



Planning, Policy and Legislation Committee Meeting Agenda Monday, September 13, 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://us06web.zoom.us/j/85905798808?pwd=Sk9NV2VGWk5LeGE4cCs3UCsyelVnZz09 Webinar ID: 859 0579 8808 Password: 423167
For Public Access Dial-in Information:	(669) 900-6833 Webinar ID: 859 0579 8808 Password: 423167

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 July 12, 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 |
| 4.3. | Approve release of a Request for Proposals for Transportation Demand Management Coordination Services | 7 | A |

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, October 11, 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 and October 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-Vernaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	September 23, 2021 October 28, 2021
9:00 a.m.	Multi-Modal Committee (MMC)	October 11, 2021
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
4:00 p.m.	Alameda CTC Audit Committee	October 28, 2021

Advisory Committee Meetings

1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	September 9, 2021 October 7, 2021
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	September 14, 2021
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	October 21, 2021
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	October 25, 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-08-21), 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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Planning, Policy and Legislation Committee
Meeting Minutes
Monday, July 12, 2021, 11:30 a.m.

4.1

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

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Nason and Commissioner Kaplan.

Commissioner Cox was present as the alternate for Commissioner Chan.
Commissioner McQuaid was present as an alternate for Commissioner Carson.

Subsequent to roll call:

Commissioner Kaplan arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve June 14, 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

Commissioner Ezzy Ashcraft pulled item 4.2 and noted that the last sentence under the Countywide Travel Demand Model memo states that Alameda CTC will update the model consistent with the assumptions of Plan Bay Area (PBA) 2040. Tess Lengyel said that Alameda CTC is partnering with the Contra Costa Transportation Authority to update the model. Carolyn Clevenger stated that the PBA 2050 Plan has not been approved as of yet, and Alameda CTC will go through a process to update the model using the new land use assumptions once PBA 2050 is fully approved. Ms. Clevenger noted that staff asked the Alameda County Technical Advisory Committee members to volunteer for the model development working group.

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, Cox, Cutter, Droste, Ezzy Ashcraft, Halliday, Hernandez, McQuaid, Ortiz

No: None

Abstain: None

Absent: Kaplan, Nason

5. Regular Matters

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

Tess Lengyel introduced the item and noted that the presentation will focus primarily on the State Budget. Ms. Everhart noted that Steve Wallauch of Platinum Advisors would be available for questions after the presentation.

Ms. Everhart provided an overview of the state budget, which featured a \$76 billion surplus, including an \$11 billion increase in transportation funding included in the May Revise. The State budget was approved and signed in June. AB/SB 129, the revised "junior" budget bill, and AB 149, the transportation trailer bill, passed the legislature in July. Ms. Everhart stated that Alameda CTC and its member jurisdictions are well positioned to compete for state and federal funding because the agencies policies and projects are aligned with the priorities and programs advancing at the state and federal levels. Ms. Everhart noted that staff will continue to provide the Commission with budget updates as details emerge.

Commissioner Halliday asked for clarification about the meaning of a junior budget bill and the purpose it serves. Steve Wallauch responded and defined the term as a subsequent budget bill that provides more details for the original budget. He further defined trailer bills as the bills that define statutory changes to implement the agreements reached during the budget process.

Steve Wallauch noted that additional bills are in print as of the meeting date including a Broadband bill, and noted that the bills defining how transportation funds will be spent are still being negotiated and subject to change.

6. Committee Member Reports

Commissioner Cox stated that she participated in a policy discussion for Friedman's Bill (AB 43), which will lower speed limits. The discussion examined the 85th percentile rule, and involved a discussion regarding the number of pedestrians and cyclists being killed by motor vehicles.

Commissioner Ezzy Ashcraft thanked Tess Lengyel and Commissioner Cutter for attending the opening and celebration of the Alameda Seaplane Lagoon's opening event for the ferry terminal. She reported that the Water Emergency Transportation Authority has lowered the fare to increase ridership, and noted the collaboration with AC Transit for a new bus line running from the Fruitvale BART Station to the ferry terminal with timing set to meet every arrival/departure of the ferry. Chair Cutter noted that it was great to attend the Alameda Seaplane Lagoon's celebration and see the success of the project.

7. Staff Reports

Ms. Lengyel offered congratulations to Commissioner Ezzy Ashcraft, Chair Cutter and Commissioner Ortiz for the Seaplane Lagoon event.

Ms. Lengyel also noted that this past spring, Chair Cutter and Vice-Chair Bauters met with the Chairs of the State Transportation Committees for both the Senate and the Assembly. Assemblymember Friedman expressed interest in coming to the Bay Area to travel on

every transit operator. Alameda CTC staff has followed up with her as well as Senator Gonzalez, and is working on a potential tour later in the summer or fall with partners.

8. Adjournment/ Next Meeting

The next meeting is: September 13, 2021, 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: September 7, 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.

Alameda CTC has not submitted comments on any new environmental documents since the last update on July 12, 2021.

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

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DATE: September 7, 2021

TO: Planning, Policy and Legislation Committee

FROM: Maisha Everhart, Director of Government Affairs and Communications
Krystle Pasco, Associate Program Analyst

SUBJECT: Approve release of a Request for Proposals for Transportation Demand Management Coordination Services

Recommendation

It is recommended that the Commission approve release of a request for proposals (RFP) for Professional Services to provide Transportation Demand Management (TDM) Coordination Services and authorize the Executive Director, or designee, to negotiate with the top-ranked firm.

Summary

The Alameda County Transportation Commission (Alameda CTC) contracts on a periodic basis with a number of professional services consultant firms to assist staff in providing a range of services, including, but not limited to, general counsel, media and public relations, outreach, technical assistance, and project and program management. The TDM Program similarly relies on professional services consultant firms to carry out various programmatic activities of the agency. The current TDM Program contract is due to expire at the end of fiscal year (FY) 2021-22; therefore, a release of an RFP in fall 2021 is necessary to ensure the uninterrupted continuation of professional services support for the TDM Program into FY 2022-23 and beyond.

It is recommended that the Commission approve release of an RFP for Professional Services to provide TDM Coordination Services and authorize the Executive Director, or designee, to negotiate with the top-ranked firm.

Background

Many of the activities, projects, and programs undertaken by the Alameda CTC contribute to the agency's overall transportation demand management goal of supporting travel during non-peak periods and by modes other than driving alone. Alameda CTC also manages specific TDM-based programs, which are targeted efforts that serve to complement the agency's broader planning and projects portfolio. These

efforts ensure coordinated and efficient delivery of various TDM strategies across the agency and are focused on the following work areas: education and promotion, regional coordination, employer outreach and engagement, as well as provision of bicycle safety education classes for adults and families and the Guaranteed Ride Home program.

Over the last few years, Alameda CTC has worked to unite existing activities into a comprehensive TDM Program. Bringing these various efforts together has allowed Alameda CTC to identify synergies between efforts in order to maximize benefits and impacts of programs, and leverage efforts across the agency in the most efficient way possible.

TDM Approach

TDM strategies have historically included a collection of activities, including promotion, incentives, and education to encourage and support ridesharing (including carpooling and vanpooling), bicycling, walking, taking public transit, telecommuting, flexible work schedules, as well as parking management. This multi-pronged approach allows residents, employees, and visitors to Alameda County to have a wide range of choices for travel to, within, and through the County. There are several TDM efforts currently managed by Alameda CTC that are designed to support travel during non-peak periods and by modes other than driving alone; they include:

- [Guaranteed Ride Home Program](#)
- [Bicycle Safety Education Program](#)
- Bike Month Visual Promotion, currently known as IBike (runs in conjunction with Bike to Work/School/Wherever Day)
- [Commute Options and Benefits webpage](#) in Alameda CTC's agency website
- [Safe Routes to Schools Program](#)
- [Student Transit Pass Program](#)
- Travel Training Programs for Seniors and People with Disabilities (through Alameda CTC's [Paratransit Program](#))
- Carpool Promotion efforts
- Coordination with local and regional partners

In addition, Alameda CTC plans, funds, and delivers multimodal infrastructure needed to support safe and convenient travel by all modes. Alameda CTC approaches TDM as a way to leverage the multimodal infrastructure investments being made throughout the county.

Professional Services Contract

In order to ensure comprehensive and efficient delivery of various TDM strategies, Alameda CTC delivers the various components of the TDM Program under one professional services contract with an enhanced focus on the following work areas:

education and promotion, regional coordination, and employer outreach and engagement. The professional services contract scope of work includes:

- Project management
- TDM Strategic Plan
- Implementation and program administration of the Guaranteed Ride Home Program
- Implementation and program administration of the Bicycle Safety Education Program
- Coordination and implementation of multimodal visual promotion efforts
- Public outreach and partner agency coordination
- Program evaluation
- Technical assistance

It is recommended that the Commission approve release of an RFP for Professional Services to provide TDM Coordination Services and authorize the Executive Director, or designee, to negotiate with the top-ranked firm.

Fiscal Impact: The TDM Coordination Services contract will be negotiated and the final budget will be included in Alameda CTC's annual proposed budget for fiscal year 2022-23 for Commission approval.

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Memorandum

5.1

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DATE: September 7, 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

The House is expected to vote on the bi-partisan Infrastructure and Investment and Jobs Act by September 27, 2021. The Infrastructure legislation would include funding for transportation, water, power, broadband and environmental resilience. The bill combines a roughly \$475 billion five-year surface transportation reauthorization, representing a 56 percent increase above Congress’s last five-year transportation bill, with approximately \$157 billion in supplemental one-time stimulus funding to be distributed to more than two dozen programs over five years.

In addition, the House will vote on a \$3.5 trillion budget resolution. The House will lead the reconciliation process with Committees drafting their respective portions of the budget resolution bill in September. The House Transportation and Infrastructure Committee’s portion of the bill should include funding for:

- Clean energy technology innovation and programs

- Environmental justice investments in clean water affordability and access, healthy ports and climate equity
- Federal investments in energy efficient buildings and green materials
- Investments in clean vehicles
- Methane polluter fee to reduce carbon emissions

The Senate passed their \$3.5 trillion budget resolution on August 11, 2021. The resolution provides instructions to Senate committees to begin crafting a reconciliation bill that will include funding for a significant portion of President Biden's infrastructure agenda. The bill will most likely contain provisions related to education, healthcare, childcare, affordable housing, climate change, and tax cuts for families.

State Update

The state legislature will adjourn for the year on September 10th. While the number of bills members were allowed to move forward during this session was limited, there will continue to be pressure to meet hearing deadlines. The end of session deadlines are complicated by the pressure to complete agreements on several major budget trailer bills in the midst of a recall election.

September 3rd is the last day to amend bills on the floor; however, the actual deadline is September 7th, which is the last day to meet the 72 hour in-print rule. The Governor then has until October 10th to sign or veto legislation. Staff will provide updates on legislation the Commission took positions on at your September meetings.

Budget

Prior to summer recess, the Governor signed the "budget bill junior," SB129. This is the budget bill that contains numerous funding programs, including funding for several transportation programs, and several member requests. The spending bills that remain unresolved include negotiations over \$7 billion in transportation and high-speed rail funding. Language was added to the budget appropriations bill that prohibits the expenditure of funds until a budget trailer bill is enacted specifying how the funds are to be spent. If the budget trailer bill is not enacted by October 10th the funds revert to the general fund. It is anticipated that an agreement and bill language will be released in early September.

Event with Senate and Assembly Transportation Leadership

In April of this year, Chair Cutter, Vice Chair Bauters and Executive Director Tess Lengyel met with Senator Gonzalez and Assemblymember Friedman to brief them on the Alameda County Transportation Commission's projects and priorities. During those meetings, the Chair and Vice Chair extended invitations to Senator Gonzalez and Assemblymember Friedman to visit Alameda County and tour our transit agencies and transportation projects.

On Monday, August 9, 2021, Commissioners Ortiz and Saltzman participated in a tour of Bay Area transportation organized by the Metropolitan Transportation Commission in partnership with Alameda CTC, the City of Oakland, the Port of Oakland, and AC Transit and BART. Assemblymember Friedman, Senator Gonzalez, and Senator Skinner were able to tour the Port of Oakland, AC Transit's Tempo line and hydrogen fueling station, and BART's Lake Merritt Transit Oriented Development, along with many other transportation highlights throughout the region.

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

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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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