

# TRANSPLAN Technical Advisory Committee

Participating entities: Cities of Antioch, Brentwood, Oakley and Pittsburg • Contra Costa County  
Tri Delta Transit • 511 Contra Costa • Contra Costa Transportation Authority (CCTA) • Caltrans District 4 • BART  
TRANSPLAN • State Route 4 Bypass Authority • East Contra Costa Regional Fee & Financing Authority (ECCRFFA)

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**June 18, 2024 – 1:30 to 3:30 p.m.**

**Meeting Location:**  
**Antioch City Hall, Third Floor Conference Room**  
**200 H Street, Antioch, CA 94509**

**Virtual meeting call-in/log-in information:**  
<https://cccouny-us.zoom.us/j/85039830171>

**Meeting ID: 8503 9830 171**

**Or Telephone:**  
**Dial:**  
**USA 214 765 0478 US Toll**  
**USA 888 278 0254 US Toll-free**  
**Conference code: 198675**

## AGENDA

*NOTE: The Technical Advisory Committee (“TAC”) agenda/packet is only distributed digitally; **no paper copies will be sent.** If you need a printed copy, please contact TRANSPLAN staff.*

**Action/Discussion Items (see attachments where noted [♦])**

**Item 1: Public Comment:** The public will have an opportunity to comment on items not on the agenda.

**Item 2: RECEIVE update on FY 2024/2025 Transportation for Clean Air (TFCA) Call for Projects, REVIEW countywide proposals for TFCA program funds and PROVIDE input, and REVIEW and APPROVE Tri Delta Transit proposal for East County TFCA program subregional funds. ♦ Page 2**

**Item 3: RECEIVE update on the release of the Calendar Years 2022 & 2023 Measure J Growth Management Program (GMP) Compliance Checklist. ♦ Page 31**

**Item 4: RECEIVE presentation on the Countywide Data ([link](#)) and Corridor Analysis Dashboards ([link](#)).** The Countywide Data and Corridor Analysis Dashboards were developed to provide agencies insights for monitoring, analyzing, and visualizing geospatial data and roadway performance using available transportation system and mobility data.

**Item 5: RECEIVE miscellaneous TRANSPLAN TAC member comments.**

**Item 6: ADJOURN to Tuesday, July 16, 2024, at 1:30PM, or other date/time as deemed appropriate by the Committee.**

*The TAC meets on the third Tuesday of each month, 1:30 p.m., third floor conference room at Antioch City Hall. The TAC serves the TRANSPLAN Committee, the East Contra Costa Regional Fee & Financing Authority, and the State Route 4 Bypass Authority.*

*Persons needing a disability-related accommodation should contact Robert Sarmiento, TRANSPLAN staff person, at least 48 hours prior to the starting time of the meeting.*

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Phone: (925) 655-2918 :: [robert.sarmiento@dcd.cccounty.us](mailto:robert.sarmiento@dcd.cccounty.us) :: [www.transplan.us](http://www.transplan.us)

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# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
30 Muir Road, Martinez, CA 94553

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**TO:** TRANSPLAN TAC  
**FROM:** TRANSPLAN Staff  
**DATE:** June 18, 2024  
**SUBJECT:** **Fiscal Year 2024/2025 Transportation for Clean Air (TFCA) Call for Projects**

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### Recommendation

**RECEIVE** update on FY 2024/2025 (“FY 2024/25) Transportation for Clean Air (TFCA) Call for Projects, **REVIEW** countywide proposals for TFCA program funds and **PROVIDE** input, and **REVIEW** and **APPROVE** Tri Delta Transit proposal for East County TFCA program subregional funds.

### Background

#### New TFCA Policy

The TFCA program, along with Measure J – Program 17, funds TDM activities that 511 Contra Costa (511CC) carries out in East County on behalf of TRANSPLAN jurisdictions. In January 2024, Contra Costa Transportation Authority (CCTA) staff initiated a process to change the allocation policy of TFCA funds. After several rounds of discussion, a new TFCA policy (attached) was adopted by the CCTA Board on May 15, 2024.

Under the new TFCA policy, TFCA funds will be available for eligible vehicle miles traveled (VMT)- and greenhouse gas (GHG)-reducing activities. These typically include bicycle/pedestrian projects, ridesharing services, first/last-mile connections, vehicle- and fuel-based projects, and telecommuting, all of which must meet cost-effectiveness ratios. Cities, the County, CCTA, public transit agencies, and the RTPCs are eligible to apply for TFCA funds. TFCA funding will be available to both:

- countywide projects and programs that benefit all County residents and commuters, and
- subregional projects and programs, which benefit one or more subregions but not the entire county.

Funding for Countywide programs will be “taken off the top” of the total TFCA funding. Countywide projects and programs are reviewed by CCTA staff, 511CC staff, and RTPC managers and approved by the CCTA Board. Remaining TFCA funds will be divided among the RTPCs based on the number of jobs and housing units in each RTPC and allocated to subregional projects and programs. The RTPCs will review subregional projects and programs and approve recommendations to the CCTA Board.

According to CCTA staff, school-based TDM programs will continue to be funded in East County<sup>1</sup>. Other existing TDM programs in East County may either be funded through the countywide programs in the TFCA program (See below.), funded by available Measure J – Program 17 funds, or **eliminated**.

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<sup>1</sup> These programs will be funded by carryover TFCA and Measure J – Program 17 funds in FY 2024/25 and One Bay Area Grant 3 (OBAG3) from FY 2025/26 through FY 2028/29.

## TFCA Call for Projects

On May 16, 2024, CCTA released a countywide call for projects for the FY 2024/25 cycle of TFCA fund allocations, and subsequently, the application period ended on June 5, 2024. CCTA received the following **countywide** proposals, which will provide TDM benefits to East County residents:

- **Countywide Brand and Web Portal:** TFCA funds will be used to maintain the 511CC brand and the 511CC website.
- **Vanpool:** This program will provide assistance and coordination of vanpool ride-matching workshops for worksites to encourage vanpooling instead of driving alone. In addition, this program will provide countywide vanpool passenger and driver incentive programs.
- **Guaranteed Ride Home:** WCCTC will provide the Contra Costa Guaranteed Ride Home program countywide. The program reimburses for emergency Uber, Lyft, and taxi rides home if the participant took transit, carpooled, vanpooled, biked, or walked on the day of the emergency. The program allows for up to six reimbursements per year (the first 2 at 100% reimbursement, the following 4 at 75%).
- **Spare the Air Big Win on Transit + Seasonal Programs:** For the year-round “Win Big on Transit” program, CCTA will use TFCA funding to provide cash incentives for people who use Clipper cards on transit trips (bus, BART, ferry) that start or end in Contra Costa County, instead of driving alone. The program will provide one \$511 reward per week to a randomly selected eligible participant. Various additional incentives will be offered on official Spare the Air days. In addition, the Countywide Spare the Air Incentives Program will provide supporting promotions that encourage the other (non-transit) alternative modes, including active transportation and carpooling.
- **Pass2Class Student Bus Pass Program:** CCTA will use funds to provide up to two months of free rides on public transit (County Connection, Tri Delta Transit, WestCAT, and AC Transit) for up to two students per household at the beginning of the school year to help students/families build a transit habit for the school commute.

CCTA received one East County **subregional** proposal:

**Tri Delta Transit Tri MyRide Service Expansion:** Tri Delta Transit will use TFCA funding to increase service levels for the Oakley/Antioch zone of Tri MyRide service. The service expansion will increase the number of all-day vehicles in service from three to five. Tri Delta Transit’s proposal requests the entire TFCA subregional allocation for East County. (Summary attached.)

att: TFCA Fund Policy  
Summary of Tri Delta Transit’s request for TFCA funding to enhance “Tri MyRide” service

## **A. Purpose**

To guide the annual allocation of Transportation Fund for Clean Air (TFCA) 40% Fund by establishing fund allocation principles and program/project selection procedure.

## **B. Goal and Objectives:**

- Reduce Vehicle Miles Travelled (VMT)
- Reduce air pollution and Green House Gases (GHG) emissions

## **C. Program Background**

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on motor vehicles registered within the Bay Area to fund projects clean air projects. The Air District allocates this revenue through its TFCA program to fund eligible programs and projects. The statutory authority and requirements of the TFCA program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

Forty percent (40%) of these TFCA funds are pass-through funds to the designated county program manager in each of the nine counties within the Air District's jurisdiction based on the county's proportionate share of fee-paid vehicle registration. The remaining sixty percent (60%) of these funds are awarded by the Air District to eligible programs and projects implemented directly by the Air District and to a grant program known as the Regional Fund.

The Contra Costa Transportation Authority (Authority) has been designated as the Administering Agency (previously called Program Manager) for the TFCA 40% Fund in Contra Costa County and is responsible for administering the County program including annually adopting a program of projects that meet the legislative requirements of the program.

The Air District annually adopts policies for the TFCA 40% Fund. The *Transportation Fund for Clean Air 40% Fund Expenditure Plan Guidance (Guidance) for Fiscal Year Ending 2025* was used to guide the development of the Authority TFCA Policy.

## **D. Eligible Fund Recipients**

Cities, County, public transit agencies, Regional Transportation Planning Committees (RTPCs), and the Authority. Other public agencies and non-public entities are encouraged to work directly with eligible project sponsors to submit projects.

## **E. Eligible Project Types and Screening**

Based on the eligible project categories included in the Air District Guidance and in consideration of the local needs, all the following Project Types are eligible for funding:

- Bicycle and Pedestrian Projects: infrastructure projects, bike parking, bike share. (Policy #s 30, 31 & 33)
- Ridesharing Services: carpool, vanpool, or other rideshare services, financial subsidy/incentive for transit or rideshare, and Guaranteed Ride Home. (Policy #27)
- First- and Last-Mile Connections: transit services providing short-distance connections between mass transit and commercial hubs or employment centers. (Policy #29)
- Vehicle- and Fuel-based Projects: alternative fuel vehicles (including trucks and buses), alternative fuel infrastructure. (Policy #s 22 & 24)
- Telecommuting: Implementation of demonstration projects in telecommuting. (Policy #34)

Other Eligible Projects: Other projects eligible under the Guidance can be considered. These projects will be subjected to Case-by-Case Approval (Policy #3) by the Authority and the Air District.

Eligibility Screening: For projects to be considered for funding, they must meet the eligibility requirements established by the Air District's current TFCA 40% Fund. Consistent with the policies, a key factor in determining eligibility is a project's Cost Effectiveness (CE) ratio and reduction of VMT.

Project sponsors are encouraged to consult with Authority staff on eligibility, CE calculations, and project readiness/ delivery scheduling. Upon request, Authority staff will provide technical assistance to project sponsors in formulating the project definition and CE calculation.

#### **F. Fund Allocation Principles**

- a. Each of the four Contra Costa County subregions should receive proportional TFCA benefit based on the jobs-housing formula (Formula). The Formula is based on the numbers of jobs and housing units, at equal weights, in each City and unincorporated areas.
- b. Countywide programs/projects: Programs/projects that are available to or benefit all County residents or commuters in all geographic areas. These programs/projects will be funded from the County total. Countywide programs/projects will be identified and developed in collaboration with RTPCs. A countywide program/project may be sponsored by the Authority and/or RTPCs and could be jointly implemented with the Authority and RTPCs. If jointly implemented, funding will be determined by both the Authority and RTPCs to implement the countywide program.
- c. Subregional programs/projects: Programs/projects that benefit one or more subregions, but not the entire population in the County. After subtracting the cost of the countywide programs/projects, the remaining funds will be allocated to subregional programs/projects using the Formula. RTPCs will recommend

subregional programs/projects to the Authority. Eligible recipients will coordinate proposed programs/projects with RTPCs. A subregional program/project may be sponsored by an RTPC and/or the Authority and could be implemented jointly with RTPC and the Authority. If jointly implemented, funding will be determined by both RTPC and the Authority to implement the subregional program.

- d. The benefit to each subregion is calculated as the sum of the TFCA funds to countywide programs/projects, distributed per the Formula, and the TFCA funds allocated to the subregional programs/projects. See the appendices for a sample calculation of the countywide programs/projects and allocation to the subregional programs/projects.
- e. The RTPCs will prioritize subregional programs/projects and submit recommendations to the Authority. Programs/projects with the highest CE ratio and reduction of VMT should be given priority consideration.
- f. The role of the Authority Board is to approve programs, projects, CE findings, and funding.

#### **G. Timely Use of Funds and Project Readiness**

The Authority is required to fully allocate the TFCA 40% funds annually, or risks the funds being returned to the Air District. The intent of TFCA is to fund projects that achieve surplus emission reductions within two years. Timely use of funds is an important consideration.

- Project Readiness – Priority will be given to programs/projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Infrastructure projects can be considered for TFCA funding when the 65% design and environmental clearance are completed. Programs/projects that cannot realistically commence within one calendar year and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these programs/projects for a future TFCA programming cycle.
- The following is a list of activities that should be completed prior to allocating TFCA funds to ensure the successful completion of programs/projects:
  - Planning (e.g., design)
  - Jurisdictional approval (e.g., permits)
  - Legislative approvals (e.g., CPUC)
  - Environmental review/approvals (e.g., EIR, negative declaration)
- The Authority may approve no more than two one-year extensions to the TFCA expenditure period if significant progress has been made on the project. For FYE 2025, the Authority has the discretion to grant project extensions up to December 31, 2028. Any additional project extensions must be requested to the Air District.
- Recurring programs/services (e.g. TDM and transit services): a new program's start date can't occur before the previous program's end date. If there is unspent fund from the

previous program, the project sponsor must close the project. The Authority may reallocate the unspent funds to a future cycle fund to the County total.

#### **H. Project and Program Reporting:**

- Project sponsors are required to report performance to comply with the Air District's requirement. Measurable and reportable VMT reduction (data-driven approach) is preferred over self-reporting data.
- Benefits to Priority Communities – Project sponsors are required to report investment on the Highly Impacted Communities or Episodic Areas as defined by the Air District's Community Air Risk Evaluation (CARE) Program. Additionally, positive impact to Equity Priority Communities (EPC), whether the project is directly located in an Equity Priority Community (see Air District map) or can demonstrate benefits to Priority Populations defined by SB 535 disadvantaged communities and AB 1550 low-income communities should be documented.
- A detailed budget is required. At a minimum, the budget should show categories for labor, expenses, and incentives (if applicable). If a project includes multiple sub-categories, expenses should be further assigned to each project sub-categories and by fund source.
- The reporting requirements are included in the funding agreement template.
- The Authority is responsible for reporting the metrics at the countywide level.
- All TFCA projects are required to be audited after completion. Generally, TFCA projects are audited every other year.

**Appendices (subject to periodic updates by administrative actions)**

1. Annual Program Schedule and Actions

Dates	Air District Mandate	Action
January/February		<ul style="list-style-type: none"> <li>Project Eligibility Screening Begins</li> <li>Air District releases fund estimates</li> </ul>
February Authority Board Meeting	X	<ul style="list-style-type: none"> <li>Authority Board adopts Expenditure Plan (County fund total amount)</li> </ul>
February to April		<ul style="list-style-type: none"> <li>Authority Board considers Policy updates, if necessary</li> <li>Authority assists project sponsors in project documents</li> </ul>
May or June Authority Board Meeting	X	<ul style="list-style-type: none"> <li>Authority Board approves Air District/Authority agreement</li> </ul>
Mid-May		<ul style="list-style-type: none"> <li>Project sponsors submit draft countywide and sub-regional Project Information Forms with Cost Effectiveness calculations, budget, and TFCA funds requested.</li> </ul>
By end of May		<ul style="list-style-type: none"> <li>Authority and RTPC recommends countywide and sub-regional projects</li> </ul>
Early June		<ul style="list-style-type: none"> <li>Project sponsors submit the final CE calculation and Project Information Form, per the Guidance.</li> </ul>
June		<ul style="list-style-type: none"> <li>RTPC selection and approval of subregional projects.</li> </ul>
July Board Authority Meeting		<ul style="list-style-type: none"> <li>Authority staff presents the final projects to the Authority Board for approval.</li> </ul>
August		<ul style="list-style-type: none"> <li>Sponsors execute agreements with Authority and project implementation may begin</li> </ul>
Sept. – Oct.	X	<ul style="list-style-type: none"> <li>Authority submits all project documents to Air District</li> </ul>

2. *Transportation Fund for Clean Air 40% Fund [Expenditure Plan Guidance](#) For Fiscal Year Ending 2025, Bay Area Air Quality Management District*

3. Project Information Form

4. Cost Effectiveness Worksheet

5. Funding Agreement Template



6. Job-Housing Formula Allocation to Subregions

<b>Job -Housing Formula Allocation to Subregions</b>	
<b>Subregion/Implementer</b>	<b>% of Program</b>
Central County/CCTA	30.70%
East County/CCTA	26.60%
Southwest/SWAT	20.50%
West County/WCCTAC	22.20%

*Note: The Formula is updated regularly as demographic data is updated.*

7. Sample Allocation Calculation

<b>TFCA Fund Allocation Calculation - Sample Only</b>		
<i>Note: Project names and costs are for illustration purpose only.</i>		
<b>TFCA County Total</b>	<b>\$ 1,747,938</b>	
<b>Countywide Programs/Projects - Serving All Residents</b>		
<b>Project</b>	<b>Sponsor</b>	<b>Cost</b>
Pass2Class	CCTA	\$320,000
Guaranteed Ride Home	WCCTAC	\$60,000
Spare the Air Transit Incentives	CCTA	\$135,000
Vanpool	SWAT	TBD
<b>Countywide Project Total</b>		<b>\$515,000</b>
<b>Subregional Programs/Projects - Sponsors TBD</b>	<b>\$ 1,232,938</b>	
<b>Subregion</b>	<b>% of Program</b>	<b>Benefit</b>
Central County	30.70%	\$378,512
East County	26.60%	\$327,961
Southwest	20.50%	\$252,752
West County	22.20%	\$273,712

<b>Benefit Distributed to Subregions</b>				
<b>Subregion</b>	<b>% of Program</b>	<b>Total</b>	<b>Countywide</b>	<b>Subregional</b>
Central County	30.70%	\$536,617	\$158,105	\$378,512
East County	26.60%	\$464,951	\$136,990	\$327,961
Southwest	20.50%	\$358,327	\$105,575	\$252,752
West County	22.20%	\$388,042	\$114,330	\$273,712
<b>TFCA County Total</b>		<b>\$ 1,747,938</b>		

## **Summary of Tri Delta Transit Request for TFCA funds to Enhance Tri MyRide Service**

TFCA funding may be directed to projects/programs throughout the county, which may impact existing TDM activities and programs in East Contra Costa County. Tri MyRide meets these goals through an innovative approach to delivering shared rides, ultimately reducing vehicle miles traveled in personal cars throughout East County.

Tri MyRide is a first and last-mile public transportation service that has been fully deployed since 2019. At its peak, Tri Delta Transit provides over 10,000 trips per month, eliminating trips that would have otherwise, for the most part, been taken in a car.

Through a branded mobile/desktop rider interface, riders in specific parts of East County can book a trip from their home or place of origin to be dropped off at a destination of their choosing. Since 2019, the service has experienced rapid growth to a level where demand is not met during specific peak periods of the week and weekend. Data also shows that a majority of trips through this service have an origination/destination at an East County BART station. This would suggest that a majority of the users are commuters. Furthermore, trips also originate/end at Oakley Park and Ride, the Contra Costa Logistics Center, hospitals, and various shopping centers.

Tri Delta Transit is requesting an allocation of TCFA funds in the amount of \$315,000 to help support the Tri MyRide expansion. Specifically, the TFCA funds will be used to increase service levels for the Oakley/Antioch Zone of Tri MyRide service. This service expansion will increase the number of all-day vehicles in service from 3 to 5 in an attempt to capture the current unmet trip needs. Furthermore, a large portion of our service encompasses an SB535 Disadvantaged Community and an AB1550 Low-income Community.



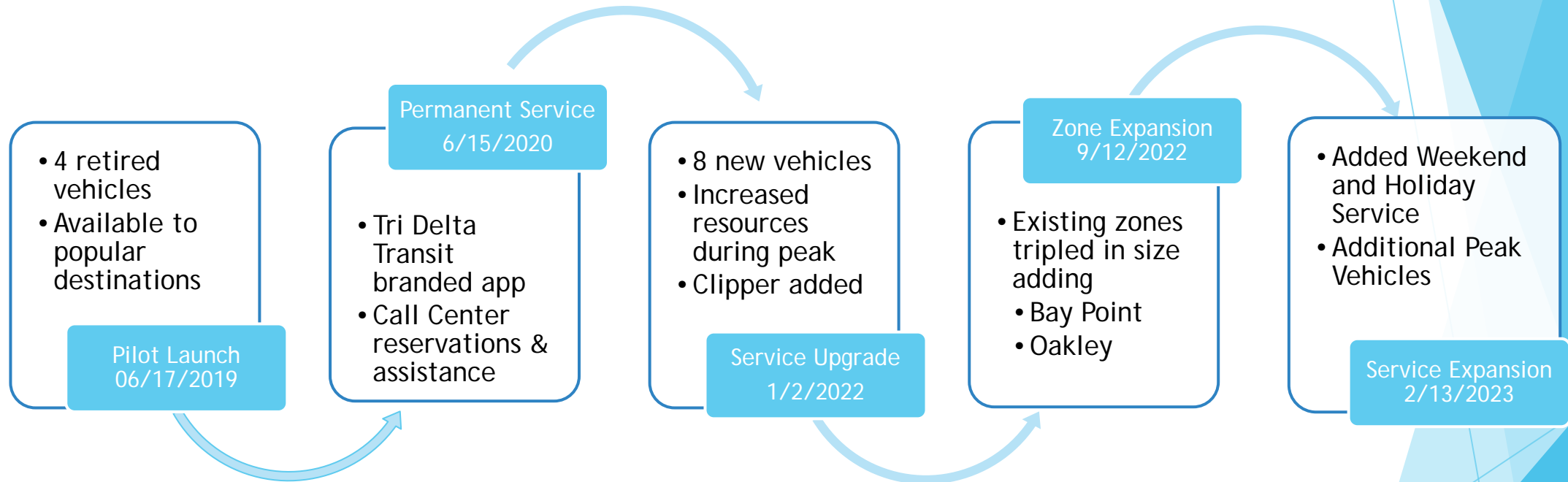
Partners in serving eastern Contra Costa County  
and the communities of Antioch, Bay Point, Brentwood, and Pittsburg

# Tri MyRide Microtransit Service Overview

# Goals and Objectives

- ▶ Provide better access to underserved communities lacking convenient access to fixed routes
- ▶ Offer a new complementary mobility option to better serve the diverse needs of the communities
- ▶ Leverage the flexibility of using smaller vehicles

# Timeline

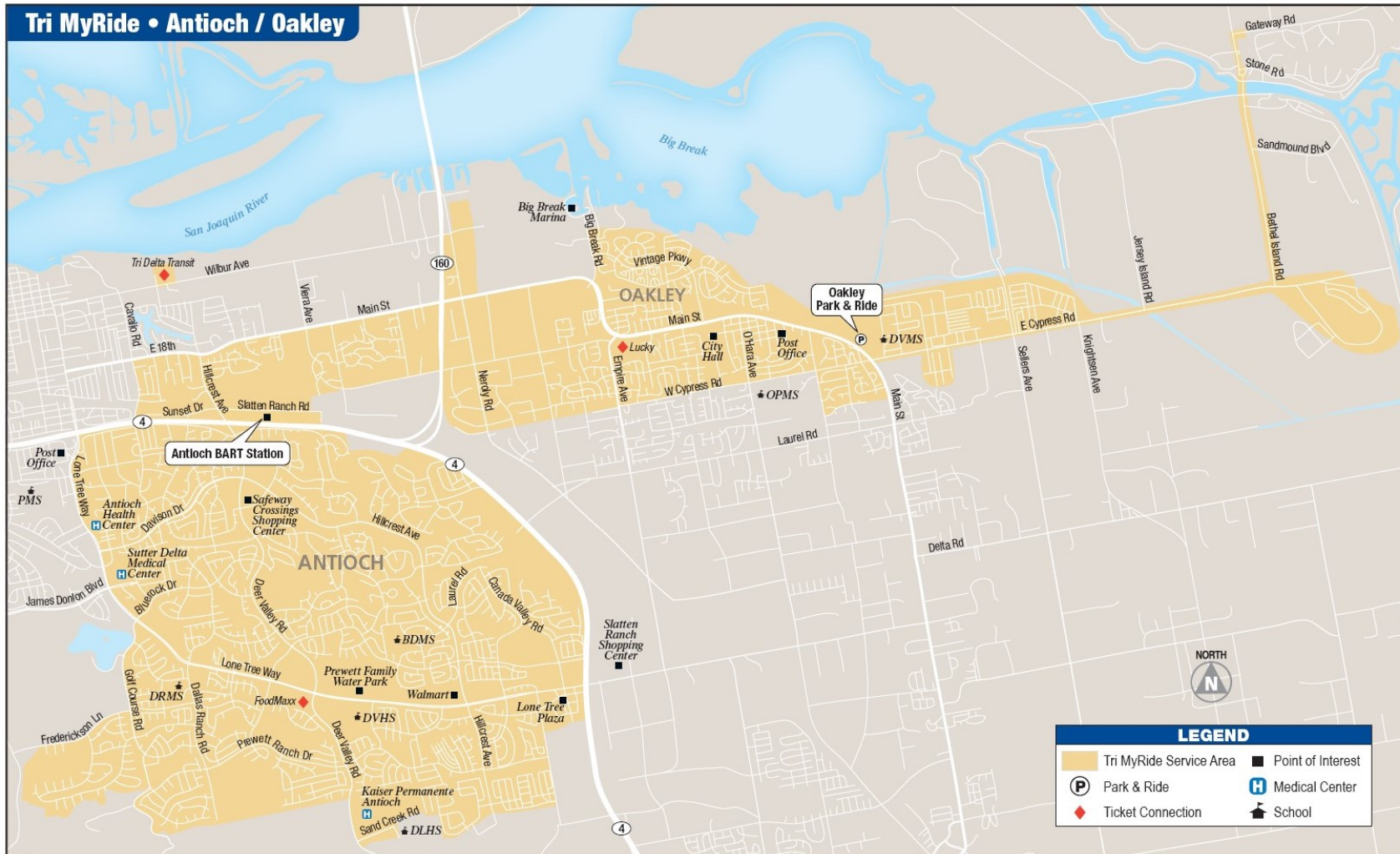


# Side-by-Side

*Fixed Route and Tri MyRide*

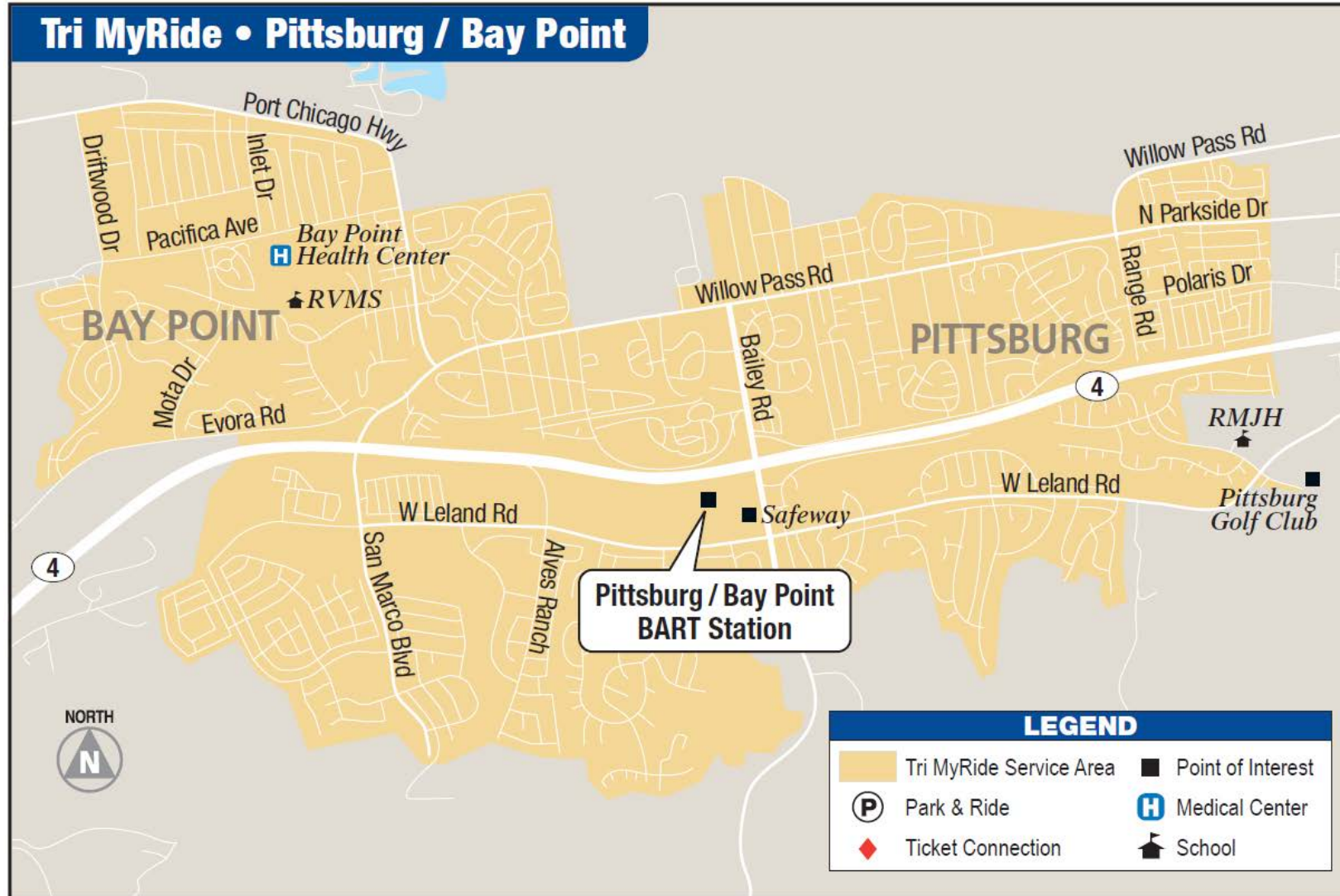
	Fixed Route - 389	Tri MyRide Pittsburg Zone
<b>Coverage</b>		
Service Area	7 square miles	6.4 square miles
Population	34,600	45,000
<b>Convenience</b>		
Walking distance	Up to 3/4 mile	300 feet
Flexibility	Defined corridor	Dynamic routing
Frequency	Hourly	On-demand
Span of service	4:30am to 9:30pm	5:00am to 9:00pm

# Antioch-Oakley Zone





# Pittsburg-Bay Point Zone



# Success Alignment

# Tri MyRide Performance at a Glance

*Increased ridership and efficiency year over year*

## 2023

**107,956 Completed Rides**

*+142% YoY (44,669 rides 2022)*

**2,830 Unique Riders**

*+ 129% (1,235 riders 2022)*

**4.7 Utilization**

*3.8 utilization (2022)*

**4.8 Ride Rating**

*vs. 4.9 Rating (2022)*

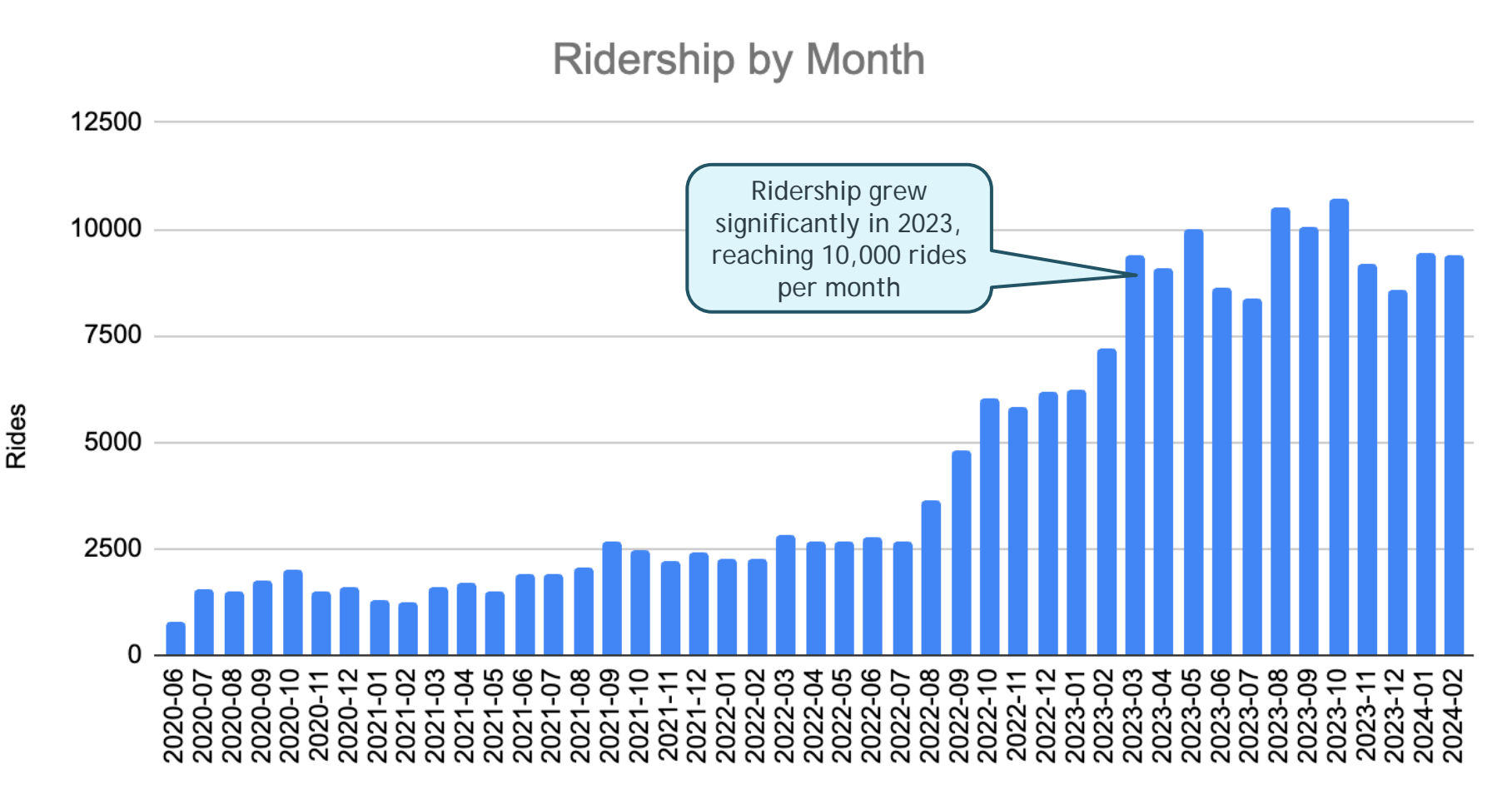
**17.3 min ETA**

*vs. 11.4 min (2022)*



# Tri MyRide Ridership since Launch

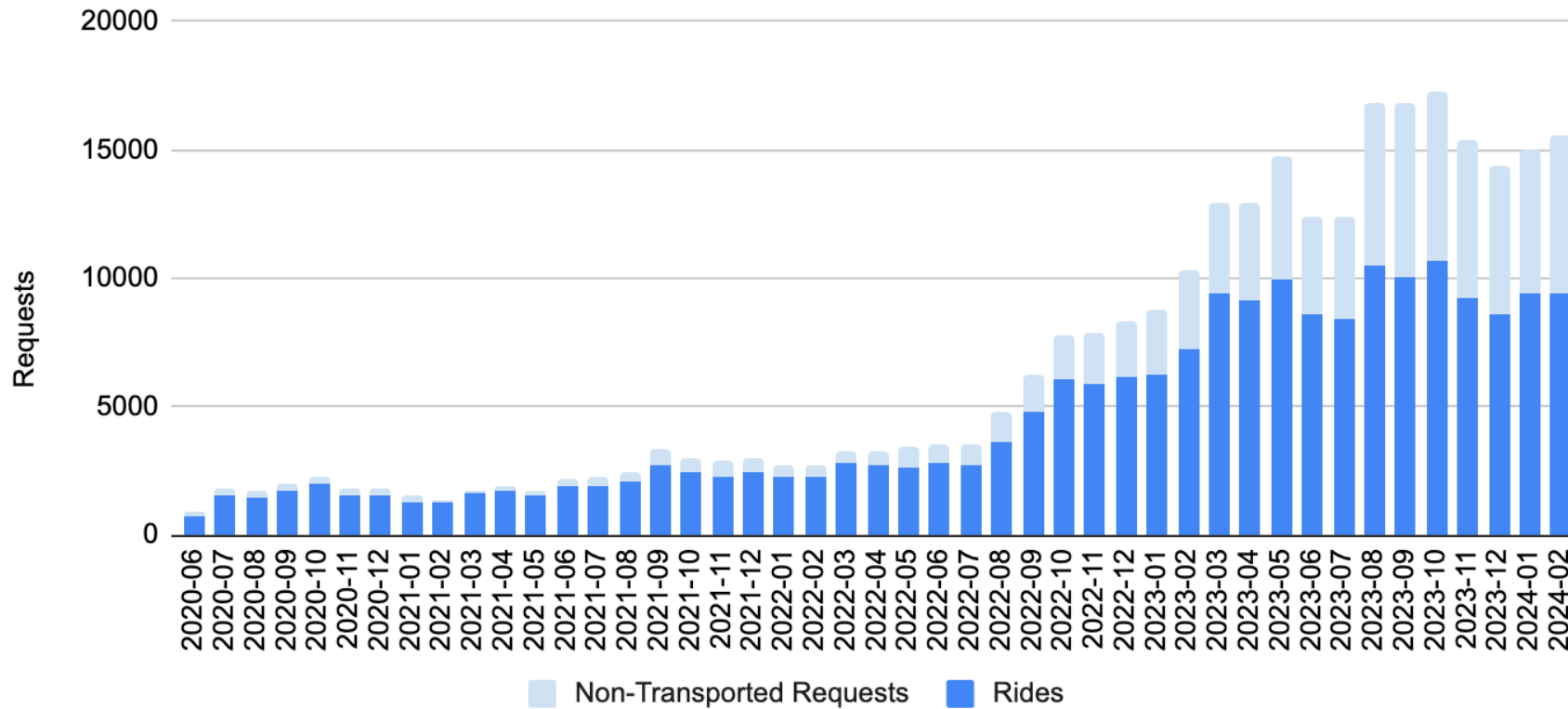
205,000+ rides have been served since the service launched, with over 107,900 rides in 2023 alone



# Completed Ride Rate

69.9% of ride requests have resulted in a ride

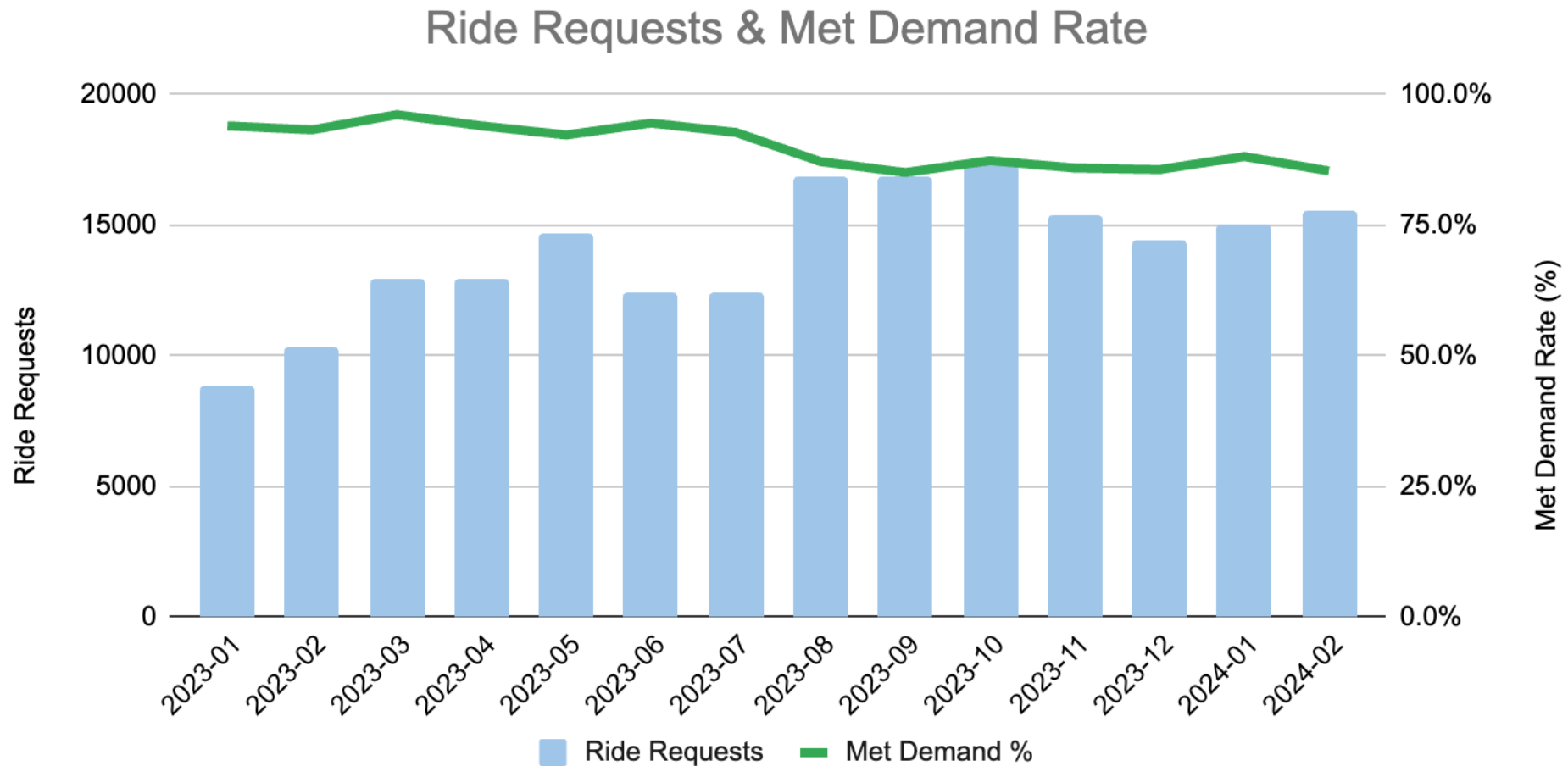
### Completed Rides by Month



The percentage of ride requests that are completed in recent months has decreased, due to increased demand and supply limitations

# Service Availability

*With increasing demand, it has become more challenging to offer each passenger a ride*

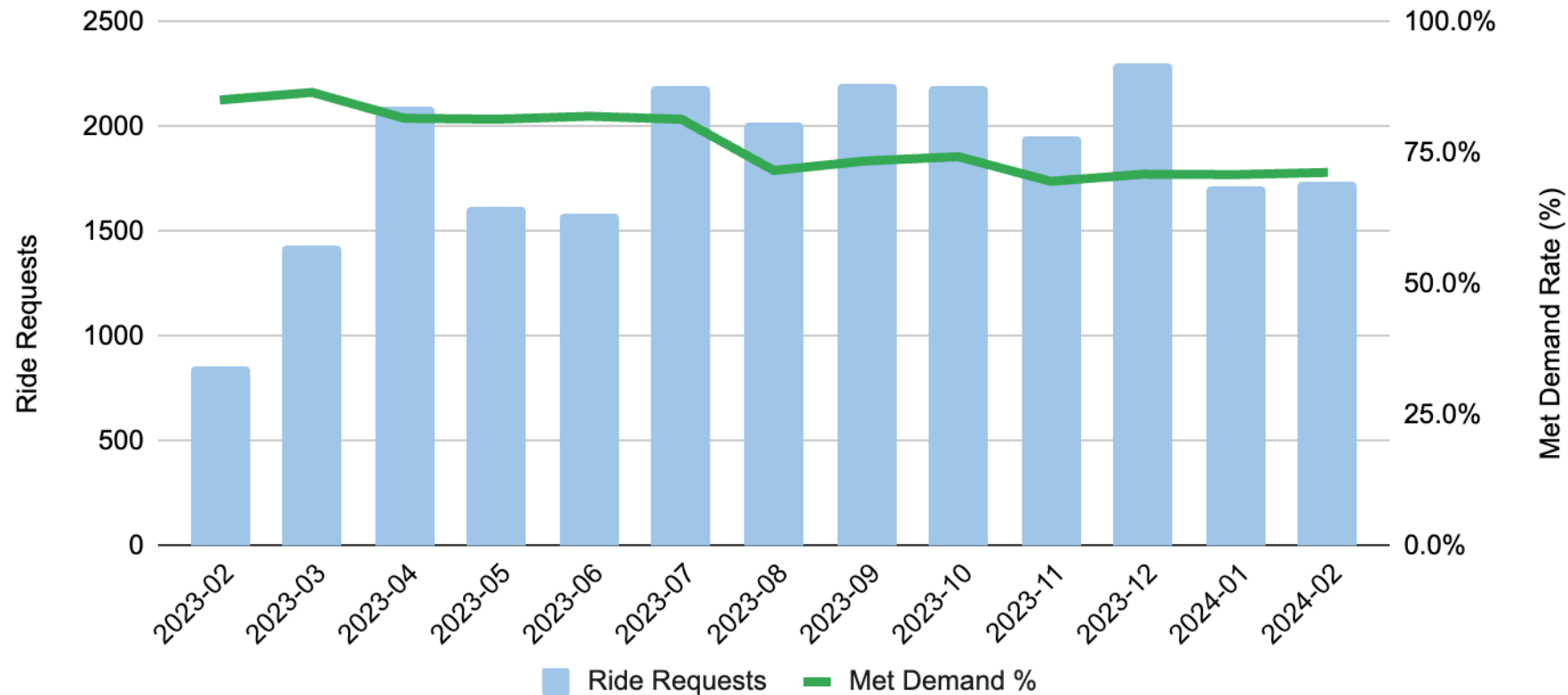




# Weekend Service Availability

Availability has been more challenging on weekends, when only one vehicle is operating per zone

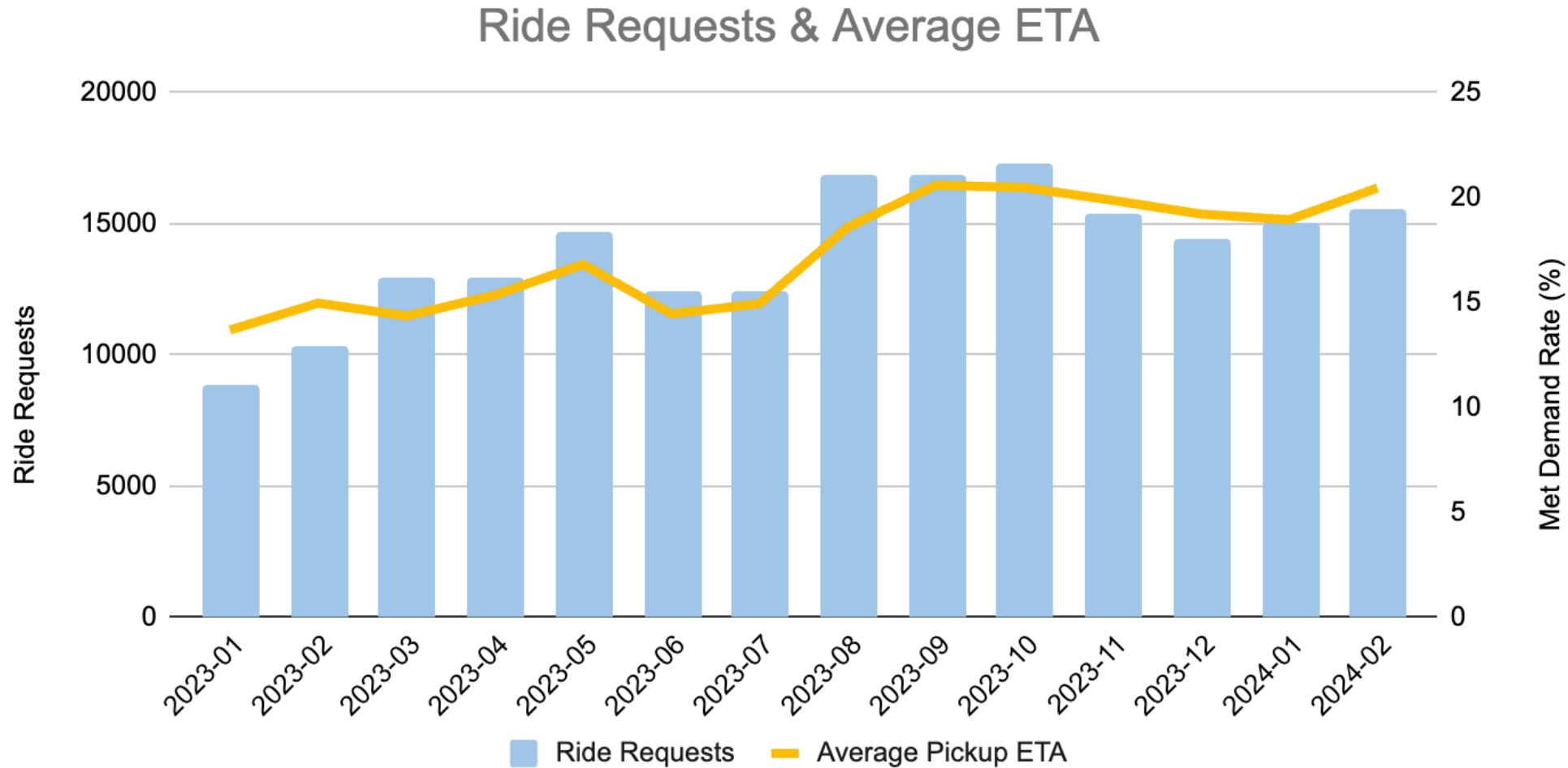
### Ride Requests & Met Demand Rate: Weekends Only



*Adding a second vehicle on the weekend would bring the met demand rate close to 100% and allow for ridership to grow*

# Quality of Service

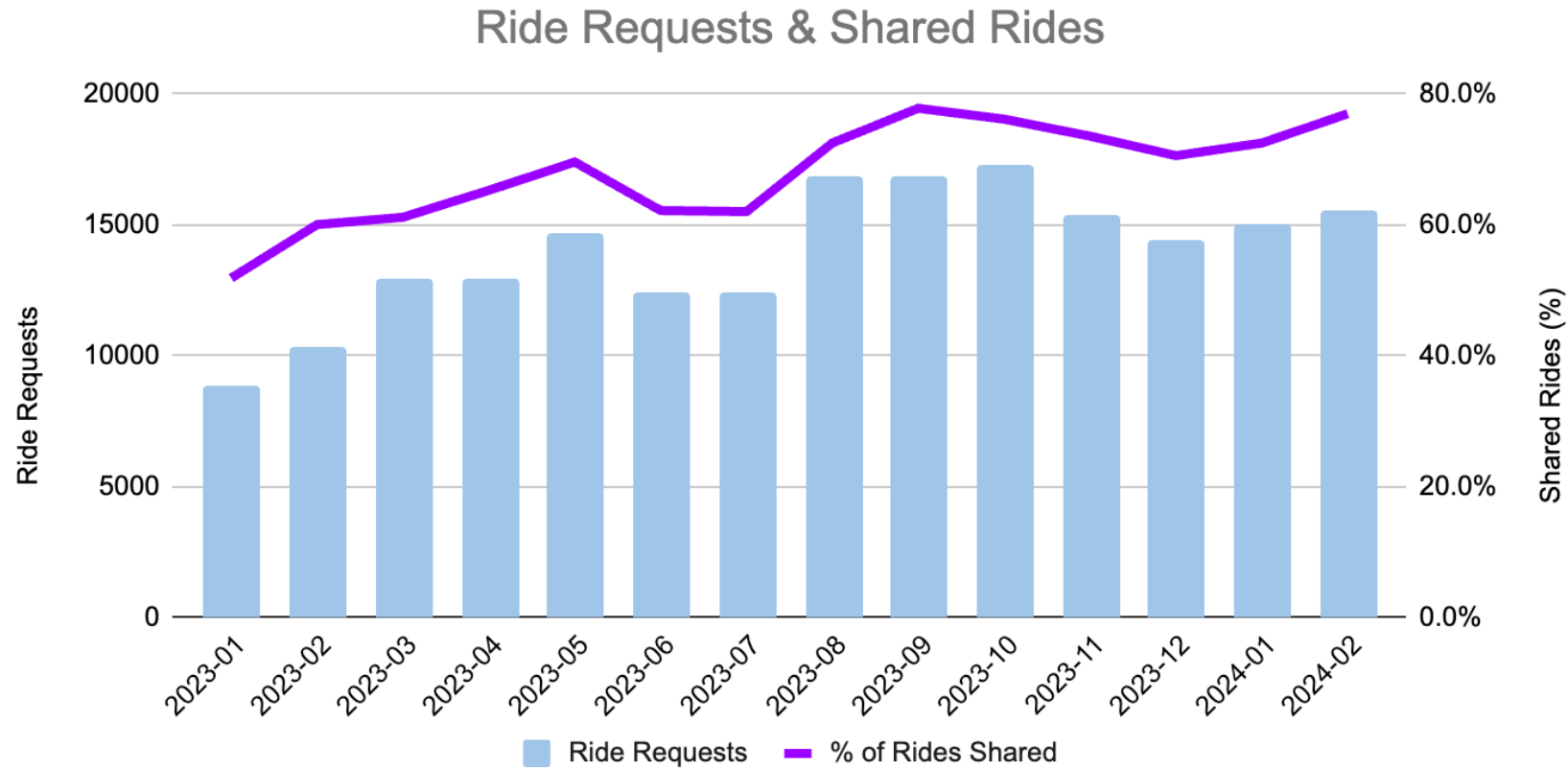
*ETAs have also increased slightly with increased demand*





# Shared Rides

As service demand has grown, the percentage of shared rides has grown as well, leading to more efficient operations

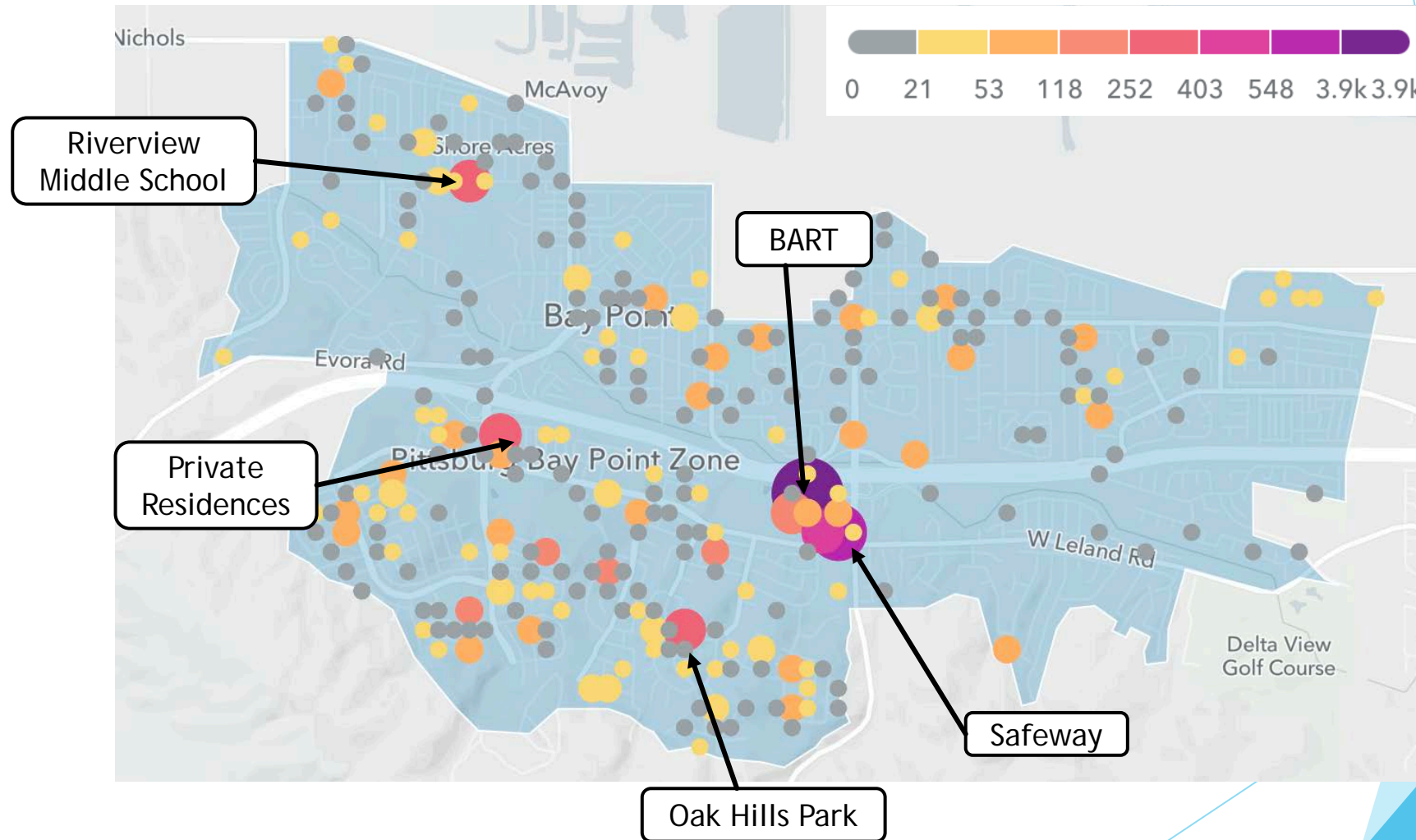


*77% of rides were shared in Feb 2024!*

*With increased demand, there is more opportunity to group riders traveling in the same direction*

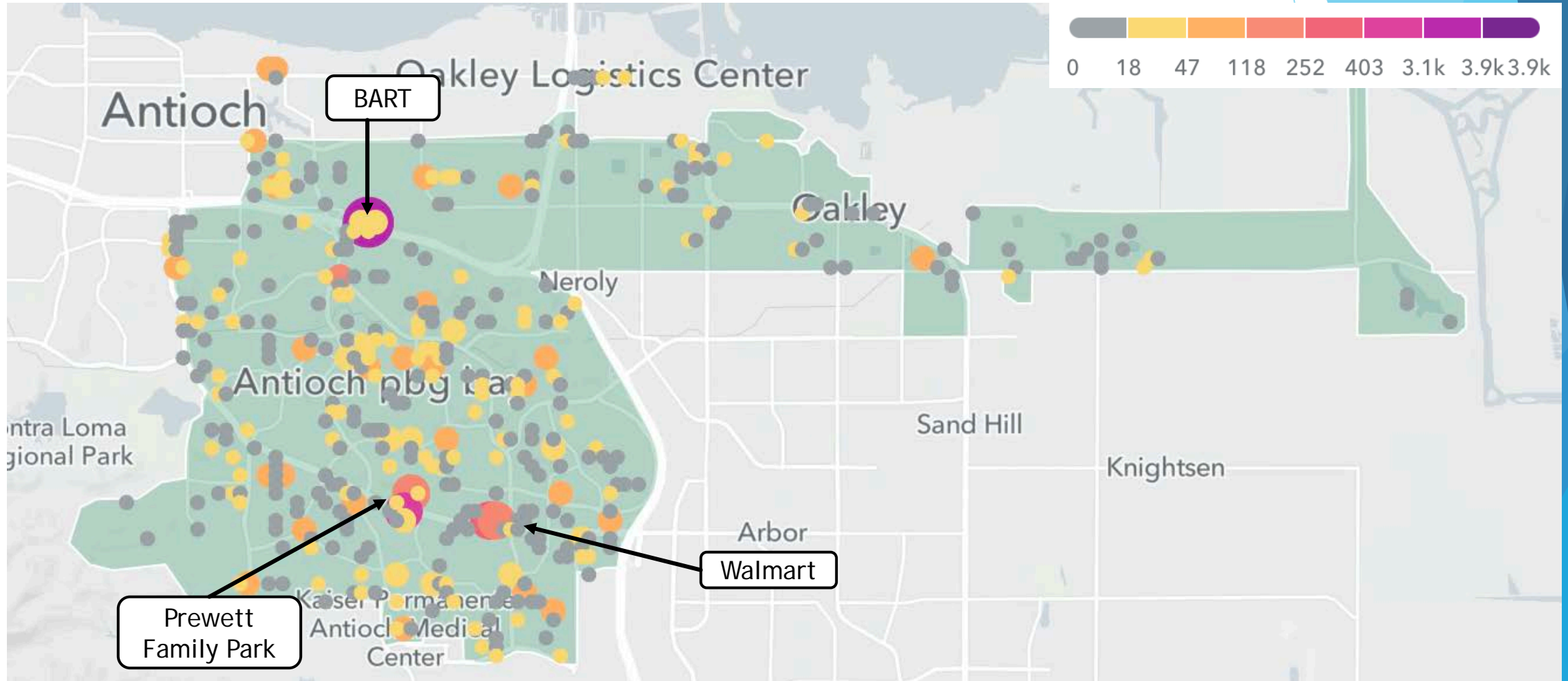
# Ridership Heat Map: Pittsburg

*BART connections drive Tri MyRide ridership*



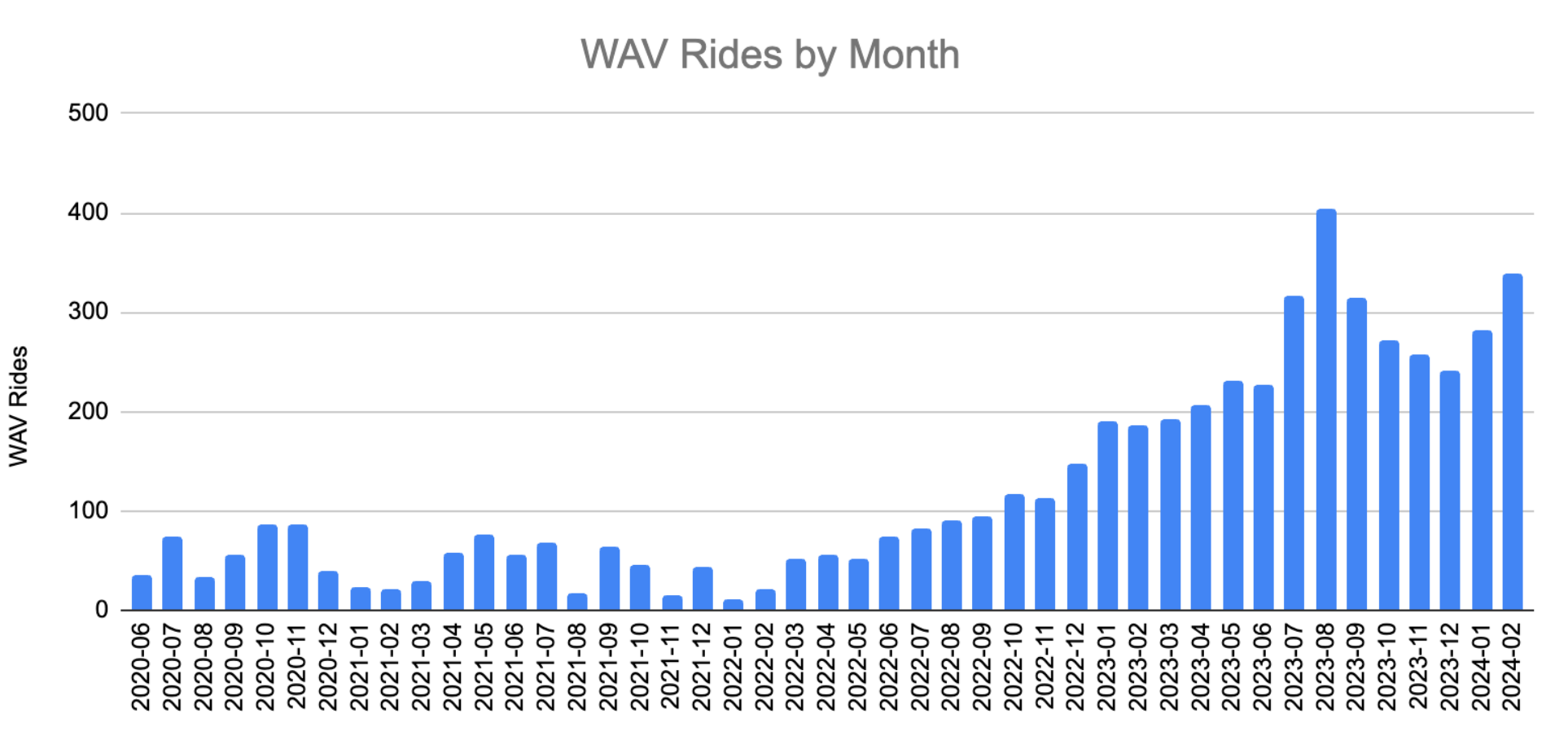
# Ridership Heat Map: Antioch

*BART connections drive Tri MyRide ridership*



# WAV Ridership

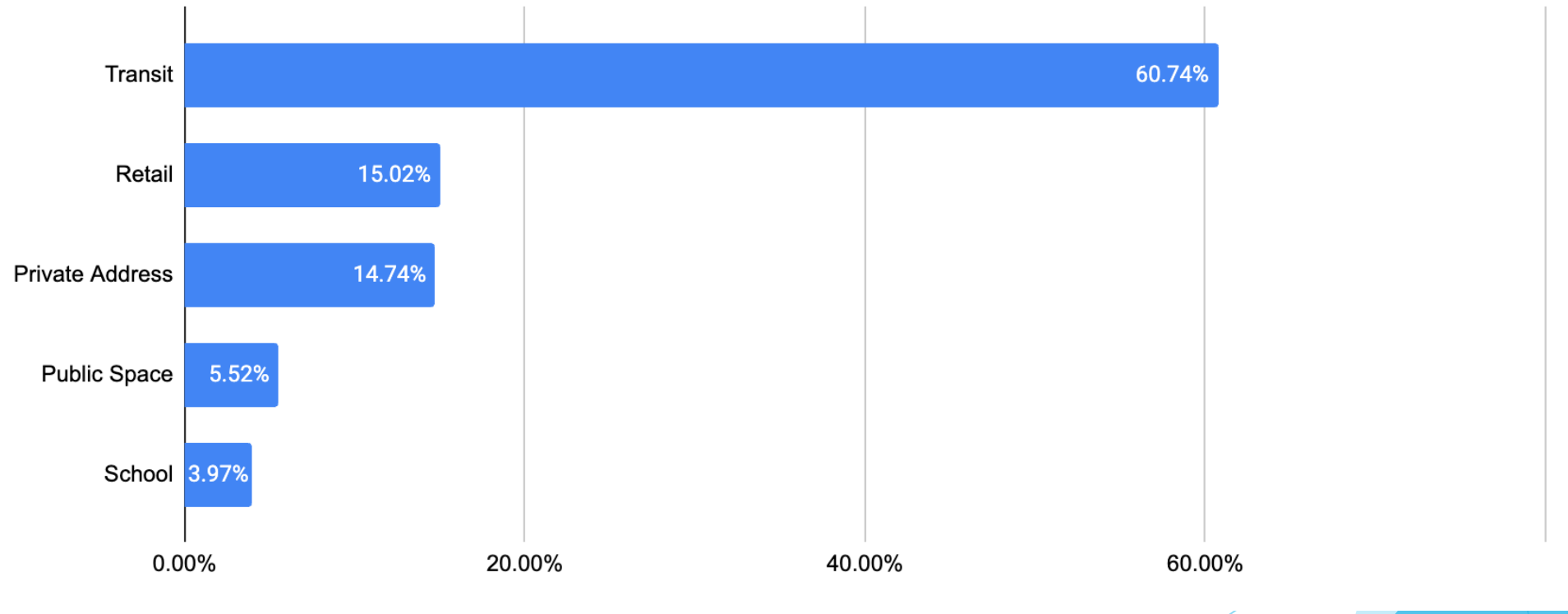
*As the service has grown, Tri My Ride has provided more trips for riders requiring Wheelchair Accessible vehicles, reaching over 300 rides per month*



# Most Common Trip Types

*Tri MyRide is most commonly used to connect to BART*

2023 Most Common Trip Types (includes Origins and Destinations)





# TRI DELTA TRANSIT

EASTERN CONTRA COSTA TRANSIT AUTHORITY

Thank you for your continued support!

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

### Measure J Growth Management Program Compliance Checklist

<b>1. Action Plans</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
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 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 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Conditioning the approval of projects consistent with Action Plan policies?	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>2. Development Mitigation Program</b>	<b>YES</b>	<b>NO</b>	
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 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 type="checkbox"/>	<input type="checkbox"/>	

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

### 3. Address Housing Options

YES

NO

- 
- a. Has the jurisdiction prepared and submitted a report to the Authority demonstrating reasonable progress in providing housing opportunities for all income levels under its Housing Element? The report can demonstrate progress by
- (1) comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in 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.

*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.*

- 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?
- c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments?



## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

<b>4. Traffic Impact Studies</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
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 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>5. Participation in Cooperative, Multi-Jurisdictional Planning</b>	<b>YES</b>	<b>NO</b>	
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 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 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 type="checkbox"/>	<input type="checkbox"/>	

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2022-24 and 2024-25

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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 type="checkbox"/>	<input type="checkbox"/>	
<b>6. Five-Year Capital Improvement Program</b>	<b>YES</b>	<b>NO</b>	
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 type="checkbox"/>	<input type="checkbox"/>	
<b>7. Transportation Systems Management Program</b>	<b>YES</b>	<b>NO</b>	
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 type="checkbox"/>	<input type="checkbox"/>	
<b>8. Adoption of a voter-approved Urban Limit Line</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2023-24 and 2024-25

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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?

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2023-24 and 2024-25

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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)

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

### 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:*
  
- 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*

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

*to the jurisdiction's RTPC for review, and describe the results of that review relative to Action Plan implementation:*

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

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

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

### **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).*

*c. 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.*

### **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).*

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

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

### **5. Participation in Cooperative, Multi-Jurisdictional Planning**

*No attachments necessary.*

### **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.*

### **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.*

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2022 & 2023

### **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.*

### **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, or list the date of ordinance or resolution adoption and its number..*

### **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.*

### **11. Maintenance of Effort (MoE)**

*Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2021-22 and FY 2022-23). See the Instructions to identify the MoE requirements.*

### **12. Submittal of LSM Reporting Form and Audit Reporting Form**

*Please attach LSM (Summary) Reporting and LSM Audit (Detail) Forms for FY 2021-22 and FY*



## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: \_\_\_\_\_

For Fiscal Years 2023-24 and 2024-25

Reporting Period: Calendar Years 2023 & 2024

2022-23.

### **13. Other Considerations**

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

**DRAFT- Measure J - FY 2023-24 Distribution of 18% Funds to Local Jurisdictions for Street Maintenance**

**Table I - Summary of Total Sales Tax Revenues Available to Distribution**

Total Budgeted Revenues	\$117,000,000
18% of Budgeted Revenues	\$21,060,000
Plus Local Street Funds adjustment from previous year	\$0
<b>Budgeted Allocation</b>	<b>21,060,000</b>

**Table II - Distribution of Available Funds to Cities and Contra Costa County**

	Initial Allocation (A)	Population as of January 2023	% of Total Population	Allocation Based on Population (B)	Road Mileage from 2014 Report	% of Total Road Mileage	Allocation Based on Road Mileage (C)	Total LSM 18% Allocation (D)=(A)+(B)+(C)
Antioch	\$100,000	115,442	10.06%	\$ 958,623	228.04	7.16%	\$ 682,148	\$ 1,740,771
Brentwood	\$100,000	64,513	5.62%	\$ 535,710	212.83	6.68%	\$ 636,642	\$ 1,272,352
Clayton	\$100,000	10,666	0.93%	\$ 88,572	40.50	1.27%	\$ 121,145	\$ 309,717
Concord	\$100,000	122,074	10.64%	\$ 1,013,687	330.82	10.38%	\$ 989,595	\$ 2,103,282
County	\$100,000	174,310	15.19%	\$ 1,447,455	659.84	20.71%	\$ 1,973,819	\$ 3,521,274
Danville	\$100,000	42,823	3.73%	\$ 355,602	143.22	4.50%	\$ 428,421	\$ 884,023
El Cerrito	\$100,000	25,484	2.22%	\$ 211,614	75.08	2.36%	\$ 224,594	\$ 536,208
Hercules	\$100,000	26,297	2.29%	\$ 218,370	58.48	1.84%	\$ 174,933	\$ 493,303
Lafayette	\$100,000	25,004	2.18%	\$ 207,630	90.30	2.83%	\$ 270,118	\$ 577,748
Martinez	\$100,000	36,543	3.18%	\$ 303,454	109.26	3.43%	\$ 326,831	\$ 730,285
Moraga	\$100,000	16,893	1.47%	\$ 140,282	56.68	1.78%	\$ 169,548	\$ 409,830
Oakley	\$100,000	44,995	3.92%	\$ 373,633	114.96	3.61%	\$ 343,881	\$ 817,514
Orinda	\$100,000	19,225	1.68%	\$ 159,647	92.76	2.91%	\$ 277,475	\$ 537,122
Pinole	\$100,000	18,244	1.59%	\$ 151,498	52.96	1.66%	\$ 158,417	\$ 409,915
Pittsburg	\$100,000	74,809	6.52%	\$ 621,204	139.72	4.39%	\$ 417,948	\$ 1,139,152
Pleasant Hill	\$100,000	33,397	2.91%	\$ 277,323	123.96	3.89%	\$ 370,803	\$ 748,126
Richmond	\$100,000	113,518	9.89%	\$ 942,641	266.61	8.37%	\$ 797,518	\$ 1,840,159
San Pablo	\$100,000	31,301	2.73%	\$ 259,921	47.13	1.48%	\$ 140,977	\$ 500,898
San Ramon	\$100,000	82,870	7.22%	\$ 688,142	146.37	4.59%	\$ 437,837	\$ 1,225,979
Walnut Creek	\$100,000	69,245	6.03%	\$ 575,002	196.35	6.16%	\$ 587,353	\$ 1,262,355
<b>Total</b>	<b>\$2,000,000</b>	<b>1,147,653</b>	<b>100.00%</b>	<b>\$ 9,530,000</b>	<b>3,185.87</b>	<b>100.00%</b>	<b>\$ 9,530,000</b>	<b>\$ 21,060,000</b>

**DRAFT - Measure J - FY 2023-24 Distribution of 2.09% Additional Measure J Funds to Local Jurisdictions for Local Street Maintenance (LSM) and Improvements**

**Table I - Summary of Total Sales Tax Revenues Available to Distribution**

Total Budgeted Revenues	\$117,000,000
2.09% of Budgeted Revenues	\$2,445,300
Plus Local Street Funds adjustment from previous year	\$0
<b>Actual Allocation</b>	<b>\$2,445,300</b>

**Table II - Distribution of Available Funds to Cities and Contra Costa County**

Jurisdictions	Allocation by Subregion per Expenditure Plan	Population as of January 2023	% of Population	Allocation Based on Population (A)	Road Mileage from 2014 Report	% of Road Mileage	Allocation Based on Road Mileage (B)	Total LSM 2.09% Allocation (C)=(A)+(B)
<b>Central (47.84%):</b>	\$1,169,832							
Clayton		10,666	3.33%	\$19,458	40.50	4.01%	\$23,457	\$42,915
Concord		122,074	38.07%	\$222,702	330.82	32.76%	\$191,607	\$414,309
Martinez		36,543	11.40%	\$66,666	109.26	10.82%	\$63,282	\$129,948
Pleasant Hill		33,397	10.42%	\$60,927	123.96	12.27%	\$71,796	\$132,723
Walnut Creek		69,245	21.60%	\$126,325	196.35	19.44%	\$113,723	\$240,048
County **		48,697	15.19%	\$88,837	209.00	20.70%	\$121,050	\$209,887
<b>Subtotal Central</b>		320,622	100.00%	\$584,915	1009.89	100.00%	\$584,915	\$1,169,830
<b>West (26.32%): ***</b>	\$643,603							
El Cerrito		25,484	10.06%	\$32,373	75.08	11.89%	\$38,274	\$70,647
Hercules		26,297	10.38%	\$33,406	58.48	9.26%	\$29,812	\$63,218
Pinole		18,244	7.20%	\$23,176	52.96	8.39%	\$26,998	\$50,174
Richmond		113,518	44.81%	\$144,207	266.61	42.23%	\$135,912	\$280,119
San Pablo		31,301	12.36%	\$39,763	47.13	7.47%	\$24,026	\$63,789
County **		38,475	15.19%	\$48,876	131.00	20.75%	\$66,782	\$115,658
<b>Subtotal West</b>		253,319	100.00%	\$321,801	631.26	100.00%	\$321,804	\$643,605
<b>Southwest (25.84%):</b>	\$631,866							
Lafayette		25,004	11.35%	\$35,863	90.30	13.53%	\$42,750	\$78,613
Moraga		16,893	7.67%	\$24,230	56.68	8.49%	\$26,834	\$51,064
Orinda		19,225	8.73%	\$27,574	92.76	13.90%	\$43,915	\$71,489
San Ramon		82,870	37.62%	\$118,860	146.37	21.93%	\$69,303	\$188,163
Danville		42,823	19.44%	\$61,421	143.22	21.46%	\$67,804	\$129,225
County **		33,456	15.19%	\$47,986	138.00	20.68%	\$65,332	\$113,318
<b>Subtotal Southwest</b>		220,271	100.00%	\$315,934	667.33	100.00%	\$315,938	\$631,872
<b>Total</b>	\$2,445,301	794,212		\$1,222,650	2,308		\$1,222,657	\$2,445,307

**Sources:**

Population: DoF website: <https://dof.ca.gov/forecasting/demographics/estimates-e1/>

Road Miles: 2014 Caltrans California Public Road Data <http://www.dot.ca.gov/hq/tsip/hpms/datalibrary.php>