



## Planning, Policy and Legislation Committee Meeting Agenda Monday, June 8, 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.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at [vlee@alamedactc.org](mailto:vlee@alamedactc.org) by 5:00 p.m. the day before the scheduled meeting. Submitted comments will be read aloud to the Commission and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (\*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length.

Committee Chair: Elsa Ortiz, AC Transit  
Vice Chair: Barbara Halliday, City of Hayward  
Members: Jesse Arreguin, Keith Carson,  
Marilyn Ezzy Ashcraft, Scott Haggerty,  
Rebecca Kaplan, Nick Pilch,  
Richard Valle  
Ex-Officio: Pauline Russo Cutter, John Bauters

Executive Director: Tess Lengyel  
Staff Liaison: [Carolyn Clevenger](#)  
Clerk of the Commission: [Vanessa Lee](#)

### Location Information:

Virtual Meeting Information: <https://zoom.us/j/99213579078?pwd=WTBBRTIHNTk0YkIEV3VsRndoNmtCOT09>  
Webinar ID: 992 1357 9078  
Password: 103534

For Public Access (669) 900-6833  
Dial-in Information: Webinar ID: 992 1357 9078  
Password: 103534

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 May 11, 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="#">2020 Countywide Transportation Plan: New Mobility Framework Update</a> | 7  | I   |
| 5.2. <a href="#">Federal, state, regional, and local legislative activities update</a>  | 35 | A/I |

## 6. Committee Member Reports

## 7. Staff Reports

## 8. Adjournment

Next Meeting: Monday, July 13, 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 June through July 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**

Director Rebecca Saltzman

**City of Alameda**

Mayor Marilyn Ezzy 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-Vernaci

**Executive Director**

Tess Lengyel

### Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	June 25, 2020 July 23, 2020
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680)	July 13, 2020
9:30 a.m.	Multi-Modal Committee (MMC)	
10:30 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

### Advisory Committee Meetings

1:30 p.m.	Paratransit Advisory Committee	June 29, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	July 9, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	July 13, 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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Planning, Policy and Legislation Committee  
Meeting Minutes  
Monday, May 11, 2020, 11:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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

**2. Roll Call**

A roll call was conducted. All members were present with the exception of Commissioners Arreguin and Pilch.

Subsequent to the roll call:

Commissioner Pilch arrived during item 3. Commissioner Arreguin arrived during item 5.1. Commissioner Valle left during item 5.1. Commissioner Ezzy Ashcraft left after the vote on item 5.1.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. Approve April 13, 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 Haggerty moved to approve the Consent Calendar. Commissioner Cutter seconded the motion. The motion passed with the following votes:*

Yes: Bauters, Carson, Cutter, Ezzy Ashcraft, Haggerty, Halliday, Kaplan, Ortiz, Pilch, Valle

No: None

Abstain: None

Absent: Arreguin

**5. Regular Matters**

**5.1. Approve Tri-Valley-San Joaquin Valley Regional Rail Authority Request for a 2014 Measure BB Transportation Expenditure Plan Amendment**

Tess Lengyel stated that the Tri-Valley-San Joaquin Valley Regional Rail Authority (TVSJVRRA) requested that Alameda CTC amend the 2014 Measure BB Transportation Expenditure Plan (TEP) to add Valley Link and move \$400 million from the BART to Livermore TEP project to Valley Link and remove BART to Livermore. She noted that the TEP amendment process requires a 45-day comment period for all jurisdictions in Alameda County. Michael Tree, Executive Director of the TVSJVRRA, provided an overview of the project background, project description, schedule and current funding. Ms. Lengyel recommended that the Commission approve beginning the comment period for an amendment to the TEP. The TEP amendment would include four elements: 1) acknowledge TVSJVRRA as a new agency in Alameda County that can be an eligible recipient of Measure BB funds; 2) remove the BART to Livermore project and associated \$400

million Measure BB funding; 3) add Valley Link in Alameda County project with \$400 million in Measure BB funding; and 4) make associated technical amendments. Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. She stated that this is an action item and requires 2/3 approval by the full Commission according to the Implementing Guidelines of the 2014 TEP.

Public comment letters were received from the following:

- Dave Campbell on behalf of Bike East Bay – Raised questions about the lack of outreach in the City of Livermore. He mentioned concerns regarding how the financial crisis will impact the proposed project.
- Kelly Ellen Marshal on behalf of Building and Construction Trades Council of Alameda County, AFL-CIO – Support of staff's recommendation
- Livermore Chamber of Commerce – Support of staff's recommendation
- Sierra Club (San Francisco Bay Chapter) – Noted too many issues and questions that should be addressed before the recommended actions move forward; and questioned the lack of funding from San Joaquin County, consistency with SB 375, and the financial impact of COVID-19
- Tim Sibranti on behalf of Innovation Tri-Valley – Support of staff's recommendation

Commissioner Cutter asked if the right-of-way will be in the middle of the freeway. Mr. Tree said the train will be in the I-580 median until Greenville station.

Commissioner Cutter asked if this project is a way to connect to High Speed Rail. Mr. Tree said the Altamont Corridor Express has a plan to travel to Merced and will connect to High Speed Rail.

Commissioner Cutter asked if BART will be able to handle the traffic from Valley Link. Mr. Tree stated that according to BART, there will be no impact or need to increase car numbers until Valley Link passenger numbers increase in 2040.

Commissioner Cutter asked how Valley Link will guarantee a number of stations. Mr. Tree stated that the station areas under consideration are: Isabel, Downtown Tracy, River Island, Southfront, and Greenville. He noted that Livermore is very engaged in this project and has a \$40 million impact fee for BART like service to Livermore.

Commissioner Pilch asked how close will the train come to Downtown Livermore and if Plan Bay Area (PBA) or the Metropolitan Transportation Commission/Association of Bay Area Governments (MTC/ABAG) have weighed in on the project. Mr. Tree stated that the station placement in the Tri-Valley will be in the I-580 median. In regards to PBA, MTC/ABAG is still developing PBA 2050 and as part of that effort has completed a project performance assessment and this project scored favorably.

Commissioner Halliday asked what the impact is of not doing this amendment. Ms. Lengyel stated that in 2018 the BART Board acted to not select a preferred

alternative from the BART to Livermore EIR. AB 758 created the TVSJVRRRA to move forward with the project if BART couldn't move forward. The reason Alameda CTC is working on this now is because the TVSJVRRRA requested the amendment in September 2019, and can use the commitment of funding as leverage as it seeks other regional, state, and other funding.

Commissioner Halliday asked what type of commitments San Joaquin County has made for this project. Mr. Tree noted that San Joaquin County is considering a sales tax measure in 2022. The San Joaquin Council of Governments (SJCOG) is working on congested corridor planning and have included Valley Link in its 580-corridor planning work to ensure that Valley Link can apply for funds through the California Transportation Commission. He noted that member agencies such as the Tracy City Council are considering the donation of \$40 million in property toward the operation and maintenance facility. Ms. Lengyel noted that SJCOG committed funds towards early planning efforts that this project is building off of ACE Forward technical analyses.

Commissioner Halliday noted that the Sierra Club thinks this project violates SB 375. Mr. Tree stated that Valley Link is supportive of SB 375's main goal of reducing greenhouse gas emissions in the area by connecting people to jobs and housing by transit. Ms. Lengyel noted that Valley Link is an interregional rail project, and Alameda CTC currently funds interregional rail services such as ACE and the Capitol Corridor services.

Commissioner Kaplan asked what level of specificity will be in the amendment. Ms. Lengyel said the level of detail is specified on slide 28 with the proposed "Valley Link Rail" language.

Commissioner Kaplan asked about the level of Transit Oriented Development (TOD) required by the stations, and when the Commission will consider those types of questions. Ms. Lengyel said local station impacts are considered in the Environment Impact Report that Valley Link is developing now.

Commissioner Ortiz noted that she is representing AC Transit and she invited Ms. Lengyel and Mr. Tree to present to her fellow AC Transit Board members so they can provide their input to her.

Commissioner Haggerty commented that MTC is revisiting Resolution 3434. Livermore has been planning the Isabel station for quite some time and SJCOG adopted a similar resolution regarding housing near rail stations to support TOD.

*Commissioner Arreguin moved to approve this item. Commissioner Haggerty seconded the motion. The motion passed with the following votes.*

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

**5.2. 2020 Countywide Transportation Plan: Community-Based Transportation Plan Update**

Due to the interest of time, this item was not presented.

*This item is for information only.*

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

Carolyn Clevenger gave an update on federal, state, regional, and local legislative activities. Ms. Clevenger noted that given the current COVID-19 circumstances we are in, bills that the Alameda CTC took positions on are now considered dead for this session. She mentioned that discussions are underway regarding a potential stimulus bill that would include funding for infrastructure, in addition to the CARES Act funding. The current federal authorization, the FAST Act, is set to expire this fall and staff is working with the Commission Chair and Vice Chair to schedule remote briefings with Alameda CTC's federal delegation in June. Ms. Clevenger noted that to prepare for the stimulus efforts, staff is working closely with local jurisdictions to identify priority projects and investments to consider should a bill develop and an updated list will be presented to the Commission in May

*This item is for information only.*

**6. Committee Member Reports**

Commissioner Kaplan wanted to check in about making BRT free to ride. Ms. Lengyel stated that staff incorporated that recommendation by adding free transit pilots to the projects submitted to MTC for PBA 2050. Alameda CTC does not currently have funding assigned to specific free transit for the East Bay BRT.

Commissioner Ortiz noted that AC Transit will provide free fares for the first 3 months once BRT starts.

Commissioner Kaplan asked when will the commission receive the next update on the impacts of COVID-19 on sales tax revenues. Ms. Lengyel said later this month the agency will see the first sales tax receipts from March.

Commissioner Halliday asked when will the Commissioners receive calendar invites for Commissioner Planning Area Briefings. Ms. Lengyel noted that Vanessa Lee will send the invites to confirm the meetings.

**7. Staff Reports**

There were no staff reports.

**8. Adjournment/ Next Meeting**

The next meeting is:

Date/Time: June 8, 2020 at 11:30 a.m.





# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**DATE:** June 1, 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 May 11, 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

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** June 1, 2020

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

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

**SUBJECT:** 2020 Countywide Transportation Plan: New Mobility Framework Update

## Recommendation

This item provides the Commission with an update on the New Mobility Framework, which will be a part of the 2020 Countywide Transportation Plan (CTP). This update covers the overall approach, key elements of the framework, and next steps. This item is for information only.

## Summary

The transportation landscape has been transformed by new mobility technologies and services and the pace of that change continues to accelerate. In 2019, Alameda CTC launched an effort to establish a technology framework and action plan—the New Mobility Framework (Framework). The Framework is intended to support Alameda CTC and local jurisdictions implement new mobility technologies and services in a way that capitalizes on opportunities and strategically manages risk, and encourage information sharing across the county. To guide this effort, Alameda CTC formed a Technology Working Group (TWG), with representatives from local jurisdictions and transit agencies with experience working on new and advanced technologies and projects. The Framework identifies overarching Goals, a suite of Smart Strategies, and specific Actions within several new mobility Technology Categories. Staff will present an overview of the Framework, which will be the technology component of the 2020 CTP.

## Background

As transportation technology evolves rapidly it impacts access and overall mobility for everyone, both positively and negatively. Alameda CTC initiated the Framework development as a proactive plan for Alameda County to have a framework to leverage any potential benefits from new mobility technologies and services while strategically managing and protecting the public infrastructure and the public from any associated risks. The Framework has been developed with a clear

acknowledgement of the rapid and continuing change throughout the transportation industry and an understanding that the Framework needs to be revisited and updated periodically.

Concurrently, Alameda CTC is engaged in development of the 2020 CTP, which will be completed in late 2020. In looking forward to 2050, new mobility technologies and services are a key topic that warrant a concentrated effort to explore opportunities and challenges. The Framework will provide a foundation for agency policy, advocacy and funding decisions as Alameda CTC and partner agencies, as well as the private sector, advance new mobility technologies and services.

The Framework is the culmination of a variety of agency efforts. Alameda CTC began discussions around new mobility at the May 2019 Commission Retreat, with a presentation on new technologies. In October 2019, staff shared the current understanding of the use and effects of Shared Mobility and Transportation Networking Companies (TNCs) at ACTAC and PPLC. Around that time, Alameda CTC formed the TWG to guide the overall development of the Framework and provide a forum for information exchange. The TWG consists of members from local jurisdictions within each Planning Area of Alameda County, as well as AC Transit and LAVTA, that are implementing technology initiatives. The TWG's main role is to support the Framework by sharing expertise on new mobility initiatives, local implementation issues, priorities and constraints, and conceptualize regional and national best practices in a local context.

### **New Mobility Framework**

The Framework is intended to support Alameda CTC and local jurisdictions as they implement new mobility technologies and services to capitalize on opportunities and strategically manage risk, and encourage information sharing across the county. The Framework identifies goals based on countywide planning efforts and defines a set of broader strategies to meet these goals, as well as specific actions to facilitate implementation of new mobility technologies and services in Alameda County by Alameda CTC and member agencies. As a supplementary outcome, the Framework will also include a Technology Toolbox for the member agencies and a guidance on public and private partnerships.

The Framework identified nine New Mobility Goals. The Goals support the 2020 CTP goals, but focus on how they relate to new mobility technologies and services. Table A details the New Mobility Framework Goals and how they relate to the 2020 CTP goals.

Table A – New Mobility Goals, Goal Statement and Related CTP Goals

<b>New Mobility Goal</b>	<b>Goal Statement</b>	<b>Related CTP Goal</b>
Multimodal and High-occupancy	Complement public transit and shared trips, and support active transportation, by providing convenient travel options while considering the urban, suburban and rural contexts of Alameda County.	Accessible, Affordable and Equitable  High Quality and Modern Infrastructure
Safety	Improve traveler safety and reduce conflicts between modes.	Safe, Healthy and Sustainable
Environment	Support system and environmental sustainability, promote convenient non-auto modes, and reduce vehicle miles traveled.	Safe, Healthy and Sustainable
Equity and Accessibility	Be easily and equitably accessible to all travelers, including disadvantaged populations.	Accessible, Affordable and Equitable
Service Quality	Support and complement convenient and reliable public transit options and offer high quality travel options.	High Quality and Modern Infrastructure
Cost-efficiency	Promote a positive fiscal impact on infrastructure investments and delivery of publicly-provided transportation services	Economic Vitality
Connectivity	Improve connections across jurisdictions, offer seamless connectivity through improved modal transfers, and better connect and integrate land use, housing, jobs and transportation.	Accessible, Affordable and Equitable
Economy	Support vibrant communities and engage in fair labor practices.	Economic Vitality
Data Sharing and Security	Engage and collaborate to share all relevant data to improve the transportation system and agency efficiency, and protect the traveling public and infrastructure from cyber security threats.	New mobility technologies and services specific goal

### Technology Categories

The above Goals point to a number of desired outcomes, described by the goal statements. These outcomes are often cross-cutting and serve multiple Goals. In order to better understand the nature of impacts of the new mobility technologies and services and help identify an approach to meet the Goals, the Framework identifies five primary areas or categories of transportation technology, widely used throughout the industry:

- Connected: The ability to communicate information real-time between mobility modes, infrastructure, users, and any other component critical to the movement of people and goods.
- Electric: Transportation that uses stored or transmitted electricity to power a vehicle instead of traditional internal combustion engines (ICE), usually by means of batteries, ultra-capacitors, or hydrogen fuel cells.
- Shared: Transportation services and resources that are shared among users, either concurrently or one after another.
- Autonomous: Vehicle automation for the purpose of transporting people and goods that can navigate and operate without assistance from a human driver or operator.
- Data (cross cutting category): Information generated by the vehicle, infrastructure, or user that can be used for decision-making, analysis, or operation of transportation.

### Smart Strategies

A number of specific Smart Strategies were developed for each Goal in the context of the Technology Categories. These Strategies are broad approaches—aligning with the overall CTP work—to address the anticipated opportunities and risks posed by the new mobility technologies and services for each Technology Category to meet the intent of the Goals. These Smart Strategies include and build upon the technology-related strategies identified in the 2020 CTP effort that have been presented to the Commission in May as part of the planning area meetings.

Attachment A contains the full list of Smart Strategies for each Goal including a list of risks and opportunities related to the respective Goal and the Technology Categories. Table B shows an example Smart Strategy for each Goal. Actions (in terms of policies, programs, projects or pilots) related to the Smart Strategies will be developed this summer.

Table B – New Mobility Goals and Example Smart Strategies

Goal	Example Smart Strategy
Multimodal and High-occupancy	Use advances in technology to improve the effectiveness, affordability, and ease of access to transit
Safety	Ensure new mobility services and technologies are safe for travelers and all other users of the right of way
Environment	Promote the electrification of the vehicle fleet
Equity and Accessibility	Guarantee access to all publically-available mobility options
Service Quality	Use new mobility and associated technologies to provide better level of service, experience, and reduced cost for transit passengers
Cost-efficiency	Maximize utility of existing infrastructure

Connectivity	Facilitate communication, agreements, and partnership between agencies and jurisdictions operating within the county
Economy	Promote agility and flexibility in the management, use, and benefits of new technologies
Data Sharing and Security	Establish the function and role of the Alameda CTC related to data sharing and security that will provide the most benefit to member jurisdictions and agencies.

### **Next Steps**

The draft Smart Strategies will be updated to incorporate comments from partner jurisdictions and the Commission. Over the summer, staff will work with the TWG to develop a set of recommended actions. The final Framework, including recommended actions, will be completed in Summer of 2020 as shown in Attachment B and will be presented to the Commission in early Fall.

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

### **Attachments:**

- A. New Mobility Framework – Draft Strategies Memorandum including Goals, Principles and Smart Strategies
- B. New Mobility Framework Development Schedule

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# Alameda County

## New Mobility Framework



Draft Goals and  
Smart Strategies

# 2020

Alameda County  
Transportation  
Commission

## 5.1A

### Overview

Alameda CTC, with input from the Transportation Working Group (TWG), based on various Planning efforts including the County-wide Transportation Plan, identified nine goals for New Mobility services and technologies in the spring of 2019:

- |                                 |                             |
|---------------------------------|-----------------------------|
| » Multimodal and High-occupancy | » Service Quality           |
| » Safety                        | » Cost-efficiency           |
| » Environment                   | » Connectivity              |
| » Equity and Accessibility      | » Economy                   |
|                                 | » Data Sharing and Security |

These goals point towards a number of desired outcomes in the context of New Mobility services and technologies. These outcomes are often cross-cutting and serve multiple goals. As we move to identify ways to get to these outcomes, it is evident that New Mobility services and technologies create opportunities for a more convenient, efficient, and safe transportation network. However, they also create risks with the potential to further exacerbate inequalities, fracture the network, create congestion, and new security threats, if not implemented in a thoughtful manner, guided by effective strategies. Alameda CTC and the TWG began to identify these opportunities and risks previously. The Project Team developed a set of Technology Categories in the context of the broad spectrum of transportation technology areas:

- |             |              |
|-------------|--------------|
| » Connected | » Autonomous |
| » Shared    | » Data       |
| » Electric  |              |

The idea is that the anticipated opportunities and risks posed by the New Mobility services and technologies for each goal and technology category will automatically lend itself to identify a set of approaches or high level strategies that Alameda CTC need to consider to move Alameda County towards the desired mobility outcomes. These strategies form the heart of the New Mobility Framework for Alameda County and for the 2020 CTP. These strategies, in coordination with the TWG, will later help identifying a number of specific supportive actions: pilots, programs, and projects which Alameda CTC can undertake or support.

## New Mobility Goal:

# Multimodal and high occupancy

*New Mobility services and technologies must complement public transit and support active transportation and provide convenient travel options while taking into account the urban, suburban, and rural parts of Alameda County. They must also consider effects on traffic congestion, mode choice, and transit reliability.*

## Overview

New and emerging modes and technologies hold enormous potential for increasing mobility options for travelers. While some of the policy areas (connected, electric, shared, autonomous, and data) will offer substantial benefit, others may offer both benefits and risks for the desired outcomes as described in the goal. For example, automation could offer numerous choices for mobility, even offering a better level of service for transit passengers. But these modes could also out-compete transit in terms of availability and come at the cost of increased congestion and equity issues throughout the County.

## Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Complement public transit** - New mobility modes and technologies should be used to support public transit options, including physically connecting travelers to transit, as well as information and data connecting travelers to transit.

- » **Support active transportation** - Communications technology can support active transportation options, such as shared dockless modes.
- » **Create convenient travel options** - Utilize new mobility and technologies to inform travelers of public and private mobility options and their associated benefits and drawbacks.
- » **Support context-relevant mobility (rural, suburban, urban)** - Ensure mobility options are accessible to Alameda's population, but coordinated to fit the context.
- » **Minimize congestion** - Utilize technologies to reduce congestion and ensure new modes and technologies do not add to congestion.
- » **Increase mode choice** - Embrace new mobility options and more ways to connect to travelers
- » **Promote reliable transit** - Transit that is efficient, consistent, dependable, on-schedule, and competitive with other modes.

## Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Provide reliable, high capacity transit on major corridors:** Move people along key corridors, utilizing the latest in new technologies to improve the service.
2. **Use new mobility to better connect travelers to transit:** Whether connecting physically or through information, new mobility services and technologies should be used to close the gap between travelers and transit.
3. **Promote a full mobility ecosystem throughout the County and its diverse geographies and populations:** Every member of the Alameda County community should have options when it comes to mobility, regardless of who they are and where they live.
4. **Use advances in technology to improve the effectiveness, affordability, and ease of access to transit:** Transit should serve as the backbone of the transportation system, and new mobility services and technologies should be used to extend service and access at a lower cost to travelers and agencies.

## New Mobility Goal:

# Safety

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*New Mobility services and technologies must improve traveler safety and reduce conflicts between modes.*

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## Overview

Many of the trends in transportation technology have been applied to increase safety for travelers on roadways, including Intelligent Transportation Systems (ITS) technologies that can better manage traffic and detect pedestrians to reduce conflicts. Advances in communications technologies have likewise provided a backbone for enhanced safety features in vehicles that can communicate with infrastructure and other vehicles.

At the same time, new modes that are enabled by advanced technology represent both opportunities and risks. As new modes come to market, it is unclear how they will operate within existing infrastructure, creating an issue for conflicts with other system users, including drivers, pedestrians, and other emerging modes.

## Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Improved traveler safety** - Safety is a top priority, and advances in new and emerging technologies should all work to promote safe travel for all modes throughout the county.
- » **Reduced conflicts between modes** - Many new technologies and modes are competing for existing right-of-way and conflicts between users should be minimized.

## Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

- 1. Ensure new mobility services and technologies are safe for travelers and all other users of the right of way:** Mobility of one mode should not come at the expense of the safety of the passenger or any other traveler on the road.
- 2. Develop and promote right of way orientations that can accommodate safe deployment of new and emerging modes, services and technologies:** When new modes are introduced into public rights of way, communities will need a guide for how and where they should operate to ensure safety of all travelers and modes.
- 3. Develop a coordinated county-wide approach to Intelligent Transportation System (ITS) implementation to increase safety and ensure coordinated management of the transportation system:** A set of technology applications intended to increase safety, capacity, and effective management of key corridors and arterials within the county.
- 4. Ensure the transportation system supports resiliency:** This accounts for the resiliency of the transportation system itself in regards to challenges and threats, but also supports the reliable movement of people and goods in times of crisis.

## New Mobility Goal:

# Environment

*Support system and environmental sustainability, promote convenient non-auto modes, and reduce vehicle miles traveled.*

## Overview

The historic reliance on single-occupant automobiles has resulted in significant climate and public health impacts. In California, 47% of total carbon emissions comes from the transportation sector, including passenger vehicle and truck emissions. Technology holds enormous promise for addressing carbon emissions, whether through the electrification of the transportation fleet, by creating better access to high-capacity and shared modes through increased connectivity, or through personal mobility modes that use far less energy to operate. But these changes won't happen in a vacuum, and governments can play a role in directing the trends in new mobility and technology to deliver the best possible outcomes for community members.

Alameda County is home to the primary production facility of the world's largest electric car manufacturer, Tesla. Electrified mobility is already part of the region's economy, and will likely be a part of the region's future identity. Considering the scale of the shipping and freight in the county, significant opportunity exists to electrify substantial portions of the goods movement system. Alameda County has an opportunity to build off its strengths and become a national leader in the electrification of our transportation system.

## Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Environmentally sustainable** - Reducing carbon emissions is a key environmental imperative, and reducing carbon from our transportation system will be a substantial step toward that goal.
- » **Support convenient non-auto modes** - Moving travelers to cleaner, smaller, shared, and more convenient modes than privately-owned automobiles.
- » **Reduce VMT** - This principle is strongly aligned with the goal of multimodal and high-capacity transportation, and any automobile trip that can be diverted to shared, electric, or active mobility will be beneficial.

## Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Promote the electrification of the vehicle fleet:** A movement away from carbon-based transportation options and toward electrification that can utilize renewable power sources.
2. **Support Infrastructure for Near-Zero and Zero-Emission Truck Technology:** The electrification of freight and movement of goods will be an area of immense opportunity to positively impact air quality in the county.
3. **Encourage behavior that reduces pollution** - Prioritize best practices of local deliveries, truck behavior, routing, and vehicle idling.
4. **Discourage dead-heading, SOV trips, and other behavior detrimental to the transportation system:** Regulating adverse behavior enabled by new technologies will be easier before those modes are widely available. This will create a framework for addressing and mitigating changes before they happen.
5. **Use technology to promote alternative forms of transportation and services:** Moving people in other ways than cars, including Transportation Demand Management (TDM) strategies, carsharing, and new non-auto modes that can satisfy travel demand.

## New Mobility Goal:

# Equity and Accessibility

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*New Mobility services and technologies must be easily and equitably accessible to all travelers, including disadvantaged populations.*

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## Overview

Ensuring that new mobility services and technologies are serving every member of Alameda County equitably is critical for ensuring equitable access to mobility. The development and deployment of new mobility services and technology must consider and address the needs of disabled passengers, disadvantaged populations, and disadvantaged geographies.

## Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Easy for travelers to use** - A low barrier of entry for travelers to access mobility. New mobility services and technologies need to have a straightforward interface, easy to understand service model, and equally serve disadvantaged communities within the greater mobility ecosystem.
- » **Accessible to all travelers** - Every person within Alameda County should have access to reliable and affordable transportation.

## Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Guarantee access to all publicly-available mobility options:** This would ensure that all travelers have access to new mobility services and technologies, regardless of location, class, or disability.

## New Mobility Goal:

# Service Quality

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*New Mobility services and technologies must support and complement convenient and reliable public transit options and offer high quality travel options.*

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## Overview

As new modes continue to evolve, and new approaches to mobility become adopted, transit can move large volume of people equitably and in an efficient manner. Although some new mobility modes may compete with transit, there is opportunity to use those same approaches to better connect travelers to transit, and to offer other options and approaches to efficiently move people throughout the county.

## Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Support and complement convenient and reliable public transit options** - Transit should remain the backbone of a high-quality transportation system, and new mobility technologies will serve to improve the effectiveness, reliability, and access to transit.
- » **Offer high quality travel options** - With new technologies have come new modes, many of which have no dedicated space within the right-of-way.

## Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

- 1. Explore innovative transit service and fare options:**  
New technologies are bringing new capabilities that can improve the transit riding experience and improve transit reliability and efficiency.
- 2. Expand First and Last Mile Options & Improve Access to Major Transit Hubs:** New mobility and associated technologies to be used to support transit and move people from transit stops to their origin/destination.
- 3. Use new mobility and associated technologies to provide better level of service, experience, and reduced cost for transit passengers:** Leverage the benefits brought by innovations in new mobility to increase the effectiveness and level of service of transit.



## New Mobility Goal:

# Cost Efficiency

*New Mobility services and technologies must promote a positive fiscal impact on infrastructure investments and delivery of publicly-provided transportation services.*

## Overview

Transportation infrastructure is costly, and new technologies hold the promise to reduce cost and increase efficiency of that infrastructure. For example, technology can be used to better utilize existing infrastructure by increasing capacity through technology instead of pavement expansion. Or by supporting transit by employing new mobility and technologies to increase service to passengers and better connect travelers to transit options.

As new investments are made, risks can be reduced by investing in systems that are modular, easily upgradeable, and compatible with other systems throughout the county and region. Infrastructure must also be coordinated across the county, but also the greater Bay Area Region to enable data sharing and comprehensive management and operations of the transportation system.

## Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Promote positive fiscal impact on infrastructure**
  - Leverage technology to decrease capital costs, increase system capacity and efficiency, while reducing maintenance costs.

- » **Positive fiscal impact on delivery of public transportation** - Public transportation can absorb many of the benefits of new mobility and technologies, and effort should be made to maximize the effectiveness of transit while reducing costs to operators and riders.

## Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

- 1. Maximize utility of existing infrastructure:** New mobility services and technologies should use existing infrastructure where possible, and work to maximize the efficiency and capacity of that infrastructure.
- 2. Identify and address the risks associated with new and existing infrastructure brought by advances in new mobility and technology:** Limit the implementation of costly technologies that may not have a long useful life, and identify potential areas where existing capital investments may be at risk of obsolescence due to new mobility.
- 3. Coordinate the rollout of advanced communications infrastructure throughout member jurisdictions, agencies, and providers:** Best practices for advanced communications technologies that minimize the risk of obsolescence, promote connectivity between jurisdictions and agencies, and operate to allow seamless communications infrastructure across the region.

## New Mobility Goal:

# Connectivity

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*New Mobility services and technologies must improve connections across jurisdictions, offer seamless connectivity through improved modal transfers, and better connect and integrate both land use, housing, jobs, and transportation. They must be consistent with a common county-wide approach, and support shared regional communication infrastructure.*

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## Overview

Connecting people, connecting places, and connecting information are all components of this goal. Understanding that new mobility services and technologies offer greater opportunity to connect communities, both physically and digitally, governments and agencies should be coordinating efforts to enable the greatest benefit to their communities.

The concept of a holistic mobility ecosystem should be a driver for collaboration among County agencies and communities, and integrated within the regional system. Within this mobility ecosystem, travelers would have access to mobility-related data to make informed decisions on their best options for a particular trip. The ability to move throughout the county and across modes in a seamless manner will take a heavy amount of coordination to connect mobility elements throughout the community both digitally and physically.

## Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Improve connectivity between and across jurisdictions**
  - Connectivity in the form of connecting travelers, connecting services, and connecting data across jurisdictions will increase mobility and access for

communities across Alameda County

- » **Seamless connectivity across modes** - The ability to plan, request, ticket, and pay for trips across multiple modes, and for those modes to physically connect to each other would be enormously beneficial for the traveling public. The incorporation of new mobility modes, services, and technologies are all part of the technology ecosystem that can enable this functionality.
- » **Connect housing and jobs** - Understanding where people live, where they work, how they commute, and offering options to reduce their travel time, cost, and convenience.
- » **Promote a integrated approach** - Creating a holistic approach to mobility will require coordination of policy, infrastructure, technology, and service-offerings across the agencies and jurisdictions in Alameda County and throughout the region.
- » **Support a shared regional communications infrastructure** - Technology infrastructure across the county should be compatible between jurisdictions, agencies and the greater region, allowing real-time sharing of transportation data.

## Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

1. **Promote a frictionless mobility across modes and geographies:** Make it as easy as possible to plan, compare, book, and pay for travel throughout the County.
2. **Promote consistent county-wide communication infrastructure inputs and outcomes across communities:** Systems should be compatible, allowing consistent and usable data across jurisdictional boundaries.
3. **Facilitate communications, agreements, and partnerships between agencies and jurisdictions operating within the County:** Continue collaboration among governments and agencies to promote the best possible outcomes for community members.



## New Mobility Goal:

# Economy

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*New Mobility services and technologies must support vibrant communities and engage in fair labor practices.*

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## Overview

The technologies and services emerging today offer the potential to reshape economies across regions, with the promise of less cost, greater access, and better safety. Our economies depend on the efficient movement of people and goods, and ensuring that emerging mobility options continue to improve the transportation system should lead to greater opportunities for community members and more dynamic, prosperous, and vibrant communities across the County.

## Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Promote vibrant communities** - Advances in new mobility must support the communities that use them, and work to enhance the safety, prosperity, and equity of community members.
- » **Promote fair labor practices** - New approaches to transportation should not result in worse standards for workers, and labor fairness needs to be a key component of new mobility systems.

## Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

- 1. Establish a hierarchy of travel modes with the individual as the basic component:** The intent is to move people and goods efficiently.
- 2. Promote agility and flexibility in the management, use, and benefits of new technologies:** As technologies continue to evolve and advance, be flexible in the regulation and implementation, allowing the ability to easily pilot and scale when opportunities arise.
- 3. Promote local innovation and economic development:** The Bay Area is a hotbed of technology and innovation, and local efforts to increase mobility effectiveness and choices should be supported.
- 4. Protect mobility-related labor across Alameda County:** New mobility services and technologies should promote fair labor practices among operators.

## New Mobility Goal:

# Data Sharing and Security

*New mobility providers, cities, transit and other agencies, and Alameda CTC must engage and collaborate with each other and the community to share all relevant data to improve the transportation system and agency efficiency. They should also protect traveling public and infrastructure from cyber security threats.*

## Overview

The generation and use of data is becoming a central component of our transportation system. Enabled by advances in sensors, communications technologies, and big data analysis, data holds the promise of robust information readily available to make informed decisions for both travelers and governments regarding mobility. Data permeates many of the other goals for new mobility, such as safety, cost efficiency, service quality, cost efficiency, connectivity, and multi-modal and high capacity, each with a strong reliance on real-time information.

The effectiveness and extent of benefits will depend highly on the ability to share data between member jurisdictions and operators, and protect that data and the privacy of users against outside attackers.

## Elements of Goal Statement

Derived from the goal statement, each of the elements should serve as a guide for potential risks and opportunities related to the goal. A qualitative breakdown of the risks and opportunities associated with goals and technology categories is located in the Appendix.

- » **Data sharing between operators and governments/agencies** - Strong cooperation and sharing between entities in the County can lead to better overall outcome for everyone involved. Data sharing should be a key

component of building a stronger system in Alameda County.

- » **Use data to improve transportation system and agency efficiency** - New and emerging data and collection methods is an additional resource that can offer better insights for policy makers and travelers to make informed decisions.
- » **Protect public and infrastructure against cyber threats** - Protecting public privacy, data, and infrastructure requires both limiting the personally identifiable information collected on individual travelers, but also continuous improvement to the County's infrastructure to protect against cyber threats.

## Smart Strategies

These strategies are a broad approach for how the County, partner agencies, and local jurisdictions should address the opportunities and risks provided by each technology category, with the intent of meeting the outcomes outlined in the goals. Each of these strategies will be supported by actions (policies, programs, or projects) that describe specifically what should be done to achieve each strategy.

- 1. Establish the function and role of the Alameda CTC related to data sharing and security that will provide the most benefit to member jurisdictions and agencies:** Clearly define what role Alameda CTC will have regarding data and security.
- 2. Promote open access to critical data from vehicles operating on public streets:** Governments should have access to valuable travel data to continually optimize the transportation system.
- 3. Promote transparency of the collection and use of traveler data:** The public should be aware what data local governments and agencies are collecting.
- 4. Continuously upgrade and protect against risks and mitigate impacts when cyber attacks do happen:** This will be a continuous process to make sure infrastructure is protected and data is kept safe.
- 5. Establish minimum standards for the collection, transfer, and storage of data:** Reinforce the safety of traveler data.

# Appendix

Potential opportunities and risks for goals  
and associated technology categories

## Table: Multimodal and High Occupancy

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

### Legend

#### Opp/Risk

✓ : Opportunity

X : Risk

#### Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal and Technology Category	Tech. Category				
				C	E	S	A	D
Elements of Goal Statement	Complement public transit	✓	Better first mile/last mile connectivity with public transit	■				
		✓	Better and real-time information encourages travelers find and use transit and active transportation modes	■				
		✓	Transit boarding and ticketing is made faster and more reliable	■				
		X	Driving alone becomes more convenient leading to increased congestion and safety issues			■		
		X	New modes (AV/MaaS/TNC) could compete with public transit			■		
	Support active transportation	✓	Technology-enabled options, such as bikeshare	■		■		
		X	Competition from new, similar modes, such as e-scooters			■		
	Create convenient travel options	✓	Technology-enabled choices and payment options	■				
		✓	More modal options available with automated, electrified, and connected mobility				■	
		X	Convenience of modes may come at the expense of other goals (ie., private AV/MaaS)				■	
	Relevant to the context	X	Some modes may not be applicable throughout every context			■		
	Minimize congestion	✓	Smaller modes, such as e-scooters, could displace SOV trips in some cases			■		
		X	AV/MaaS/TNC could increase congestion and even create induced demand if prices decrease				■	
	Increase mode choice	✓	Technology-enabled planning and payment	■				
		X	ROW allocations that do not account for new and emerging modes			■	■	
	Promote reliable transit	✓	Potential for autonomous transit options.				■	
		✓	Technology-enabled real-time transit status	■				
		X	Potential lower ridership due to AV/MaaS/TNC could deteriorate transit operations and reliability				■	

## Table: Safety

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

### Legend

#### Opp/Risk

✓ : Opportunity

X : Risk

#### Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal and Technology Category	Tech. Category				
				C	E	S	A	D
Elements of Goal Statement	Improved traveler safety	✓	Automated vehicles reduce crashes that occur due to human error				■	
		✓	Robust data availability allows better detection on near-misses	■				■
		✓	New and emerging technologies developed to improve safety and management of ROW	■				
		X	More pick-ups and drop-offs create more conflict at the curb			■		
		X	Injury collisions become more severe as perceived safety leads to riskier behavior			■		
		X	Active transportation options such as scooter share also likely impacts bike/pedestrian safety without proper policy guidance.			■		
	Reduced conflict between modes	✓	Traffic controls help reduce mode conflict	■		■		
		X	Existing infrastructure is not necessarily oriented to accommodate a proliferation of modes and service models brought by tech advances			■		

## Table: Environment

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

### Legend

#### Opp/Risk

✓ : Opportunity

X : Risk

#### Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal and Technology Category	Tech. Category				
				C	E	S	A	D
Elements of Goal Statement	Environmentally sustainable	✓	Cleaner, electrified vehicles create less pollution		■			
		✓	Electrified mobility options to offset carbon-based options		■			
		X	VMT increases due to increased convenience options		■			■
		X	Potential environmental issues with battery manufacturing and disposal		■			
		X	Uneven presence of charging infrastructure		■			
		X	Insufficient supporting infrastructure for power distribution and charging		■			
		X	Transportation system reliant upon unreliable power grid		■			
	Support convenient non-auto modes	✓	Technology-enabled trip planning, ticketing, payment, specifically for transit and personal mobility options	■				
		✓	Electrification of the transit fleet		■			
		✓	Expanded data collection allows better data collection on near-misses					■
		X	Lower-cost AV/MaaS/TNC could move people toward auto-based modes		■			
	Reduce VMT	✓	Vehicle occupancy increases		■	■		
		X	Occupancy declines because of empty vehicles				■	
		X	New modes to offset SOV trips			■		
		X	AV/MaaS/TNC may increase dead-heading, and create potential induced demand due to lower costs				■	

## Table: Equity and Accessibility

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

### Legend

#### Opp/Risk

✓ : Opportunity

X : Risk

#### Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal Statement	Easy for travelers to use	✓	Digital communications for planning, ticketing, payment	■		■		■
		X	Uneven distribution across geographies and communities in County	■				■
		X	Universal design may not be present in through third-party services and modes			■		
	Accessible to all travelers	✓	People who don't own a car have more mobility choices	■		■		
		✓	Existing options become more affordable	■		■		
		✓	Service hours extended: mobility options expanded for people with disabilities and populations under-served by public transit	■		■		
		X	Services focus on more affluent customers			■		
		X	Unbanked population may have less access to smart-phone application based mobility and data options.	■				
		X	Access to essential services, jobs, etc reduced for vulnerable populations	■				■
		X	Roads, transit, parking inequitably priced	■				
		X	Potential limited service areas for third-party operators	■		■		
		X	Third party operators may pull service once established as an option	■		■		

## Table: Service Quality

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

### Legend

#### Opp/Risk

✓ : Opportunity

X : Risk

#### Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal Statement	Support and complement convenient and reliable public transit options	O	New mobility used for better first mile/last mile connectivity	■	■	■	■	
		O	Communications and data used to better connect travelers to transit	■				■
		R	New mobility could compete directly with transit			■	■	
		R	Proliferation of new mobility modes could add congestion, negatively impacting transit efficiency and reliability			■	■	
	Offer high quality travel options	O	Improve operation and efficiency of transit through technology approaches	■		■	■	■
		R	Competition with transit			■	■	



Table: Cost Efficiency

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

Legend

- Opp/Risk**

✓ : Opportunity

X : Risk
- Technology Category**

C: Connected    A: Autonomous

E: Electric     D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal	Promote positive fiscal impact on infrastructure	✓	Better utilization of existing infrastructure	■		■		■
		✓	Data collection more efficient	■				■
		✓	Project delivery more efficient	■				
		X	Project delivery costs out-pace benefits of technology					
		X	Orphaned infrastructure due to technology changes	■				
	Fiscal impact on public transportation	✓	Costs fall, enabling more projects and greater benefits			■		
		X	Perceived/promised benefits never realized			■		

## Table: Connectivity

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

### Legend

#### Opp/Risk

✓ : Opportunity

X : Risk

#### Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal Statement	Improve connectivity between and across jurisdictions	✓	Seamless service across jurisdictions	■				
		✓	Ability for travelers to compare all available mobility options and their	■				
		X	Uneven service quality between jurisdictions	■				
		X	Incompatible equipment across the jurisdictions preventing effective communication between the transportation systems.	■				
	Seamless connectivity across modes	✓	Connected technologies improve or maximizes the efficiency of the system	■				
		X	Private services reluctant to cede control of their platform and services	■				
	Connect housing and jobs	✓	Better connected land use/TDM efforts	■				
		✓	Better understand transportation demand with additional data	■				■
	Promote a county-wide approach	✓	Address mobility and transportation comprehensively throughout the County	■		■		
		✓	Greater ease of use for passengers when transportation options are consolidated	■		■		
	Support a shared regional communications infrastructure	✓	Consistency in data and equipment across jurisdictions	■				■
		✓	More support, better base of knowledge and available equipment when infrastructure is established regionally	■				■
		X	Jurisdictions may be reluctant to abandon already-installed infrastructure	■				

## Table: Economy

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

### Legend

#### Opp/Risk

✓ : Opportunity

X : Risk

#### Technology Category

C: Connected A: Autonomous

E: Electric D: Data

S: Shared

		Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
				C	E	S	A	D
Elements of Goal Statement	Promote vibrant communities	✓	Improved mobility options opens doors to creating a vibrant economic future	■	■	■		
		✓	New job opportunities and training	■	■	■	■	■
		✓	New partnerships and collaboration between all types of stakeholders – public, private and non-profit.	■				
	Promote fair labor practices	X	Lack of skilled labor force to meet the new job type/skill	■	■	■	■	
		X	Likely Labor issues as in ride-hail services that public agency has limited control over	■	■	■		
		X	Potential negative impact to transit impacting their performance and fair-box recovery.			■		
		X	Impact due to Autonomous Industry is still unclear.				■	

## Table: Data Sharing and Security

Table is intended to connect components of the goal statement with risks and opportunities associated with the technology categories.

### Legend

#### Opp/Risk

✓ : Opportunity

X : Risk

#### Technology Category

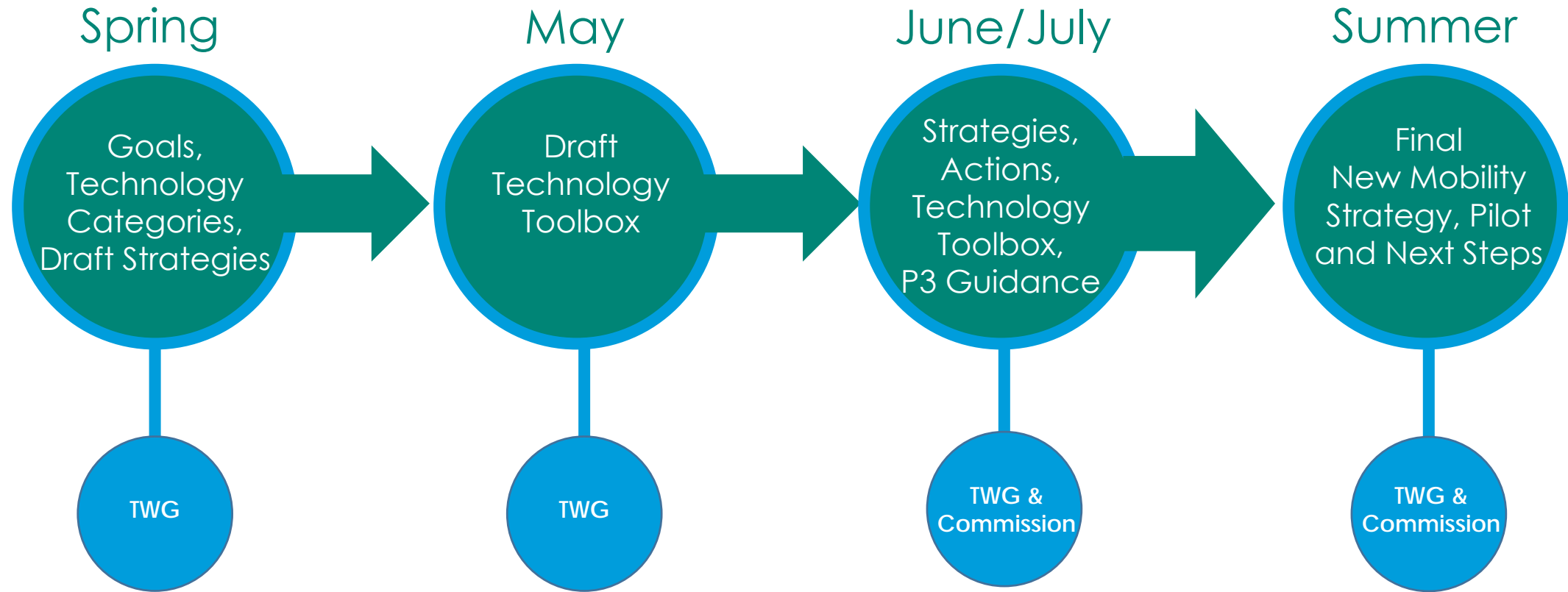
C: Connected A: Autonomous

E: Electric D: Data

S: Shared

	Opp/ Risk	Opportunities and Risks associated with the Goal	Policy Area				
			C	E	S	A	D
Elements of Goal Statement	Data sharing between operators and governments/agencies	✓ Data shared across jurisdictions for efficiency					■
		✓ Collecting transportation data becomes more efficient	■				■
		X Resources wasted in duplicative efforts in multiple jurisdictions					■
		X Poor communication between jurisdictions creates new barriers					■
		X Missed opportunities					■
		X Limited access to proprietary data					■
		X No transparency in public access/ownership of data					■
	Use data to improve transportation system and agency efficiency	✓ More informed planning and decision making					■
		✓ Better prices (transit, rideshare, bikeshare, roadways, parking, etc.)					■
		✓ Enables feedback loops					■
		✓ Data-based decision-making and insights					■
		✓ Real-time system conditions	■				■
		X Private companies withhold data from public agencies and resist oversight					■
		X Ineffective pricing creates both overcrowding/congestion and reduces demand					■
		X Too much data/inability to draw conclusions					■
	Protect public and infrastructure against cyber threats	X Infrastructure becomes more vulnerable to cyberattacks					■

# New Mobility Framework 2020 Development Schedule



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# Memorandum

5.2

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**DATE:** June 1, 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 June 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 COVID-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 the Alameda CTC adopted legislative platform. State and federal updates from Platinum Advisors and CS Lake are summarized below.

## State Update

On May 14th, Governor Gavin Newsom released his May Revision, a markedly different document than was anticipated earlier this year. In January, California had experienced 118 months of consecutive economic growth. Since that time, due primarily to the COVID-19 pandemic, California's unemployment claims have increased by 4.4 million, the unemployment rate for 2020 is forecast at 18%, revenues have declined by a projected \$41 billion, and the State fiscal outlook has gone from

a \$6 billion surplus to a deficit of \$54 billion prior to the governor's May Revision changes.

Governor Newsom described the May Revision this year as a fiscal blueprint to fund our most essential priorities – public health, public safety, and public education and to support workers and businesses. He emphasized repeatedly during the press conference where he presented his updated budget proposal that additional substantial federal assistance is essential.

To close the State's deficit, the May Revision proposes canceling new initiatives, canceling and reducing spending in the 2019 Budget Act, drawing down reserves, borrowing from special funds, and temporarily increasing revenues. It also reflects savings from the Administration's direction to agencies and departments to increase efficiencies.

**Transportation:** While the economic downturn will impact transportation funding, the May Revision did not include significant changes. Over the next 5 years gasoline excise tax revenue is expected to drop by \$1.8 billion, with \$1.2 billion of the hit being to the current 19-20 and 20-21 fiscal years. This shows the Department of Finance (DOF) is assuming a fairly quick economic rebound. The budget year is also forecasting a drop in diesel sales tax revenue, which will impact transit operating funds. However, other funding sources, such as SB 1 vehicle registration fees, are so far stable.

**General Fund:** The May Revision includes three shifts from transportation accounts to the general fund for a total of \$184 million. This includes loaning \$22 million from the Local Airport Loan Account to the general fund, transferring \$32 million in unencumbered Traffic Congestion Relief Funds back to the general fund, and transferring \$130 million in interest income to the general fund.

**Transit Funds:** The May Revision adjusts downward the funds allocated to public transit operators via the State Transit Assistance formula from \$806 million in January to \$528 million in May. However, the Low Carbon Transit Operations Program funds remain \$115 million. LCTOP is currently stable as the funding source for this program are cap and trade auction revenue. The primary source of the drop in STA is the forecast drop in the value of diesel fuel sales.

**Cap and Trade Expenditure Plan:** Adoption of the cap and trade expenditure plan will not be included in the June 15th budget, but will be deferred until August. The May Revision maintains the January estimate of \$965 million being available for the discretionary expenditure plan. However, the Revision cautions that auction proceeds are uncertain given the current economy. To address this uncertainty the Administration is calling for a pay-as-you-go approach in allocating auction proceeds, and to prioritize funding for specified programs.



**Federal Update**

Senators Bill Cassidy (R-LA) and Bob Menendez (D-NJ) introduced bipartisan legislation to aid state and local governments (S. 3752). The State and Municipal Assistance for Recovery and Transition (SMART) Act would provide \$500 billion in emergency funding to every state, county and community in the country, prioritizing assistance to the areas with the greatest need. This bill is seen as an alternative to the HEROES Act funding for state and local governments as it has gained bipartisan support in the House and Senate, unlike the HEROES Act.

Staff continues to monitor potential infrastructure-related stimulus efforts. Any updates will be provided at the meeting.

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

**Attachment:**

- A. Alameda CTC 2020 Legislative Program

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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:

5.2A

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

"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
Transportation Funding	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>
Project Delivery and Operations	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>		<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> </ul>
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> <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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