



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair

Supervisor Scott Haggerty, District 1

Commission Vice Chair

Councilmember Rebecca Kaplan,
City of Oakland

AC Transit

Director Elsa Ortiz

Alameda County

Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Director Thomas Blalock

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Mayor Margaret Fujjoka

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Councilmember Michael Gregory

City of Union City

Mayor Carol DuTra-Vernaci

Executive Director

Arthur L. Dao

Planning, Policy and Legislation Committee

Monday, April 14, 2014, 10:30 a.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).


Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

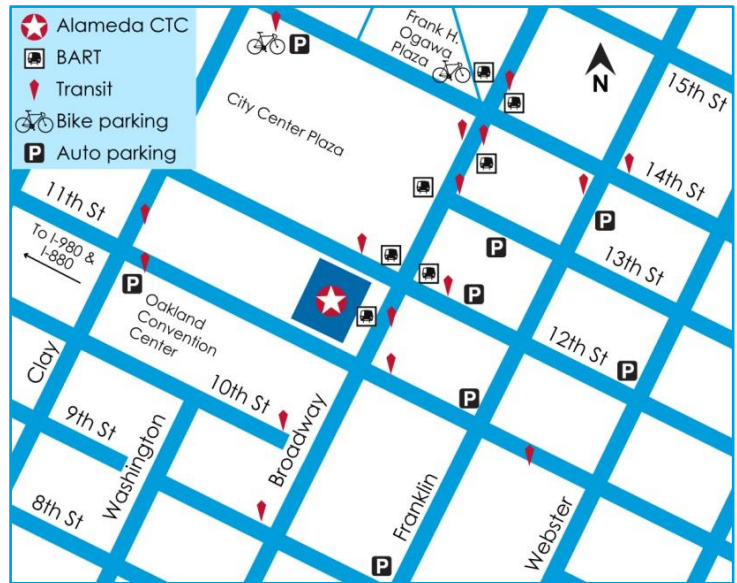
Glossary of Acronyms

A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

 Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Planning, Policy and Legislation Committee Meeting Agenda Monday, April 14, 2014, 10:30 a.m.*

*Or immediately following the I-580 Express Lane Policy Committee

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

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Tim Sbranti, City of Dublin
Vice Chair: Supervisor Keith Carson, Alameda County District 5
Commissioners: Wilma Chan, Michael Gregory, John Marchand, Elsa Ortiz, Marvin Peixoto, Jerry Thorne
Ex-Officio Members: Scott Haggerty, Rebecca Kaplan
Staff Liaison: Tess Lengyel
Executive Director: Arthur L. Dao
Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

4.1. [March 10, 2014 PPLC Meeting Minutes](#)

1 A

Recommendation: Approve the March 10, 2014 meeting minutes.

4.2. [Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#)

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5. Legislation

5.1. [Legislative Update](#)

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6. Planning and Policy

6.1. Transportation Expenditure Plan Update (Verbal)

I

6.2. [2013 Performance Report Update](#)

27 I

6.3. Countywide Multimodal Plans Update (Verbal)

I

7. Committee Member Reports (Verbal)

I

8. Staff Reports (Verbal)

I

9. Adjournment

Next Meeting: May 12, 2014

All items on the agenda are subject to action and/or change by the Commission.

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1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All members were present, except the following: Commissioner John Marchand and Commissioner Jerry Thorne.

Commissioner Pauline Cutter was present as the alternate for Commissioner Wilma Chan.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. February 3, 2014 PPLC Meeting Minutes

4.2. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Commissioner Carson moved to approve the consent calendar. Commissioner Cutter seconded the motion. The motion passed unanimously (Marchand and Thorne absent).

5. Legislation

5.1. Legislative Update

Tess Lengyel provided an update on state and federal initiatives. On the federal side Tess updated the committee on the president's budget, surface transportation program hearings in the Senate and House, and recommended that the Commission take a support position on AB 1811 (Buchanan), a bill that will facilitate electronic toll enforcement on the I-580 and I-680 express lanes in Alameda County. On the state side, Tess updated the committee on the state budget and provided a status on Cap and Trade. She reported on the coordination efforts she has led to support testimony and a combined letter to the Senate and Assembly budget committees of all nine county congestion management agencies, as well as cities in Alameda County, to support increased funding to implement the Sustainable Communities Strategy and delegation of the fund dispersal at the regional level.. She also covered reports and hearings regarding Caltrans reform.

Commissioner Ortiz moved to approve the requested action. Commissioner Cutter seconded the motion. The motion passed unanimously (Marchand and Thorne absent).

6. Planning and Policy

6.1. Transportation Expenditure Plan Update

Tess Lengyel provided an update on the Transportation Expenditure Plan. She updated the committee on the council approval process and stated that staff is making recommended changes to the fact sheets as requested by Commissioners at the February Commission meeting. Tess stated that draft polling questions will be brought to the Commission later in the month and she provided an update on outreach efforts, specifically events staff would be attending throughout the county and invited members to participate, noting the effectiveness of their participation in engaging the public.

This item was for information only.

6.2. Sustainable Communities Technical Assistance Program (SCTAP) Draft Projects Recommendation

Kara recommended that the Commission approve an SCTAP program for \$4,544,892. Kara provided background on the development of the Priority development areas (PDA's) and provided an overview of OBAG funding for previous years. She also covered the SCTAP process including the call for projects, review and selection processes. She concluded by reviewing the recommended projects in the program and the rationale for each recommendation.

Commissioner Cutter wanted more information on BART parking at throughout each jurisdiction. Tess stated that this is a grant program to do specific planning; however, ACTC will be starting a county-wide transit plan program which will work specifically on transit issues.

Commissioner Cutter moved to approve this item. Commissioner Sbranti seconded the motion. The motion passed unanimously (Marchand and Thorne absent).

6.3. Goods Movement Collaborative and Plan Update

Tess Lengyel introduced Michael Fischer of Cambridge Systematic and Carolyn Clevenger of MTC to provide an update on the Goods Movement Collaborative and plan.

Michael reviewed the integrated approach for implementing the goods movement collaborative and plan. He stated that there will be two plans as final end products of his work: one regional plan and one countywide plan. Michael reviewed freight studies and plans at the local, regional, state and federal levels, highlighting the interrelationship amongst them. He provided an update on the goods movement system as well as goods movement dependent industries in Alameda County. Michael described five elements of the Bay Area goods movement system which include global gateways, interregional corridors, intraregional corridors, the urban good movement network and last mile connections. He concluded by covering key good movement trends and next steps for the plans development, stakeholder outreach, development of goods movement educational and advocacy materials, and the Goods Movement Roundtable, which is the policy platform seminar that

allows all stakeholders to come together to address goods movement needs in the Bay Area and Alameda County.

Tess Lengyel noted that the Chair will appoint ad-hoc committee, which has its first meeting in April.

Commissioner Carson wanted to know why the statistics were so low regarding agriculture employment described in goods movement dependent industries. Michael stated that this statistic is strictly showing agricultural employment in Alameda County and not the entire region. Art Dao stated that staff will provide the goods movement volumes and flow throughout the county at the Commission meeting.

Commissioner Carson wanted a list of the leadership group involved in the development process of the plan. Tess stated that staff will provide that information to the full Commission.

Commissioner Cutter moved to approve the recommendation. Commissioner Sbranti seconded the motion. The motion passed unanimously (Marchand and Thorne absent).

7. Committee Member Reports

There were no committee member reports.

8. Staff Reports

There were no staff reports.

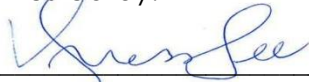
9. Adjournment/ Next Meeting

The meeting adjourned at 12:00 p.m. The next meeting is:

Date/Time: Monday, April 14, 2014 @10:30 a.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

4.2

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

DATE: April 7, 2014

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

RECOMMENDATION: Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). 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 them regarding the potential impact of proposed land development on the regional transportation system.

Since the last monthly update on March 10, 2014 the Alameda CTC reviewed three DEIRs. Comments were submitted for all three documents and are attached below.

Fiscal Impact:

There is no fiscal impact.

Attachments

- A) Alameda CTC comments on Warm Springs/South Fremont Community Plan DEIR
- B) Alameda CTC comments on West Oakland Specific Plan DEIR
- C) Alameda CTC comments on Hayward 2040 General Plan Update DEIR

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner

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February 28, 2014

Nancy Hutar
Project Manager
City of Fremont
Community Development Department
P.O. Box 5006
Fremont, CA 94537

SUBJECT: Comments on Draft Environmental Impact Report for City of Fremont Warm Springs/South Fremont Community Plan

Dear Ms. Hutar

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the City of Fremont Warm Springs/South Fremont Community Plan. The Warm Springs/South Fremont Community Plan would guide future development within the +/- 879-acre Warm Springs/South Fremont Community Plan area. The Community Plan would facilitate an employment based transit oriented development (TOD) around the new Warm Springs/South Fremont Bay Area Rapid Transit (BART) station. The Community Plan area is +/- 879 acres generally bounded by I-880 on the west, I-680 on the east, Auto Mall Parkway on the north, and Mission Boulevard on the south. The existing area has a substantial job base of approximately 15,000 industrial and commercial jobs and no residential development.

The Community Plan identifies potential new development and redevelopment of properties to accommodate approximately 11.2 to 11.6 million square feet of light industrial, research and development, office, retail, and hotel uses that would generate as many as 20,000 jobs. In addition, the Community Plan would provide for approximately 2,700 to 4,000 new residential units and a public elementary school. Most of the new development is expected to be within 1/2 miles of the new BART station to promote high-density residential development between 30 and 50 units per acre minimum, with the potential for mixed-use retail and commercial uses. Development of individual sites would vary in intensity and height, based upon the targeted use and location within the plan area. The Community Plan would also include associated infrastructure improvements and public facility needs, as well as transportation and circulation network improvements.

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

Comments on Community Plan

- As the Warm Springs/South Fremont station area transitions from suburban to more urban, there may be a need to attenuate vehicle speeds. Many roadways in and around the Community Plan area are currently signed for speed limits of 40 miles per hour or higher, which may be incompatible with the vision of a "Connected" Community Plan area with "walkable

neighborhoods and ease or non-vehicular travel, including safe and convenient connections to BART, the Pacific Commons retail center, and other key resident and employee destinations.” To that end, the Community Plan should consider expanding the street typology analysis to establish design speeds for different roadway types. In addition, the discussion of traffic calming could be further elaborated, such as identifying specific traffic calming elements that are appropriate for different roadway types and identifying high priority locations for traffic calming improvements.

Comments on DEIR:

- On page 3.11-29, the DEIR makes reference to a CMP service standard of Level of Service (LOS) E. The LOS E standard applies to the Alameda CTC’s biennial auto LOS monitoring activities but is not intended as a threshold of significance for review of development projects through the Land Use Analysis Program. As stated in the Alameda CTC’s 2011 CMP document and the Alameda CTC’s NOP response for this project from April 22, 2014, “The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis program of the CMP. Professional judgment should be applied to determine the significance of project impacts.” The discussion of threshold of significance used for Alameda County CMP analysis should be revised to clarify that the threshold has been selected by the Project Sponsor and is not dictated by the Alameda CTC.
- On page 3.11-109, in reference to mitigation options for the impacts to MTS roadway segments in Alameda County, the DEIR claims that “mitigations for roadway segment impacts would require adding travel lanes and widening roadways throughout the City.” Given that the DEIR discusses mitigation measures other than adding vehicle capacity, consideration should be given to revising this statement.
- The DEIR includes less than one page of analysis of impacts to public transit, and this section is lacking any discussion of impacts to AC Transit, despite the fact that AC Transit operates several routes within the project area. The DEIR should consider analysis of whether new bus stops or relocated bus stops within the project area will be required to support the considerable build-out envisioned by the Community Plan. In addition, consideration should be given to revising the DEIR to extend the intersection operation analysis to discuss impacts to AC Transit speed and reliability. As appropriate, mitigation measures should be considered such as signal timing to support transit, transit signal priority, or queue jump lanes. These and other mitigation measures can avoid secondary impacts to multimodal users while ensuring that future declines in intersection level of service do not unacceptably degrade transit operations. Adding consideration of these impacts to the DEIR would be consistent with the City’s adopted General Plan policies and implementation actions (Policy 3-2.6, Action 3-1.1.A, and Action 3-2.6.B)
- The City of Fremont Bicycle Master Plan calls for Fremont Boulevard and I-880 Interchange improvements, and indeed the DEIR references this as a key bicycle network improvement to support the Community Plan’s transportation system. The DEIR should ensure that the environmental impacts of this improvement are fully analyzed so as to avoid future need to do a separate environmental analysis.

Nancy Hutar
February 28, 2014
Page 3

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

cc: Matthew Bomberg, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2014

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March 17, 2014

Ulla-Britt Jonsson
City of Oakland
Strategic Planning Division
250 Frank H. Ogawa Plaza, Suite 3312
Oakland, CA 94612

SUBJECT: Comments on Draft Environmental Impact Report for the West Oakland Specific Plan

Dear Ms. Jonnson,

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the City of Oakland West Oakland Specific Plan. The nearly 3 square mile West Oakland Planning Area encompasses the area generally bounded by Interstate 580 to the north, Interstate 980 to the east and Interstate 880 to the west, plus two additional areas that are “gateways” to West Oakland: the industrial area south of I-880 centered on 3rd Street, and the Oakland portion of the East Bay Bridge Shopping Center north of I-580 adjacent to Emeryville.

The West Oakland Specific Plan establishes a land use and development framework, identifies needed transportation and infrastructure improvements, and recommends strategies needed to develop vacant and underutilized properties in West Oakland. The plan identifies several Opportunity Areas for new development. The Plan also assesses the impacts of Transit Oriented Development (TOD) build-out scenarios in these Opportunity Areas and the transportation infrastructure improvements needed to support this build-out. The Opportunity Areas currently contain 9,770 jobs and 265 housing units. With full build-out of a Residential TOD based scenario, the Opportunity Areas would contain 24,660 jobs and 5,264 housing units; with full build-out of a Commercial/Office TOD scenario, the Opportunity Areas would contain 26,335 jobs and 4,281 housing units. The plan also identifies a series of transportation improvements to support the projected land use build-out, including a series of road diets on roads with excess vehicle capacity to create a network of complete streets, roundabouts and other traffic calming features to enhance gateways at project boundary locations, and a circulator loop transit route to connect BART stations and other major regional destinations.

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

Comments on Specific Plan:

- The Specific Plan discusses creation of a new circulator bus route in West Oakland. The development of any such route should be closely coordinated with AC Transit as well as neighboring jurisdictions to ensure that operational considerations are appropriately accounted for and to ensure that any new routes are complementary and not duplicative of existing services. Moreover, the development of any such route should strive for consistency with the Alameda Countywide Transit Plan and AC Transit’s Major Corridor Study.

Comments on DEIR:

- The DEIR identifies an impact at the intersection of San Pablo Avenue and 40th Street and proposes that the City of Oakland should work with the City of Emeryville to determine the feasibility of mitigation measures, including the potential addition of a second eastbound left turn lane and signal retiming. As mitigation measures are explored, options other than roadway geometry changes and signal timing changes (which could have negative, secondary impacts for pedestrians and bicyclists) should be explored. For instance, much of the traffic making this eastbound left turn movement may be traveling from the nearby shopping center to destinations to the north in Emeryville and Berkeley, so improving connections between the shopping center and the 72 San Pablo bus route may be an alternative solution. Similarly, there may be network level solutions that can avoid costly intersection widening in an already built-out area, such as directing some vehicle traffic to Adeline Street, Market Street, and Sacramento Street which serves as a parallel route to San Pablo Avenue.
- The DEIR presents an analysis of impacts to transit travel times, however this analysis does not examine any impacts to the 72 San Pablo route, despite the fact that this is one of AC Transit's highest ridership routes and goes through the Project area. The DEIR should be explicit about the criteria used to select routes for analysis. Furthermore, in the quantitative analysis that is presented, the DEIR identifies that transit speeds will drop significantly for some routes and claims that "the travel time increase would be offset by support of the transit systems." The DEIR should more explicitly demonstrate how the transit strategies contained within the Specific Plan – which primarily involve introducing a new circulator route – will serve to protect the speed and competitiveness of existing transit routes.
- More generally, the DEIR notes that "bus service, in general, is extremely transitory" and further notes that "similar to parking, transit service is not part of the physical environment and can generally change over time." While these facts are acknowledged, it seems reasonable to assume that some level of transit service on major corridors like San Pablo Avenue, Martin Luther King Jr. Way, and Market Street will remain, particularly given the Specific Plan's vision for considerable additional Transit Oriented Development. To that end, the Specific Plan should seek to identify locations where improvements are needed to protect transit speed, even if such analysis is done as a non-CEQA issue. Such analysis is critical to ensure that high quality transit is present to accommodate the thousands of additional jobs and residents planned for the area.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

cc: Matthew Bomberg, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2014



March 21, 2014

Sara Buizer, AICP
Senior Planner
Development Services Department
777 B Street
Hayward, CA 94541

SUBJECT: Comments on Draft Environmental Impact Report for the City of Hayward 2040 General Plan

Dear Ms. Buizer,

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the City of Hayward 2040 General Plan. The City of Hayward 2040 General Plan represents the community's view of its future and expresses the community's conservation and development goals for the next 26 years (2014-2040). The 2040 General Plan also addresses new State mandates and topics relevant to the City that were not part of the currently adopted 2002 General Plan, such as community health, police services, greenhouse gas emissions, and climate change (AB 32 and SB 375), flood safety planning (AB 162) and complete streets (AB 1358). The Association of Bay Area Government projects that the City of Hayward will grow to a total of 60,584 dwelling units by 2040, which is the horizon year of the new General Plan. This projection is significantly lower (by over 6,500 dwelling units) than the estimated buildout of Hayward under its currently adopted 2002 General Plan. Consistent with these projections, the proposed 2040 General Plan does not significantly alter existing or create new land use designations, or result in significant redesignation of land, in the Hayward Planning Area.

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

Comments on the DEIR

- The DEIR identifies a number of locations as having intersection Level of Service impacts in both existing (Impact 18-1) and cumulative (Impact 18-2) conditions. In some instances the DEIR claims that there is no feasible mitigation because "Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes." In other locations, the DEIR identifies mitigation measures, many of which involve widening intersections. The Alameda CTC is supportive of a flexible approach that considers factors such as land use context and anticipated mix of transportation network users when determining whether to maintain a minimum LOS threshold. However, such an approach requires transparent presentation of reasoning for adhering or not adhering to a LOS threshold. As such, the DEIR should be more explicit about why intersection widenings are considered to cause unacceptable impacts to pedestrian and bicycle access and circulation at some intersections but not at other intersections.

- As part of this effort, the DEIR could consider factors such as whether an intersection is on the Countywide Bicycle Network or resides in an Area of Countywide Significance as identified in the Countywide Pedestrian Plan, whether transit traverses the intersection, and the adjacent land uses or nearby activity centers that may generate high levels of walking, biking, and transit riders.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tess Lengyel".

Tess Lengyel
Deputy Director of Planning and Policy

cc: Matthew Bomberg, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2014



Memorandum

5.1

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

DATE: April 7, 2014

SUBJECT: Legislative Update

RECOMMENDATION: Approve recommended positions on legislation and receive an update on state and federal legislative activities

Summary

This memo provides an update on federal, state and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2014 and is included in summary format in Attachment A. The 2014 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. 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 updates.

Background

Federal Update

The following updates provide information on activities and issues at the federal level within each category of Alameda CTC Legislative Program and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Budget

President Obama released a summary of his FY15 budget request in early March. His request included a four-year, \$302 billion proposal for the reauthorization of MAP-21. Although the Administration has yet to unveil any specific legislative text, Secretary Foxx

has indicated that the Department of Transportation (DOT) will submit a formal legislative proposal to Congress in April.

Both the House and Senate Appropriations Committees have started the FY15 appropriations process with hearings and a major focus is on addressing the impending insolvency of the highway trust fund.

Fiscal Year 2015 Appropriations

The House Appropriations Committee held a number of hearings in March. Appropriations Chairman Hal Rodgers announced during those hearings that the House Appropriations Committee would adhere to the bipartisan budget agreement, which passed in December. Some House Republicans would like to make additional cuts to discretionary spending, but Chairman Rodgers has said there is no need to wait for the House to develop any new budget resolution; he plans to move appropriations bills based on the \$1.014 trillion cap for discretionary spending. It is expected that the subcommittees will begin markups in early April.

Policy

Highway Trust Fund

According to the Congressional Budget Office (CBO), the highway and transit accounts of the Highway Trust Fund will have insufficient revenues to meet obligations in 2015, and will result in on-going cumulative shortfalls. DOT has indicated that it needs at least \$4 billion in cash balances available in the highway account and at least \$1 billion in the transit account to meet obligations as they are due. Due to the need for these balances, the trust fund may have to delay some of its payments during the latter half of 2014.

The CBO established a 2014 Baseline Projection for the Highway Trust Fund that assumes the taxes allocated to the highway account will continue at their current rates and that federal funding for highways will increase at CBO's projected rate of inflation. Under current law, the Highway Trust Fund cannot incur negative balances and has no authority to borrow additional funds. To remedy these shortfalls, CBO notes that lawmakers would have to enact legislation to reduce highway funding, increase dedicated tax receipts, transfer money from the Treasury's general fund to the Highway Trust Fund, or undertake a combination of these approaches.

Both House and Senate committees have held hearings during over the past few months addressing the need for a new surface transportation bill and a funding stream to support its obligations.

State Update

The following update provides information on activities and issues at the state level and includes information contributed from Alameda CTC's state lobbyist, Platinum Advisors.

Budget

February is typically one of the lowest revenue months for the state in terms of income taxes; however, according to the State Controller income tax receipts for February surpassed the estimates set in January by 45.7%, or \$722 million above projections. Total revenues for the month exceeded projections by \$969 million. These revenues combined with those received in April will set the baseline for the Governor's May revision slated to be released in early May and will provide the foundation for the final fiscal year 2014-2015 budget.

On-going hearings in the Governor's proposed budget are occurring. Regarding transportation, the Senate Budget Subcommittee 2 on Transportation, chaired by Senator Jim Beal reviewed and took action on the non-controversial transportation items included in the Governor's budget, including approving the appropriation of \$963 million in Proposition 1B bond funds, and the transfer of \$4 million from the Local Airport Loan Account to the local airport grant program.

The Subcommittee also approved appropriating \$778,000 in State Highway Account funds for the operation and maintenance of the 20-mile I-15 Express Lanes in San Diego. This segment of express lanes uses a movable barrier in order to increase capacity either north or south. The LAO finds that sufficient toll revenue exists to reimburse Caltrans for the cost of operating these lanes. LAO recommended approval of the positions needed to maintain and operate the moveable barrier but provide Caltrans authority to be reimbursed for these costs, but Senate Sub 2 approved the Governor's proposal for the state to fund these costs.

One of the items held open was the Governor's proposed early repayment of \$349 million in loans to transportation programs. The Governor's budget proposes to allocate the bulk of these funds to the SHOPP (\$110 million), traffic management (\$100 million), and local streets and roads (\$100 million). The California State Association of Counties (CSAC) is advocating for a greater share of the funds for local streets and roads based on the formula the funds were taken. Under the gas tax swap formula these funds should be allocated 44% to STIP, 44% local streets and roads, and 22% to SHOPP. Under this calculation, cities and counties should receive at least \$150 million of the repaid funds.

[LAO Review of Transportation Proposals](#) – The LAO released its analysis of the Governor's proposed transportation budget. The findings and recommendation made by the LAO include the following:

- **Loan Repayment:** The Governor's budget includes a \$337 million payment, which represents a portion of the general fund loans owed the State Highway Account.

The LAO questions whether the proposed use of the repaid funds is the most cost effective approach. Of the amount repaid, \$100 million is directed to cities and counties for local streets and roads projects. In particular, the LAO urges the Legislature to consider whether the \$100 million dedicated to cities and counties would be better spent on repairs to the state highway system.

- High Speed Rail: The LAO recommends withholding funding on High Speed Rail until the Administration provides a funding plan that identifies all funding sources that will be used to close the \$21 billion shortfall facing the initial operating segment, including identifying how much Cap & Trade revenue will be used. In addition, the LAO urges the Legislature to consider a full array of option for the Cap & Trade funds.

LAO Review of the Governor's IFD Proposal: The LAO released its review of the Governor's proposal to expand the use of Infrastructure Financing Districts (IFDs) for local economic development purposes. The Governor proposes to allow cities and counties to create an IFD with the approval of 55% of the residents within the proposed district, and the District may fund projects ranging from housing to commercial facilities and projects aimed at meeting sustainable communities goals. The LAO recommends the Legislature consider the following variations to the Governor's proposal:

- Reject the authority for the Department of Finance to audit the new IFDs, and instead adopt independent audit requirements.
- Reject the Governor's proposed 55% voter approval of the project area residents, and instead require a 55% voter approval of the entire city. Or, establish a process that eliminates the need for a public vote by creating IFDs that are separate legal entities that are substantially similar to a JPA in terms of issuing debt.
- Reject the Governor's proposal to require cities and counties to meet specific requirements before creating an IFD. The Governor's proposal would require every city or county to have been issued a finding of completion for its RDA dissolution process, has implemented all finding in the State Controller's audit of the RDA dissolution process, and has no RDA dissolution lawsuits pending against the state.

Policy

Climate Change: On February 10th, the California Air Resources Board released the proposed update to the AB 32 Scoping Plan. The Scoping Plan guides development and implementation of California's greenhouse gas emission (GHG) reduction programs and is required to be updated every five years.

The Scoping Plan update focuses on the need to build on the AB 32 framework over the coming decades and on the programs already established. The update also includes both near- and long-term actions to address GHG reductions. The update identifies eight key sectors for ongoing action:

- Energy
- Transportation, fuels, land use and infrastructure
- Agriculture
- Water
- Waste management
- Natural lands
- Short-Lived Climate Pollutants (such as methane and black carbon)
- Green Buildings

The update also includes the need for establishment of a midterm statewide greenhouse gas reduction target, between the current 2020 and 2050, most likely a 2030 target that would address specific reduction targets for each of the key sectors to guide California's GHG reduction efforts to meet the 80 percent reduction target by 2050. Public hearings will be held in the coming months on the plan update and to address a mid-term target.

Following the release of the draft scoping plan update, CARB released the environmental analysis of the proposed AB 32 Scoping Plan Update on March 14th, initiating a 45 day comment period, which will be the last chance to submit comments prior to the Board's adoption. The deadline to submit comments is April 28th at 5:00 p.m.

The Board is scheduled consider approving the proposed Scoping Plan Update at its meeting on May 22 in Sacramento. The draft Update and appendices can be found at:

<http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm>

Also released on March 14th were the focus group appendices to the Scoping Plan Update. In particular Appendix C contains the overview and recommendations for the transportation sector. The transportation Appendix provides an overview of current activities as well as transportation planning goals for beyond 2035. It also includes a list of policy recommendations to be pursued over the next 5 years. These recommendations range from affordable housing to Caltrans working with local agencies to shift the emphasis from highway expansion to maintaining the existing system and expanding transit and active transportation options. In addition, the recommendations include priorities for freight transportation such as the development of the Sustainable Freight Strategy and the continued development of advanced technology demonstration projects. The transportation appendix can be found here:

http://www.arb.ca.gov/cc/scopingplan/2013_update/transportation.pdf

Alameda CTC is reviewing these documents and working with partners to determine if it will submit comments to CARB.

New Speaker: On March 17th, the Assembly unanimously voted to elect Assemblywoman Toni Atkins- San Diego as the next Speaker of the Assembly. While a specific date transferring leadership has not been specified, she will likely succeed Assembly Speaker John Pérez as leader of the House in late May or early June. Speaker-elect Atkins not only

will be in charge a 2/3 majority, but a majority consisting of members that are mostly serving their first terms in the Legislature.

Modernizing Caltrans: The Assembly Committee on Transportation held an informational hearing reviewing the findings of the State Smart Transportation Initiative (SSTI) report on Caltrans. In general this report found that the culture and focus of Caltrans has not kept pace with the shift toward mobility management and greenhouse gas reduction. The report also pointed out Caltrans' diminishing role in the decision making process with the rise of Self-Help Counties and the emphasis on regional planning.

While legislation has not been introduced to implement the findings of this report, the Transportation Agency announced a new mission statement for Caltrans, included in Attachment B. Staff will continue to monitor any legislative proposals for Caltrans modernization.

Legislation

The final date for submission of new legislation was February 21st and almost 2,000 bills were introduced. Staff is reviewing bills related to the Alameda CTC legislative program and will bring a series of recommendations on bill positions in the coming months. Below are staff recommendations on three bills introduced this session.

SB 1077, (DeSaulnier), Vehicles: vehicle-miles-traveled charges: This bill directs the Department of Motor Vehicles to develop and implement a pilot program designed to assess the use of a vehicle miles travelled fee, now commonly referred as a Mileage Based User Fee (MBUF). The introduction of this bill follows a recent CTC discussion on this topic and the need to reexamine how California funds its highway system. In addition, Caltrans has started an internal review examining MBUF programs in Oregon and Washington and how those efforts could be implemented in California. SB 1077 would require the Department of Motor Vehicles to develop and implement, by July 1, 2015, a pilot program designed to assess specified issues related to implementing a vehicle-miles-traveled fee in California.

The Alameda CTC legislative platform includes language to "Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means." This bill supports a pilot program to explore an alternative method for funding transportation and, therefore, staff recommends a **SUPPORT** in concept position on this bill.

AB 2013 (Muratsuchi), Vehicles: high-occupancy vehicle lanes: This bill would double from 40,000 stickers to 85,000 stickers that the state can issue to specified vehicles that grant unrestricted use of HOV lanes. This would allow more owners of Volts, plug-in Prius, and others to access HOV lanes without meeting the occupancy requirement. Oppose due to affecting efficiency of the lanes

The Alameda CTC legislative platform includes language to “Support express lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.” This bill has the potential of increasing the amount of single occupant, non paying users of express lanes which could negatively impact the efficiency of Alameda CTC express lanes, therefore, staff recommends an **OPPOSE** position on this bill.

AB 2197 (Mullin): Temporary License Plate: This bill would require the DMV, in collaboration with qualified industry partners, to develop a temporary license plate system to enable vehicle dealers and retailers to print temporary license plates on weatherproof paper or other media selected by the DMV, and would require that the system be in operation on or before July 1, 2015. The bill would also require, commencing July 1, 2015, a motor vehicle dealer or retailer to install a temporary license plate at the time of sale, and to electronically record and transmit to the department's vehicle registration database certain information, including the temporary license plate's number and vehicle's make and model, using the temporary license plate system.

California is one of the few states in the nation where a purchaser may lawfully leave the motor vehicle dealership after buying a new vehicle with no uniquely identifiable license plate mounted on the vehicle, which has an impact on law enforcement regarding crimes and stolen vehicles as well as toll evasion. Alameda CTC is implementing express lanes in Alameda County that requires electronic reads of license plates as part of the tolling and enforcement technology within the express lane corridors.

The Alameda CTC legislative platform includes language to “Support express lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.” This bill supports the ability to effectively toll and enforce the use of the lanes, therefore, staff recommends a **SUPPORT** position on this bill.

Legislative coordination efforts: Alameda CTC is leading and participating in many legislative efforts at the local, regional, state and federal levels, including coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2014 Legislation Program
- B. CalSTA letter to the State Legislature on Caltrans' new mission and vision

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

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2014 Alameda County Legislative Program

The legislative program herein supports Alameda CTC's transportation vision adopted in the 2012 Countywide Transportation Plan described below:

1111 Broadway, Suites 800
Oakland, CA 94607
(510) 208-7400
www.AlamedaCTC.org

“Alameda County 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: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment.”

Issue	Priority	Strategy Concepts
Transportation Funding	<p>Increase transportation funding</p> <p>Protect and enhance voter-approved funding</p>	<ul style="list-style-type: none"> Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means. Support increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations. Support efforts that protect against transportation funding diversions. Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs. Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. Seek, acquire and implement grants to advance project and program delivery. Support Alameda County as the recipient of funds to implement grants and pilot programs
Project Delivery	<p>Advance innovative project delivery</p> <p>Ensure cost-effective project delivery</p>	<ul style="list-style-type: none"> Support environmental streamlining and expedited project delivery. Support contracting flexibility and innovative project delivery methods. Support HOT lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation. Support efforts to allow local agencies to advertise, award and administer state highway system contracts largely funded by locals Support efforts that reduce project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems. Support accelerating funding and policies to implement transportation projects that create jobs and economic growth
Multimodal Transportation and Land Use	<p>Reduce barriers to the implementation of transportation and land use investments</p> <p>Expand multimodal systems and flexibility</p>	<ul style="list-style-type: none"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs. Support local flexibility and decision-making on land-use for transit oriented development and priority development areas. Support innovative financing opportunities to fund TOD and PDA implementation Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates. Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education. Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation	<ul style="list-style-type: none"> Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support the expansion of funding for housing that does not conflict with or reduce transportation funding
	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Support cap and trade funds derived from transportation fuels for transportation purposes.
	Support emerging technologies	<ul style="list-style-type: none"> Support incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> Support a multi-modal goods movement system and efforts that enhance the economy, local communities and the environment, and reduce impacts. Support a designated funding stream for goods movement. Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems and that support governmental efficiencies and cost savings in transportation. Support policy development to influence transportation planning, policy and funding at the county, regional, state and federal levels. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



Edmund G. Brown Jr.
Governor

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Brian P. Kelly
Secretary

March 13, 2014

The Honorable Mark DeSaulnier
Chairman
Senate Transportation and Housing Com.
State Capitol, Room 5035
Sacramento, CA 95814-4900

The Honorable Bonnie Lowenthal
Chairwoman
Assembly Committee on Transportation
State Capitol, Room 3152
Sacramento, CA 95814-4900

The Honorable Ted Gaines
Vice Chairman
Senate Transportation and Housing Com.
State Capitol, Room 3070
Sacramento, CA 95814-4900

The Honorable Eric Linder
Vice Chairman
Assembly Committee on Transportation
State Capitol, Room 2016
Sacramento, CA 95814-4900

Dear Senators and Assembly Members:

I write to thank you for the recent opportunity afforded to the California State Transportation Agency (CalSTA) to testify before the Senate Transportation and Housing Committee and the Assembly Committee on Transportation on issues related to improving the California Department of Transportation (Caltrans).

At these hearings, you heard from Joel Rogers and Eric Sundquist of the State Smart Transportation Initiative (SSTI) about their external review of Caltrans and their recommendations to modernize the department. You also heard from CalSTA on our strategy to implement reforms at the department.

As indicated at these hearings, the first recommended step for modernizing Caltrans is to update its mission and vision. Via this letter, I am happy to share with you the mission and vision that Director Dougherty has developed in discussion with Caltrans staff and in coordination with CalSTA. The existing Caltrans mission and vision is: *Caltrans Improves Mobility Across California*. Other state transportation departments have more expansive missions and visions that incorporate elements that speak to safety, sustainability, economic development and departmental culture – we believe the Caltrans mission and vision should also speak to these elements.

March 13, 2014

Page 2

An organization's mission defines the organization's purpose and primary objectives. Its prime function is to define the key measures of the organization's success for its leaders and stakeholders. The new Caltrans mission statement is as follows:

Mission: *Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.*

An organization's vision defines its purpose in terms of values – understood to be the guiding beliefs about how things should be done. The new Caltrans vision statement is as follows:

Vision: *A performance-driven, transparent, and accountable organization that values its people, resources and partners, and meets challenges through leadership, innovation, and teamwork.*

I hope that you will agree that this new mission and vision better articulates to Caltrans employees and external partners the function and values of the department. As we move forward to implement reform and modernization at Caltrans, there will be many opportunities for the Legislature and the Administration to collaborate, and I look forward to working with you on this effort.

Sincerely,



BRIAN P. KELLY
Secretary

Cc: Members of the Senate Transportation and Housing Committee
Members of the Assembly Committee on Transportation
Members of the Senate Budget and Fiscal Review Committee
Members of the Assembly Committee on Budget
Malcolm Dougherty, Director, California Department of Transportation
Carl Guardino, Chair, California Transportation Commission



Memorandum

6.2

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

DATE: April 7, 2014

SUBJECT: 2013 Performance Report

RECOMMENDATION: Receive an update on the 2013 Performance Report

Summary

The Performance Report is a document prepared annually by the Alameda County Transportation Commission (Alameda CTC) that looks at the state of the transportation system in Alameda County. The Performance Report tracks trends in a series of performance measures, which are quantitative metrics used to assess progress toward specific goals. The performance measures capture overall commuting patterns, as well as individual modes and infrastructure including roadways, transit, biking, and walking. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CWTP) and the Congestion Management Program (CMP) statute. The Performance Report, together with the Alameda CTC's other transportation system monitoring efforts, are critical for assessing the success of past transportation investments and illuminating transportation system needs that will require investments in the future.

Background

The Performance Report is one of several performance monitoring documents produced by the Alameda CTC. The emphasis of the performance report is county-level analysis using existing, observed data that can be obtained on an annual basis. The Performance Report complements other monitoring efforts such as biennial level of service monitoring and annually collected bicycle and pedestrian counts which assess performance of specific modes at a more detailed level.

The Performance Report satisfies one of the five legislatively mandated elements of the CMP that the Alameda CTC must prepare as a Congestion Management Agency. More broadly, the Performance Report is a vital part of the Alameda CTC's work to plan, fund, and deliver transportation projects and programs throughout Alameda County.

This Performance Report is intended to cover fiscal year 2012-13 (FY12-13). Because some data sources are reported based on calendar years or publication of new data may lag

behind the preparation time of this report, data are not always available for this period. Therefore, this report uses the most current data available in the late-2013 to early-2014 timeframe when data for FY12-13 are unavailable.

The Executive Summary of the Performance Report is included as Attachment A. The full report is available online at the following link:

http://www.alamedactc.org/app_pages/view/8129

Fiscal Impact: There is no fiscal impact.

Attachments

A. 2013 Performance Report Executive Summary

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner

Executive Summary

ES



Alameda County's extensive multimodal transportation network provides mobility and access for people and goods traveling within the county and beyond. Alameda CTC's fiscal year 2012-13 (FY12-13) Performance Report captures trends in a series of performance measures that track progress toward key goals for overall commuting patterns, roadways, transit, biking, and walking.

Commuting Patterns

Alameda County's transportation system moves commuters who travel within, to, from, and through Alameda County, supporting the economy of the county and the larger region. Roughly 27 percent of regional commutes involve Alameda County in some way, though the county has just 21 percent of the region's population.

Over the last decade, Alameda County commutes have become slightly more regional in nature. Of commuters with residences or jobs in Alameda County, the share of workers that commute entirely within the county declined from 36 percent to 32 percent, while the share of workers with commutes that cross county lines has climbed from 64 percent to 68 percent.

Commuting mode share moved marginally toward alternative modes in 2012, though the relative stability of commuting mode share speaks to the maturity of Alameda County's transportation network and built environment. Driving mode share declined slightly from 2011 to 2012 (work trips only), with drive-alone trips falling from 65.5 percent to 63.6 percent of trips. The biggest increases in commute mode share from 2011 to 2012 were seen by BART, bus, and working from home. Carpooling mode share increased slightly from 2011 to 2012, after several consecutive years of decline.

Over the long term (between 2000 and 2012), the combined mode share of driving-alone and carpooling has dropped by about 5 percent. During this period working from home had the greatest mode share gain, increasing by 2.4 percent. Over the last 12 years, bus and BART mode share have both climbed, and bicycling's mode share has nearly doubled.

Alameda County's transportation system is critical, not just to the travel of Alameda County residents and workers, but also to overall regional commuting.



Roadways

A recovering job market and economy generally led to slower, more-congested roadway system performance in 2013. Average weekday a.m. and p.m. peak-hour freeway speeds both declined in FY12-13, as compared to FY11-12, with speeds declining by more than 5 percent on a number of key stretches of the county freeway system. This decline in speeds generally translated to increases in delay. The most severe freeway delay (excess travel time from speeds dropping below 35 mph) climbed by 21 percent in FY12-13 over the previous year.

Local street and road average pavement condition Index (PCI), a measure of pavement quality, declined slightly to 69 after reaching a five-year high of 70 in 2011. More than 20 percent of the centerline mileage in Alameda County has a PCI of “failed” or “poor,” and many more miles are classified as “at risk,” meaning they will deteriorate rapidly if preventative maintenance is not undertaken. Poor pavement quality affects road users of all types, and addressing outstanding maintenance needs will require significant future adherence to “fix it first” commitments.

Collisions on Alameda County roadways declined by 5 percent between 2010 and 2011 (the most recent year for which complete data is available), which includes a 1 percent decline in injury and fatal collisions. Since 2002, collisions have dropped by 42 percent and have decreased in every consecutive year. However, the absolute number of collisions on Alameda County roadways (18,266 in 2011, of which 6,225 were injury or fatal collisions) indicates that roadway safety requires continued attention.

Transit

Transit plays a critical role in Alameda County by taking cars off of freeways and arterials and providing vital accessibility to individuals and businesses in Alameda County. Transit ridership increased by 4 percent in FY12-13, the second consecutive year of ridership growth. The ridership growth in FY12-13 was the largest percentage since FY05-06, and within Alameda County, ridership now tops 95 million annual boardings.

BART, bus, and ferry all saw increases in ridership, while commuter rail saw a slight decline. Bus ridership in particular was a bright spot, as it increased by 2 percent after four years of decline or stagnation during the recent recession. Bus ridership began to recover, even though service levels have generally not been restored from major service cuts instituted during the recession. While bus ridership began to recover in FY12-13, ridership is still below pre-recession levels, and since 2005 bus ridership has dropped from 63 percent to 53 percent of transit boardings in Alameda County.

Service utilization—the ratio of how many people ride transit to the amount of revenue service operated—is a more accurate measure of transit operator success than just ridership, as it accounts for efficiency. BART increased boardings per revenue vehicle hour (RVH) by 6 percent in 2013, and has steadily improved performance in this measure since 2005, as it has successfully attracted new riders while adding minimal additional service. AC Transit also improved service utilization in 2013, after performance on this measure declined in 2012; however, AC Transit's service utilization is 5 percent lower than it was in 2005. Other smaller operators have had a range of experiences with service utilization.

All transit operators saw an increase in the distance or time that their vehicles operate between service interruptions in 2013. Despite these improvements, service interruptions remain an issue, as reliability issues cause significant disruptions and may result in loss of riders. Vehicle breakdowns and other equipment failures are frequently a product of aging equipment and infrastructure, and though service interruptions largely declined in 2013, the county's transit operators have a number of aging assets that require rehabilitation or replacement. AC Transit unveiled the first shipment of a new bus purchase in FY12-13, and BART is procuring new rail cars but has significant track, communications, infrastructure, station, and other capital needs.



Bicycling

Bicycling is affordable for users, linked to positive public health outcomes, environmentally sustainable, and contributes to efficient utilization of space. Bicycling's work-trip mode share dipped slightly in 2012 as compared to 2011, but it has nearly doubled over the last decade. Moreover, bicycle count data suggests significant growth in participation and suggests that bicycling is growing for all types of travel. The number of cyclists observed at the 61 count locations monitored by Alameda CTC increased by 42 percent over the last year; and a smaller set of locations monitored over the long term has nearly doubled since 2002.

Expanding bicycling to an activity that people of all types feel comfortable engaging in remains an area for improvement; the gender imbalance in cyclists (only 33 percent of whom were women, according to 2012 counts, up from 18 percent in 2008) attests to the need for investment that moves bicycling in this direction.

Collisions involving bicyclists increased slightly in 2011 from 2010 and have generally climbed over the last decade. However, the bicyclist collision rate may be declining, as the number of collisions involving cyclists has grown more slowly than participation in cycling. Yet, safety and



perceived lack of safety remain barriers that prevent cycling from being a more prevalent activity—with participation by people who reflect the demographic makeup of the overall population that lives and works in Alameda County.

During the last year, jurisdictions reported implementing over 25 miles of bikeways, including nearly 4 miles of Class I multi-use trails. Several jurisdictions also implemented varying types of upgraded bicycle lanes including bicycle lanes that use buffers, green paint, and other treatments to increase visibility and comfort for cyclists.

At the conclusion of FY12-13, nine of 15 jurisdictions had adopted local bicycle master plans within the last five years. Three of the remaining six have plan development or update work underway.

Thousands of Alameda County residents and workers participated in bike safety education classes (which have grown steadily since they began in FY09-10), and many more have participated in or seen Alameda CTC's *Ride Into Life* encouragement campaign, which includes Bike to Work Day.

Walking

Walking is fundamental to all transportation modes—every trip begins and ends with walking. For many users of the Alameda County transportation system, walking is their sole mode of transportation. Walking has held steady as the mode used by between 3 percent and 4 percent of Alameda County workers for their commute for the past decade, though this statistic understates walking's role in the transportation system, as the vast majority of walking trips are made for non-work purposes (the most recent household travel survey with data on all types of travel found that walking accounts for 11 percent of all trips, and this statistic excludes walking's role as an access and egress mode for transit and driving trips).

Pedestrian counts collected through the Alameda Countywide Count Program suggest that pedestrian volumes are increasing, as evidenced by an 8 percent increase in 2012.

Collisions involving pedestrians dipped slightly in 2011, and have generally declined over the last decade even as pedestrian counts have increased, suggesting a drop in the underlying collision rate.

In FY12-13, 13 jurisdictions reported completing a total of 30 major pedestrian capital projects. These projects span a wide variety of improvement types, ranging from closing gaps in the county's trail and sidewalk network, to major trail and pathway rehabilitation, to

improvements to the safety and comfort of pedestrian facilities and pedestrian crossings.

At the conclusion of FY12-13, eight of 15 jurisdictions had adopted local pedestrian master plans within the last five years. Four of the remaining seven have plan development or update work underway.

In addition, the Alameda County Safe Routes to School Program, which is a set of efforts aimed at promoting use of alternative modes to get to school, continued its rapid growth; the program was in 147 total schools during the 2012-13 school year, an increase of 45 schools over the previous school year.



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