



Planning, Policy and Legislation Committee Meeting Agenda Monday, October 12, 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 vee@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	Executive Director:	Tess Lengyel
Vice Chair:	Barbara Halliday, City of Hayward	Staff Liaison:	Carolyn Clevenger
Members:	Jesse Arreguin, Keith Carson, Marilyn Ezzy Ashcraft, Scott Haggerty, Rebecca Kaplan, Nick Pilch, Richard Valle	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

Location Information:

Virtual Meeting Information: <https://zoom.us/j/95687219842?pwd=cVJCUmxFWVBoUEpjNnRHemE3NU9iUT09>
Webinar ID: 956 8721 9842
Password: 023613

For Public Access Dial-in Information: (669) 900-6833
Webinar ID: 956 8721 9842
Password: 023613

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: vee@alamedactc.org

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | | |
|------|--|---|---|
| 4.1. | Approve September 14, 2020 PPLC Meeting Minutes | 1 | A |
| 4.2. | Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments | 9 | I |

5. Regular Matters

- | | | | |
|------|---|----|-----|
| 5.1. | 2020 Countywide Transportation Plan: New Mobility Roadmap Initiatives and Near-Term Priority Actions Update | 11 | I |
| 5.2. | Alameda CTC Student Transportation Programs Update | 35 | I |
| 5.3. | Federal, state, regional and local legislative activities update | 39 | A/I |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, November 9, 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, submit an email to the clerk or use the Raise Hand feature or if you are calling by telephone press *9 prior to or during the Public Comment section of the agenda. Generally public comments will be limited to 3 minutes.
- 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.
- 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 Schedule of Upcoming Meetings October through December 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 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-Vernaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
1:00 p.m.	Audit Committee	October 22, 2020
2:00 p.m.	Alameda CTC Commission Meeting	October 22, 2020 November 19, 2020 December 3, 2020
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	November 9, 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

9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	October 13, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	October 26, 2020 November 16, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	November 5, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	November 9, 2020
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	November 18, 2020

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.

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

2. Roll Call

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

Subsequent to the roll call:

Commissioner Carson arrived during item 4.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve July 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

4.3. Approve issuance of a Request for Proposals for Paratransit Coordination Services

4.4. Federal, state, regional, and local legislative activities update

Commissioner Halliday pulled item 4.4 from the Consent Calendar and asked if the Committee will receive a report on state legislative activities. Ms. Lengyel stated that more information will be provided at the September Commission meeting.

Commissioner Ortiz requested an update on the stimulus bill in Congress. Ms. Clevenger stated that there is no movement at the federal level in terms of a COVID-19 relief stimulus or the transportation bill. A COVID-19 package, that did not include additional transit assistance or relief assistance, was discussed the week of September 7, 2020, but it did not advance. Ms. Clevenger noted that the extension of the FAST Act is an ongoing point of discussion, as is the upcoming federal fiscal year appropriation. Any updates will be provided at the Commission meeting.

Commissioner Haggerty expressed his appreciation that the request for proposals for paratransit coordination services was coming forward and he suggested streamlining the process in order to get the funding allocated quickly.

Commissioner Halliday moved to approve the Consent Calendar. Commissioner Ezzy-Ashcraft seconded the motion. The motion passed with the following roll call votes:

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

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 staff is recommending that the Commission approve an amendment to the 2014 Transportation Expenditure Plan (TEP), following the Implementation Guidelines that are incorporated in the TEP. Ms. Lengyel stated that in September 2019, the Tri-Valley San Joaquin Valley Regional Rail Authority (TVSJVRRRA) submitted a request for an amendment. In May 2020, the Commission approved initiation of the 45-day comment period by jurisdictions in Alameda County, which ended in mid-July 2020. Alameda CTC staff documented and responded to all comments received from jurisdictions and the public as received by the packet mailout. Carolyn Clevenger summarized the comments and the recommended actions. Michael Tree, Executive Director of the TVSJVRRRA, provided an overview of the project status and current funding. Ms. Clevenger recommended that the Commission approve the TVSJVRRRA request for an amendment to the 2014 Measure BB TEP to: 1) acknowledge TVSJVRRRA 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. It was noted that this is an action item and requires majority approval at the Planning, Policy and Legislation Committee (PPLC) and 2/3 of the Authorized vote for approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Vanessa Lee, Clerk of the Commission, informed the Committee that 37 public comment letters of support were received subsequent to the mail-out of the PPLC packet. Ms. Lee noted that Attachment F containing the 37 letters was emailed to the Commission in advance of the meeting and placed on the Alameda CTC website. She stated that the following public comment letters were received after the the mail-out for the PPLC meeting and noted that all letters were comments of support:

- Alameda County Board of Supervisors
- Alameda County Fairgrounds
- Assemblymember Bauer-Kahan
- Bay Area Council
- Building & Construction Trades Council of Alameda County
- California Automotive Retailing Group, Inc.
- CEMEX
- City of Pleasanton
- City of San Ramon

- Dublin Chamber of Commerce
- East Bay Economic Development Alliance, East Bay Leadership Council, Innovation Tri-Valley Leadership Group joint letter
- GILLIG
- Hacienda Business Park
- Innovation Tri-Valley Leadership Group
- International Association of Sheet Metal, Air, Rail and Transportation Workers Local 104
- International Brotherhood of Electrical Workers Local 595
- Livermore Valley Chamber of Commerce
- Livermore Valley Winegrowers Association
- MAG Trucking
- Marshall Brothers Enterprises, Inc.
- Northern California District Council LiUNA
- Pleasanton Chamber of Commerce
- Pleasanton City Councilmember Pentin
- Ponderosa Homes
- Robert and Cynthia Panas
- San Joaquin Council of Governments
- San Joaquin Regional Rail Commission
- Senator Steve Glazer
- Sensiba San Filippo CPAs and Business Advisor
- TopCon
- Trish Munro
- Tri-Valley Conservancy
- Tri-Valley San Joaquin Valley Regional Rail Authority
- Tri-Valley Transportation Council
- US Representative Eric Swalwell
- Wente Family Estates

The following public comments were heard during the meeting:

- Marc Roberts, City Manager for the City of Livermore – Support of staff's recommendation
- Guisselle Nunez, public relations, and on behalf of the Chancellor of Chabot Los Positas Community College – Support of staff's recommendation
- Evan Brennan, founder of the Tri-Valley Transit Coalition and a local teacher – Support staff's recommendation
- Mark Trista, on behalf of the Tri-Valley Conservancy – Support staff's recommendation
- Dan Levitt, San Joaquin Regional Rail Commission – Support staff's recommendation
- John McPartland, BART Director for the Tri-Valley Area – Support staff's recommendation
- Steve Dunbar, Livermore resident – Support staff's recommendation
- Jennifer, Livermore resident – Support staff's recommendation

- Linda Smith, City Manager for the City of Dublin – Support staff's recommendation
- John Belperio, representative of Northern California Carpenters Regional Council and The Building and Construction Trades Council of Alameda County – Support Staff's recommendation
- M. Santa Cruz, field representative and part of the Carpenters Union – Support staff's recommendation
- Regina, Livermore resident – Support staff's recommendation
- Mark Espinoza, field representative of pile drivers – Support staff's recommendation
- Candace, Alameda County resident – Support staff's recommendation
- Pat Piras, on behalf of the Sierra Club – Reinforced the Sierra Club comment letter included in the PPLC packet. She noted that the response in the packet is incorrect because it stated that MTC included Valley Link in Plan Bay Area 2050
- Val Menotti, Chief Development Officer at BART, noted that the BART Board has not taken a formal position and BART staff comments are included in the letter in the PPLC packet from General Manager Bob Powers – Support staff's recommendation

Commissioner Bauters stated that he understands the importance and significance of amending a voter-approved measure and his following comments were focused on the comments made by the Sierra Club and Bike East Bay in the comment letters:

- The insufficient comment period: Commissioner Bauters stated that the 45-day comment period is not the same process as an Environmental Impact Report (EIR). The jurisdictions and transit agencies have processes in place to provide comments within the 45-day period if they so choose and Alameda CTC does not get involved in their processes. The Commission directed staff to receive the comments from the jurisdictions and the public and to respond and place all comments/responses on the Alameda CTC website by September 2020. He noted that if the Valley Link amendment is approved, the Independent Watchdog Committee will review the project annually.
- Impact on the Direct Local Distribution (DLD) funding and whether or not the transit agencies in Alameda County will have a loss of DLD funding: Commissioner Bauters stated that this will not happen because Valley Link is not inserted in the DLD funding formula process with this amendment. The allocation of the DLD funding is specified in the TEP and a separate amendment would be required to the TEP to include Valley Link in the DLD formula. The DLD funds are protected.
- Why is there a rush to do this project and the suggestion to wait for the EIR to be completed: Commissioner Bauters stated that he would be concerned about the precedent that this would set. Each project has seven years from the first year of revenues to draft an EIR and there are 22 capital projects in the 2014 TEP and seven of the projects do not have an

EIR completed. To complete the EIR first would be putting Valley Link to a higher standard than other Measure BB projects.

- The \$400 million in sales tax revenue: Commissioner Bauters stated that every prior measure has experienced a recession over the course of the measure, and Measure BB is experiencing one now. Alameda CTC has budgeted conservatively and historically has exceeded the anticipated sales tax revenue.
- Alternative projects in East County: Commissioner Bauters stated that BART went through an EIR for this project and decided to not do the project nor any other alternative. Valley Link is legally the next entity in line to develop and deliver a rail project. System integration is imperative between BART and Valley Link and some of the ideas that the Sierra Club brought forth could be addressed as the project design and analysis advances.
- Inconsistency with Sustainable Communities Strategy (SCS): Commissioner Bauters stated that this applies to MTC and that Alameda CTC does not approve Plan Bay Area 2050 (PBA 2050). The San Joaquin COG has approved the project as part of its RTP/SCS.
- What is the matching commitment from San Joaquin County and the initial operating segment: Commissioner Bauters requested that to ensure San Joaquin County is a partner, clarify that the initial operating segment is implemented from Dublin to Mountain House.

Commissioner Bauters stated that if the Commission moves forward with the project, it should include the clarifying language as part of the motion.

Commissioner Pilch commented that he's a huge fan of rail infrastructure and the fact that Valley Link will be zero greenhouse gas (GHG) emissions is great. He expressed concerns regarding mega-commutes, reiterated his worry about the incentive for commuting, and expressed concerns that the cities where people are commuting to are not creating housing. Commissioner Pilch also stated that the BART Board has not taken a formal position on the project and he noted that he is concerned with the change in the commute patterns due to COVID-19.

Commissioner Pilch asked why the 45-day public comment period was not extended and he questioned why the Commission needs to approve the request now. Ms. Lengyel stated that Alameda CTC followed the TEP Implementing Guidelines for the minimum comment period to ensure that jurisdictions had an opportunity to submit their comments and staff had an opportunity to review them. She noted that the comment period was approved by the Commission and staff felt the 45-day comment period was adequate for people to review the materials and submit comments to the Commission.

Commissioner Cutter stated that this project is final only if it meets all of the guidelines and requirements. She noted that should San Joaquin County not pass a measure or if other requirements are not met, Alameda CTC would then figure out what to do with the funds. Commissioner Cutter agreed to the clarifying language as proposed by Commissioner Bauters.

Commissioner Ezzy Ashcraft asked when the draft EIR will be released. Mr. Tree stated that the draft EIR will be released in October or early November of 2020.

Commissioner Ezzy Ashcraft expressed concerns about the long mega-commutes and the housing problems. Ms. Lengyel stated that in the Bay Area overall, the fastest growth area is in the East Bay with the highest-level residential growth occurring in the Tri-Valley. The TVSJVRRRA has adopted a TOD policy, which is a similar policy adopted by MTC, and the cities are focusing on expanding and developing new Priority Development Areas (PDAs).

Commissioner Ezzy Ashcraft stated her concerns about the effect of the post COVID-19 landscape. Ms. Lengyel stated that the long-term effects of COVID-19 are uncertain and she stated that the agency has seen a rise in people using their vehicles and traffic is pushing towards pre-COVID-19 numbers.

Commissioner Halliday asked about the strict project deadlines and if a full funding plan for a segment to Mountain House would be sufficient, without having a full plan for every phase of the project. Ms. Lengyel said the funding plan requirement would be for the first phase, and if the clarification is added that would be for service to Mountain House at a current capital cost of approximately \$2 billion.

Commissioner Haggerty stated that he supports the clarification and also supports going to Mountain House. He noted that it is appropriate and it saves the project approximately \$100 million by not having to build an additional maintenance facility. He thanked staff and the Commission Chair and Vice Chair for the effort put into this project.

Commissioner Arreguin stated that he supports the clarification. He noted that it's important to reduce single occupancy vehicle trips and GHG emissions and this project will accomplish this. Commissioner Arreguin noted this project is important to the region and it moved to Tier 1 in the PBA 2050 because of its transformative benefits.

Commissioner Ortiz stated that she asked her AC Transit colleagues on how to vote on this amendment and they directed her to oppose the item.

Commissioner Bauters stated that the cities collectively do not do enough about housing and commented that Dublin is the fastest growing city in terms of providing housing in the last 10 years. He also noted that the EIR is not a threshold for moving forward with the project.

Commissioners Bauters moved to approve the staff recommendation and insert the clarifying language "... the initial operating segment, defined as from the Dublin/Pleasanton BART Station to the proposed Mountain House Station, that ..."

Commissioner Halliday seconded the motion. The motion passed with the following roll call votes:

Yes: Arreguin, Bauters, Carson, Cutter, Ezzy Ashcraft, Haggerty, Halliday,
Kaplan
No: Ortiz
Abstain: Pilch
Absent: Valle

6. Committee Member Reports

There were no member reports.

7. Staff Reports

Tess Lengyel stated that a full report on sales tax collection will be presented at the September Commission Meeting. She noted that the sales tax revenues are coming in stronger than anticipated.

Ms. Lengyel acknowledged Alameda CTC's Finance team on being awarded the Certificate of Achievement for Excellence in Financial Reporting for its Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2019.

8. Adjournment/ Next Meeting

The next meeting is: October 12, 2020 at 11:30 a.m.

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Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: October 5, 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 September 14, 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: October 5, 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 Roadmap Initiatives and Near-Term Priority Actions Update

Recommendation

Receive an update on the New Mobility Roadmap and the draft initiatives and near-term priority actions, which represent the technology component of the 2020 Countywide Transportation Plan (CTP). This item is for information.

Summary

Alameda CTC initiated the New Mobility Roadmap (Roadmap, previously called a Framework) to proactively plan for new mobility technologies and services in Alameda County. The intent is to support high quality, modern infrastructure and convenient travel options enabled by new technologies and services. The Roadmap seeks to leverage potential benefits and strategically manage risks to protect users and infrastructure.

Development of the Roadmap has been closely guided by a Technology Working Group (TWG) comprised of representatives from jurisdictions and transit agencies in Alameda County to ensure it is relevant and responsive to local conditions. At the June ACTAC meeting, and July Multimodal Committee and Commission meetings, staff presented the key elements of the Roadmap, including the goals and strategies, which are included in Attachment A. Feedback from the Commission was used to refine the goals and guide development of the initiatives and near-term actions.

Staff then identified a comprehensive list of potential actions in areas of policies, projects, programs, and pilots that could be taken to address and implement new mobility technologies and services in Alameda County. These potential actions are packaged into initiatives shown in Attachment B. Collectively, these initiatives and actions can address the advent and growth of new mobility technologies and services in Alameda County and realize the outcomes identified by the goals and

strategies. They are envisioned to be a resource as agencies seek to identify actions to support new technologies; not all initiatives can be advanced in the near-term.

Working with the TWG, staff identified a handful of priority actions for near-term implementation shown in Attachment C. These near-term actions are a key outcome of the New Mobility Roadmap; they provide a starting point for Alameda CTC and our partners to start addressing New Mobility in Alameda County. Within this near-term list, there are four actions deemed highest priority by the TWG which are shown in red under each of the relevant initiatives below.

At the October PPLC and ACTAC meetings, staff will present the draft initiatives and near-term actions for feedback prior to finalizing the document later this year.

Background

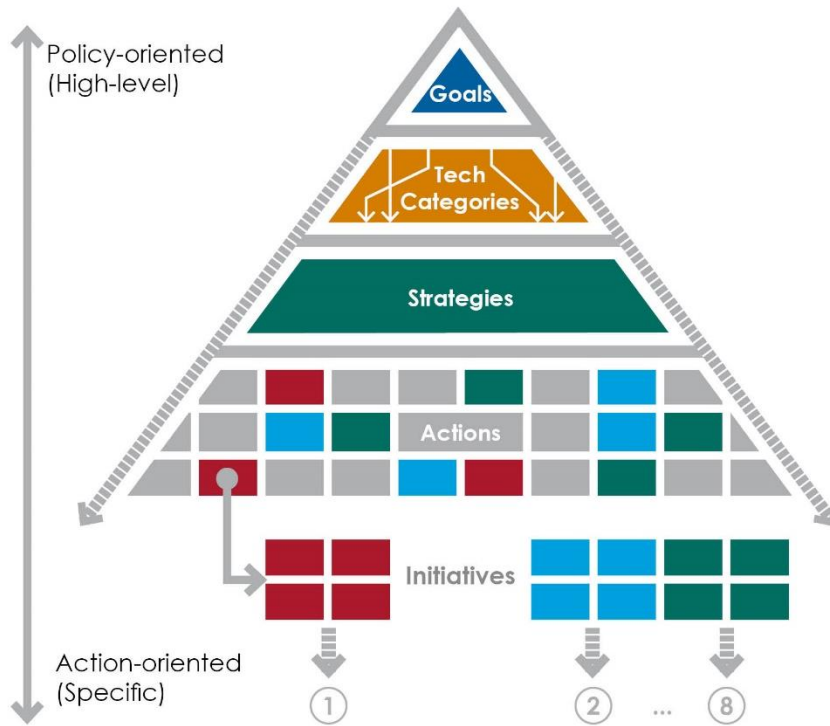
The Roadmap has been developed with a clear acknowledgement of the rapid and continuing change throughout the transportation industry and an understanding that this evolution impacts mobility for everyone, both positively and negatively. Development of this Roadmap has been a multi-step process that started with ten goals which define broad desired outcomes for new mobility technologies and services. These were derived from the Countywide Transportation Plan and adapted to be in alignment with the new mobility context. Next, a set of strategies were developed for each goal to respond to specific challenges and opportunities inherent in new mobility technologies and services. These strategies leverage the technology capabilities in the areas of connected, automated, electrified, shared services, and large data sets, and identify ways to harness the opportunities they offer and mitigate risks. These were discussed at the June ACTAC, and July PPLC and Commission meetings.

New Mobility Goals

- Multimodal and High Occupancy
- Safety
- Environment
- Equity and Accessibility
- Service Quality
- Cost Efficiency
- Connectivity
- Economy
- Data Sharing and Security

The four core elements of the Roadmap: goals, strategies, actions, and initiatives are illustrated in Figure 1 below.

Figure 1. New Mobility Roadmap Core Elements



Goal: Desired outcomes for new mobility technologies and services defined in broad terms

Technology Categories: Range of evolving technologies and services to ensure Roadmap covers full breadth of advancements

Strategies: Approaches to achieve each goal

Actions: Specific steps to support each of the strategies

Initiatives: Groups of related actions that define the New Mobility Roadmap; intended to inform Alameda CTC and partner agency efforts in coming years

Draft New Mobility Initiatives

A broad range of potential actions were identified to execute each strategy, designed to be both specific and realistic enough to implement. Related actions were categorized and compiled into seven major initiatives, which group similar actions together into more comprehensive approaches. These initiatives define a comprehensive roadmap for Alameda County regarding new mobility that Alameda CTC, local jurisdictions, regional and state partners and transit agencies could pursue in partnership with appropriate private sector organizations over the next five to ten years.

The seven initiatives are listed here and fully described in Attachment B:

1. Transit Integration Initiative aims to identify and improve a network of major transit corridors to support transit as it evolves. These corridors could include: signals that prioritize public transit vehicles; multimodal hubs that have first mile/last mile connections; and ITS infrastructure equipped to enable new and emerging modes of transit, e.g. connected and/or automated vehicles. For travelers, this will result in

more reliable, frequent, and faster service, with more options for first mile/last mile connectivity to their destination.

2. Coordinated Information Technology Services (ITS) Initiative aims to modernize ITS for Alameda County through promoting compatibility for the physical ITS infrastructure, applications, and communications across jurisdictions and transit agencies. Advanced ITS on Alameda County roads is essential to deploy and support new mobility technologies and services and maximize the capacity and use of the existing transportation system.
3. Transportation Demand Management (TDM) Initiative would strive to develop a holistic Countywide TDM Program integrating Alameda CTC's TDM efforts with local and regional TDM programs to focus on both traditional tactics for managing travel demand and Active Transportation Demand Management (ATDM) strategies that leverage data and incentives, supported by digital platform(s), to shift traveler behavior.
4. Electric Mobility Initiative is intended to establish a coordinated approach to promoting electrified mobility for a range of modes. The initiative will work to encourage electric vehicle charging stations in strategic locations to improve user access, facilitate electrification of fleet vehicles, and test and promote manufacturer-agnostic charging technologies.
5. Equity and Accessibility Initiative aims to support new mobility as a tool to promote equitable outcomes for Alameda County communities. The approach will identify mobility needs and gaps in disadvantaged communities and where new mobility technologies could meet those needs/fill those gaps, identify challenges that result in people being left without mobility access and how to avoid those moving forward, and explore how to prevent new mobility from exacerbating existing inequalities.
6. Mobility Coordination and Innovation Initiative is intended to produce a framework to explore and facilitate the sharing of knowledge and guidance to effectively address new mobility, especially in areas where a coordinated approach is critical. It will also seek to support innovative approaches to mobility by local jurisdictions and transit agencies.
7. The Data and Automation Initiative identifies ways for agencies in Alameda County to address the emerging trend towards vehicle automation within the county's transportation system, and the proliferation of data made available by new mobility technologies and services.

Near-Term Actions

New mobility technologies and services are evolving rapidly and the full suite of initiatives and actions described above allow Alameda County to stand poised to capitalize on opportunities and carefully avoid risks as this change unfolds. However,

the realms of new mobility are vast and resources are limited, so a sub-set of near-term actions have been defined.

To prioritize amongst the full range of initiatives and identify those best suited for near-term implementation, staff developed a qualitative rubric which looked at how each action meets the range of goals, offers cross-cutting benefits, meets the most urgent needs, and is realistic for short-term implementation.

Prioritization Approach

Relationship to Goals – While the full suite of identified actions has been designed to fully realize the outcomes defined in the goals, some actions provide cross-cutting benefits and can quickly provide broad benefits. With this in mind, as a first step, every action has been evaluated against the entire set of goals in addition to its primary goal.

Urgency/Readiness - The relative urgency of each action and its ability to capitalize on existing opportunities was assessed based on the following criteria:

- *Opportunity for Action* – Does the current environment/ecosystem warrant an urgent action on the part of Alameda CTC or member jurisdictions and agencies?
- *Readiness* – The technology development is sufficiently advanced that work will not become obsolete in near-term.
- *Risk Avoidance* – Has a technology been introduced or evolved in a way that requires action to address or mitigate risks or negative outcomes?
- *Momentum* – Is there an existing effort underway within Alameda County or the Bay Area that an action can build upon?
- *Demonstrated Need* – Are there any extenuating circumstances that warrant additional focus or action now?

Recommended Near-Term Actions

Based on discussion with the TWG, below are the four near-term actions recommended to advance in partnership with local jurisdictions, transit agencies, regional and state partners, and the private sector. Discussion with the TWG focused on what initiatives and actions they determined to be most valuable and urgent for their communities.

- **Pilot an innovative major transit corridor** to facilitate corridor-wide transit priority technology installation and integration. This will build on existing efforts and prepare the corridor to be “future-ready” by combining emerging transit concepts, advanced enabling infrastructure, charging infrastructure, and first mile/last mile mobility options (potentially including mobility hubs). This could create a foundation for a network of major transit corridors or future-ready corridors across the county.
- Develop a **Countywide ITS strategy** to coordinate system functionality across jurisdictions and identify needs and gaps related to ITS infrastructure. This will include a technology infrastructure inventory to understand current systems and

planned improvements, countywide ITS standards to define functionality and compatibility, approaches for public/private partnerships, and functionality such as Transit Signal Priority (TSP) and Emergency Vehicle Preemption (EVP).

- Explore and gather **equity-related best practices** and efforts related to new mobility technologies and services. This could include minimum standards of service for mobility providers, universal accessibility standards for mobility-related digital interfaces that address different barriers to use, and a guidance for evaluating new-mobility-related projects for equity impacts. This could eventually feed into a set of guidance that local jurisdictions and transit agencies can use in new mobility related projects.
- Pilot a **Mobility Hub** building on existing local and regional efforts that will test and evaluate effective approaches to connecting travelers to transit hubs.

Next Steps

Staff will integrate comments received from the Commission into a final New Mobility Roadmap, including initiatives and near-term actions, for approval at the end of the year. The New Mobility Roadmap will be included in the 2020 CTP, which is scheduled for adoption in November 2020.

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

Attachments:

- A. New Mobility Roadmap – Goals and Strategies
- B. New Mobility Roadmap – Draft New Mobility Initiatives
- C. New Mobility Roadmap – Draft Near-Term Priority Actions

New Mobility Roadmap

Goals and Strategies

These goals and strategies have been refined based upon input received at the June committee and commission meetings, as well as additional input from the TWG. Supporting actions for each strategy have been incorporated into initiatives presented in Attachment B.

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.

1. Prioritize reliable, high capacity transit or major corridors
2. Use new mobility services and technology to better connect travelers to transit
3. Promote a full mobility ecosystem throughout the county and its diverse geographies and populations
4. Use advances in technology to improve the effectiveness, affordability, and ease of access to transit

Goal: Safety

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

1. Ensure new mobility services and technologies are safe for travelers and all other users of the right-of-way
2. Develop and promote right of way orientations that can accommodate safe deployment of new and emerging modes, services and technologies
3. Develop a coordinated county-wide approach to Intelligent Transportation System (ITS) implementation to increase safety and ensure coordinated management of the transportation system
4. Ensure the transportation system supports resiliency

Goal: Environment

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

1. Promote the electrification of the vehicle fleet
2. Support infrastructure for zero and near-zero emission truck technology
3. Encourage behavior that reduces pollution

4. Discourage dead-heading, SOV trips, and other behavior detrimental to the transportation system
5. Use technology to promote non SOV mobility options

Goal: Equity and Accessibility

New Mobility services and technologies will be used to advance equitable outcomes through Alameda County's diverse populations, be easily accessible and affordable for all travelers, and distributed equitably as appropriate throughout the County.

1. Continuously identify and address the mobility needs of disadvantaged populations.
2. Guarantee access to all publicly-available mobility options
3. Develop innovative mobility programs to meet the full needs of Alameda County's disadvantaged populations.

Goal: Service Quality

New Mobility services and technologies must support and complement convenient and reliable public transit options and offer high quality travel options to promote a high quality of life for community members.

1. Explore innovative transit service and fare offerings
2. Expand First and Last Mile Options & Improve Access to Major Transit Hubs
3. Use new mobility and associated technologies to provide better level of service, experience, and reduced cost for transit passengers
4. Create a pricing framework that incentivizes travel behavior that aligns with the New Mobility goals, and deters behavior at odds with the goals.

Goal: Cost Efficiency

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

1. Maximize utility of infrastructure
2. Identify and address the risks associated with new and existing infrastructure brought by advances in new mobility and technology
3. Coordinate the rollout of advanced communications infrastructure throughout member jurisdictions, agencies, and providers

Goal: Connectivity

Improve connections across jurisdictions, promote efficient goods movement, offer seamless connectivity through improved modal transfers, and better connect and

integrate land use, housing, jobs and transportation. They must be consistent with a common county-wide approach, and support shared regional communication infrastructure.

1. **Promote consistent and frictionless new mobility systems across modes and geographies**
2. **Promote consistent countywide communication infrastructure inputs and outcomes across communities**
3. **Facilitate communication, agreements, and partnership between agencies and jurisdictions**
4. **Prioritize the movement of goods in and out of the Port, and efficient deliveries throughout the county**

Goal: Economy

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

1. **Promote agility and flexibility in the management and use of new technologies**
2. **Leverage the innovation and technological sophistication of the Bay Area to promote local innovations in mobility**
3. **Protect mobility-related labor across Alameda County**

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.

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**
2. **Promote open access to critical data generated from vehicles operating on public streets**
3. **Continuously upgrade and protect against risks and mitigate impacts when cyber-attacks do happen**
4. **Establish minimum standards for the collection, transfer, and storage of data**

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Draft New Mobility Initiatives

The Initiatives are the primary outcome of the New Mobility Roadmap effort; they define actions that will direct and shape the work of Alameda CTC and partner agencies regarding implementation of New Mobility¹ in Alameda County over the coming years. Each initiative addresses a major area of New Mobility and includes clear next steps in terms of a set of programs, policies, pilots, and/or projects for Alameda CTC to initiate or coordinate with the member jurisdictions and transit agencies or other regional partners.

The initiatives are the culmination of a multi-step process (shown in Figure 1) that started with ten goals, derived from the Countywide Transportation Plan and aligned with the New Mobility context. Each goal articulates a set of broadly defined desired outcomes for new mobility technologies and services.

A set of strategies was developed for each goal, to respond to some of the specific challenges and opportunities inherent in new mobility technologies and services. These strategies leverage the capabilities offered by these technological and transportation system innovations - connected, automated, electrified, and shared vehicles, as well as greater data availability. The strategies aim to identify ways to harness the opportunities they offer and mitigate risks.

A list of potential actions was then identified to execute each strategy, designed to meet the goals and be both specific and realistic enough to implement.

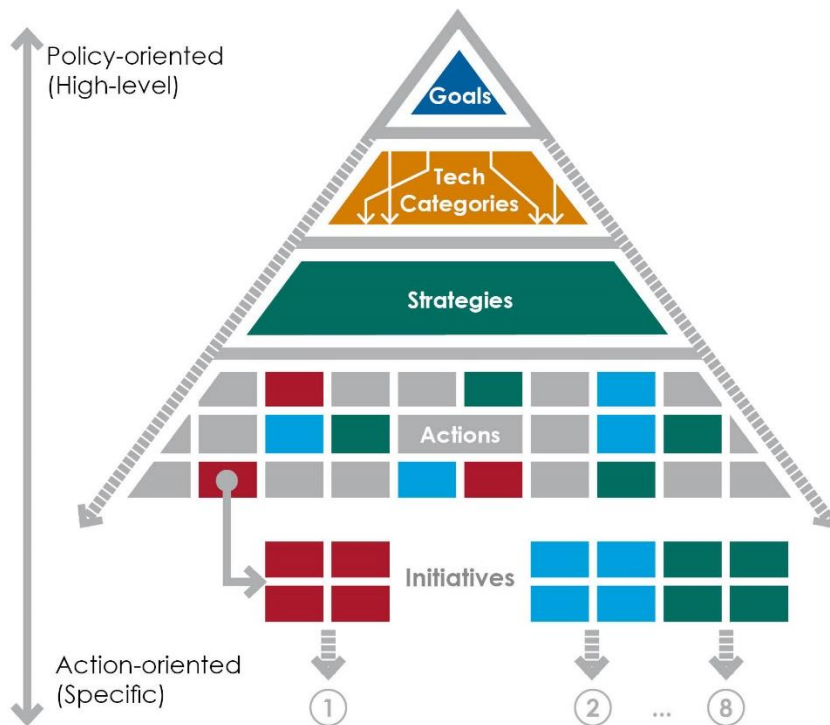
The potential actions were developed in two ways: through “strategy-down” and “action-up” approaches. The strategy-down approach identifies actions in direct response to specific strategies based on knowledge of industry and peer agency efforts, while the action-up approach leverages existing projects, pilots or planning efforts within the county and the region that support various New Mobility strategies. Each action has been customized to Alameda CTC's role in the county and provides clear direction on the necessary steps for implementation. To avoid duplication of effort, and to leverage coordination opportunities, the actions are also aligned with other local and regional efforts, including those led by the Metropolitan Transportation Commission (MTC), member jurisdictions, transit agencies, and other programs or projects led by Alameda CTC.

As a final step, related actions have been grouped into seven major initiatives that together define a roadmap for what Alameda CTC could pursue in close partnership with our jurisdictions, transit agencies and Caltrans over the next five years related to new mobility:

¹ Emerging transportation technologies and services that enable convenient and seamless travel through a wide variety of integrated travel options with supportive transportation infrastructure.

1. Transit Integration initiative
2. Coordinated Intelligent Transportation Systems (ITS) Initiative
3. Transportation Demand Management (TDM) Initiative
4. Electric Mobility Initiative
5. Equity and Accessibility Initiative
6. Mobility Coordination and Innovation Initiative
7. Data and Automation Initiative

Figure 1: New Mobility Roadmap Components and Hierarchy



Goal: Desired outcomes for new mobility technologies and services defined in broad terms

Technology Categories: Range of evolving technologies and services to ensure Roadmap covers full breadth of advancements

Strategies: Approaches to achieve each goal

Actions: Specific steps to support each of the strategies

Initiatives: Groups of related actions that define the New Mobility Roadmap; intended to inform Alameda CTC and partner agency efforts in coming years

1. Transit Integration Initiative

The Transit Integration Initiative aims to identify and improve a network of major transit corridors to support transit as it evolves. These corridors could include: signals

that prioritize public transit vehicles; multimodal hubs that have first mile/last mile connections; and ITS infrastructure equipped to enable new and emerging modes of transit, e.g. connected and/or automated vehicles. For travelers, this will result in more reliable, frequent, and faster service, with more options for first mile/last mile connectivity to their destination.

There are many emerging services and technologies are creating opportunities to improve transit to make it a more attractive and preferred travel choice that could be considered for inclusion in this initiative. They offer opportunities to improve travel times and reliability, consolidate ticketing and payment, and improve comfort for riders.

- 1.1. Establish a network of major transit corridors or future-ready corridors across the county to facilitate prioritizing transit technology installation and integration.
- 1.2. Establish a countywide Corridor Transit Signal Priority (TSP) program, including EVP functionality, to enable effective cross-jurisdictional or long corridor transit operations. This effort can be spearheaded by a pilot corridor TSP project that builds on existing efforts to inform the scaled-up TSP program.
- 1.3. Explore the potential for mobility hubs to provide first mile/last mile mobility that will better connect passengers to major transit networks, potentially facilitating partnerships between private sector mobility providers and member agencies to develop innovative approaches to first mile/last mile connections to transit.
- 1.4. Support and leverage the rollout of Clipper 2.0 to include a broader array of mobility services in Alameda County to consolidate mobility planning, booking, and payment (including for parking) under a uniform platform, and in combination with the Alameda County's TDM program.
- 1.5. Identify ways to better support senior and disabled populations using new mobility services and expanding technology options to be incorporated into Alameda CTC's Paratransit program.

2. Coordinated Intelligent Transportation Systems (ITS) Initiative

Coordinated Information Technology Services (ITS) Initiative aims to modernize ITS for Alameda County through promoting compatibility for the physical ITS infrastructure, applications, and communications across jurisdictions and transit agencies. Advanced ITS on Alameda County roads is essential to deploy and support new mobility technologies and services and maximize the capacity and use of the existing transportation system.

This effort will work towards a consistent ITS system on cross-jurisdictional corridors, enabling enhanced functionality for safe and efficient traffic flow and other functions such as Transit Signal Priority (TSP), Freight Signal Priority (FSP) and

Emergency Vehicle Preemption (EVP). It will also consider the critical infrastructure necessary to support the next generation of mobility technologies, such as connected vehicle applications and autonomous mobility. Benefits of a coordinated ITS system include better travel times for all modes, dynamic traffic management, increased safety, and the ability to prioritize the travel of freight, transit, and emergency vehicles, as needed. Additionally, a coordinated system can optimize the utility of existing infrastructure by adding the future capacity to accommodate new modes, automated and connected vehicles, and new technologies such as adaptive signal controls.

- 2.1. Develop a countywide ITS strategy to coordinate system functionality across jurisdictions, identify needs and gaps, and prioritize ITS infrastructure investments. This will include a technology infrastructure inventory to understand current systems and planned improvements, countywide ITS standards to define functionality and compatibility, approaches for public/private partnerships, and functionality such as Transit Signal Priority (TSP) and Emergency Vehicle Preemption (EVP).
- 2.2. Promote Freight Signal Priority (FSP) on major or congested established truck routes and within impacted communities to reduce pollution and maintain efficient movements.

3. Transportation Demand Management (TDM) Initiative

Transportation Demand Management (TDM) Initiative would strive to develop a holistic Countywide TDM Program integrating Alameda CTC's TDM efforts with local and regional TDM programs to focus on both traditional tactics for managing travel demand and Active Transportation Demand Management (ATDM) strategies that leverage data and incentives, supported by digital platform(s), to shift traveler behavior.

Travel Demand Management is a collection of strategies used to influence and alter traveler behavior, shifting the time, mode, or route of trips to relieve congestion and improve effectiveness of the overall transportation system. It is a way to maximize capacity from our existing transportation infrastructure. ATDM can include multiple approaches spanning demand management, traffic management, parking management, and efficient utilization of other transportation modes and assets; most of them dynamically. Travelers would have access to real-time travel information to make informed decisions on travel options, along with an array of incentives for behavior change. Anticipated outcomes include fewer vehicles on the road, especially during peak times, less congestion, less pollution, and a greater shift toward transit and other non-single-occupant vehicle (SOV) modes. This effort is supportive of Senate Bill 743, and aligns with the environment goal to support

sustainability, promote convenient non-auto modes, and reduce vehicle miles traveled.

- 3.1. Support and advocate for the integration of regional platforms and efforts into TDM programs throughout Alameda County to enable greater access and greater variety of mobility choices, e.g. Clipper 2.0, Clipper Start, and Mobility as a Service (MaaS), Seamless Bay Area, new and emerging ATDM platforms.
- 3.2. Explore and identify most effective policy tools to support shared vehicles and trips and support development and adoption at appropriate jurisdictional level.

4. Electric Mobility Initiative

Electric Mobility Initiative is intended to establish a coordinated approach to promoting electrified mobility for a range of modes. The Initiative will work to encourage electric vehicle charging stations in strategic locations to improve user access, facilitate electrification of fleet vehicles, and test and promote manufacturer-agnostic charging technologies.

It is widely recognized that the shift to electric vehicles is currently underway, and Alameda CTC has an opportunity to accelerate this shift and support electrification of the transportation sector in an efficient manner. Electrified mobility's market share is growing; as the cost of battery storage continues to drop, it will become more competitive with fossil-fuel vehicles. This effort will work towards establishing a network of charging facilities, thus incentivizing adoption and preparing the county for the accelerated adoption of electrified mobility.

- 4.1. Develop a countywide transportation electrification strategy to support the shift to electrified mobility. This strategy should include approaches to ensure resiliency of an electrified transportation system, including on-site electricity generation and micro-grids.
- 4.2. Support electrified heavy vehicle charging infrastructure to serve freight services, transit and other electrified heavy vehicles.

5. Equity and Accessibility Initiative

Equity and Accessibility Initiative aims to support new mobility as a tool to promote equitable outcomes for Alameda County communities. The approach will identify mobility needs and gaps in disadvantaged communities and where new mobility technologies could meet those needs/fill those gaps, identify challenges that result in people being left without mobility access and how to avoid those moving forward, and explore how to prevent new mobility from exacerbating existing inequalities.

Transportation plays a critical role in promoting equity by providing access to opportunities, but in some cases transportation projects and innovations have also created barriers, disrupted communities and exacerbated inequality. As new,

potentially disruptive, modes and technologies play a larger role in Alameda County's transportation ecosystem, a better understanding of the needs and potential impacts on disadvantaged communities should be developed.

This initiative will identify ways in which innovations in transportation can be leveraged to address social disparities and current inequalities. This program is intended to ensure equitable access to transportation for all community members, and establish equity as a key metric in new mobility projects, pilots, and programs. This process will be guided by an Equity Policy Guide for New Mobility a level of service standard with an equity focus, to define the basic components and standards of equity-focused mobility.

- 5.1. Identify ways to incorporate equity considerations into outreach and engagement efforts around New Mobility to understand, coordinate, and address mobility challenges on an on-going basis.
- 5.2. Engage local experts in the Bay Area and use existing research to identify equity and accessibility issues that may be created or intensified by New Mobility modes or services and ways of addressing challenges.
- 5.3. Identify "Mobility Deserts" where community members or population groups have inadequate or limited access to needed mobility options.
- 5.4. Explore equity related policies and efforts for New Mobility technologies and services, and develop an Equity Policy Guide for Alameda CTC, local jurisdictions and transit agencies to apply in projects. This should include minimum standards of service for mobility providers, universal accessibility standards for mobility-related digital interfaces that address different barriers to use, and a guidance for evaluating new mobility related projects for equity impacts.

6. Mobility Coordination and Innovation Initiative

Mobility Coordination and Innovation Initiative is intended to produce a framework to explore and facilitate the sharing of knowledge and guidance to effectively address new mobility, especially in areas where a coordinated approach is critical. It will also seek to support innovative approaches to mobility by local jurisdictions and transit agencies.

This initiative is intended to capture the innovative ecosystem within the Bay Area, and direct those innovations to improve mobility options and effectiveness within Alameda County. This can be accomplished through engaging the private sector as a partner, creating a framework for matching their innovations to meet community needs and facilitating implementation. The outcome of this initiative is expected to be a streamlined process for testing, deploying, and learning from

innovative mobility concepts, and better applying those advances to future projects for the benefit of our communities.

6.1. Develop a systematized approach to coordinate local and regional piloting efforts through piloting process hub where agencies can share template agreements and processes to share experience, knowledge, best practices and approaches to matching community needs to private sector expertise. This hub can also be used to identify best practices to move from pilot to full deployment and evaluation frameworks to understand the potential equity and accessibility impacts of new mobility pilots. The piloting efforts will support the following potential pilot projects that support the New Mobility Roadmap Initiatives, including:

- Mobility Hub Pilot that will test and evaluate effective approaches to connecting travelers to transit.
- Electrified Arterial Corridor Pilot to support stationary and innovative charging technologies, and to explore the inclusion of micro-mobility charging infrastructure.
- Electrified Freight Charging Pilot to test different approaches and charging technologies related to electrified freight.
- Equitable and Accessible Mobility Pilot in underserved communities to explore innovative approaches to mobility such as community rideshare, shared mobility, and microtransit, potentially integrated within Alameda CTC's existing Paratransit program.
- Innovative Transit Pilot to test emerging concepts, such as autonomous and connected transit vehicles, data and information applications, and different modes of operation such as demand responsive transit service.
- Right-of-way Allocation Pilot to rapidly test how new modes fit into the existing right of way, and how interactions between these modes can be made safer.
- Innovative Major Transit Corridor that combines emerging transit concepts, advanced enabling infrastructure, charging infrastructure, and first mile/last mile mobility options integrated into mobility hubs.

6.2. Create an innovation sandbox and grant program to prototype and pilot innovative mobility concepts in Alameda County.

6.3. Establish a formal Technology Working Group (TWG) to become an on-going roundtable to share best practices and coordination with regional and local efforts and facilitate spearheading implementation of the New Mobility Roadmap and associated projects, pilots, and programs. The TWG will advise on and advocate for coordination between local jurisdictions and transit agencies,

and working with regional and state entities as appropriate. In addition, the TWG will guide development of best practices for future-proofing, pricing framework for incentivizing behavior, and key policy guidance efforts as identified below:

- Parking – Explore creative and effective strategies to address parking issues, such as advanced parking management deployed by jurisdictions and best practices for parking and development policies related to the impacts of new mobility.
- Curb Management - Explore creative and effective curb management strategies as part of corridor studies and share lessons learned with jurisdictions

6.4. Engage in and advocate as needed for the County's shared interests to regional and state entities for regional and state legislative and policy efforts, and to address the potential negative impacts of emerging modes and services on labor, mode interactions, and impacts on the greater transportation system.

6.5. Explore and identify effective ways to work with Transportation Network Companies (TNC's) and navigation platforms and engage with them to reduce the traffic and congestion impacts on community streets.

6.6. Explore options to develop a resiliency guidance to identify risks, vulnerabilities, and mitigation efforts for technology-enabled infrastructure, new mobility modes, and cyber security to ensure Alameda County's transportation system continues functioning when disasters occur. This effort should be coordinated with MTC's Regional Communication Plan to ensure redundancy where possible.

7. Data and Automation Initiative

Data and Automation Initiative identifies ways for agencies in Alameda County to address the emerging trend towards vehicle automation within the county's transportation system, and the proliferation of data made available by new mobility technologies and services.

The automation of transportation will be one of the most consequential changes to our transportation system since the advent of the automobile, ushering in changes ranging from land use and development to shifts in how we prioritize infrastructure. The effects of automated mobility will be far-reaching, and its launch should be targeted to meet the intent of the adopted New Mobility Goals.

While data is not a new topic, the amount and pervasiveness of transportation-related data is a trend that Alameda CTC will need to manage and address.

7.1. Develop a Data Sharing and Security guidance for jurisdictions and transit agencies within Alameda County based on efforts and best practices at the regional and state levels.

- Identify and establish the role for Alameda CTC, jurisdictions and transit agencies related to data sharing and data security within the County.
- Explore options for a data sharing framework to facilitate data exchanges between mobility operators, data users, and local governments and transit agencies.
- Engage in state and regional efforts to develop Personally Identifiable Information (PII) best practices, and standards for the transparency of data collection methods and type of data collected on travelers.

7.2. Develop an automated vehicle strategy to facilitate the rollout, application and use of autonomous modes within Alameda County, including an infrastructure needs assessment for AV-related infrastructure. This strategy should address automated and connected freight movements, including human-piloted platoons and fully automated vehicles, as well as guide the implementation of automated first mile/last mile delivery and how right-of-way allocations are affected.

7.3. Engage in state or regional efforts regarding automated vehicle pricing policy to guide a consistent approach and appropriate adoption in the County to AV mobility service fees and behavior incentives including incentives towards shared use to maximize efficiency of the system and avoid increased congestion that could be created by widespread adoption of personal AVs.

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Alameda CTC New Mobility Roadmap

DRAFT Near-Term Priority Actions

Prioritization Approach

These near-term priority actions were selected based on application of the following prioritization factors. Those items show in **red** were identified through discussions with the Technology Working Group to be the highest priorities for near-term action by Alameda CTC.

Relationship to Goals – While the full suite of identified actions has been designed to fully realize the outcomes defined in the goals, some actions provide cross-cutting benefits and can quickly provide broad benefits. With this in mind, as a first step, every action has been evaluated against the entire set of goals in addition to its primary goal.

Urgency/Readiness - The relative urgency of each action and its ability to capitalize on existing opportunities was assessed based on the following criteria:

- *Opportunity for Action* – Does the current environment/ecosystem warrant an urgent action on the part of Alameda CTC or member jurisdictions and agencies?
- *Readiness* – The technology development is sufficiently advanced that work will not become obsolete in the near-term.
- *Risk Avoidance* – Has a technology been introduced or evolved in a way that requires action to address or mitigate risks or negative outcomes?
- *Momentum* – Is there an existing effort underway within Alameda County or the Bay Area that an action can build upon?
- *Demonstrated Need* – Are there any extenuating circumstances that warrant additional focus or action now?

Transit Integration Initiative

1. **Pilot an innovative major transit corridor** to facilitate corridor-wide transit priority technology installation and integration. This will build on existing efforts and prepare the corridor to be “future-ready” by combining emerging transit concepts, advanced enabling infrastructure, charging infrastructure, and first mile/last mile mobility options (potentially including mobility hubs). This could create a foundation for a network of major transit corridors or future-ready corridors across the county.
2. **Establish a countywide Corridor Transit Signal Priority (TSP) program**, including Emergency Vehicle Preemption (EVP) functionality, to enable effective cross-jurisdictional transit operations and maximize transit

performance on high-frequency, high-capacity transit corridors. This effort could potentially start with a pilot corridor-wide advanced TSP implementation project.

Coordinated Information Technology Services (ITS) Initiative

- 3. Develop a Countywide ITS strategy** to coordinate system functionality across jurisdictions and identify needs and gaps related to ITS infrastructure. This will include a technology infrastructure inventory to understand current systems and planned improvements, countywide ITS standards to define functionality and compatibility, approaches for public/private partnerships, and functionality such as Transit Signal Priority (TSP) and Emergency Vehicle Preemption (EVP).

Transportation Demand Management (TDM) Initiative

- 1. Support and advocate for the integration of regional platforms and efforts into TDM programs throughout Alameda County** to enable greater access and greater variety of mobility choices, e.g. Clipper 2.0, Clipper Start, and Mobility as a Service (MaaS), Seamless Bay Area, new and emerging ATDM platforms.

Electric Mobility Initiative

- 1. Develop a countywide transportation electrification strategy** to support the shift to electrified mobility. This strategy should include approaches to ensure resiliency of an electrified transportation system, including on-site electricity generation and micro-grids.

Equity and Accessibility Initiative

- 2. Explore and gather equity-related best practices and efforts related to New Mobility technologies and services.** This could include minimum standards of service for mobility providers, universal accessibility standards for mobility-related digital interfaces that address different barriers to use, and a guidance for evaluating new-mobility-related projects for equity impacts. This could eventually feed into a set of guidance that local jurisdictions and transit agencies can use in New Mobility related projects.
- 3. Support advancement of innovations in transportation for seniors and people with disabilities** by identifying ways to better support senior and

disabled populations using new mobility services and expanding technology options, through Alameda CTC's Paratransit program.

Mobility Coordination and Innovation Initiative

4. **Pilot a Mobility Hub** building on existing local and regional efforts that will test and evaluate effective approaches to connecting travelers to transit hubs.
5. **Explore and identify effective ways to work with Transportation Network Companies (TNC's) and navigation platforms** and engage with them to reduce the traffic and congestion impacts on community streets.
6. **Establish a formal Technology Working Group (TWG)** to become an on-going roundtable to share best practices and facilitate coordination with regional and local efforts to spearhead implementation of the New Mobility Roadmap and associated projects, pilots, and programs. The TWG will advise on and advocate for coordination between local jurisdictions and transit agencies, and working with regional and state entities, as appropriate.

The TWG should work to support the following actions:

- **Explore creative and effective strategies to address parking issues**, such as advanced parking management deployed by jurisdictions and best practices for parking and development policies related to the impacts of new mobility.
- **Explore creative and effective curb management strategies** as part of corridor studies and share lessons learned with jurisdictions
- **Develop a systematized approach to coordinate and learn from local and regional piloting efforts** through a piloting process hub where agencies can share template agreements and processes to share experience, knowledge, best practices and approaches to matching community needs to private sector expertise.
- **Track relevant legislative and policy efforts at regional and state levels and advocate as needed for the County's shared interests** to take advantage of opportunities and address the potential negative impacts of emerging modes and services on labor, mode interactions, and impacts on the greater transportation system.

Data and Automation Initiative

7. **Develop Data Sharing and Security guidance** for jurisdictions and transit agencies within Alameda County based on efforts and best practices at the regional and state levels. In addition, identify and establish the role for Alameda CTC, jurisdictions and transit agencies related to data sharing and data security within the County.
8. **Engage in state and regional efforts to develop Personally Identifiable Information (PII) best practices and standards** for the transparency of data collection methods and type of data collected on travelers.



Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: October 5, 2020

TO: Planning, Policy and Legislation Committee

FROM: Kate Lefkowitz, Associate Transportation Planner
Denise Turner, Associate Program Analyst

SUBJECT: Alameda CTC Student Transportation Programs Update

Recommendation

Receive an update on Alameda CTC's student transportation programs, including the Student Transit Pass Program and the Safe Routes to Schools Program. This is an information item.

Summary

Alameda CTC coordinates and implements two student-focused transportation programs in Alameda County: the Student Transit Pass Program (STPP) and the Safe Routes to Schools (SR2S) Program. These two programs provide and support a variety of transportation options for youth in Alameda County by promoting safe walking, biking and use of public transportation.

This memorandum includes an update on program implementation for the STPP and SR2S Program for the current 2020-2021 school year, including program changes due to the COVID-19 pandemic. Given the uncertainties for the upcoming school year in Alameda County, the STPP and SR2S have been actively working with schools to support students and families to modify program offerings and proactively prepare for the dynamic school year.

Key programmatic changes that have been implemented as a result of COVID-19 impacts include the transition to online applications for the STPP, and the modification of SR2S Program in-person trainings, which now include interactive online outreach and educational content.

Student Transit Pass Program

Background

The 3-year Student Transit Pass Pilot ended July 31, 2019. The final evaluation report for the three-year pilot can be found on the [STPP webpage](#). The Alameda CTC Commission approved continuation and expansion of the STPP beyond the pilot period in December 2018. The implementation framework for the expanded program laid out a phased expansion to all school districts in the county over a five-year period. At the end of the phased expansion, over 140 schools and approximately 58,000 students will have access to the program.

Currently we are at the start of the second year of the expanded program. For this 2020-2021 school year, the STPP has expanded into three new school districts and 21 new schools. The Program now serves 14 school districts and 84 schools within Alameda County.

2019-20 School Year

In the 2019-2020 school year, the Student Transit Pass Program (STPP) expanded to 63 schools in 11 school districts. Last year's expansion tripled the number of participating schools, and significantly increased the number of schools added in one year (Pilot Year 1 included 9 schools, Year 2 included 15, Year 3 included 21).

As of early March 2020, participation for the 2019-2020 school year had surpassed past years with over 14,000 participants, representing 42% of eligible students. Due to COVID-19, all school districts closed in mid-March and schools transitioned to virtual learning and the Alameda County Public Health Department issued a shelter-in-place order. As a result, participation in the program was significantly impacted.

A statistical summary on ridership and participation for the 2019-2020 school year, for the period up until mid-March, is being prepared and will be posted on the Alameda CTC STPP webpage by early 2021.

2020-21 School Year: COVID-19 Impacts and Program Measures

A total of 14 school districts and 84 schools are participating in the STPP for the current 2020-2021 school year. To successfully implement the STPP, school site administrators (school staff) have been identified at the majority of schools to help promote the STPP to students, families, and staff via available channels within the designated school.

Alameda CTC staff, AC Transit, LAVTA and Union City Transit coordinate closely with each other and our school site administrators to ensure the program is implemented effectively and STPP protocols are met at each school. All three transit agency partners have been instrumental in the robust launch of the STPP Phase 1. Staff would like to recognize the hard work from transit agency partners that went into the implementation of the program for the 2020/2021 school year.

Beginning in March 2020, Alameda CTC staff, along with our transit agency partners, began coordination with the school districts slated for participation in the current 2020/21 school year to begin discussions on implementation of the program in a remote learning environment. Discussions have been ongoing throughout the summer.

The STPP was officially launched at all 84 schools in 14 districts across Alameda County in August 2020. In light of COVID-19, and the uncertainties that are presented for the upcoming school year with all schools beginning the school year with remote learning, the STPP team introduced an online STPP application to ensure that program benefits reach students and families quickly. Applications are being steadily submitted on a weekly basis by students and families since the beginning of the program launch. Currently, over 800 students have submitted applications throughout Alameda County. STPP cards are being generated by our transit agency partners on a weekly basis and mailed to school sites for dedicated school staff to distribute to students.

The STPP team has also been coordinating with individual STPP schools on all components of program procedures to ensure students and families can access the program during virtual school orientations and at the beginning of the school year while students learn at home. Finally, the STPP team has been working closely with our transit agency partners (AC Transit, LAVTA and Union City Transit) to ensure program implementation is coordinated and seamless for the fall 2020 launch period. This will allow students to already have cards on hand should schools transition to on-campus learning, and as transit agencies return to charging fares. Alameda CTC continues to actively monitor our partner transit agencies' service levels and financial situations, which are likely to impact the program. Updates will be brought to the Commission periodically over the course of the school year.

Safe Routes to Schools (SR2S) Program

Background

The Alameda County SR2S Program was established in 2006 through a local grant-funded pilot program. The following year, the Alameda County Transportation Improvement Authority (ACTIA) authorized \$1.3 million in Measure B funds to continue the program. The program is now administered and managed by Alameda CTC and is funded through a combination of federal, state and local funds.

The SR2S Program promotes safe active and shared transportation choices as fun and easy options for parents and students to travel to and from school. The program offers a wide variety of program elements to public elementary, middle, and high schools in Alameda County. The program fosters partnerships and collaboration with school communities across the county to promote and teach safe active (walking and bicycling) and shared (carpooling and public transit) transportation options.

COVID -19 Impacts

In light of the ongoing COVID-19 pandemic and the remote learning environment, the Alameda County SR2S program has adapted with a flexible service delivery approach. The

team sought perspectives of the community through youth and adult taskforce meetings held via zoom web conferencing and 90 virtual Back to School meetings held with school staff. The county-wide community input was vital to customize the program offerings for the unique circumstances of the current 2020-21 school year. Recognizing that it is highly unlikely that direct safety training will be allowed on school sites this school year, online resources and virtual programming were developed. The program created a [menu of online services](#) that allow participating schools to incorporate Safe Routes material into their new distance-learning curriculum. Interactive tools have also been created such as a promotional video for one of the program's live webinar training options (<https://youtu.be/otKWdUfUZQ4>). The team is currently developing a virtual school assembly experience for students and their teachers. To date, website analytics captured frequent daily traffic and training product utilization. Since the shelter in place began in March, there have been over 4,000 visits to the website and various training and activity resources. Additionally, participant feedback surveys were launched for the new school year to collect real-time input as we implement customized programming.

This year, International Walk and Roll to School Day, traditionally one of the largest SR2S events of the school year, is being reimagined as [International Walk & Roll Week](#). The virtual challenge will offer engaging themes of the day and week-long challenge event with prizes to get all students moving while learning from home. To date, 80 schools have signed up for the first annual SR2S big event of the school year.

Finally, the SR2S program has also adapted our approach for school site assessments and technical assistance. Engineering for the implementation of [school slow streets](#) surrounding school sites and traffic circulation surrounding school-based food and supply distribution hubs are critical during this time. Resources are being finalized to facilitate safety measures around schools, including school district snapshots that summarize programming and site assessment history at each school, and collision heat maps that identify safety hot spots near schools. Eventually, when school campuses begin to re-open, the SR2S team will seek opportunities to start offering on-site technical assistance via School Safety Audits again.

Over the course of the fall, staff will assess the effectiveness of the online programming, and continue to work with the school site coordinators and schools to determine the best ways to serve the variety of communities across the county. Staff will also initiate discussions with funding agencies regarding any program cost savings to ensure those funds can be accessed to deliver programming in future years, given the unique circumstances of this school year.

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



Memorandum

5.3

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DATE: October 5, 2020
TO: Planning, Policy and Legislation Committee
FROM: 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 October 2020 legislative update provides information on federal and state legislative activities.

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.

Regional Activities

In September, the Metropolitan Transportation Commission (MTC) approved a set of strategies as part of the Plan Bay Area 2050 (PBA 2050) Blueprint. The strategies include a set of far-reaching initiatives that are meant to collectively help the region meet its high-level policy goals, and meet the greenhouse gas (GHG) emissions target required by the state. A strategy to require telecommuting gathered a significant amount of attention at MTC's meeting in September, and Alameda CTC staff was asked to provide information to the Commission on the strategy.

MTC developed the Institute Telecommuting Mandates for Major Office-Based Employers strategy to help the region meet its GHG emissions reduction goal. Initial

telecommuting strategies MTC evaluated early in the PBA 2050 process resulted in a 14 percent telecommute mode share. The new strategy calls for mandating that large employers have at least 60 percent of their employees telecommute on any given workday. This would result in a 25 percent telecommute mode share in the region. Discussion around the telecommute strategy at the MTC Commission meeting focused on concerns that the mandate did not adequately consider that active transportation or transit commutes do not increase emissions, and that such a mandate could have devastating effects on downtown areas that rely on office workers, such as San Francisco. Transit agency representatives raised concerns about potentially negative impacts on transit ridership and transit agency finances, especially in light of the current impacts of the COVID-19 pandemic. Concerns were also raised regarding social isolation and the ability of some to work from home, depending on living situations.

While the strategy was approved by MTC for inclusion in the Blueprint, a significant amount of technical analysis, legislation, and partnership would be required before any such policy could advance into implementation. PBA 2050 is a long-term planning document, and the majority of the strategies approved by MTC would require years of work to advance. In November, MTC will initiate development of the PBA 2050 Implementation Plan, where they will identify next steps to implement the policies, projects and strategies included in PBA 2050. Alameda CTC has requested to be an active partner in the development of the Implementation Plan.

State Update

In response to the COVID-19 crisis, the Legislature largely held any non-COVID-19 legislation. Platinum Advisors, Alameda CTC's state lobbying firm, provided a summary of state activities included below.

AB 2824: Assemblymember Bonta introduced AB 2824 to advance transit priority treatments in the Bay Bridge corridor. Given the COVID-19 crisis, the legislation did not advance this session. However, the multi-agency partnership that was working together to identify a suite of near- and long-term strategies for improving the reliability and quality of transit on the Bay Bridge corridor is continuing to advance the program of projects presented to the Commission earlier this year. These projects include the I-580 Westbound HOV Extension, I-80 HOV Extension (Emeryville), I-80 Design Alternative Analysis (DAA), I-80 Powell, and Bay Bridge bicycle/pedestrian LINK improvements. MTC recently approved consultant contracts to advance the suite of projects; Alameda CTC participated in consultant selection and as a funding partner on the projects, and will be involved throughout project development.

SB 288: Senator Wiener's SB 288 was signed into law. This bill exempts from CEQA various transit and bicycle/pedestrian projects until January 2023. While additional restrictions apply to the projects with a cost exceeding \$100 million, the exemption covers the following projects:

- Pedestrian and bicycle facilities, including new facilities.
- Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
- Transit prioritization projects.
- On highways, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
- A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way.
- A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project meets certain conditions.
- A project carried out by a city or county to reduce minimum parking requirements.

Climate Action: The end of September also included several actions taken by the Governor to accelerate the reduction of GHG emissions. The most significant was Executive Order N-79-20. Simply put, the executive order requires all new cars and passenger trucks sold in California be zero-emission vehicles by 2035. It also accelerates the transition to zero emission heavy duty vehicles. The order does not ban owning gas-powered automobiles, but it would prohibit the sale of new internal combustion engines starting in 2035. Some specifics of the order include the following:

- The State Transportation Agency, the Department of Transportation, and the California Transportation Commission, shall, by July 15, 2021 identify near-term actions, and investment strategies, to improve clean transportation, sustainable freight, and transit options. This includes strategies that address the following:
 - Building towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all.
 - Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.
 - Supporting light, medium, and heavy duty zero-emission vehicles and infrastructure as part of larger transportation projects, where appropriate.
- The State Air Resources Board shall develop and propose regulations requiring 100% zero-emission passenger vehicle and trucks sold in California by 2035,

100% zero-emission drayage trucks by 2035, and 100% zero-emission medium and heavy-duty vehicles (everywhere feasible) by 2045.

- The State Air Resources Board shall develop and propose regulations requiring 100% zero-emission passenger vehicle and trucks sold in California by 2035, 100% zero-emission drayage trucks by 2035, and 100% zero-emission medium and heavy-duty vehicles (everywhere feasible) by 2045.

Federal Update

At the federal level, progress was made regarding the FY21 appropriations continuing resolution. Congress passed a continuing resolution to fund the government through December 11, 2020. Additional COVID relief is still under discussion, with the House approving, along party lines, a \$2.2 trillion HEROES 2.0 Act on October 1, 2020; however, there is not sufficient support to advance that legislation in the Senate or with the Administration. Negotiations of a compromise on a COVID relief package continue between House Speaker Nancy Pelosi and Treasury Secretary Steven Mnuchin, with discussions focused on the top-line figure of the package, as well as Democratic priorities including state and local aid and supplemental unemployment insurance. Any updates on a new COVID relief package will be provided to the Commission.

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

Attachment:

- A. Alameda CTC 2020 Legislative Program



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:

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"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"> • Oppose efforts to repeal transportation revenues streams enacted through SB1. • Support efforts that protect against transportation funding diversions. • Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support the implementation of more stable and equitable long-term funding sources for transportation. • Ensure fair share of sales tax allocations from new laws and regulations • Seek, acquire, accept and implement grants to advance project and program delivery.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • 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. • 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. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> • 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. • 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. • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> • Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). • Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs. • 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. • 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. • Support investments in active transportation, including for improved safety and Vision Zero strategies. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring. • Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county.
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • 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. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations. • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.
Rail Improvements	Expand goods movement and passenger rail funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and passenger rail services that enhance the economy, local communities, and the environment. • Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy. • Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity. • 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. • Support rewarding Self-Help Counties that directly fund goods movement and passenger rail infrastructure and programs. • 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.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • 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. • Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.

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

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