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Executive Director

May 18, 2021

The Honorable David Kim
Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350-B
Sacramento, CA 95814

Dear Secretary Kim:

The Contra Costa Transportation Authority (CCTA) appreciates and supports the California State Transportation Agency's (CalSTA) development of the Climate Action Plan for Transportation Infrastructure (CAPTI).

As a regional leader, CCTA is focused on advancing a suite of thoughtful projects that will relieve congestion countywide, reduce greenhouse gas emissions and vehicle miles traveled, enhance transit operations, and improve accessibility to jobs and housing in alignment with CAPTI's goals. Our organization has always been an innovator in preparing for the future. Decades ago, CCTA created one of the first growth management programs in the State as part of our transportation sales tax measure (Measure C), and more recently we were the first public agency in the state to launch a shared autonomous vehicle on public roads.

Looking forward, many of the strategies contemplated for the implementation of CAPTI are consistent with initiatives we are currently implementing and align with the draft Plan Bay Area 2050, expected to be adopted later this year. A few examples include implementation of a countywide Electric Vehicle Readiness Blueprint – one of the first created in the state – and embarking on the development of a vehicle-miles traveled (VMT) mitigation framework in partnership with Caltrans that could guide future efforts.

As your team continues to develop this important initiative, CCTA wanted to offer a few comments for consideration:

- **GHG Reductions Through Technology:** In addition to electrification and zero emission vehicles, technology advances have allowed many workers to work virtually over the past year due to the pandemic, resulting in significant reductions in greenhouse emissions. More emphasis needs to be placed on incentivizing organizations and businesses to continue telecommuting, telemedicine, virtual meetings, etc. as way to reduce greenhouse gas emissions.
- **Senate Bill 1 (SB1) – Solutions for Congested Corridors Program:** While CCTA supports tailoring the program to ensure funding for projects that reduce greenhouse gases, we also want to highlight that some lane additions may be needed in the future to close gaps and support transit in managed lanes, improve safety, and eliminate critical congestion points, or 'hot spots'. We

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encourage adding flexibility in the revised guidelines to ensure capacity increasing projects that encourage mode shift, reduce express bus travel times, and improve safety are not disadvantaged, and continue to be funded from the program.

- **Prioritizing Transit on Highways and Roadways:** Our agency supports incentivizing transit use and encourages CalSTA to utilize CAPTI to ensure that bus transit options are frequent, reliable, and time-competitive through transit signal priority on local roadways and at ramp meters, and through part-time transit lanes on highways and local roads. As such, transit priority projects should be eligible for funding from the Solutions for Congested Corridors program. We also urge CalSTA to take a leadership role in moving forward part-time transit lanes on the State Highway system by coordinating actions and efforts with the California Department of Transportation (Caltrans), California Highway Patrol (CHP), and Department of Motor Vehicles (DMV). These agencies are critical to the successful implementation of part-time transit lanes, and your involvement will ensure that this effort aligns with CAPTI's priorities.

We strongly support the CAPTI and your vision to address climate change in the transportation sector. Thank you for your consideration of our comments and look forward to a continued partnership with your agency to advance California's climate goals.

Sincerely,



Timothy Haile, P.E.
Executive Director