



Planning, Policy and Legislation Committee Meeting Agenda Monday, July 12, 2021, 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-08-21), the Commission will not be convening at its Commission Room but will instead move to a remote meeting.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at vlee@alamedactc.org 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, or as specified by the Chair.

Committee Chair:	Elsa Ortiz, AC Transit	Executive Director:	Tess Lengyel
Vice Chair:	Barbara Halliday, City of Hayward	Staff Liaison:	Carolyn Clevenger
Members:	Keith Carson, Wilma Chan, Lori Droste, Marilyn Ezzy Ashcraft, Melissa Hernandez, Rebecca Kaplan, Rochelle Nason	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Pauline Russo Cutter, John Bauters		

Location Information:

Virtual Meeting Information: <https://zoom.us/j/93961524658?pwd=ZlVleTdWZTZlUkUwajNaK2VBOEFudz09>
Webinar ID: 939 6152 4658
Password: 022938

For Public Access
Dial-in Information: **(669) 900-6833**
Webinar ID: 939 6152 4658
Password: 022938

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

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | | |
|------|--|---|---|
| 4.1. | Approve June 14, 2021 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 | 5 | I |

5. Regular Matters

- | | | | |
|------|---|----|-----|
| 5.1. | Federal, state, regional, and local legislative activities update | 11 | A/I |
|------|---|----|-----|

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, September 13, 2021

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 September 2021

Commission Chair
Mayor Pauline Russo Cutter
City of San Leandro

Commission Vice Chair
Councilmember John Bauters
City of Emeryville

AC Transit
Board President Elsa Ortiz

Alameda County
Supervisor David Haubert, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Vice President Rebecca Saltzman

City of Alameda
Mayor Marilyn Ezy Ashcraft

City of Albany
Councilmember Rochelle Nason

City of Berkeley
Councilmember Lori Droste

City of Dublin
Mayor Melissa Hernandez

City of Fremont
Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor Bob Woerner

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Councilmember Jen Cavanaugh

City of Pleasanton
Mayor Karla Brown

City of Union City
Mayor Carol Dutra-Vemaci

Executive Director
Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	September 13, 2021
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)	
2:00 p.m.	Alameda CTC Commission Meeting	September 23, 2021

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	September 9, 2021
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	September 14, 2021

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 Nason.

Commissioner Cox was present as the alternate for Commissioner Chan.

Subsequent to roll call:

Commissioner Carson arrived during item 3.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve May 10, 2021, 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 actions associated with Implementation of the Alameda County Transportation Demand Management Program

Commissioner Ezzy Ashcraft moved to approve the consent calendar. Commissioner Hernandez seconded the motion. The motion passed with the following roll call votes:

Yes: Bauters, Carson, Cox, Cutter, Droste, Ezzy Ashcraft, Halliday, Hernandez, Kaplan, Ortiz

No: None

Abstain: None

Absent: Nason

5. Regular Matters

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

Tess Lengyel noted that this is an update and action item. She shared that staff will provide an update on the federal activities that are taking place, and she said that at the June 24, 2021, Commission meeting, Alameda CTC's federal lobbyists from CJ Lake, LLC and Simon & Company will provide the Commission with a detailed update on current and anticipated federal activities. Ms. Lengyel stated that Carolyn Clevenger will give an update on the federal activities, and Maisha Everhart will provide an update on bills that Alameda CTC has taken a position on so far, a proposed action on one bill, and information regarding the state budget.

Ms. Clevenger stated that during May, the Biden Administration had several meetings with Republicans to discuss proposals for a bipartisan infrastructure package. Discussions focused on defining infrastructure and how to fund the package. Senate Republicans have proposed a \$928 billion counteroffer, significantly smaller than the President's proposed \$2.25 trillion American Jobs Plan. If a bipartisan agreement cannot be reached, Democrats may decide to abandon negotiations and move forward with their own bill through budget reconciliation. In terms of surface transportation reauthorization, the Senate Environment and Public Works Committee unanimously advanced the Surface Transportation Reauthorization Act of 2021 during the last week of May. Committee leaders introduced the five-year \$303.5 billion measure, which would authorize funding for roads, bridges, and highway programs administered by the Federal Highway Administration (FHWA).

Maisha Everhart stated that on May 14, 2021, Governor Newsom introduced his May Revision to the Governor's 2021-22 budget. The May revise reflects a \$75.7 billion budget surplus across two fiscal years. She stated that during May and early June, the budget proposals would go to the budget subcommittees, and each house will adopt its budget. The state budget is expected to be adopted on June 15, 2021. Ms. Everhart stated that the May Revision proposed investing an additional \$11 billion in the transportation system and related zero-emission vehicle efforts. The May Revision also includes \$1.5 billion for a three-year effort to clean up garbage statewide, beautify the state's transportation network, educate the public about the harms of litter, and create long-lasting litter deterrents.

Ms. Everhart stated that staff continues to review proposed legislation to identify bills relevant to Alameda CTC's 2021 Legislative Program. She noted that the following bill position is recommended for the Commission's consideration:

- SB 44 (Allen D) - Support

Ms. Everhart noted that staff is monitoring the progress of the bills the Commission has taken a position on and will provide updates as appropriate at the June Commission meeting. She reviewed the bills that the Commission already has taken positions on and are moving forward:

AB 43 (Friedman) - Support
AB 455 (Bonta) - Support and seek amendment

AB 917 (Bloom) – Support
SB 18 (Skinner) – Support
SB 671 (Gonzalez) – Support

Ms. Everhart notes that two bills became two-year bills:

- AB 550 (Chiu) – Support
- AB 476 (Mullin) – Support and seek amendment

Commissioner Kaplan commented that many of the cities pushed hard for AB 550 to allow for alternative speed enforcement methods. She noted that Oakland asked for an option of using civilian personnel for speed enforcement. She stated that if

cities wanted to join Oakland in pushing for the civilian personnel option, that could be a part of future dialogue.

Commissioner Halliday asked if the Clean California Initiative will continue to be part of the May Revise and wanted to know how those funds would be distributed. She also asked for further clarifications on SB 44, and what types of transit projects would be subject to the provisions in this bill. Ms. Everhart stated that this bill would include rail projects and will help streamline the California Environmental Quality Act (CEQA) review process. Ms. Clevenger noted that this bill still requires CEQA; however, the bill will add deadlines for different processes in legal challenges during CEQA. The bill will also give a schedule constraint to allow large transit projects to move forward more expeditiously.

Commissioner Halliday asked what are Environmental Leadership Projects. Ms. Lengyel stated that Environmental Leadership Development Projects (ELDP) intend to support the state's goals of zero emissions. According to SB 44, the projects must qualify as an ELDP and be certified by the Governor. These projects will support zero emissions and the reduction of vehicle miles traveled (VMT). They are large transit projects that will move forward with specific environmental review deadlines.

Ms. Lengyel stated that Alameda CTC is hoping that the Clean California initiative stays in the final budget, although it may be less than what the Governor originally proposed in his May Revise. She noted that there are many components that Alameda CTC is interested in, such as trash cleanup and art and beautification projects. Ms. Lengyel suggested inviting the new director of Caltrans District 4 to present to the Commission to gain additional information on what Caltrans is doing for trash cleanup and the new program.

Commissioner Halliday commented that Hayward's City Council is interested in using art beautification as part of the Industrial Parkway and Whipple Interchange project. She stated her support for the Clean California initiative.

Commissioner Cox moved to approve the support position for SB 44. Commissioner Bauters seconded the motion. The motion passed with the following roll call votes:

Yes: *Bauters, Carson, Cox, Cutter, Droste, Ezzy Ashcraft, Halliday, Hernandez, Kaplan, Ortiz*

No: *None*

Abstain: *None*

Absent: *Nason*

6. Committee Member Reports

Commissioner Bauters announced that he would host a Bike Light at Night Event on June 25, 2021, in East Oakland. He stated that he is partnering with a scraper bike team and Oakland Bicycle and Pedestrian Advisory Committee to give away bicycle lights to children in East Oakland.

Commissioner Cutter announced that she and Vice Chair Bauters are meeting with Ms. Lengyel to determine when the Commission will be able to meet in person. She noted that it be in a timeframe that allows Alameda CTC staff to prepare the conference rooms for live streaming of the meetings.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is: July 12, 2021, at 11:30 a.m.



Memorandum

4.2

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

DATE: July 6, 2021

TO: Planning, Policy and Legislation Committee

FROM: 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 is to provide 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 June 14, 2021, Alameda CTC reviewed one NOP and submitted comments included in Attachment A.

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

Attachment:

- A. Response to the Notice of Preparation of a DEIR for the Oakland International Airport Terminal Development Project

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June 7, 2021

Colleen Liang
Port of Oakland
530 Water Street
Oakland, CA 94568

SUBJECT: Response to the Notice of Preparation of the Oakland International Airport Terminal Development Project

Dear Collen Liang,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Oakland International Airport Terminal Development Project. The proposed project would construct a new terminal, north of the existing terminal complex, and modernize terminals 1 and 2. The proposed project would also replace and create new parking for both employees and the public. The proposed project is located at various locations within the Oakland International Airport.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project may generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.

- MTS roadway facilities in the project area include: I-880, Doolittle Dr, Hagenberger Rd, and Davis St.
- For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts. Note that automobile delay cannot be deemed a significant environmental impact under current CEQA guidelines, however this analysis is required pursuant to the 2019 CMP. This impacts analysis may be included in an EIR appendix or in a separate document provided to Alameda CTC.
- The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2019 CMP for more information).
- Please see the changes made to the CMP Land Use Analysis Program made in response to SB743 here: https://www.alamedactc.org/wp-content/uploads/2020/07/Amendment_Land_Use_Analysis_Program_SB743.pdf
- The DEIR should address potential impacts, including both capacity and performance of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: BART and AC Transit
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.
- The DEIR should address potential impacts of the project to people biking and walking in and near the project area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the [Countywide Active Transportation Plan](#).
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2019 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Cathleen Sullivan", with a long horizontal flourish extending to the right.

Cathleen Sullivan
Director of Planning

cc: Chris G. Marks, Associate Transportation Planner

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: July 6, 2021

TO: Planning, Policy and Legislation Committee

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Maisha Everhart, Director of Government Affairs and Communications

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.

Background

The Commission approved the 2021 Legislative Program in January 2021. 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 2021 adopted Legislative Program.

Federal Update

During the month of June, bipartisan discussions continued between the Senate and Biden Administration regarding an infrastructure package. On June 24, 2021, the White House announced that a bipartisan agreement had been reached on an infrastructure bill. The bipartisan proposal calls for \$973 billion of total spending over five years, or \$1.2 trillion of total spending over eight years. Those figures include \$579 billion of new, additional spending, including \$312 billion for transportation infrastructure, on top of presumed baseline expenditures. While the details are anticipated to be negotiated over the course of the summer, the initial framework of the \$579 billion in new spending is detailed in Table 1.

Table 1. Bipartisan Infrastructure Framework

Area	Amount (billions)
Transportation	\$312
• <i>Roads, bridges, major projects</i>	\$109
• <i>Safety</i>	\$11
• <i>Public transit</i>	\$49
• <i>Passenger and Freight Rail</i>	\$66
• <i>EV infrastructure</i>	\$7.5
• <i>Electric buses/transit</i>	\$7.5
• <i>Reconnecting communities</i>	\$1
• <i>Airports</i>	\$25
• <i>Ports & Waterways</i>	\$16
• <i>Infrastructure financing</i>	\$20
Other Infrastructure	\$266
• <i>Water infrastructure</i>	\$55
• <i>Broadband infrastructure</i>	\$65
• <i>Environmental remediation</i>	\$21
• <i>Power infrastructure</i>	\$73
• <i>Western water shortage</i>	\$5
• <i>Resilience</i>	\$47

In terms of surface transportation reauthorization, the Senate Committees continue to advance surface transportation reauthorization titles. The Senate Commerce Committee, which oversees rail, marked up its surface transportation reauthorization title, the Surface Transportation Investment Act, on Wednesday, June 16. The bill would provide \$78 billion over five years for multimodal surface transportation including \$36 billion for rail, \$28 billion for multimodal grants and freight initiatives, and \$13 billion for

safety programs. The transit title, which is developed by the Banking Committee, has not yet been released.

The first week of June, the House Transportation and Infrastructure Committee approved its surface transportation reauthorization bill, the INVEST in America Act, and House leadership has announced that the INVEST Act will be packaged to include wastewater and drinking water provisions. The Ways and Means Committee will be required to determine how to pay for the bill. Later this summer, the House and Senate bills will need to be reconciled.

State Update

On May 14, 2021 Governor Gavin Newsom introduced his May Revision to the Governor's 2021-22 budget. The May revise reflects a \$75.7 billion budget surplus across two fiscal years. The Governor's office emphasized the goal of the budget is to be strategic and position California to be competitive for federal funding with President Biden's proposed American Jobs Plan and federal legislation to reauthorize surface transportation.

The Senate and Assembly approved the budget on June 14 to meet the June 15 deadline. They then voted on a junior budget bill on Monday July 28. Staff are reviewing the details of the junior budget bill and will provide a detailed summary at the July PPLC meeting.

State Legislation

Staff continues to review proposed legislation and identify bills relevant to our 2021 Legislative Program. No new bill positions are recommended this month.

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

Attachment:

- A. Alameda CTC 2021 Legislative Program

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2021 Alameda County Transportation Commission Legislative Program

1111 Broadway, Suite 800, Oakland, CA 94607
 510.208.7400
www.AlamedaCTC.org

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

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

- *Accessible, Affordable and Equitable – Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels.*
- *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"> • Seek COVID-19 state and federal recovery and operations funding and waive federal cost sharing requirements for transit. • Support means-based fare programs while being fiscally responsible. • Leverage local funds to the maximum extent possible to implement transportation improvements in Alameda County through grants and partnerships with regional, state and federal agencies. • Oppose efforts to repeal transportation revenue 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 legislative efforts that increase funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • 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.

Multimodal Transportation, Land Use, Safety and Equity	Expand multimodal systems, shared mobility and safety and advance equity	<ul style="list-style-type: none"> • 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 while ensuring privacy is protected. • Support efforts to allow automated parking enforcement of parking or stopping in bus stops. • Support policies that enhance equity and transportation access. • Support means-based fare programs while being fiscally responsible. • 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 including express bus on shoulder opportunities. • Ensure that Alameda County needs are included in and prioritized in regional, state and federal planning and funding processes. • Engage in legislation and regulation of new/shared mobility technology with the goal of accelerating their safety, accessibility, mobility, environmental, equity, economic and workforce benefits, including opportunities to increase access to transit and reduce the share of single-occupancy vehicle trips. • Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy that enhance the economy, local communities, and the environment. • Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.
	Enhance Transportation Safety	<ul style="list-style-type: none"> • Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities. • Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions. • Support efforts to enable automated speed enforcement. • Allow local flexibility to set safer speed limits (thereby getting rid of the 85th percentile rule). • Regulate navigation apps from directing regional commute traffic onto local neighborhood streets as a bypass for freeway traffic congestion.
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 emission transit fleets and trucks consistent with and supportive of Governor Newsome's Executive order N-79-20. • 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 technology to reduce GHG emissions. • Support efforts to address sea level rise adaptation including planning, funding and implementation support. • 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 and station infrastructure for buses. • Support for safer vehicles and telecommuting.

		<ul style="list-style-type: none"> • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools. • Support efforts to increase transit priority throughout the transportation system, such as on arterials, freeway corridors and bridges serving the 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 expanded opportunities for 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 innovation and managed delivery of lane conversions. • 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. • Support local flexibility and decision-making regarding land-uses for transit-oriented development (TOD) and priority development areas (PDAs). • Support funding and partnership leveraging opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
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.

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