



**CONTRA COSTA COUNTY
SUSTAINABILITY COMMISSION**
An Advisory Body to the Board of Supervisors

**30 Muir Road
Martinez, California 94553**

Howdy Goudey, At-Large, Community Group,
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Shoshana Wechsler, Alternate, District 1
Victoria Smith, Member, District 2, Chair
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Harry Thurston, At-Large, Community Group
Russell Driver, At-Large, Business
Doria Robinson, At-Large, Environmental Justice
Kim Hazard, At-Large, Education

July 1, 2019

Contra Costa County Board of Supervisors
651 Pine Street
Martinez, California 94553

Dear Supervisors:

At its June 24, 2019 meeting, the Contra Costa County Sustainability Commission voted unanimously to endorse the priorities set forth by thirteen regional transportation, environmental, and environmental justice organizations, in a letter to the Contra Costa Transportation Authority concerning the expenditure of revenues generated by a proposed transportation sales tax measure. (Letter attached.)

Specifically, Sustainability Commission members endorse the following priorities:

1. The CCTA should commit to no new projects that will increase greenhouse gas emissions and vehicle miles of travel.
2. Focus roadway funding on moving more people with fewer cars.
3. Commit to outcomes-focused projects selection with strong public oversight.
4. Increase social equity through more accessible and affordable mobility options for everyone, especially youth, seniors, people with disabilities, and people of lower incomes. Achieving this can include supporting housing near transit and jobs, adopting means-based fares, an emphasis on pedestrian safety, and support for local contacting and good jobs.
5. Protect the Urban Limit Line, and commit at least 6% of all infrastructure funds to a Regional Advanced Mitigation Fund.
6. Ensure meaningful community engagement. Allocate significant funding for community-based organizations to conduct outreach, and to increase the number of community meetings and workshops. Emphasize identifying the needs of low-income families, people of color, and other transit-dependent populations.

The Sustainability Commission makes no specific recommendations for the allocation of revenue generated by the sales tax measure.

Sincerely,

A handwritten signature in black ink, appearing to read 'Howdy Goudey', written in a cursive style.

Howdy Goudey
Chair, Contra Costa Sustainability Commission

June 19, 2019

Board and Staff
Contra Costa Transportation Authority
2999 Oak Road
Walnut Creek, CA 94597

Re: New Transportation Expenditure Plan

Dear Board and Staff:

Since voters rejected the Contra Costa County Transportation Authority's (CCTA) 2016 Measure X, climate change, housing and transportation costs, inequality, and traffic congestion have all gotten worse, with growing concern on all these issue areas among the public and voters. As such a 2020 measure demands a radical shift from Measure X, one that is transformational for Contra Costa County's transportation system.

As local and regional non-profit organizations, we have come together to participate in the CCTA process to develop a new sales tax measure to be placed on the March 2020 ballot.

We envision affordable, safe, sustainable, convenient, and healthy communities that enable people of all ages, incomes, places, and abilities to be easily connected to homes, jobs, schools, recreation, and other destinations in a manner that significantly surpass existing state and regional greenhouse gas emissions reduction and air quality improvement goals.

We are actively working to help ensure diverse voices are heard in the process, particularly low-income families, people of color, youth, seniors, people with disabilities, transit users, and people who walk and bike to get around. We look forward to working with you to develop a Transportation Expenditure Plan (TEP) that moves all people in Contra Costa County forward safely, conveniently, sustainably, and equitably.

Priorities: We strongly urge the CCTA Board and staff to consider the following recommendations for a 2020 measure:

1. **Significantly reduce greenhouse gas emissions (GHG) and vehicle miles of travel (VMT) and commit to no new GHG and VMT-inducing projects.** Projects and programs in the measure should help the county surpass state and regional GHG and VMT reduction targets. As such, the measure must:
 - **Allocate a large majority of ballot measure funds for high-quality, affordable, and environmentally sustainable public transportation improvements and other active transportation improvements.**¹ San Mateo

¹ 74% of survey respondents agree that "having public transit that is faster, cleaner, safer more reliable, more frequent, and easier to access would make taking transit a real option for more people" and 70% agree it would reduce traffic in Contra Costa County. 82% rated "making BART stations and trains in CCC

and Marin Counties allocated over 55% for public transit and upwards to 10% for active transportation modes, with a combined investment in “transportation alternatives” between two thirds and three quarters, in their successful 2018 measures. Santa Clara County, which has half the transit commute mode share than Contra Costa County, passed 100% transit measures in 2000 and 2008.

- **Focus roadway funding on moving more people with fewer cars**, as well as maintenance, repair, and safety improvements. The approach to congestion relief must be on strategies the result in less driving and fewer cars on the road.²
2. **Commit to performance-oriented and outcomes-focused project selection with strong public oversight.**³
- We strongly recommend that the plan include a clear prioritization process to develop projects and programs that meet forward-thinking principles and performance measures. We are encouraged by the initial concept of performance-based review proposed by staff and look forward to sharing our thoughts to strengthen this fundamentally important component of crafting a measure that most benefits Contra Costa County residents and commuters.⁴
 - It’s critical that the measure be able to adapt over time to respond to changing needs, as well as innovations in transportation as we know it, avoiding locking in projects that could become obsolete over the life of the plan.
 - We want to see a transparent and open process at both the CCTA and at the RTPCs after the passage of the measure. We ask that each agency develop public engagement plans to gather input on programming and project designs as future TEP monies are allocated. Such public engagement must involve meaningful community involvement, particularly of disadvantaged communities and low-income and communities of color.
3. **Prioritize social equity and improve transportation options for all.** Given growing inequality, rising poverty, homelessness, barriers to accessing employment and other necessities, and the fact that sales tax measures place a greater burden on the poor, the TEP must have a strong emphasis on advancing social equity. Disadvantaged populations must benefit the most from the measure’s spending. Key strategies include:
- **Providing better mobility options for everyone, especially those with the greatest transportation barriers, including youth, seniors, people of lower incomes, and people with disabilities.** We are encouraged by the concept of a Transit Policy recommended by CCTA staff to require “Contra Costa transit operators to collaborate in the development of an Integrated Transit Plan (TIP)”,

cleaner and safer” and “improving the frequency, reliability, accessibility, cleanliness, and safety of buses, ferries, and BART” as important items to include in the measure. 77% rated “making transit more reliable and frequent for seniors, veterans, people with disabilities, & students” as important. 74% said they would be more likely to vote for the measure if it “makes public transit in CCC faster, more reliable, more predictable, and easier to access, giving people a real alternative to driving”. EMC research Voter Survey, 5/15/19

² 77% of survey respondents rated improving air quality as important to include in the measure.

³ “An outcomes-focused measure fares better than a traditional project/program oriented format... [and] is also more resistant to opposition messaging.” EMC research Contra Costa County Voter Survey Conducted for the Contra Costa Transportation Authority, presented to CCTA Board - May 15, 2019

⁴ CCTA Staff Report 1.2, pg. 29, June 19, 2019

which would “define how TEP funding could be used to achieve the Transit Vision”. We will be looking for the policies in the TIP to emphasize serving residents and communities with the greatest transportation barriers and needs.

- **Improving safe access to essential destinations for all people**, with an emphasis on protecting vulnerable populations and on traffic collision hot-spots. We are supportive of staff’s proposed Vision Zero Policy and Framework concept “to eliminate all traffic-related deaths and severe injuries, while increasing safety, health, and mobility for all”.⁵ We have questions about the details of the policy and look forward to providing input as the language is further developed.
 - **Increasing transportation and housing affordability** in order to increase transit use, walking, and biking rates, and help address the county’s rising cost of living. Strategies include:
 - Increasing the affordability of transportation options such as through means based fares.
 - Providing more affordable opportunities to live near transit and jobs by making affordable housing production a key criterion for allocation of sales tax funds, setting aside funding to assist local jurisdictions in getting more affordable homes built near transit, and providing incentives structured similar to those in MTC’s Housing Incentive Program.⁶
 - CCTA’s proposed Growth Management Program and Community Development Transportation Program are headed in the right direction, and we are in conversations with housing experts and advocates to share recommendations to strengthen these strategies in the coming weeks.⁷
 - **Supporting community stabilization efforts** in cases where projects and new investments lead to displacement pressures.
 - **Supporting local contracting and good jobs**. We support staff in developing a policy supporting “hiring of local contractors and businesses, including policy requiring prevailing wages, apprenticeship programs for Contra Costa County residents, and veteran hiring policy” for both construction and operating/programmatic jobs.⁸
4. **Protect and strengthen the Urban Limit Line and protections for open space, and commit at least 6% of all infrastructure funds to a Regional Advanced Mitigation Fund** to offset negative environmental impacts (mitigations) of the measure up front.⁹
5. **Meaningfully engage the community**. We suggest several strategies that may help mitigate the aggressive timeline to develop the TEP:

⁵ CCTA Staff Report 1.2, pg. 5, June 19, 2019

⁶ Survey respondents ranked affordable housing and traffic/congestion as the two most important problems facing Contra Costa County today (tied at 17%). Other affordability-related issues that ranked as the most important to voters included homelessness (11%) and cost of living (3%).

⁷ Initial Draft Transportation Expenditure Plan (TEP), CCTA Staff Report 1.3, pg. 38 & 48

⁸ CCTA Staff Report 1.2, pg. 30, June 19, 2019

⁹ 79% of survey respondents rated protecting open space as important.

- Allocate a significant funding for Contra Costa County community-based organizations to engage in the process and provide meaningful input - such as partnering on conducting community workshops.
- Increase the number of community meetings beyond the staff proposal for one community meeting in each subregion.
- Emphasize identifying the needs of low-income families, people of color, and other transit-dependent populations through linguistically and culturally appropriate best practices.
- Ensure that community input helps shape the priorities in the ballot measure. TEP changes that are made based on this feedback should be clearly documented and communicated.

Allocations: Considering the above proposed outcomes and recommendations, we propose the following starting point for TEP investments:

Projects and Programs	%
Public Transit, Services for Seniors, People with Disabilities, and Youth, Means Based Fare Programs, and Innovative First-Last Mile Connections	64%
<ul style="list-style-type: none"> - Local and express bus transit improvements - 35% - BART service, maintenance, safety, and access improvements - 15% - Services for youth, seniors, and people with disabilities - 6% - Innovative first-last mile connections - 4% - Means based fare programs, including outreach and incentives for low income micro mobility memberships and programs - 4% 	
Local Street and Road Maintenance and Improvements (5% dedicated to incentives for affordable housing near transit)	15%
Pedestrian, Bicycle and Trail Facilities and Programs	11%
Highway Improvements	10%
Regional Advanced Mitigation Fund (6% of all infrastructure funds in the measure)	

Thank you for the opportunity to share our initial concerns and recommendations.

Sincerely,
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