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

Alameda County Technical Advisory Committee Meeting Agenda
Thursday, January 9, 2020, 1:30 p.m.

Chair: Tess Lengyel
Staff Liaison: Gary Huisingh
Clerk: Vanessa Lee

1. Call to Order

2. Introductions/Roll Call

3. Public Comment

4. Consent Calendar **Page/Action**

4.1. Approve the November 7, 2019, ACTAC Meeting Minutes 1 A

5. Planning / Programs / Monitoring

5.1. Approve revision to the 2020 State Transportation Improvement Program 5 A

5.2. Congestion Management Program 2019 Multimodal Performance Report Update 19 I

5.3. 2020 Countywide Transportation Plan: Needs Assessment Part 1 45 I

5.4. Alameda County Federal Inactive Projects Update 53 I

6. Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Thursday, February 6, 2020

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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Alameda CTC Schedule of Upcoming Meetings for January through March 2020

Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	Finance and Administration Committee (FAC)	January 13, 2020 February 10, 2020 March 9, 2020
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	
10:00 a.m.	I-580 Express Lane Policy Committee (I-580 PC)	
10:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
12:00 p.m.	Programs and Projects Committee (PPC)	
2:00 p.m.	Alameda CTC Commission Meeting	January 30, 2020 February 27, 2020 March 26, 2020

Advisory Committee Meetings

5:30 p.m.	Independent Watchdog Committee (IWC)	January 13, 2020 March 13, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	January 14, 2020 March 10, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	February 6, 2020 March 5, 2020
5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	February 13, 2020
1:30 p.m.	Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	February 24, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	March 23, 2020

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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Alameda County Technical Advisory Committee
Fiscal Year 2019-2020

Member Agencies

AC Transit
BART
City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda

Other Agencies

Chair, Alameda CTC
ABAG
ACE
BAAQMD
Caltrans
CHP
LAVTA
MTC
Port of Oakland
Union City Transit
WETA

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1. **Call to Order**
   Gary Huisingh called the meeting to order.

2. **Roll Call/Introductions**
   Introductions were conducted. All members were present with the exception of Kevin Connolly, Osh Felfala, Anthony Fournier, Justin Fried, Johnny Jaramillo, Obaid Khan, Christy Leffal, Steven Lizzarago, Tony McCaulay, Jordan Peterson, Victor Radiah and John Xu.

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

4. **Consent Calendar**
   4.1. Approval of October 10, 2019 ACTAC Meeting Minutes
   Bruce Williams made a motion to approve the consent calendar. Gail Payne seconded the motion. The motion passed with the following votes:

Yes:	*Ayupan, Chiu, Evans, Fajeau, Horvath, Huisingh, Larsen, Ng, Novenario, Payne, Solla, Stella, Thomas, Williams*
No:	*None*
Abstain:	*None*
Absent:	Connolly, Felfala, Fournier, Fried, Jaramillo, Khan, Leffal, Lizzarago, McCaulay, Peterson, Radiah, Xu

5. **Programs/Projects/Monitoring**
   5.1. 2020 Countywide Transportation Plan: Draft Screening Approach
   Kristen Villanueva reviewed the 2020 Countywide Transportation Plan (CTP) draft screening approach. Ms. Villanueva noted that staff plan to bring updates to ACTAC throughout the first half of 2020 for the CTP as findings from the needs assessment, gap analysis, and public engagement are refined. Ms. Villanueva requested ACTAC to provide feedback on the screening approach for the CTP and to email her if the members have additional comments that are not discussed.

   ACTAC members provided the following comments on this item:
   - For objectives related to Communities of Concern, expand the definition to account for providing access to these communities.

- In Objective 15, increasing vehicles per hour could lead to reduction in persons per hour depending on the project.
- Inclusion of "vehicles per hour" in Objective 15 would seem to give points for freeway widenings and roadway expansions without any requirement for prioritization of transit or high-occupancy vehicles.
- Consider other definitions of demographic equity/vulnerable populations other than Communities of Concern because not all jurisdictions have Communities of Concern
- Consider including measures related to supporting affordable housing production, as well as projects serving locations like schools, hospitals, parks, senior centers, etc.
- The objectives related to accessibility and equity are clear, but it's unclear how many are supporting economic vitality
- PDAs are not mentioned in the performance objectives
- Safety objectives should also consider rail safety
- Consider counting bike/ped safety improvements on the Automobile High Injury Network (Auto HIN) as well, as segments on the Auto HIN are likely also unsafe for these modes
- Should distinguish between different types of community engagement

This item is for information only.

5.2. Alameda County Federal Inactive Projects Update

Jacki Taylor provided an update on the Federal Inactive List and she highlighted potential deobligation dates for inactive projects. She encouraged ACTAC members to stay current with their federal invoicing.

This item is for information only.

5.3. ACTAC Member Roster

(This item was presented before 4.1)

Gary Huisingh stated that at the November ACTAC meeting members requested contact information for committee members. The roster was passed around to the members to provide updated contact information and Mr. Huisingh noted that staff will send out the roster via email.

This item is for information only.

6. Members Report

Amber Evans said the Emeryville's City Council accepted the City's "Highest and Best Use of the Curb Toolkit", which presents ideas on the best use curb space if it's not being used to park vehicles.

Gail Payne stated that the City of Alameda City Council passed their vision zero policy.

Bruce Williams announced that this is his last ACTAC meeting, because he's retiring from the City of Oakland effective the end of December 2019.

7. **Staff Report**
   There were no staff reports.

8. **Adjournment**
   The meeting adjourned at 3:30 p.m. The next meeting is scheduled for January 9, 2020 at the Alameda CTC offices.

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DATE:	January 2, 2020
TO:	Alameda County Technical Advisory Committee
FROM:	Vivek Bhat, Director of Programming and Project Controls Jacki Taylor, Senior Program Analyst
SUBJECT:	Revision to the Alameda County 2020 State Transportation Improvement Program (STIP)

Recommendation

It is recommended that the Commission approve a revision to the Alameda County Transportation Commission (Alameda CTC) Commission-approved 2020 State Transportation Improvement Program (STIP) and accompanying Resolution 19-005 (Attachment A).

Summary

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the CTC, including Senate Bill 1 (SB 1). The STIP is a biennial process with each county receiving a share of the regional fund estimate. In October 2019, the Commission approved the Alameda County 2020 STIP project list for inclusion in the Metropolitan Transportation Commission (MTC) 2020 Regional Transportation Improvement Program (RTIP). The MTC-approved 2020 RTIP is in turn submitted it to the California Transportation Commission (CTC) for inclusion in the statewide 2020 STIP.

The approved Alameda County project list comprises a mix of $18.2 million of carryover projects from the 2018 STIP and $15.7 million of new funding for projects. The 2018 STIP carryover projects included $13.1 million for AC Transit's Bus Rapid Transit (BRT) project, representing the final portion of Alameda CTC's prior $40 million funding commitment to the BRT project. AC Transit has requested a revision to the Alameda County 2020 STIP program that proposes to replace the BRT project with a project to purchase replacement buses for AC Transit's transbay service. In turn, AC Transit will provide $13.1 million of other funds to the BRT project. This internal AC Transit funding exchange is required to ensure the BRT funding plan, including Alameda CTC's $40 million funding commitment, is kept whole. No other

projects in the approved Alameda County 2020 STIP program are affected by this proposed change.

Staff from Alameda CTC, MTC and AC Transit have coordinated on this 2020 STIP program revision and MTC Commission approved this item as part of its final RTIP approval in December 2019 contingent upon Alameda CTC Commission approval in January 2020. Staff is recommending Commission approval of the amended 2020 STIP project list, as reflected in Alameda CTC Resolution 19-005-REVISED (Attachment A).

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System that is programmed biennially and funded with revenues from the State Highway Account and other funding sources administered by the CTC, including SB 1. The STIP is composed of two sub-elements with 75% of the STIP funds reserved for the RTIP, administered by MTC, and 25% for the Interregional Transportation Improvement Program (ITIP), administered by Caltrans. The 2020 STIP covers five Fiscal Years (FYs), from 2020-21 through 2024-25. Alameda County's share of the State's 2020 STIP Fund Estimate is $34.7 million, which includes $15.7 million of new programming capacity for projects. On October 24, 2019, Alameda CTC approved Resolution 19-005, the Alameda County 2020 STIP project list, for inclusion in the 2020 RTIP.

2020 STIP Program Revision

The Alameda County 2020 STIP program included $18.2 million of carryover funds from the 2018 STIP, including $13.1 million for AC Transit's BRT project. Subsequent to the October 2019 program approval, AC Transit requested Alameda CTC to reprogram the BRT's STIP funds to another AC Transit project. Alameda CTC had previously committed to providing a total of $40 million of funding to AC Transit for the BRT project and the final $13.1million of that commitment had been programmed by the Commission through the 2018 STIP. Subsequent to the 2018 STIP approval, it came to light that the funds could not be utilized for the BRT project because the project had started ahead of when the 2018 STIP funds would be allocated by the CTC. Based on this scenario, requesting an allocation from the CTC could have potentially put the STIP funds at risk. Keeping the BRT project on schedule and fully funded required AC Transit to internally find another STIP-eligible capital project that could provide $13.1 million of other committed funds to the BRT project in return for receiving $13.1 million of STIP.

The project AC Transit has identified to receive STIP funds in lieu of the BRT project will replace up to 19 aging transbay buses nearing the end of their planned service life. The project will purchase a mix of 45-foot coach and 42-foot double-decker diesel buses and is estimated to cost a total of $18.5 million. In order for the bus purchase project to move forward as soon as possible, the $13.1 million of STIP funds will be requested in FY 2020-21, the first year of the 5-year 2020 STIP programming window.

AC Transit has prepared the application material required by MTC for inclusion in the 2020 RTIP, including a Project Programming Request (PPR) Form, a State Uniform Transit Application (UTA) from, and project-specific resolution of local support, approved by AC Transit's Board on December 11, 2019 (Attachment B).

Staff is recommending Commission approval of the amended 2020 STIP project list, as reflected in Alameda CTC Resolution 19-005-REVISED (Attachment A). The proposed change to AC Transit's STIP project is reflected in MTC's 2020 RTIP, which was approved by MTC in December 2019, contingent upon Alameda CTC's approval of an amended 2020 STIP project list in January 2020.

Next Steps

If approved, the revised Alameda County 2020 STIP Program will be forwarded to MTC. A final statewide 2020 STIP is scheduled to be adopted by the CTC in March 2020.

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

Attachments:

A. Resolution 19-005-REVISED, Revised Alameda County 2020 STIP Program
B. AC Transit 2020 STIP Project-specific Resolution of Local Support

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ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 19-005-REVISED

Approval of the Revised Alameda County 2020
State Transportation Improvement (STIP) Program

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Transportation Commission (Alameda CTC) is responsible for programming projects eligible for Regional Improvement Program (RIP) funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) for inclusion in the MTC Regional Transportation Improvement Program (RTIP) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, projects recommended for inclusion in the 2020 STIP must be consistent with the Commission-approved 2020 STIP Principles and satisfy all STIP programming, allocation and delivery requirements; and

WHEREAS, the funding identified in the 2020 STIP Fund Estimate for Alameda County of $34.7 includes unallocated programmed balances from prior STIP cycles, approximately $0.8 million of new STIP funding for Planning, Programming and Monitoring (PPM) and $15.7 million of new STIP funding for projects for a total of $16.5 million; and

WHEREAS, the Alameda CTC Commission originally approved Resolution 19-005 for the 2020 STIP Program on October 24, 2019; and

WHEREAS, the approved 2020 STIP Program includes $13.125 million of 2018 STIP carryover funding for the AC Transit Bus Rapid Transit (BRT) project. This $13.125 million completes the Alameda CTC's $40 million funding commitment to the BRT; and

WHEREAS, AC Transit has requested to move the $13.125 million of 2018 STIP carryover funding from its Bus Rapid Transit (BRT) project to a new project to purchase replacement transbay buses. To keep the BRT funding plan whole, AC Transit will in turn commit $13.125 million of other funding to the BRT project.

NOW, THERFORE BE IT RESOLVED, that the Alameda CTC approves the amended 2020 STIP program, as detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, January 23, 2020 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

_____ _____

Richard Valle, Chair, Alameda CTC

Vanessa Lee, Clerk of the Commission

EXHIBIT A

REVISED Alameda County 2020 STIP Program

Index #	Project	Proposed for 2020 STIP ($ x 1,000)
1	I-80/Gilman Interchange Bike/Ped Overcrossing and Access Improvements[1]	$15,700
2	AC Transit Transbay Bus Replacements[2] *(2018 STIP Carryover project for East Bay Bus Rapid Transit)*	$13,125
3	Route 24 Corridor – Caldecott Project *(2018 STIP Carryover project - ARRA Payback)*	$2,000
4	Improved Bike/Ped Connectivity to East Span SFOBB (*2018 STIP Carryover project - MTC/BATA*)	$3,063
5	STIP Administration - Alameda CTC portion	$500
6	STIP Administration - MTC portion	$300
	Total	**$34,688**

Table Notes:

1. I-680 Express Lanes Gap Closure Project is recommended as a 2020 STIP contingency project.
2. The $13.125 million STIP funding programmed to the transbay bus replacements project fulfills Alameda CTC's prior commitment of $40 million of STIP funding to AC Transit's BRT. In exchange for the transbay bus replacements project receiving the STIP funds, AC Transit is to commit $13.125 million of other funding to the BRT.

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
RESOLUTION NO. 19-037

A RESOLUTION AUTHORIZING THE GENERAL MANAGER OR HIS DESIGNEE TO FILE AND EXECUTE DOCUMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) FOR AN ALLOCATION REQUEST OF STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) FUNDS FOR THE REPLACEMENT OF TRANSBAY BUSES

WHEREAS, the Alameda-Contra Costa Transit District ("the District") is submitting an application to the Metropolitan Transportation Commission (MTC) for $13,125,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation Alternatives (TA) funding, and Regional Transportation Improvement Program (RTIP) funding (collectively, "Regional Discretionary Funding") for the Replacement of Transbay Buses ("Project") for the Regional Transportation Improvement Program ("Program"); and

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the "Federal Transportation Act") including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to the Federal Transportation Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, pursuant to the Federal Transportation Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, the MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, the MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Regional Discretionary Funding; and

WHEREAS, the District is an eligible sponsor for Regional Discretionary Funding; and

WHEREAS, as part of the application for Regional Discretionary Funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and
- that the Project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the Project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal TIP; and
- that the Project will have adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application; and
- that the Project will comply with all project-specific requirements as set forth in the Program; and
- that the District has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective representatives of the Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the District; and
- that the Project will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, the District is authorized to submit an application for Regional Discretionary Funding for the Project; and

WHEREAS, there is no legal impediment to the District making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the District to deliver such Project; and

WHEREAS, the District authorizes its General Manager, or his designee, to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application; and

NOW THEREFORE, the Board of Directors of the Alameda-Contra Costa Transit District does resolve as follows:

Section 1. the District is authorized to execute and file an application for funding for the Project for Regional Discretionary Funding under the Federal Transportation Act or continued funding.

Section 2. the District will provide any required matching funds.

Section 3. the District understands that the Regional Discretionary Funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the District from other funds, and that the District does not expect any cost increases to be funded with additional Regional Discretionary Funding.

Section 4. the District understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and District has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective representatives of the Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the District.

Section 5. the Project will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP.

Section 6. the District has reviewed the Project and has adequate staffing resources to deliver and complete the Project within the schedule submitted with the project application.

Section 7. the Project will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Program.

Section 8. the District agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised.

Section 9. the Project is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency.

Section 10. the District is an eligible sponsor of Regional Discretionary Funding funded projects.

Section 11. the District is authorized to submit an application for Regional Discretionary Funding for the Project.

Section 12. there is no legal impediment to the District making applications for the funds.

Section 13. there is no pending or threatened litigation that might in any way adversely affect the proposed Project, or the ability of the District to deliver such Project.

Section 14. the District authorizes its General Manager, or designee, to execute and file an application with MTC for Regional Discretionary Funding for the Project as referenced in this resolution and take any other steps reasonably necessary to carry out this resolution.

Section 15. a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application.

Section 16. the MTC is requested to support the application for the Project described in the resolution and to include the Project, if approved, in MTC's federal TIP.

Section 17. This resolution shall become effective immediately upon its passage by four affirmative votes of the Board of Directors.

PASSED AND ADOPTED this 11th day of December 2019.

Joe Wallace, President

Attest:

Linda A. Nemeroff, District Secretary

I, Linda A. Nemeroff, District Secretary for the Alameda-Contra Costa Transit District, do hereby certify that the foregoing Resolution was passed and adopted at a regular meeting of the Board of Directors held on the 11th day of December, 2019, by the following roll call vote:

AYES: VICE PRESIDENT ORTIZ, DIRECTORS WILLIAMS, SHAW, PEEPLES, YOUNG, VICE PRESIDENT WALLACE

NOES: DIRECTOR HARPER

ABSENT: NONE

ABSTAIN: NONE

Linda A. Nemeroff, District Secretary

Approved as to Form and Content:

Denise C. Standridge, General Counsel

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DATE:	January 2, 2020
TO:	Alameda County Technical Advisory Committee
FROM:	Saravana Suthanthira, Principal Transportation Planner Chris Marks, Associate Transportation Planner
SUBJECT:	Congestion Management Program 2019 Multimodal Performance Report Update

Recommendation

This item is to provide the Commission with an update on the Congestion Management Program 2019 Multimodal Performance Report. This item is for information only.

Summary

Each year, 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). 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 multimodal monitoring which assess the performance of specific modes at a more detailed level. The Performance Report also satisfies one of the five legislatively mandated elements of the CMP that the Alameda CTC must prepare as a Congestion Management Agency. The 2019 Performance Report includes data for the most recently available reporting period, which is typically calendar year 2018 or fiscal year 2018-19. Because publication of some data sources lags preparation of the report, some data used are prior to the 2019 reporting period.

Key Findings

Economic growth continued: Unemployment in the Bay Area hit a historic low in November, 2019 (2.2 percent). While Alameda County has continued to add jobs and residents each year since the end of the recession, population growth has begun to slow down. Most growth occurred in eastern Alameda and Contra Costa Counties, and just outside the Bay Area in places like western San Joaquin County which grew 2.5 percent in 2018, compared to San Francisco, San Mateo, and Santa Clara counties which all grew by just 0.3 percent.

Commutes getting longer: The average one-way commute time for Alameda County residents is nearly 35 minutes—up from just 27 minutes in 2010. That means the average commuter spends more than 30 additional hours per year commuting, each way, now than in 2010. Additionally, almost 20 percent of commuters now spend more than an hour commuting each way, while less than 10 percent made such a lengthy commute in 2010.

Commuters continue to shift away from driving alone: Alameda County's commute patterns continued to be increasingly multimodal. Alameda County remains the second most multimodal county in California with 16 percent riding transit, and 5 percent walking or biking—however 61 percent of commuters still drive alone.

Total collisions continue to climb: Total collisions increased by 28 percent between 2013 and 2017. Fatal and severe collisions also increased by 17 percent in that time. Pedestrians and cyclists continue to make up a disproportionate percent of injury collisions, and particularly fatal and severe collisions.

Total annual transit ridership has stabilized and shown signs of growth: Total annual transit ridership in Alameda County has not fully recovered to its high of 99 million trips in 2015. However, after dropping 5 percent between 2015 and 2017, annual ridership has started to grow again, albeit slowly. BART ridership has stabilized and bus operators like Alameda-Contra Costa Transit District (AC Transit) and the Livermore Amador Valley Transit Agency (LAVTA) have seen some growth, especially in FY 2018-2019, with more expected in the coming fiscal year.

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

Attachments:

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

Alameda County Transportation System

FACT SHEET

January 2020

ALAMEDA County Transportation Commission

Alameda County's Multimodal Transportation Network

SNAPSHOT:

Population:

1.66 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 goods movement.

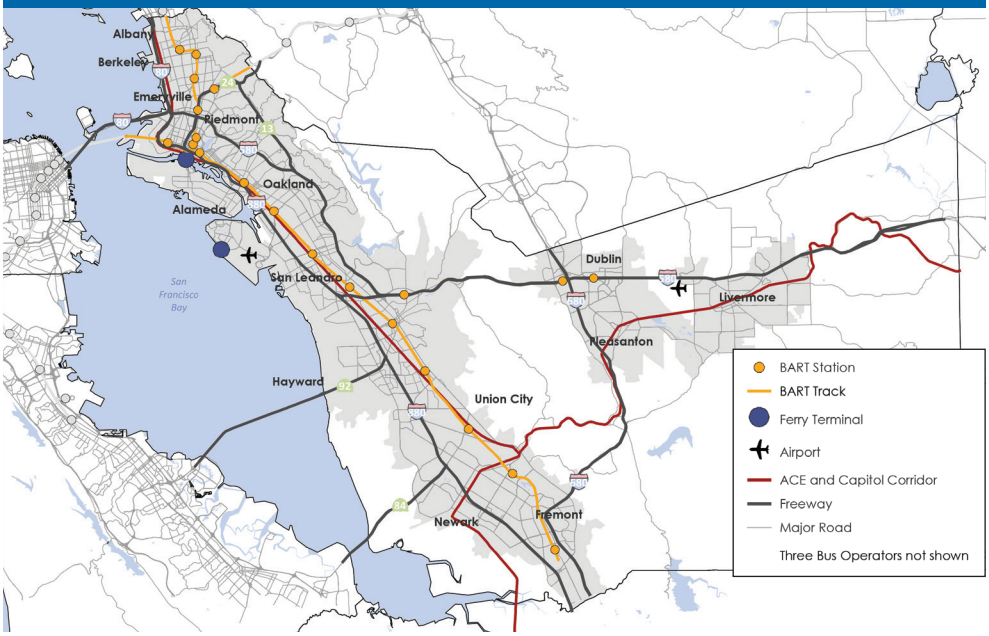
Alameda County's rich and multimodal transportation network of roadways, rail, transit, paratransit, and biking and walking facilities allows people and goods to travel within the county and beyond. Today, population growth and a booming economy have increased travel demand and congestion significantly, 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 2018, for every new solo driver, four 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



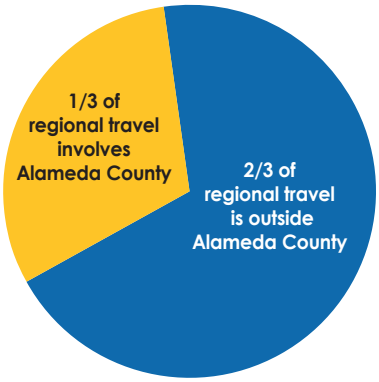
Alameda County Roadways Are the Most Congested in the Bay Area

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:

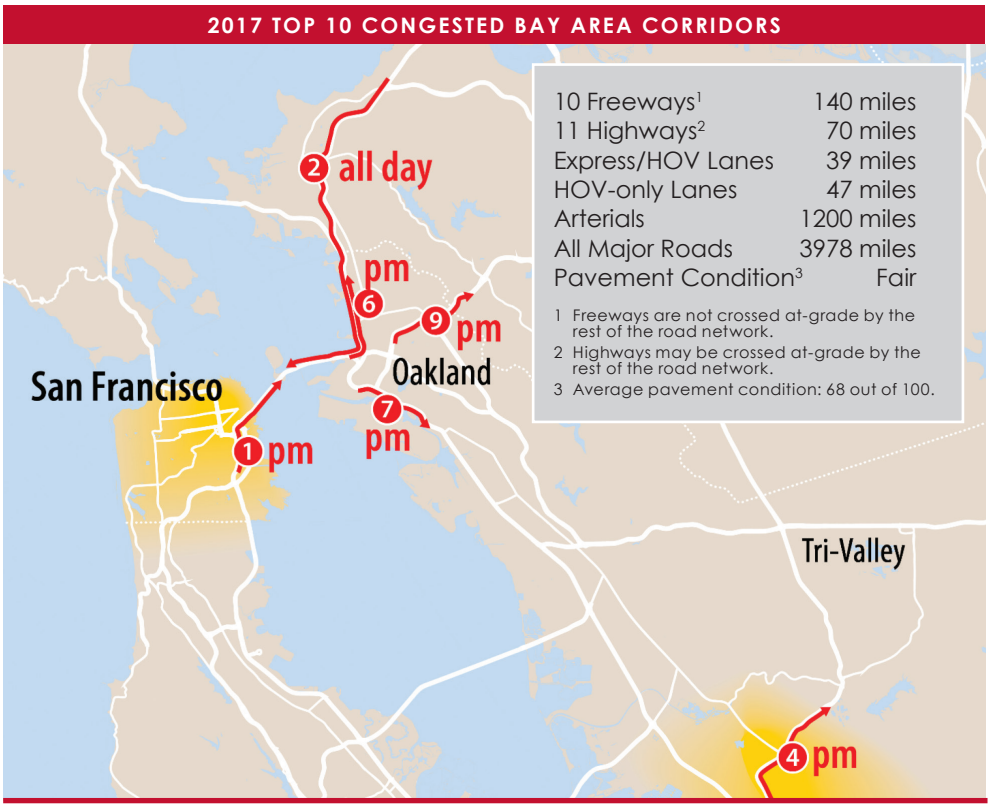
most congested corridors	Half of top 10 in Bay Area
35 minute average commute	5th longest in the Bay Area

- **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.



Data source: MTC Vital Signs, Bay Area Freeway Locations with Most Weekday Traffic Congestion, 201 .

ALAMEDA COUNTY COMMUTING FACTS:

- **47 percent of commute trips on Alameda County roads** originate outside of the county
- **3rd longest commute** for single-occupancy vehicles in the Bay Area:
  - **31 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 have been increasing since the end of the recession.

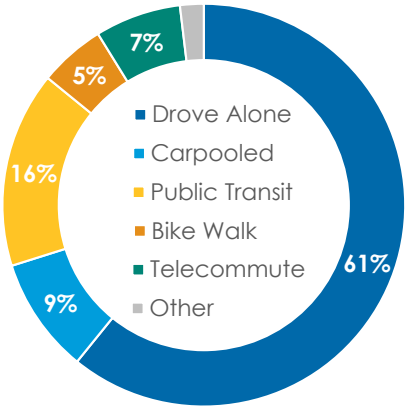
- **One fatal collision** every five day
- **23 injury collisions** each day
- **Pedestrians and cyclists more than twice as likely** to be injured in a collision

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:

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



TRIP SHARE

Alameda County has the second highest transit commute mode share in the state.

ACTIVE TRANSPORTATION

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

- Bikes and pedestrians account for **10 percent of total collisions,** but **45 percent of fatal and severe collisions.**
- **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 48** BART stations are in Alameda County
- **150,000 people** board BART every weekday in Alameda County
- **1 in 3 BART riders** board trains in Alameda County
- **More than 100 new cars** have joined a fleet of 650 legacy cars

Bus:

- **Three bus operators** service 170 routes and over 1,500 route-miles
- **160,000 people** board buses every weekday
- **1.8 million hours** of bus service were provided by operators last year
- **Transbay bus ridership grew 12 percent** in the last three years

Rail and Ferry:

- **Three commuter rail operators** serve 10 stations
- **2.8 million people** boarded commuter trains and ferries in 2019
- **Three ferry terminals** serve 10,000 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 are located here
- **2.5 million containers** annually shipped and received by the Port of Oakland
- **8th 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 Networks are in Alameda County

Transportation System Challenges and Opportunities

Alameda County's multimodal transportation system faces increasing demand from a growing population of 1.66 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: Active Transportation Plan; Statewide Integrated Traffic Records System (SWITRS), 2017; 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 Briefin Memo, Alameda CTC.

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

Economy: California Department of Finance, July Population Estimates 2018; Vital Signs, MTC, 2018; US Census Bureau ACS (1-year estimate), 2018 .

Mode split: 2018 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: 2017 SWITRS via Transportation Injury Mapping System.

Transit: NTD FY 2017-18 and provisional data from transit operators for FY2018-19s; 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 corridors 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 (61 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, 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.

ALAMEDA County Transportation Commission

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Alameda County Transit System

FACT SHEET

January 2020

ALAMEDA County Transportation Commission

Alameda County: Central Hub of Bay Area Transit

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

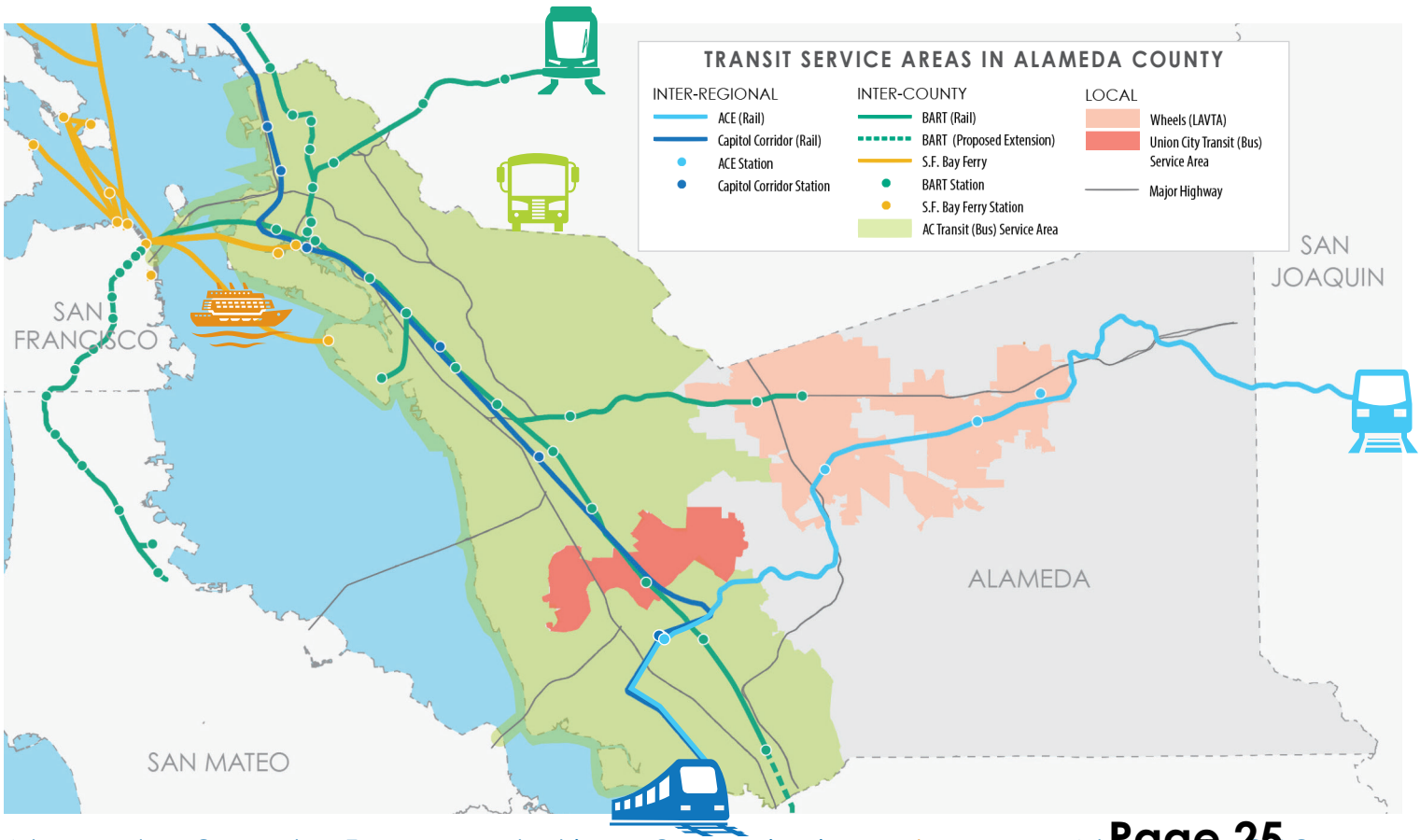
Alameda County is one of California's and the nation's most transit-rich, multimodal environments — with the second highest transit commute mode share in the state. Public transit plays a vital role in Alameda County's transportation network. Alameda County's seven major transit operators carried 96 million passenger trips in 2019.

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 2018-2019 appear below. Annual numbers reflec statistics for Alameda County only, unless otherwise noted.

BART

- **150,000 average weekday riders**
- **44 million annual riders, 46% of annual countywide transit ridership**
- **2nd largest transit provider in the Bay Area**
- 1.0 million hours of train car service
- 61% fare box recovery ratio*
- 22 of 48 stations are in Alameda County
- 103 of 243 route miles
- More than 100 new cars*
- 90% on-time performance

SF BAY FERRY

- **10,000 weekday riders***
- **1.8 million annual riders**
- 11,500 hours of ferry service
- 57% fare box recovery ratio*
- 15 ferries,* serving three terminals

AC TRANSIT

- **154,000 average weekday riders**
- **47 million annual riders, 51% of countywide annual transit ridership**
- **3rd largest transit provider in the Bay Area**
- 1.8 million hours of bus service
- 15% fare box recovery ratio*
- 1,300 route miles on 151 routes
- 640 buses*
- 10.3 mph average bus speed
- 72% on-time performance*

UNION CITY TRANSIT

- **1,000 average weekday riders**
- **264,000 total annual riders**
- 40,000 hours of bus service
- 7% fare box recovery ratio
- 105 route miles on eight routes

CAPITOL CORRIDOR

- **1.8 million total annual riders***
- 7.0 million miles of train car service*
- 60% system operating ratio*
- 87 of 342 route miles
- 89% on-time performance*

ACE

- **510,000 total annual riders**
- **2,000 average weekday riders**
- 500,000 hours of train car service
- 56% fare box recovery ratio*
- 90 of 172 route miles
- 81% on-time performance*

WHEELS (LAVTA)

- **6,000 average weekday riders**
- **1.7 million total annual riders**
- 125,000 hours of bus service
- 17% fare box recovery ratio
- 300 route miles on 14 routes
- 84% on-time performance

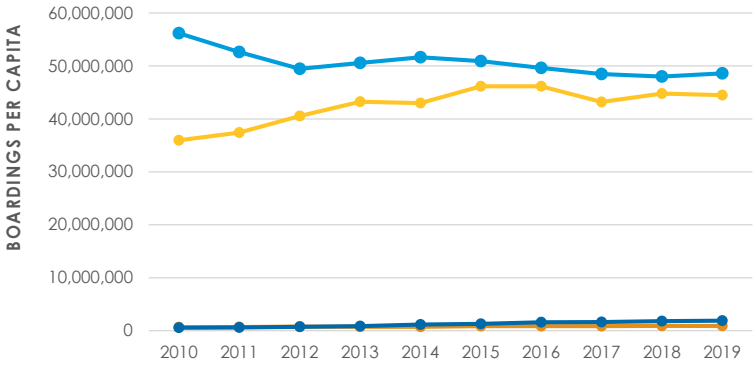
* Systemwide.

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

Transit System Performance 2019

Over the last decade, total annual ridership in Alameda County had remained strong, primarily due to population and job growth. After stumbles in 2016 and 2017, total ridership has stabilized for nearly all operators in 2018 and 2019 with growth for five of the seven major operators.

Transit ridership has remained strong in commuters markets — especially the transbay corridor.

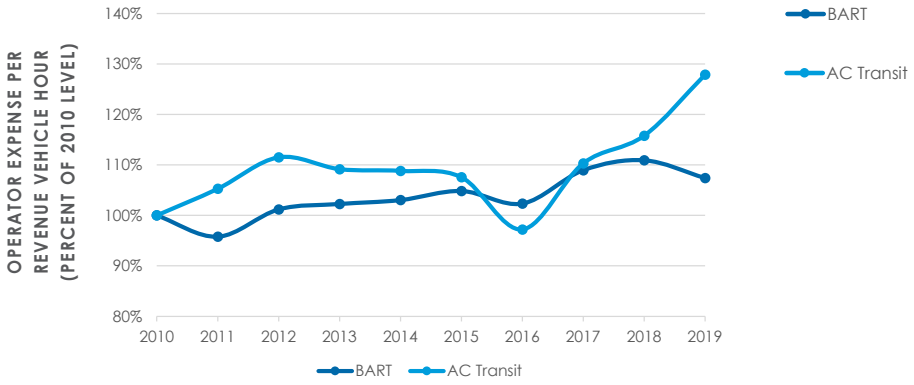


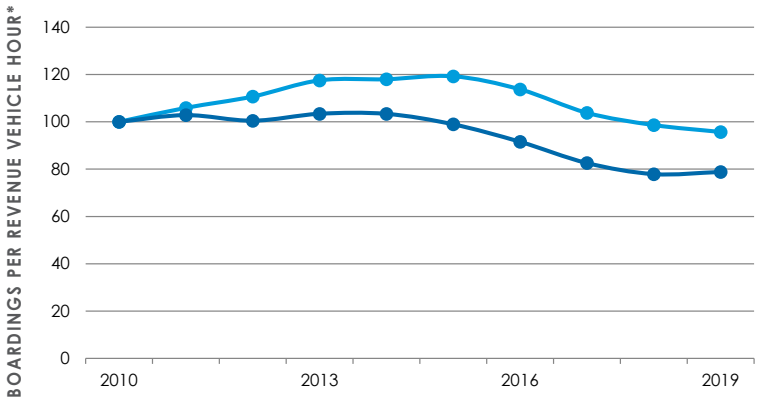
Total annual transit ridership grew in 2019

Alameda County has the second highest share of residents who commute by transit in the state — second only to San Francisco — most of these trips are on BART or a bus. Many fewer trips are carried by commuter rail and ferries, but they are growing fast.

Cost of providing transit service rising

Congestion on arterials for buses, strongly-peaked demand, and rising maintenance and labor costs have increased the overall cost of providing service for most operators over the last decade.





Service utilization decreased as costs increase

AC Transit and BART both expanded service significantly over the last decade, combined with overall sagging ridership over the last four years, the cost per trip for the major operators has increased significantly. In 2019, however, that trend showed signs it may reverse, as overall ridership improves.

*Percent of 2010.

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 12 percent** in the last three 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 new trains, 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 services 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.

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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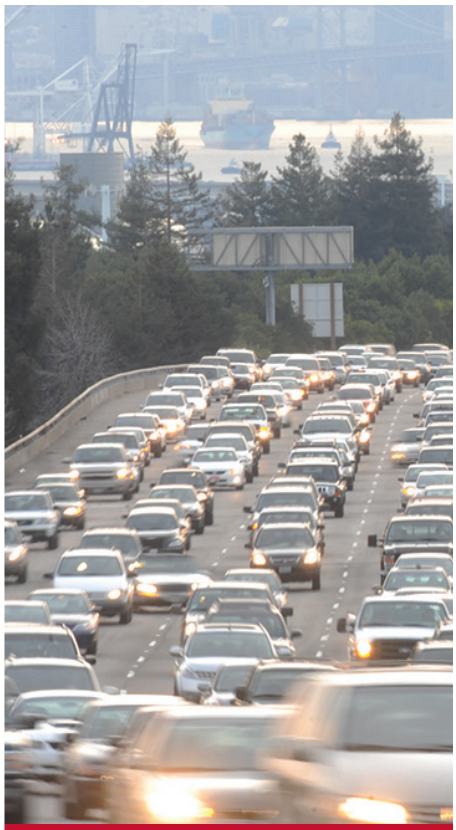
Alameda County Freeway System

FACT SHEET

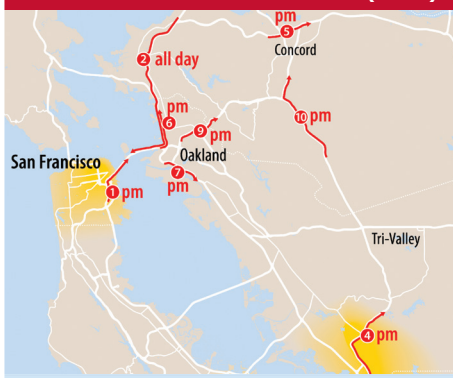
January 2020

ALAMEDA County Transportation Commission

Alameda County's Freeway System Connects the Region



TOP 10 CONGESTED FREEWAYS (2018)



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.

- **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.

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.

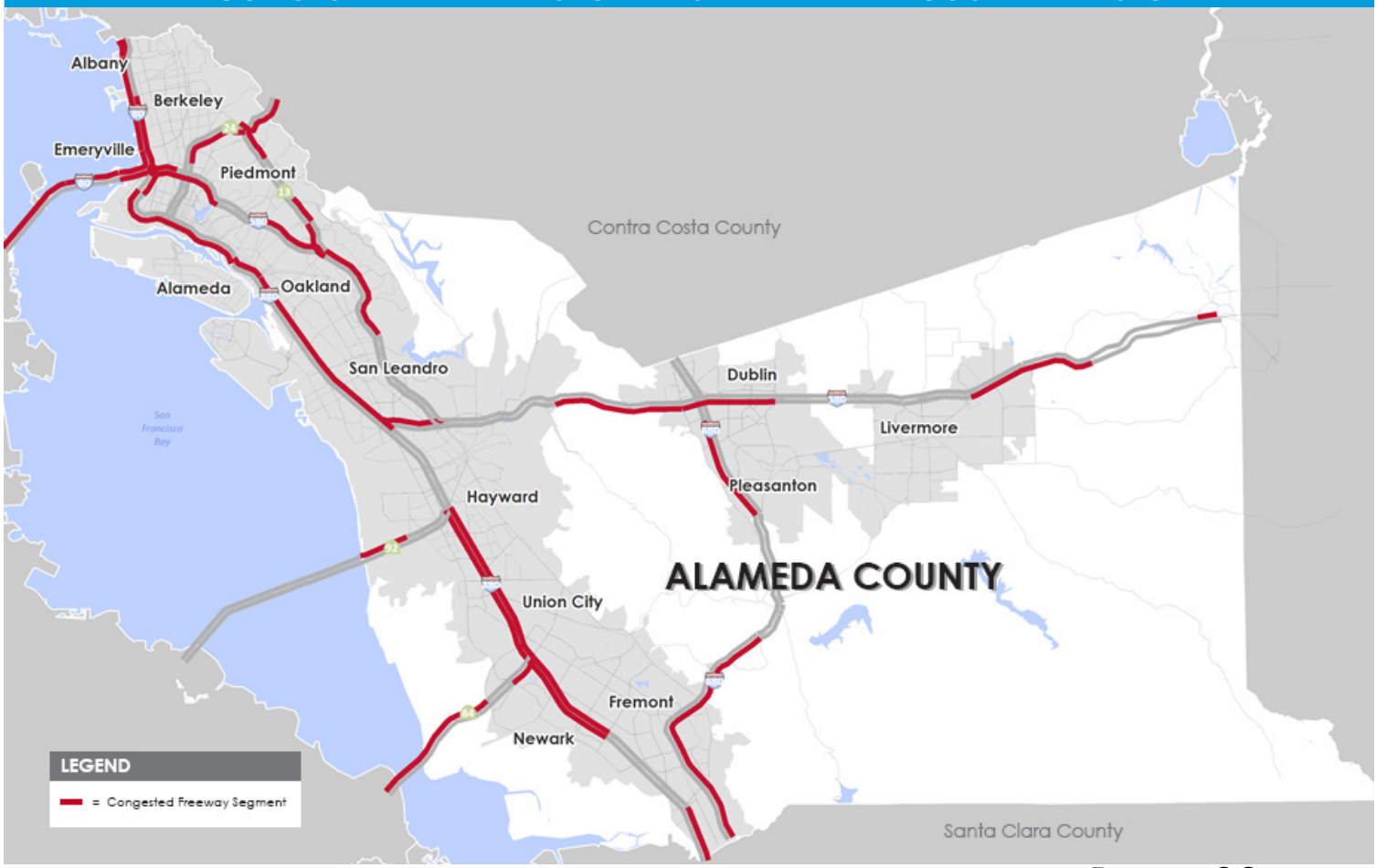
Alameda County has another **47 miles of carpool lanes**. These lanes are free to high-occupancy vehicles (at least two or three persons per vehicle) and off-limits to single-occupancy vehicles during peak hours.

Alameda County Freeway Inventory

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

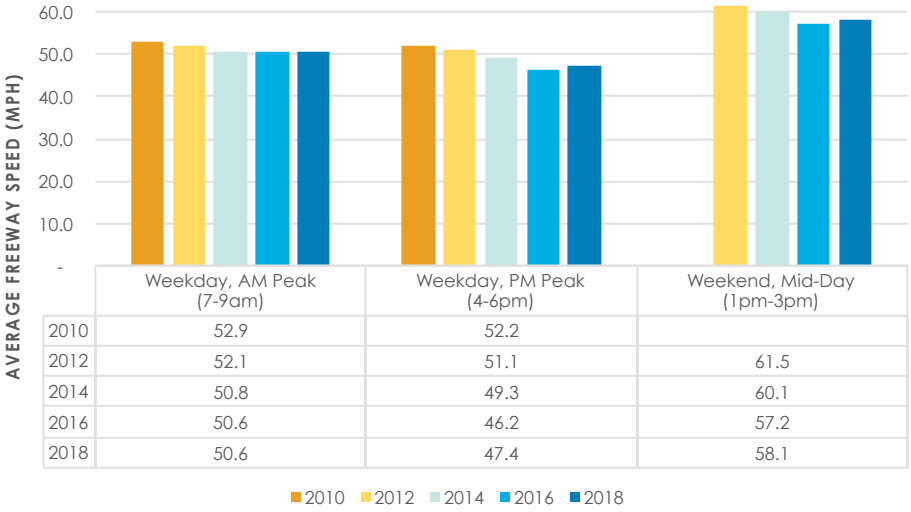


Freeway System Performance

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, and commute durations have continued to rise.

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

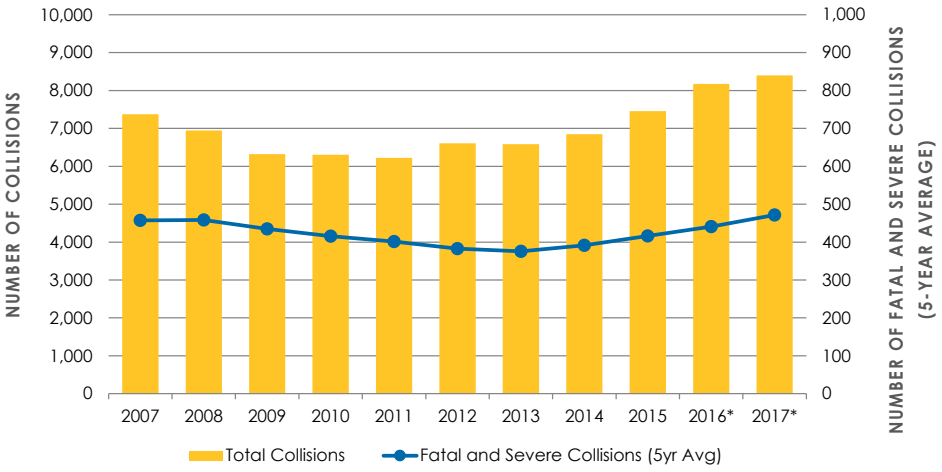
While average speeds improved, about one-quarter of the freeway network is still congested during the afternoon peak-period. This consistent congestion can be attributed to a growing population, a booming economy and related job growth.

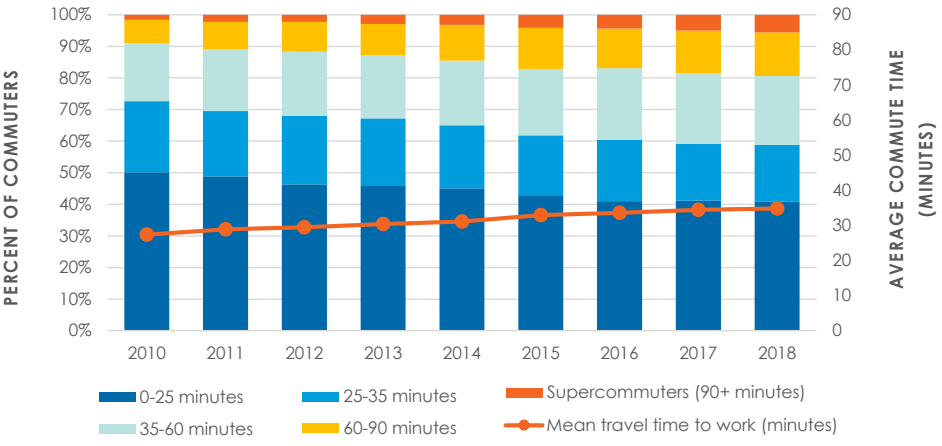


	Weekday, AM Peak (7-9am)	Weekday, PM Peak (4-6pm)	Weekend, Mid-Day (1pm-3pm)
2010	52.9	52.2	
2012	52.1	51.1	61.5
2014	50.8	49.3	60.1
2016	50.6	46.2	57.2
2018	50.6	47.4	58.1

Commute times rising.

Commutes have continued to get longer, even as freeway speeds have stabilized in Alameda County. Compared to 2010, there are also four times as many supercommuters (90+ minutes).





Total collisions and fatal and severe collisions continue to rise.

Total collisions and fatal and severe collisions have both increased by roughly one third since the end of the recession.

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 T ffic, California Department of Transportation, 2016

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Alameda County Highways, Arterials, and Major Roads

FACT SHEET

January 2020

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.

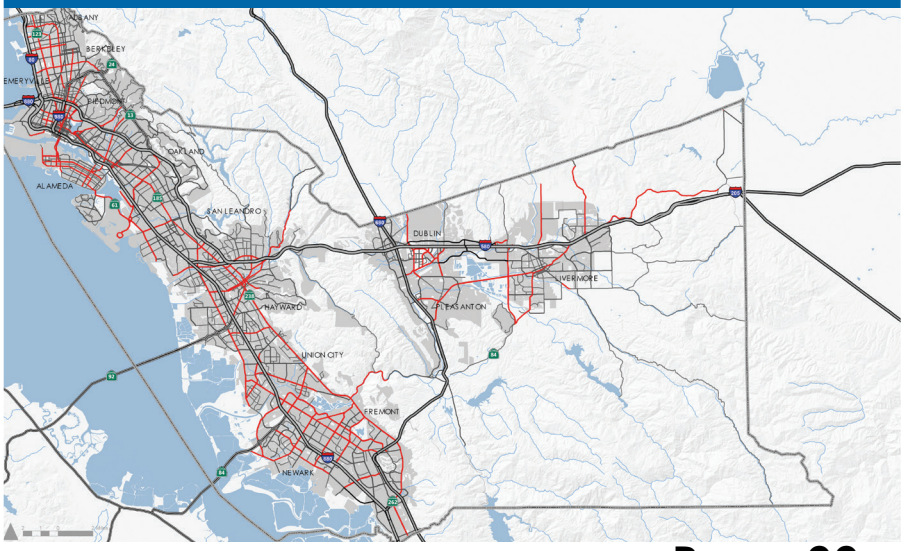
Continuous and connected network for all modes: Local governments, limited by the existing right-of-way, cannot increase vehicle capacity to keep pace with demand. Instead, cities are increasing overall person-throughput by designing streets to be safe and convenient for all modes, each of which should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

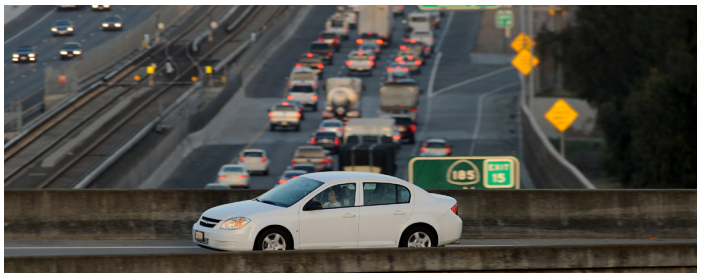
ALAMEDA COUNTY TRANSPORTATION NETWORK



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 M nitoring 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

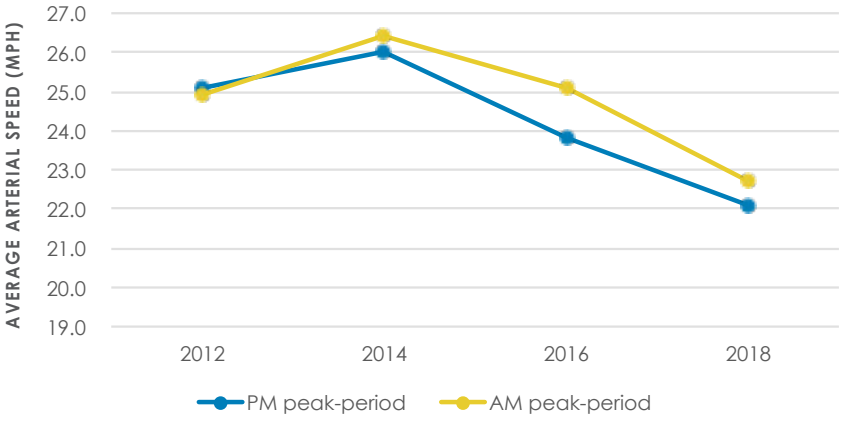
Local jurisdictions manage a network of about 3,500 miles of roads and report their condition to the Metropolitan Transportation Commission annually, which is captured in the Pavement Condition Index (PCI).

Arterial and Road Performance

In 2018, even as congestion on freeways stabilized, congestion on arterial roads continued to build. This may be the result of chronic congestion on freeways, as motorists seek out new routes using arterial roads.

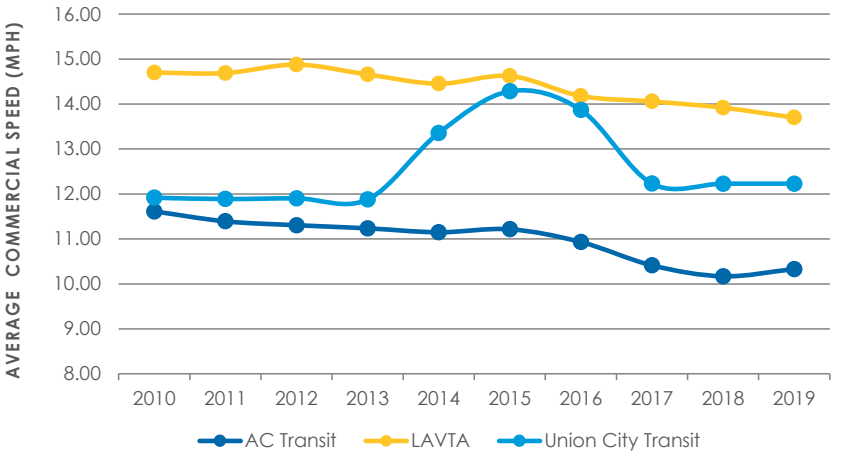
Auto travel speeds are declining.

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



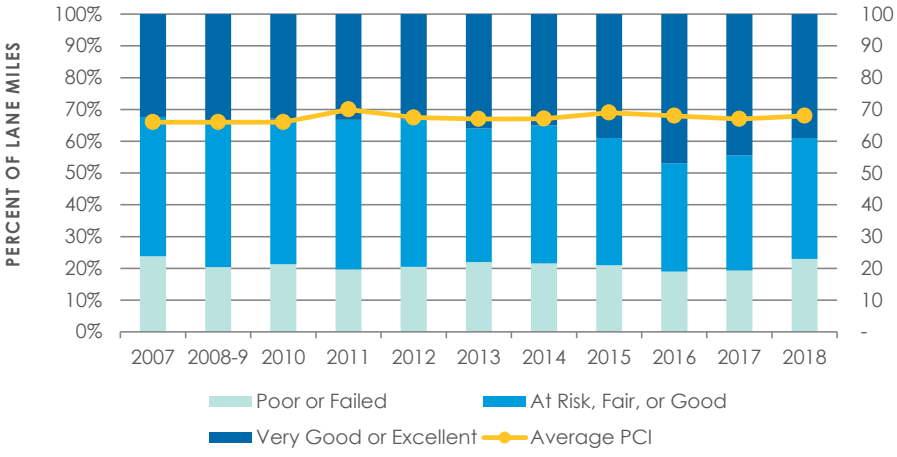
Bus transit speeds are falling.

Most bus operator' speeds dropped for the third consecutive year. Building congestion on arterial roads has slowed buses and trucks. This has contributed to rising operating costs. In 2019, commercial bus speeds improved for AC Transit for the first time since 2007. However, average speeds for AC Transit and LAVTA are down around 10 percent since 2010.



Road conditions are stable.

Countywide, PCI has remained stable over the last decade, matching the Bay Area average. In 2018, some of the worst performing jurisdictions, Berkeley and Oakland, improved the most.



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 on Alameda County roads

carried by 1,200 miles of arterials

Pavement Conditions:

Almost half of locally-managed roadways

rated **"excellent or very good"**

23 percent or almost 850 miles

rated **"poor, or failing"**

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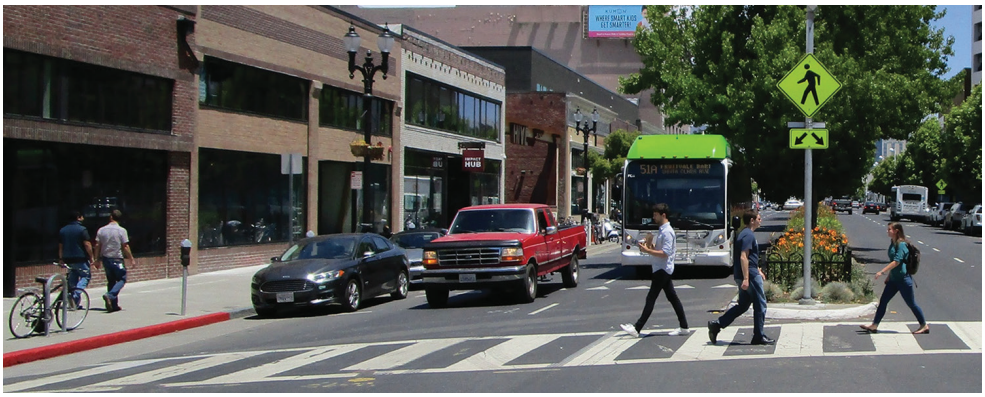
CHALLENGES

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: Consistent with state legislation, 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

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

January 2020

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 eighth 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
- **30 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.

2018 was the first year exports exceeded 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.

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.

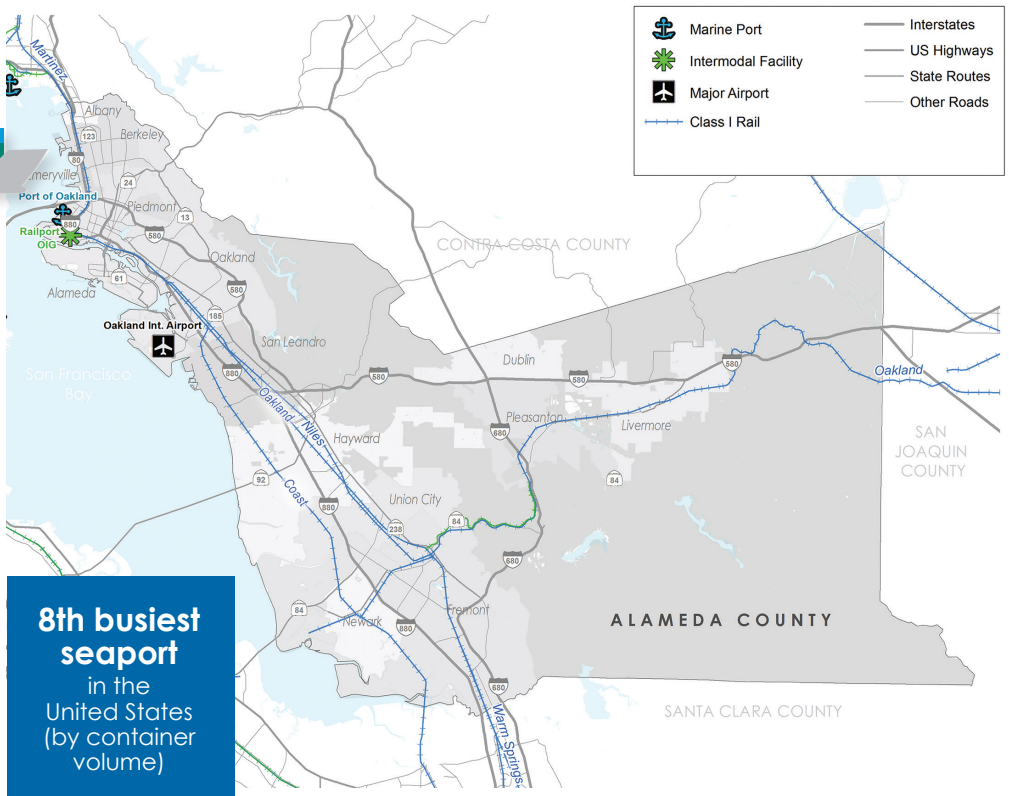
RAIL FREIGHT NETWORK

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.



8th busiest seaport in the United States (by container volume)

2.5 million containers shipped through the Port of Oakland in 2018

120 percent growth in container volume handled by the Port (June 1998–June 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

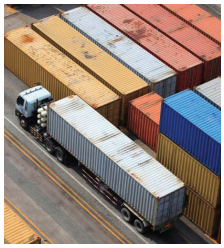
60 daily trains 1/3 freight and 2/3 passenger on busiest rail corridor

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

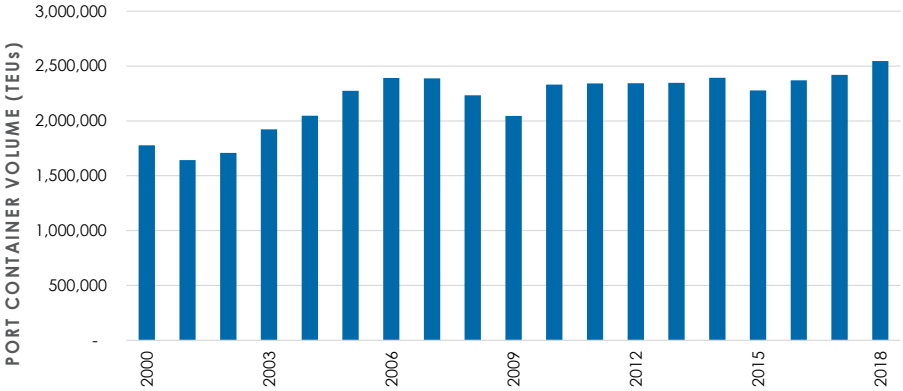
Goods Movement Performance

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.

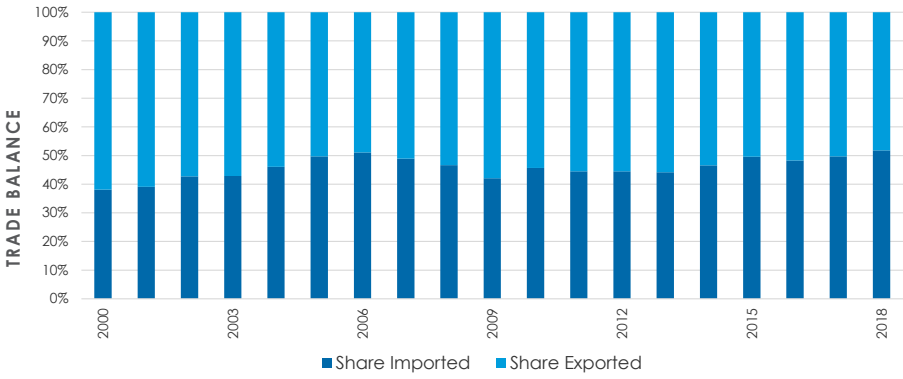


The Port of Oakland completed a full recovery from the recession in 2017 and has continued to grow, moving 2.5 million containers in 2018. Through the first six months of 2019, year-to-year volume is up another four percent.



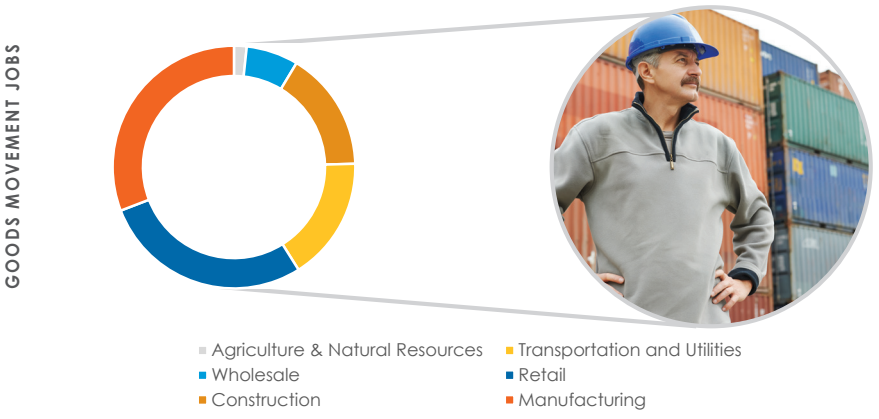
Changing trade balance.

Historically, the Port had been the only western port that exports more goods than it imports; that dynamic changed for the first time in more than a decade in 2018, although imports and exports remain fairly balanced.



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

Roughly 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.



30 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.

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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 and emissions reduction. This includes advancing an emissions reduction program to improve air quality and reduce health impacts and developing or supporting pilot technology demonstrations.

Alameda County Active Transportation

FACT SHEET

January 2020

ALAMEDA County Transportation Commission

Alameda County Active Transportation: for All Ages and Abilities

The number of people biking 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 safety and comfort.

Alameda County is home to an extensive major trails and greenways 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.

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

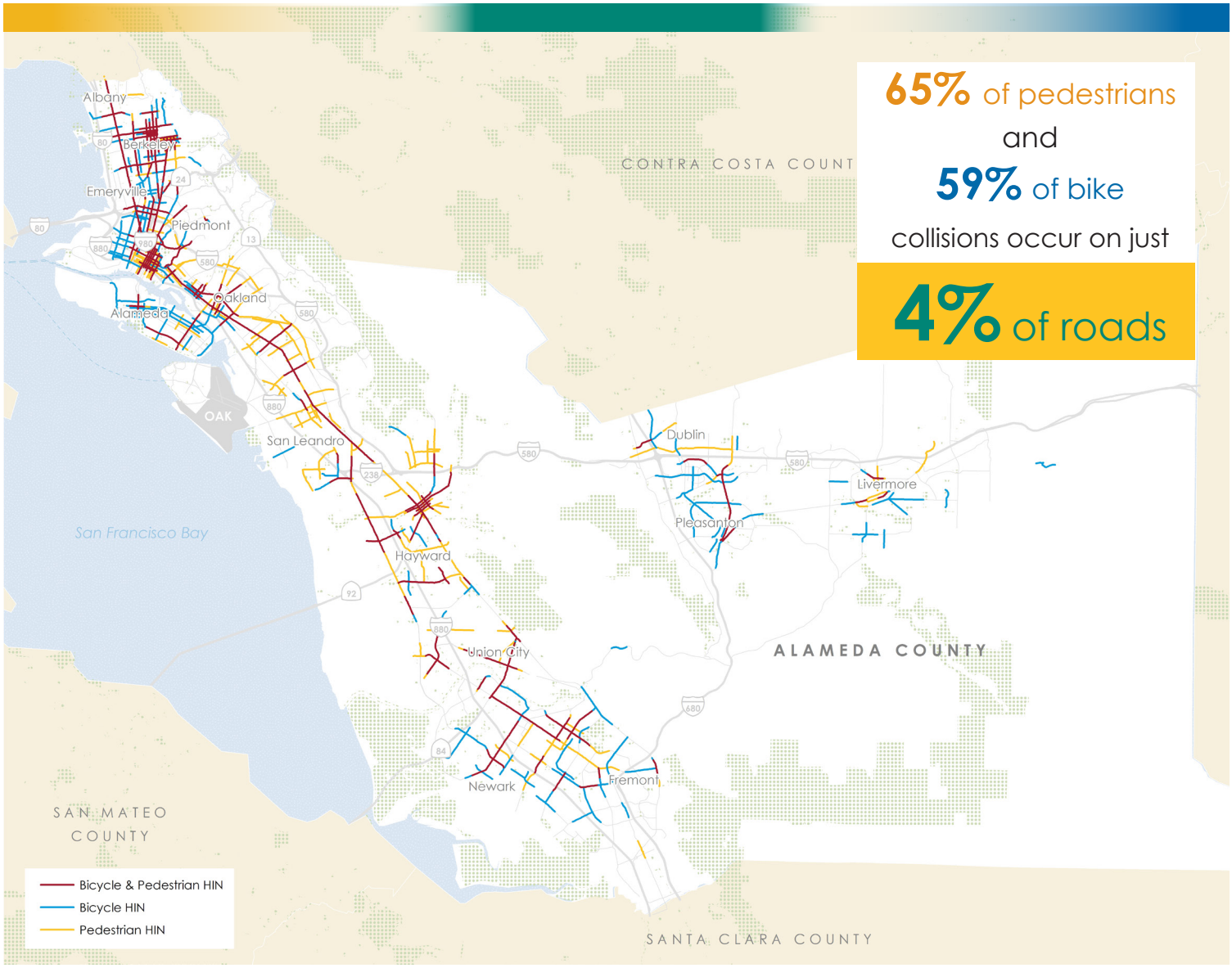
COUNTYWIDE ACTIVE TRANSPORTATION PLAN

The first Alameda Countywide Active Transportation Plan (CATP) ombines updates of the Countywide Bicycle Plan and Countywide Pedestrian Plan. The CATP serves two purposes: 1) At the countywide level, the CATP includes analysis of low stress bike networks, identifies a countywide h gh injury pedestrian and bicycle network, evaluates major barriers to the bicycle and pedestrian network, and establishes a framework for prioritizing projects of countywide significance to inform decision-making around act ve transportation funding at Alameda CTC. 2) At the local level, the CATP provides resources to member agencies to help advance projects that provide complete, safe, and connected networks for biking and walking, including better connections to the regional transit network.

SAFE ROUTES TO SCHOOLS

Infrastructure is only one aspect of providing a safe, comfortable transportation system. The Alameda County Safe Routes to Schools Program (SR2S) 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.

Countywide High-Injury Network



HIGH-INJURY NETWORK

The **High-injury Network (HIN) identifies the least-safe streets** in Alameda County, based on severity and frequency of collisions*. As is common in many locations nationwide, collisions are concentrated on just a few high-risk streets, **primarily surface highways and major arterials**. Addressing unsafe conditions on those streets can significantly reduce collisions systemwide.

KEY FINDINGS

- Men are involved in 75 percent of bicycle collisions.
- Injury collisions are more than twice as likely to occur in disadvantaged communities.
- 1 in 5 pedestrian and 1 in 7 bike collisions are either a felony or misdemeanor hit and run.
- Older pedestrians (65+) are most at risk.
- Surface highways and major arterials make up less than 15 percent of road miles, but almost 80 percent of the bike and pedestrian HINs.

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 to better support all users.

BIKE AND PEDESTRIAN COLLISIONS

Bikes and pedestrians are involved in...

10 percent
of total crashes, but

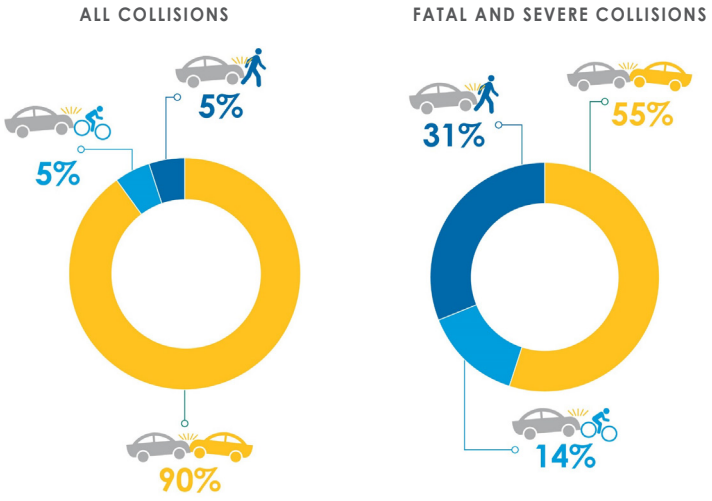
45 percent
of fatal and severe crashes

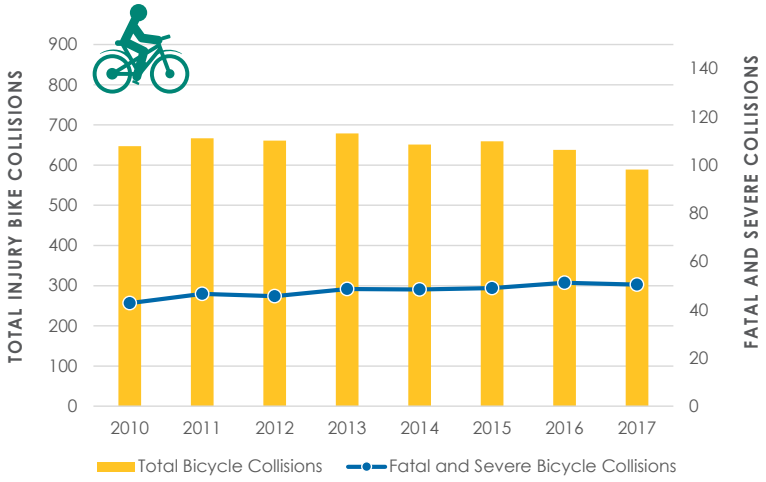
Bike collisions remained flat.

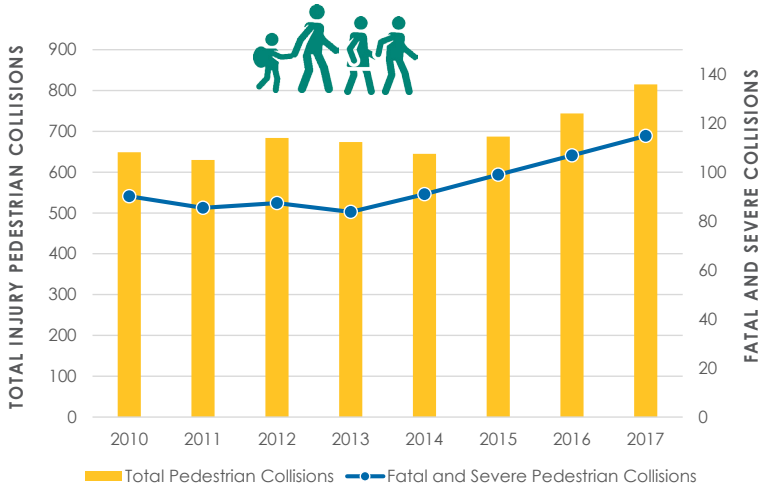
While bicyclist safety remains a concern, total collisions in Alameda County have remained fla over the last decade, even as the population has grown. Per capita collisions fell almost 20 percent, yet more than 50 cyclists are killed or injured each year.

Pedestrians are the most vulnerable.

The numbers of pedestrians, killed or seriously injured in collisions has continued to rise over the last fiv years. Further, collisions with pedestrians are the most severe. While pedestrians are involved in just five percent of collisions, they are involved in mor than 30 percent of fatal and severe collisions. Seniors are the most at risk; the California Office of Traffic and Safety ranks Alameda County as the least safe county for pedestrians over the age of 65.







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.

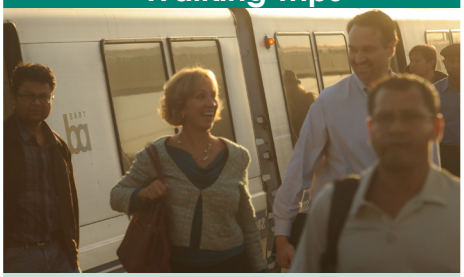
Bikeshare in the East Bay

79 Bikeshare Stations

850+ bikes

Launched in 2017 in Oakland, Berkeley and Emeryville. The City of Fremont also has a dockless bikeshare program.

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) and micromobility providers have increased the demand for curb space which impacts some bicycle facilities and pedestrian crossings.

Commutes are the longest trip we make. The average Bay Area commute more than 13 miles — 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. 16 percent of residents use transit, 6 percent bike or 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.

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DATE:	January 2, 2020
TO:	Alameda County Technical Advisory Committee
FROM:	Carolyn Clevenger, Director of Planning Kristen Villanueva, Senior Transportation Planner
SUBJECT:	2020 Countywide Transportation Plan: Needs Assessment Part 1

Recommendation

This item is to provide the Commission with an update on the first part of a needs assessment conducted of the Alameda County transportation system for the 2020 Countywide Transportation Plan (CTP). This item is for information only.

Summary

Each year, Alameda CTC produces a Performance Report, which compiles data on countywide trends and issues and how performance of the transportation system has changed over time. Developing the CTP every four years provides the opportunity to investigate these issues at a deeper level and recommend strategies for addressing them. The needs assessment for the 2020 CTP organizes challenges and strategies for five types of transportation modes or facilities in Alameda County: active transportation, transit, arterial roadways, freeways, and goods movement. While people use multiple facilities and multiple modes in the course of their travel, it is still helpful to consider the needs by facility type and mode; findings and strategies will be integrated to ensure multimodal needs and strategies are identified. The assessment also identifies challenges for each of the four planning areas in the county. This effort will help inform how the Commission ultimately identifies a 10-year set of priority projects and programs to advance through the CTP as well as a focused set of strategies for Alameda CTC to advance that would address remaining gaps in the transportation system.

This memo presents Part 1 of the Need Assessment, focused on Active Transportation and Freeways. The strategies included in this memo have been compiled based on a review of recent county plans and in alignment with the four goals adopted by the Commission in September 2019. Staff plans to share the needs assessment and accompanying strategies for Transit, Goods Movement, and Arterials at the March meeting of PPLC and release the final Needs Assessment document in May 2020.

Approach to CTP Needs Assessment

The needs assessment sourced data, findings and recommendations from a multitude of planning efforts that have been completed or are underway since the update to the previous countywide plan was adopted in 2016. Table 1 presents the main sources referenced in the needs assessment.

Table 1. Sources for 2020 CTP Needs Assessment

Plan/Project Name and Year Adopted	
• 2016 Countywide Transportation Plan • 2016 Alameda Countywide Multimodal Arterial Plan • 2016 Alameda Countywide Transit Plan • 2016 Alameda County Goods Movement Plan • 2018 Level of Service Monitoring Report – Traffic and Transit	• 2018 Rail Strategy Study • 2018 and 2019 Corridor Projects: East 14th Street/Mission Boulevard and Fremont Boulevard, San Pablo Avenue • 2019 Countywide Active Transportation Plan • Alameda CTC Safe Routes to Schools Site Assessments (on-going) and Evaluation Reports (underway)

Additionally, the needs of those who travel in Alameda County vary depending on not only when, why, and how they travel, but also where in the county they are located. Assessment for the CTP summarizes current conditions and breaks down the challenges and opportunities for each of the four planning areas in the county: north, central, south and east. Planning areas represent collections of 3-5 Alameda County jurisdictions that have similar characteristics in travel and development patterns. Attachment A presents the four Alameda County Planning Areas and the cities contained within each one.

Needs Assessment – Active Transportation

From a review of previous plans and agency performance monitoring reports, the key challenges for active transportation in the county include:

- a high intensity of collisions on the High Injury Network (HIN) identified in the 2019 Countywide Active Transportation Plan (60% of collisions occur on 4% of roads),
- increasing severity of collisions with vulnerable users,
- many key destinations in the county are currently accessed via high volume roadways that do not include sufficient infrastructure for safe access by pedestrians and cyclists, and
- increased competition for curbspace, particularly from ridehail companies and e-scooters.

To address these needs, Table 2 presents an initial set of potential strategies the Commission may consider as part of the 2020 CTP. These strategies will be refined throughout the first half

of 2020 via discussions with ACTAC, smaller planning area meetings with agency staff and Commissioners, and public engagement.

Table 2. Potential Strategies to Consider Including in CTP for Active Transportation

Potential Strategy	Brief Description
Focus Safety Improvements on HIN	Prioritize safety improvements to reduce fatalities and severe injuries on the countywide HIN.
Countywide Projects	Focus on regionally significant barriers to travel, such as freeway crossings, regional routes, multi-jurisdictional major corridors, trail gaps/trail access, and at-grade rail crossings.
Transit Integration	Provide safe, comfortable, and convenient access to transit for active modes through complete streets corridor and bus stop design as well as bike storage on buses.
Health and Equity	Incorporate health into active transportation by focusing on short trip opportunities particularly in communities underserved by active transportation infrastructure. Engage community groups for scoping transportation projects.
Urban Greenways and Trail Planning	Advance separated paths to address existing challenges with high-stress auto facilities and improve connectivity of high quality bicycle and pedestrian facilities.
Emerging Mobility	Provide resources related to shared- and micro-mobility. Consider opportunities for e-bicycles and e-scooters to expand reach of "active" modes while proactively addressing safety concerns.
SR2S and Safety Education Program Expansion	Promote and teach walking and biking as viable, safe modes of transportation. Incorporate funding for engineering treatments near schools.
Best Practices	Provide jurisdictions with resources and training on best practice facility design, planning process, and public engagement.
Bike Parking	Provide guidance on bicycle parking standards to improve end-of-trip facilities consistently across the county.
All Ages and Abilities	Upgrade walkways, sidewalks, and bike paths to increase accessibility, close gaps, and promote walking and biking for all ages and abilities.

Needs Assessment – Freeways

Given Alameda County's central location in the region, and the increasing jobs/housing imbalance in the region, one of the key challenges for the freeway network in the county is the high share of regional congestion and pass through traffic the system carries, in addition to trips with origins and/or destinations in the county. In response to the significant congestion on the freeway network, there is spill over traffic onto local streets that not only results in congestion on local roadways but also creates challenging environments for other users like transit riders, walker, and bikers. Given the age of the freeway network and the volumes trying to utilize it, there are safety issues at freeway interchanges, including freeway-to-freeway connections that result in increased rates of collisions, delay and diversion. Additionally, a key congestion management tool in the region includes implementing managed lanes however there are gaps in the existing network along congested corridors in Alameda County.

To address these needs, Table 3 presents an initial set of potential strategies the Commission may consider as part of the 2020 CTP. These strategies will be refined throughout the first half of 2020 via discussions with ACTAC, smaller planning area meetings with agency staff and Commissioners, and public engagement.

Table 3. Potential Strategies to Consider Including in CTP for Freeways

Potential Strategy	Brief Description
Express Lanes	Expand managed lane network to provide a continuous and connected express lane system throughout Alameda County. Incorporate policies that maximize movement of people and integrate transit options, including express bus services.
Interchange Operations	Reconfigure deficient interchanges to smooth traffic flow, address safety, and minimize peak period queuing impacts to local streets.
Bottleneck Treatment	Implement auxiliary lanes and other lane configuration adjustments to smooth bottlenecks associated with merging and maximize capacity of existing roadway right of way.
Transit System Expansion	Expand regional travel options via transit (e.g., increased Transbay, express bus service, second Transbay Tube, etc.) and ferry services to manage single-occupant-vehicle mode share on existing freeway segments.
TDM Programs	Expand employer programs that provide incentives and disincentives for increase carpooling, vanpooling, and transit use on freeways. Expand park and ride lot locations can to increased carpooling and transit use.
First Last Mile	Expand the reach of regional transit stations (especially ferry, rail) with shuttles and on-demand, technology-enabled services that are seamlessly integrated.
Housing and Jobs Policies	Support state and regional policies that encourage housing in job-rich areas and job growth in housing-rich areas to reduce the jobs/housing imbalance.
Pricing	Support studies that investigate new pricing mechanisms for travel that are associated with different levels of travel demand.

Comparison between Planning Areas

The CTP needs assessment considers specific challenges and opportunities by mode/facility as well as by planning area. These multiple lenses allow the Commission to consider the diversity of users, facilities and needs across the county. The four planning areas of the county vary in terms of population and land use density, proximity to regional employment centers, local roadway design, and connectivity of bicycle and pedestrian facilities. Consequently, commute mode share varies across the county. Walking and biking is most prevalent in north county, as it has the highest amount of connected facilities but also experiences the highest share of safety issues for pedestrians and cyclists.

All planning areas of the county experience a disparate share of regional traffic congestion compared to other parts of the region, with major commute gateways located in each planning area. In response to existing safety issues, all planning areas would benefit from creation of a high class bicycle and pedestrian network that is connected and protected supporting all ages and abilities. And given intensifying congestion on freeways, all planning areas would benefit from improved travel choices locally and to regional job centers.

CTP Next Steps

Table 4 reflects a high-level schedule of CTP development topics through fall 2020. Staff will return to PPLC in March to discuss the needs assessment for Transit, Arterials, and Goods Movement. Staff will reflect Commissioner and ACTAC comments on draft strategies in a revised Needs Assessment document and in prioritization work on projects submitted to the CTP. To develop the draft plan, staff will conduct meetings with Commissioners and ACTAC members for each planning area with focused discussions on 10-year priorities and findings from a gaps analysis. In addition, two outreach efforts are planning: targeted outreach in the spring including focus groups, intercept surveys and pop up events throughout the county, and more broad public outreach in the summer when the draft CTP is released.

Table 4. Draft Milestone Schedule for 2020 CTP

Jan 2020	• Performance Report and Needs Assessment Part 1
March – April	• Needs Assessment Part 2: arterials, transit, goods movement • Transit recommendations • Planning area meetings with ACTAC on 10-year priorities • Targeted public outreach: Focus group meeting, intercept surveys and pop up events
May – June	• Update on outreach and community-based transportation planning • Planning area meetings with Commissioners on 10-year priorities • Targeted public outreach: Focus group meeting, intercept surveys and pop up events
July	• Presentation on the draft 2020 CTP
Summer	• Broad public outreach on draft Plan
Fall	• Review and adoption of the final 2020 CTP

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

Attachment:

A. Four Planning Areas of Alameda County

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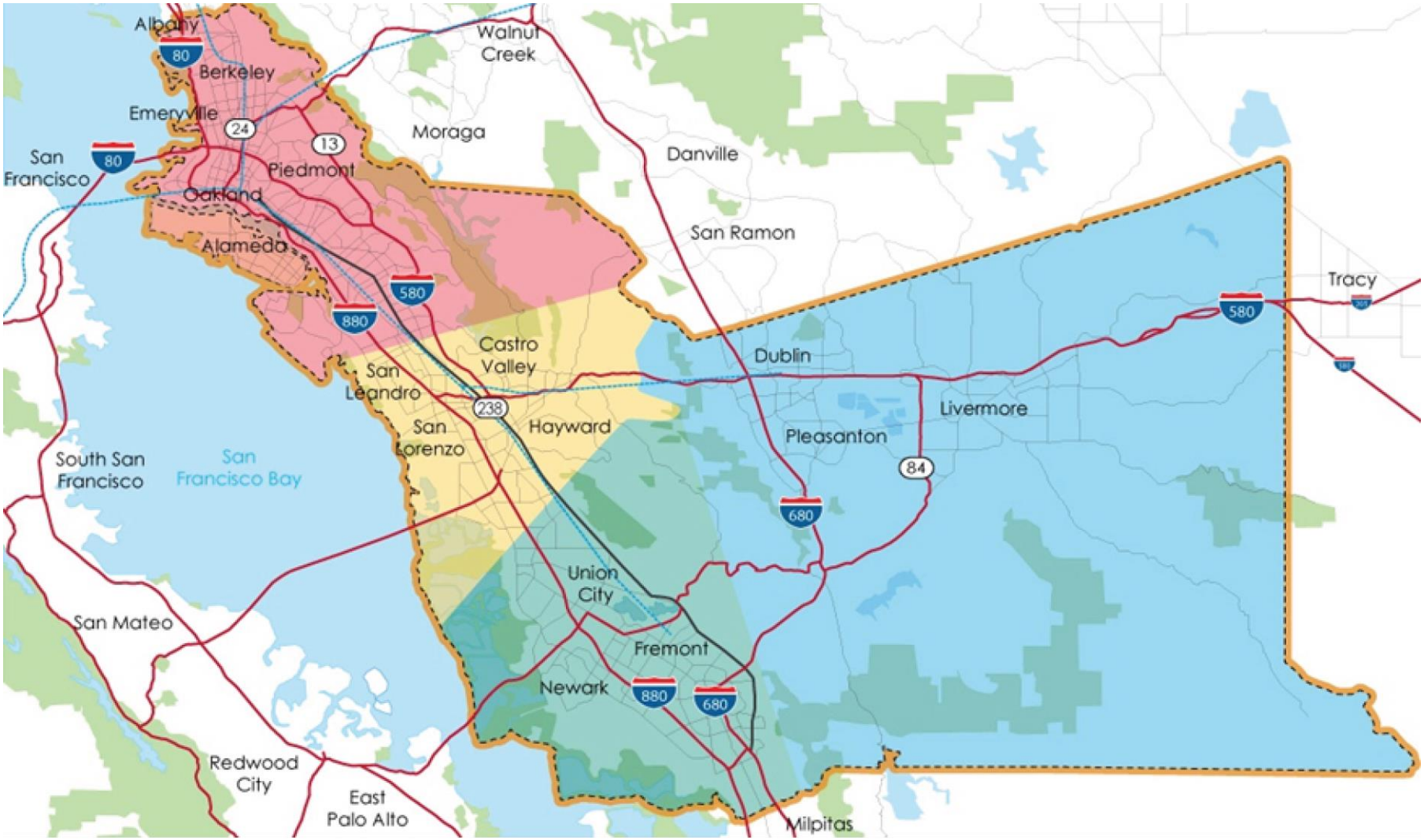
Attachment A: Four Planning Areas of Alameda County



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DATE:	January 2, 2020
TO:	Alameda County Technical Advisory Committee
FROM:	Vivek Bhat, Director of Programming and Project Controls Jacki Taylor, Senior Program Analyst
SUBJECT:	Alameda County Federal Inactive Projects

Recommendation

ACTAC members are requested to review the current Caltrans inactive projects list (Attachment A), which identifies federal funding at risk for deobligation and the actions required by the project sponsor to preserve the funding. This is an information item.

Summary

Federal regulations require local agencies receiving federal funds to invoice against each federal obligation at least once every six months. Caltrans maintains a list of inactive obligations and projects are added to the list when there has been no invoice activity for six months. If Caltrans does not receive an invoice during the subsequent six-month period the project's federal funds will be at risk for deobligation by the Federal Highway Administration (FHWA). ACTAC members are requested to review the latest inactive projects list (Attachment A), which identifies the federal funds at risk and the actions required to avoid deobligation. Local agencies are expected to regurlarly submit invoices and close out projects in a timely manner. Project sponsors with inactive projects identified in the attached report are to work with directly with their Caltrans District Local Assistance Engineer (DLAE) to clear the inactive invoicing status and provide periodic status updates to Alameda CTC programming staff until the project is removed from the Caltrans report.

Background

In response to FHWA's requirements for processing inactive obligations, Caltrans Local Assistance proactively manages federal obligations, as follows:

- If Caltrans has not received an invoice for obligated funds in over six months, the project will be deemed inactive and added to the list of Federal Inactive Obligations. The list is posted on the Caltrans website and updated weekly: https://dot.ca.gov/programs/local-assistance/projects/inactive-projects.

- Caltrans will notify local agencies the first time a project becomes inactive.
- If Caltrans does not receive an invoice within the following six months (12 months without invoicing), Caltrans will deobligate the unexpended balances. The deobligation process is further detailed in FHWA's Obligation Funds Management Guide, which states that project costs incurred after deobligation are not considered allowable costs for federal participation and are therefore ineligible for future federal reimbursement.

It is the responsibility of local agencies to work in collaboration with their DLAE to ensure projects are removed from the inactive list and avoid deobligation.

Regional Requirements

The Metropolitain Transportation Commission (MTC) Regional Project Delivery Policy, MTC Resolution 3606, states that "*Agencies with projects that have not been invoiced against at least once in the previous six months or have not received a reimbursement within the previous nine months have missed the invoicing /reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project recieves a reimbursement.*" Additionally, MTC may delay the obligation of currently programmed regional discretionary funding to a future year. Thus, agencies with inactive projects must resolve their inactive status promptly to avoid restrictions on future federal funds. MTC actively monitors inactive obligations and periodically contacts project sponsors for status updates.

Next Steps

ACTAC members are requested to ensure timely invoicing against each federal obligation and work directly with their Caltrans DLAE to clear inactive projects. Sponsors with inactive projects are requested to provide periodic status updates to Alameda CTC until the project is removed from the Caltrans report. Email status updates to Jacki Taylor, JTaylor@alamedactc.org.

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

Attachment:

A. Alameda County Federal Inactive Projects List, dated 12/10/19.

Alameda County Inactive Obligations

Updated by Caltrans 12/10/19

Updated on 12/10/2019

Project Number	Status	Agency Action Required	Project Prefix	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5057051	Inactive	Invoice overdue. Contact DLAE.	CMSTPL	Berkeley	DANA STREET FROM DWIGHT WAY TO BANCROFT WAY; BANCROFT WAY FROM MILVIA STREET TO PIEMOND AVENUE; FULTON STREET FROM CHANNING WAY TO BANCROFT WAY, AND TELEGRAPH AVENUE FROM CHANNING WAY TO BANCROFT WAY BERKELEY: VARIOUS LOCATIONS SOUTH OF UC BERKELEY: CONSTRUCT TWO-WAY CYCLE	11/28/2019	11/28/2018	11/28/2018		11/28/2018	$1,129,561	$1,000,000	$0	$1,000,000
5322019	Inactive	Invoice returned to agency. Resubmit to District by 11/20/2019	BRLZ	Fremont	NILES BLVD.OVERHEAD(BART/UPRR),BR#33 C0128 BRIDGE REPLACEMENT (TC)	08/24/2019	08/24/2018	03/01/2001	08/24/2018	12/28/2018	$13,181,297	$12,108,441	$11,606,537	$501,904
5012125	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	STPL	Oakland	CITYWIDE STREETS - SEE STATE COMMENT SCREEN FOR ELIGIBLE LOCATIONS, ROAD REHAB & DIETING, BIKE LANES, AND ADA UPGRADES	08/25/2018	08/25/2017	06/08/2014	08/25/2017	08/25/2017	$5,568,845	$4,422,000	$4,077,358	$344,642
5354039	Inactive	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Union City	WHIPPLE ROAD/CENTRAL AVENUE AND DECOTO ROAD/PERRY ROAD UPGRADE TRAFFIC SIGNALS; INSTALL LIGHTING	09/25/2019	09/25/2018	10/21/2016	09/25/2018	04/12/2019	$552,716	$437,700	$45,116	$392,584
5014038	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Alameda	PARK STREET, PARK STREET DRAW BRIDGE TO ENCINAL AVE, INSTALL LEFT TURN LANES PHASE, UPGRADE SIGNALS	02/12/2020	02/12/2019	01/18/2012	02/12/2019	02/12/2019	$964,300	$733,400	$243,096	$490,304
6480010	Future	Invoice under review by Caltrans. Monitor for progress.	ATPL	Alameda County Transportation Commission	THE EAST BAY GREENWAY-OAKLAND-HAYWARD, CLASS I BIKE FACILITY	01/25/2020	01/25/2019	03/26/2015	01/25/2019	01/25/2019	$3,000,000	$2,656,000	$2,575,508	$80,492
5057046	Future	Invoice returned to agency. Contact DLAE.	CMLNI	Berkeley	CITY WIDE IMPLEMENT PARKING PRICING PILOT PROGRAM IN NEIGHBORHOODS ADJACENT TO GO-BERKELEY METER AREA.	01/25/2018	01/25/2017	01/25/2017		03/07/2019	$1,187,500	$950,000	$78,296	$871,704
5012127	Future	Invoice ASAP to avoid inactivity.	CML	Oakland	ON PERALTA ST FROM 7TH ST TO 10TH ST AND FROM 32ND ST TO HAVEN STREET. STRIPPING FROM 7TH ST TO WEST GRAND AVE. AND FROM HOLLIS ST. TO 36TH ST. STREET SCAPE IMPROVEMENT, RESURFACING AC, STRIPING, SIDEWALK REPAIR,CURBS AND GUTTER, ADA RAMPS, PEDESTRIAN LIGHTING, BICYCLE RACKS, BENCHES AND MOD. TRAFFICS SIGNALS.	02/26/2020	02/26/2019	02/16/2016	02/26/2019	02/26/2019	$3,943,753	$3,098,415	$3,036,697	$61,718
5012139	Future	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Oakland	IN OAKLAND: AT THE INTERSECTIONS OF: 10TH/OAK, 10TH/JACKSON, 10TH/HARRISON, 11TH/JACKSON, 11TH/HARRISON, 12TH/FRANKLIN, 12TH PED. SIGNAL, 13TH/FRANKLIN, 17TH/FRANKLIN, 19TH/FRANKLIN. UPGRADE SIGNALS FOR PEDESTRIAN SAFETY TO INCLUDE COUNTDOWN SIGNALS ACCESIBLE...	03/13/2020	03/14/2019	10/14/2016	03/14/2019	03/14/2019	$466,888	$420,199	$65,700	$354,499

Alameda County Inactive Obligations

Updated by Caltrans 12/10/19

(Projects with balances less than $50,000)

Updated on 12/10/2019

Project Number	Status	Agency Action Required	Project Prefix	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5014040	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	TCSPL	Alameda	INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE, PEDESTRIAN SAFETY TRANSPORTATION IMPROVEMENTS	03/07/2018	03/07/2017	03/22/2013	03/07/2017	03/07/2017	$319,633	$282,885	$253,486	$29,399
5012122	Inactive	Invoice overdue. Contact DLAE.	HP21L	Oakland	IN OAKLAND: ADJACENT TO LAKE MERITT PROJECT AREA BORDERED BY HARRISON ST, GRAND AVE.,	07/03/2019	07/03/2018	05/23/2016	07/03/2018	07/03/2018	$1,547,945	$827,758	$787,758	$40,000
5012118	Inactive	Invoice overdue. Contact DLAE.	HSIPL	Oakland	ON 98TH AVE. BETWEEN MACARTHUR BLVD. & EDES AVE., TRAFFIC SIGNALS, PED. CROSSING	11/30/2019	11/30/2018	10/22/2013	11/30/2018	11/30/2018	$827,745	$656,900	$621,091	$35,809
5041045	Inactive	No funds remaining to invoice.	HSIPL	San Leandro	IN SAN LEANDRO AT THE INTERSECTION OF DAVIS ST AND CARPENTIER ST. INSTALL	04/21/2018	04/21/2017	04/21/2017		11/27/2018	$44,300	$37,655	$37,655	$0
5012129	Future	Invoice ASAP to avoid inactivity.	HSIPL	Oakland	9TH ST/MADISON, 8TH ST/JACSON, 8TH/MADISON, 8TH ST/OAK ST,7TH ST/MADISON UPGRADE TRAFFIC	01/15/2020	01/15/2019	09/02/2014	01/15/2019	01/15/2019	$936,439	$606,000	$566,753	$39,247
5012126	Future	Invoice ASAP to avoid inactivity.	HSIPL	Oakland	SEVEN BLOCK AREA OF GRAND AVE. FROM PARK VIEW TO EUCLID UPGRADE CROSSWALKS: SIGNING,	01/25/2020	01/25/2019	08/27/2014	01/25/2019	01/25/2019	$1,046,847	$636,756	$596,754	$40,002
6204105	Future	Invoice ASAP to avoid inactivity.	HPLUL	Caltrans	I-580 LIVERMORE; GREENVILLE RD TO ISABEL AVE, CONSTRUCT W/B HOV LANE	02/20/2020	02/20/2019	07/10/2012	02/20/2019	02/20/2019	$73,055,000	$6,187,759	$6,187,484	$275

Color Key

- Project is inactive for more than 12 months and is carried over from last quarter inactive project list.
- Invoice / Final invoice is under review
- Project is in final voucher process. District can contact Final voucher unit to verify and get an update.
- Invoice is returned and agency needs to contact DLAE to resubmit the invoice.
- Invoice Overdue. Agency needs to provide justification to DLAE.