors allocated \$20,000 from the Livable Communities Trust (District II portion) to the Public Works Department and DIRECT the Public Works Director to execute a Memorandum of Understanding with the City of San Ramon to participate in the San Ramon Valley Street Smarts Program for the period July 1, 2018 through June 30, 2019, as recommended by Supervisor Andersen.</i>
2	Improve the operational efficiency of freeways and arterial streets through effective corridor management strategies. These strategies could include traffic operations systems and ramp metering, provided studies show that metering would effectively reduce overall delay within the corridor and not adversely affect operations of adjacent intersections. Provide HOV bypass lanes wherever space permits	Interregional Routes	Peak Hour Travel Speeds: min. average speed of 30 mph	TVTC jurisdictions	None
3	Support growth that achieves an overall jobs-housing balance within the Tri-Valley	All	N/A	TVTC jurisdictions	None
4	Support new funding sources to support commute alternatives and alternative-fueled vehicles for transit operators to fund needed transportation projects. The extension of county sales tax measures is one potential source of such funding. The State legislature has also passed enabling legislation that would allow MTC to propose a regional gasoline tax in the Bay Area that would focus on providing increased funding for commute alternatives and other transportation projects	REGION WIDE	N/A	TVTC jurisdictions	None
5	Support active promotion of regional ridesharing services and commute incentives	REGION WIDE	N/A	TVTC jurisdictions	None
6	Support development of a seamless HOV/Express Lane network in the Tri-Valley to encourage the use of carpools and bus transit, and explore the possibility of connecting the HOV/Express Lane network to adjoining areas	Interregional Routes	N/A	TVTC jurisdictions	<i>The County is participating in CCTA's "Innovate 680" planning efforts</i>
7	Implementation of ramp metering must balance the congestion along freeways and congestion along local jurisdiction streets due to ramp metering operations	Interregional Routes	N/A	TVTC jurisdictions	None
8	Encourage increases in public transit service to meet the needs of the TriValley, particularly the needs of the transit-dependent population	REGION WIDE	Transit Ridership	TVTC jurisdictions	None
9	Support feasibility studies regarding the use of high-capacity or alternative-fueled public transit options, wherever it might be appropriate	REGION WIDE	Transit Ridership	TVTC jurisdictions	None
10	Support transit agencies' efforts to find sources of stable funding to support ongoing transit operations and to support new or enhanced express bus service	REGION WIDE	Transit Ridership	TVTC jurisdictions	None

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

SWAT: TRI-VALLEY AREA

Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
11	Support increased coordination of bus services between transit operators (both inter- and intra-county) with input and collaboration by representatives from LAVTA, CCCTA, ACE, BART, and the Tri-Valley jurisdictions	Interregional Routes	Transit Ridership	TVTC jurisdictions	None
12	Support the preparation by Caltrans of an incident management plan for the State highways in the Tri-Valley. The TVTC recognizes that incidents can have a profound effect on traffic conditions both on the freeways and on the arterials	REGION WIDE	N/A	TVTC jurisdictions	None
13	Proactively support efforts by local public transit agencies and regional policymakers to create a vision for viable, sustainable public transit service for the Tri-Valley. This effort will include formulating a vision for the San Ramon Valley portion of the Tri-Valley	REGION WIDE	N/A	TVTC jurisdictions	None
14	Develop subarea corridor management plans for selected regional routes to ensure adequate roadway capacity for local and subregional travel	REGION WIDE	N/A	TVTC jurisdictions	None
15	Support coordination with Tri-Valley jurisdictions in accommodating their Intelligent Transportation System (ITS) communications needs during the development and implementation of a Regional ITS Communications Plan and/or regional communications infrastructure. Operation and maintenance of the regional communication infrastructure to be provided by the most appropriate and cost-effective level of government	REGION WIDE	N/A	TVTC jurisdictions	None
16	Close gaps and enhance access along regional trails that provide direct access to regional public transit services, transit centers and transfer points	Iron Horse Trail	N/A	TVTC jurisdictions	None
17	Encourage the coordination of public transit operator's short-range and long-range transit plans with county-level and regional-level planning documents. Incorporate relevant components of the SRTP's of LAVTA, CCCTA, ACE, BART, and TRAFFIX into TVTC documents	REGION WIDE	N/A	TVTC jurisdictions	None
18	Encourage the development of long-range transit infrastructure needs assessment to enhance public transit service along arterials	REGION WIDE	N/A	TVTC jurisdictions	None

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

SWAT: TRI-VALLEY AREA

Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
19	Encourage implementation of Complete Streets policies of the local jurisdictions	REGION WIDE	N/A	TVTC jurisdictions	<p><i>In May 2018, the Board of Supervisors approved the Camino Tassajara Bike Lane Gap Closure Project and take related actions under the California Environmental Quality Act, and AUTHORIZE the Public Works Director, or designee, to advertise the Project. San Ramon Valley area.</i></p> <p><i>In June 2018, the Board of Supervisors authorized the Department of Conservation and Development to execute a contract with Alta Planning + Design for an amount not to exceed \$349,568 to conduct a feasibility study of active transportation concepts for the Iron Horse Corridor, for the period June 1, 2018 through December 31, 2019.</i></p> <p><i>In May 2019, the Board of Supervisors authorized the Conservation and Development Director to execute grant deeds to convey 13 former Redevelopment Agency owned sites which are portions of the Iron Horse Trail Corridor, from the Contra Costa County Successor Agency to Contra Costa County.</i></p>
20	Encourage regional and local multimodal access to PDAs	REGION WIDE	N/A	TVTC jurisdictions	The County's Complete Street Policy ensures that County-led projects and private development safely accommodate all roadway users
	Specific recommendations for expansion of transit services:				
1	Explore Feasibility of a Regional Express Bus Program	REGION WIDE	N/A	TVTC jurisdictions	None
2	Extend BART to Livermore	REGION WIDE	N/A	Livermore, CCTA, MTC	N/A, project cancelled
3	Support Increased Connectivity and Accessibility among Transit Modes	REGION WIDE	N/A	TVTC jurisdictions	None
4	Solidify Expansion and Enhancement of Bus Rapid Transit Project	REGION WIDE	N/A	TVTC jurisdictions	None
5	Evaluate Systemwide Bus Stop Improvements	REGION WIDE	N/A	TVTC jurisdictions	None
6	Support Expansion of Paratransit Services	REGION WIDE	N/A	TVTC jurisdictions	<i>Implementation of Accessible Transportation Plan</i>
7	Support Transit Service in Vasco Road Corridor	Vasco Road	N/A	TVTC jurisdictions	None

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST					
SWAT: TRI-VALLEY AREA					
Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
8	Support and participate in a joint TVTC/TRANSPAC I-680 corridor highcapacity transit study to relieve congestion on I-680.	I-680	N/A	TVTC jurisdictions	<i>The County is participating in CCTA's "Innovate 680" planning efforts</i>
	Additional Additional Actions for Routes of Regional Significance				
	Interregional Routes				
	I-580				
1	I-580: Construct HOV Lanes, Greenville Road to San Joaquin County line	I-580	Delay Index of 2.0 or less	Livermore, CCTA, Caltrans	None
	I-680				
2	Construct a direct access HOV Ramp on I-680 at Norris Canyon Road or Executive Parkway (location to be determined).	I-680	N/A	San Ramon, CCTA, Caltrans	Project has been cancelled
3	Construct a northbound I-680 HOV Lane connection from Rudgear Road, through the SR 24 junction to the existing HOV lane at North Main Street. This element involves the construction of a new HOV flyover structure over the SR 24 interchange	I-680	Delay Index of 2.0 or less	TVTC jurisdictions	None
4	Evaluate ramp-metering on I-680 in Contra Costa County as a method for maintaining an acceptable level for the delay index on both the freeway as well as the local roadway network	I-680	N/A	TVTC jurisdictions	None
5	Expand I-680 Express Bus System	N/A	N/A	TVTC jurisdictions	None
6	Improve geometrics of intersection of Crow Canyon Road/I-680 southbound off-ramp adding another lane on the approach to Crow Canyon Road	I-680	Delay Index of 2.0 or less	San Ramon, CCTA, Caltrans	None
	SR-84				
7	SR-84 Expressway	SR-84	Delay Index of 3.0 or less	Livermore, CCTA, Caltrans	None
	Vasco Road				
8	I-580/Vasco Road Interchange - Improve to ultimate configuration which will be a partial cloverleaf with loop ramps for traffic entering westbound I-580 from northbound Vasco Road and eastbound I-580 from southbound Vasco Road	I-580/Vasco Road	Delay Index of 2.0 or less	Livermore, CCTA, Caltrans	None

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

TRANSPAC AREA					
Goal #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
1	Maintain existing transportation system and infrastructure				
1a	Seek funding for the ongoing maintenance and operation of the existing transportation system and infrastructure. Includes all modes Support development of pavement management systems and implementation of pavement rehabilitation improvements	REGION WIDE	N/A	TRANSPAC Jurisdictions	None
1b	Support development of pavement management systems and implementation of pavement rehabilitation improvements	REGION WIDE	N/A	TRANSPAC Jurisdictions	None
2	Support the enhancement and expansion of an efficient transit system				
2a	Support the development of real-time information and better connectivity for regional transit and local and feeder bus service	REGION WIDE	N/A	TRANSPAC Jurisdictions	None
2b	Support the efforts of the Authority to evaluate congestion relief strategies along the I-680 corridor, including transit options and new technologies	I-680	4.0 Delay Index	TRANSPAC Jurisdictions, CCTA, Caltrans	The County is participating in CCTA's "Innovate 680" planning efforts
2c	Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots	REGION WIDE	N/A	TRANSPAC Jurisdictions, County Connection, BART	None
2d	Support the expansion of BART service and BART station and parking facilities	REGION WIDE	N/A	TRANSPAC Jurisdictions, BART	None
2e	Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs	REGION WIDE	N/A	TRANSPAC Jurisdictions	None
2f	Support improvements that increase the efficiency of local transit on Regional Routes	REGION WIDE	N/A	TRANSPAC Jurisdictions, County Connection, BART	None
2g	Support increased access to BART stations for buses and other alternative modes	REGION WIDE	N/A	TRANSPAC Jurisdictions	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 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.
2h	Encourage and participate in access and development plans in the immediate vicinity of each BART Station to improve multimodal access and facilities for buses, bicycles and pedestrians	REGION WIDE	N/A	TRANSPAC Jurisdictions	<i>In July 2019 the Board of Supervisors authorized the Public Works Director to submit grant applications to the Contra Costa Transportation Authority for the 2020 State Transportation Improvement Program funding cycle for the Treat Boulevard Corridor Improvements Project in the Pleasant Hill area.</i> <i>On October 3rd, 2019 the CCTA Administration and Projects Committee approved the Treat Blvd project for STIP funding</i>

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

TRANSPAC AREA					
Goal #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
2i	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	REGION WIDE	N/A	TRANSPAC Jurisdictions	None
2j	Support expansion and use of park-and-ride facilities using Express and local buses	REGION WIDE	N/A	TRANSPAC Jurisdictions, County Connection	None
2k	Support the extension of ferry service to and from San Francisco and Contra Costa County	REGION WIDE	N/A	TRANSPAC Jurisdictions, WETA	None
2l	Implement the recommendations of the Contra Costa Mobility Management Plan, including the establishment of a mobility management center for the County	REGION WIDE	N/A	TRANSPAC Jurisdictions	None
3	Encourage land use decisions that address the increase in overall traffic demand				
3a	Continue to support implementation of the Measure J Growth Management Program	REGION WIDE	N/A	TRANSPAC Jurisdictions	None
3b	Continue to support higher-density development around transit hubs and downtowns	REGION WIDE	N/A	TRANSPAC Jurisdictions	<i>In September 2019 the Board of Supervisors authorized the Conservation and Development Director to submit letters of confirmation and letters of interest to the Metropolitan Transportation Commission related to the County's Priority Development Area and Priority Production Area designations in Bay Point, Byron, El Sobrante, and Pacheco in order to establish and preserve eligibility for grant funding. (No fiscal impact)</i>
3c	Continue to require each jurisdiction to:				
3c-a	Notice the initiation of the environmental review process for projects generating more than 100 net-new peak-hour vehicle trips	REGION WIDE	N/A	TRANSPAC Jurisdictions	None
3c-b	For projects that require a General Plan Amendment, identify any conflicts with Action Plan MTSOs and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment	REGION WIDE	N/A	TRANSPAC Jurisdictions	<i>DCD staff routinely reviews and comments on development applications from TRANSPAC jurisdictions, and distributes potential general plan amendments, such as the Del Hombre project, to TRANSPAC administrator for review.</i>
3d	Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects	REGION WIDE	N/A	TRANSPAC Jurisdictions	None
4	Support the use, enhancement, and expansion of low emission technologies				None
4a	Support innovative approaches for the deployment of low emission technologies	REGION WIDE	N/A	TRANSPAC Jurisdictions	None
4b	Support the construction of infrastructure needed for the expansion of low emission technologies, such as vehicle charging stations	REGION WIDE	N/A	TRANSPAC Jurisdictions	<i>In May 2019 the Board of Supervisors authorized the Public Works Director, or designee, to apply for and accept grant funds from the Bay Area Air Quality Management District (BAAQMD) Charge! Program to expand the County's supply of electric vehicle equipment, Countywide.</i>
5	Manage arterial traffic flow				

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

TRANSPAC AREA					
Goal #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
5a	Seek funding for traffic and transit improvements along Regional Routes and other major streets	REGION WIDE	N/A	TRANSPAC Jurisdictions	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.
5b	Continue to implement the Central Contra Costa Traffic Management Program	REGION WIDE	N/A	TRANSPAC Jurisdictions	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>In June 2019, the Board of Supervisors adopted Resolution No. 2019/193 approving the submission of a claim to the Metropolitan Transportation Commission to seek Fiscal Year 2019/2020 Transportation Development Act funding in the amount of \$1,049,500 for bicycle and pedestrian projects sponsored by the County and the cities of Concord, Lafayette, Martinez, Moraga, Oakley, Orinda, Pittsburg, Pleasant Hill, San Pablo, and San Ramon, as recommended by the Public Works Director, Countywide.</i>
5c	Where feasible and appropriate, address the needs of pedestrians and bicyclists along and connecting to Regional Routes	REGION WIDE	N/A	TRANSPAC Jurisdictions	
6	Support the implementation of Complete Streets, including the improvement of bicycle and pedestrian facilities				
6a	Support the inclusion of Complete Streets in General Plan updates	REGION WIDE	N/A	TRANSPAC Jurisdictions	None

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

TRANSPAC AREA					
Goal #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
6b	Support the improvement of bicycle and pedestrian facilities on and connecting to Routes of Regional Significance	REGION WIDE	N/A	TRANSPAC Jurisdictions	<p><i>In February 2019 the Board of Supervisors adopted Resolution No. 2019/43 approving and authorizing the Public Works Director, or designee, to submit a 2019/2020 Transportation Development Act grant application to the Metropolitan Transportation Commission in the amount of \$100,000 for fiscal year 2019/2020 for the Oak Road Bikeway Project.</i></p> <p><i>In July 2019 the Board of Supervisors authorized the Conservation and Development Director to execute grant deeds to convey 13 former Redevelopment Agency owned sites which are portions of the Iron Horse Trail Corridor, from the Contra Costa County Successor Agency to Contra Costa County.</i></p> <p><i>In July 2019 the Board of Supervisors authorized the Public Works Director to submit grant applications to the Contra Costa Transportation Authority for the 2020 State Transportation Improvement Program funding cycle for the Treat Boulevard Corridor Improvements Project in the Pleasant Hill area.</i></p> <p><i>In May 2019 the Conservation and Development and Public Works Departments were authorized to submit a joint application to the California State Coastal Conservancy for grant funding in the amount of \$133,000 to study trail gaps around the Carquinez Strait Scenic Loop Trail. Funding is expected to be awarded January 2020.</i></p>
6c	Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County	REGION WIDE	N/A	TRANSPAC Jurisdictions	None
6d	Support development of pedestrian and bicycle plans and safe routes to transit improvements	REGION WIDE	N/A	TRANSPAC Jurisdictions	None
7	Increase participation in the 511 Contra Costa TDM Program				
7a	Support the 511 Contra Costa TDM Program to educate and encourage Contra Costa residents, students and commuters to use multimodal alternatives by promoting transit, shuttles, carpooling, vanpooling, walking, bicycling, alternative work schedules, and telecommuting	REGION WIDE	N/A	TRANSPAC Jurisdictions	<p>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</p>
7b	Develop TDM programs at K-12 schools and colleges to encourage carpooling, transit ridership, walking, and bicycling	REGION WIDE	N/A	TRANSPAC Jurisdictions	
7c	Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules, and telework	REGION WIDE	N/A	TRANSPAC Jurisdictions	

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

TRANSPAC AREA					
Goal #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
7d	Encourage commuters to make local trips or trips linked to transit by walking, bicycling, or carpooling instead of driving alone	REGION WIDE	N/A	TRANSPAC Jurisdictions	<i>through June 30, 2019.</i> <i>In 2018 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 \$300,000 to provide transportation demand management services for the Contra Costa Centre area, for the period July 1, 2018 through June 30, 2019.</i>
7e	Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services, where applicable	REGION WIDE	N/A	TRANSPAC Jurisdictions	<i>In 2019 the Board of Supervisors approved and authorized the Director of Conservation and Development, or designee, to execute a contract with the Contra Costa Centre Association in an amount not to exceed \$341,300, for transportation demand management services for the Contra Costa Centre area, for the period July 1, 2019 through June 30, 2020</i>
7f	In cooperation with Central County jurisdictions, develop TDM plans and provide consultations to improve mobility and decrease parking demand for new development and redevelopment	REGION WIDE	N/A	TRANSPAC Jurisdictions	<i>In May 2019 the Board of Supervisors authorized the Public Works Director to apply for and accept grant funds from the Bay Area Air Quality Management District (BAAQMD) Charge! Program to expand the County's supply of electric vehicle equipment, Countywide.</i>
7g	Explore innovative new technologies to improve mobility and reduce SOV trips	REGION WIDE	N/A	TRANSPAC Jurisdictions	
7h	Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County	REGION WIDE	N/A	TRANSPAC Jurisdictions	
7i	Encourage "green" commuting, including ZEV and NEV vehicles, clean fuel infrastructure, and car sharing	REGION WIDE	N/A	TRANSPAC Jurisdictions	
8	Work to improve freeway flow				
8a	Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24, and SR-4	I-680, SR-242, SR-24, and SR-4	4.0, 3.0, ?, and 5.0 Delay Index, respectively	TRANSPAC Jurisdictions, CCTA, Caltrans	None
8b	Support development of operational improvements on mainline SR-4	SR-4	5.0 Delay Index	TRANSPAC Jurisdictions, CCTA, Caltrans	In 2016, the County participated in the SR-4 Integrated Corridor Management Program Study.
8c	Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24)	SR-24	N/A	TRANSPAC Jurisdictions, CCTA, Caltrans	None
8d	Support the study and implementation of potential regional freeway management strategies	I-680, SR-242, SR-24, and SR-4	N/A	TRANSPAC Jurisdictions, CCTA, Caltrans	The County is participating in CCTA's "Innovate 680" planning efforts
8e	Consider a multi-agency approach to freeway ramp metering	I-680, SR-242, SR-24, and SR-4	N/A	TRANSPAC Jurisdictions, CCTA, Caltrans	None
9	Support Use of HOV and Express Lanes				
9a	Support the completion of a continuous HOV system on I-680	I-680	4.0 Delay Index	TRANSPAC Jurisdictions, CCTA, Caltrans	None
9b	Support the connection of the SR-4 HOV system to I-680	I-680, SR-4	5.0, 4.0 Delay Index	TRANSPAC Jurisdictions, CCTA, Caltrans	None

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

TRANSPAC AREA					
Goal #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
9c	Support consistent occupancy requirements for toll-free HOV lanes on the Benicia-Martinez Bridge and I-680	I-680	N/A	TRANSPAC Jurisdictions, CCTA, Caltrans	None
9d	Support the implementation of Express Lanes on I-680, consistent with MTC's project	I-680	4.0 Delay Index	TRANSPAC Jurisdictions, CCTA, Caltrans	<i>In May 2019 the Board of Supervisors authorized an amendment to Agreement No. 454 with Contra Costa Transportation Authority, effective April 17, 2019, to increase the amount payable to Contra Costa County by \$10,000 to a new amount payable of \$53,000 to provide right of way services for the I-680 North Express Lanes Project, as recommended by the Public Works Director, I-680 Corridor area.</i>
9e	Support additional incentives for HOV users	I-680, SR-242, SR-24, and SR-4	N/A	TRANSPAC Jurisdictions, CCTA, Caltrans	None
9f	Provide additional park-and-ride lots	I-680, SR-242, SR-24, and SR-4	N/A	TRANSPAC Jurisdictions	None

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Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
A	Maintain or Improve Efficiency of Freeway and Arterial Operations				
A.1	Regional Highway Transportation Facility Improvements				
A.1.a	Current SR 4 projects (widening and interchange reconstruction from Loveridge Rd to Hillcrest Ave, and from Laurel Rd to Sand Creek Rd)	SR4	Delay Index should not exceed 2.5 during the AM or PM peak period, HOV lane utilization should exceed 600 vehicles per lane in the peak direction during the peak hour	TRANSPLAN jurisdictions	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. 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.
A.1.b	Future SR 4 Projects (SR 160/SR 4 Connector Ramps, Balfour Road interchange, Marsh Creek Road interchange, Vasco Road interchange, Widening of SR 4 from Balfour Road to Vasco Road (Segment III))	SR4	Delay Index should not exceed 2.5 during the AM or PM peak period, HOV lane utilization should exceed 600 vehicles per lane in the peak direction during the peak hour	TRANSPLAN jurisdictions	None
A.1.c	TriLink (SR239) Work with CCTA and Caltrans on the ongoing TriLink feasibility study	SR239	Delay Index should not exceed 2.5 during the AM or PM peak period	Brentwood, Contra Costa County	None
A.1.d	SR 84 - Work with Alameda County jurisdictions to determine the feasibility of a Route 84 extension into East County.	SR 84	Delay Index should not exceed 2.5 during the AM or PM peak period	Contra Costa County	None
A.1.e	James Donlon Boulevard Extension - Pursue completion of project	James Donlon Boulevard	Maintain LOS D or better at all signalized intersections	City of Pittsburg, ECCRFA	None
A.1.f	Main Street/Brentwood Boulevard (Oakley and Brentwood to Discovery Bay) - Pursue the widening of Main Street/Brentwood Boulevard through Oakley and Brentwood to Discovery Bay	Main Street/Brentwood Boulevard (Oakley and Brentwood to Discovery Bay)	Maintain LOS D or better at all signalized intersections	CCTA, Caltrans, Oakley, Brentwood, Contra Costa County	None
A.1.g	Byron Highway, Vasco Road Connector - Pursue project to connect Vasco Road with Byron Highway	Byron Highway	Peak hour level-of-service shall not exceed level-of-service D for nonsignalized rural roadways	Contra Costa County	None
A.1.h	Southern Parallel Arterial Improvements - Pursue projects to provide additional vehicle capacity on arterial routes parallel to and south of SR 4	Arterial Routes	Maintain LOS D or better at all signalized intersections	Antioch, Pittsburg, Contra Costa County	<i>In July 2019 the Board of Supervisors authorized the Public Works Director, or designee, to submit grant applications to the Contra Costa Transportation Authority for the 2020 State Transportation Improvement Program funding cycle for the Kirker Pass Road and Hess Road Intersections Improvements Project and Treat Boulevard Corridor Improvements Project, Concord and Pleasant Hill areas.</i>

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Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
A.1.i	Northern Parallel Arterial Improvements - Pursue projects to provide additional vehicle capacity on arterial routes parallel to and north of SR 4	Arterial Routes	Maintain LOS D or better at all signalized intersections	Antioch, Pittsburg, Oakley	None
A.1.j	Vasco Road - Improve safety along Vasco Road with widened pavement and median barrier;	Vasco Road	Peak hour level-of-service shall not exceed level-of-service D for nonsignalized rural roadways	Contra Costa County	None
A.1.k	SR 160 - Study future needs along this route including potential interchange improvements at SR 160 and Wilbur Avenue	SR 160	Delay Index should not exceed 2.5 during the AM or PM peak period	Oakley, CCTA	None
A.2	Construct Targeted Traffic Engineering Improvements				
A.2.a	Monitor conditions on the regional route system and construct improvements as necessary to alleviate conditions that exceed traffic service objectives. Improvements will be listed in the Countywide Transportation Project List (CTPL) maintained by CCTA	REGION WIDE	N/A	CCTA, TRANSPLAN jurisdictions	None
A.3	Make Operational Improvements to Freeways and Arterials				
A.3.a	Review and implement appropriate operational strategies originally recommended in the East Central Commute Corridor Traffic Management Plan, such as selective 35 control point metering, to maximize traffic flow without creating excessive localized air pollution and reducing parallel street capacity.	REGION WIDE	N/A	Pittsburg	None
A.3.b	Coordinate with Caltrans and local jurisdictions for ongoing cooperation regarding ramp metering operations at freeway interchanges	Freeway Routes	The Delay Index should not exceed 2.5 during the AM or PM peak period. <input type="checkbox"/> HOV lane utilization should exceed 600 vehicles per lane in the peak direction during the peak hour.	TRANSPLAN jurisdictions, CCTA, Caltrans	None
A.3.c	Identify and plan for future rail grade separations where feasible	REGION WIDE	N/A	TRANSPLAN jurisdictions, CCTA,	None
A.3.d	Encourage coordination with the California Highway Patrol to promote safer traffic operations, including facilitating enforcement	REGION WIDE	N/A	TRANSPLAN jurisdictions, CCTA, Caltrans	None
A.3.e	In cooperation with CCTA, encourage the ongoing investigation of new transportation-related technologies that have the potential to improve traveler safety, smooth traffic flow and reduce delay, and/or reduce the environmental or quality-of-life impacts associated with current travel modes	REGION WIDE	N/A	TRANSPLAN jurisdictions, CCTA	None
B	Support an Efficient and Effective Transit System				
B.1	Support Rail Transit Operations				
B.1.a	eBART to Hillcrest Ave	REGION WIDE	BART Ridership		None
B.1.b	Participate in any future studies regarding rail options for East County	REGION WIDE	N/A		None
B.2	Expand Transit Service				

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Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
B.2.a	Work with Tri-Delta Transit to provide bus-oriented improvements along local routes, and to improve and expand service		Bus Riders per Service Hour	TRANSPLAN Jurisdictions	None
B.2.b	If a community is considering transit-oriented development, encourage adoption of development guidelines that would incorporate transit-oriented design, where feasible, to be determined by each local jurisdiction	REGION WIDE	N/A	TRANSPLAN Jurisdictions	None
B.2.c	Continue working with TRANSPLAN and CCTA to pursue funding opportunities for expanded bus service	REGION WIDE	Bus Riders per Service Hour	TRANSPLAN Jurisdictions, Tri-Delta Transit	None
B.2.d	Consider traffic signal management / bus prioritization technology on major arterials in Antioch, Oakley and Pittsburg as described in the State Route 4 Corridor Management Plan	Arterial Routes	Bus Riders per Service Hour	TRANSPLAN Jurisdictions, Tri-Delta Transit	None
B.2.e	Encourage the funding and provision of alternative-fueled vehicles and related fueling stations for transit operators to improve air quality, as they expand their bus fleets	REGION WIDE	N/A	TRANSPLAN Jurisdictions, CCTA, Tri-Delta Transit	None
B.2.f	Encourage the region's bus transit operators to increase and improve coordination where possible, particularly in linking East and Central County bus services	REGION WIDE	Bus Riders per Service Hour	Tri Delta Transit, County Connection	None
B.2.g	Encourage local jurisdictions to design safety treatments (such as crosswalks, bus bulbs, bus pullouts and Americans with Disabilities Act improvements) at transit stops where appropriate, and to seek regional funding when possible	REGION WIDE	N/A	Tri Delta Transit, TRANSPLAN jurisdictions	In 2016 and 2017, the County participated in BART's North Concord to Antioch BART Access Study.
B.3	Provide Intermodal Transit Centers				
B.3.a	Develop BART, eBART and other rail stations as major transportation and business hubs for East County	REGION WIDE	N/A	BART, CCTA, Tri-Delta Transit, TRANSPLAN jurisdictions	In 2016 and 2017, the County participated in BART's North Concord to Antioch BART Access Study.
B.3.b	Consider the adoption of station-area specific plans to guide development and transportation infrastructure around intermodal transit centers	REGION WIDE	N/A	TRANSPLAN jurisdictions	None
B.3.c	Explore the feasibility and development of ferry service to East County	REGION WIDE	N/A	TRANSPLAN, WETA	None
B.3.d	Continue exploring development of new rail station sites as appropriate with rail corridor proposals	REGION WIDE	N/A	Local jurisdictions	None
B.4	Expand Park-and-Ride Lots				
B.4.a	Continue to pursue development of additional park-and-ride lots along the SR 4 corridor and at other appropriate locations, including potential shared-use agreements at shopping centers which have unused spaces	REGION WIDE	N/A	Tri-Delta Transit, Local jurisdictions, Caltrans	None

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Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
B.4.b	Maintain and improve park-and-ride lots in East County	REGION WIDE	N/A	511CC, TRANSPLAN, BART, Tri-Delta Transit, Local jurisdictions	None
B.4.c	Promote greater awareness of East County park-and-ride lots for transit and ridesharing where capacity is available	REGION WIDE	N/A	511CC, TRANSPLAN Jurisdictions, BART	None
C	Improve Multimodal Mobility and Decrease Single-Occupant Vehicle Travel				
C.1	Offer Transportation Demand Management Programs				
C.1.a	Continue to provide and promote express commuter bus service to major employment centers	REGION WIDE	Bus Riders per Service Hour	511CC, Tri-Delta Transit	None
C.1.b	Monitor and report on the effectiveness of East County TDM programs	REGION WIDE	N/A	511CC	None
C.1.c	Promote alternatives to the single occupant vehicle through public outreach, working with employers and residents	REGION WIDE	N/A	511CC, Tri-Delta Transit	None
C.1.d	Promote transit, carpooling, bicycle use, and walking to students, employees and residents at K-12 schools, technical schools and college sites	REGION WIDE	N/A	511CC	None
C.1.e	Promote and deliver Safe Routes to School programs	REGION WIDE	N/A	511CC	None
C.1.f	Encourage tele-work, compressed work week and other alternative work location strategies to reduce traffic congestion at peak hours	REGION WIDE	N/A	511CC	None
C.2	Encourage Active Transportation				

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Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in <i>Italics.</i>)
C.2.a	Continue to update and implement local and regional bicycle plans	REGION WIDE	N/A	TRANSPLAN, Local jurisdictions, East Bay Regional Park District	<p>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.</p> <p><i>In June 2019, the Board of Supervisors adopted Resolution No. 2019/193 approving the submission of a claim to the Metropolitan Transportation Commission to seek Fiscal Year 2019/2020 Transportation Development Act funding in the amount of \$1,049,500 for bicycle and pedestrian projects sponsored by the County and the cities of Concord, Lafayette, Martinez, Moraga, Oakley, Orinda, Pittsburg, Pleasant Hill, San Pablo, and San Ramon, as recommended by the Public Works Director, Countywide. (100% Transportation Development Act, Article 3 Funds)</i></p> <p><i>In July 2019 the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director to execute a contract to accept grant funding in an amount not to exceed \$350,000 from the Caltrans' Sustainable Communities Planning Grant Program to produce an inventory of the County's roadway network for the purpose of identifying opportunities to build new or enhanced bikeways and sidewalks.</i></p>
C.2.b	Maintain existing regional multipurpose trails such as the Delta de Anza Trail through Oakley, Antioch, Pittsburg and Bay Point, the American Discovery Trail through Antioch to the summit of Mount Diablo, and the Marsh Creek Regional Trail through Brentwood, Oakley, and north to the Delta	REGION WIDE	N/A	TRANSPLAN, Local jurisdictions, East Bay Regional Park District	None
C.2.c	Complete unbuilt segments of regional multipurpose trails such as the Mokelumne Coast-to-Crest Trail, Delta de Anza Trail, Union Pacific Rail Trail, Big Break Regional Trail, and the Marsh Creek Trail	REGION WIDE	N/A	TRANSPLAN, Local jurisdictions, East Bay Regional Park District	
C.2.d	Emphasize the construction of unbuilt segments of Class II and Class III bikeways on the Countywide Bikeway Network, as identified in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan	REGION WIDE	N/A	TRANSPLAN jurisdictions	None
C.2.e	Facilitate planning and design of the Great California Delta Trail, linking the Delta shoreline in Contra Costa County to the Bay Trail and to San Joaquin, Solano, Sacramento, and Yolo counties	REGION WIDE	N/A	TRANSPLAN jurisdictions	None

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Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
C.2.f	Support improvements to the Delta-De Anza Trail, particularly in addressing the gap along Bailey Road; this is the subject of a current study through the SR 4/Bailey Road Interchange improvement project			TRANSPLAN jurisdictions	None
C.2.g	Complete the East Bay Municipal Utility District (EBMUD) Trail, linking Los Medanos College in Pittsburg to Brentwood	REGION WIDE	N/A	TRANSPLAN jurisdictions	None
C.2.h	Study bikeway connections parallel to SR 4 such as improvements on Kirker Pass Road and Marsh Creek Road	SR-4, Kirker Pass Road, Marsh Creek Road	N/A	TRANSPLAN jurisdictions	<i>In January 2019, the Board of Supervisors approved and authorized the Conservation and Development Director, or designee, to execute a contract with Fehr & Peers in an amount not to exceed \$299,735 to assist the Department of Conservation and Development in developing and studying the feasibility of multi-use trail concepts for the Marsh Creek Corridor, for the period January 22, 2019 through July 31, 2020.</i>
C.2.i	Study bikeway and pedestrian needs at school areas, including participation in Safe Routes to School and Safe Routes to Transit programs, to help plan, fund and construct future facilities in these areas. Projects should support the Countywide Safe Routes to School Master Plan	REGION WIDE	N/A	511CC	None
C.2.j	Provide bike racks, lockers and other secure bike parking options at key locations and activity centers throughout the county	REGION WIDE	N/A	511CC	None
C.2.k	Encourage consideration of bicycle and pedestrian use in neighborhood planning and design, to ensure that infrastructure such as soundwalls do not create barriers to travel through neighborhoods on bicycle or on foot	REGION WIDE	N/A	TRANSPLAN jurisdictions	None
C.2.l	Maintain existing and provide new shoulders, bicycle lanes, and sidewalks on all streets and rural roads to provide for better bicycle and pedestrian connectivity and safety where feasible	REGION WIDE	N/A	TRANSPLAN jurisdictions	None
C.2.m	Support and deliver education programs for students and others to learn how to bicycle and walk safely	REGION WIDE	N/A	511CC, TRANSPLAN jurisdictions	None
C.2.n	Improve trail crossings at arterials	REGION WIDE	N/A	TRANSPLAN jurisdictions	None
D	Maintain Existing Transportation Network to Support Safety and Efficiency				
D.1	Encourage Adequate Maintenance				

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Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
D.1.a	Maintain and enhance local pavement management systems	REGION WIDE	N/A	TRANSPLAN jurisdictions	<i>In May 2018 the Board of Supervisors approved the Contra Costa County Local Streets and Road Preservation Project and took related actions under the California Environmental Quality Act, and AUTHORIZE the Public Works Director, or designee, to advertise the Project, Byron and Richmond areas. (75% One Bay Area Grant – Local Streets and Roads Preservation and 25% Gas Tax Funds)</i>
D.1.b	Continue to explore ways to increase revenue to maintain roads and provide arterial street improvements countywide (such as through gasoline taxes and toll bridge revenues)	REGION WIDE	N/A	TRANSPLAN jurisdictions	None
D.1.c	Work with MTC to provide funding to maintain and enhance local transit facilities and to purchase replacement of rolling stock	REGION WIDE	N/A	MTC, CCTA, Transit operators	None
E	Manage the Effects of New Growth on the Transportation System				
E.1	Monitor and Update the East County Sub-Regional Transportation Mitigation Fee				County representatives sit on the ECCRFA Board.
E.1.a	Periodically update the fee structure to ensure it will produce sufficient funds in light of current and anticipated growth rates and construction costs in East County	REGION WIDE	N/A	ECCRFA	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.
E.1.b	Continue to update its Strategic Plan to reflect new trends or growth assumptions	REGION WIDE	N/A	ECCRFA	None
E.1.c	Continue to participate in the fee program through the East Contra Costa Regional Fee & Financing Authority	REGION WIDE	N/A	ECCRFA, TRANSPLAN jurisdictions	<i>County Supervisors sit on ECCRFA Board</i>
E.1.d	Explore ways to advance revenues from the fee program through the use of bonds or other financial mechanisms, such as tolls, gasoline taxes and other user fees	REGION WIDE	N/A	TRANSPLAN	None
E.2	Transportation Funding				
E.2.a	Work with regional and state agencies to obtain a greater local share of gasoline taxes, toll bridge revenues and other sources for major projects	REGION WIDE	N/A	TRANSPLAN, CCTA, Tri-Delta Transit, BART	None
E.2.b	Continue to explore ways to increase revenue to maintain roads and provide arterial street improvements countywide, such as through gasoline taxes and toll bridge revenues	REGION WIDE	N/A	TRANSPLAN jurisdictions	None

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Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
E.3	Pursue Balanced Growth in East County				
E.3.a	Coordinate with economic development agencies and non-governmental organizations (NGOs) on a cooperative East County effort to attract new employment development	REGION WIDE	N/A	TRANSPLAN jurisdictions	<i>In June 2019 the department of Conservation and Development updated the Board of Supervisors that it had procured a consultant to study short-line rail alternatives as part of the Northern Waterfront Initiative</i>
E.3.b	Support the study of new transportation facilities (such as TriLink/SR 239) that could attract new business development in East County by improving accessibility between East County and neighboring regions	REGION WIDE	N/A	TRANSPLAN jurisdictions, TRANSPLAN, CCTA	None
E.3.c	Work with MTC and other agencies to implement regional initiatives such as OBAG/PDA development strategies	REGION WIDE	N/A	TRANSPLAN jurisdictions, TRANSPLAN, CCTA	None

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WCCTAC AREA

Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
1	Work with local transit providers and regional funding agencies to identify funding for and provide bus-oriented improvements and better bus stop amenities along local routes, and to improve headways and expand bus service along important corridors in West County.	Area-wide Actions	N/A	WCCTAC Jurisdictions	<i>County staff continue to participate in the West County Express Bus Implementation Plan</i>
2	Implement transit-oriented development in the designated Pedestrian-Bicycle-Transit (PBT) zones using design principles that support local bus services and pedestrian/bicycle access	Area-wide Actions	N/A	WCCTAC Jurisdictions	None
3	Encourage development of plans, programs and projects that support transit-oriented development within all Priority Development Areas	Area-wide Actions	N/A	WCCTAC Jurisdictions	None
4	Encourage development of new or expanded park-n-ride lots along freeway corridors and at major activity centers	Area-wide Actions	N/A	WCCTAC Jurisdictions	None
5	Partner with the Water Emergency Transportation Authority and MTC to plan and fund ferry service in West County	Area-wide Action	N/A	WCCTAC Jurisdictions	None
6	Participate in studies regarding passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor	Area-wide Action	N/A	WCCTAC Jurisdictions	None
7	Complete the West Contra Costa Transportation Investment Study, including evaluation of transit opportunities, roadway improvements, and other projects	Area-wide Action	N/A	WCCTAC Jurisdictions	None
8	Support projects and programs that improve the passenger experience, upgrade systems and expand the capacity of BART stations in West County	Area-wide Action	N/A	WCCTAC Jurisdictions	None

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Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in <i>Italics.</i>)
9	Continue to update and implement local and regional bicycle and pedestrian plans, and support the preparation of bicycle and pedestrian plans in those communities where they do not currently exist	Area-wide Action	N/A	WCCTAC Jurisdictions	<p>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.</p> <p>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.</p> <p><i>In February 2019 the Board of Supervisors adopted Resolution No. 2019/44 approving and authorizing the Public Works Director to submit a 2019/2020 Transportation Development Act grant application to the Metropolitan Transportation Commission in the amount of \$100,000 for fiscal year 2019/2020 for the 7th Street Crosswalk Improvements Project.</i></p> <p><i>In May 2019 the Board of Supervisors authorized the Conservation and Development and Public Works Departments to submit a joint application to the California State Coastal Conservancy for grant funding in the amount of \$130,000 to study trail gap remedies around the Carquinez Strait Scenic Loop Trail.</i></p>
9 (cont.)					<p><i>In June 2019 the Board of Supervisors adopted Resolution No. 2019/193 approving the submission of a claim to the Metropolitan Transportation Commission to seek Fiscal Year 2019/2020 Transportation Development Act funding in the amount of \$1,049,500 for bicycle and pedestrian projects sponsored by the County and the cities of Concord, Lafayette, Martinez, Moraga, Oakley, Orinda, Pittsburg, Pleasant Hill, San Pablo, and San Ramon, as recommended by the Public Works Director, Countywide. (100% Transportation Development Act, Article 3 Funds)</i></p>

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Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in <i>Italics.</i>)
9 (cont.)					<p><i>In July 2019 the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director to execute a contract to accept grant funding in an amount not to exceed \$350,000 from Caltrans' Sustainable Communities Planning Grant Program to produce the Contra Costa County Active Transportation Action Plan.</i></p> <p><i>In July 2019 the Board of Supervisors approved the Fred Jackson Way First Mile/Last Mile Connection Project and take related actions under the California Environmental Quality Act.</i></p> <p><i>In August 2019 the Board of Supervisors authorized the Public Works Director, or designee, to execute a construction contract in the amount of \$474,647 with Pacific Infrastructure Construction, LLC for the Tara Hills Pedestrian Infrastructure Project, San Pablo area. (82% Local Road Fund, 10% Measure J Fund and 8% Transportation Development Act Grant)</i></p> <p><i>In September 2019 the Board of Supervisors authorized the Public Works Director to execute, a funding agreement with the West Contra Costa Transportation Advisory Committee, to receive \$270,000 for the County's San Pablo Dam Road Sidewalk Gap Project during the period from July 26, 2019, through June 30, 2020, El Sobrante area, as recommended by the Public Works Director.</i></p>
10	Support the WCCTAC TDM program in promoting commute methods and modes that reduce singleoccupant vehicle travel at peak times	Area-wide Actions	N/A	WCCTAC Jurisdictions	None
11	Participate in the countywide Safe Routes to School needs assessment, and use the results of that effort to identify and seek funding for bicycle and pedestrian improvements in West County school areas	Area-wide Actions	N/A	WCCTAC Jurisdictions	None
12	Support and participate in the efforts of Contra Costa Health Services in providing Safe Routes to School education and encouragement programs in area schools	Area-wide Actions	N/A	WCCTAC Jurisdictions	None
13	Consider bicycle and pedestrian needs in all neighborhood and roadway planning and design efforts, particularly within Priority Development Areas	Area-wide Actions	N/A	WCCTAC Jurisdictions	<p><i>In August 2018 the Board of Supervisors approved the Rodeo Downtown Infrastructure Project and take related actions under the California Environmental Quality Act, and AUTHORIZE the Public Works Director, or designee, to advertise the Project, Rodeo area.</i></p>
14	Require new development projects to provide bike racks, lockers and other secure bike parking options at appropriate locations, and seek funding to provide bike parking at key activity centers throughout West County	Area-wide Actions	N/A	WCCTAC Jurisdictions	None

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Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
15	Support and fund programs, such as the Street Smarts Program, to increase the level of public education about bicycle safety and to reduce injuries due to pedestrian or bicycle collisions	Area-wide Actions	N/A	WCCTAC Jurisdictions	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.
16	Participate in planning studies for the Bay Trail extension along I-580, from Castro Street to the Richmond-San Rafael Bridge	I-580	N/A	WCCTAC Jurisdictions	None
17	Improve pedestrian and bicycle access through freeway interchange areas	Freeway Routes	N/A	WCCTAC Jurisdictions	None
18	Conduct a bicycle route feasibility study along Richmond Parkway, and work to improve the Bay Trail crossing at Wildcat Creek and close other trail gaps along the Parkway	Richmond Parkway	LOS D	Richmond, Contra Costa County	None
19	Plan and implement enhanced railroad crossings to reduce noise and quality-of-life impacts throughout West County; enhancements may involve implementing quiet zones, grade separations, train-traffic signal preemption systems, or other measures	N/A	N/A	WCCTAC Jurisdictions	None
20	Complete the reconstruction of the I-80/San Pablo Dam Road interchange.	I-80, San Pablo Dam Road	Delay Index of 3.0 or less, HOV lane usage increased by 10% over 2013 levels, LOS E	San Pablo	<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>
21	Support implementation, operations and maintenance of the I-80 Integrated Corridor Mobility project	I-80	Delay Index of 3.0 or less, HOV lane usage increased by 10% over 2013 levels	WCCTAC Jurisdictions	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.
22	Enhance State Route 4 to a full freeway between I-80 and Cummings Skyway, including adding a connection between westbound I-80 and eastbound SR 4	SR-4	Delay Index of 2.0 or less	Contra Costa County, CCTA, Caltrans	None
23	Implement recommendations of the State Route 4 Integrated Corridor Analysis	SR-4	Delay Index of 2.0 or less	CCTA, Caltrans	None
24	Explore options to extend the truck climbing lane on Cummings Skyway, and to implement a Class II bike lane on Cummings Skyway between San Pablo Avenue and Franklin Canyon Road	Cummings Skyway	LOS D	Contra Costa County, CCTA	None

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

WCCTAC AREA

Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
25	Work with WCCTAC, local jurisdictions and CCTA to seek funding to implement recommendations of the North Richmond Truck Route Study (or other mutually agreed upon implementation measures), to improve connectivity to designated truck routes, discourage non-local heavy truck traffic on local streets, and improve public health and safety in West County communities	Richmond Parkway	LOS D	Contra Costa County, CCTA	None
26	Complete the improvements associated with the I80/Central Avenue interchange	I-80, Central Avenue	Delay Index of 3.0 or less, HOV lane usage increased by 10% over 2013 levels, LOS D	Richmond, CCTA, Caltrans	None
27	Close gaps in the regional trail and bicycle route systems, and develop local bike route links to the Bay Trail and Richmond and Ohlone Greenways to facilitate longer-distance bicycle travel through West County and to neighboring regions	REGION WIDE	N/A	WCCTAC Jurisdictions	<i>In July 2019 the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director to execute a contract to accept grant funding in an amount not to exceed \$350,000 from the Caltrans' Sustainable Communities Planning Grant Program to produce an inventory of the County's roadway network for the purpose of identifying opportunities to build new or enhanced bikeways and sidewalks.</i>
28	Maintain pavement management systems and schedules, and continue to seek additional funding for local roadway maintenance	REGION WIDE	N/A	WCCTAC Jurisdictions	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.
29	Complete a West County goods movement study, focused on ensuring efficient movement of goods while reducing impacts (environmental,	REGION WIDE	N/A	WCCTAC Jurisdictions	None
30	Comply with the CCTA Growth Management Program through monitoring of new development proposals and General Plan amendments, and allowing for collaboration and comment from other jurisdictions	REGION WIDE	N/A	WCCTAC Jurisdictions	County staff routinely completes the Growth Management Checklist to comply with CCTA's Growth Management Program

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

WCCTAC AREA

Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
31	Explore ways to increase revenue to maintain roads, transit facilities, trails, and all associated infrastructure	REGION WIDE	N/A	WCCTAC Jurisdictions	<p><i>In May 2018, the Board of Supervisors approved the Contra Costa County Local Streets and Road Preservation Project and take related actions under the California Environmental Quality Act, and authorized the Public Works Director, or designee, to advertise the Project, Byron and Richmond areas.</i></p> <p><i>In October the Board of Supervisors approved plans for the San Pablo Dam Road Landslide and Bench Repair Project, as recommended by the Public Works Director, El Sobrante area. (</i></p> <p><i>In November 2018, the Board of Supervisors approved the Public Works Director, or designee, to execute an agreement between Contra Costa County and the City of Richmond for the construction of the Contra Costa County Local Streets and Roads Preservation Project, El Sobrante area.</i></p>
32	Investigate and support opportunities for using new technologies to reduce single-occupant vehicle travel and to use existing system capacity more efficiently; examples may include real-time ridesharing programs, online traveler information systems, smart highways, connected vehicles, and other technologies	N/A	N/A	WCCTAC Jurisdictions	None
33	Support and implement the West County Subregional Transportation Mitigation Program, which generates funds to support specific capital improvements throughout West County	N/A	N/A	WCCTAC Jurisdictions	<i>County staff participated in the 2019 Nexus Study Update for the WCCTAC STMP Impact Fee</i>
34	Improve the reliability and efficiency of bus service along San Pablo Avenue	San Pablo Avenue	LOS E	WCCTAC Jurisdictions	None
35	Implement the recommendations of the Complete Streets plans that affect San Pablo Avenue	San Pablo Avenue	LOS E	WCCTAC Jurisdictions	None
36	Implement the San Pablo Avenue Complete Streets/Bay Trail project between Rodeo and Crockett	San Pablo Avenue	LOS E	Contra Costa County, CCTA	<i>In June 2018, the Board of Supervisors accepted the Feasibility Report for the San Pablo Avenue Complete Streets Study, and APPROVE and AUTHORIZE the Public Works Director, or designee, to seek funding for a potential complete streets project identified in the report, as recommended by the Public Works Director, Crockett and Rodeo area.</i>
37	Implement the recommendations of the Appian Way Alternatives Analysis and Complete Streets Study	Appian Way	LOS D	Contra Costa County, CCTA	None
38	Implement the recommendations of the Downtown El Sobrante Study	Appian Way	LOS D	Contra Costa County	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.

2018 AND 2019 MEASURE J COMPLIANCE CHECKLIST

WCCTAC AREA

Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Affected Jurisdictions	Implementation Status as of December 31, 2019 (Actions since last Checklist are in Italics.)
39	Complete the implementation of the Hercules Intermodal Station	N/A	N/A	Hercules	None
40	Participate in studies and implement the plans related to the Lawrence Berkeley National Lab Second Campus	N/A	N/A	WCCTAC Jurisdictions	None
41	Implement the recommendations of the WCCTAC Transit Enhancements and Wayfinding Study, which identifies specific local access improvements to the West County BART stations and intermodal transfer centers	REGION WIDE	N/A	WCCTAC Jurisdictions, BART	None
42	Support completion of the Wildcat Creek Trail, including the Bay Trail to Ridge Trail connector	N/A	N/A	Richmond, El Cerrito, Contra Costa County, EBRPD	None
43	Implement the recommended actions in the I-80 Corridor System Management Plan (CSMP)	I-80	Delay Index of 3.0 or less, HOV lane usage increased by 10% over 2013 levels	WCCTAC Jurisdictions, BART	None
44	Implement the recommendations of the specific plans along 23rd Street	23rd Street	LOS D	Richmond	None
45	Continue to evaluate long-term solutions to congestion around the El Cerrito del Norte BART station, with particular attention to methods that could improve local and regional transit and auto access to the station, along with improving multimodal access and circulation for transit-oriented development and businesses in the area	N/A	N/A	El Cerrito	None
46	Support broad coordination between Contra Costa and neighboring counties (including Alameda, Solano, and Marin) to reduce single-occupant vehicle travel along the I-80 corridor	I-80	Delay Index of 3.0 or less, HOV lane usage increased by 10% over 2013 levels	Contra Costa County, Alameda County	None
47	Enhance transportation services for mobility-impaired West County residents, through improved coordination of existing services and consideration of expanded services	REGION WIDE	N/A	WestCAT	None
48	Support the coordination of transit services across all areas of Contra Costa to improve connectivity and access	REGION WIDE	N/A	Transit Agencies	None
49	Support the investigation and development of innovative transportation-related technologies that could improve air quality and public health; examples include fueling/charging stations for alternative-fuel vehicles, new cleaner bus technology, software applications to facilitate ride-sharing, and many other opportunities	REGION WIDE	N/A	CCTA, Transit Agencies, BAAQMD	<i>In May 2019 the Board of Supervisors authorized the Public Works Director, or designee, to apply for and accept grant funds from the Bay Area Air Quality Management District (BAAQMD) Charge! Program to expand the County's supply of electric vehicle equipment, Countywide.</i>
50	Implement the Express Bus recommendations from the West County High Capacity Transit Study	I-80, San Pablo Avenue	N/A	WCCTAC Jurisdictions	None
51	Implement the San Pablo/Macdonald Avenues Bus Rapid Transit recommendations from the West County High Capacity Transit Study	San Pablo Avenue	LOS E	Richmond	None
52	Implement the 23rd Street Bus Rapid Transit recommendations from the West County High Capacity Transit Study	23rd Street	LOS D	Richmond	None
53	Implement Pinole San Pablo Avenue Bridge Replacement over BNSF Railroad – Complete Street	REGION WIDE	N/A	Pinole, BNSF	None
54	Participate in San Pablo Avenue Multimodal Corridor Project	REGION WIDE	N/A	WCCTAC Jurisdictions	None

Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2018 & 2019

Attachment B

General Plan Amendments 2018 and 2019

	General Plan Amendments	Meets Growth Management Element Standards?	Meets MTSOs?	RTPC Reviewed (GPAs)?	Results of RTPC Review (GPAs)
2018					
1.	Name: Panattoni Property GPA Location: APN 408-170-072, 408-180-010; 500 Pittsburg Avenue, North Richmond Applicant: Redus EI, LLC County File #: GP14-0003 Description: Change Land Use Element (LUE) Map designation from Multi-Family Residential Medium-Density (MM) to Business Park to allow 482,055 square foot warehouse/distribution facility. Adopted: 5/8/2018 Resolution #: 2018/160 Calendar Year: 2018 Net New Peak Hour Trips: 163 AM peak hour trips and 179 PM peak hour trips	Yes	Yes	Yes	No comments
2.	Name: New Air Quality Policy Location: Countywide Applicant: County (DCD) County File: #GP18-0004 Description: Amend Conservation Element text to add a policy related to air pollution from certain commercial and industrial uses. Adopted: 12/4/2018 Resolution #: 2018/578 Calendar Year: 2018 Net New Peak Hour Trips: 0	N/A	N/A	N/A	N/A
2019					
1.	Name: AYM, LLC GPA Location: APN 125-120-017; 214 Center Avenue, Pacheco Applicant: Arete, Inc. County File #: GP16-0007 Description: Change LUE Map from Office to MM to allow 8 townhouses on a 0.49-acre site. Adopted: 5/7/19 Resolution #: 2019/157 Calendar Year: 2019 Net New Peak Hour Trips: 8	Yes	N/A	N/A	N/A
2.	Name: Habitat for Humanity GPA Location: APN 098-210-001; 589 Pacifica Avenue, Bay Point Applicant: Habitat for Humanity County File #: GP13-0001 Description: Change LUE Map from Single-Family Residential Medium-Density to MM to allow 29 townhouses on a 2.42-acre site. Adopted: 7/9/2019 Resolution #: 2019/467	Yes	N/A	N/A	N/A

	Calendar Year: 2019				
	Net New Peak Hour Trips: 29				
3.	Name: Rodeo Senior Housing Successor Site GPA	Yes	N/A	N/A	N/A
	Location: APN 357-120-074 700 block of Willow Avenue, Rodeo				
	Applicant: County (Housing Successor Agency)				
	County File #: GP18-0007				
	Description: Change LUE Map from Commercial to Multi-Family Residential Very-High Special Density to allow up to 90 multi-family units on a 0.98-acre site.				
	Adopted: 11/19/19 Resolution #: 2019/633				
	Calendar Year: 2019				
	Net New Peak Hour Trips: 90				

Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2018 & 2019

Attachment C

Please Start Here					
General Information		Submittal Instructions			
Jurisdiction Name	Contra Costa County - Unincorporated				
Reporting Calendar Year	2018				
Contact Information		<p>Housing Element Annual Progress Reports (APRs) forms and tables must be submitted to HCD and the Governor's Office of Planning and Research (OPR) on or before April 1 of each year for the prior calendar year; submit separate reports directly to both HCD and OPR pursuant to Government Code section 65400. There are two options for submitting APRs:</p> <p>1. Online Annual Progress Reporting System (Preferred) - This enters your information directly into HCD's database limiting the risk of errors. If you would like to use the online system, email APR@hcd.ca.gov and HCD will send you the login information for your jurisdiction. <i>Please note: Using the online system only provides the information to HCD. The APR must still be submitted to OPR. Their email address is opr.apr@opr.ca.gov.</i></p> <p>2. Email - If you prefer to submit via email, you can complete the excel Annual Progress Report forms and submit to HCD at APR@hcd.ca.gov and to OPR at opr.apr@opr.ca.gov. Please send the Excel workbook, not a scanned or PDF copy of the tables.</p>			
First Name	Christine				
Last Name	Louie				
Title	Senior Planner				
Email	Christine.Louie@dcd.cccounty.us				
Phone	(925) 674-7787				
Mailing Address					
Street Address	<u>30 Muir Road</u>				
City	Martinez				
Zipcode	94553				
		v 1_29_19			

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction	County - Unincorporated																			
Reporting Year	2018 (Jan. 1 - Dec. 31)																			Note: + Optional field
Cells in grey contain auto-calculation formulas																				

Table A

Housing Development Applications Submitted

Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes								Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Notes	
1					2	3	4	5								6	7	8	9	10
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project (Auto-calculated Can Be Overwritten)	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)	Notes*	
Summary Row: Start Data Entry Below															77	77	61			
	97081028	POINT 94565-3236		CDLP18-02003	2 to 4		1/10/2018								12	12			No pending CEQA	
	193111016	ALAMO 94507-1600		CDMS18-00007	SFD		7/27/2018								2	2			No pending CEQA	
	185390035	NUT CREEK 94595		CDMS18-00013	SFD		9/20/2018								2	2			No pending CEQA	
	204060032	SAN RAMON 94583		CDSU18-00001	ADU		1/2/2018								1	1	1		No	
	188220027	CREEK 94595-2656		CDSU18-00002	ADU		1/5/2018								1	1	1		No	
	354262029	CKETT 94525-1424		CDSU18-00004	ADU		1/25/2018								1	1	1		No	
	184333026	CREEK 94595-1629		CDSU18-00005	ADU		1/25/2018								1	1	1		No	
	188232035	ALAMO 94507-2649		CDSU18-00007	ADU		2/8/2018								1	1	1		No	
	15090030	1450 EDEN PLAINS RD BRENTWOOD 94513-2889		CDSU18-00008	ADU		2/14/2018								1	1	1		No	
	409042013	49 ALAMO AVE RICHMOND 94801-1801		CDSU18-00009	ADU		2/20/2018								1	1	1		No	
	220391008	125 MRACK RD DANVILLE 94506-4720		CDSU18-00010	ADU		2/28/2018								1	1	1		No	
	197090012	912 DANVILLE BLVD ALAMO 94507-2420		CDSU18-00011	ADU		3/2/2018								1	1	1		No	
	208210008	0 BOLLINGER CANYON RD SAN RAMON 94583-1510		CDSU18-00013	ADU		3/21/2018								1	1	1		No	
	187531005	3075 STONEGATE DR ALAMO 94507-1761		CDSU18-00014	ADU		3/21/2018								1	1	1		No	
	184120075	2328 WARREN RD WALNUT CREEK 94595-1217		CDSU18-00015	ADU		3/22/2018								1	1	1		No	
	172071037	110 CORA CT WALNUT CREEK 94597-6804		CDSU18-00016	ADU		4/4/2018								1	1	1		No	
	182130007	742 ROSEWOOD DR WALNUT CREEK 94596-6128		CDSU18-00017	ADU		4/6/2018								1	1	1		No	
	184161017	2249 WHYTE PARK AVE WALNUT CREEK 94595-1345		CDSU18-00018	ADU		4/10/2018								1	1	1		No	
	358293001	808 MARINERS POINTE RODEO 94572-2002		CDSU18-00019	ADU		4/11/2018								1	1	1		No	
	188232023	96 CREST AVE ALAMO 94507-2648		CDSU18-00020	ADU		4/12/2018								1	1	1		No	
	197190034	191 ALAMO RANCH RD ALAMO 94507-2031		CDSU18-00022	ADU		4/26/2018								1	1	1		No	

	435100032	5428 MARTIS CT EL SOBRANTE 94803-3440		CDSU18-00024	ADU		5/3/2018							1		1		1		No	
	366090002	5031 ALHAMBRA VALLEY RD MARTINEZ 94553- 9723		CDSU18-00025	ADU		5/8/2018							1		1		1		No	
	431010019	4953 SAN PABLO DAM RD EL SOBRANTE 94803- 3225		CDSU18-00026	ADU		5/10/2018							1		1		1		No	

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

12/31/2021

Justification		Corte Madera County - Unincorporated		Note: * Optional field	
Reporting Year	2018	Jan. 1 / Dec. 31			Cells in gray contain auto-calculation formulas
	19832007	2465 LINADA LN ALAMO 94507-2815	CDU16-0004	ADU	1
	19706029	333 CORNIE PL ALAMO 94507-2263	CDU16-0004	ADU	1
	35417780	1338 FRANCIS ST CROCKETT 94525-1365	CDU18-0073	ADU	1
	12526206	322 3rd Ave South Petaluma CA 94953	CDU17-0076	ADU	1
	35427202	2 Ridge Park Ct Crockett CA 94525	CDU17-0069	ADU	1
	38007087	515 Palma Dr Martinez CA 94569	CDU17-0068	ADU	1
	41906218	1465 Beas Rvnge San Pablo CA	CDU17-0062	ADU	1
	35810307	569 Conal Dr Redco CA	CDU17-0055	ADU	1
	20418002	3600 Brook Dr Pleasanton CA	CDU17-0052	ADU	1
	35712006	855 Garrison Ave Rodeo CA	CDU17-0044	ADU	1
	40515208	1441 Rachel Rd San Pablo CA	CDU17-0043	ADU	1

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction	Contra Costa County - Unincorporated	
Reporting Year	2018	(Jan. 1 - Dec. 31)

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report

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.

1	2	3	4
Name of Program	Objective	Timeframe in H.E	Status of Program Implementation
1. Neighborhood Preservation Program	Improve the quality of existing housing & neighborhoods.	Ongoing	County-wide, there were six homes funded for rehabilitation and seven rehabilitation projects completed. Of the seven completed projects, three households were extremely low-income (30% AMI), two households were very low-income (50% AMI), and two households were low-income (80% AMI). Of these projects, three were funded and completed within the unincorporated County with two households at 30% AMI, and one household at 50% AMI.
2. Weatherization Program	Assist homeowners and renters with minor home repairs.	Ongoing	213 units have been weatherized in County cities, towns, and communities. 183 units were extremely low income (30% AMI) and 30 units were very low income (50% AMI).
3. Code Enforcement	Maintain & improve the quality of existing housing & neighborhoods.	Ongoing	There were a total of 1209 cases opened and 1479 cases closed. Approximately 99% of all cases were residential.
4. Preservation of Affordable Housing Assisted with Public Funds	Preserve the existing stock of affordable housing.	Ongoing	The County awarded \$151,000 to RNHS in CDBG funds for the rehabilitation of three single-family homes in Richmond affordable to and occupied by low-income families. The County awarded and closed financing for \$1.3 million in HOME funds for the Antioch Scattered Sites rehabilitation project in Antioch for 56 rental units across two sites. Both projects are located in the incorporated areas of the County.
5. New Construction of	Increase the supply of affordable housing,	Annual: Award HOME,	There are no new projects funded during this reporting period.
6. Housing Successor to the former Redevelopment Agency	Utilize County owned property (former redevelopment agency) to develop affordable housing	Disposition agreements by 2020	The County worked on drafting a disposition and development agreement with a developer to develop the Orbisonia Heights project, a mixed-use project with commercial spaces and 325 residential units in Bay Point. The County reissued a request for proposal for the development of the Rodeo Town Plaza site in Rodeo, which includes a mixed-use development with townhouses and commercial spaces. Construction of the Heritage Point multi-family residential and commercial project in North Richmond began in 2018 for completion and occupancy in 2019.
7. Inclusionary Housing	Integrate affordable housing within market-rate developments.	Ongoing	An update of the inclusionary housing in-lieu fees for rental and for-sale housing was brought to the Board of Supervisors and approved in December 2018, which became effective in 2019. There were no in-lieu fees collected during this reporting period.
8. Acquisition/ Rehabilitation	Improve existing housing and increase supply of affordable housing.	Ongoing	The County awarded \$151,000 to RNHS in CDBG funds for the rehabilitation of three single-family homes in Richmond affordable to and occupied by low-income families. The County awarded and closed financing for \$1.3 million in HOME funds for the Antioch Scattered Sites rehabilitation project in Antioch for 56 rental units across two sites. Both projects are located in the incorporated areas of the County.
9. Second Units	Facilitate the development of second units.	Ongoing	There were 78 second unit entitlement permits approved and 47 building permits issued

10. 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.
11. 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.
12. Special Needs Housing	Increase the supply of special needs housing.	Ongoing	There are no projects to report in this reporting period.
13. 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.
14. Accessible Housing	Increase the supply of accessible housing.	Ongoing	The County continues to require accessible units in all new construction projects that received HOME or CDBG funding. Accessible units are included in rehabilitation projects when feasible where five percent of the units must be accessible to the physically impaired and an additional two percent of the units must be accessible to the hearing/vision impaired. (See New Construction and Affordable Housing Program) The County Building Inspection Division conducted a training for staff on accessibility and disabled access scoping provisions under the 2016 California Building Code and other applicable laws.
15. Reasonable Accommodation	Increase the supply of special needs and accessible housing.	Ongoing	Through the NPP program, the County funded and completed two projects that included accessibility improvements that consisted of bathroom accessibility improvements, and the installation of an ADA compliant ramp and handrails.
16. 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.
17. Farmworker Housing	Increase the supply of farmworker housing	Annually: Include farmworker housing in CDBG, HOME NOFA (See #5 above)	There are no projects to report in this reporting period.
18. First-Time Homebuyer Opportunities	Provide additional homeownership opportunities.	Ongoing	The County provided 20 households with Mortgage Credit Certificates (MCC) throughout the county and cities with a total of \$1,525,071 in MCCs.
19. Extremely Low Income Housing	Promote development of housing affordable to extremely low income households.	Annually: Include a priority for extremely-low income housing in CDBG, HOME, HOPWA NOFA (See #5 above)	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 186 extremely low income housing projects during this reporting period (See Neighborhood Preservation Program and Weatherization Program).
20. 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.
21. Mixed-Use Developments	Encourage mixed-use developments.	2015 – 2016: Review existing ordinance and development patterns. 2016 – 2017: Draft outline of revised ordinance and meet with stakeholder groups 2017 – 2018: Determine whether or not to draft and adopt revised ordinance	The County is reviewing the existing ordinance with the General Plan update.
22. Density Bonus & Other Development Incentives	Support affordable housing development.	Ongoing	Bay Point Family Apartments, a 193-unit multi-family apartment project entered into a Density Bonus Developer Agreement with the County.

23. Infill Development	Facilitate infill development.	Biennially: Review site inventory, adjust for planned and completed developments Biennially: Review site inventory and adjust for planned and completed developments	There is nothing to report for this reporting period.
24. Planned Unit District	Provide flexibility in design for residential projects.	Ongoing	There is nothing to report for this reporting period.
25. Development Fees	Reduce the cost of development	Ongoing	There are no updates to report during this period.
26. 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.
27. 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.	By December 31, 2014: Adopt emergency housing and single room occupancy ordinance. (adopted 11/4/2014) 1st quarter 2015: Adopt Agricultural worker housing, permanent supportive, and transitional housing zoning text changes Ongoing: period review of zoning and subdivision ordinances	The County is reviewing the existing zoning ordinance with the General Plan update.
28. Coordinated County Department Review of Development Applications	Expedite application review through a better coordinated process with other County departments.	Ongoing	The County continues to coordinate and work with other various County departments and agencies when processing new applications. Regular meetings between community development, building inspection, and public works are scheduled to discuss the review and processing of applications and fees.
29. Anti-Discrimination Program	Promote fair housing.	Ongoing	The County is currently working on a County-wide Analysis of Impediments/Assessment to Fair Housing Choice report. The first round of community review, outreach, and public meetings began in the summer and fall of 2018. This report will be completed, approved, and adopted in 2019.
30. Residential Displacement Program	Limit number of households being displaced or relocated because of County sponsored programs or projects.	Ongoing	There is nothing to report this period within the unincorporated County.
31. Residential Energy Conservation Program	Participate in Bay Area regional efforts to reduce energy consumption.	2015: Review examples of guidelines for solar retrofit 2016: Draft County guidelines 2017: Adopt 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 1,067. The County also participates in BayREN a regional energy network, which is a collaboration of the nine counties that make up the San Francisco Bay Area. This program is led by the Association of Bay Area Governments, and is an incentive and rebate program for owners and property managers for Homeowner's Associations for single-family and multi-family units for energy efficiency retrofits. There were 452 single-family home upgrades and 795 multi-family unit upgrades County-wide, with 33 single-family and 10 multi-family unit upgrades in the unincorporated County.

Jurisdiction	Costa County - Unincorporated		
Reporting Year	2018	(Jan. 1 - Dec. 31)	
Permitted Units Issued by Affordability Summary			
	Income Level	Current Year	
Very Low	Deed Restricted	0	
	Non-Deed Restricted	0	
Low	Deed Restricted	0	
	Non-Deed Restricted	0	
Moderate	Deed Restricted	0	
	Non-Deed Restricted	0	
Above Moderate		100	
Total Units 44		100	
Note: units serving extremely low-income households are included in the very low-income permitted units totals			
Entitlement Summary			
Total Housing Applications Submitted:		64	
Number of Proposed Units in All Applications Received:		77	
Total Housing Units Approved:		61	
Total Housing Units Disapproved:		0	
Use of SB 35 Streamlining Provisions			
Number of Applications for Streamlining		0	
Number of Streamlining Applications Approved		0	
Total Developments Approved with Streamlining		0	
Total Units Constructed with Streamlining		0	
Units Constructed - SB 35 Streamlining Permits			
	Income	Rental	Ownership
			Total
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	0	0	0
Cells in grey contain auto-calculation formulas			

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2017 - 12/31/2017

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 01/01/2017 - 12/31/2017

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	
Driftwood Estates	SF	Owner	0	3	0	44	47	0		DB	
(9) Total of Moderate and Above Moderate from Table A3					31	244					
(10) Total by Income Table A/A3			0	3	31	244					
(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 01/01/2017 - 12/31/2017

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 01/01/2017 - 12/31/2017

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	0	0	0	28	3	31	0
No. of Units Permitted for Above Moderate	200	0	0	0	0	200	0

* Note: This field is voluntary

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2017 - 12/31/2017

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	3	0	0	0	0	0	0	11	207
	Non-Restricted		8	0	0	0	0	0	0	0	0		
Moderate		243	65	28	31	0	0	0	0	0	0	124	119
Above Moderate		532	276	201	244	0	0	0	0	0	-	721	0
Total RHNA by COG. Enter allocation number:		1367											
Total Units ▶ ▶ ▶			349	229	278	0	0	0	0	0	0	856	
Remaining Need for RHNA Period ▶ ▶ ▶ ▶ ▶													700

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 01/01/2017 - 12/31/2017

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
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	The agricultural worker housing, permanent supportive housing, and transitional housing zoning ordinances were adopted on September 19, 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. An update to the AI was completed April 12, 2017. The County is currently working on a County-wide Assessment of Fair Housing report and has entered into contract with a consultant to prepare this document.

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.	Ongoing	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 1,515. The County also participates in BayREN a regional energy network, which is a collaboration of the nine counties that make up the San Francisco Bay Area. This program is led by the Association of Bay Area Governments, and is an incentive and rebate program for owners and property managers for Homeowner's Associations for single-family and multi-family units for energy efficiency retrofits. There were 482 upgrades County-wide, with 27 upgrades in the unincorporated County.
Neighborhood Preservation Program	Improve the quality of existing housing & neighborhoods.	Ongoing	There were seven homes within the unincorporated county that were rehabilitated. Of those seven projects, two households were extremely low income (30% AMI), one household was very low-income (50% AMI), and two households were low-income (80% AMI).
Weatherization Program	Assist homeowners and renters with minor home repairs.	Ongoing	348 units have been weatherized in County cities, towns, and communities. 273 units were extremely low income and 75 units were very low income.
Code Enforcement	Maintain & improve the quality of existing housing & neighborhoods.	Ongoing	There were a total of 838 cases opened and 738 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 awarded \$280,000 to RNHS in CDBG funds for a scattered sites rehabilitation of three single-family rental homes in Richmond. The County also closed financing and issued \$19,500,000 in tax-exempt bonds on rehabilitation projects, which includes Elaine Null a 14-unit apartment in Bay Point, Camara Circle a 52-unit apartment in Concord, and Riley Court a 48-unit apartment in Concord. The County previously allocated HOME and CDBG funds to Elaine Null and Riley Court. In addition, there were two rehabilitation projects where the County provided CDBG and HOME funds in a prior year completed construction. This includes Virginia Lane, a 91-unit project in Concord and East Bluff, a 144-unit project in 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 HOPWA funds to experienced housing developers	The County awarded CDBG and HOME funds for various projects within the County and cities. The County provided \$2,750,000 in CDBG funding and \$15,790,000 in tax-exempt bonds to Heritage Point, a 42-unit rental project in North Richmond. The County previously allocated CDBG and Former Redevelopment Area funds to this project. Additionally, the County issued \$21,000,000 tax-exempt bonds to Hana Gardens a 63-unit senior rental project in El Cerrito, which was previously funded with HOME and CDBG. The County also awarded \$1,000,000 in CDBG funds, \$1,200,000 in HOME funds to St.

		(fun	Paul's Commons a 45-unit rental project in Walnut Creek. In addition, the County awarded \$100,000 in CDBG funds for Aging in Place, an 82-unit senior project in Pleasant Hill and \$110,000,000 in tax-exempt bonds for 21 and 23 Nevin a 271-unit apartment in Richmond.
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 is under an Exclusive Negotiating Agreement, which was approved in January 2017. The County also entered into an Exclusive Negotiating Agreement with a developer for a 325-unit multi-family housing development, Orbisonia Heights in Bay Point.
Inclusionary Housing	Integrate affordable housing within market-rate developments.	Ongoing	There were no in-lieu fees collected during this reporting period.
Acquisition/ Rehabilitation	Improve existing housing and increase supply of affordable housing.	Ongoing	The County awarded \$625,000 in HOME funds for the rehabilitation of the Elaine Null Apartments an existing 14-unit rental development in Bay Point.
Second Units	Facilitate the development of second units.	Ongoing	There were 28 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 updated the Accessory Dwelling Unit Ordinance to streamline internal conversions.
Special Needs Housing	Increase the supply of special needs housing.	Annually: Include a priority for special needs housing in CDBG, HOME, HOPWA NOFA	There were no projects in this reporting period within the unincorporated County.
Developmental Disabled Housing	Increase the supply of housing available to persons with developmental disabilities	Annually: Include a priority for special needs housing in CDBG, HOME, HOPWA NOFA	There were no projects this reporting period in the unincorporated County.

Accessible Housing	Increase the supply of accessible housing.	Ongoing	The County continues to require accessible units in all new construction projects that received HOME or CDBG funding. Accessible units are included in rehabilitation projects when feasible where five percent of the units must be accessible to the physically impaired and an additional two percent of the units must be accessible to the hearing/vision impaired. (See New Construction and Affordable Housing Program)
Reasonable Accommodation	Increase the supply of special needs and accessible housing.	Ongoing	Through the NPP program, the County assisted in the funding of 2 projects that included accessibility improvements for accessible bathroom renovations.
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. Health 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. The County's Farmworker Housing Ordinance was adopted in September 2017.
First-Time Homebuyer Opportunities	Provide additional homeownership opportunities.	Ongoing	The County provided 24 households with Mortgage Credit Certificate Program (MCC) funds throughout the county and cities with a total of \$1,890,150 in MCC funds.
Extremely Low Income Housing	Promote development of housing affordable to extremely low income households.	Annually: Include a priority for extremely-low income housing in CDBG, HOME, HOP	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 275 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.	2016/2017: Draft outline of revised ordinance and meet with	The Saranap Village project in the Saranap community was granted planning entitlements for retail with 70 for-sale condominiums, 6 for-sale townhomes, and 122 rental apartment units.

		stakeholder groups	
Density Bonus & Other Development Incentives	Support affordable housing development.	Ongoing	The Bay Point Family Apartments project in Bay Point was granted planning entitlements for a 193-unit apartment building, which included a density bonus.
Infill Development	Facilitate infill development.	Biennially: Review site inventory and adjust for planned and completed developme	The County continues to use the Small Lot Review process to assist applicants 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	The County began drafting a revised ordinance to remove the minimum lot size requirements for Planned-Unit Development projects.
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	2017	This program continues to be utilized for ensuring expedited review of infill projects and various planning applications including tree permits, variances, and design reviews.

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction CONTRA COSTA COUNTY

Reporting Period 01/01/2017 - 12/31/2017

General Comments:

In addition to supporting important affordable housing developments in the unincorporated County, such as the 48 unit Heritage Point apartments in North Richmond and the 193 unit Bay Point Family apartments in Bay Point, the County is an active junior lender and issuer of multi-family mortgage revenue bonds (MF MRB) for developments in Contra Costa cities.

The County loans Community Development Block Grant (CDBG), HOME Investment Partnerships Act (HOME), and Housing Opportunities for Persons with HIV/AIDs (HOPWA) funds to affordable housing developers. These funds support both preservation of existing affordable housing and new construction.

Over the past year, the County awarded \$3.3 million in CDBG and HOME funds to development in Antioch, Pleasant Hill, Pittsburg, Richmond, and Walnut Creek; and issued \$167 million in MF MRB to support developments in Concord, El Cerrito, Pinole, Richmond, and Walnut Creek.

See Table C for additional information.

Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2018 & 2019

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

Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2018 & 2019

Attachment E

4. GROWTH MANAGEMENT ELEMENT

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4. GROWTH MANAGEMENT PROGRAM

4.1 INTRODUCTION

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

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

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

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

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

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

4. Growth Management Program

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

4.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

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

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

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

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

4.3 TRAFFIC SERVICE STANDARDS AND FACILITIES STANDARDS

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

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

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

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

4. Growth Management Program

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

4.4 GOALS, POLICIES AND IMPLEMENTATION MEASURES

GOALS

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

POLICIES

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

4. Growth Management Program

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

Traffic

LOS Standards will be considered to be met if:

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

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

Traffic Levels of Service Keyed to Land Use Type

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

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

Water

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

Figure 4.1 Flow Chart of Growth Management Process

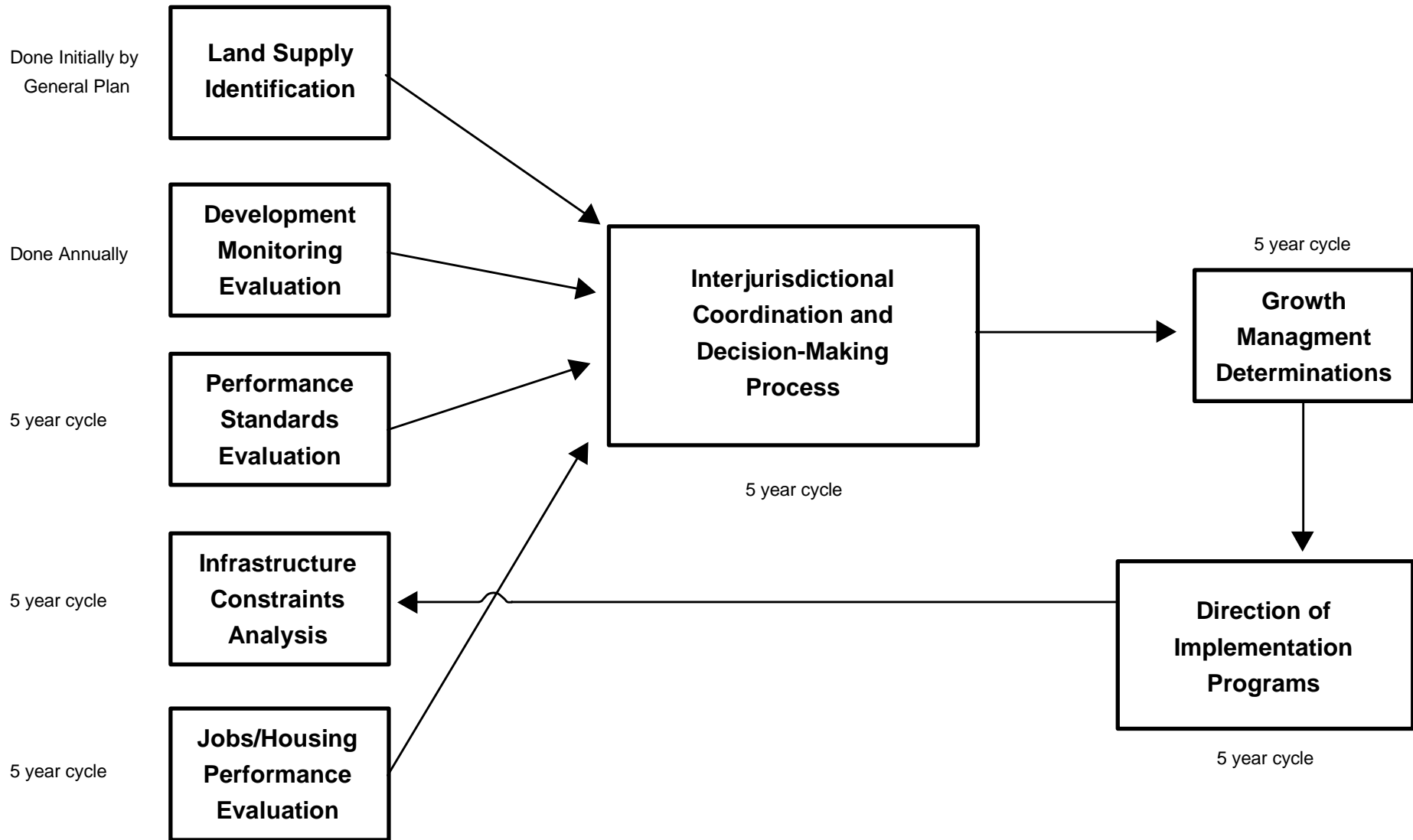
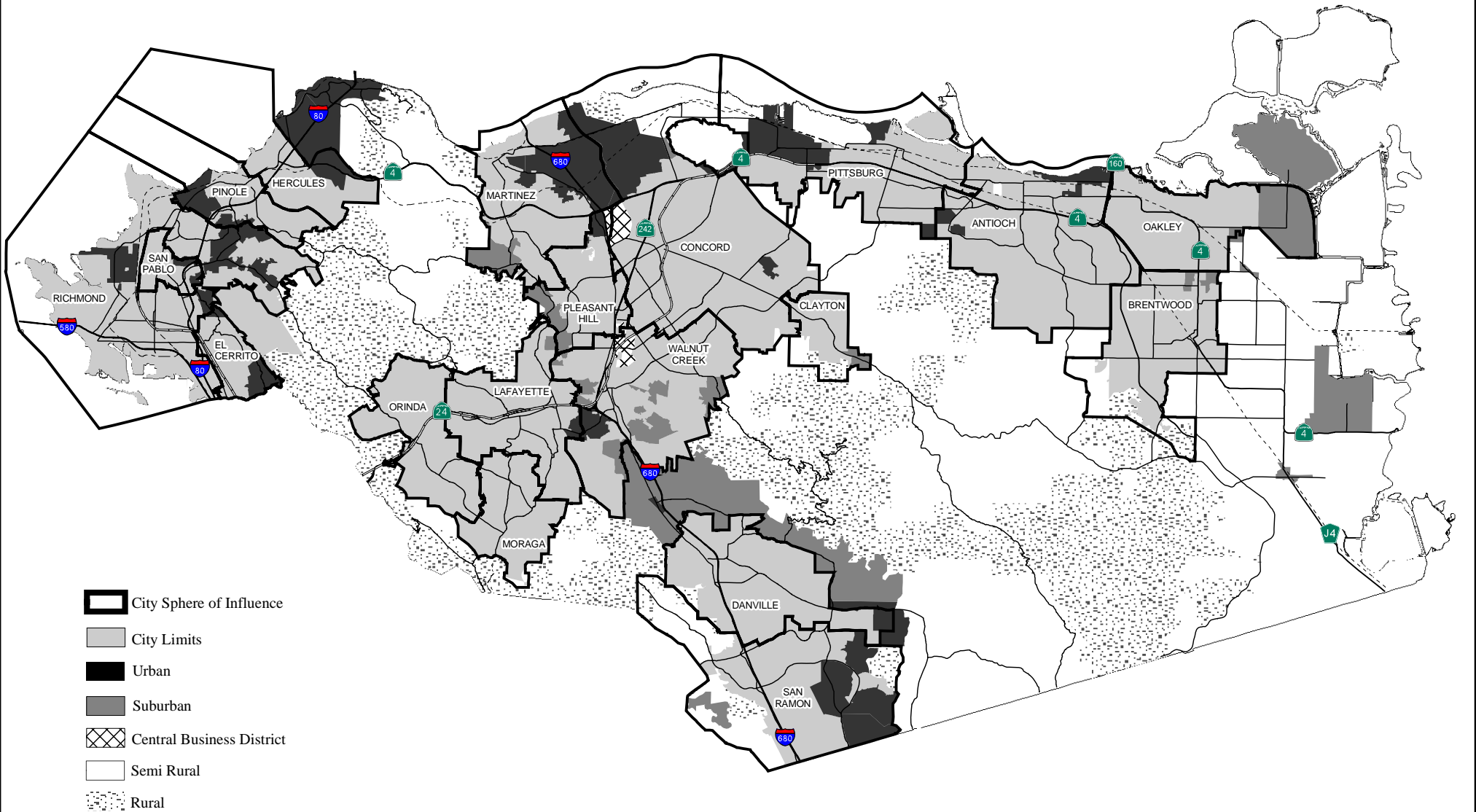
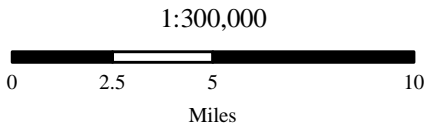


Figure 4-2 Level of Service Designations for Unincorporated Areas



- City Sphere of Influence
- City Limits
- Urban
- Suburban
- Central Business District
- Semi Rural
- Rural



ANTIOCH Incorporated Areas
Alamo Unincorporated Areas

- Freeways and Highways
- Major Roads
- Bay Area Rapid Transit
- Railroads

CONTRA COSTA COUNTY

Map Created on December 9, 2004
 Contra Costa County Community Development
 651 Pine Street, 4th Floor - N. Wing, Martinez, CA 94553-0095
 37:59:48.455N 122:06:35.384W



4. Growth Management Program

Sanitary Sewer

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

Fire Protection

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

Public Protection

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

Parks and Recreation

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

Flood Control and Drainage

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

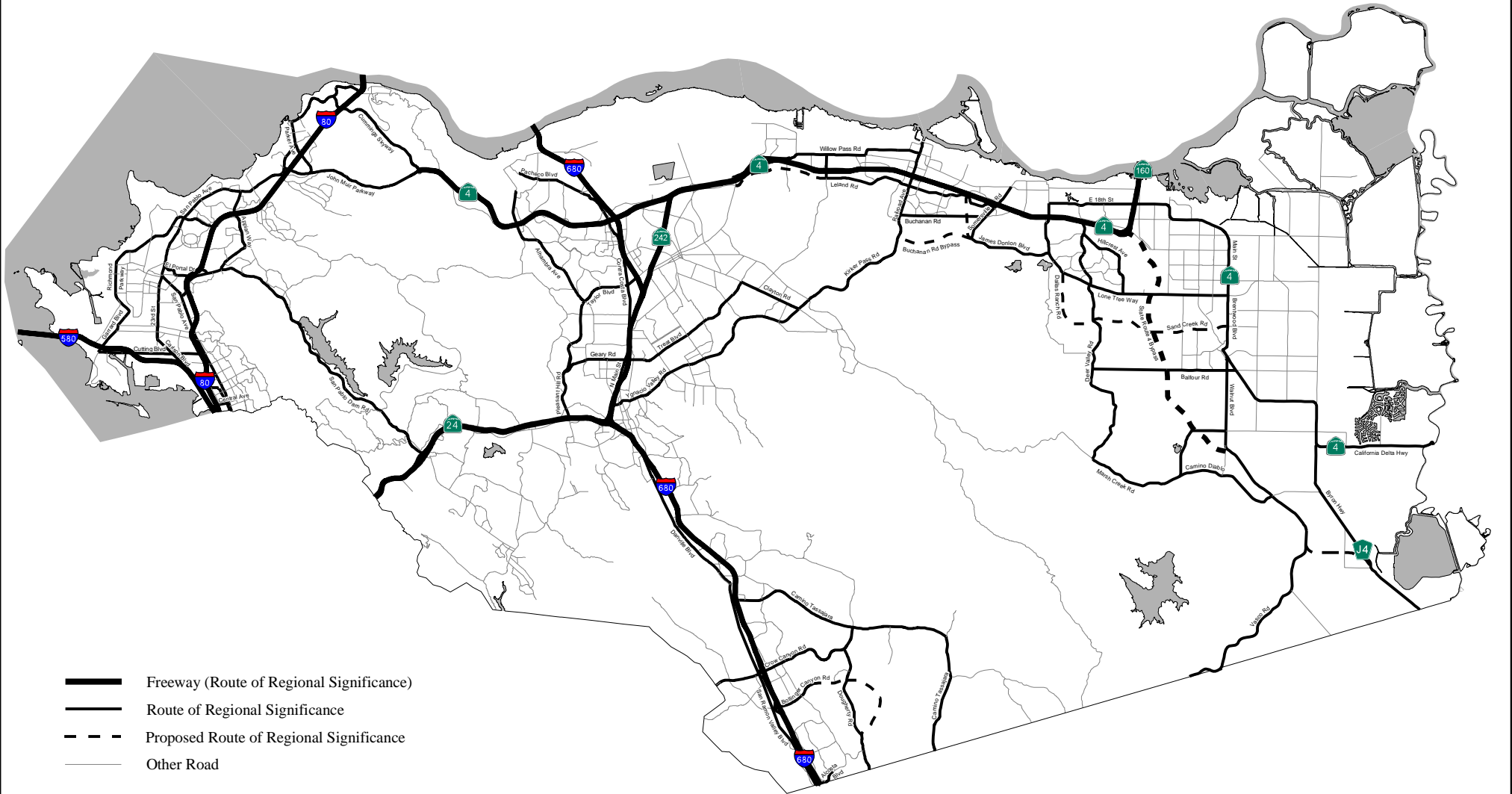
IMPLEMENTATION MEASURES





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

4. Growth Management Program

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

Figure 4-3 Routes of Regional Significance



-  Freeway (Route of Regional Significance)
-  Route of Regional Significance
-  Proposed Route of Regional Significance
-  Other Road



4. Growth Management Program

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

These components are described in detail below.

Adoption of Performance Standards

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

Land Supply/Development Monitoring Analysis

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

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

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

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

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

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

Performance Standards Evaluation and Infrastructure Constraints Analysis

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

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

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

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

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

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

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

- o 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;
- o 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;
- o identification of urbanized areas with inadequate service, as defined by the adopted performance standards;
- o an itemization of the major capital improvements not now funded but needed to bring existing areas into compliance with the performance standards;
- o itemization of major capital improvements necessary to serve anticipated future development at the adopted service level, and the cost of these improvements;
- o identification of major physical, economic and/or environmental constraints to the provision of service or facilities in a given area; and

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

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

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

Jobs/Housing Performance Evaluation

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

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

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

Interjurisdictional Coordination and Decision-Making

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

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

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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:

- o 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;
- o 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;
- o identify lands that have been determined to be undevelopable;
- o identify on the map the geographic areas with infrastructure constraints and the locations of development projects that have been unable to meet performance standards;
- o review the annual land supply and development monitoring reports in conjunction with the performance standards and infrastructure constraints analysis reports to determine whether an adequate supply of vacant land is designated for urban use in the County and city General Plans, on both a Countywide and subregional basis, to allow the anticipated amount of urban development during the remainder of the twenty year period. This urban development must be subject to the 65/35 Land Preservation Standard. (See Section 3, Land Use Element.)
- o Determine whether adjustment to the urban limit line is needed in order to provide sufficient land to accommodate anticipated needs.

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

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Definitions of Terms

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

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

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

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

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

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

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.

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**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.

<i>MODEL GROWTH MANAGEMENT ELEMENT (MGME)¹ FINAL – RELEASED ON 06-08-07</i>	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).	<p><u><i>Planned Levels of Development; The Urban Limit Line and Land Uses (Land Use Element §3.6, pg. #3-8)</i></u></p> <p><u><i>Introduction (Growth Management Element §4.1, pg. #4-1)</i></u></p> <p><u><i>Introduction (Housing Element §6.1, pg. #6-1)</i></u></p>
1.2 Background²	
The Measure J GMP, adopted by the voters of Contra Costa in November 2004, requires each local jurisdiction to meet the six following requirements: <ul style="list-style-type: none"> • Adopt a development mitigation program; • Address Housing Options; • Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process; 	<p><u><i>Public Participation through Voting Process (Introduction §1.3, pg. #1-2 through 1-3)</i></u></p> <p><u><i>Introduction (Growth Management Element §4.1, pg. #4-1)</i></u></p>

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.

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.

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<p><i>MODEL GROWTH MANAGEMENT ELEMENT (MGME)¹ FINAL – RELEASED ON 06-08-07</i></p>	<p>CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS</p>
<ul style="list-style-type: none"> • 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>1.3 Intent</p>	
<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 Urban Limit Line is intended to promote compact urban development patterns and restrict the extension of infrastructure into areas where urban development is not planned.</p>	<p><i><u>Introduction (Growth Management Element §4.1, pg. #4-1)</u></i></p>

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MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL – RELEASED ON 06-08-07	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
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> 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, pg. #5-1 through 5-2)</i></u></p> <p><u><i>Relationship to the General Plan (Housing Element §6.1E Table 6-1, pg. #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 Measures (Introduction pg. 1-5 through 1-7)</i></u></p>
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><u><i>(1) Relationship to Other General Plan Elements</i></u></p> <p><u><i>(Land Use Element §3.2, pg. #3-2)</i></u></p> <p><u><i>(See Relationship to Other General Plan Elements (Growth Management Element §4.2, pg. #4-2) under 1.5 Relation to Other General Plan Elements in the MGME)</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>(2) Land Use Definitions (The Text of Measure C-1988 and Measure C-1990 §1.11, pg. #1-16)</i></u></p>

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<p>(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.</p>	<p><u>(3) 4.1 Introduction (Growth Management Element, pg. #4-1)</u></p> <p><u>Growth Management Program (Housing Element §6.3, pg. #6-49 through 6-51)</u></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><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. 3-32 and pg. 3-33 Goal 3-K)</u></p> <p><u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. 4-4)</u></p> <p>(See Table 6-1, Goal 6 and 7 under 1.5 Relation to Other General Plan Elements in the MGME)</p>
2.3 Policies	
<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>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>2.3.1.2 Regional Mitigation Program: The local jurisdiction shall participate in a regional development mitigation program to establish</p>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #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, pg. #5-15 and 5-16)</u></p> <p><u>Housing Goals and Policies (Housing Element §6.6, pg. #6-89 through 6-91 – only certain policies cited)</u></p> <p>(See Policies 3-5 through 3-7, 4-1 through 4-4, and 5-4 and 5-21 under 2.3 Policies in the MGME)</p> <p>(See Policies 3-5 through 3-7, 4-1 through 4-4, and 5-4 and 5-21 under 2.3 Policies in the MGME)</p> <p>(See Policies 4-3 and 4-4 under 2.3 Policies in the MGME)</p>

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<p><i>MODEL GROWTH MANAGEMENT ELEMENT</i> <i>(MGME) ¹ FINAL – RELEASED ON 06-08-07</i></p>	<p>CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS</p>
<p>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>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>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>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>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>Housing Element: §6.6 – Housing Plan</i> (pg. #6-88 through 6-92 – only certain policies cited) under 2.3 Policies in the MGME)</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>(See <i>Policies 4-3</i> under 2.3 Policies in the MGME)</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>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 <i>Policies 4-4 and 5-1</i> under 2.3 Policies in the MGME)</p> <p>(see previous)</p>

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<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>2.3.3.3 Interagency Consultation. Circulate traffic impact analyses to affected jurisdictions and to the RTPC for review and comment.</p> <p>2.3.3.4 Mitigation Program. Work with the appropriate RTPCs to develop the mitigation program outlined in Section 2.3.1.2 above.</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>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>(None)</p> <p>(See <i>Policies 4-4</i> under 2.3 Policies in the MGME)</p> <p>(See <i>Policy 4-3</i> under 2.3 Policies in the MGME)</p> <p>(None)</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><i>Land Use Goals, Policies and Implementation Measures §3.8, pg. #3-34, Policies 3-5, 3-10 and 3-11</i></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>

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<i>MODEL GROWTH MANAGEMENT ELEMENT (MGME)¹ FINAL – RELEASED ON 06-08-07</i>	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
<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 Policy 5-24 under 2.3 Policies in the MGME)</p>
3. IMPLEMENTATION PROGRAMS	
3.1 Development Mitigation Program.	
<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></p> <p><u>Goals Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-9, Measure 4-g)</u></p>
<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. [List specific RTMP requirements here]</p>	<p><u>Goals Policies and Implementation Measures (Growth Management Element §4.4, pgs. #4-8 and 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 and 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>
3.2 Address Housing Options.	
<p>To achieve reasonable progress in providing housing opportunities for all income levels, the local jurisdiction will: [List specific implementation programs here, or reference programs located in the Housing Element]</p>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-39, Measures 3-ab)</u></p> <p><u>Housing Plan (Housing Element Appendix B, pg. #6-1B, Table B-1, “Program</u></p>

4. Growth Management Program

<i>MODEL GROWTH MANAGEMENT ELEMENT (MGME)¹ FINAL – RELEASED ON 06-08-07</i>	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
	<u>Implementation Status”) (Periodic Reports are provided to CCTA via the Biennial Compliance Checklist)</u>
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:	<u>Housing Plan (Housing Element Appendix B, pg. #6-1B, Table B-1, “Program Implementation Status”) (Periodic Reports are provided to CCTA via the Biennial Compliance Checklist)</u>
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	<u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pgs. #4-11 through 4-12, “Land Supply/Development Monitoring Analysis”)</u>
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	(See 3.2.1.1 in the MGME)
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.	(See 3.2.1.1 in the MGME)
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>	<u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-39 through 3-40, Measures 3-a1 through 3-ao)</u> <u>Goals Policies and Implementation Measures</u> <u>(Growth Management Element §4.4, pg. #4-9, Measure 4-j)</u> <u>Roadway and Transit Implementation Measures (Transportation and Circulation Element §5.6, pg. #5-18 through 5-23 (certain Measures only)</u>
3.3 Multi-Jurisdictional Transportation Planning.	
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.	<u>Goals, Policies and Implementation Measures (Growth Management Element, §4.4 pg. #4-8, Measure 4-b)</u>

4. Growth Management Program

MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL – RELEASED ON 06-08-07	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
<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><i>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-38, Measure 3-o)</i></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>
<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><u><i>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-9, Measure 4-h)</i></u></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><u><i>Land Use Goals, Policies and Implementation Measures §3.8, pg. #3-38, Measures 3-p through 3-s)</i></u></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</p>	<p>(See <i>Measure 4-g</i> under 3.1 Development Mitigation Program in the MGME)</p>

4. Growth Management Program

<i>MODEL GROWTH MANAGEMENT ELEMENT (MGME) ¹ FINAL – RELEASED ON 06-08-07</i>	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
(CIP). Funding sources for such projects as well as intended project phasing will be generally identified in the CIP.	
3.6 Transportation Systems Management.	
As part of this growth management program, the jurisdiction will adopt and implement [a Transportation Systems Management (TSM) ordinance] or [a TSM Resolution] or [an alternative mitigation program].	(See <i>Measure 4-j</i> under 3.2.2 in the MGME)
GLOSSARY	
	(See Land Use Definitions under 2.1 Introduction in the MGME)

Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2018 & 2019

Attachment F



**ANNUAL REPORTING FORM
 for LOCAL STREET MAINTENANCE AND IMPROVEMENTS (LSM) FUNDS
 (18% LSM FUNDS & 2.09% ADDITIONAL FUNDS)
 FOR ELIGIBLE EXPENDITURES DURING FISCAL YEAR 2018-19**

Jurisdiction: **CONTRA COSTA COUNTY**

If you have any questions regarding this form, please contact Matt Kelly at CCTA, 925-256-4730.
 Please return the form to CCTA, along with the project detail spreadsheet, Attn: Jackie Reyes (address listed below)

	Total for FY 2018-19
Balance as of July 1, 2018	3,605,644
18% + 2.09% Funds Received during FY 2018-19 (actual, not accrued)	3,003,048
Eligible Expenditures (Please describe all expenditures in excess of \$10,000 on the LSM Audit Reporting spreadsheet)	
Local Street and Roads	2,071,000
Growth Management Planning and Compliance	753,925
Transit Capital and Operations	N/A
Trails	
Parking Facilities	
Transportation Demand Management/Transportation Systems Management	
Total Expenditures during FY 2018-19	2,824,925
Funds Remaining	3,783,767
Interest Earned	80,655
Balance as of June 30, 2019	3,864,422

Form prepared by: **VICTORIA ISIP** Phone: **925-674-7895**

Email: **victoria.isip@dcd.cccounty.us**

Title: **ACCOUNTANT**

Date: **12/2/19**

Jurisdiction: Contra Costa County		CCTA Measure J Local Streets & Roads Maintenance Audit Reporting Form (for expenditures of \$10,000 or more)		
Reporting Period: FY 2018-2019				
Project Type	Project Name	Project Description (Location, Limits)	Measure J Funds Expended (\$)	Reporting Metric (see instructions)
Local Streets and Roads	60170 - Storm Operations (p)	Repair roadway infrastructure due to storm damage caused by 2017 rain events.	\$ 822,000	Perform a range of activities related to storm damage caused by the winter rain events ranging from debris removal, culvert/road/side repair at many sites.
Local Streets and Roads	6R4079 - Marsh Creek Road Bridge Replacement (Bridge No. 28C141)	Replace Marsh Creek Road Bridge (28C-0141). This bridge needs to be replaced because it has a Caltrans sufficiency rating of 68 and is considered structurally deficient.	\$ 750,000	Construction of over \$4.5 million of improvements
Local Streets and Roads	6U4145 - Morgan Territory Bridge Scour Repair	Repair the scour damage and bank erosion at two bridges located on Morgan Territory Road to address the deteriorating conditions at these two bridges	\$ 404,000	Construction of over \$0.6 million of improvements
Local Streets and Roads	6P0215 - Contra Costa County Safety Action Plan (Vision Zero)	Establish and adopt "Vision Zero" strategies to eliminate fatalities and severe injuries on the County roadway network	\$ 30,000	Consultant services to provide County with a pathway for adoption of a Vision Zero Plan
Local Streets and Roads	6P1081- San Pablo Dam Road Walkability Project - Maintenance	Operation and maintenance of landscaping installed by San Pablo Dam Road Walkability Project	\$ 30,000	Maintain shrubbery and trees installed as part of project
Local Streets and Roads	6P1084 - Parker Avenue Operations and Maintenance of Landscaping	Operation and maintenance of landscaping installed by Parker Avenue Reconstruction Project	\$ 30,000	Maintain median islands, irrigation system and plantings, including shrubbery and trees
Other	DCD Staff time	Staff time related to Measure J-related transportation planning activities.	\$ 75,384	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	\$ 635,734	N/A
Other	Committee Dues	Dues for various Committees	\$ 42,807	WCCTAC, SWAT, and TRANSPAC



CONTRA COSTA
**transportation
 authority**

ANNUAL REPORTING FORM
for LOCAL STREET MAINTENANCE AND IMPROVEMENTS (LSM) FUNDS
(18% LSM FUNDS & 2.09% ADDITIONAL FUNDS)
FOR ELIGIBLE EXPENDITURES DURING FISCAL YEAR 2017-18

Jurisdiction: **CONTRA COSTA COUNTY**

If you have any questions regarding this form, please contact Matt Kelly at CCTA, 925-256-4730.
Please return the form to CCTA, along with the project detail spreadsheet, Attention: Wilma Van Hook, at the address below

	Total for FY 2017-18
Balance as of July 1, 2017	2,996,531
18% + 2.09% Funds Received during FY 2017-18 (actual, not accrued)	2,860,811
Eligible Expenditures <i>(Please describe all expenditures in excess of \$10,000 on the LSM Audit Reporting spreadsheet)</i>	
Local Street and Roads	1,775,000
Growth Management Planning and Compliance	539,056
Transit Capital and Operations	
Trails	
Parking Facilities	
Transportation Demand Management/Transportation Systems Management	
Total Expenditures during FY 2017-18	2,314,056
Funds Remaining	3,543,826
Interest Earned	62,358
Balance as of June 30, 2018	3,605,644

Form prepared by: VICTORIA ISIP Phone: 925-674-7895

Email: victoria.isip@dcd.cccounty.us

Title: ACCOUNTANT

Date: 1/24/19

Jurisdiction: <<ENTER JURISDICTION NAME>>		CCTA Measure J Local Streets & Roads Maintenance Audit Reporting Form (for expenditures of \$10,000 or more)		
Reporting Period: Fiscal Year 2017-2018				
Project Type	Project Name	Project Description (Location, Limits)	Measure J Funds Expended (\$)	Reporting Metric (see instructions)
Other	DCD Staff time	Staff time related to Measure J-related transportation planning activities.	\$ 85,503	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	\$ 411,861	N/A
Other	Committee Dues	Dues for various Committees	\$ 41,692	WCCTAC, SWAT, TRANSPAC, and TRANSPLAN
Local Streets and Roads	Storm Operations	Repair roadway infrastructure due to storm damage caused by 2017 rain events.	\$ 710,465	Perform a range of activities related to storm damage caused by the winter rain events ranging from debris removal, culvert/road/side repair at over 10 sites.
Local Streets and Roads	Third St Enhancements-Maintenance	Operation and Maintenance of landscaping installed as part of the Third Street Enhancement Project	\$ 20,000	Maintain median islands, irrigation system and plantings, including shrubbery and trees
Local Streets and Roads	Pavement Repairs/Prep	Pavement Repair or Preparation would include, but not limited to, activities related to pothole patching, pavement patching, crack sealing, leveling, and base failure repairs, Countywide	\$ 450,000	Pavement repair activities at spot locations on approximately 660 miles of the unincorporated roadway network
Local Streets and Roads	6R4052 - Kirker Pass Road Northbound Truck Lane	Engineering and environmental work related to tree removal project in advance of the larger truck climbing lane project.	\$ 150,000	Engineering and Labor associated with over 90 trees removed to clear project right of way for project and utility relocations.
Local Streets and Roads	6R4080 - Canal Road Bridge	Construction of a new concrete precast/prestressed concrete slab bridge, pavement reconstruction, temporary waterline, drainage improvements, erosion control, signing and striping.	\$ 240,000	Construction of \$1.5M of improvements
Local Streets and Roads	6R4097 - Alhambra valley road project	Construction of road shoulder widening along Alhambra Valley Road including: roadway excavation and paving, earthwork, storm drain improvements, removal and installation of guardrails, flashing beacon, signing and striping.	\$ 175,000	Construction of \$850,000 of improvements
Local Streets and Roads	6R4215 - Parker Avenue Reconstruction	Operation and maintenance of landscaping installed by Parker Avenue Reconstruction Project	\$ 23,279	Maintain median islands, irrigation system and plantings, including shrubbery and trees