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**Excerpt from Contra Costa Democratic Party Central Committee Meeting, August 18,
2016**

Presentation on Measure X Seeking Party Endorsement

Video/audio at: <https://www.youtube.com/watch?v=IPKuI88jEmk>

**Speaker: Amy Worth, Ex-Officio Member of CCTA Board; MTC Board member; and
Orinda City Councilmember**

Minute mark: 0:00

Recording begins mid-sentence

...before you, asking your endorsement of Measure J. And you look to how that's impacted and created an incredible number of jobs and transportation investment, both in transit and transportation building trades jobs over the last 10 years. So here we are with our measure -- we have a letter, measure X -- and I first of all I'd like to introduce our team. And then we have a presentation that we would like to present to you.

First of all this is Randy Iwasaki. He is the executive director of the Contra Costa of Transportation Authority. And Ross Chittenden, who's the deputy executive director. We've been working incredibly hard with all the cities and counties and stakeholder groups for the last year-and-a-half to put together this plan. Dave Campbell, he's an incredible advocate who was one responsible for getting [2014 sales tax Measure] BB passed in Alameda County, so he promised to do that for us here in Contra Costa, too. He's with Bike East Bay, advocacy director. And Alex Evans, who many of you know from a number of the campaign that you all have worked on over the years. He has done our polling. So I just wanted to, uh, thank you, Carol.

1:05

My name is Amy Worth. I'm on the Orinda City Council and I was honored to have your endorsement when ran the first time. I think my mother registered me in the Democratic Party when I was three months old. So, a lot of long tradition. Thank you very much. It's an honor to be here. I represent and serve on the transportation authority and represent the Contra Costa cities and mayors on the Metropolitan Transportation Commission.

So we're here tonight to give you a brief presentation on Measure X, since this is for hot off the presses. There is a growing amount of public discussion. We've been working at this for the last year and a half, in Contra Costa county, to put together this measure. We've had 15,000 residents weighing in on it. We've met with all the cities, stakeholder groups. I know a lot of you in this room have been provided input have been involved in the in the process putting this together. I want to clarify a few things about the measure.

2:11

First of all, this is an additional half cent sales tax in addition to what's currently in place. So the current measure will run for another another almost 15 years and this measure will be in addition to that. So it's important to know in terms of the investment in all the categories -- transit, bike paths -- all those will be in addition to what's currently being invested. What's currently invested

will stay the same. You know, we recognize this plan is a little opaque and we apologize for that. There's been some confusion about categories and how resources will be invested. And I think the main thing to remember is every decision that we make, it's done through a public open process. Publicly noticed, the communities affected weigh in. We have a roadmap and we have a commitment to the voters. And this is kind of the highest commitment we can make in terms of delivering the programs and projects that we commit to the voters.

3:12

So for example, just to give you an example, there's a category that has 250 million dollars in the 680 corridor. Well, you may think that's a highway project. It's not. It's a high capacity transit project that will provide high-quality transit down the 680 corridor. One of the significant enhancements in this measure from the past is over a billion dollars will go to transit. That's more than in either Measure C or Measure J. And it's unprecedented for Contra Costa County. But it will help transit gain even more traction in Contra Costa County. And that's transit investment in all the four areas of Contra Costa County. It continues to strengthen, it continues and strengthens the urban limit line. One of the commitments to voters is to protect our open spaces and invest transportation resources within the urban limit line. It provides significant increases in funds for bike and pedestrian resources, about a hundred fifteen million dollars in this. And finally I really want to talk about the support. This has been unprecedented. We have a process in Contra Costa County where all 19 cities and the county must approve this before it moves forward. And we had unanimous support from all the cities and the county. No elected official voted "no." A couple of them abstained, one even had to abstain because she works in the industry – she's an engineer. But everybody that voted cast "yes" votes. Many of those people are people that you have endorsed and gotten elected to those local City Council and County positions.

4:57

And everyone recognizes this is a compromise. Not everybody got what they wanted. Really nobody got everything they wanted. But it was a compromise process. It's probably the most democratic decision-making process that exists in the United States in terms of engagement of the public and stakeholder groups and Electeds. And I also wanted you to know that you saw the list -- that was from my brain at seven in the morning -- and I forgot to include on that list the East Bay Regional Park District has also endorsed and signed onto the Measure. And they just did that last week. So we have incredible support throughout the county for this measure.

We are honored to have the opportunity tonight to come to you to ask both for your endorsement but also your enthusiastic support in this engagement of this measure. Because as you know, those of you that have been involved in two-thirds campaigns, getting to that two-thirds threshold in a county the size of Contra Costa County is huge Herculean task. And it takes everyone coming together to talk to their neighbors, talking their community, talking to their organizations to get this passed. But we really feel this is a plan that merits support and so it's a broad-based plan that will help us address the significant environmental issues that are facing our region.

6:20

And the other thing is it is intimately linked to BART. As you know we have a significant investment that's in partnership with the BART board to provide the capacity increases, the additional cars, so that we can significantly increase the capacity and reliability of those Contra Costa BART routes. So with that, it's my pleasure to introduce Randy Iwaski and Ross Chittenden to give you a little more information about that.

6:44

Speaker: Randy Iwaski, Executive Director, Contra Costa Transportation Authority

Thank you. I'm not really sure how much more I can add. So let me let me just say the existing measure -- a 25-year measure -- was projected to generate about 2 billion dollars. It started in 2009; it sunsets 2034. So we just recently got approval from the Board of Supervisors to place Measure X on the ballot. It's a proposed 30-year measure that generates a little bit less than 2.9 billion dollars, unescalated. So that's in 2015 dollars. We should have 17 years of doubling the amount of money we receive in Contra Costa County to make investments in transportation.

It's a golden opportunity, a presidential election year, and so we're excited about that. We also need a super majority, we need 66.67 percent. That's going to be a tough task, but we think we're up to that challenge. The other question that is asked often is, how did you split the dollars up? So we took the 2030 projection of population and we split it between the four subregions: southwest, central, east and west. We made those projections.

The last thing that will I will add, before Ross gets up and talks, is that all the recommendations for the 4 subregions -- because they're vastly different in Contra Costa County, the west is a lot different than the east, than the central and the southwest -- everybody has different needs. And so all of those recommendations that the 4 subregions came up with are in this existing transportation expenditure plan.

8:11

So we're excited about being here tonight, we're excited about presenting this to you and hope that we get your support. Thank you. Ross?

8:18

Speaker: Ross Chittenden, Deputy Executive Director, Contra Costa Transportation Authority

Thanks, Randy. I'm Ross Chittenden. Thanks for the invitation to be here. I have a number of handouts that hopefully you were able to pick up off the table. And most of those talk about the dollars. Everybody -- that's what I like to talk about. I like to talk about dollars; my job is to spend dollars to build things and get results. But we also have a number of policy considerations, kind of rules about how we're going to administer this. And I wanted to just highlight some of those.

We are adding some increased accountability into the program. Right now we have a Citizens Advisory Committee. And we're gonna, that's primarily from people dominated by the cities. We're gonna add membership to that, from some different groups, including the League of

Women voters -- that was one that was hopefully on your list -- then a member each from Building and Construction Trade Council and Central Labor Council, among a number of other groups. Dave's [Dave Campbell] group is on there. We're going to have some real outside advisors on that oversight committee. They can be a lot more active than they have been, making sure that what our board does with the dollars makes sense.

9:37

We have a complete streets program with dedicated funding. It's very innovative. I'm sure Dave will talk quite a bit about that. Amy already talked about fighting and reinforcing the growth management program and urban limit line. And the reason that's important is that the more we build out, the more it costs to build transportation water and other infrastructure. So if we build the right places, it's just being so much more efficient.

We have an innovative advanced mitigation program. And what that does is it advances the environmental mitigation. It doesn't add any new requirements, but it advances earlier in the process. It allows us to deliver projects faster, it would be a streamlined process, and then the dollars that are spent on mitigation results in higher quality mitigation. The environmental community is very happy about that.

We have very strong, what we call maintenance member provisions. That means is that dollars that currently go to transportation needs to stay in transportation. We don't want a city to get these dollars, and take general fund money that they get now and flip it over to some other purpose. So if they're using dollars for transportation today, they have to continue to do that.

10:52

Randy already talked about the geographic equities, we have benefits throughout the whole county. We have local contracting, a good jobs provision. So those are things like local preference where -- where if you have federal money, you can't do things like that. We have local hiring preferences, prevailing wage requirements, Helmets to Hardhat veterans hiring policies, apprenticeship policies, so those are all built into these rules. And then something really important to our aging population is accessible transportation services strategic plan for our paratransit. And that's trying to find a way to deliver those services more efficiently. That will be a plan developed by the transit operators and non-profit transit providers. So this will strictly be with providers that we have today, no new folks coming in.

We've got a couple of assessments of the plan, including a performance and equity assessment. And the conclusion of that plan was that the TEP with positive outcome that will benefit all residents of Contra Costa. Some of the things cited in there: the plan will result in an increase in transit trips carpool trips. We're projecting that transit trips will go up by 70-percent with investments in this plan.

For the equity, we see that an increase in transit use among low-income and minority residents, and a reduction in reliance of those folks on cars -- that's a huge expense. We can provide transit for those folks so they don't have to spend a lot of their funds on cars. We did an assessment of how the expenditures would be applied to the lower income people in terms of their taxes they pay. A lot of people talk about the sales tax being regressive. The investments that we have in

this plan will return benefits commensurate with the funding that come out of the low income and minority population.

And then finally we did an air quality analysis that shows a dramatic decrease in particulate, particulate emission. And that's, again, that's something that affects a lot of the communities right along the highways and major corridors.

13:05

For jobs analysis, we're looking at hiring an economist and that's on our list. But we benchmarked our plan against the Measure BB Plan in Alameda County and an assessment done by the Bay Area Council, using the same methodology. We're projecting that expenditures in this plan for generating 90,000 new jobs. That doesn't count the manufacturing type jobs that we hope will come in through the new economy. But these are construction workers, these are manufacturers, truckers, other folks that deliver transportation services. So we think that it has a lot of benefit and we hope you agree. Here's Dave Campbell.

13:51

Speaker: Dave Campbell, Bike East Bay, Advocacy Director

Thanks, Ross. David Campbell and I'm the advocacy director with Bike Easy Bay. We used to be called the Bicycle Coalition and we work to make cities more walkable and bikeable in Contra Costa County and Alameda County.

And, yes, we support this measure because it is really the first significant increase local funding for getting people on bikes and more options to walk. Imagine more walkable neighborhoods where you live, or where you work, where you would like to spend time in Contra Costa County. That's what this measure is going to do. With that will come bicycling -- that's my thing and I like that.

14:30

The transformative thing about this plan that we're really excited about is it's said that we're not going to build more freeways this county, but we're going to make the freeways that we have work better. That we can't keep widening the freeways. We can make them work better, we can make the arterial streets, freeways -- we can give people options. That truly is transformative.

We are going to have work to do, when this passes, to get the transportation system that we want. And that's where I want to say that, in my opinion, the Contra Costa Transportation Authority is one of the most open, easy to work with public agencies in the transportation sector in the Easy Bay where we work -- comparing that to cities, comparing that to their counterparts in Alameda County as well. It's that open, accessible, very inclusive, sometimes exhaustive process that we go through, that's going to make sure that these dollars are going to be spent how you want them spent. So I'm looking forward to that.

It's super important and we hope we can get your support tonight. Susan King I want to introduce is our field coordinator for Measure of X. And now we are looking for endorsements

not just from you, but your organizations and any elected officials and candidates in the room tonight – I see Susan here.

So I hope you can support this. I'm around and answer any questions about the bike aspects. Super excited about that, with lots of good reasons. Actually one of the reasons I think is worth mentioning is the sense of urgency with this. The federal government is really cutting back on money for transportation. The state government is cutting back on transportation funding. And they're telling local counties you need to start addressing your own problems. We've built a lot of stuff the past. We have to maintain it, we have to fix it. We have to improve it. That's the sense of urgency we're all facing. We need to make a bigger investment in transportation because of these cutbacks from above. So I hope you can support this.

16:31

Speaker: Alex Evans, EMC Research, President

Yes, OK. I'm Alex Evans. I'm also very proud Democrat officeholder in this county. I live in Orinda and also served on the City Council with my colleagues back there. Some of us old guys. And so, they told you why. I'm gonna tell you why *now*. Right? You all remember 2014. It was a horrible year in America. Right? Honestly, in all my life, what the country did, in electing Republicans all over this country, is really tragic. And why did that happen? That happened because we had horrible turnout all across Contra Costa County. We had some of the worst turnout since 1940.

Well, 2016 is payback time. 2016 is the year that we're not only going to elect a Democratic President – right? -- and a Democratic Senator and Democratic Congress. All those things are going to happen, not just because we're the better party and we have a better candidate. And that's a great place to start. But in 2016, we have an opportunity because the turnout is going to be opposite of what it was 2014. We are going to get the best Democratic margins all across the country in 2016. So that's why this measure has to be on the ballot 2016.

17:55

We're not Alameda County. I love Alameda County, and the taxes they can pass in Alameda County. For Contra Costa County, we're getting there, but we're not there yet. The concern in Contra Costa County is Measure C was passed 1988 with 58% of the vote. It did not take a supermajority. In 2004, a Presidential year, Measure J, which was an extension of that same sales-tax, wasn't a tax increase. To pass a tax increase in a place like Contra Costa County you need an extraordinary set of circumstances. It's like the planets have to align. Planets don't align every year. They're going to align 2016.

Registration in Contra Costa County is 50% Democrat, 23% Republican. In June 2016, the turnout in Contra Costa County was 59% Democrat, 23% Republican. We did an extraordinary job turning out our people. And Republicans didn't turn out because they didn't like the choices. We think that could happen again in 2016. So November 2016 with that extraordinary turnout, we have the opportunity to do something this county has never done: Pass a local sales tax increase countywide with a supermajority. That, again, this is like Halley's Comet. We're

not coming back in two years and then passing this Measure, like Alameda County did. That's not happening. This measure is going to pass or fail 2016. If it fails, it's not coming back in 2018. If you'd like to see this thing tweaked just a little bit one way or the other, it's not happening. This is our chance.

So if you believe in types of investment that they talked about, right?, and doubling, more or than doubling the amount of money that goes into transit, if you want to see those kinds of things happen, you have to vote YES on this measure in 2016. It's our one and only chance. Thank you.

Speaker: Amy Worth

20:09 Can't top that. So thank you.

End recording.