



# 2022 Legislative Program and Federal Update



Alameda County Transportation Commission  
December 2, 2021

## Development Process

- Reviewed 2021 Legislative Program
- Initiated discussions with county and regional partners to coordinate legislative program
- Reviewed recent Alameda CTC, regional, state and federal planning and policy initiatives

# Policy Framework: 2020 Countywide Transportation Plan



## Accessible, Affordable and Equitable

Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.



## Safe, Healthy and Sustainable

Create safe multimodal facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce reliance on single-occupant vehicles and minimize impacts of pollutants and greenhouse gas emissions.



## High Quality and Modern Infrastructure

Deliver a transportation system that is of a high quality, well-maintained, resilient, and maximizes the benefits of new technologies for the public.



## Economic Vitality

Support the growth of Alameda County's economy and vibrant local communities through a transportation system that is safe, reliable, efficient, cost-effective, high-capacity and integrated with sustainable transit-oriented development facilitating multimodal local, regional and interregional travel.



# CAPTI Investment Framework



**Building towards an integrated, statewide rail and transit network**



**Investing in networks of safe and accessible bicycle and pedestrian infrastructure**



**Including investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure**



## CAPTI Investment Framework



Reducing public health harms and maximize benefits to disproportionately impacted disadvantaged communities



Making safety improvements to reduce fatalities and severe injuries



Assessing physical climate risk



Promoting projects that do not increase passenger vehicle travel



Promoting compact infill development



Developing a zero-emission freight transportation system



Protecting natural and working lands



## 2022 Legislative Program

- **Funding:** Advocate for increased transportation funding to support projects, programs, and operations and seek to 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.
- **Equity:** Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation opportunities and elevate the needs of equity priority communities. Considering and advancing equity will be considered throughout each policy area of this legislative program.



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## 2022 Legislative Program, cont.

- **Safety:** Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies.
- **Sustainability:** Support legislation, strategies and investments that reduce greenhouse gas (GHG) emissions to create sustainable and healthy communities and increase the resiliency of our transportation system and communities, especially for historically impacted equity communities; support investments and funding for alternative fuels and technology to reduce GHG emissions and pollution.
- **Effective Project Delivery and Operations:** Support policies that facilitate efficient and expedited project development and delivery processes, effective operations of the transportation system including Express Lane and HOV operations, and support innovative project delivery.



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## 2022 Legislative Engagement

- Continued collaboration with local and regional partners
- March: visits with local elected officials in Sacramento and engagement with key state agencies
- May: visit to Washington, DC to engage with federal delegation and federal agencies

**Recommendation:** approve the 2022 Legislative Program



## Infrastructure Investment and Jobs Act

- President Biden signed IJA into law on November 15<sup>th</sup>
- \$650 billion: Reauthorization of Existing Surface Transportation Programs (Surface Transportation Reauthorization Act of 2021) and Water Infrastructure Programs (Drinking Water and Wastewater Infrastructure Act of 2021)
- \$550 billion of new spending
- \$1.2 trillion total spending
- Implementation of new programs will begin within 180 days of enactment
- 5-year bill



## Infrastructure Investment and Jobs Act New Spending: \$550 billion

- **Transportation:** \$284 billion
  - Roads and Bridges: \$110 billion
  - Rail: \$66 billion
  - Transit: \$39 billion
  - Aviation: \$25 billion
  - Ports and Waterways: \$17 billion
  - Safety: \$11 billion
  - Electric Vehicle (EV) Charging: \$7.5 billion
  - Electric buses: \$7.5 billion
  - Reconnecting Communities: \$1 billion



## Infrastructure Investment and Jobs Act New Spending: \$550 billion

- Other Infrastructure Sectors: \$266 billion
  - Energy and Power: \$73 billion
  - Broadband: \$65 billion
  - Water: \$55 billion
  - Resiliency: \$46 billion
  - Environmental Remediation: \$21 billion
  - Western Water Infrastructure: \$8.3 billion
- Total Spending: \$1.2 trillion

