ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Planning, Policy and Legislation Committee Meeting Agenda
Monday, October 8, 2018, 10:30 a.m.

Committee Chair:	John Bauters, City of Emeryville	Executive Director:	Arthur L. Dao
Vice Chair:	Rebecca Kaplan, City of Oakland	Staff Liaison:	Tess Lengyel
Members:	Jesse Arreguin, Keith Carson, Scott Haggerty, Barbara Halliday, John Marchand, Lily Mei, Elsa Ortiz	Clerk of the Commission:	Vanessa Lee
Ex-Officio:	Richard Valle, Pauline Cutter		

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

		Page	Action
4.1.	Approve September 10, 2018 PPLC Meeting Minutes	1	A
4.2.	Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update	5	I

5. Regular Matters

5.1.	Legislative Update	7	A/I
5.2.	Approve the Congestion Management Program 2018 Conformity Findings	11	A
5.3.	Congestion Management Program 2017 Multimodal Performance Report Update	17	I
5.4.	East Bay Regional Park District Update on Measure FF	45	I

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, November 19, 2018

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 (3-minute limit), submit a speaker card to the clerk.
- 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. Hard copies available only by request.

- 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 is located near 12th St. Oakland City Center BART station and AC Transit bus lines. Directions and parking information are available online.

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County Transportation Commission

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Alameda CTC Schedule of Upcoming Meetings:

Description	Date	Time
Bicycle and Pedestrian Community Advisory Committee (BPAC)	October 18, 2018	5:30 p.m.
Alameda CTC Commission Meeting	October 25, 2018	2:00 p.m.
Alameda County Technical Advisory Committee (ACTAC)	November 8, 2018	1:30 p.m.
Finance and Administration Committee (FAC)	November 19, 2018	8:30 a.m.
I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)		9:30 a.m.
I-580 Express Lane Policy Committee (I-580 PC)		10:00 a.m.
Planning, Policy and Legislation Committee (PPLC)		10:30 a.m.
Programs and Projects Committee (PPC)		12:00 p.m.
Independent Watchdog Committee (IWC)	November 19, 2018	5:30 p.m.
Paratransit Advisory and Planning Committee (PAPCO)	November 26, 2018	1:30 p.m.
Paratransit Technical Advisory Committee (ParaTAC)	January 8, 2019	9:30 a.m.

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the Alameda CTC website.

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1. **Call to Order/Pledge of Allegiance**

2. **Roll Call**
   A roll call was conducted. All members were present with the exception of Commissioner Arreguin and Commissioner Halliday.

   Commissioner McQuaid was present as the alternate for Commissioner Carson.

   Subsequent to the roll call:
   Commissioner Arreguin and Commissioner Halliday arrived during item 5.1.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**
   - **4.1. Approval of the July 9, 2018 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 Update**

   Commissioner Marchand moved to approve the Consent Calendar. Commissioner Ortiz seconded the motion. The motion passed with the following votes:

Yes:	*Bauters, Cutter, Haggerty, Kaplan, Marchand,* McQuaid*, Mei, Ortiz, Valle*
No:	*None*
Abstain:	*None*
Absent:	*Arreguin, Halliday*

5. **Regular Matters**
   - **5.1. Legislative Update**

   Tess Lengyel provided an update on federal, state, and local legislative activities. Ms. Lengyel discussed that status of bills at the end of session that the Commission had taken positions on. In addition, Ms. Lengyel provided an update on AB 1912 (Rodriguez), a bill intended to modify joint powers agreements regarding retirement liabilities. She noted that amendments were made to the bill removing onerous sections for which Alameda CTC had previously taken an oppose position. Ms. Lengyel recommended that the Commission change its position to a neutral position.

   Ms. Lengyel provided an update on SB 328 (Portantino) which is a bill that was gutted and amended at the end of session aimed at modifying school start-times.

This bill would require in 2021 that all middle and high schools do not start before 8:30 a.m. Ms. Lengyel said this bill has an unfunded mandate associated with it and it will impact AC Transit and other transit agencies. For example, if passed, it would require an approximately 60 percent increase in AC Transit buses to be on the street and would eliminate efficiencies enacted with schools in the County regarding bell times. Ms. Lengyel recommended that the Commission take an oppose position on this bill.

Commissioner Kaplan asked about the amendments for SB 1376, which is a bill that focuses on TNCs and accessibility for people with disabilities and to create a revenue stream to support that accessibility. Ms. Lengyel stated that the amendment to add the paratransit coordinating councils was added to the bill. Beginning in January 2019 the bill will require the CPUC to hold five workshops throughout the state of California and they will determine the areas where the fee is applied based upon need.

Commissioner Ortiz moved to approve the neutral position for AB 1912. Commissioner Kaplan seconded the motion. The motion passed with the following votes:

Yes:	*Arriguin, Bauters, Cutter, Haggerty, Halliday, Kaplan, Marchand, McQuaid, Mei, Ortiz, Valle*
No:	*None*
Abstain:	*None*
Absent:	*None*

Commissioner Cutter asked for clarification on AC Transit's staggered bell time schedule. Commissioner Ortiz explained that staggered bell times allows AC Transit to efficiently use bus operators and vehicles to support both school and commuter services because of staggered bell times. Commissioner Ortiz noted that AC Transit does not currently have enough buses or drivers to handle the student traffic if SB 328 is signed by the Governor.

Commissioner Ortiz stated that AC Transit is not opposing the idea of possible educational benefits of schools having later start times; AC Transit is opposed due to the financial impacts and service requirements the bill would incur for AC Transit.

Ms. Lengyel noted that other state organizations, such as the California Teachers Association, the California Transit Association and the California Department of Finance are all opposed to the bill.

Commissioner Kaplan asked if SB 328 has an unfunded local mandate waiver. Ms. Lengyel stated that it is a mandate and includes only $210,000, which does not take into account the effect of the bill on transit operators.

Commissioner Ortiz moved to approve an oppose position on SB 328. Commissioner Cutter seconded the motion. The motion passed with the following votes:

Yes: *Arreguin, Bauters, Cutter, Haggerty, Halliday, Kaplan, Marchand, McQuaid, Mei, Ortiz, Valle*
No: *None*
Abstain: *None*
Absent: *None*

Ms. Lengyel provided an update on SB 1 and stated that the SB 1 educational toolkit that Alameda CTC provided in July has been updated and it's located on the website at https://www.alamedactc.org/fundingsolutions.

5.2. Work Program for the I-580 and I-680 Corridors

Tess Lengyel, Liz Rutman and Trinity Nguyen provided the Commission with an update on Alameda CTC's work program for the I-580 and I-680 Corridors, including the importance of the corridors for interregional connectivity, goods movement and as major commute corridors. The staff provided an update on current and proposed projects for the I-580 and I-680 corridors and discussed projects undertaken by other agencies, including the San Joaquin County I-205 High-Occupancy Vehicle Lane Widening project and the Valley Link Project under way as a result of AB758. Staff discussed the importance of policy consistency with other agencies, particularly in relation to express lanes, and the proposed next steps for each for the corridor segments.

Commissioner Haggerty stated that the places where specific solutions have not been identified are the Dublin Grade and Altamont Pass. He stated that Alameda CTC should coordinate with Valley Link now to address possible solutions in the corridor, and that other jurisdictions should be shown regarding the Design Alternative Analyses when the item is brought to the Commission.

Commissioner Haggerty asked about the next express lane opening in Alameda County, the I-880 Express Lanes operated by MTC, and if they would be opened as three-plus carpool lanes. Lisa Klein with MTC said this is a decision that has yet to be made.

Commissioner Kaplan asked is I-580/I-680 work program intended to include the issue of completing the Express Lanes to the Bay Bridge and requested that when the item is brought back, the full extent of proposed express lanes on the corridors be shown and to address occupancy requirements. Commissioner Kaplan also suggested the agency look at carpool incentive and carpool outreach and education.

Commissioner Kaplan asked whether the projects presented will be part of the Regional Transportation Plan (RTP). Ms. Lengyel said that staff submitted this work program to MTC as part of their request for transformative projects.

Commissioner Ortiz stated that AC Transit supports Express lanes dedicated from I-580 across the Bay Bridge. Preferred hours would be during commute hours for AC Transit.

This item is for information only.

5.3. Approve the 2020 Transportation for Seniors and People with Disabilities (Paratransit) Discretionary Grant Program

Kate Lefkowitz recommended the Commission approve the following actions relating to the establishment of the 2020 Transportation for Seniors and People with Disabilities (Paratransit) Discretionary Grant Program:

- Approve the 2020 Paratransit Discretionary Grant Program Guidelines; and
- Approve release of a Call for Project Nominations for the 2020 Paratransit Discretionary Grant Program in fall 2018 with $9 million available for programming over fiscal years 2019-20 through 2023-24.

Ms. Lefkowitz noted that the Paratransit Advisory and Planning Committee has already reviewed and approved this item.

Commissioner Ortiz moved to approve this item. Commissioner Halliday seconded the motion. The motion passed with the following votes:

Yes:	*Arreguin, Bauters, Cutter, Haggerty, Halliday, Kaplan, Marchand, McQuaid, Mei, Ortiz, Valle*
No:	*None*
Abstain:	*None*
Absent:	*None*

6. Committee Member Reports

There were no member reports.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: October 8, 2018 at 10:30 a.m.
Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

DATE:	October 1, 2018
TO:	Planning, Policy and Legislation Committee
FROM:	Saravana Suthanthira, Principal Transportation Planner 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 provide the Commission with an update on the 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 (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 update on September 10, 2018, the Alameda CTC has not received any environmental documents for review.

Fiscal Impact: There is no fiscal impact associated with the requested action.

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DATE:	October 1, 2018
TO:	Planning, Policy and Legislation Committee
FROM:	Tess Lengyel, Deputy Executive Director of Planning and Policy
SUBJECT:	October Legislative Update

Recommendation

This item is to provide the Commission with an update on federal and state legislative activities. This is an information item only.

Summary

The October 2018 legislative update provides information on federal and state legislative activities.

Background

The Commission approved the 2018 Legislative Program in December 2017. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The final 2018 Legislative Program is divided into six sections: Transportation Funding; Project Delivery and Operations; Multimodal Transportation, Land Use, and Safety; Climate Change and Technology; Goods Movement; and Partnerships. The program is 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 the region as well as 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.

Federal Update

Alameda CTC staff will provide a verbal update on federal legislative activities if there are pertinent activities to report.

State Update

Alameda CTC staff will provide an update on state activities at the Commission meeting. Alameda CTC staff is currently working with partner agencies on development of a draft legislative platform to bring to the Commission for consideration in November 2018 for the 2019 calendar year.

Senate Bill 1 (SB 1) repeal/Proposition 6: In July 2018, Alameda CTC took an oppose position on Proposition 6. If enacted, Proposition 6 would eliminate SB1 revenues. The implications of an SB1 repeal would be a reduction in existing transportation funding in the state and would create a requirement for the Legislature to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval. This requirement could potentially lower transportation tax revenues in the future due to requiring voter approval of such tax increases, with the impact dependent on future actions by the Legislature and voters.

SB 1 Summary: SB 1, known as the "Road Repair and Accountability Act of 2017", was approved by the legislature and signed by the Governor in April 2017. SB 1 provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. The last time the gas tax was increased was about 25 years ago and has not kept pace with inflation. The estimated funding backlog for transportation maintenance over the next decade without SB1 is $130 billion for road, highway and bridge repairs in California. Alameda CTC, local jurisdictions and transit operators receive formula funds and are also eligible for several SB 1 competitive funding categories. If SB 1 is repealed in November 2018, no future SB 1 funds will be available; however, existing allocated funds are able to be expended until the funding is exhausted. If the repeal occurs, funding allocations made by the California Transportation Commission for competitive grant programs for future years are at risk.

SB1 Funding At-Risk in Alameda County: If Proposition 6 passes, over $40 million per year would be eliminated from local city and county roads funding in Alameda County to repair potholes, fix roads and bridges, improve safety, and implement complete streets projects. Over $30 million per year in transit funding would be lost for AC Transit, Union City Transit, BART and ACE for state of good repair projects and operations. In addition, local partnership funds would be lost and competitive SB 1 funding programs would be eliminated, many of which could fund major corridor, freight and rail improvements in Alameda County.

SB1 Education: Alameda CTC along with agencies across the state are providing education about the effect of SB1 and what would be lost if it is repealed. Staff will provide an update on SB1 education efforts at the Commission meeting.

SB 1 public information, outreach and educational materials can be found at the links below:

California Transportation Commission: http://www.catc.ca.gov/programs/sb1/

California State Association of Counties: http://www.counties.org/post/sb-1-road-repair-and-accountability-act-2017

California League of Cities: https://www.cacities.org/Policy-Advocacy/Hot-Issues/Transportation-Funding

Alameda CTC: www.AlamedaCTC.org/FundingSolutions

Fiscal Impact: There is no fiscal impact associated with the requested action.

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DATE:	October 1, 2018
TO:	Planning, Policy and Legislation Committee
FROM:	Tess Lengyel, Deputy Executive Director of Planning and Policy Saravana Suthanthira, Principal Transportation Planner Chris G. Marks, Associate Transportation Planner
SUBJECT:	Approve the Congestion Management Program 2018 Conformity Findings

Recommendation

It is recommended that the Commission approve the Congestion Management Program 2018 Conformity Findings.

Summary

As a Congestion Management Agency, Alameda CTC implements a legislatively mandated Congestion Management Program (CMP), which requires evaluation of conformity with the CMP requirements. Local jurisdictions must comply with four elements of the CMP to be found in compliance. Non-conformance with the CMP requirements could result in local jurisdictions being at a risk of losing Proposition 111 gas tax subventions. The four elements are:

1. Level of Service Monitoring Element: Prepare Deficiency Plans and Deficiency Plan Progress Reports, as applicable;
2. Travel Demand Management (TDM) Element: Complete the TDM Site Design Checklist;
3. Land Use Analysis Element:
    a. Submit to Alameda CTC all Notices of Preparations, Environmental Impact Reports, and General Plan Amendments;
    b. Review the allocation of Association of Bay Area Governments' land use projections to Alameda CTC's traffic analysis zones; and
4. Pay annual fees.

In August and September 2018, Alameda CTC worked with all Alameda County jurisdictions to acquire all the necessary documentation to determine CMP conformity for fiscal year 2017-2018. Documents were due to Alameda CTC by September 11, 2018. Attachment A summarizes the status of conformance documentation by jurisdiction. All jurisdictions have met the TDM, Land Use Analysis Program and fee requirements. Staff is working with the three jurisdictions that are subjected to LOS Monitoring Deficiency Plan requirements, and they are expected to comply with the requirements before the October Commission meeting.

Background

As the Congestion Management Agency for Alameda County, Alameda CTC requires annual conformance with four elements. The conformance elements and related activities undertaken to establish conformance are described below.

Level of Service Monitoring Program - Deficiency Plans

There are two active deficiency plans in the County based on the outcome from the Level of Service Monitoring performed on the CMP roadways in prior years. No new deficiency plans were required based on the 2018 level of service monitoring results. The following Deficiency Plans are active, and status reports have been requested.

1. SR-260 Posey Tube Eastbound to I-880 Northbound Freeway Connection
   Lead jurisdiction: City of Oakland
   Participating jurisdictions: City of Alameda and City of Berkeley
2. SR-185 (International Boulevard) Between 46th and 42nd Avenues
   Lead Jurisdiction: City of Oakland
   Participating jurisdiction: City of Alameda

Travel Demand Management Element

Jurisdictions submitted the updated Site Design Checklist that aims to promote alternative transportation strategies with a travel demand management element.

Land Use Analysis Program

- *Development project review*: Jurisdictions reviewed the list of land use projects that Alameda CTC had reviewed and commented on during FY2017-18.
- *Land use forecast review*: Jurisdictions reviewed Plan Bay Area 2040 (Sustainable Communities Strategy) land use allocations as part of the Alameda Countywide Travel Demand Model update that was completed in June 2018.

All jurisdictions have met the TDM, Land Use Analysis Program and fee requirements. Staff is working with the three jurisdictions that are subjected to LOS Monitoring Deficiency Plan requirements, and they are expected to comply with the requirements before the October Commission meeting.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachment

A. Fiscal Year 2017-18 CMP Conformance Table

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Attachment A
FY 2017-2018 CMP CONFORMANCE
Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program		TDM Element	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
Jurisdiction	GPA & NOP Submittals	Land Use Forecast Review	Checklist Complete	Payments thru 4th Qts FY 17/18	Deficiency Plan Progress Reports or Concurrence	
Alameda County	Y	Y	Y	Y	N/A	Y
City of Alameda	Y	Y	Y	Y	**N**	**N**
City of Albany	Y	Y	Y	Y	N/A	Y
City of Berkeley	Y	Y	Y	Y	**N**	**N**
City of Dublin	Y	Y	Y	Y	N/A	Y
City of Emeryville	Y	Y	Y	Y	N/A	Y
City of Fremont	Y	Y	Y	Y	N/A	Y
City of Hayward	Y	Y	Y	Y	N/A	Y
City of Livermore	Y	Y	Y	Y	N/A	Y
City of Newark	Y	Y	Y	Y	N/A	Y
City of Oakland	Y	Y	Y	Y	**N**	**N**
City of Piedmont	Y	Y	Y	Y	N/A	Y
City of Pleasanton	Y	Y	Y	Y	N/A	Y
City of San Leandro	Y	Y	Y	Y	N/A	Y
City of Union City	Y	Y	Y	Y	N/A	Y

N/A indicates that the jurisdiction is not responsible for any deficiency plan in the past fiscal year.
-Jurisdiction that are subjected to the Deficiency Plan requirements are expected be in Compliance by October Commission meeting.

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DATE:	October 1, 2018
TO:	Planning, Policy and Legislation Committee
FROM:	Tess Lengyal, Deputy Executive Director of Planning and Policy Saravana Suthanthira, Principal Transportation Planner Chris Marks, Associate Transportation Planner
SUBJECT:	Congestion Management Program 2017 Multimodal Performance Report

Recommendation

This item is to provide the Commission with an update on the Congestion Manamgent Program 2017 Multimodal Performance Report.

Summary

Annually, Alameda County Transportation Commission (Alameda CTC) prepares a summary of the state of the transportation system within Alameda County, tracking a series of key performance metrics for the countywide multimodal transportation system. The attached six fact sheets (Attachments A-F) distill key countywide trends and inventory county transportation assets. Alameda CTC tracks performance measures including overall commuting patterns, demand factors, and roadway, transit, biking and walking performance, and goods movement. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CTP) and the Congestion Management Program (CMP) statute. The Performance Report (comprised of the six attached fact sheets), 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.

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 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.

Key Findings

Bay Area Growth Continued: A positive growth trend, seen since the recession in jobs and population continued, locally and region-wide. While Alameda County has maintained a good balance of jobs and population—the adjacent Contra Costa and San Joaquin Counties have continued to add population, while San Francisco and Santa Clara counties have continued to add jobs—with Alameda County's transportation system bearing the added commute trips due to this regional jobs-housing imbalance.

Commuters continued to shift away from driving alone: Alameda County's commute patterns continued to be increasingly multimodal. Telecommuting is rising rapidly in Alameda County and in the region; 7% of the population now works from home.

Freeway and highway speeds stayed stable: After a continued annual decline since the end of the recession, freeway and highway speeds leveled off.

Arterial speeds declined: Average speeds on arterial roads continued a multi-year decline, likely the result of diversions from congested freeways onto local roads.

Safety continued to decline: Total collisions increased by 10% between 2015 and 2016. However, fatal and severe collisions decreased by 5%. Pedestrians and cyclists continue to make up a disproportionate percent of injury and fatal collisions.

Pavement condition improved: 45% of roads in Alameda County now rate as good or excellent and average PCI equal to all time high after two years of Measure BB funding. Nearly 1,000 miles remain at risk, poor, or failing.

Total annual ridership is falling along with per-capita ridership:
Annual boardings dropped for the second consecutive year, by 4%, to 94 million in 2017. Per-capita transit ridership has continued to fall. 2017 was the first year since 2010 that BART lost total ridership. Ferry and commuter rail ridership increased.

Commuter transit markets have remained strong: Peak-hour commute transit markets have stayed resilient to the overall decline in transit ridership. Most losses appeared to have occurred in off-peak and weekend periods.

The 2017 Performance Report includes data for the most recently available reporting period, which is typically calendar year 2017 or fiscal year 2016-17. Because publication of some data sources lags preparation of the report, some data used are prior to the 2017 reporting period.

Fiscal Impact: There is no fiscal impact associated with the requested action.

Attachments

A. 2017 Transportation System Fact Sheet
B. 2017 Transit System Fact Sheet
C. 2017 Freeways System Fact Sheet
D. 2017 Highways, Arterials, and Major Roads Fact Sheet
E. 2017 Goods Movement Fact Sheet
F. 2017 Active Transportation Fact Sheet

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Alameda County Transportation System

FACT SHEET

October 2018

ALAMEDA County Transportation Commission

Alameda County's Multimodal Transportation Network

SNAPSHOT:

Population:

1.65 million people — **21%** of total Bay Area population

Jobs:

780,000 jobs — **20%** of all Bay Area jobs

Daily Transit Use:

320,000 average weekday riders — **18%** of Bay Area weekday ridership

Daily Vehicle Delay:

52,000 hours in traffic — **30%** of severe delays in the Bay Area

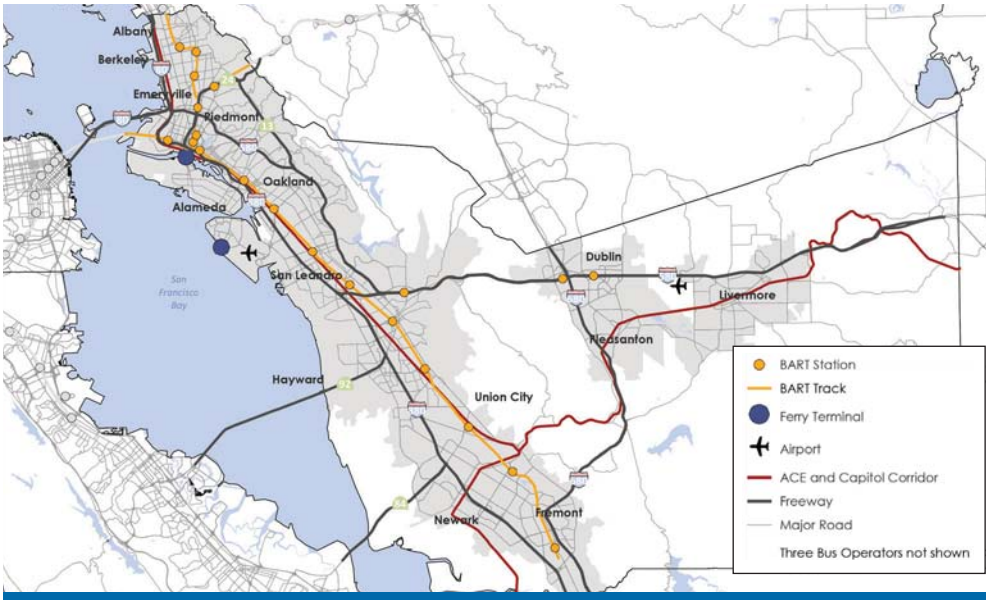
Alameda CTC annually evaluates the performance of the County's transportation system. Alameda CTC monitors trends in a series of performance measures that track overall travel patterns, roadways, transit, paratransit, biking, walking and livable communities.

Alameda County's rich and multimodal transportation network of roadways, rail, transit, paratransit, and biking and walking facilities allows people and goods to travel within the county and beyond. Today, population growth and a booming economy have increased travel demand and congestion significantly, and Alameda CTC continues to develop and deliver projects to expand travel choices and improve access and efficiency.

GROWING COMMUTER TRAVEL DEMAND

Alameda County's multimodal transportation system accommodates a significant share of the San Francisco Bay Area's commuter travel. Roughly one-third of regional commutes involve Alameda County in some way, either traveling within, to, from, or through Alameda County. Alameda County residents commute to work using various transportation modes, and non-driving modes are growing. Between 2010 and 2015, for every new solo driver, almost seven people began using transit, walking, biking, or telecommuting.

The map below shows the freeways, major roadways and transit routes in Alameda County's transportation network.



ALAMEDA COUNTY TRANSPORTATION NETWORK

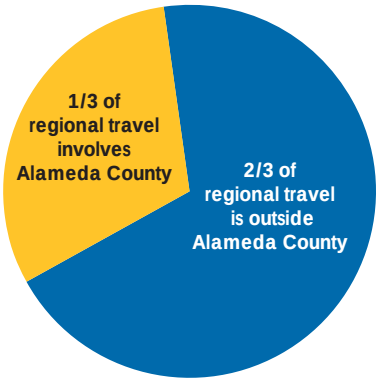
Alameda County Roadways Are the Most Congested in the Bay Area

Alameda County's roadway network includes freeways, highways, arterials, collectors, local roads, bridges, tunnels, as well as a growing network of carpool and express lanes. It includes some of the most heavily-used and congested roads in the region.

Congested Roadways:

most congested corridors	Half of top 10 in Bay Area
31 minute average commute	5th longest in the Bay Area

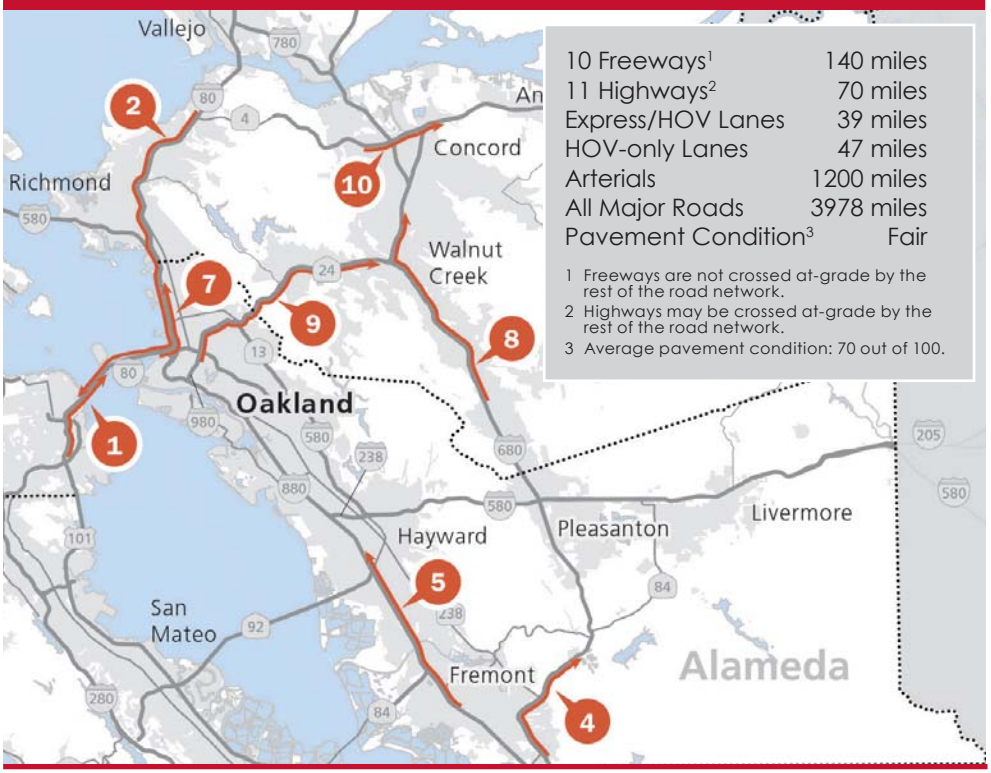
- **Six of 10 interstates** in the Bay Area pass through Alameda County.
- **42 million miles traveled daily** on Alameda County roads, almost one-quarter of all travel for the entire Bay Area.
- **Almost one-quarter of freeway miles are congested** with speeds below 30 mph at the p.m. peak.



BAY AREA TRIPS

Alameda County supports 33 percent of regional commute trips, despite having only 21 percent of the regional population. Nearly one-fifth of these trips are pass-through.

2016 TOP 10 CONGESTED BAY AREA CORRIDORS



10 Freeways[1]	140 miles
11 Highways[2]	70 miles
Express/HOV Lanes	39 miles
HOV-only Lanes	47 miles
Arterials	1200 miles
All Major Roads	3978 miles
Pavement Condition[3]	Fair

1 Freeways are not crossed at-grade by the rest of the road network.
2 Highways may be crossed at-grade by the rest of the road network.
3 Average pavement condition: 70 out of 100.

Data source: MTC Vital Signs, Bay Area Freeway Locations with Most Weekday Traffic Congestion, 2016, September 2017.

ALAMEDA COUNTY COMMUTING FACTS:

- **47 percent of trips on Alameda County roads** originate outside of the county
- **3rd longest commute** for single-occupancy vehicles in the Bay Area:
  - **29 minutes** on average for single-occupancy vehicles
- **47 mph** average p.m. speed on freeways
- **412,000 vehicles** travel across the three bay-crossing bridges daily

Collisions declined over the last decade, but have been increasing since the end of the recession.

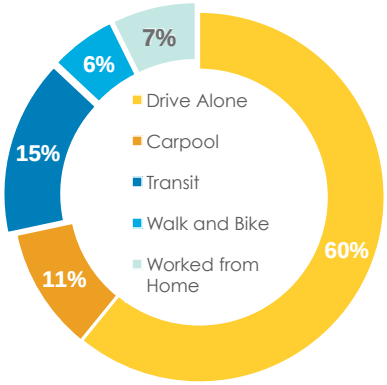
- **One fatal collision** every five days
- **22 injury collisions** each day
- **Pedestrians and cyclists more than twice as likely** to be involved in collisions than motorists

Transit Improves Mobility in Congested Corridors

Transit is a critical travel mode for improving mobility throughout the county, particularly on our most congested corridors. Alameda County has one of California's most transit-rich environments.

Transit Commuting:

94 million transit riders annually take BART, bus, rail, and ferry



TRIP SHARE

The number of telecommuters increased 23 percent in the last year.

ACTIVE TRANSPORTATION

Alameda County's temperate weather provides a highly-supportive environment for active transportation.

- **394 miles of bikeways** are in the countywide network.
- **6 percent** of Alameda County residents walk or bike to work.
- **65 percent** of pedestrian and almost **60 percent** of bike collisions occurred on just 4 percent of roads.

ALAMEDA COUNTY TRANSIT FACTS:

BART:

- **22 of 47** BART stations are in Alameda County
- **149,000 people** board BART every weekday
- **1 in 3 BART riders** board trains in Alameda County
- BART has one of the **highest farebox recovery ratios** in the county at 73 percent

Bus:

- **Three bus operators** service 170 bus routes and over 1,500 route-miles
- **159,000 people** board buses every weekday
- **1.8 million hours** of bus service were provided by operators last year
- **Transbay bus ridership grew 35 percent** in the last six years

Rail and Ferry:

- **Three commuter rail operators** serve 10 stations
- **2.1 million people** boarded commuter trains in 2017
- **Three ferry terminals** serve 8,000 commuters each weekday

Alameda County: Goods Movement Hub

Alameda County is the goods movement hub of Northern California. One-third of all jobs in Alameda County depend on goods movement, which is essential to the vibrancy of the regional economy and generates tax revenues to support crucial public investments.

ALAMEDA COUNTY GOODS MOVEMENT FACTS:

- **1.5 million tons of air freight** move through Oakland International Airport annually
- **123 freight rail miles** and 131 public at-grade mainline crossings
- **2.4 million containers** annually shipped and received by the Port of Oakland
- **7th busiest port** in the United States by container throughput
- **20,000 trucks per day** travel I-580, more than on any other road in the Bay Area
- **110 miles** of the National Highway Freight Network

Transportation System Challenges and Opportunities

Alameda County's multimodal transportation system faces increasing demand from a growing population of 1.65 million, congestion on freeways and arterial corridors, safety issues, and greenhouse gas emissions. Strategic infrastructure investments expand access and mobility, accommodate travel demand and provide more flexibility on different modes that can reduce emissions.

Alameda County has 39 miles of express lanes, with 71 miles planned in the near future. **Express lanes run 2-18 mph faster** than overall freeway traffic.

Data sources:

Active transportation: 2016 Active Transportation Plan; Statewide Integrated Traffic Records System (SWITRS), 2016; Countywide Active Transportation Plan.

Air and seaports: FAA Enplanements, Vital Signs, Metropolitan Transportation Commission (MTC); FAA All-Cargo Data for US Airports, Vital Signs, MTC; Port of Oakland Container Statistics, Vital Signs, MTC.

Bridges: Caltrans Annual Average Daily Traffic via Regional Measure 3 (RM 3) Briefing Memo; Travel Model, RM 3 Briefing Memo, Alameda CTC.

Congested roadways: Vital Signs, MTC; 2018 Level of Service Monitoring Report, Alameda CTC; INRIX VHD, Vital Signs, MTC 2016.

Economy: CA Department of Finance Table E-5: Pop/Housing Estimates (2011-2017), Vital Signs, MTC; DMV and 2016 ACS Table B01001, DMV and 2015 American Community Survey (ACS) Table B01001.

Mode split: 2016 ACS 1-Year estimate.

Rail: Rail Strategy Study, Alameda CTC; National Transit Database (NTD) Annual Boardings; National Highway Freight Network Map and Tables for CA, Federal Highway Administration.

Roadways: 2018 LOS Monitoring Report, Alameda CTC; Caltrans Highway Performance Monitoring System Library, Vital Signs, MTC; INRIX, 2015, Vital Signs, MTC.

Safety: 2016 SWITRS via Transportation Injury Mapping System.

Transit: NTD FY 2015-16 and provisional data from transit operators for FY2016-17; Transbay Ridership data provided by AC Transit; BART System Boardings by station.

CHALLENGES

Alameda County roads experience a disproportionate amount of regional congestion. Alameda County has five of the top 10 most congested roads and 31 percent of the Bay Area's congestion-related vehicle delay. Congestion on freeway corridors also significantly impacts the movement of goods.

Approximately one-third of regional commuter trips involve Alameda County in some way, although Alameda County only has 21 percent of the region's population.

Alameda County has the second fastest population growth rate in the Bay Area over the last decade leading to increased travel demand on the already congested system.

Although commute patterns have become more multimodal over the last decade, most trips (60 percent) are still made in single-occupancy vehicles.

The goods movement hub in the region, Alameda County has the highest volumes of truck and freight rail traffic due to the Port of Oakland, major rail lines, and designated highway freight corridors.

OPPORTUNITIES

Alameda County is served by a rich multimodal transportation system which can be leveraged to increase the efficiency and throughput of the existing infrastructure for all modes and to expand transportation opportunities in more modes.

Express lanes increase the efficiency of our transportation system, for commuters, transit and freight by taking advantage of existing capacity to reduce peak-hour congestion. Alameda County already has 39 miles of express lanes and more in the project pipeline.

Alameda County has strong connections to national and international trade markets through the Port of Oakland and the Northern California megaregion. Plans at the Port of Oakland include increasing the share of goods transported by rail, which, if realized, could reduce the number of truck trips on congested roads.

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Alameda County Transit System

FACT SHEET

October 2018

ALAMEDA County Transportation Commission

Alameda County: Central Hub of Bay Area Transit

15 percent of Alameda County residents commute to work by transit, the second highest percent in the State.

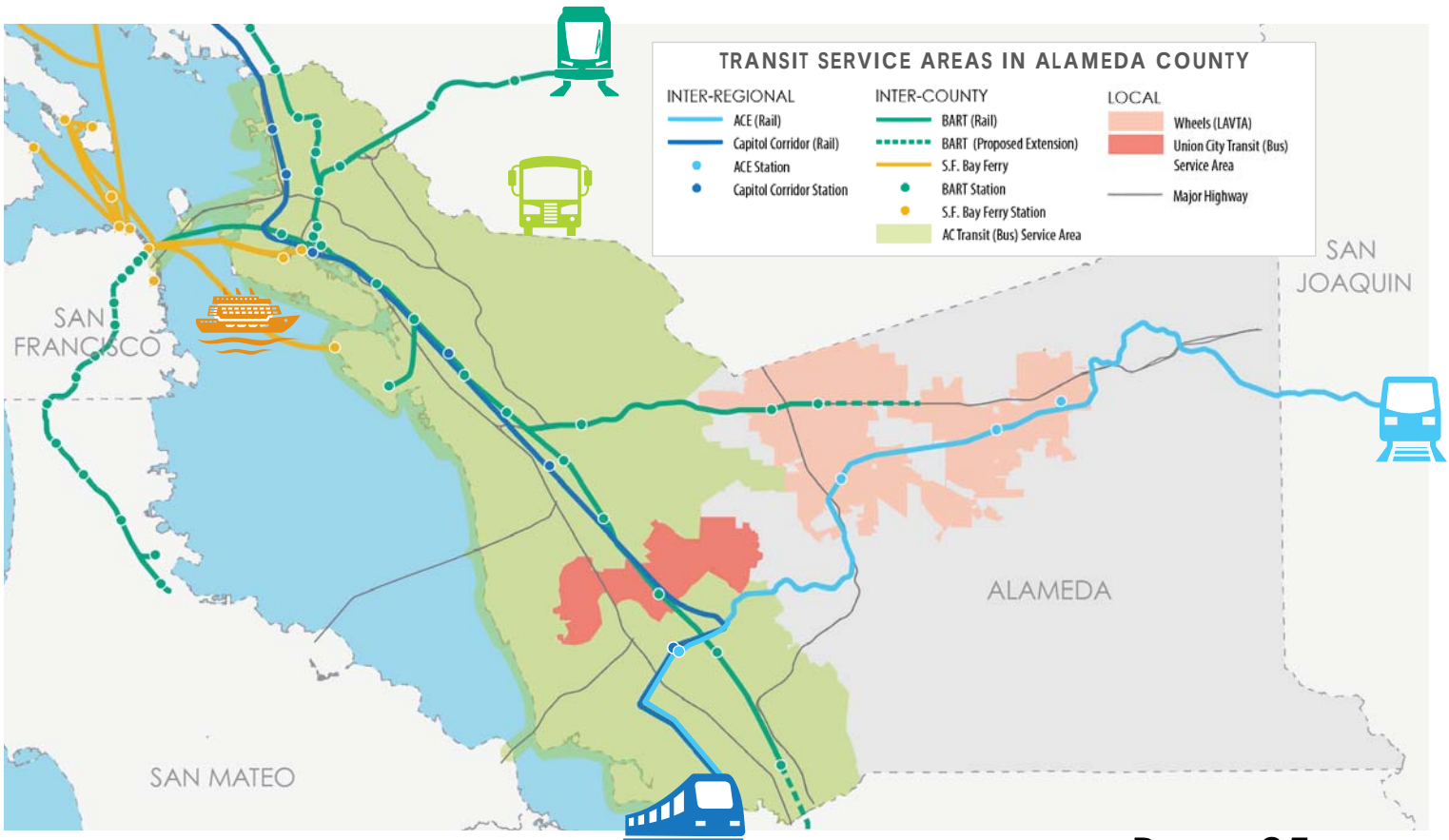
Alameda County is one of California's and the nation's most transit-rich, multimodal environments — with the second highest transit mode share in the state. Public transit plays a vital role in Alameda County's transportation network. Alameda County's seven major transit operators carried 94 million passenger trips in 2017.

EMISSIONS REDUCTION

Transportation is the single largest contributor of emissions. Shifting the balance from single-driver cars to transit and other modes can help reduce emissions (both greenhouse gases and air pollutants) and enhance the quality of life and the environment in Alameda County.

ACCESS AND MOBILITY FOR EVERYONE

Transit provides access to work, school, medical appointments, and other important destinations. Widespread access to high quality transit service expands individual travel choice and helps meet growing travel demand.



Public Transit Providers Serving Alameda County

Seven transit agencies operate heavy rail, commuter rail, bus, ferry, and automated guideway services in Alameda County. Operational highlights from the fiscal year 2016-2017 appear below. Annual numbers reflect statistics for Alameda County only, unless otherwise noted.

BART

- **149,000 average weekday riders**
- **43 million annual riders, 46% of annual countywide transit ridership**
- **2nd largest transit provider in the Bay Area**
- 995,000 hours of train car service
- 68% fare box recovery ratio*
- 22 of 48 stations are in Alameda County
- 103 of 245 route miles
- 662 rail cars*
- 38 years average fleet age*
- 89% on-time performance

SF BAY FERRY

- **8,300 weekday riders***
- **1.6 million annual riders**
- 12,800 hours of ferry service
- 60% fare box recovery ratio*
- 12 ferries,* serving three terminals

* Systemwide.

AC TRANSIT

- **152,000 average weekday riders**
- **47 million annual riders, 50% of countywide annual transit ridership**
- **3rd largest transit provider in the Bay Area**
- 1.7 million hours of bus service
- 17% fare box recovery ratio*
- 1,118 route miles on 151 routes
- 630 buses*
- 10.4 mph average bus speed
- 70% on-time performance*

UNION CITY TRANSIT

- **973 average weekday riders**
- **280,000 total annual riders**
- 37,500 hours of bus service
- 7% fare box recovery ratio
- 105 route miles on eight routes
- 95% on-time performance

CAPITOL CORRIDOR

- **1.6 million total annual riders***
- 5.1 million hours of train car service*
- 58% system operating ratio*
- 86 of 342 route miles
- 91% on-time performance*

ACE

- **461,000 total annual riders**
- **1,755 average weekday riders**
- 20,500 hours of train car service
- 41% fare box recovery ratio*
- 90 of 172 route miles
- 87% on-time performance*

WHEELS (LAVTA)

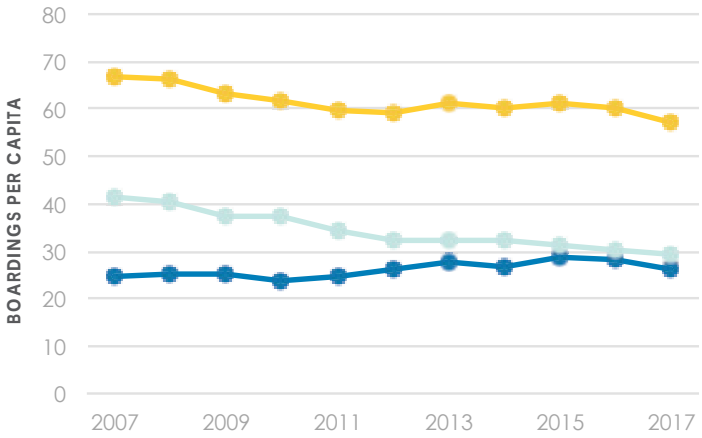
- **5,500 average weekday riders**
- **1.5 million total annual riders**
- 122,000 hours of bus service
- 14% fare box recovery ratio
- 300 route miles on 14 routes
- 81% on-time performance

Source: National Transit Database (FY2007-16), provisional data from transit operators (FY2017).

Transit System Performance 2017

Over the last decade, total annual ridership in Alameda County had remained strong, primarily due to population growth. However, total ridership dipped slightly in 2016 for the first time since the end of the recession, before falling four percent in 2017.

Despite declines in annual boardings, transit ridership has remained strong in key markets – such as the transbay corridor.

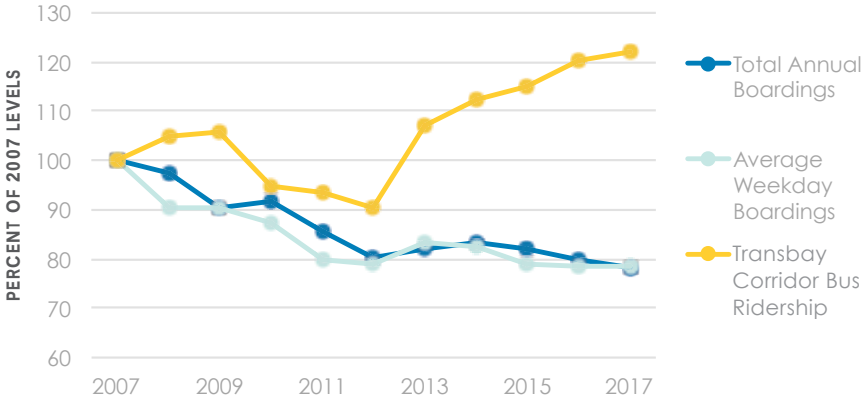


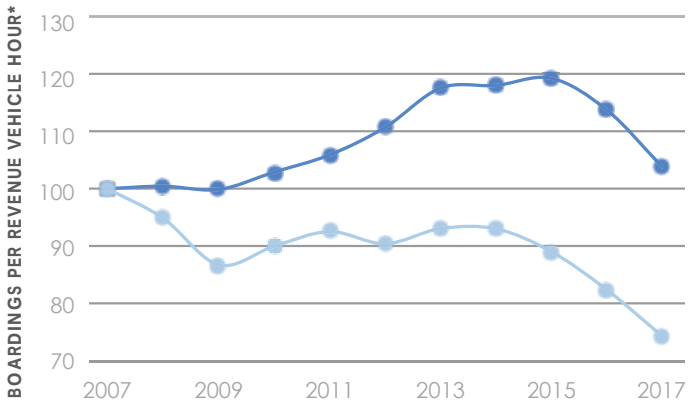
Total annual ridership is falling along with per-capita ridership

Alameda County has the second highest share of residents who commute by transit in the state — second only to San Francisco — yet total annual boardings per capita have declined 15 percent over the last decade.

Commuter transit markets have remained strong

While total annual ridership has fallen, commuter travel demand remains strong. AC Transit's systemwide weekday boardings have been stable the last few years, while ridership on Transbay routes continues to grow. Ridership losses are largely on weekends and off-peak.





Service utilization decreased as costs increase

Both BART and AC Transit increased service in 2017 while ridership declined, significantly increasing the cost per boarding for both. BART's operating expense per rider had generally improved since 2007, but increased 15 percent in 2017.

*Percent of 2007.

Transit System Challenges and Opportunities

Alameda County's transit operators are at a critical juncture. Inter-county services, especially in heavily congested and capacity-constrained parts of the system like the Transbay Corridor, have stayed competitive and attracted new riders. However, these systems are suffering from overcrowding. At the same time, local transit operators struggle to provide competitive service on increasingly congested roadways and are also faced with competition from a new range of on-demand mobility services.

Alameda County has the **third shortest** average commute time on transit in the Bay Area — 53 minutes.

AC Transit's Transbay ridership **grew 35 percent** in the last six years.

Data sources:

Operator facts and trends: 2016 Alameda CTC Performance Report, National Transit Database (FY2006-2015) and provisional data provided by transit operators.

Transbay growth: AC Transit Average Weekday Transbay Bridge Ridership (FY 2011/2012-FY2016-2017).

Transit commute time: 2015 American Community Survey 1-year estimates, average commute time by county of residence.

Transit mode share: 2016 American Community Survey, 2016 PUMS data.

CHALLENGES

Speed, frequency, and reliability: Many buses operate on congested roadways and struggle to stay on time and operate at competitive speeds.

Poor transit system integration: There are multiple transit systems in Alameda County, each with its own fare structure, ticketing system, and information, which can lead to confusion for passengers.

High need for reinvestment in aging systems: Even with the integration of the first new cars in 2017, BART has the oldest fleet of all major metropolitan transit providers in the United States. The average age of the fleet is 15 years older than the typical useful life of the trains. AC Transit stops and shelters are also old and declining in quality.

Increasing competition from new mobility services: The emergence of companies like Uber and Lyft appear to have coincided with declining transit ridership nationwide. These companies present both challenges as well as opportunities, particularly regarding first- and last-mile connections to transit.

OPPORTUNITIES

Strong transit market in Alameda County: Alameda County has many strong transit markets due to local land use patterns, demographics, and projected growth. Transit has a real potential to be a competitive choice over driving, with better performance relative to personal cars.

Growing Transbay market: Transit trips by bus, ferry, and BART between Alameda County and San Francisco have grown over the last decade. Transit demand is only expected to increase, so this represents an opportunity for strategic investment in Transbay operations to support growing ridership.

New funding and opportunity for investment: Investments that improve transit reliability, speed, and quality, especially on major travel corridors, will improve transit performance and competitiveness, making it a more attractive choice. This can help maintain current riders and attract new riders. New potential funding streams like Senate Bill 1 and Regional Measure 3 make more of these investments possible.

System integration: Clipper 2.0 presents an opportunity to create a seamless network, perhaps for the entire Bay Area. This integration is necessary to take full advantage of Alameda County's rich transit network and diverse operators.

ALAMEDA County Transportation Commission

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Alameda County Freeway System

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October 2018

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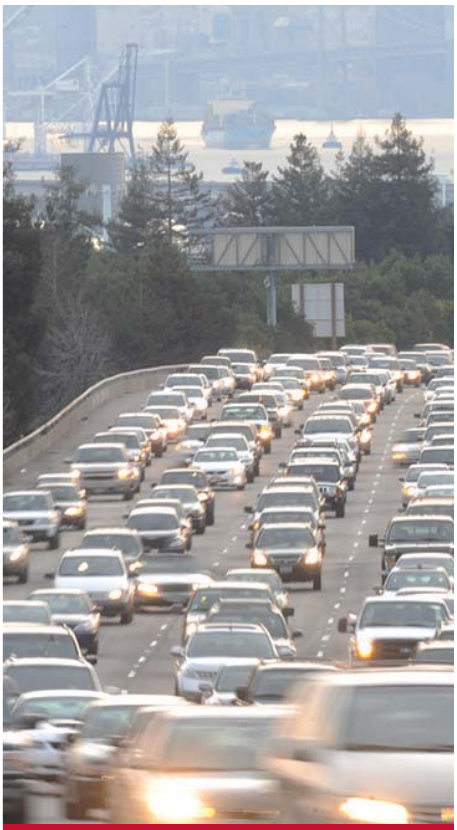
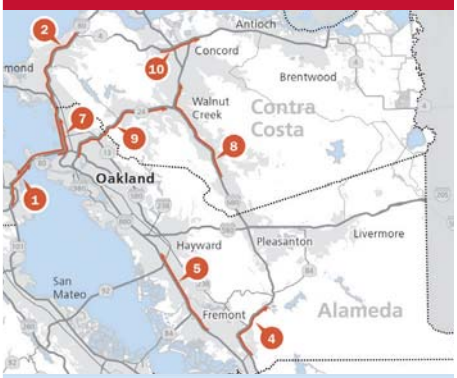
Alameda County's Freeway System Connects the Region



TOP 10 CONGESTED FREEWAYS



Alameda County has 140 miles of freeways, including **half of the top 10 most congested corridors** in the Bay Area.

As the geographic center of the San Francisco Bay Area, Alameda County connects the region with an extensive freeway network of almost 140 miles on six Interstates and four state routes. These freeways provide critical mobility for millions of commuters each day, and they are some of the most heavily-used and congested roads in the entire Bay Area.

Alameda County's freeways also facilitate the movement of more goods than any other county in the Bay Area. The freeway network includes 96 miles of managed lanes (carpool and express lanes), which extend the overall capacity of the network.

Carrying Goods

Alameda County freeways **move more freight than any other county** in the Bay Area.

IMPORTANCE OF FREEWAYS

Alameda County's freeways are key regional and interregional connectors.

- **More than two-thirds of traffic** on the eight bay-crossing bridges travels to, from, or through Alameda County.
- **The freeway network carries goods** between the Port of Oakland, the region, and domestic markets beyond.
- **The county's freeways carry the most pass-through trips** in the region i.e., trips with origins and destinations outside Alameda County – 47 percent.

MANAGED LANES

Alameda County has express lanes on I-580, I-680, with more under construction on I-880 as well. These lanes are free for carpools, buses and motorcycles, and available to those driving alone for a fee based on distance and demand at peak hours. Express lanes in Alameda County have been shown to improve overall performance where after studies have been conducted.

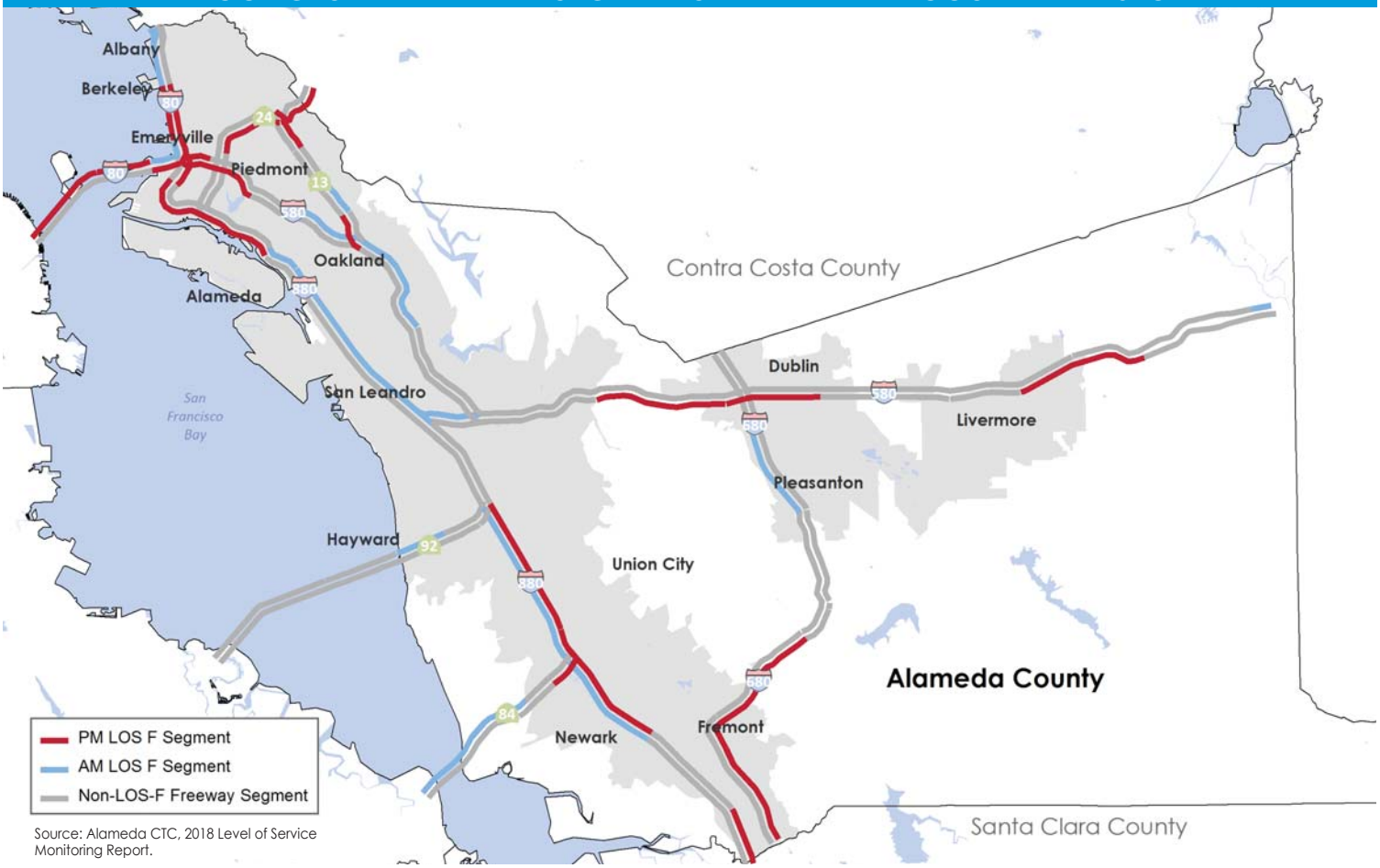
Alameda County has another **47 miles of carpool lanes**. These lanes are free to high-occupancy vehicles (two or three persons per vehicle) and off-limits to single-occupancy vehicles during peak hours.

Alameda County Freeway Inventory (2018)

Freeway	Direction	Freeway Length*	Express Lanes	Peak Daily No. of Vehicles	Severe Vehicle Delay (hours per day)	AM Congested Miles** (morning peak)	PM Congested Miles** (afternoon peak)
I-80	N/S	8.0	–	**275,000 vehicles** at SR-13	11,519	6.0	11.2
I-238	E/W	2.5	–	**155,000 vehicles** at I-580	94	2.5	–
I-580	E/W	46.7	yes	**254,000 vehicles** at SR-13, Oakland	9,176	8.1	17.5
I-680	N/S	21.3	yes	**172,000 vehicles** at I-580, Pleasanton	7,730	4.0	9.6
I-880	N/S	35.3	–	**277,000 vehicles** at A Street, Hayward	19,456	19.2	19.2
I-980	E/W	2.5	–	**134,000 vehicles** at I-580, Oakland	60	–	–
SR-13	N/S	5.9	–	**83,000 vehicles** at Broadway Terrace	640	1.1	3.0
SR-24	E/W	3.5	–	**173,000 vehicles** at Caldecott Tunnel	2,269	–	4.5
SR-84	E/W	6.2	–	**76,000 vehicles** at I-880	180	5.1	1.2
SR-92	E/W	8.4	–	**125,000 vehicles** at I-880, Hayward	1,400	1.9	–

*Centerline miles; **Directional miles of LOS-F with average speeds below 35 mph.

CONGESTED FREEWAY SEGMENTS IN ALAMEDA COUNTY IN 2018



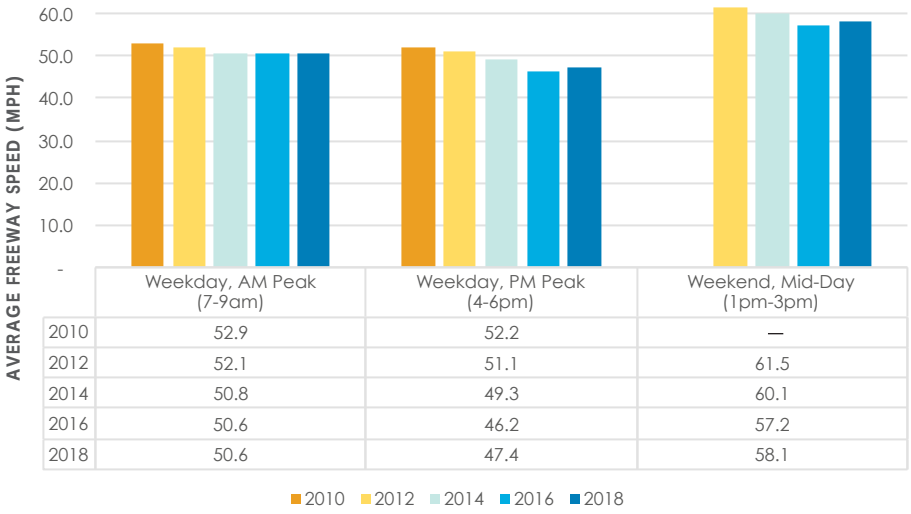
Source: Alameda CTC, 2018 Level of Service Monitoring Report.

Freeway System Performance

After peaking in 2016, congestion declined slightly in 2018. Average freeway speeds stayed stable — improving 1.2 mph — and the number of congested freeway-miles decreased. Despite the recent incremental improvement, freeways remain far more congested today than they were a decade ago.

Freeway speeds increased slightly in 2018, after a multi-year decline, but remain below recession-era highs.

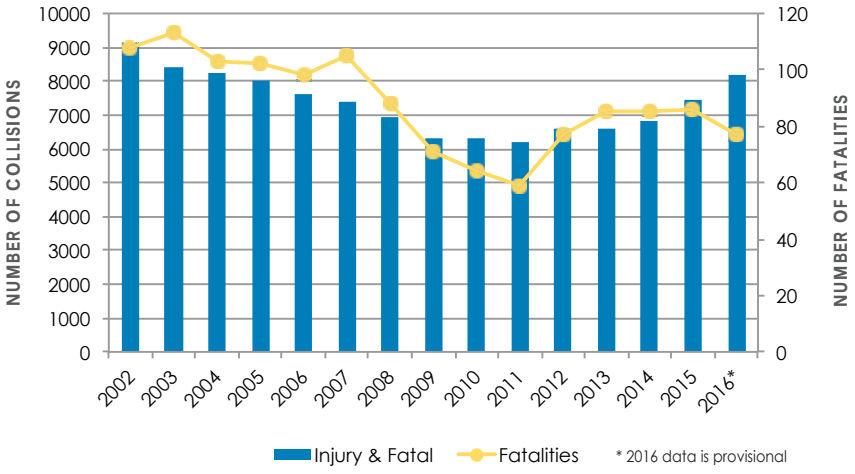
While average speeds improved, about one-quarter of the freeway network is still congested during the afternoon peak-period. This consistent congestion can be attributed to a growing population, a booming economy and related job growth.



	Weekday, AM Peak (7-9am)	Weekday, PM Peak (4-6pm)	Weekend, Mid-Day (1pm-3pm)
2010	52.9	52.2	—
2012	52.1	51.1	61.5
2014	50.8	49.3	60.1
2016	50.6	46.2	57.2
2018	50.6	47.4	58.1

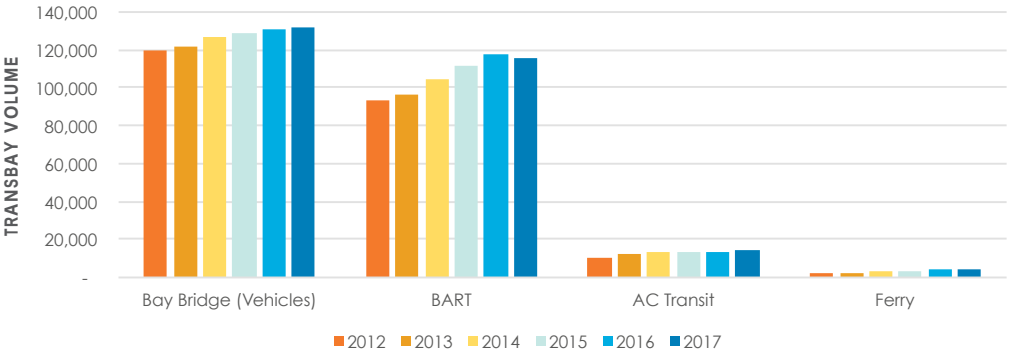
Total collisions have increased 31 percent from post-recession lows.

Fatal collisions declined in 2018 to the lowest number since 2011, while total collisions continue to increase. Alameda County accounts for 24 percent of total collisions in the Bay Area.



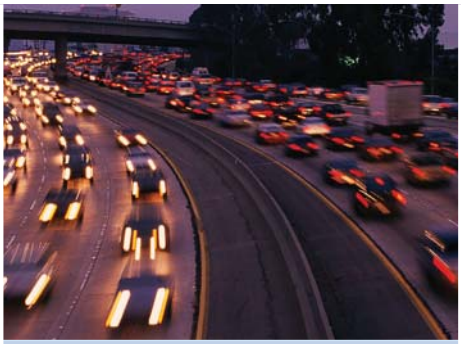
Bay Bridge Transbay Corridor at capacity.

Overcrowding on BART and congestion on the Bay Bridge have slowed growth in the number of trips across one of the most economically significant water crossings in the country. Transbay ferry and bus trips continue to grow, but carry many fewer trips than other modes.



Freeway System Challenges and Opportunities

As the geographic center of the Bay Area, Alameda County's extensive freeway network has experienced consistent congestion due to population and job growth, housing demand and an increasing number of commuters. Strategic improvements are underway or planned, which present the opportunity to increase overall network throughput and promote the use of alternative transportation modes.



As the region's freeway network hub, Alameda County experiences a **disproportionately high share of the region's congestion**.

Many Alameda CTC improvement projects are on major freight corridors and **benefit goods movement.**

CHALLENGES

As the region's freeway network hub, Alameda County experiences a disproportionately high share of the region's congestion.

Alameda County freeways carry a high number of commuters traveling either to, from or through Alameda County. Although only 21 percent of the Bay Area's population lives in Alameda County, it hosts one in three commutes regionwide.

The absolute number of drive-alone trips and vehicle miles traveled are increasing.

Congestion across more of the network remains severe, despite recent incremental improvements.

OPPORTUNITIES

Using local sales tax dollars and other regional, state and federal funds, Alameda CTC funds operational improvements and limited strategic improvement projects on the county's freeways, many of which are already underway, and more are planned. Many of these projects are on major freight corridors and benefit goods movement.

Working with partners at all levels, Alameda CTC is maximizing existing capacity. As most freeways are built out, and the options for improvements are limited, Alameda CTC is working with partners at all levels of government to explore opportunities to maximize use of existing capacity through improved operations and to promote use of alternative modes on Alameda County's major local roads.

Although the absolute number of commuters who drive alone has increased since 2000, the drive-alone mode share has fallen almost 10 percent since that time.

Increasing the number of managed lanes facilitates carpool expansion, offers excess capacity at the appropriate marginal cost, and provides the opportunity to reinvest revenues into the corridors.

Data sources:
2016 Level of Service Monitoring Report, 2016 Performance Report, Alameda CTC.
Traffic Census Program, Traffic Volumes: Annual Average Daily Traffic, California Department of Transportation, 2016.

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Alameda County Highways, Arterials, and Major Roads

FACT SHEET October 2018

ALAMEDA County Transportation Commission

Alameda County Roadways: Critical Connectivity for Every Mode

Highways, arterials, and major roads are important connectors for both goods and people making local and regional trips. Many of these roads serve multiple users, including bicycles, pedestrians, cars, public transit, trucks and emergency vehicles. They connect communities to employment, activity centers, and other important destinations.

IMPORTANCE OF HIGHWAYS, ARTERIALS, AND MAJOR ROADS

Support all transportation modes: Alameda County's roadway network provides critical connectivity for cyclists, pedestrians, transit riders, trucks and cars.

Provide direct access to housing, employment, and activity centers: Arterials and major roads are the critical link between the regional and local transportation networks. They provide connections to home, work and almost every other destination.

Support growth of jobs and housing: Highways, arterials and major roads support existing land uses, and can provide opportunities to support planned land uses.

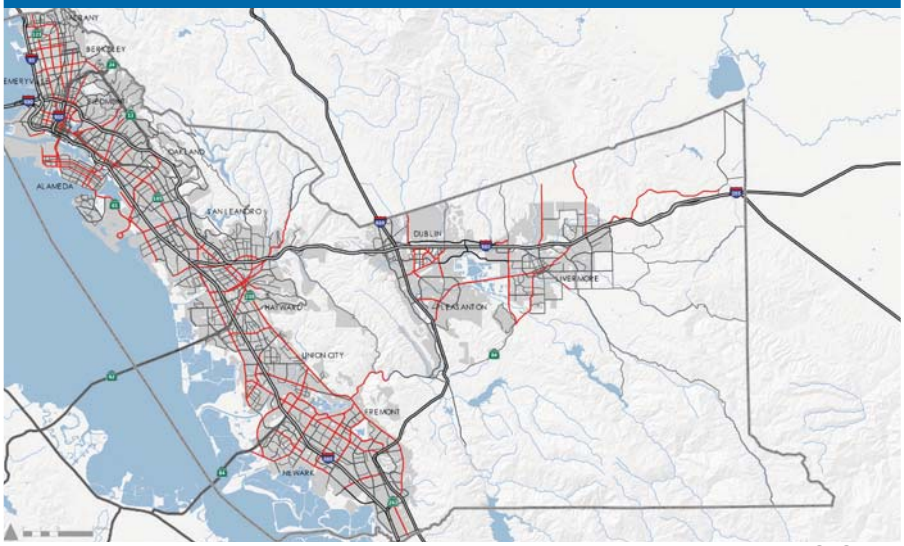
Continuous and connected network for all modes: Local governments, limited by the existing right-of-way, cannot increase vehicle capacity to keep pace with demand. Instead, cities are increasing overall person-throughput by designing streets to be safe and convenient for all modes, each of which should have a complete, continuous and connected network available.

At-a-Glance:

3,978 total miles of roadways in Alameda County include:

- **70 miles on 11 highways**
- **1,200 miles of arterials and 2,700 miles of major local roads**

ALAMEDA COUNTY TRANSPORTATION NETWORK



Alameda County Highway Inventory

Highways	State Route	Cities	Direction	Highway Miles	Peak Daily Volume	Average AM Peak Period Auto Speed*	Average PM Peak Period Auto Speed*
Ashby Ave	**SR-13**	Berkeley	E/W	3.8	**30,500** at Domingo Ave	21.8	16.7
Doolittle Dr, Otis Dr, Broadway, Encinal Ave, Central Ave, Webster St	**SR-61**	Alameda	N/S	5.7	**41,500** at Alameda-San Leandro Bridge	22.3	22.6
42nd Ave	**SR-77**	Oakland	E/W	0.4	**21,800** at I-880	19.2	22.3
Niles Canyon, Thornton Ave, Fremont Ave, Peralta Ave, Mowry Ave	**SR-84**	Fremont/Pleasanton Livermore/ Unincorporated County	E/W	21.9	**71,000** at Thornton Ave/ Paseo Padre Pkwy	34.2	33.9
Foothill Ave, Jackson St	**SR-92**	Hayward	E/W	3.4	**48,000** at Santa Clara St	23.4	18.5
Davis St	**SR-112**	San Leandro	E/W	1.8	**55,000** at I-880	16.3	13.8
San Pablo Ave	**SR-123**	Albany/Berkeley Emeryville/Oakland	N/S	5.2	**27,500** at Alameda/ Contra Costa Line	18.4	15.3
International Blvd/ East 14th	**SR-185**	Oakland/San Leandro/ Hayward	N/S	9.7	**25,500** at 44th Ave	18.7	16.4
Mission Blvd	**SR-238**	Hayward/Union City/ Fremont	N/S	29.3	**32,500** at SR-84	27.1	24.9
Webster/Posey Tubes	**SR-260**	Alameda/Oakland	N/S	1.4	**30,000** on entire route	25.3	26.2
Mission Blvd	**SR-262**	Fremont	E/W	1.6	**78,000** at I-680	31.9	26.5

* Directional miles of LOS-F as defined in Alameda CTC 2018 LOS Monitoring Report page 18.

ARTERIALS AND MAJOR ROADS

Alameda CTC has a designated Congestion Management Program network which, evaluates roadway performance every two years. This information is reported in charts and graphs as part of this fact sheet.

LOCAL ROADS

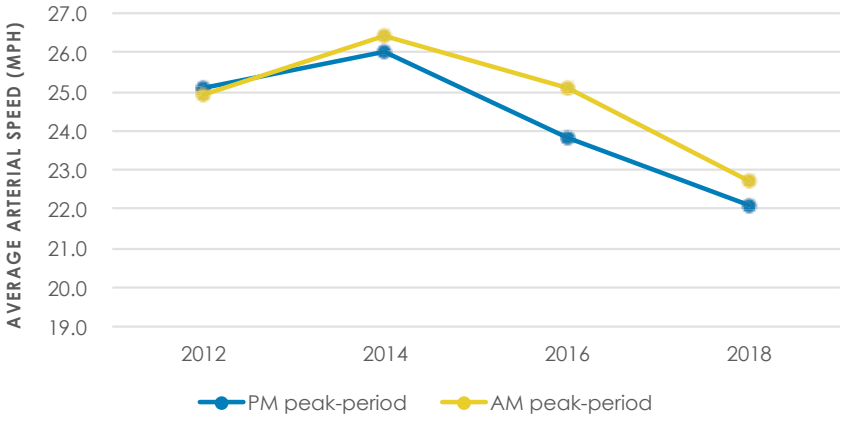
Local jurisdictions manage a network of about 3,500 miles of roads and report on their condition annually.

Arterial and Road Performance

In 2018, even as congestion on freeways and highways stabilized — congestion on arterial roads continued to build as a result of an improving regional economy and sustained job growth. Pavement conditions on these roads, however, are improving as a result of state and local investments.

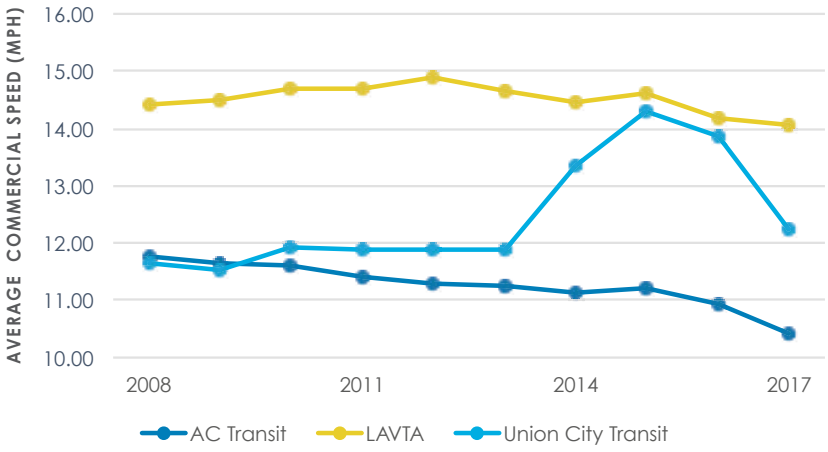
Auto travel speeds declining

Morning and afternoon peak travel speeds on arterials decreased about 15 percent each in the last four years. Travel speeds on arterial roads continued to fall in 2018 even as speeds on freeways and highways remained stable.



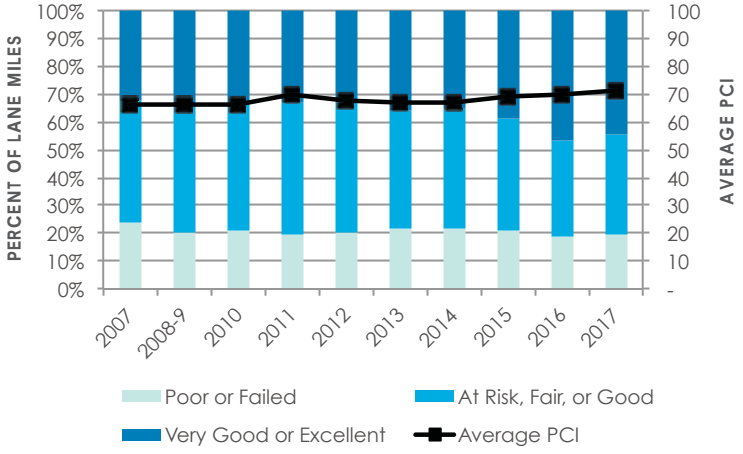
Bus Transit speeds falling

All bus operators speeds dropped for the second consecutive year. Building congestion on arterial roads has slowed bus service, as well as cars and trucks. Speed differences between operators reflects the built environment and the nature of service.



Local road conditions improving

Nearly half of all roads now rated Very Good or Excellent. After remaining stable over the last decade, an influx of funding from Measure BB likely improved conditions on many roads. Almost half of roads are now rated "excellent or very good", while about 1,000 miles are still rated "at risk, poor, or failing". In 2017, countywide average Pavement Condition Index (PCI) was equal the 2011 all-time high of 70.



Challenges and Opportunities for Major Roads

Highways, arterials, and major roads serve a unique role as a connector between the regional and local transportation systems and directly link to local land uses (commercial and residential corridors). They must facilitate throughput for all modes and support local land use.

Traffic Volume:

40 percent of daily trips in Alameda County

carried by 1,200 miles of arterials

Pavement Conditions:

Almost half of locally-managed roadways

rated **"excellent or very good"**

1000 miles of pavement

rated **"at risk, poor, or failing"**

ALAMEDA County Transportation Commission

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CHALLENGES

Demand for roadway use is rising: Regional economic and population growth have increased demand for goods and services, and a variety of users, including cars, transit, bikes and trucks are competing to access the same roads.

Trip Diversion: Widespread congestion on freeways diverts trips onto adjacent arterials and local roads. The proliferation of wayfinding apps has exacerbated this problem, opening more local roads to cut-through traffic.

OPPORTUNITIES

Complete streets: Every city in Alameda County has adopted complete streets policies, which ensure that all projects, including basic street repaving, will look for opportunities to improve biking, walking and transit.

Multimodal Arterial Plan: The Countywide Multimodal Arterial Plan provides a roadmap for a future with improved mobility for all modes on a continuous and connected network, which can increase the efficiency and throughput of the entire transportation system.

Reducing conflict through design: Thoughtful facility design, operation, and maintenance can increase efficiency by reducing auto and transit delay and improve safety for all modes by reducing the severity of collisions. This promotes public health and creates vibrant local communities.

Advanced technologies: Emerging technologies can improve the operational efficiency of roadways while also supporting alternative modes and vulnerable users.

Data sources: 2016 Alameda Countywide Multimodal Arterial Plan, Countywide Travel Demand Model, 2012-2018 LOS Monitoring Reports, National Transit Database FY2007-08 through FY2015-16, Commercial Bus Speeds, Transit Operator Provided Provisional Data FY2016-17, Commercial Bus Speeds, Alameda CTC; MTC Vital Signs 2016, Pavement Condition Index, Metropolitan Transportation Commission; California Department of Transportation, 2016 Annual Average Daily Traffic Data Book.

Alameda County Goods Movement

FACT SHEET

March 2018

ALAMEDA County Transportation Commission

Alameda County Goods Movement – Critical to a Strong Economy

GOODS MOVEMENT SNAPSHOT:

- **The Port of Oakland handles 99 percent** of container volume for Northern California and is the seventh busiest port in the nation by volume.
- **The Oakland Airport** handles more air freight than all other Bay Area airports combined.
- **Alameda County's rail, freeway, and highway systems** carry goods to their final destinations.
- **33 percent of jobs** in Alameda County are goods movement-dependent.
- **$953 billion in freight** currently flows through Northern California; $2.4 trillion is expected by 2040.

International trade is the fastest growing element of goods movement in Alameda County.

Exports are growing at a faster rate than imports.

Alameda County enjoys one of the most strategic trade locations in the world. The San Francisco Bay Area and all of Northern California rely on the county's connections to both international and domestic markets including the Port of Oakland, Oakland International Airport, and a robust network of rail, roads, and highways.

Goods movement drives Alameda County's economy: about one-third of all jobs are goods movement-dependent.

GOODS MOVEMENT SYSTEM

Global gateways are essential entry and exit points that move high volumes of goods between domestic and international markets.

Facilities:
- Port of Oakland
- Oakland International Airport

Interregional and intraregional corridors: Freeways, highways, and rail subdivisions are the conduits linking Alameda County and the rest of the Bay Area to domestic markets.

Facilities:
- Freeways and Highways
- Rail Network

Local streets and arterials connect goods to and from their final origins and destinations. Arterial truck routes often serve as alternatives to congested freeways for regional truck trips and serve local businesses. Farm-to-market trips in rural parts of the county are vital to local goods movement. As e-commerce grows, direct parcel delivery activity to commercial and residential areas is also growing.

Global Gateway: Moving Bay Area Goods

PORT OF OAKLAND

The Port of Oakland is a global gateway for goods movement that the rest of Northern California relies on to bring goods to and from international and domestic markets. The Port handles more than 99 percent of the containerized goods moving through Northern California and is the only major container port in the Bay Area. Unlike other western ports, it handles more exports than imports.

OAKLAND INTERNATIONAL AIRPORT

Oakland International Airport is a critical component of the goods movement system in Alameda County; it is the second busiest domestic air freight airport in the state, home to a major FedEx hub, and critical for high-value goods movement shipments and the growing e-commerce sector.

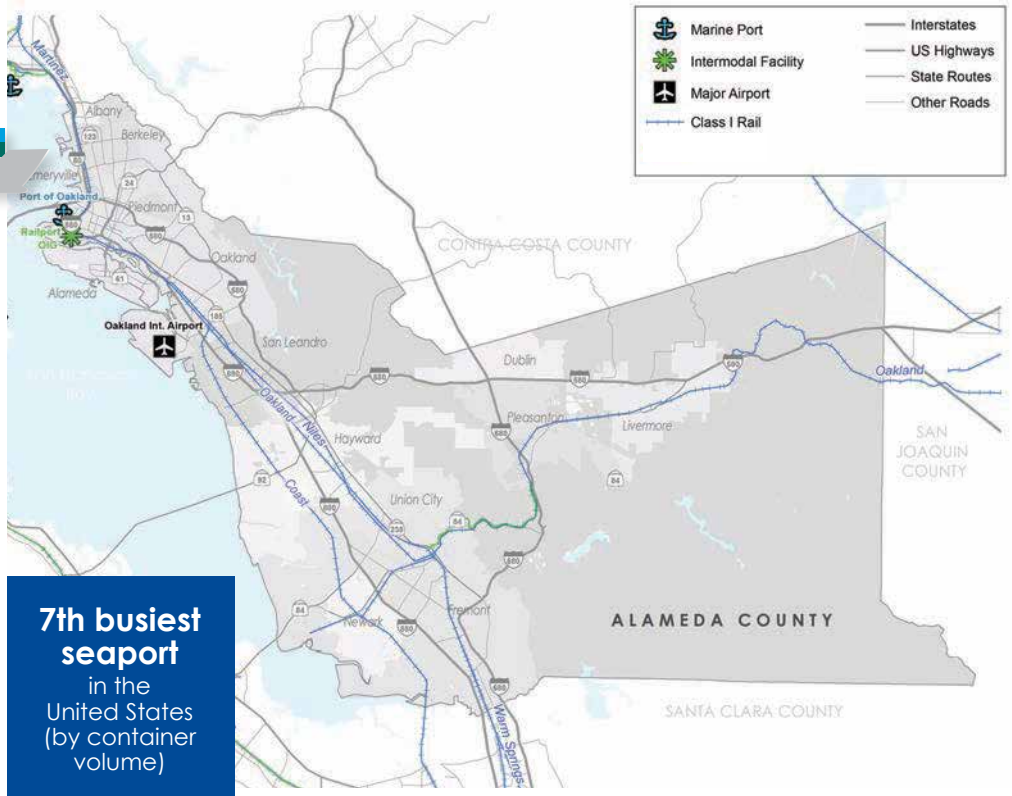
RAIL FREIGHT NETWORK

Alameda County has two Class I rail carriers: Union Pacific (UP) and BNSF Railway. Many passenger rail services also operate on the same rail corridors.

In addition to rail lines, Alameda County has two intermodal terminals: UP's Railport — Oakland and BNSF's Oakland International Gateway. These terminals handle cargo to and from the Port of Oakland and domestic cargo.

HIGHWAY FREIGHT NETWORK

Key interregional and intraregional truck corridors in Alameda County include I-80, I-238, I-580, I-680, and I-880. These corridors carry over 20,000 trucks of all classes per day on average, performing both long-haul and short-haul truck moves.



7th busiest seaport in the United States (by container volume)

2.4 million containers shipped through the Port of Oakland in 2017

153 percent growth in container volume handled by the Port (1998 – 2018)

1.5 million tons of air freight handled by Oakland Airport (2015)

14th busiest cargo airport in North America

5 National Primary Freight Network Highways

20,000 trucks per day on key corridors in Alameda County

123 rail miles in Alameda County

133 public at-grade mainline rail crossings

60 daily trains 1/3 freight and 2/3 passenger on busiest rail corridor

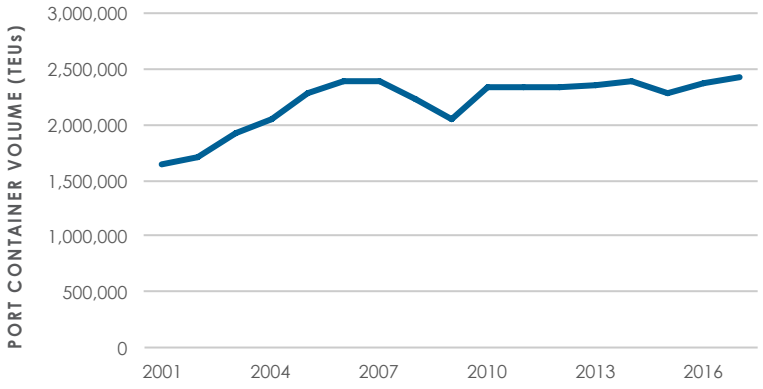
Top 20 freight carrying highway segments in Bay Area are in Alameda County

Goods Movement Performance

Alameda County provides most of the critical goods movement infrastructure (including the Port of Oakland, the Oakland International Airport, and various rail and highway infrastructure) that the rest of the region relies on to bring goods to and from international and domestic markets. Performance of this network is essential to keep goods moving and support the economy. Performance trends include the goods movement sector continuing to recover from the great recession with increasing container volumes at the Port of Oakland, increased air freight at the Oakland International Airport, and job growth in the goods movement industry.

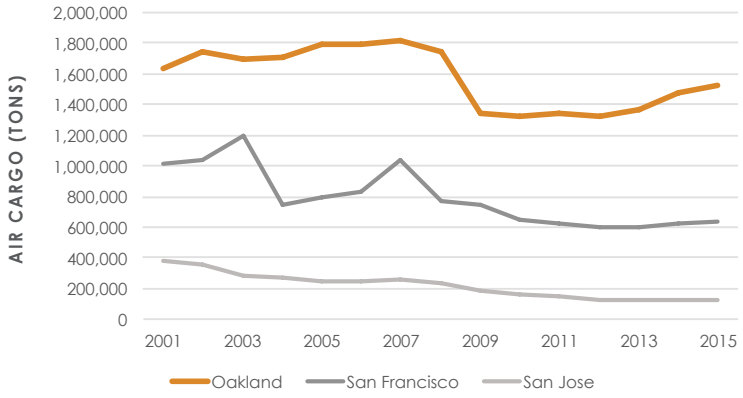
The Port of Oakland is busier than ever.

In 2017, the Port handled a record volume of 2.4 million containers — breaking the previous record set in 2006. Planned port expansion projects and improvements like the GoPort program and the new Oakland Global Logistics Center should increase Port capacity and efficiency.



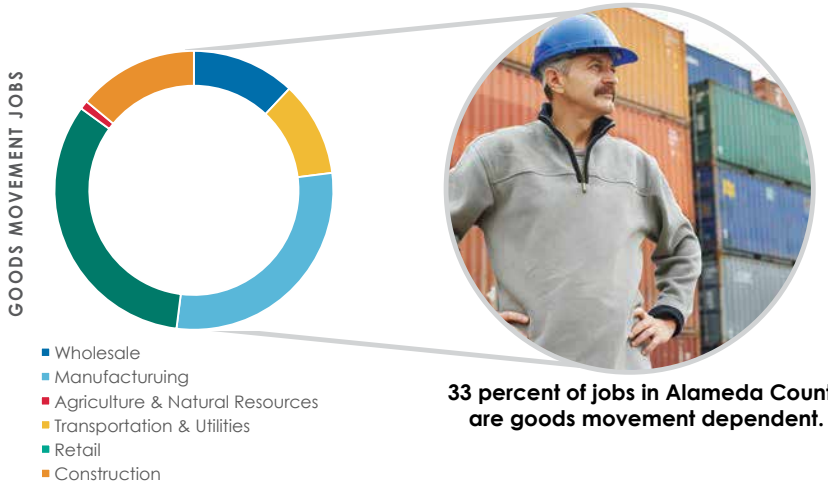
Oakland Airport carries more air freight than any other Bay Area airport.

Oakland International Airport is the busiest cargo airport in the Bay Area and moves more goods than the other major airports combined.



Goods movement is a major force in Alameda County's economy.

One in three jobs in Alameda County is goods movement dependent. Goods movement–dependent industries are those for which moving goods to markets is a critical aspect of their business operations. There are many jobs in the transportation, warehousing, and logistics industries that do not require advanced education, supporting job diversity in the county. Growth in the goods movement industry can support more local jobs.



33 percent of jobs in Alameda County are goods movement dependent.

Transportation System Challenges and Opportunities

90 percent of Bay Area trade in agriculture, wine, and heavy machinery by weight goes through the Port of Oakland.

California freight rail volumes are projected to **more than double by 2040.**

$953 billion in freight currently flows through Northern California; **$2.4 trillion** is expected by 2040.

Data sources:

Airports data via Vital Signs, Federal Aviation Administration.

Alameda County Goods Movement Plan, Rail Strategy Study, Alameda CTC.

2016 North American Airport Traffic Summary (Cargo), Airports Council International.

Port volumes by year, Port of Oakland.

Plan Bay Area Economic Forecasts, Association of Bay Area Governments; Cambridge Systematics analysis; Center For Continuing Study of the California Economy factors.

ALAMEDA County Transportation Commission

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CHALLENGES

Congestion, reliability, and safety issues on shared-use interregional highway and rail corridors with limited ability to expand highway facilities. Moving people and goods safely and efficiently is critical for our local economy and communities. Both highway and railroad corridors provide for shared use between passengers and goods movement and suffer from increasing congestion.

Increasing demand on a finite rail network. California freight rail volumes are projected to more than double by 2040. Demand for both passenger and freight rail is increasing on a network with limited capacity.

Pressure on local truck routes from changing land use development patterns, growing modal conflicts, and increased presence of trucks in neighborhoods and commercial areas due to growing use of e-commerce. A substantial amount of goods movement occurs on local streets and roads throughout Alameda County.

Air quality and health impacts. Emissions from goods movement can create significant health risks, and exposure to noise and light can adversely affect the health and well-being of residents. Safe, secure, and community-supportive goods movement projects and programs are essential to the well-being of our local communities.

OPPORTUNITIES

Rail investment. This is critical to supporting growth at the Port of Oakland and creating a world-class logistics hub. Promoting intermodal transloading in Oakland shifts truck traffic to rail and creates local jobs.

Port development. Development of new logistics facilities at the Port of Oakland results in increased local jobs and lower truck demand on highways.

Smart deliveries and operations. Alameda County has an opportunity to support maximum use of Intelligent Transportation Systems (ITS), connected vehicles, and other technology solutions to more efficiently use existing roadway capacity.

Interconnected and multimodal. Preserving and strengthening an integrated and connected, multimodal goods movement system that is coordinated with passenger transportation systems and local land use decisions will further support freight mobility and access.

Supporting technology development. This includes advancing an emissions reduction program and developing or supporting pilot technology demonstrations.

Alameda County Active Transportation

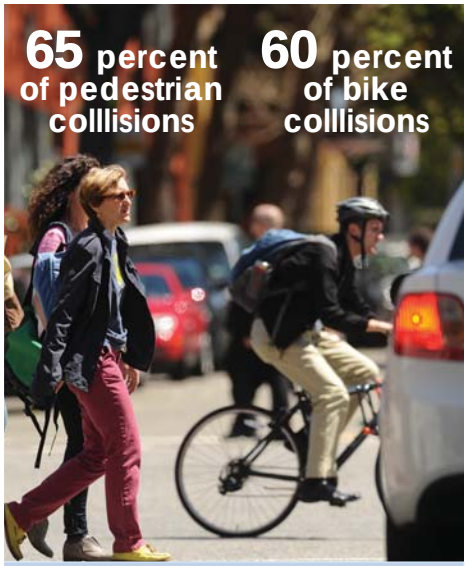
FACT SHEET

October 2018

ALAMEDA County Transportation Commission

Alameda County Active Transportation: for All Ages and Abilities

6 percent
of Alameda County residents bike or walk to work.



occur on just
4 percent
of roads in Alameda County

The number of people bicycling and walking in the United States continues to grow as communities realize the benefits these activities have for public health and quality of life. Cities and counties across the Bay Area continue to invest in bicycle and pedestrian infrastructure, which continues to improve conditions for walking and biking.

Alameda County is home to an extensive major trails network, which includes the Bay Trail, East Bay Greenway, Ohlone Greenway and the Iron Horse Trail. In addition, several other trails are under development throughout the County.

COUNTYWIDE ACTIVE TRANSPORTATION PLAN

The Alameda County transportation system should inspire people of all ages and abilities to walk and bicycle for everyday transportation, recreation, and health, and provide a safe, comfortable, and interconnected network, which links to transit and major activity centers, and support programs and policies that encourage bicycling and walking.

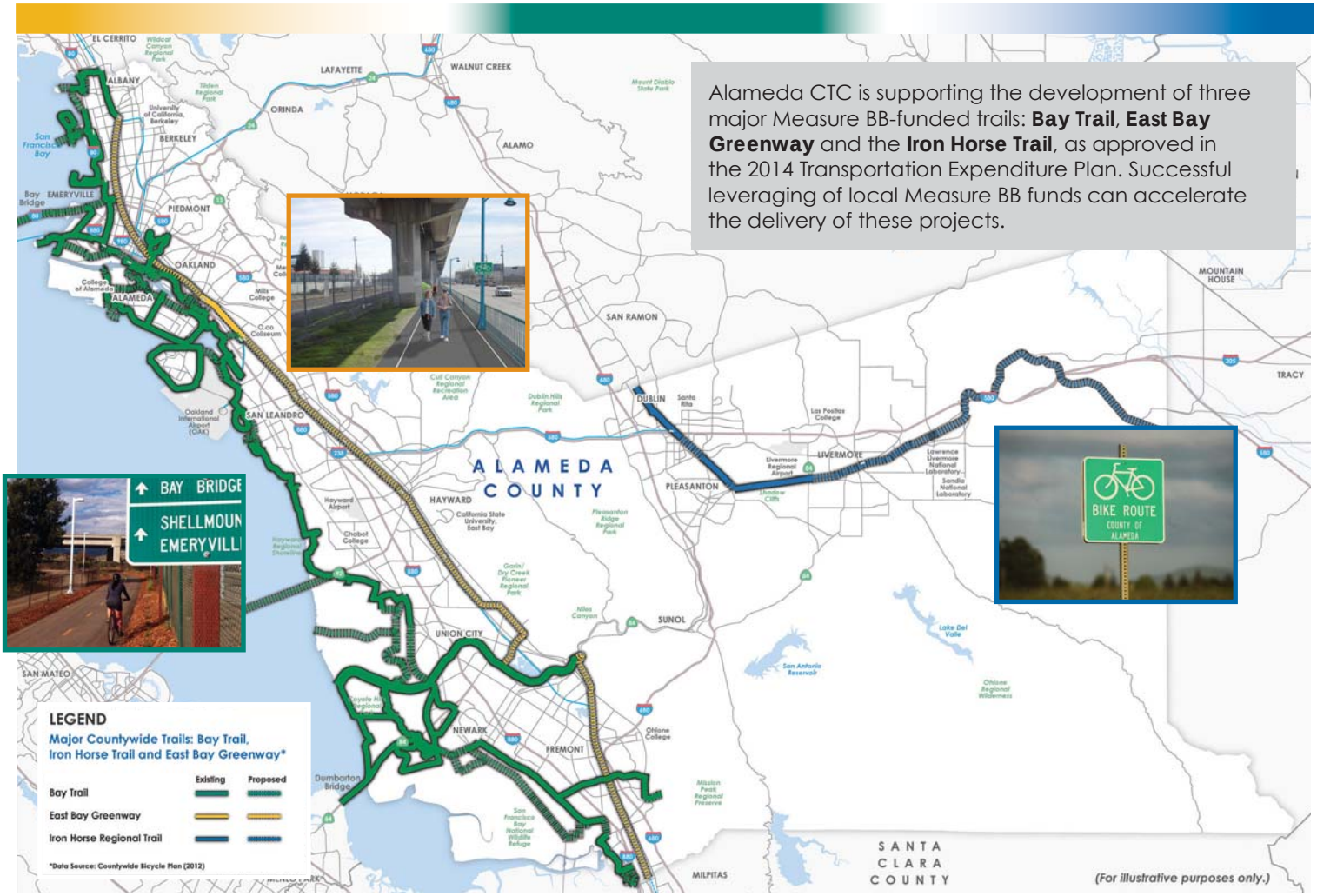
COMPLETE STREETS

Complete Streets are roadways planned, designed, operated, and maintained for safe and convenient access by all users — including bicyclists, pedestrians, and transit riders — and in ways that are appropriate to the function and context of the facility. Since 2013, Alameda CTC has required that each jurisdiction adopt a Complete Streets policy.

CONNECTION TO TRANSIT

Bicycle and pedestrian facilities provide safe and convenient access to transit services such as BART, buses, the ferry, and regional rail.

Regional Trails: For Recreation and Daily Commutes



East Bay Greenway:

0.7 mile built ✓ | **37 miles planned**

Stretching from Lake Merritt BART to South Hayward BART, The East Bay Greenway will be a 16-mile long active transportation spine connecting seven BART Stations in Alameda County. The first completed segment, in Oakland, extends from the Coliseum to 85th.

Bay Trail:

135 miles built ✓ | **57 miles planned**

The expansive trail system, when complete, will ring the San Francisco and San Pablo bays. 135 miles have already been built along the Alameda County shoreline. This trail functions as both a recreational facility, and a valuable corridor for commuting.

Iron Horse Trail:

4 miles built ✓ | **25 miles planned**

The existing multi-use path extends between the cities of Concord, in Contra Costa County, and Dublin and Pleasanton following the abandoned Southern Pacific Railroad right-of-way. When completed it will cover 52 miles (25.5 miles of which are in Alameda County) connecting 12 cities from Suisun Bay to Livermore.

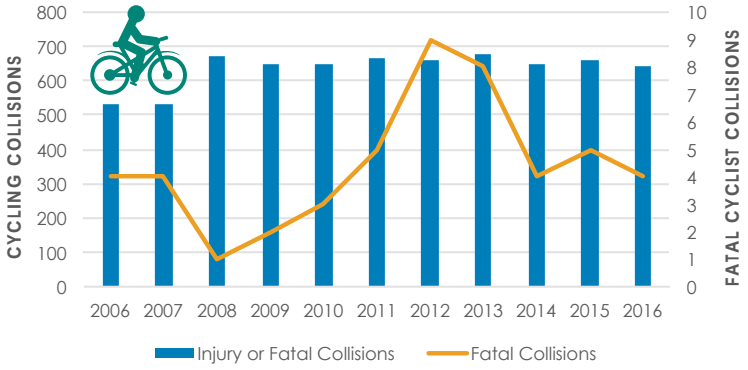
Active Transportation Safety Remains an Issue

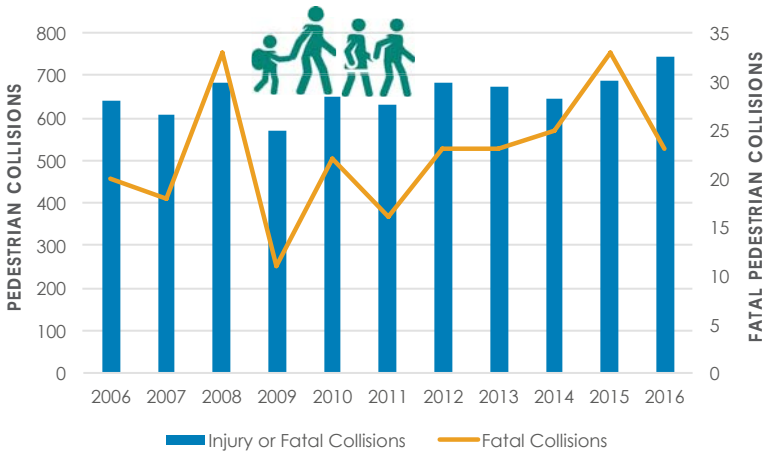
A safe experience while walking and biking is integral to improving quality of life across the County. Yet, collisions remain high for bicyclists and pedestrians, who are the most vulnerable users on roads. One of Alameda CTC's goals is to provide a safe, comfortable, and interconnected multimodal network throughout the county.

Cyclists and pedestrians are involved in about **20 percent of all collisions.**

Total cyclist collisions remain high. Collisions involving cyclists rose 26 percent between 2007 and 2008 and have generally plateaued since then. While collisions have remained high for cyclists, this may partially be a function of increased exposure due to increased bicycling in the county.

Pedestrian collisions at record levels. Pedestrian collisions have continued to rise over the last decade and have reached a record number. Fatal collisions are also rising. Pedestrian safety remains an issue that requires education, enforcement, and infrastructure-based strategies, particularly for aging populations.





SAFE ROUTES TO SCHOOLS (SR2S)

Infrastructure is only one aspect of providing a safe, comfortable transportation system. The **Alameda County Safe Routes to Schools Program promotes and teaches safe walking and biking** (as well as carpooling and transit use) as a viable way for students and families to travel to and from school.

Over 200 public elementary, middle, and high schools in Alameda county are currently enrolled in the SR2S program.

Active Transportation Challenges and Opportunities

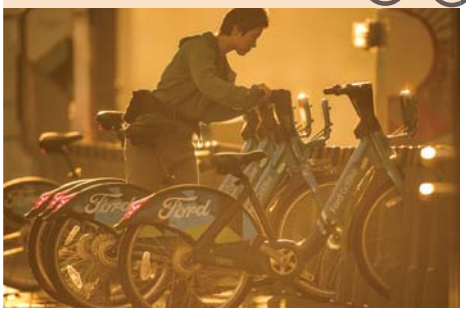
Alameda County's temperate weather provides a highly supportive environment for outdoor active transportation. Biking and walking are quick and efficient ways to travel short distances, affordable, pollution- and emission-free, and positive for public health.

Bikeshare in the East Bay

79 Bikeshare Stations

850+ bikes

Launched in 2017 in Oakland, Berkeley, and Emeryville. Albany and Alameda have dockless bikeshare; Fremont is in planning phase.



Walking Trips

Half

of Alameda County BART stations have at least 30 percent of their boardings from walking trips.

CHALLENGES

Curb management becoming complex. Transportation network companies (like Uber and Lyft) have increased the demand for curb space which impacts some bicycle facilities and pedestrian crossings.

Collisions rise with exposure. Total collisions involving cyclists may reflect a rising use of bicycles for a number of types of trips, which in turn increases exposure.

Commutes are the longest trip we make. The average Bay Area commute is 13.5 miles or 34 minutes — not always conducive to daily biking and walking.

Partnerships are essential for regional trails. Developing, building and maintaining trails and greenways requires extensive partnerships with cities, counties, park districts, Caltrans, transportation agencies, community members, regulatory agencies, funding partners and in some cases, non-profits.

Benefits should be shared equitably. Active modes have the potential to reduce the share of household income spent on transportation, but only if disadvantaged communities share access to new facilities.

OPPORTUNITIES

Emergence of new technologies. New markets for scooters, dockless bikes, and e-bikes, all of which are in Alameda County, represent both a challenge and opportunity for public agencies to manage. The proliferation of new technology poses risks for safety as well — 21 percent of pedestrians in California reported they had been hit, or nearly hit, by a driver distracted by a cell phone.

Alameda County has the second most multimodal commutes of all Bay Area counties. 15 percent of residents use transit, 6 percent bike and walk to work. Only San Francisco County has a lower automobile mode share.

Every trip begins and ends with a walk. As a commute mode, walking has held steady—used by between 3 and 4 percent of Alameda County workers, by every trip begins with a walk, so a safe pedestrian environment is important for all.

The Countywide Active Transportation Plan (CATP). The CATP, set to be adopted in the Spring of 2019 is a framework for building a safer and more connected countywide network, comfortable for all ages and abilities.

Sources:

Statewide Integrated Traffic Records System (SWITRS) via the UC Berkeley Transportation Injury Mapping System (TIMS), 2017 Countywide Active Transportation Plan, Ford GoBike, Bay Area Rapid Transit District 2015 Station Access Survey, 2016 American Community Survey 5-year estimates

ALAMEDA County Transportation Commission

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DATE:	October 1, 2018
TO:	Planning, Policy and Legislation Committee
FROM:	Tess Lengyel, Deputy Executive Direction of Planning and Policy
SUBJECT:	East Bay Regional Park District Update on Measure FF

Recommendation

This item was requested to be presented to the Commission by the East Bay Regional Park District to provide an update on Measure FF. This item is for information only.

Summary

In June 2018, the East Bay Regional Park District Board of Directors voted unanimously to place Measure FF on the November 2018 ballot. Measure FF will continue existing, voter-approved funding for Regional Parks in western Alameda and Contra Costa counties for the following regional park services:

- Wildfire prevention
- Public safety
- Maintaining and improving visitor use facilities, public access, and trails, including closing gaps in the Bay Trail
- Restoring and enhancing natural areas/habitat, including sensitive redwoods, urban creeks, marshlands, grasslands, and hillsides

Measure FF will appear on both Alameda and Contra Costa County ballots in the communities of Oakland, Berkeley, Richmond, Alameda, San Pablo, El Cerrito, Albany, Emeryville, Piedmont, El Sobrante, and Kensington. Measure FF extends an existing $12/year ($1/month) parcel tax. East Bay Regional Park District staff will present an overview of the measure at the meeting.

Fiscal Impact: There is no fiscal impact to Alameda CTC.

Attachment

A. Measure FF Informational Flyer

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Measure FF

NO-TAX-INCREASE EXTENSION MEASURE

East Bay Regional Park District

Healthy Parks Healthy People

On June 5, 2018, the **East Bay Regional Park District Board of Directors** voted unanimously to place **Measure FF** on the November 2018 ballot to extend existing, voter-approved funding for Regional Parks in western Alameda and Contra Costa counties. **Measure FF does not increase tax rate.**

Measure FF Priorities

Wildfire Protection and Healthy Forests

Measure FF will provide continued funding for fire hazard reduction, firefighters, and sustainable forest management, consistent with the Park District's approved and fully permitted Wildfire Hazard Reduction and Resource Management Plan. Voter-approved funding currently supports the thinning or removal of hazardous vegetation on over 500 acres annually. Fire hazard reduction and sustainable forest management is the top spending priority of **Measure FF.**

Thinned and Healthy Forest

Photo: Marc Crumpler

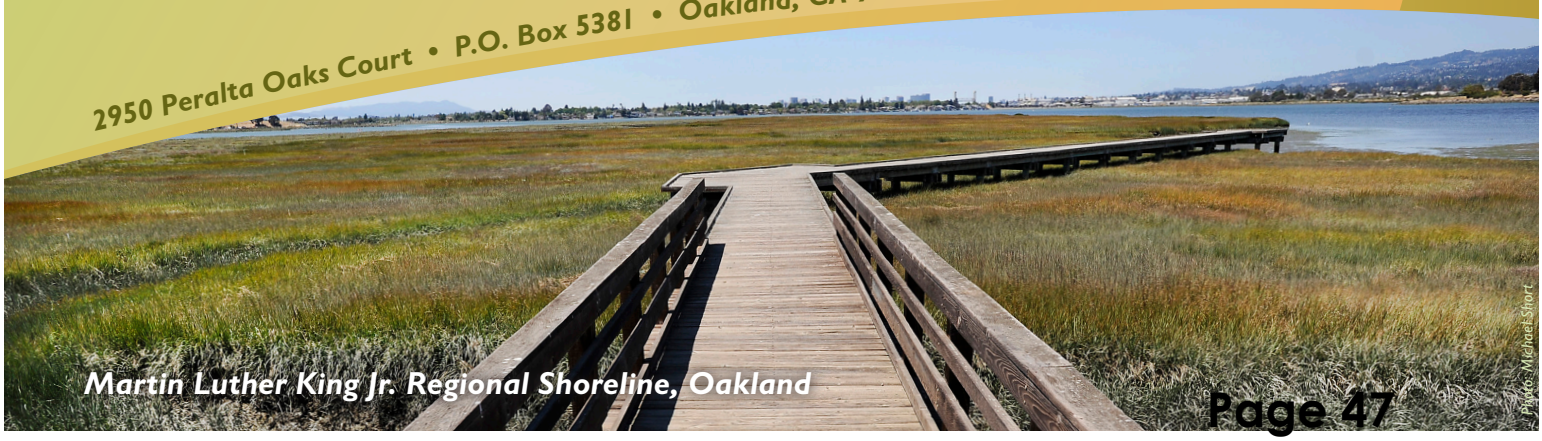
Public Access, Trails, and Visitor Use Facilities

Measure FF will provide continued funding for trail maintenance and expansion of trails for increased public access, including closing gaps in the Bay Trail which will improve regional connectivity for commuters and safe routes to school for children. **Measure FF** will also provide funding to keep the Crab Cove Visitor Center in Alameda open year-round and for new interpretive/educational programs at Point Pinole and MLK Jr. Shorelines.

Natural Habitat, Urban Creeks, and Shorelines

Measure FF will provide funding for ongoing erosion control, watershed protection, redwood conservation, and preservation/restoration of natural habitat, including urban creeks, marshes, and shorelines for endangered species and to prepare parklands for the future impacts of climate change.

2950 Peralta Oaks Court • P.O. Box 5381 • Oakland, CA 94605 • 1-888-EBPARKS • ebparks.org



Martin Luther King Jr. Regional Shoreline, Oakland

Photo: Michael Short

Measure FF Commitments

East Bay Regional Park District

Healthy Parks Healthy People

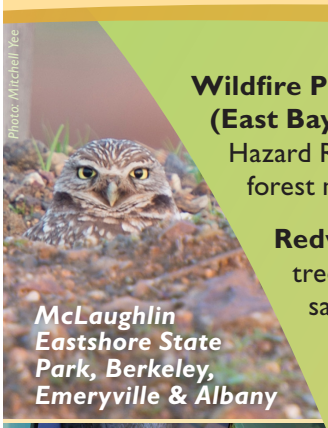


Photo: Mitchell Yee

McLaughlin Eastshore State Park, Berkeley, Emeryville & Albany

Wildfire Protection/Forests Management (East Bay Hills) – Manage forests consistent with Wildfire Hazard Reduction and Resource Management Plan. Develop a redwood forest management plan.

Redwood Regional Park (Oakland) – Enhance interpretation of East Bay redwood tree history. Provide for creek restoration and erosion control for watershed health and visitor safety. Expand partnership with Save the Redwoods League.

Tilden Regional Park (Berkeley) – Plan improvements to visitor use facilities such as the Environmental Education Center, Little Farm and Botanical Garden Visitor Center. Increase stewardship. Improve access and pedestrian safety at the Brazilian Room and Botanical Garden Visitor Center.

Crab Cove Visitor Center Robert W. Crown Memorial State Beach, Alameda

Miller/Knox Regional Shoreline (Richmond)– Protect shoreline by preparing for sea level rise. Increase park staffing and upgrade Keller Beach visitor experience. Enhance drought tolerant landscapes.

Robert W. Crown Memorial State Beach (Alameda) – Improve visitor use facilities. Develop sea level rise interpretation and educational programming. Enhance Bay health by upgrading storm water drainage system. Continue year-round Visitor Center services.

McLaughlin Eastshore State Park (Berkeley, Emeryville, and Albany) – Provide for shoreline and natural habitat protection. Improve visitor use facilities. Expand park personnel. Protect, enhance, and monitor wildlife habitat.

Redwood Regional Park, Oakland

Martin Luther King Jr. Shoreline (Oakland) – Improve visitor facilities and personnel. Provide for expanded educational and recreational programming. Improve marsh habitat. Protect shoreline and park facilities from sea level rise.

Point Pinole Regional Shoreline (Richmond) – Protect the shoreline at Dotson Family Marsh. Improve visitor use facilities and Bay access. Increase educational and recreational programming. Enhance wildlife habitat.

Temescal Regional Recreational Area (Oakland) – Improve water quality, habitat and recreational swimming. Provide erosion control for watershed health and recreational trail safety.

East Bay Gateway Regional Shoreline (Oakland) – Convert existing paved lands to natural landscape. Provide public access to Bay Trail and Bay Bridge bike path. Enhance tidal and intertidal habitat.

Photo: Sukrat Kuar

Point Pinole Regional Shoreline, Richmond

Alameda Point (Alameda) – Expand park and public safety personnel for new regional park. Protect seasonal wetlands, Breakwater Beach shoreline, and park facilities by preparing for sea level rise.

Partial list. For full list visit ebparks.org/MeasureFF.

Measure FF is an extension of Measure CC which was passed by voters in 2004 in the communities of Alameda, Albany, Berkeley, El Cerrito, El Sobrante, Emeryville, Kensington, Oakland, Piedmont, Richmond, and San Pablo. Measure CC is an existing $12/year ($1/month) parcel tax. Measure CC is set to expire soon.

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