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Executive Director

Tess Lengyel

May 18, 2021

Mr. David S. Kim

Secretary

California State Transportation Agency

915 Capitol Mall, Suite 350B

Sacramento, CA 95814

RE: Draft Climate Action Plan for Transportation Infrastructure

Dear Secretary Kim:

The Alameda County Transportation Commission (Alameda CTC) would like to thank you for the opportunity to comment on the Draft Climate Action Plan for Transportation Infrastructure (CAPTI). Alameda CTC is strongly supportive of the intent of CAPTI to support and advance implementation of the state's ambitious climate goals. We see strong synergies between CAPTI and the strategies and projects we are seeking to advance. We look forward to partnering with the state to implement the CAPTI framework and advance our common goals.

The draft investment framework detailed in CAPTI includes a focus on many policy elements that are consistent with Alameda CTC's 2020 Countywide Transportation Plan (CTP) and our Commission's priorities. Reducing greenhouse gas (GHG) emissions in transportation, advancing safety and accessibility for active transportation users, supporting integrated rail and transit networks, and implementing zero emission technologies will help us all reach climate change goals while improving safety and quality of life.

- **Safety:** Alameda CTC is committed to advancing safety across all users of the transportation system. Alameda CTC's 2020 CTP included a safe, healthy and sustainable goal focused on safe multimodal facilities to walk, bike and access public transportation to promote healthy outcomes and reduce emissions. We are supportive of investing in safe and accessible bicycle and pedestrian infrastructure. Alameda CTC is advancing a number of capital projects that include bicycle and pedestrian safety elements. This includes multimodal projects on state routes that serve as major arterials serving communities, such as the E14th St/Mission/Fremont Blvd and San Pablo Avenue corridors, as well as active transportation improvements that are part of major interchange projects. Improving bicycle and pedestrian connectivity and safety at major freeway interchanges removes a major barrier in active transportation networks and helps reconnect communities. These major corridor projects, and highway interchange improvements, are often expensive projects requiring close collaboration with multiple partners, including Caltrans. We encourage consideration for these larger

corridor projects, as well as highway interchange projects that include active transportation components as CalSTA and partners begin to develop program guidelines for implementing CAPTI. While highway interchange projects are not often considered traditional active transportation projects, they can be critical projects to delivering improved bicycle and pedestrian safety and access. Projects of this scale can often require multiple funding sources, and multiple years to develop, so flexibility will be important to enable transformative projects to advance.

- **Integrated Rail and Transit Networks:** Alameda County is home to robust passenger and freight rail, as well as local and regional bus transit. Reliable, efficient and high-capacity rail and transit networks integrated with sustainable transit-oriented development are critical to reaching climate goals and providing quality of life for residents and visitors. We were encouraged to see CAPTI include both transportation policy elements, as well as integrating those with promoting compact infill development. Policies and programs at the state level that reinforce the importance of integrating transportation and land use can help make both more impactful than they would be alone. At the same time, we encourage CalSTA to consider the diversity of places in the state, and consider the local context, as the types and levels of development will vary. The location of jobs is also an important component of integrating transportation and land use, as counties like Alameda experience a significant amount of travel through our county for employees accessing jobs in other counties. Alameda CTC sees partnership with CalSTA as critical for advancing the state's visionary rail plans. Strong collaboration amongst passenger rail providers, regional and local transit agencies, and county transportation agencies is key to delivering complex, multi-county rail infrastructure. Alameda CTC also sees an important role for state coordination with the freight railroads, on whose infrastructure much of the commuter and inter-city rail operates, including support for quickly working through issues with private railroads so there are not major delays and costs increases on projects and to ensure public benefit is derived when private benefits are included in the rail projects.

- **Emissions Reduction:** We were pleased to see the focus on advancing zero-emissions vehicle infrastructure of all types, particularly the focus on the goods movement sector. Alameda County is home to the Port of Oakland and a number of major truck corridors, including I-880, I-680, I-580, I-238 and I-80. Communities in the county have been heavily impacted by trucks and the goods movement sector, and having a coordinated focus at the state level to help advance new technologies is significant. There is also strong interest in zero emissions transit systems and municipal fleets throughout the county. Our transit systems have needs both for new transit vehicles, as well as for supporting infrastructure and workforce development to ensure they can effectively meet the ambitious zero emission requirements. We see great opportunities for partnerships both with the state and the federal government to move up the timeframe for delivering a zero-emissions transportation network. Efforts at the state level to streamline and coordinate funding opportunities could make it easier for partners seeking to deliver programs to more efficiently access funds and get the improvements implemented.

- **Fix-it-First:** While there is great excitement about new projects and initiatives, the state continues to have a huge need for operating and maintaining the existing system. Maintaining the state's commitment to its longstanding fix-it-first policy is critical to ensuring the overall system functions effectively, and to maintain our commitment to voters throughout the state who have historically supported funding for transportation.

Thank you for your consideration of these comments and we look forward to working with you on implementation. Should you have any questions, please contact me (tlengyel@alamedactc.org), or Carolyn Clevenger (clevenger@alamedactc.org) of my staff.

Secretary Kim
May 18, 2021
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Sincerely,

A handwritten signature in blue ink, appearing to read "Tess Lengyel". The signature is fluid and cursive, with the first name being more prominent.

Tess Lengyel
Executive Director

Cc: Chad Edison, California State Transportation Agency
Toks Omishakin, California Department of Transportation
Darwin Moosavi, California State Transportation Agency