



## Planning, Policy and Legislation Committee Meeting Agenda Monday, April 13, 2020, 11:30 a.m.

Due to the statewide stay at home order and the Alameda County Shelter in Place Order, and pursuant to the Executive Order issued by Governor Gavin Newsom (Executive Order N-29-20), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

The technology for this meeting may not be able to accommodate verbal comments from the public over the telephone or webcast connection and therefore we request that you submit public comments electronically. Your comments will be read aloud to the Commission and those listening telephonically or electronically. Submit comments to: [vlee@alamedactc.org](mailto:vlee@alamedactc.org) in advance or during the meeting.

Committee Chair:	Elsa Ortiz, AC Transit	Executive Director:	Tess Lengyel
Vice Chair:	Barbara Halliday, City of Hayward	Staff Liaison:	<a href="#">Carolyn Clevenger</a>
Members:	Jesse Arreguin, Keith Carson, Marilyn Ezzy Ashcraft, Scott Haggerty, Rebecca Kaplan, Nick Pilch, Richard Valle	Clerk of the Commission:	<a href="#">Vanessa Lee</a>
Ex-Officio:	Pauline Russo Cutter, John Bauters		

### Location Information:

Virtual Meeting Information: <https://zoom.us/j/307963798?pwd=L1hCO2dLWXNZNUd5Ym1TSFhXVEFBUT09>  
Webinar ID: 307 963 798  
Webinar Password: 948468

For Public Access Dial-in Information: (669) 9006-833  
Webinar ID: 307 963 798  
Webinar Password: 948468

To request accommodation or assistance to participate in this meeting, please contact Vanessa Lee, the Clerk of the Commission, at least 48 hours prior to the meeting date at: [vlee@alamedactc.org](mailto:vlee@alamedactc.org)

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar	Page/Action
4.1. <a href="#">Approve March 9, 2020 PPLC Meeting Minutes</a>	1 A
4.2. <a href="#">Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments</a>	5 I
5. Regular Matters	
5.1. <a href="#">Federal, state, regional, and local legislative activities update</a>	7 A/I
6. Committee Member Reports	
7. Staff Reports	
8. Adjournment	

Next Meeting: Monday, May 11, 2020

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



## Alameda CTC Schedule of Upcoming Meetings for April through May 2020

**Commission Chair**

Mayor Pauline Russo Cutter  
City of San Leandro

**Commission Vice Chair**

Councilmember John Bauters  
City of Emeryville

**AC Transit**

Board Vice President Elsa Ortiz

**Alameda County**

Supervisor Scott Haggerty, District 1  
Supervisor Richard Valle, District 2  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

**BART**

Vice President Rebecca Saltzman

**City of Alameda**

Mayor Marilyn Ezy Ashcraft

**City of Albany**

Mayor Nick Pilch

**City of Berkeley**

Mayor Jesse Arreguin

**City of Dublin**

Mayor David Haubert

**City of Fremont**

Mayor Lily Mei

**City of Hayward**

Mayor Barbara Halliday

**City of Livermore**

Mayor John Marchand

**City of Newark**

Councilmember Luis Freitas

**City of Oakland**

Councilmember At-Large  
Rebecca Kaplan  
Councilmember Sheng Thao

**City of Piedmont**

Mayor Robert McBain

**City of Pleasanton**

Mayor Jerry Thorne

**City of Union City**

Mayor Carol Dutra-Vemaci

**Executive Director**

Tess Lengyel

### Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	April 23, 2020 May 28, 2020
9:00 a.m.	I-680 Sunol Express Lane Joint Powers Authority (I-680 JPA)	May 11, 2020
9:30 a.m.	Finance and Administration Committee (FAC)	
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

### Advisory Committee Meetings

5:30 p.m.	Bicycle and Pedestrian Advisory Committee	April 30, 2020 <b>CANCELLED</b>
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	May 7, 2020

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org). Meetings subject to change.

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**1. Call to Order/Pledge of Allegiance**

**2. Roll Call**

A roll call was conducted. All members were present with the exception of Commissioner Carson, Commissioner Pilch and Commissioner Valle.

Commissioner Marquez was present as an alternate for Commissioner Halliday.

**Subsequent to the Roll Call**

Commissioner Nason arrived as an alternate for Commissioner Pilch during Item 5.2.

Commissioner Carson also arrived during Item 5.2.

Commissioner Arreguin left during Item 5.3.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. Approve February 10, 2020 PPLC Meeting Minutes**

**4.2. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments**

Commissioner Kaplan moved to approve the Consent Calendar. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following votes:

Yes: Arreguin, Bauters, Cutter, Ezzy Ashcraft, Haggerty, Kaplan, Marquez, Ortiz

No: None

Abstain: None

Absent: Carson, Pilch, Valle

**5. Regular Matters**

**5.1. 2020 Countywide Transportation Plan: Needs Assessment Part 2**

Kristen Villanueva provided an update to the Commission on the second of two parts of the Needs Assessment conducted of the Alameda County transportation system for the 2020 Countywide Transportation Plan (CTP). She noted that Part 2 of the Need Assessment focused on transit, arterials and goods movement. The strategies were compiled based on a review of recent county plans and relevant local planning initiatives, and are aligned with the four goals adopted by the Commission in September 2019 for the 2020 CTP. Staff shared Part 1 of the Needs Assessment on active transportation and freeways in January 2020 and plans to release the final Needs Assessment document in May 2020.

Commissioner Ezzy Ashcraft suggested including clean cars and buses as well as BART in the strategies to consider for transit.

Commissioner Kaplan asked when would actual projects be selected. Ms. Lengyel stated that initial lists will be brought to the Commission during the summer for consideration.

Commissioner Kaplan suggested a cluster of smaller projects, such as bicycle and safety projects around schools, be included for consideration. Ms. Lengyel stated that staff is scheduling meetings in each planning area with the Commission to receive input on what projects to include in the CTP.

Commissioner Kaplan noted that as hydrogen fuel cells and battery electric trucks and buses are developed, we should consider including a project for a bus yard with hydrogen fuel and electric charging stations.

Commissioner Kaplan suggested projects for truck routes countywide, maintenance for bus stops, and a method to incentivize Transportation Demand Management (TDM).

Commissioner Arreguin stated that there is a need to advocate for a more seamless Bay Area, prioritizing operating revenue for existing transit agencies, considering fare free zones for transit, and regulating transportation network companies.

Commissioner Ortiz raised concerns regarding the Seamless Bay Area proposal and potential fiscal impacts on AC Transit.

*This was an information item only.*

## **5.2. Approve Plan Bay Area 2050 Revised List and Performance Strategies for Alameda County for Submittal to the Metropolitan Transportation Commission**

Carolyn Clevenger recommended that the Commission approve the Plan Bay Area 2050 Revised List and Performance Strategies for Alameda County for Submittal to the Metropolitan Transportation Commission (MTC).

There was discussion among the Committee regarding equity in the region, AC Transit's Transbay Bus Service and the need to add free transit to the project list. The following amendments were requested to be added to the recommendation:

- Get data from local transit operators regarding fiscal impact of free transit
- Provide examples from other regions that have a successfully implemented fare free transit
- Pilot the fare free, potentially using the East 14<sup>th</sup> BRT corridor as an initial pilot given the low-income population it serves
- Attach a letter to MTC explaining Alameda CTC's concerns/comments discussed at the Committee meeting and expressing interest in exploring a pilot for fare free transit

Ms. Lengyel noted that the PBA 2050 funding will not be in place for another couple of years, and the timing for any pilot on East 14<sup>th</sup> BRT funding is on a different cycle than the Regional Transportation Plan. Ms. Clevenger noted that surveying the transit agencies to get better information on operational costs and sharing some findings from other regions could happen during the CTP Planning Area meetings with the Commission.

*There was a public comment on this item by Jane Kramer regarding the CTP development schedule and public outreach for approval of the plan.*

*Commissioner Bauters moved to approve this item with the addition of including a pilot of free transit service using the East 14<sup>th</sup> BRT as an example to the list of programs. Commissioner Kaplan seconded the motion. The motion passed with the following votes:*

Yes: Arreguin, Bauters, Carson, Cutter, Ezzy Ashcraft, Haggerty, Kaplan, Marquez, Nason, Ortiz  
No: None  
Abstain: None  
Absent: Valle

### **5.3. Federal, state, regional, and local legislative activities update**

Carolyn Clevenger presented an update on federal, state, regional, and local legislative activities. She stated that there were draft principals for advocacy for AB 2824 Assemblyman Bonta's Bill, as well as positions on three bills focused on free transit passes: AB 1350 Assemblywoman Gonzalez, AB 2012 Assemblyman Chu and AB 2176 Assemblyman Holden

Commissioner Kaplan requested that the principles be formatted in a way that places an emphasis on funding for transit and bus yards.

*Commissioner Ezzy Ashcraft moved to approve staff's recommended principles for AB 2824. Commissioner Kaplan seconded the motion. The motion passed with the following votes:*

Yes: Bauters, Carson, Cutter, Ezzy Ashcraft, Haggerty, Kaplan, Marquez, Nason, Ortiz  
No: None  
Abstain: None  
Absent: Arreguin, Valle

Ms. Lengyel then recommended that the Commission take the following positions on three bills related to free transit passes: AB 1350 (Oppose unless amended), AB 2012 (Oppose unless amended); and AB 2176 (Oppose unless amended).

There was discussion by the Committee regarding support for transit and providing free transit, but significant concerns regarding potential fiscal impact to the transit agencies. The Committee also discussed the desire to better understand the intent of AB 1350. Commissioner Bauters offered to contact Assemblywoman Gonzalez to learn more about AB 1350.

*Commissioner Bauters moved to approve staff's recommendation on positions for AB 2012 and AB 2176, and to take no position on AB 1350 at the Committee, and instead direct Commissioner Bauters to report back to the full Commission on what he learns from his discussions with Assemblywoman Gonzalez. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following votes:*

Yes:       Bauters, Carson, Cutter, Ezzy Ashcraft, Haggerty, Kaplan, Marquez,  
              Nason, Ortiz  
No:         None  
Abstain:   None  
Absent:    Arreguin, Valle

**6. Committee Member Reports**

There were no member reports.

**7. Staff Reports**

There were no staff reports.

**8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time:   April 13, 2020 at 11:30 a.m.





# Memorandum

4.2

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**DATE:** April 6, 2020

**TO:** Planning, Policy and Legislation Committee

**FROM:** Saravana Suthanthira, Principal Transportation Planner  
Chris G. Marks, Associate Transportation Planner

**SUBJECT:** Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

**Recommendation**

This item updates the Commission with a summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

**Summary**

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program. As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on the potential impact of proposed land development on the regional transportation system.

Since the last update on March 9, 2020, Alameda CTC has not reviewed any environmental documents.

**Fiscal Impact:** There is no fiscal impact. This is an information item only.

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# Memorandum

5.1

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**DATE:** April 6, 2020

**TO:** Planning, Policy and Legislation Committee

**FROM:** Tess Lengyel, Executive Director  
Carolyn Clevenger, Deputy Executive Director of Planning and Policy

**SUBJECT:** Federal, state, regional, and local legislative activities update

## Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities.

## Summary

The April 2020 legislative update provides information on federal and state legislative activities. Given the dynamic nature of the state and federal government's responses to the COVI-19 pandemic, additional updates will be provided verbally at the Committee meeting.

## Background

The Commission approved the 2020 Legislative Program in January 2020. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. Attachment A is an update on federal items. Attachment B is the Alameda CTC adopted legislative platform.

## State Update

February 21, 2020, marked the deadline for introduction of bills in this legislative year. Over 1,000 bills have been introduced thus far. Many of the bills are considered "spot bills" which means they do not contain substantive changes to current law. It is anticipated that next month there will be a significant amount of new language introduced as the bills are amended to address a specific intent.

Regarding transportation, staff is evaluating bills and will bring recommendations on bills as the session proceeds.

In response to the COVID-19 crisis, the Legislature recessed until at least April 13th. Currently, the "desk" is open which allows for amendments to bills can be processed. However, other than Senate and Assembly Caucus meetings via conference calls most operations have ceased. There is a growing consensus to hold all legislation that is not related to addressing the COVID-19 crisis. At this point members are being asked to narrow and prioritize which bills they want to move forward. However, leadership for now is leaving it to the committee chairs the decision to hear non-COVID-19 legislation.

**FASTER Bay Area:** The FASTER Bay Area coalition, led by the Bay Area Council, Silicon Valley Leadership Group, and SPUR, announced in late March that they were no longer advancing a proposal for transportation funding in November. Given the COVID-19 crisis, it is uncertain what Senator Beall will do with SB 278. Staff will continue to monitor SB 278 once the legislature is back in session.

### **Federal Update**

The federal government has thus far passed three stimulus bills in response to the COVID-19 pandemic. The Coronavirus Aid, Relief, and Economic Security (CARES) Act totals close to \$2 trillion, making it the largest spending package in American history. Specifically related to transportation, the CARES Act includes \$25 billion for Transit Infrastructure Grants. Funds provided in the bill should start to flow quickly, but there will be some variability in results in the weeks to come.

The House and Senate are in recess until April 20, but discussions of a fourth stimulus package have already begun. Speaker Pelosi has noted that a fourth bill should focus on long-term economic recovery, including job creation and possibly infrastructure. Senate Appropriations Chairman Richard Shelby has also voiced support for an infrastructure package, signaling the possibility for a bipartisan deal. While Congress is in recess, federal agencies and departments will continue issuing guidance on the funding and provisions passed in the first three stimulus packages.

**Fiscal Impact:** There is no fiscal impact. This is an information item only.

### **Attachments:**

- A. Federal Update
- B. Alameda CTC 2020 Legislative Program

**MEMORANDUM**

**TO:** Tess Lengyel, Executive Director  
Alameda County Transportation Commission

**FROM:** CJ Lake, LLC

**RE:** Federal Legislative Update – March 2020

**DATE:** April 3, 2020

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**Overview**

Congress and the Administration spent much of March responding to the novel coronavirus (COVID-19) outbreak, passing three huge stimulus bills totaling about \$2.112 trillion. President Trump declared a national emergency on March 13, and states and local governments across the nation have instituted orders and policies to mandate or encourage people to stay at home in an attempt to slow the spread of COVID-19. The remainder of this report will provide a summary of the steps Congress and the Administration have taken to respond to the effects of the COVID-19 outbreak.

**First Stimulus Package**

President Trump signed an emergency supplemental bill on March 6 to fund the response to the Coronavirus today. [The Coronavirus Preparedness and Response Supplemental Appropriations Act](#) provides a total of \$8.3 billion for vaccine development, support for state and local governments and assistance for affected small businesses. The bill provides for \$7.8 billion in discretionary funds, including \$950 million for states and local governments to support their response efforts, and \$490 million in mandatory spending.

**National Emergency**

On March 13, President Trump declared a National Emergency over the outbreak. This declaration has allowed for billions to be unlocked for state and local governments from FEMA's disaster relief fund. President Trump also announced several initiatives including waiving student-loan interest, purchasing large quantities of oil, setting up drive-through testing, and authorizing the Health and Human Services Department to waive certain hospital regulations, including requirements of the Medicare, Medicaid, and State Children's Health Insurance programs and of the Health Insurance Portability and Accountability Act Privacy Rule. The declaration also provided hospitals with more authority to hire additional physicians and more flexibility in using telehealth services.

### **Second Stimulus Package**

President Trump signed the second stimulus bill, the [Families First Coronavirus Response Act](#), on March 18. The approximately \$104 billion package provides free testing for COVID-19; \$1 billion in nutrition aid; expands the Emergency Family and Medical Leave Act and paid sick leave; and expands unemployment insurance.

### **Third Stimulus Package**

President Trump signed the third stimulus package, the Coronavirus Aid, Relief, and Economic Security (CARES) Act, on March 27. The [CARES Act](#), which combines authorizing provisions with direct appropriations, totals close to \$2 trillion, making it the largest spending package in American history. This package creates a fund for \$117 billion in direct aid to hospitals and veterans' health care; \$45 billion for the FEMA Disaster Relief Fund; \$25 billion for Transit Infrastructure Grants; \$11 billion for vaccines, therapeutics, diagnostics, and other medical needs; \$150 billion for state and local government coronavirus expenditures; \$377 billion for a small business rescue plan; and direct payments to Americans.

### **Looking Ahead**

Congress will reconvene on April 20 to begin working on a fourth stimulus package, which will be focused on long-term economic recovery, and could possibly include an infrastructure package. House Democrats have said their priorities for the next bill will include more aid for states, free treatment for COVID-19 patients and more protective equipment for health care workers. Over the next few weeks, federal departments and agencies will issue guidance on the funding and provisions passed in the first three stimulus packages. In addition, several agencies have been issuing temporary rules in response to the emergency. FTA has extended all open NOFO grant deadlines for four weeks. President Trump has announced that the emergency declaration will extend at least through April 30.

### **Administrative Action**

USDA announced a [Notice of Proposed Rulemaking](#) on March 17 to apply additional requirements to how state agencies run the employment and training part of SNAP. The rule would require states to consult with their workforce development boards to design their SNAP employment and training (E&T) programs, among other changes. Comments on the proposed rule are due May 18, 2020.

NHTSA issued a [Notice of Proposed Rulemaking](#) on March 30 to provide a unified set of proposed regulatory text for crashworthiness standards applicable to vehicles and without Automated Driving Systems (ADS) functionality. The proposed rule is meant to clarify ambiguities in applying current crashworthiness standards to automated vehicles without manual controls, while maintaining those standards for automated vehicles that are also equipped with traditional manual controls. This NPRM is one of a series of regulatory actions that NHTSA is

considering to address the challenges of federal motor vehicle safety standards for automated vehicles.

NHTSA released the [final SAFE Vehicles rule](#) on March 31. This final rule will set new corporate average fuel economy (CAFE) and CO2 emissions standards for model years 2021-2026 passenger cars and light trucks, increasing stringency of standards by 1.5% each year through model year 2026 (as compared with the standards issued in 2012, which would have required about 5% annual increases).

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## 2020 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2020 Countywide Transportation Plan:

"Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be:

- **Accessible, Affordable and Equitable** – Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.
- **Safe, Healthy and Sustainable** – Create safe facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce adverse impacts of pollutants and greenhouse gas emissions by reducing reliance on single-occupant vehicles.
- **High Quality and Modern Infrastructure** – Upgrade infrastructure such that the system is of a high quality, is well-maintained, resilient and maximizes the benefits of new technologies for the public.
- **Economic Vitality** – Support the growth of Alameda County's economy and vibrancy of local communities through an integrated, reliable, efficient, cost-effective and high-capacity transportation system."

Issue	Priority	Strategy Concepts
<b>Transportation Funding</b>	Increase transportation funding	<ul style="list-style-type: none"> <li>• Oppose efforts to repeal transportation revenues streams enacted through SB1.</li> <li>• Support efforts that protect against transportation funding diversions.</li> <li>• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.</li> <li>• Support the implementation of more stable and equitable long-term funding sources for transportation.</li> <li>• Ensure fair share of sales tax allocations from new laws and regulations</li> <li>• Seek, acquire, accept and implement grants to advance project and program delivery.</li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>• Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.</li> <li>• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program.</li> <li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>• Support efforts that streamline financing and delivery of transportation projects and programs.</li> <li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> <li>• Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.</li> </ul>
<b>Project Delivery and Operations</b>	Advance innovative project delivery	<ul style="list-style-type: none"> <li>• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.</li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>• Support efforts that reduce project and program implementation costs.</li> <li>• Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.</li> </ul>
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> <li>• Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.</li> <li>• Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations.</li> <li>• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.</li> </ul>
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>• Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.</li> </ul>

Issue	Priority	Strategy Concepts
<b>Multimodal Transportation, Land Use and Safety</b>	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> <li>• Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs).</li> <li>• Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.</li> <li>• Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates.</li> <li>• Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes.</li> <li>• Support investments in active transportation, including for improved safety and Vision Zero strategies.</li> <li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse.</li> <li>• Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking.</li> <li>• Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring.</li> <li>• Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county.</li> </ul>
<b>Climate Change and Technology</b>	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> <li>• Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets and trucks.</li> <li>• Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>• Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> <li>• Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning.</li> <li>• Support the expansion of zero emissions vehicle charging stations.</li> <li>• Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.</li> </ul>
<b>Rail Improvements</b>	Expand goods movement and passenger rail funding and policy development	<ul style="list-style-type: none"> <li>• Support a multimodal goods movement system and passenger rail services that enhance the economy, local communities, and the environment.</li> <li>• Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy.</li> <li>• Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity.</li> <li>• Ensure that Alameda County goods movement needs and passenger rail needs are included in and prioritized in regional, state and federal goods movement planning and funding processes.</li> <li>• Support rewarding Self-Help Counties that directly fund goods movement and passenger rail infrastructure and programs.</li> <li>• Leverage local funds to the maximum extent possible to implement goods movement and passenger rail investments in Alameda County through grants and partnerships with regional, state and federal agencies.</li> </ul>
<b>Partnerships</b>	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>• Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings.</li> <li>• Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.</li> </ul>

Issue	Priority	Strategy Concepts
		<ul style="list-style-type: none"><li>• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.</li></ul>

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