



## Planning, Policy and Legislation Committee Meeting Agenda Monday, October 11, 2021, 11:30 a.m.

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC’s Commission Room but will instead convene remote meetings.

Members of the public wishing to submit a public comment may do so by emailing the Clerk of the Commission at [vlee@alamedactc.org](mailto:vlee@alamedactc.org). Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on Alameda CTC’s website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible. Submitted comments will be read aloud to the Commission or Committee 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:	<a href="#">Carolyn Clevenger</a>
Members:	Keith Carson, Wilma Chan, Lori Droste, Marilyn Ezzy Ashcraft, Melissa Hernandez, Rebecca Kaplan, Rochelle Nason	Clerk of the Commission:	<a href="#">Vanessa Lee</a>
Ex-Officio:	Pauline Russo Cutter, John Bauters		

### Location Information:

Virtual Meeting Information: <https://us06web.zoom.us/j/84476244990?pwd=bDQrekJlcTM4ZW5odFdYSE1CZVJJQT09>  
**Webinar ID:** 844 7624 4990  
**Password:** 459919

For Public Access  
Dial-in Information: **(669) 900-6833**  
**Webinar ID:** 844 7624 4990  
**Password:** 459919

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

## 1. Call to Order

<b>2. Roll Call</b>		
<b>3. Public Comment</b>		
<b>4. Consent Calendar</b>	<b>Page/Action</b>	
4.1. <a href="#">Approve September 13, 2021 PPLC Meeting Minutes</a>	1	A
4.2. <a href="#">Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments</a>	3	I
<b>5. Regular Matters</b>		
5.1. <a href="#">Student Transit Pass Program Update</a>	5	I
5.2. <a href="#">Approve the 2021 Congestion Management Program (CMP) and amendment to Professional Services Agreement A20-0003 with Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network</a>	7	A
5.3. <a href="#">Federal, state, regional, and local legislative activities update</a>	23	I/A
<b>6. Committee Member Reports</b>		
<b>7. Staff Reports</b>		
<b>8. Adjournment</b>		

Next Meeting: Monday, November 8, 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 October through December 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	October 28, 2021 December 2, 2021
4:00 p.m.	Alameda CTC Audit Committee	October 28, 2021
9:00 a.m.	I-680 Sunsol Smart Carpool Lane JPA (I-680 JPA)	November 8, 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)	

### Advisory Committee Meetings

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
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	November 4, 2021
5:30 p.m.	Independent Watchdog Committee (IWC)	November 8, 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-15-21), 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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**1. Call to Order**

**2. Roll Call**

A roll call was conducted. All members were present with the exception of Commissioners Carson, Ezzy Ashcraft, and Kaplan.

Commissioner Cox was present as the alternate for Commissioner Chan.

**Subsequent to roll call:**

Commissioners Ezzy Ashcraft and Kaplan arrived during item 3. Commissioner Carson arrived during item 5.1.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. Approve July 12, 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 release of a Request for Proposals for Transportation Demand Management Coordination Services**

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

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

No: None

Abstain: None

Absent: Carson

**5. Regular Matters**

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

Tess Lengyel, Executive Director, introduced this information item and noted that the presentation will focus on the state and federal activities presented by Maisha Everhart.

Ms. Everhart highlighted current activities at the federal level, noting that the House is expected to vote on a 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. This includes approximately \$157 billion in supplemental one-time stimulus funding to be distributed to more than two dozen programs over five years. Ms. Everhart noted that the House will lead the \$3.5 trillion budget resolution effort, with Committees drafting their respective portions of the budget resolution bill in September.

Ms. Everhart provided an update on the current status of state legislation, including the "budget bill junior," SB 129. The budget bill contains funding for numerous programs, including funding for several transportation programs. The spending bills that remain unresolved include negotiations for over \$7 billion in transportation and high-speed rail funding. Ms. Everhart noted that if the budget trailer bill is not enacted by October 10<sup>th</sup>, the funds revert to the state general fund. It is anticipated that an agreement and bill language will be released in September.

Ms. Everhart provided updates on state legislation that the Commission has taken support positions on, which have now reached the Governor's desk:

AB 43 – Friedman	SB 44 – Allen
AB 917 – Bloom	SB 671 – Gonzalez

Ms. Everhart also provided updates on the following state legislation, which the Commission supports and have become two years bills:

AB 455 – Wicks	AB 476 – Mullin
AB 550 – Chiu and Friedman	SB 18 – Skinner

## **6. Committee Member Reports**

Commissioner Bauters stated that he will not be present at the September Commission Meeting; however, he will be present for the October Committee meetings.

## **7. Staff Reports**

Tess Lengyel announced that sales tax numbers for the last fiscal year are approximately 10 percent over the forecasted amounts and exceed the previous highest sales tax numbers collected in Alameda County by approximately two percent.

## **8. Adjournment/ Next Meeting**

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



# Memorandum

4.2

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

**DATE:** October 4, 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 September 13, 2021.

**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 • PH: (510) 208-7400 • www.AlamedaCTC.org

**DATE:** October 4, 2021

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

**FROM:** Kate Lefkowitz, Associate Transportation Planner

**SUBJECT:** Student Transit Pass Program Update

## Recommendation

Receive an update on Alameda CTC's Student Transit Pass Program (STPP). This is an information item.

## Summary

This memorandum includes an update on STPP program implementation for the current 2021-2022 school year. Given the impact of the COVID-19 pandemic, the STPP has been actively working with schools to support students and families and modify program offerings to prepare for the evolving developments of the school year and the return to in-person learning. The key programmatic change that was implemented as a result of COVID-19 was the transition to online applications; paper applications are still available upon request. The STPP team has worked closely with transit agency staff to ensure coordinated and smooth program operations in this dynamic environment.

## 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 third year of the expanded program. For this 2021-2022 school year, the STPP now serves 15 school districts and 89 schools within Alameda County.

## **2020-2021 School Year: COVID-19 Impacts and Program Measures**

In the 2020-2021 school year, the STPP expanded to serve a total of 84 schools in 14 school districts. With all schools beginning the 2020 school year with remote learning, the STPP team introduced an online STPP application to ensure that program benefits reached students and families quickly.

Due to COVID-19, half of the middle and high schools enrolled in the program remained in virtual learning for the 2020-2021 school year. As a result, participation in the program was significantly impacted. Nonetheless, more than 12,500 students participated in the STPP during the 2020-2021 school year, representing a 33% participation rate (compared to 42% during the 2019-2020 school year). A full summary of ridership and participation for the 2020-2021 school year is being prepared and will be posted on the Alameda CTC STPP webpage by early 2022 as part of the regular program evaluation process.

## **2021-2022 School Year**

The STPP for the 2021-2022 school year was officially rolled out at all 89 schools in 15 districts across Alameda County in July 2021. As of August 26<sup>th</sup>, all STPP schools opened for 100% in-person learning. To continue successful implementation of 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 schools. The STPP team has also been coordinating with individual STPP schools to ensure students and families can access the program during virtual and in-person orientations. Currently, over 2,100 STPP Youth Clipper cards have been shipped out to new program participants, for a total of over 12,000 program participants. Since the program has expanded to the majority of schools in the county the number of new student STPP card holders on a year over year basis will continue to be a smaller number compared to cumulative STPP participants. Applications have been received from all participating school districts.

Alameda CTC, AC Transit, LAVTA, and Union City Transit staff coordinate closely with each other and the 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 STPP fall launch. Marketing materials were updated in coordination with transit agency partners to reflect current COVID-19 transit safety protocols, and transit agency partners generate STPP cards on a weekly basis and mail them to school sites for dedicated staff to distribute to students. This has allowed students to have cards on hand as schools return to on-campus learning, and as transit agencies continue to restore service. Alameda CTC continues to actively monitor our partner transit agencies' service levels and financial situations, in order to monitor for any potential changes needed to the program.

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



# Memorandum

5.2

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

**DATE:** October 4, 2021

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

**FROM:** Colin Dentel-Post, Principal Transportation Planner  
Chris G. Marks, Associate Transportation Planner

**SUBJECT:** Approve the 2021 Congestion Management Program (CMP) and amendment to Professional Services Agreement A20-0003 with Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network

## Recommendation

It is recommended that the Commission approve the 2021 Congestion Management Program (CMP). Upon approval, the 2021 CMP report will be sent to the Metropolitan Transportation Commission (MTC). It is further recommended that the Commission authorize the Executive Director to execute an amendment to Professional Services Agreement A20-0003 with Iteris, Inc. to add \$358,363 to the contract for an amended not-to-exceed amount of \$789,890, and extend the contract to March 31, 2023 for Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network for the 2022 cycle.

## Summary

State legislation requires Congestion Management Agencies (CMAs) to update their Congestion Management Program (CMP) every two years. Each update must include five required elements: (1) level of service monitoring, (2) a multimodal performance element, (3) a travel demand management element, (4) a land use analysis program, and (5) a capital improvement program.

Over time, Alameda CTC's CMP has evolved from a program focused on meeting the legislative requirements to a more robust effort that uses the legislative mandate as an opportunity to monitor and encourage development of a multimodal transportation system that is integrated with the county's land use patterns.

As part of the CMP, Alameda CTC conducts Multimodal Performance Monitoring Cycles as required by CMP legislation, to identify congested roadways. Alameda CTC has expanded its monitoring cycles beyond the baseline requirement and includes transit monitoring and expanded bicycle and pedestrian counts. Further, the auto performance

monitoring effort is now more focused on understanding changing travel patterns within Alameda County than simply identifying congested parts of the transportation system. The last monitoring cycle was in Fall of 2020. The 2022 cycle will continue the methodologies established in previous monitoring cycles and focus additional data collection and analysis on understanding shifts in travel patterns since the COVID-19 pandemic to inform future decisions.

Together, the 2021 CMP update and the 2022 Multimodal Performance Monitoring Cycle ensure conformity with state legislation as well as help the agency better understand the changing nature of our multimodal transportation system.

### **2021 Congestion Management Program Update**

State CMP legislation requires biennial updates to the CMP. Alameda CTC develops and updates a CMP for Alameda County during odd-number years. The CMP defines how the agency will monitor the performance of the county's transportation system, develop strategies to address congestion and improve multimodal system performance, and strengthen the integration of transportation and land use planning. The last update to the Alameda County CMP was completed in September 2019. The current 2021 update is an administrative update which makes no substantive changes to the 2019 CMP but ensures conformance with regional and state legislative requirements.

Existing CMP legislation, initially passed in 1991 and last updated in 2001, specifically requires CMAs to use a delay-based metric such as Level of Service (LOS) for roadway performance monitoring and for the traffic impact analysis in the Land Use Analysis Program. This CMP legislation requirement is in direct conflict with a more recent amendment to California Environmental Quality Act (CEQA) Guidelines pursuant to the implementation of Senate Bill 743 (SB 743), which requires the significance metric for traffic impact assessment to be Vehicle Miles Traveled. Alameda CTC anticipates amendments to the existing CMP legislation at the state level which could substantially change the CMP and its requirements to align with SB 743 requirements and current industry standards. Because of this, the 2021 CMP update is a focused update reporting on progress on the implementation of various CMP elements that occurred in the last two years. Alameda CTC is actively monitoring any changes to CMP legislation.

The following are the legislatively required elements of the CMP:

- Roadway Performance Monitoring: Monitor congestion levels against the LOS standards established for the county's designated CMP roadway system. If roadway LOS standards are not maintained in the CMP roadway system, a deficiency plan is required that defines how improvements will be implemented to bring the LOS to an acceptable standard. As noted above, this is in conflict with newer legislation requiring the use of VMT.
- Multimodal Performance Measurement: Evaluate the county's multimodal transportation system against adopted performance measures.

- Travel Demand Management: Promote alternative transportation strategies with a travel demand management element.
- Land Use Impact Analysis: Analyze the effects of local land use decisions on the regional transportation system. Develop and maintain a travel demand model to assess the land use impact.
- Capital Improvement Program: Prepare a capital improvement program that maintains or improves the performance of the countywide multimodal transportation system.

## **2022 Multimodal Monitoring Contract Amendment**

As part of the CMP, Alameda CTC tracks auto and transit speeds as well as bicycle and pedestrian volumes on regionally significant roads in Alameda County through biennial multimodal performance monitoring cycles, conducted in even-numbered years. The last monitoring cycle was conducted in the fall of 2020; data was presented to the Commission in January 2021 as part of the annual Performance Report, and the data was published in May 2021 as the Multimodal Monitoring Report. More information can be found here: <https://www.alamedactc.org/planning/congestion-management-program/>.

Although state CMP legislation only requires CMAs to monitor auto LOS on freeways, highways, and principal arterials during the afternoon peak period, Alameda CTC's monitoring program has expanded to include a larger auto network of local arterials, morning-peak and weekend time periods, transit speed and performance, and bicycle and pedestrian volumes throughout the county.

In the 2022 monitoring cycle, Alameda CTC will collect these data using methodologies established in previous cycles and explore additional analysis of when and where congestion and travel activity may have changed since the COVID-19 pandemic.

In July 2019, Alameda CTC released a Request for Proposals (RFP) seeking professional services for multimodal performance monitoring of the Alameda County transportation network. That RFP included a scope for the 2020 monitoring cycle and an optional second cycle for 2022. In November 2019, the Commission authorized Alameda CTC to execute a professional services agreement with Iteris, Inc. to provide data collection and analytical services with a not-to-exceed amount of \$845,000 for both the 2020 and 2022 monitoring cycles. After negotiations, staff and Iteris agreed to a scope of work and a fee of \$431,527 for the 2020 cycle and entered into Agreement A20-0003. The current contract expires on December 31, 2021. Staff is adding an additional \$358,363 to this contract to complete the second monitoring cycle, resulting in a contract total of \$789,890.

Staff is recommending the Commission authorize the Executive Director to execute an amendment to Professional Services Agreement A20-0003 with Iteris, Inc. to add \$358,363 to the contract for an amended not-to-exceed amount of \$789,890, and extend the contract to March 31, 2023 for Iteris, Inc. to provide multimodal performance monitoring of the Alameda County transportation network for the 2022 cycle a time extension only for this contract through March 31, 2023 to allow for completion of the 2022 monitoring cycle.

**Levine Act Statement:** Iteris, Inc. and their subconsultants did not report any conflicts in accordance with the Levine Act.

**Fiscal Impact:** The action will authorize the encumbrance of \$358,363 in previously allocated Vehicle Registration Fee funds for subsequent expenditure. This amount is included in the project funding plan and sufficient budget is included in the Alameda CTC adopted FY 2021-2022 agency budget.

**Attachment:**

- A. 2021 Congestion Management Program

2021

# Congestion Management Program

California law requires urban areas to develop and biennially update a Congestion Management Program (CMP)—a plan that describes strategies to assess and monitor the performance of the county's multimodal transportation system, addresses congestion and improves the performance of a multimodal system, and integrates transportation and land use planning.

As the Congestion Management Agency (CMA) for Alameda County, the Alameda County Transportation Commission (Alameda CTC) prepares the CMP. Alameda CTC coordinates with the Metropolitan Transportation Commission (MTC), transit agencies, local governments, the California Department of Transportation (Caltrans), and

the Bay Area Air Quality Management District (BAAQMD) to manage and update the CMP, and perform congestion management and monitoring activities.

The Alameda County CMP is a short-range plan that includes a variety of congestion management strategies, programs, and projects designed to meet, and often exceed, the legislative requirements with the goal of further improving the countywide transportation system to better meet the needs of all users. The CMP also supports the 2020 Countywide Transportation Plan (CTP).

## Legislative Requirements

California's current CMP legislation defers considerable authority to CMAs to develop and update each CMP but requires CMAs incorporate five key elements:

1. level of service monitoring of a designated roadway network
2. a multimodal performance element;
3. a travel demand management element;
4. a land use analysis program; and
5. a capital improvement program.

Following the adoption of the 2021 CMP by the Alameda CTC Commission, Alameda CTC will submit the CMP to MTC. As the regional transportation planning agency in the San Francisco Bay Area, MTC is required to evaluate the CMP's consistency with MTC's Regional Transportation Plan (RTP) and with the CMPs of the other counties in the Bay Area.

## 2021 Approach

CMP legislation was initially passed in 1991 and last updated in 2001 and is currently in conflict with other regulations like Senate Bill 743 (SB 743), the California Environmental Quality Act (CEQA), Complete Streets legislation, and current industry best practices. To resolve this conflict, existing CMP legislation must be amended to align with other more recent regulations.

The metric used to measure performance is at the heart of this conflict. CMP legislation requires use of a delay-based metric, Level of Service (LOS), to measure roadway performance. However, recently amended CEQA guidelines based on SB 743 require use of vehicle miles-traveled (VMT) as the primary metric for traffic impacts. This move from LOS to VMT supports Greenhouse Gas (GHG) reduction goals, multimodal performance measurement, and is in line with the Complete Streets practice.

Given that state legislation has not yet addressed this conflict, Alameda CTC continues to comply with CMP legislation. This 2021 administrative update demonstrates compliance with state and regional CMP requirements and reports work performed by Alameda CTC related to the major CMP elements since the last update in 2019. Elements of the 2019 CMP not hereby updated still apply. Chapter references that appear in this document are referring to

Chapters of the [2019 CMP document](#), which can be found here on Alameda CTC's website.





## Summary of Activity and Program Changes from 2019

Alameda CTC's 2021 Congestion Management Program builds off the program requirements and methodologies established in previous CMPs, most recently the 2019 CMP. The following sections briefly describe Alameda CTC's approach to the five key elements defined in CMP legislation, as well as recent activity focused on meeting those requirements.

**1**

### CMP Network and LOS Standards

State law requires CMAs to monitor LOS on an established CMP Network. State legislation defers authority to CMAs to define both the LOS methodology and the CMP network, provided:

- The LOS methodology measures delay and is uniformly applied; and
- The CMP network includes the state highway system and principal arterials.

LOS Methodology: Alameda CTC uses LOS standards defined in the 1985 Highway Capacity Manual (HCM 1985), the nationally accepted guidelines published by the Transportation Research Board. Alameda CTC has evaluated the applicability of these standards several times against more recent versions of the HCM. A more recent version of the HCM would hinder the ability to compare past performance trends, important for determining conformity with CMP legislation.

The HCM 2000 and 2010 both require a density-based, rather than speed-based LOS methodology for freeways and changed speed classifications for arterials, which would require additional data collection in addition to complicating conformity findings.

CMP Network: Alameda CTC must define and identify components of the transportation system that are being monitored and improved. For the purposes of the CMP, two different systems are used: the designated CMP roadway network, last updated in 2017 (Chapter 2 of 2019 CMP, "Designated CMP Roadway Network") and the broader and older Metropolitan Transportation System (MTS). The CMP roadway network is generally a subset of the MTS. Alameda CTC monitors performance on the CMP roadway network in relation to established LOS standards.

The designated CMP roadway network was initially developed in 1991 and includes freeways, state highways, and principal arterials to satisfy state legislative

requirements. These roadways are significant for regional trips and connect major activity centers to the regional transportation system. The network was last updated in 2017 to add an additional 220 miles of arterial roadways based on the outcomes of three modal plans: Countywide Multimodal Arterial Plan, Countywide Transit Plan, and Countywide Goods Movement Plan. Additionally, Alameda CTC identified 146 miles of roadways on major transit corridors to be included in a new transit performance monitoring network. These parts of the network are monitored for information purposes rather than conformity.

There have been no changes to the adopted LOS Methodology or CMP network since the 2019 CMP was approved. As part of the implementation of the CMP, Alameda CTC conducts a LOS monitoring study every two years. The last study was conducted in the fall of 2020, and the next will be in the spring of 2022. Because of the COVID-19 pandemic which began in March 2020, the standard monitoring window was moved from spring 2020 to the fall of 2020. Alameda CTC expects to return to the standard methodology approved in the 2019 CMP for the 2022 monitoring cycle with no changes to the CMP network. The 2020 monitoring cycle did not identify any deficient segments. Alameda CTC will monitor level of service on the CMP network in spring 2022 and report consistency with the LOS standards and identify potentially

deficient segments as part of the 2022 monitoring cycle.

## 2 Multimodal Performance and Monitoring

State law requires CMAs to evaluate their current and future multimodal transportation system performance for the movement of people and goods. Specifically, the CMP must contain performance measures that evaluate how the CMP functions including standards for evaluating frequency, routing, and coordination of transit services on that network. The CMP statute outlines three requirements that CMPs must define:

- Modes that should be covered by the performance element;
- Types of applications that performance measures should be used for; and
- Goals/objectives with which the performance measures should align.

To meet this requirement, Alameda CTC collects performance data for all modes using data from: transit agencies, through biennial multimodal monitoring cycles, the countywide travel model, and publicly available sources. All data are collected using established data collection processes consistent with those described in Chapter 4 of the 2019 CMP. Alameda CTC meets and exceeds the statutory minimums in terms of modes of

transportation, range of applications, and goals/objectives:

Modes of Transportation: Alameda CTC uses performance measures for five major transportation modes including auto (highway and arterial/local roads), transit, bicycle, pedestrian, and goods movement. In addition, Alameda CTC uses performance measures that capture cross-cutting issues such as environmental, economic, and equity objectives.

Types of Applications: Alameda CTC uses performance measures in six distinct types of applications. These applications are distinct in the scales of analysis, data sources/considerations, and frequency of reporting. Three are CMP-required uses of performance measures.

Goals and Objectives: Alameda CTC identifies goals and objectives as part of its CTP and as part of other countywide plans. Countywide modal plans have taken a focused look at goods movement, transit, arterial, bicycle, and pedestrian systems and these have fed into the CTP. The goals and objectives of all Alameda CTC plans are designed to align with the CTP, and the CTP goals encompass all CMP statutory goals (as well as other countywide goals such as state of good repair, equity, and health).

Alameda CTC works with partner agencies, including transit agencies, to collect and analyze countywide multimodal performance

data which is published in an annual performance report which summarizes available transportation performance measurement data and emerging trends. There have been no changes to modes of transportation, types of applications, or goals and objectives since the 2019 CMP. Chapter 4 of the 2019 CMP describes multimodal reporting methodologies in detail.

### 3 Travel Demand Management

The Commission adopted a countywide comprehensive TDM strategy in May 2013 that provides an inventory of TDM programs and activities present in Alameda County and recommends a strategy for better integrating, supporting, and building on these existing efforts, including implementation of the regional commute benefit program and the Guaranteed Ride Home Program. These programs are designed to make the most efficient use of existing facilities. The TDM element also incorporates strategies to integrate air quality planning requirements with transportation planning and programming.

- CMP legislation requires that the TDM element of the Congestion Management Program accomplish the following:
- Promote alternatives to single-occupant vehicle travel (e.g., carpools, vanpools, transit, bicycles, and park-and-ride lots);

- Promote improvements in the jobs-housing balance and transit-oriented developments;
- Promote other strategies, including flexible work hours, telecommuting, and parking management programs; and
- Consider parking “cash-out” programs (paying employees who do not use parking).

A balanced TDM element requires actions that local jurisdictions, Alameda CTC, the Bay Area Air Quality Management District, Caltrans, MTC, and local transit agencies undertake. Cities and other local jurisdictions may establish their own TDM programs that go beyond what Alameda CTC and BAAQMD develop. To meet the intent of the CMP legislation, the CMP requires local governments to undertake certain TDM actions, known as the Required Program outlined in Chapter 5 of the 2019 CMP.

Alameda CTC has continued to administer TDM programs, including the Guaranteed Ride Home Program, the Commute Choices webpage, Bicycle Safety Education Classes, the Safe Routes to School Program, and promotional campaigns and programs. There have been no major changes to the TDM element of the CMP since the 2019 CMP was approved. Alameda CTC will continue to work with local jurisdictions to ensure the Required Program is being met through the annual CMP conformity process.

## 4

## Land Use Analysis Program

As part of the CMP, Alameda CTC must develop a program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems. The program must generally be able to estimate the costs associated with those impacts, as well as provide credits for local public and private contributions to improve regional transportation systems.

While Alameda CTC's Land Use Analysis Program was initially conceived as a program to meet the CMP legislative mandate, the growing focus at all levels of government on improved coordination between land use and transportation planning has resulted in the program's evolution. The program now also serves as an opportunity for strategic thinking about how to plan for development that efficiently uses the transportation system, while ensuring that the mobility and access needs of residents and workers in Alameda County are fulfilled. In this context, the program includes:

- Legislatively required review of land use actions of local jurisdictions by Alameda CTC to ensure that impacts on the regional transportation system are disclosed and mitigation measures are identified;
- Land use projections from the Regional Planning Agency for use in the countywide model database by local jurisdictions;

- Planning initiatives and programs that foster transportation and land use connections; and
- Strategic monitoring of transportation-land use coordination performance measures.

Review of Land Use Actions: A major component of the Alameda CTC Land Use Analysis Program is the legislatively required review of land use development projects. The review of development projects allows Alameda CTC to assess impacts of individual development actions on the regional transportation system and ensures that significant impacts are appropriately mitigated. Alameda CTC reviews land use actions if the proposed land use development has the potential to cause countywide or regional-scale impacts. Projects are reviewed if they would cause a net increase of

100 p.m. peak-hour vehicle trips or more. Alameda CTC performs trip generation calculations using the latest Institute of Transportation Engineers Trip Generation Manual. Alameda CTC has not adopted thresholds of significance. Alameda CTC has not changed guidelines regarding the type and adequacy of mitigation measures since the 2019 CMP. Alameda CTC is responsible for monitoring conformance of local jurisdictions with the adopted CMP. While Alameda CTC does not have the authority to approve or deny local land use projects, it may find the local jurisdiction in non-conformance. If it fails to comply with the requirements of the Land

Use Analysis Program, a jurisdiction risks losing Proposition 111 gas tax subvention funds.

Travel Demand Model and Land Use Development Projections: The CMP legislation requires every CMA, in consultation with the regional transportation planning agency (MTC in the Bay Area), cities, and the county, to develop a uniform database on traffic impacts for use in a countywide travel demand model. Further, the legislation mandates the countywide model to be consistent with the assumptions of the regional travel demand model developed by MTC and the most current land use and socioeconomic database adopted by the Association of Bay Area Governments (ABAG) for Alameda County. In its role as the CMA, Alameda CTC must approve computer models used for sub-areas, including models used by local jurisdictions for land use impact analysis. All models must be consistent with the countywide model and standardized modeling assumptions. Alameda CTC last updated the Countywide Travel Demand Model in 2018 to be consistent with the most recently adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), Plan Bay Area 2040. Chapter 7 of the 2019 CMP further defines how Alameda CTC develops the countywide travel model and land use development database.

The Alameda Countywide Travel Demand Model is typically used to determine traffic volumes, transit ridership, and other information for future years. Jurisdictions are required to use the most current version of the Alameda Countywide Travel Demand Model for the CMP Land Use Analysis Program. Alameda CTC amended the CMP requirements in 1998, so that local jurisdictions are responsible for applying the travel model. All local jurisdictions have signed Master Use Agreements with Alameda CTC that outline the procedure for requesting the model for a specific application.

Other LUAP Activities: The Regional Transit Expansion Program, originally adopted by MTC in 2001 as Resolution 3434 and updated as part of Plan Bay Area in 2013 and again in 2017 as part of Plan Bay Area 2040, identified the regional commitment to transit investments in the Bay Area. Resolution 3434 identified \$18 billion in transit expansion investment projects and included a TOD policy to condition transit expansion projects funded under Resolution 3434 on supportive land use policies. Alameda CTC has worked with local jurisdictions, transit providers, congestion management agencies in adjoining counties, ABAG, and MTC to address the TOD policy in regional corridors.

MTC is currently updating the TOD Policy and Alameda CTC is an active stakeholder in this process and participates on the technical advisory committee.

Since the 2019 CMP Update, Alameda CTC made minor updates the Land Use Analysis Program to provide guidance for cities to meet the requirements of both the CMP and SB 743. Current CEQA guidelines do not allow environmental documents to use a delay-based metric to make decisions on a project, or to require mitigation measures. However, to demonstrate conformity with the CMP cities must require an analysis of impacts to all modes, including autos, using a delay-based metric to calculate project impacts. This analysis may be provided in an appendix, or separate from the CEQA process. Alameda CTC will continue to use the Priority Development Area Investment and Growth Strategy to encourage development in the county's PDAs and support alternative transportation modes.

## 5

## Capital Improvement Program

The Capital Improvement Program reflects Alameda CTC's efforts to maintain or improve the performance of the multimodal transportation system for the movement of people and goods and to mitigate regional transportation impacts identified through the Land Use Analysis Program.

Per federal requirements, Alameda CTC considers various multimodal methods to improve the existing system, such as traffic

operations systems, arterial signal timing, parking management, transit transfer coordination, and transit marketing programs.

Projects selected for the Capital Improvement Program are consistent with the assumptions, goals, policies, actions, and projects identified in the latest adopted RTP, Plan Bay Area 2040. As the Regional Transportation Planning Agency for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional project priorities for the Regional Transportation Improvement Program (RTIP) for the nine counties of the Bay Area. As part of the CMP, Alameda CTC must also include in the Capital Improvement Program the list of projects proposed for Alameda County's share of State Transportation Improvement Program (STIP) funding. MTC incorporates the list of Alameda County's proposed STIP projects into the RTIP. MTC then submits the RTIP to the California Transportation Commission for inclusion in the STIP.

Starting in 2013, Alameda CTC adopted a Strategic Planning and Programming Policy that consolidates existing planning and programming processes to improve the efficiency and effectiveness of future policy decisions on transportation investments. This policy resulted in the Comprehensive Investment Plan (CIP).

Alameda CTC's CIP serves three purposes:

- Translate long-range plans into short-range implementation by focusing on project/program delivery over a five-year programming window with a two-year allocation plan;
- Serve as Alameda CTC's strategic plan for voter-approved transportation funding (such as 1986 Measure B, 2000 Measure B, 2010 Vehicle Registration Fee, and 2014 Measure BB) as required by the respective legislation for each funding program; and
- Establish a comprehensive and consolidated programming and allocation plan for fund sources under Alameda CTC's authority for capital improvements, operations, and maintenance projects and programs.

Each year, Alameda CTC's CIP financial assumptions are updated to include the latest revenue projections. New projects and programs are considered through updates of the CIP, generally occurring every two years.

Through the next CMP update, Alameda CTC will continue its coordination of long-range planning documents with short-range implementation via the Alameda CTC CIP. The next CIP will continue to reflect a combination of near-term transportation investments to achieve the vision and goals of Alameda CTC's modal plans and the CIP.

## Consistency and Conformance

Local Conformance: Alameda CTC is responsible for ensuring local government conformance with the CMP. Alameda CTC annually monitors jurisdictions to ensure conformance with the implementation of four elements: LOS standards on the CMP network, travel demand management including the required TDM program, the Land Use Analysis Program, and the Capital Improvement Program.

Regional Consistency: MTC adopts CMP consistency guidelines that require an evaluation of the CMP for consistency with the RTP and compatibility of programs within the region. Once MTC finds consistency with the RTP, it will incorporate Alameda CTC's CIP, which is its CMP Capital Improvement Program, into the RTIP. The most recent CMP Guidance (Resolution 3000) for consistency was updated by MTC in December 2020.

Based on the 2021 CMP updates, the CMP fulfills the spirit, purpose, and intent of the CMP legislation because it:

1. Contributes to maintaining or improving transportation system service levels.

The projects and programs contained in the CMP are a subset of the transportation investments adopted in the Alameda County Countywide Transportation Plan.

The CMP can be viewed as the short-range implementation program for the CTP.

2. Conforms to MTC's criteria for consistency with Plan Bay Area.

Table 1 lists MTC's 2021 consistency requirements for CMPs in the Bay Area region. The CMP has met all these requirements.

3. Provides a travel model consistent with MTC's regional model.

The Alameda Countywide Travel Demand Model was updated to include the land uses and projects and programs in the most recently adopted RTP, Plan Bay Area 2040, for which MTC approved the model conformance.

4. Is consistent with MTC's adopted Transportation Control Measures.

The transportation control measures in the RTP for the Bay Area based on the federal and state air quality plans are shown in Appendix H of the 2019 CMP and have not changed in the 2021 CMP. The CMP includes many project types and programs identified in regional plans.





5. Specifies a method for estimating roadway level of service consistent with state law.

State legislation permits two approaches for assessing LOS, either The Alameda County CMP specifies using the 1985 Highway Capacity Manual (HCM1985) for LOS monitoring and conformity purposes and the HCM2000 for the Land Use Analysis Program.

6. Identifies candidate projects for the RTIP.

The RTIP candidates listed in the CMP's Capital Improvement Program meet MTC's requirements for inclusion in the STIP program.

7. Was developed in cooperation with jurisdictions and other interested parties.

Prior updates of the CMP included working with interested parties through meetings and regular mailings, and updates and notifications on the Alameda CTC website. The 2021 update will be reviewed by the Alameda County Technical Advisory Committee; the Planning, Policy and Legislation Committee; and the Alameda County Transportation Commission before being sent to MTC for review.

8. Provides a forward-looking approach to the impact of local land use decisions on transportation.

The Land Use Analysis Program allows consultation with Alameda CTC early in the land development process. Early input will help ensure a better linkage between land use decisions and transportation investment. The 2021 CMP update retained the expanded discussion of Alameda CTC's activities identified during the two prior updates to fulfill the legislative requirements of Senate Bill 375 and Assembly Bill 32 to better integrate transportation and land use and to reduce greenhouse gas emissions by curtailing VMT.

9. Considers the benefit of greenhouse gas reductions in developing the CIP.

The CMP considers the benefits of greenhouse gas reductions in the Land Use Analysis Program and in developing the CIP. The 2021 CMP continues to include the Alameda County Priority Development Area Investment and Growth Strategy recommendations and options for alternative trip-generation rates to promote infill development in the Land Use Analysis Program that will help support the reduction of VMT and greenhouse gas emissions.

**Table 1. Regional Consistency Requirements**

**RTP Consistency**

Have the RTP goals and objectives been included in the CMP?

Does the CMP include references to Resolution 3434?

**CMP System**

Have all state highways and principal arterials been included?

Are all state highways identified?

Has the CMA developed a clear, reasonable definition for "principal arterials" as part of its submittal plan?

Has this definition been consistently applied in the selection of arterials to include in the designated system?  
If not, why?

Does the CMP system connect to the CMP systems in adjacent counties?

**Air Quality Requirements**

Does the CMP include locally implementable federal and state TCMs, as previously documented and included in MTC's Plan Bay Area, MTC Resolution 2131, and the BAAQMD's Bay Area 2017 Clean Air Plan Control Strategy?

**Modeling Consistency (on completion of the current update to the countywide model)**

Are the regional "core" assumptions for auto operating costs, transit fares and bridge tolls being used, or are reasons to the contrary documented?

Does the forecasting model include transit and carpool use (through either a person trip generation model or a "borrowed share" approach)?

Does the model produce trip distribution results that are reasonably consistent with those of MTC?

Is the modeling methodology documented?

**LOS Consistency**

Is LOS assessed using a methodology agreeable to MTC?

**RTIP Requirements**

Are the proposed RTIP projects consistent with the Plan Bay Area?

**Process**

Has the CMP been developed in cooperation with all concerned agencies (i.e., transit agencies, applicable air quality district(s), MTC, adjacent counties, etc.?)

Has the CMP been formally adopted according to the requirements of the legislation?



# Memorandum

5.3

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**DATE:** October 4, 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

On September 21, 2021 the House passed a Continuing Resolution (CR) to fund the government beyond the end of the fiscal year on September 30<sup>th</sup> and to suspend the debt limit. The CR is expected to keep federal agencies funded through December 3, 2021. The CR now heads to the Senate, where Republicans have vowed to oppose the budget package and suspension of the debt limit.

The House is expected to vote on the bi-partisan Infrastructure and Investment and Jobs Act by September 30, 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 using the budget reconciliation process. The House will lead the reconciliation process with Committees drafting their respective portions of the budget resolution.

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 adjourned for the year on September 10, 2021. The Governor has until October 10<sup>th</sup> to sign or veto legislation. Staff will provide updates on legislation the Commission took positions on at your October meetings.

The state legislature is in recess until January 3, 2022.

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

### **Attachment:**

- A. Alameda CTC 2021 Legislative Program



**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
<b>Transportation Funding</b>	Increase transportation funding	<ul style="list-style-type: none"> <li>• Seek COVID-19 state and federal recovery and operations funding and waive federal cost sharing requirements for transit.</li> <li>• Support means-based fare programs while being fiscally responsible.</li> <li>• 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.</li> <li>• Oppose efforts to repeal transportation revenue streams enacted through SB1.</li> <li>• Support efforts that protect against transportation funding diversions.</li> <li>• Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.</li> <li>• Support the implementation of more stable and equitable long-term funding sources for transportation.</li> <li>• Ensure fair share of sales tax allocations from new laws and regulations.</li> <li>• Seek, acquire, accept and implement grants to advance project and program delivery.</li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>• Support 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.</li> <li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>• Support efforts that streamline financing and delivery of transportation projects and programs.</li> <li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> <li>• Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.</li> </ul>

<b>Multimodal Transportation, Land Use, Safety and Equity</b>	Expand multimodal systems, shared mobility and safety and advance equity	<ul style="list-style-type: none"> <li>• Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates.</li> <li>• Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes while ensuring privacy is protected.</li> <li>• Support efforts to allow automated parking enforcement of parking or stopping in bus stops.</li> <li>• Support policies that enhance equity and transportation access.</li> <li>• Support means-based fare programs while being fiscally responsible.</li> <li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education; and address parking placard abuse.</li> <li>• Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking.</li> <li>• Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring.</li> <li>• Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges serving the county including express bus on shoulder opportunities.</li> <li>• Ensure that Alameda County needs are included in and prioritized in regional, state and federal planning and funding processes.</li> <li>• 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.</li> <li>• 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.</li> <li>• Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.</li> </ul>
	Enhance Transportation Safety	<ul style="list-style-type: none"> <li>• Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities.</li> <li>• Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions.</li> <li>• Support efforts to enable automated speed enforcement.</li> <li>• Allow local flexibility to set safer speed limits (thereby getting rid of the 85th percentile rule).</li> <li>• Regulate navigation apps from directing regional commute traffic onto local neighborhood streets as a bypass for freeway traffic congestion.</li> </ul>
<b>Climate Change and Technology</b>	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> <li>• Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emission transit fleets and trucks consistent with and supportive of Governor Newsome's Executive order N-79-20.</li> <li>• Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>• Support emerging technologies such as alternative fuels and technology to reduce GHG emissions.</li> <li>• Support efforts to address sea level rise adaptation including planning, funding and implementation support.</li> <li>• Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning.</li> <li>• Support the expansion of zero emissions vehicle charging stations and station infrastructure for buses.</li> <li>• Support for safer vehicles and telecommuting.</li> </ul>

		<ul style="list-style-type: none"> <li>• Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.</li> <li>• Support efforts to increase transit priority throughout the transportation system, such as on arterials, freeway corridors and bridges serving the County.</li> </ul>
<b>Project Delivery and Operations</b>	Advance innovative project delivery	<ul style="list-style-type: none"> <li>• Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.</li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>• Support efforts that reduce project and program implementation costs.</li> <li>• Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.</li> </ul>
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> <li>• Support 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.</li> <li>• Support innovation and managed delivery of lane conversions.</li> <li>• Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations.</li> <li>• Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.</li> </ul>
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>• Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.</li> <li>• Support local flexibility and decision-making regarding land-uses for transit-oriented development (TOD) and priority development areas (PDAs).</li> <li>• Support funding and partnership leveraging opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.</li> </ul>
<b>Partnerships</b>	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>• Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings.</li> <li>• Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.</li> </ul>

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