



Planning, Policy and Legislation Committee Meeting Agenda Monday, January 13, 2020, 10:30 a.m.

Committee Chair: John Bauters, City of Emeryville
Vice Chair: Rebecca Kaplan, City of Oakland
Members: Jesse Arreguin, Keith Carson,
Scott Haggerty, Barbara Halliday,
John Marchand, Lily Mei, Elsa Ortiz
Ex-Officio: Richard Valle, Pauline Cutter

Executive Director: Tess Lengyel
Staff Liaison: [Tess Lengyel](#)
Clerk of the Commission: [Vanessa Lee](#)

1. Call to Order/Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

- | | | |
|---|---|---|
| 4.1. Approve October 14, 2019 PPLC Meeting Minutes | 1 | A |
| 4.2. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments | 7 | I |

5. Regular Matters

- | | | |
|---|----|-----|
| 5.1. Congestion Management Program 2019 Multimodal Performance Report Update | 15 | I |
| 5.2. 2020 Countywide Transportation Plan: Needs Assessment Part 1 | 41 | I |
| 5.3. Federal, state, regional, and local legislative activities update and approve the 2020 Alameda CTC Legislative Program | 49 | A/I |

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Monday, February 10, 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.



Alameda CTC Schedule of Upcoming Meetings for January through March 2020

Commission Chair

Supervisor Richard Valle, District 2

Commission Vice Chair

Mayor Pauline Cutter,
City of San Leandro

AC Transit

Board Vice President Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Mayor Rochelle Nason

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Emeryville

Councilmember John Bauters

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	January 30, 2020 February 27, 2020 March 26, 2020
9:00 a.m.	Finance and Administration Committee (FAC)	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)	

Advisory Committee Meetings

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
5:30 p.m.	Independent Watchdog Committee (IWC)	March 13, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	March 10, 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](http://www.AlamedaCTC.org).



1. Call to Order/Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Arreguin and Commissioner Carson.

Subsequent to the roll call:

Commissioner Carson arrived during Item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approval of the September 9, 2019 PPLC Meeting Minutes

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

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

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

5. Regular Matters

5.1. FASTER Bay Area Update

Tess Lengyel provided an update on FASTER Bay Area, a potential November 2020 regional transportation measure to create a seamless Bay Area transit network, and she requested that the Committee provide feedback to staff on Alameda CTC participating on the FASTER Bay Area Technical Advisory Committee. Ms. Lengyel noted that Gwen Litvak with Bay Area Council was present to answer additional questions.

Commissioner Bauters stated that there are several issues with the proposed sales tax measure including a lack of participation from public agencies, non-equitable funding mechanisms and a lack of consideration for the small business and cost of living climate in the region. He suggested that the Commission write letters to the Metropolitan Transportation Commission (MTC), Bay Area Delegates in the Legislature and the Legislative Committees before the start of session.

Commissioner Ortiz expressed concerns from AC Transit and wanted to ensure that the proposal included funding for the Transbay facility rehabilitation and zero

emission buses. She stated her concerns that the FASTER Bay Area process could end up like the Regional Measure 3 process.

Commissioner Haggerty stated that there has been limited communication from the FASTER leadership with MTC and stated that local jurisdictions need to be at the table. He also stated that there are concerns with the discussions on the pots of money as well as discussions on legislators selecting the project list. Commissioner Haggerty stated that the Commission wants Alameda CTC staff to be involved in the FASTER Bay Area process.

Commissioner Kaplan wanted to ensure that it was known that the agency will oppose the legislation should it go forward as proposed. Specific changes she noted were changes to the funding source specifically eliminating the option of a sales tax, inclusion of a business head tax, and a regional vehicle registration fee.

Commissioner Kaplan questioned why MTC would not be the regional entity to administer the program and wanted to ensure that freight and transit operations were considered when developing the proposal.

Commissioner Marchand stated that connectivity to Livermore needed to be considered and stated that the proposed solutions do not address the housing/jobs imbalance.

Commissioner Mei wanted to ensure that there is equity for Alameda County and wanted land use provisions added to incentivize counties to stop creating jobs without commensurate housing.

Commissioner Halliday questioned how the proposal will affect the sales tax limit. She also stated that there isn't a reason to rush this measure through at this time.

Commissioner Valle suggested that there needs to be a document created on behalf of the agency to submit to the FASTER Bay Area Coalition that encompasses Alameda CTC's concerns and comments.

Commissioner Bauters motioned that the Alameda CTC Chair appoint a three-member committee to develop a letter containing key points for consideration by the full commission at its October 24, 2019 meeting and the letter will also go to MTC/ABAG, FASTER Bay Area Coalition, Alameda County's state delegation members and the Senate and Assembly Transportation Committee Chairs. Commissioner Halliday seconded the motion. The motion passed with the following votes:

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

5.2. Affordable Student Transit Pass Program Update

Tess Lengyel stated that this is an informational item to provide an update to the Commission on Phase 1 Expansion implementation of the Student Transit Pass Program (STPP). Kate Lefkowitz presented this item and summarized the program from inception of the pilot, including Phase 1 of the STPP for the 2019/2020 school year. Ms. Lefkowitz stated that the 3-year pilot program ended in July 2019 and Phase 1 implementation began for the 2019/2020 school year. She noted that future phases will be implemented based upon close monitoring of implementation of Phase 1, which tripled the pilot program size. Ms. Lefkowitz thanked the Commission and especially the transit agencies for their immense work in launching Phase 1.

Commissioner Ortiz noted that Senate Bill 328 was signed and AC Transit is concerned of the impacts to the service they provide to schools.

Commissioner Cutter wanted to know if Clipper cards can be used year-round. Ms. Lengyel stated that the card can be used year-round.

Commissioner Cutter asked if there are mechanisms in place to ensure that students who are no longer enrolled do not continue to use the card. Ms. Lengyel and Ms. Lefkowitz stated that staff is in constant contact with the schools to update lists and discontinue passes for students who are no longer eligible for the program.

Commissioner Carson wanted clarification on the roles between the school districts, schools and Alameda CTC. Ms. Lefkowitz stated that staff is in constant communication with the liaisons. Ms. Lengyel provided information on the role that the schools and schools district play in connection with the agency.

Commissioner Carson wanted to ensure that there was targeted outreach and communication to hard to reach populations. Ms. Lefkowitz outlined the outreach approach with the school districts, liaisons and partners as well as educational outreach that is done at the school sites. Ms. Lengyel stated that staff will query the schools to ensure that outreach is done for students who would most benefit from the program.

Commissioner Carson questioned how the schools were selected. Ms. Lengyel reviewed the selection criteria that was adopted by the Commission in December 2018 and stated that staff worked with transit operators and school districts to look at the number of eligible students and the impacts on transit, to ensure that the program was rolled out successfully throughout the school districts.

Commissioner Mei highlighted that the City of Fremont discontinued their yellow bus program and the city is working with AC Transit to ensure that students are getting to school before bell-time. She also stated that communications should be done in multiple languages.

Commissioner Bauters stated that he attended the Bike Walk and Roll at Emeryville Unified School District and 50% of their students are from West Oakland. He noted that very few students arrived via transit and every student that arrived from West Oakland arrived by vehicle.

Commissioner Marchand suggested for Phase 1 ongoing monitoring framework to include metrics that show the percentage of students participating in the program, number of trips for each card and the value of the trips.

Commissioner Halliday stated that there are Charter schools within the Hayward Unified School District (HUSD) and asked if Charter schools are eligible to participate in the STPP. Ms. Lengyel stated that the Commission directed staff to include all school districts and not Charter schools unless they are under a school district.

Commissioner Halliday suggested staff consider allowing students that continue their education at a Junior College to remain in the STPP program. Ms. Lengyel stated that the funding in the Transportation Expenditure is specifically for Middle and High Schools.

Commissioner Kaplan reiterated having targeted outreach and communication to hard to reach populations that includes homeless students, foster youths and students where English is their second language. She requested staff bring back a program similar to the one in Contra Costa County where an individual can apply and get a free transit pass regardless of the school.

This was an information item only.

5.3. 2020 Countywide Transportation Plan: Shared Mobility/Transportation Network Companies Overview

Carolyn Clevenger introduced this item and noted that this is part of the development of the long-range Countywide Transportation Plan (CTP) that staff have been sharing with the Commission since January 2019. Ms. Clevenger noted that Kristen Villanueva would be joined by Nate Conable with Fehrs & Peers to provide an overview of shared mobility services, including current trends and effects of shared mobility services on overall travel, as well as current regulatory actions. Ms. Villanueva and Mr. Conable noted that as part of CTP, staff will bring topics to the Commission for discussion reflecting emerging transportation issues. The topic covered was shared mobility, with a focus on Transportation Network Companies and shared bikes and scooters.

There was a public comment on this item made by Dave Campbell regarding micro-mobility and safety issues.

Commissioner Kaplan provided information on the City of Oakland's regulations on scooter use.

This was an information item only.

5.4. Approve legislative positions and receive an update on federal, state, and local legislative activities

Tess Lengyel provided a highlight of the handout containing the bills approved by the legislature and Governor action. Ms. Lengyel stated the SB 328 was signed into law that is a bill that addresses sleep deprivation and mandates school start times for middle and high schools. She noted the impact this bill will have on AC Transit. She offered that staff bring this bill back to the Committee to have a full discussion about the implications of SB 238. It is a state mandated program and it has an effect on Alameda County transit agencies. Ms. Lengyel stated that since this bill is a state mandate, Alameda CTC may follow up to determine if the transit agencies are eligible for funding.

Commissioner Kaplan encouraged staff to determine if Alameda County transit agencies are eligible for funding under the state mandated law. She requested staff bring the information back to the Committee at a later date.

This item is for information only.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

There were no staff reports.

8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: January 13, 2020 at 10:30 a.m.

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

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Memorandum

4.2

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

DATE: January 6, 2020

TO: Planning, Policy and Legislation Committee

FROM: Saravana Suthanthira, Principal Transportation Planner
Chris G. Marks, Associate Transportation Planner

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

Recommendation

This item updates the Commission with a summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program. As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on the potential impact of proposed land development on the regional transportation system.

Since the last update on October 14, 2019, the Alameda CTC reviewed one NOP and one Draft EIR. Responses were submitted and are included as Attachments A and B.

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

Attachments:

- A. Response to the NOP of a Draft EIR for the Promenade High School Project in Dublin
- B. Response to the Notice of Availability of a Draft EIR for the Downtown Oakland Specific Plan and Public Review Draft Plan

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October 30, 2019

Chris Stevens
Facilities Department
Dublin Unified School District
7471 Larkdale Avenue
Dublin, CA 94568

SUBJECT: Response to the Notice of Preparation of a Draft Environmental Impact Report for the Promenade High School Project in Dublin

Dear Mr. Stevens,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the Draft Environmental Impact Report (DEIR) for the Promenade High School Project in Dublin. The proposed project would construct a new high school, on the currently vacant 23.5-acre site, with capacity for approximately 2,500 students and is split into two phases of construction. Phase 1 includes just under 199,000 square-feet of academic and administrative support facilities as well as a 134-space parking garage. In Phase 2 the proposed project would construct another 325,000 square feet of academic and performance art facilities. The project site is located at the southeast corner of Central Parkway and Chancery Lane, in the City of Dublin. The project site is designated as Public/Semi-Public and Park/Public Recreation on the west side and Neighborhood Commercial on the central and eastern portion under the City of Dublin's General Plan and zoned as Planned Development.

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

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project may generate at least 100 p.m. peak-hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Dublin and the Alameda CTC signed a Countywide Model Agreement on July 17, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in June 2018 to be consistent with the assumptions of Plan Bay Area 2040.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include
 - In the city of Dublin: Dublin Boulevard, Tassajara Road, I-580, I-680, Fallon Road
 - In the city of Pleasanton: I-680, Santa Rita Road
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see Chapter 6 of the 2019 CMP for more information).
- The DEIR should address potential impacts, including both capacity and performance of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: BART and LAVTA (Wheels)
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.
- The DEIR should address potential impacts of the project to people biking and walking in and near the Promenade High School Project area, especially nearby roads included in the Countywide High-injury Network and major barriers identified in the Countywide Active Transportation Plan.
 - Impacts to consider on conditions for cyclists include effects of vehicle traffic on cyclist safety and performance, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2019 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts to automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2019 CMP). The proposed project may also consider enrollment in the Alameda County Safe Routes to School Program as a TDM strategy.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

cc: Chris G. Marks, Associate Transportation Planner

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November 8, 2019

Alicia Parker
Planner III
City of Oakland
Department of Planning and Building, Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 2114
Oakland, CA 94612

SUBJECT: Response to the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the Downtown Oakland Specific Plan and Public Review Draft Plan

Dear Ms. Parker,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Downtown Oakland Specific Plan and Public Review Draft Plan. The Downtown Oakland Specific Plan (DOSP) covers roughly 930 acres encompassing most of downtown Oakland, including the Koreatown-Northgate District, Uptown, the Lake Merritt Office District, Lakeside, Old Oakland, the Jack London District, and Chinatown. Two BART stations and a number of AC Transit lines serve the plan area. The proposed plan provides a comprehensive vision for the DOSP planning area along with goals, policies, strategies and development regulations that will guide future growth, including changes to the transportation network to implement the City's adopted complete streets policies. The DEIR estimates that full buildout of the proposed plan would include 29,100 additional residential units and 20,060,000 square-feet of new commercial space, along with 16,000 parking spaces. The proposed plan would create more than 100 new PM-peak trips and is subject to review under The Alameda County Transportation Commission's (Alameda CTC's) Congestion Management Program (CMP), Land Use Analysis Program.

The Alameda CTC respectfully submits the following comments:

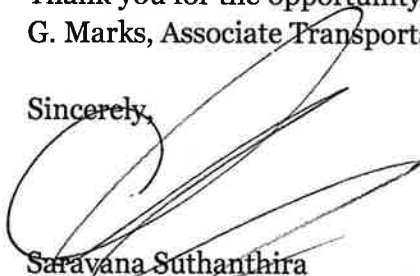
- Alameda CTC acknowledges and encourages the multimodal mobility outcomes documented in the DOSP, which include:
 - Mobility Outcome M-1: Downtown is well-connected across its internal and adjacent neighborhoods with bicycle and pedestrian networks that are accessible and safe for people of all ages and abilities
 - Mobility Outcome M-2: Communities that are more transit-dependent are well-served in traveling to and from downtown with frequent, reliable, and safe transit service
 - Mobility Outcome M-3: Oaklanders connect to downtown's resources with transportation options that accommodate people of all ages and abilities from their front door to their destination and back

All three mobility outcomes are consistent with complete streets principles and Alameda CTC encourages the City of Oakland to pursue these outcomes, especially as these outcomes improve safety for bicycles and pedestrians in downtown Oakland. Most of downtown Oakland is included in the Countywide High-injury Network for both cyclists and pedestrians laid out in Alameda CTC's Countywide Active Transportation Plan.

- The DOSP includes a reconfiguration of Franklin and Webster Street, and includes plans to address congestion issues around the I-980 ramps and the Webster and Posey tubes through the Oakland/Alameda Access Project. Alameda CTC encourages continued coordination between the City of Oakland and Alameda CTC through the Oakland/Alameda Access Project.
- Impact Trans-2 in the DEIR notes that multimodal traffic on and near at-grade rail crossings near Jack London Square would increase under the proposed plan and proposes a mitigation measure to complete a Diagnostic Study as outlined in SCA-TRANS-7 to identify safety improvements. Alameda CTC's Countywide Rail Safety Study analyzed all at-grade rail crossings in the county and identified the Jack London Square area as a Tier 1 priority for safety improvements based on current levels of activity. With the growth the DOSP anticipates, these safety improvements will be even more critical.
- Impact Trans-3 notes that the proposed development under the DOSP will result in significant and unavoidable impacts to CMP and MTS segments, and that no mitigation is possible outside of Transportation Demand Management (TDM) measures. Given the potential impacts to CMP and MTS segments, Alameda CTC recommends the City of Oakland implements appropriate TDM measures which will significantly shift auto traffic generated by the proposed plan to other modes. Given the availability of multimodal infrastructure in the planning area, strong TDM measures have the potential to significantly offset many potential auto trips potentially generated by the DOSP.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7426 or Chris G. Marks, Associate Transportation Planner at (510) 208-7453, if you have any questions.

Sincerely,



Saravana Suthanthira
Principal Transportation Planner

CHRIS MARKS
FOR
SARAVANA
SUTHANTHIRA



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: January 6, 2020

TO: Planning, Policy and Legislation 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'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

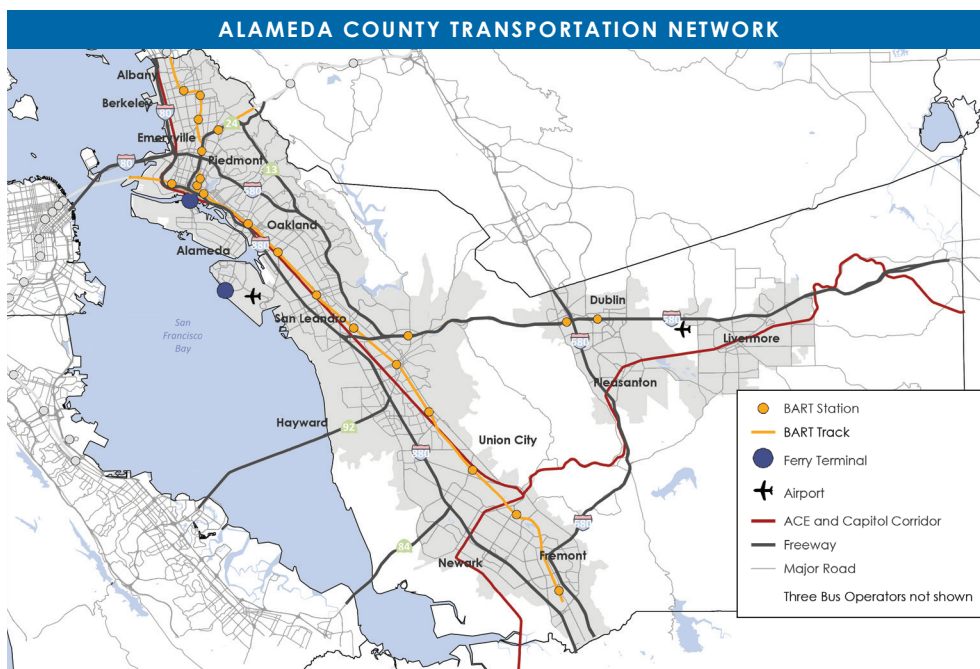
Alameda CTC annually evaluates the performance of the County's transportation system. Alameda CTC monitors trends in a series of performance measures that track overall travel patterns, roadways, transit, paratransit, biking, walking and goods movement.

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 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.

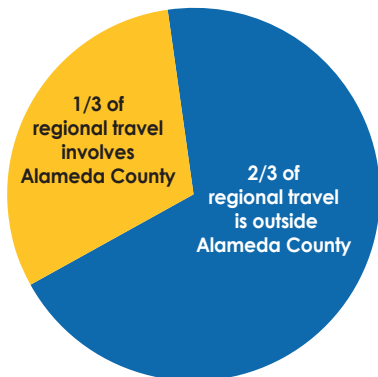


Congested Roadways:

most congested corridors Half of top 10 in Bay Area

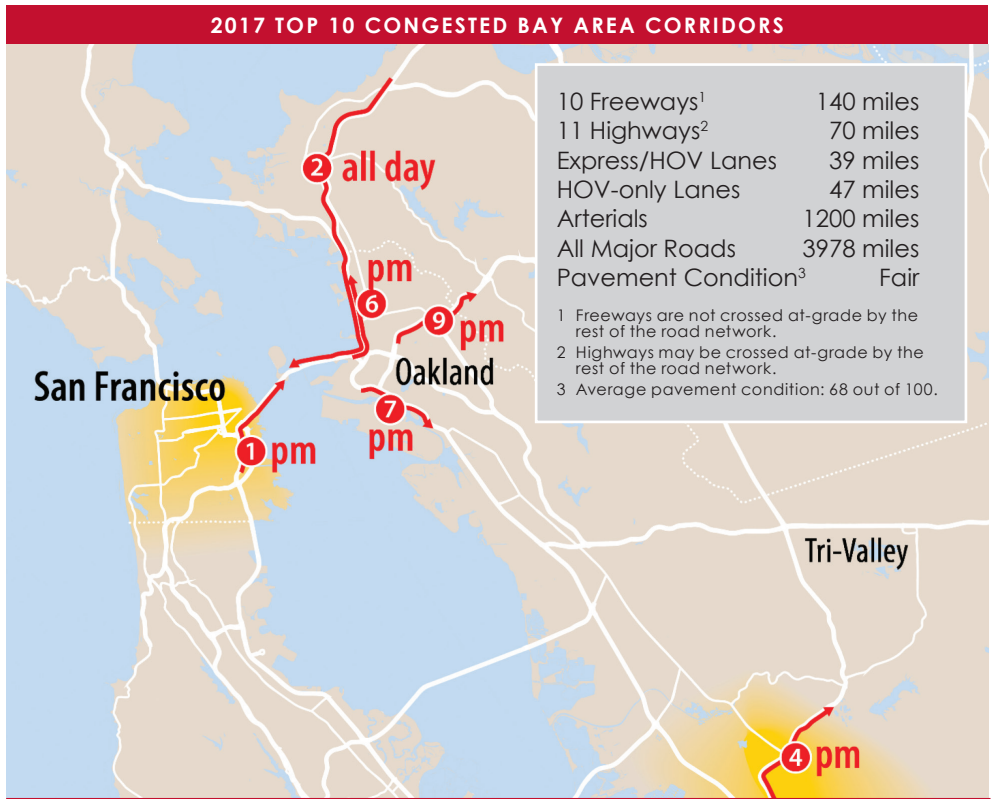
35 minute average commute 5th longest in the Bay Area

- **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, 2017



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.



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:

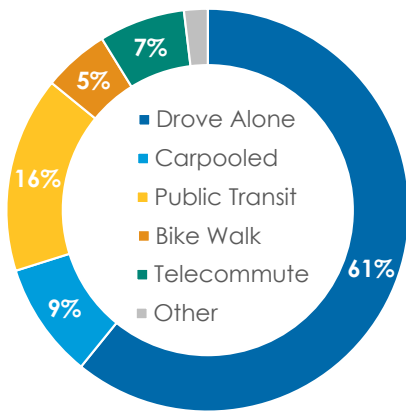
- **Three commuter rail operators** serve 10 stations
- **2.8 million people** boarded commuter trains and ferries in 2019
- **Three ferry terminals** serve 10,000 commuters each weekday

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.



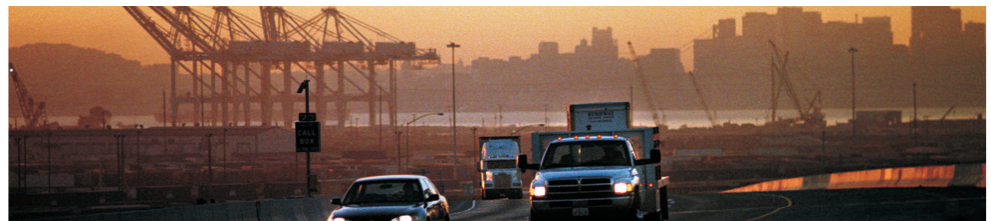
ACTIVE TRANSPORTATION

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: 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.**

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.

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 Briefing 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 FY2018-19; Transbay Ridership data provided by AC Transit; BART System Boardings by station.



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Alameda County Transit System

FACT SHEET

January 2020



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.

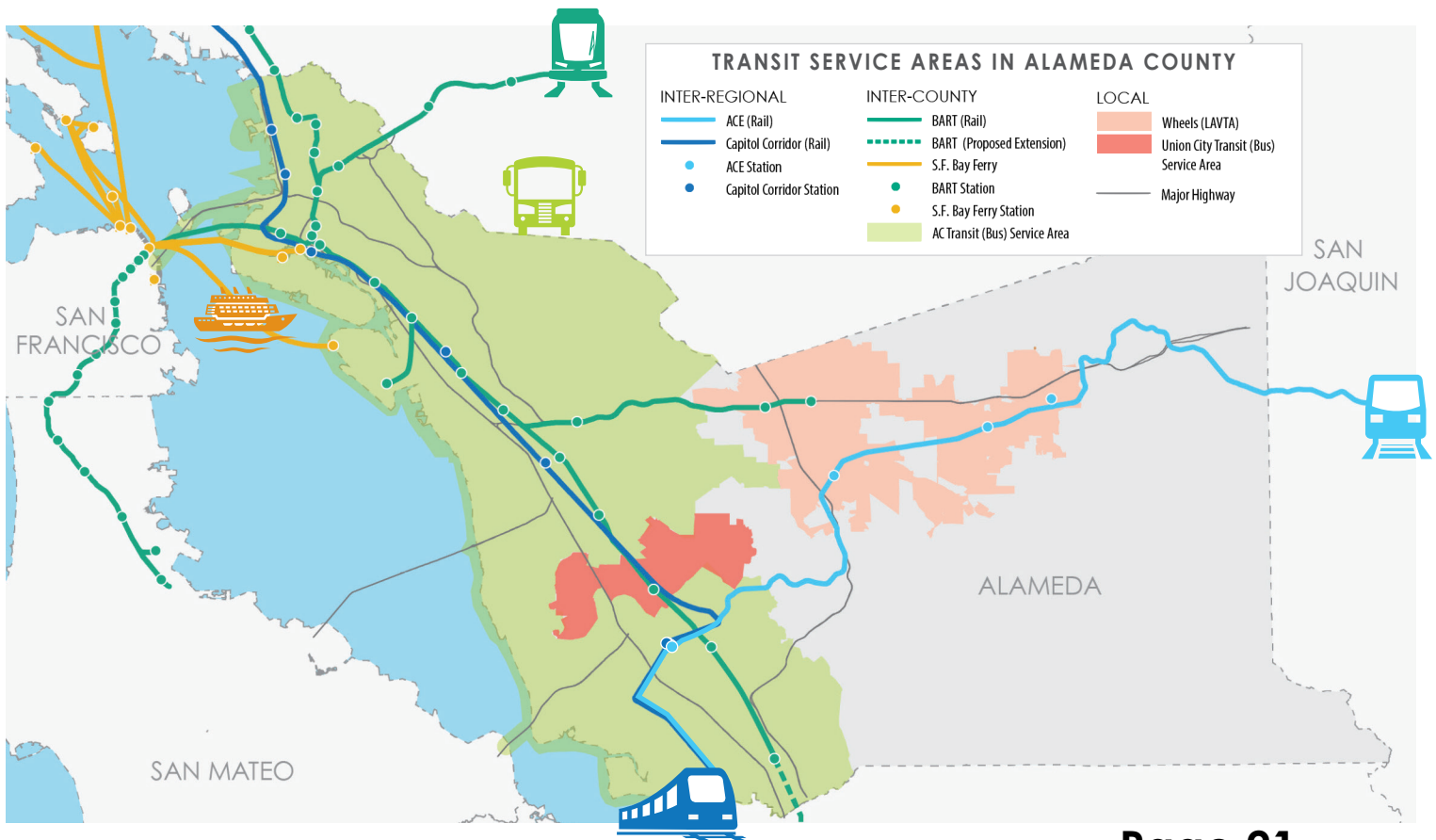
Alameda County is one of California's and the nation's most transit-rich, multimodal environments — with the second highest transit commute mode share in the state. Public transit plays a vital role in Alameda County's transportation network. Alameda County's seven major transit operators carried 96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

* Systemwide.



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



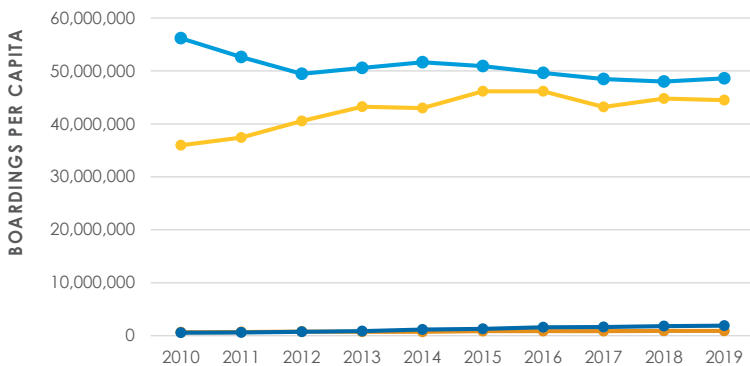
Source: National Transit Database (FY2007-16), provisional data from transit operators (FY2017).

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.

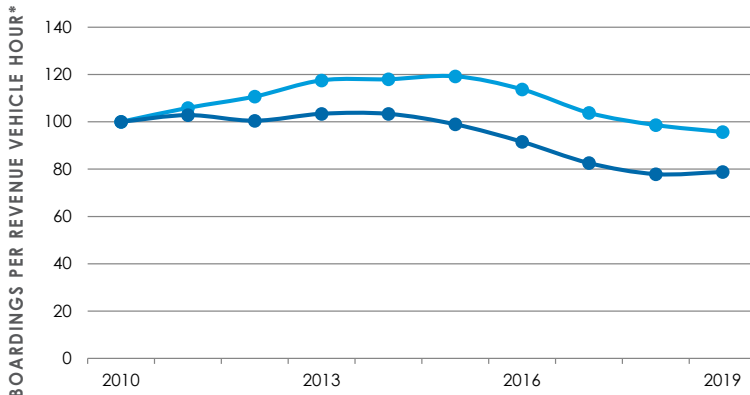
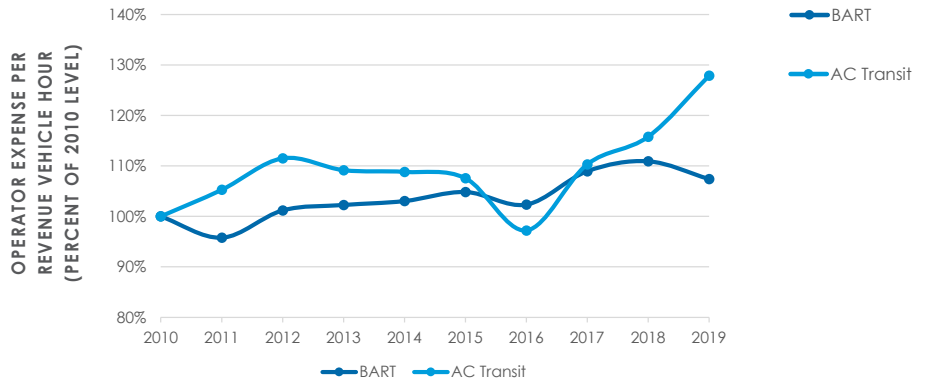


Total annual transit ridership grew in 2019

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.



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Alameda County Freeway System

FACT SHEET

January 2020



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.

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.

Carrying Goods



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

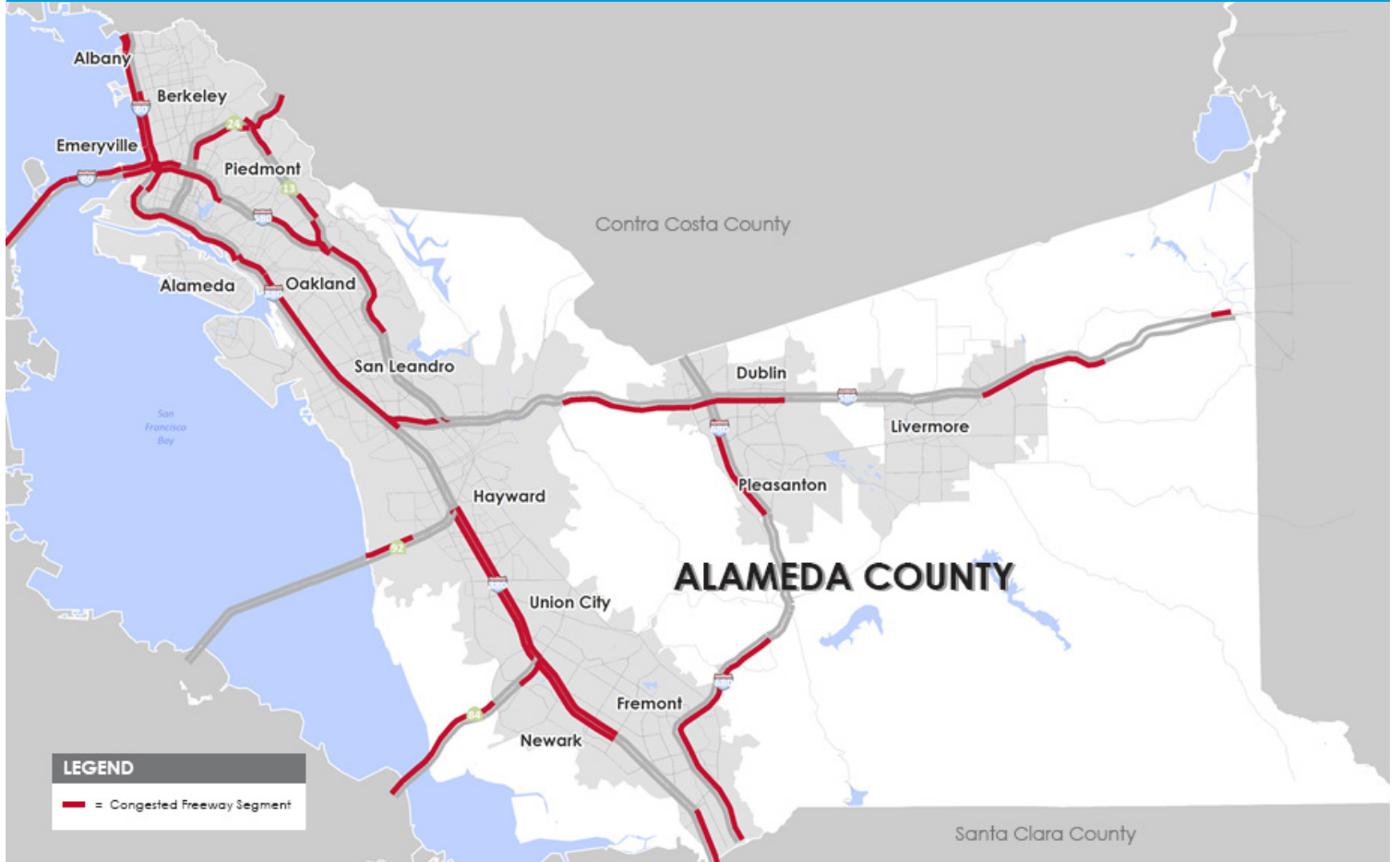


Alameda County Freeway Inventory

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.

Commute times rising.



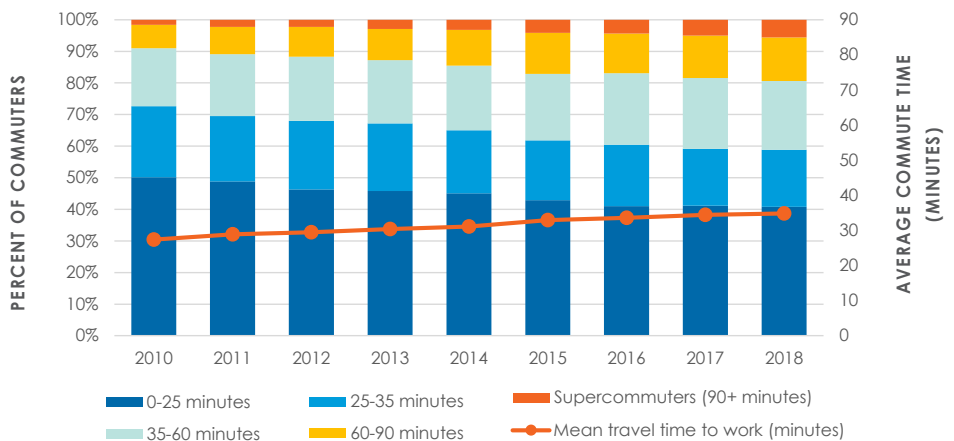
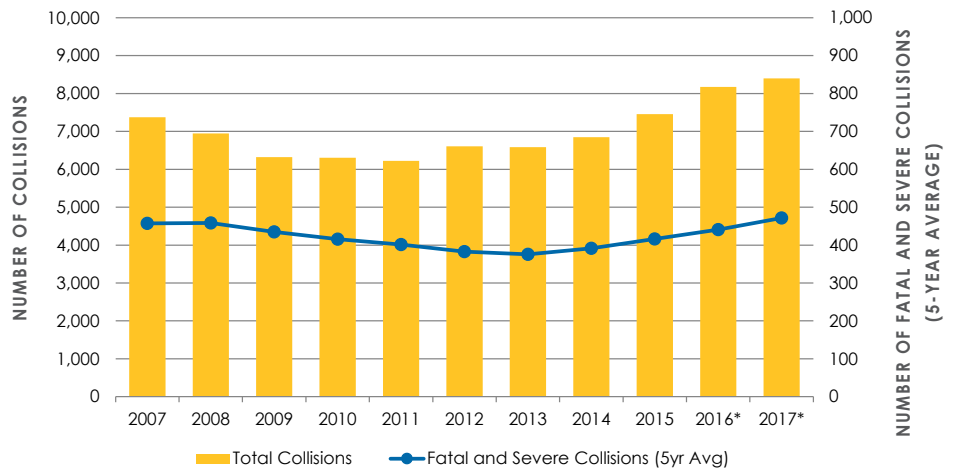
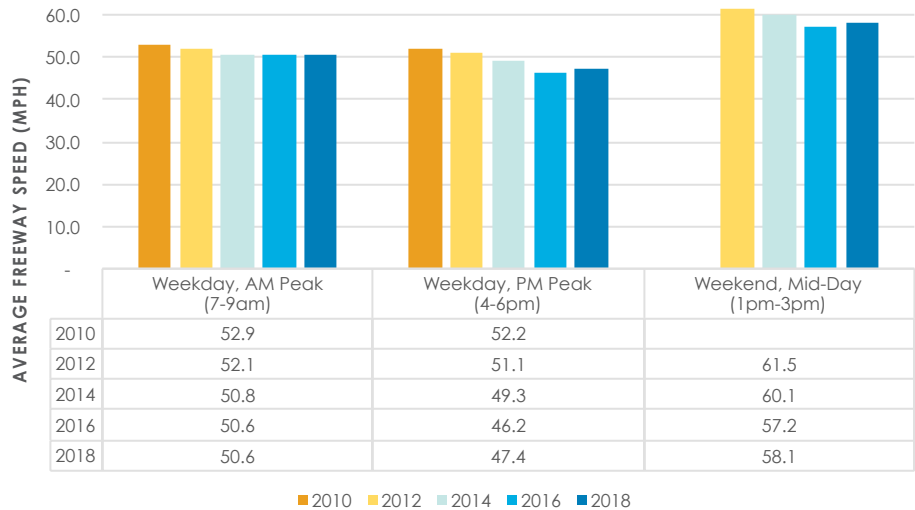
Commutes have continued to get longer, even as freeway speeds

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 Traffic, California Department of Transportation, 2016

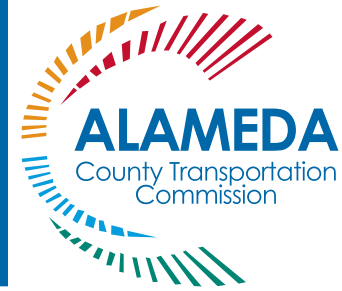


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Alameda County Highways, Arterials, and Major Roads

FACT SHEET

January 2020



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.

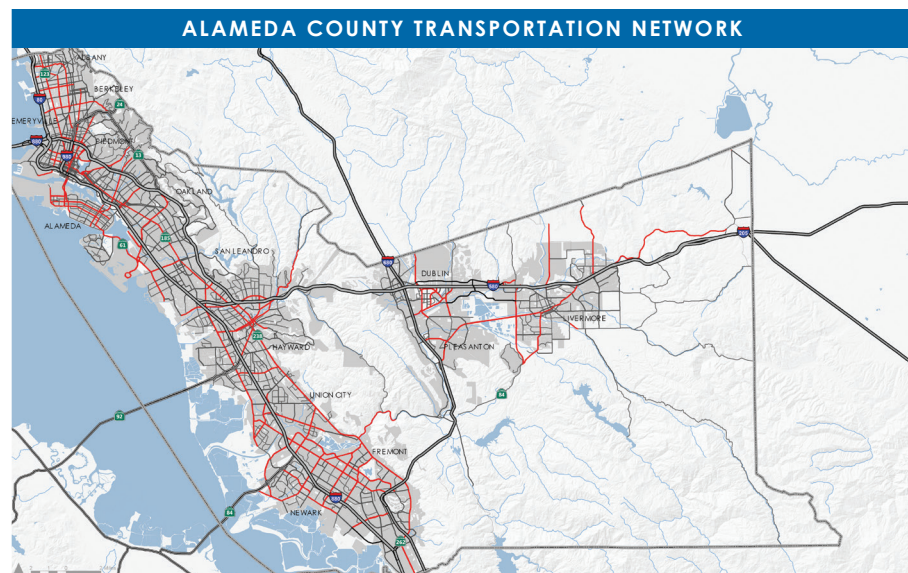
Continuous and connected network for all modes: Local governments, limited by the existing right-of-way, cannot increase vehicle capacity to keep pace with demand. Instead, cities are increasing overall person-throughput by designing streets to be safe and convenient for all modes, each of which should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



At-a-Glance:

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

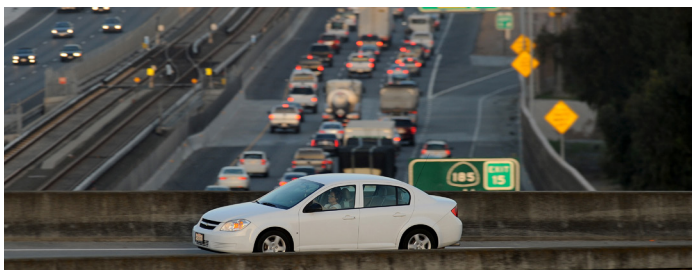
- 70 miles on 11 highways
- 1,200 miles of arterials and 2,700 miles of major local roads



Alameda County Highway Inventory

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

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



ARTERIALS AND MAJOR ROADS

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



LOCAL ROADS

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

Arterial and Road Performance

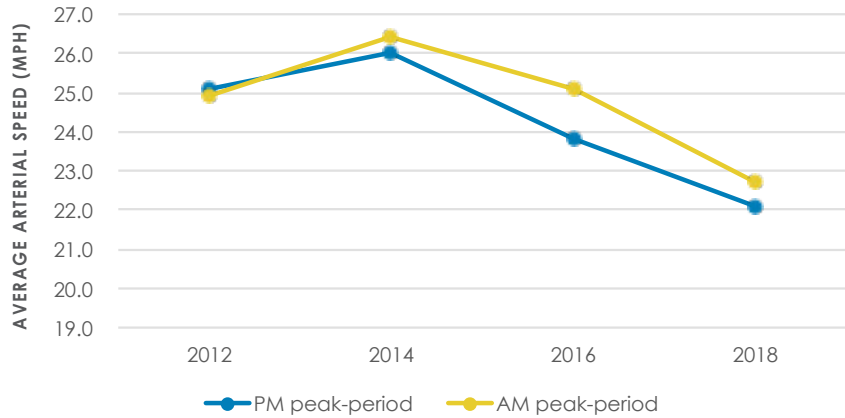
In 2018, even as congestion on freeways stabilized, congestion on arterial roads continued to build. This may be the result of chronic congestion on freeways, as motorists seek out new routes using arterial roads.

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.

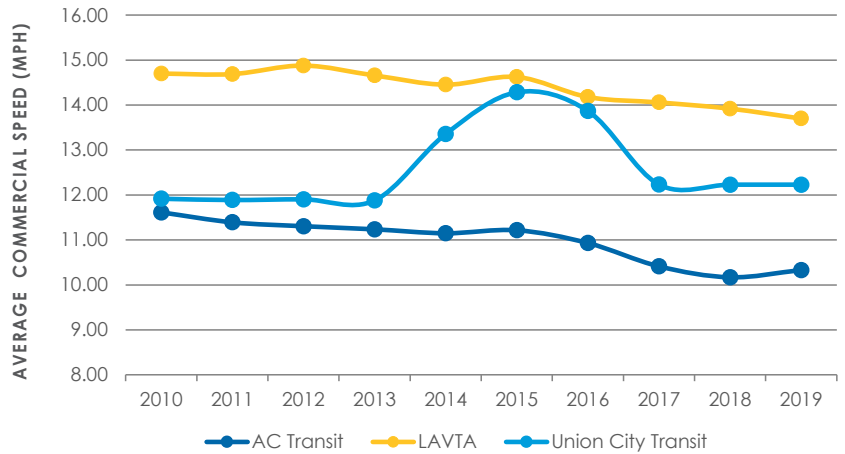


Bus transit speeds are falling.



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.

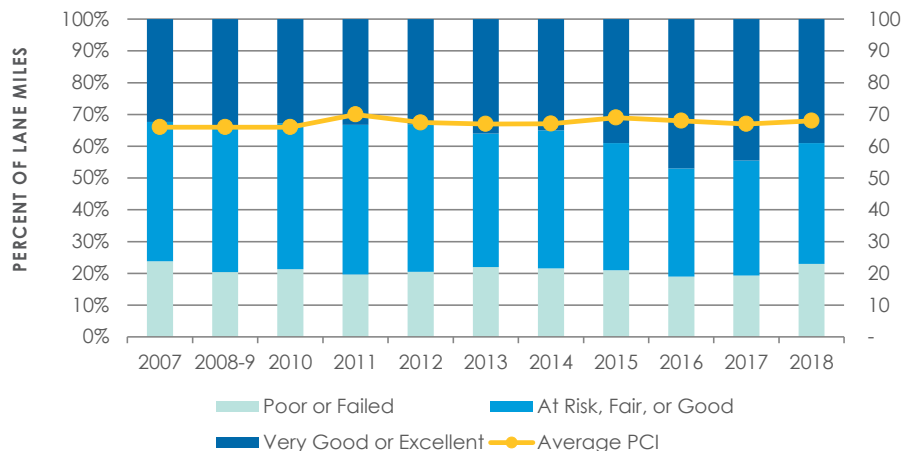
Building congestion on arterial roads has slowed buses and trucks. This has contributed to rising operating costs. In 2019, commercial bus speeds improved for AC Transit for the first time since 2007. However, average speeds for AC Transit and LAVTA are down around 10 percent since 2010.



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”



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



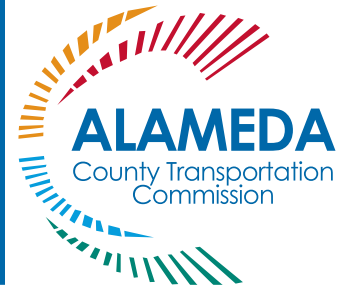
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Data sources: 2016 Alameda Countywide Multimodal Arterial Plan, Countywide Travel Demand Model, 2012-2018 LOS Monitoring Reports, National Transit Database FY2007-08 through FY2015-16, Commercial Bus Speeds, Transit Operator Provided Provisional Data 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 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.

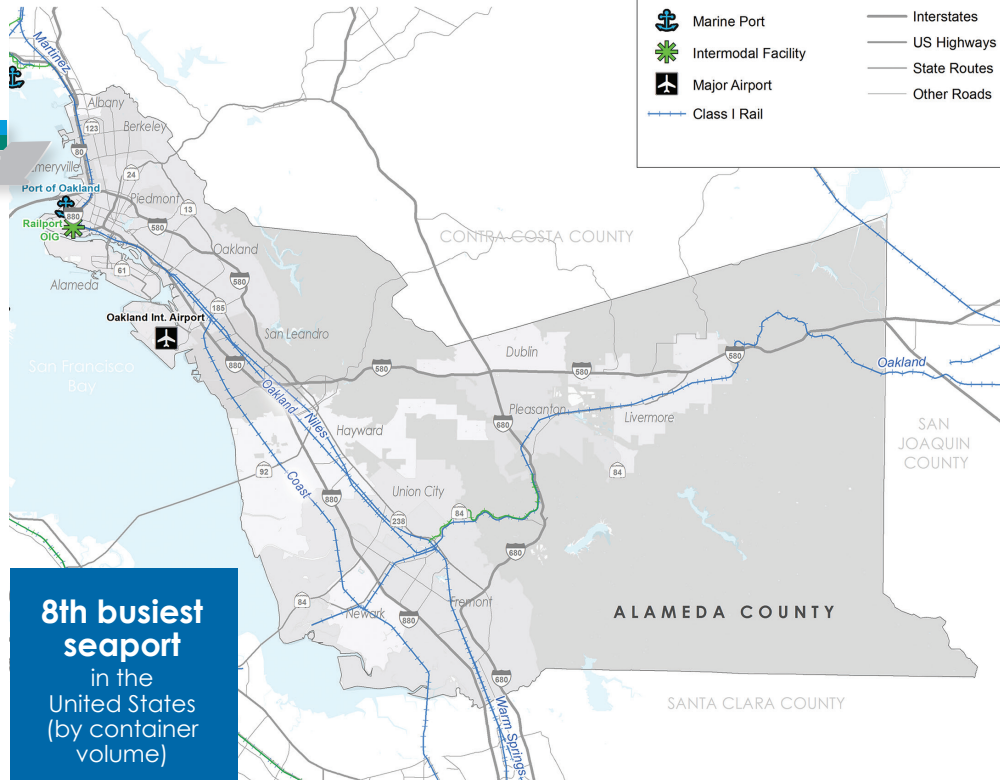


Global Gateway: Moving Bay Area Goods



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.

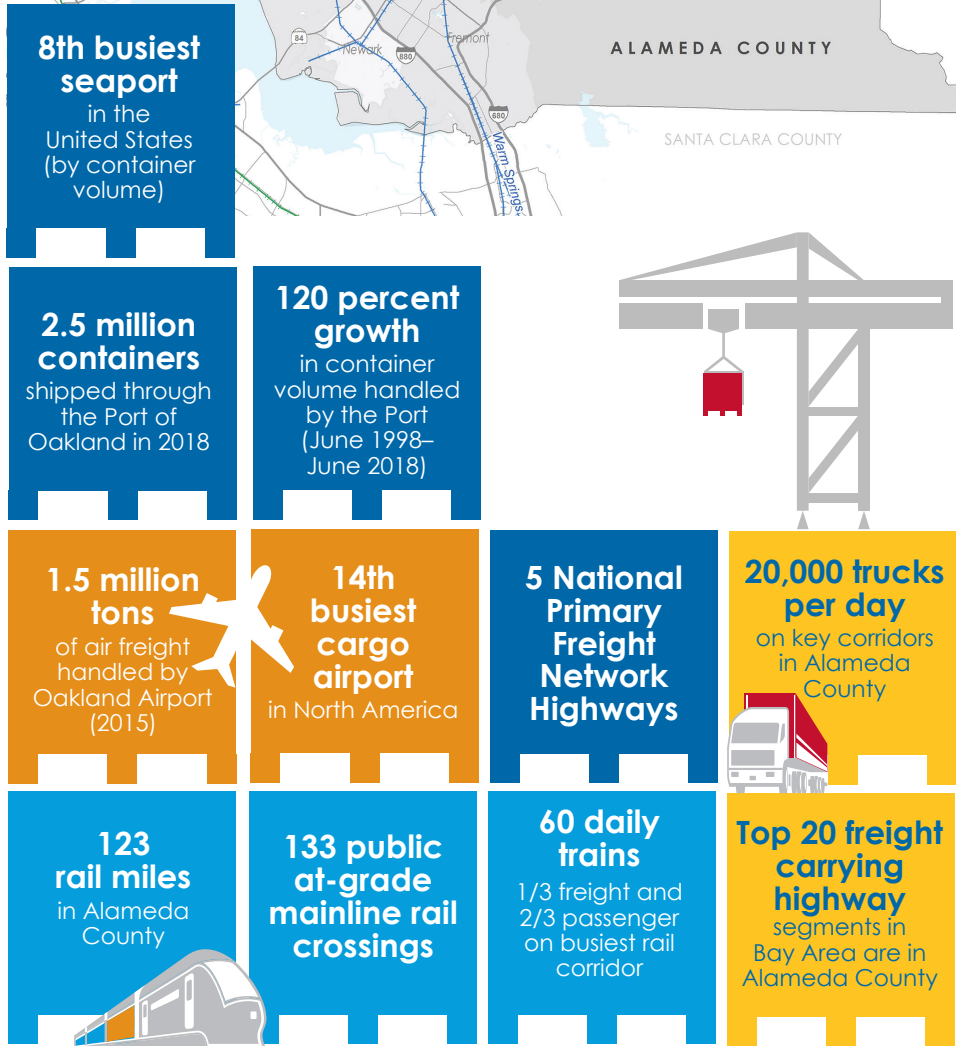
RAIL FREIGHT NETWORK

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.



Goods Movement Performance

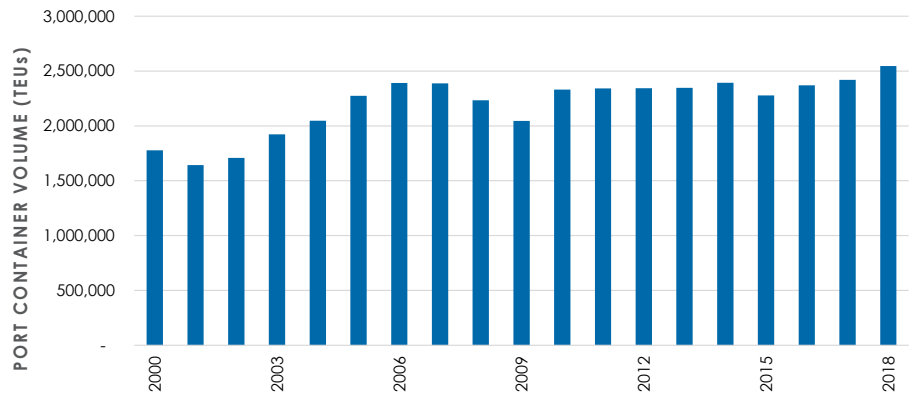
Alameda County provides most of the critical goods movement infrastructure (including the Port of Oakland, the Oakland International Airport, and various rail and highway infrastructure) that the rest of the region relies on to bring goods to and from international and domestic markets. Performance of 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.

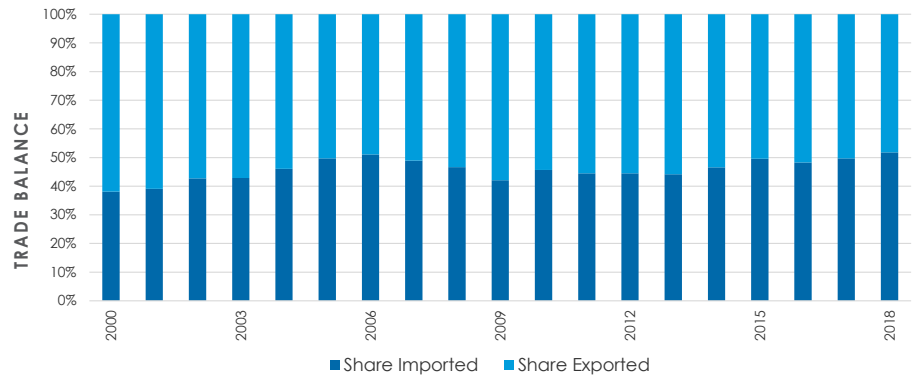


Changing trade balance.



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.

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.

GOODS MOVEMENT JOBS



- Agriculture & Natural Resources
- Wholesale
- Construction
- Transportation and Utilities
- Retail
- Manufacturing

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.

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.

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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Alameda County Active Transportation

FACT SHEET

January 2020



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.

COUNTYWIDE ACTIVE TRANSPORTATION PLAN

The first Alameda Countywide Active Transportation Plan (CATP) combines 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 high 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 active 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.



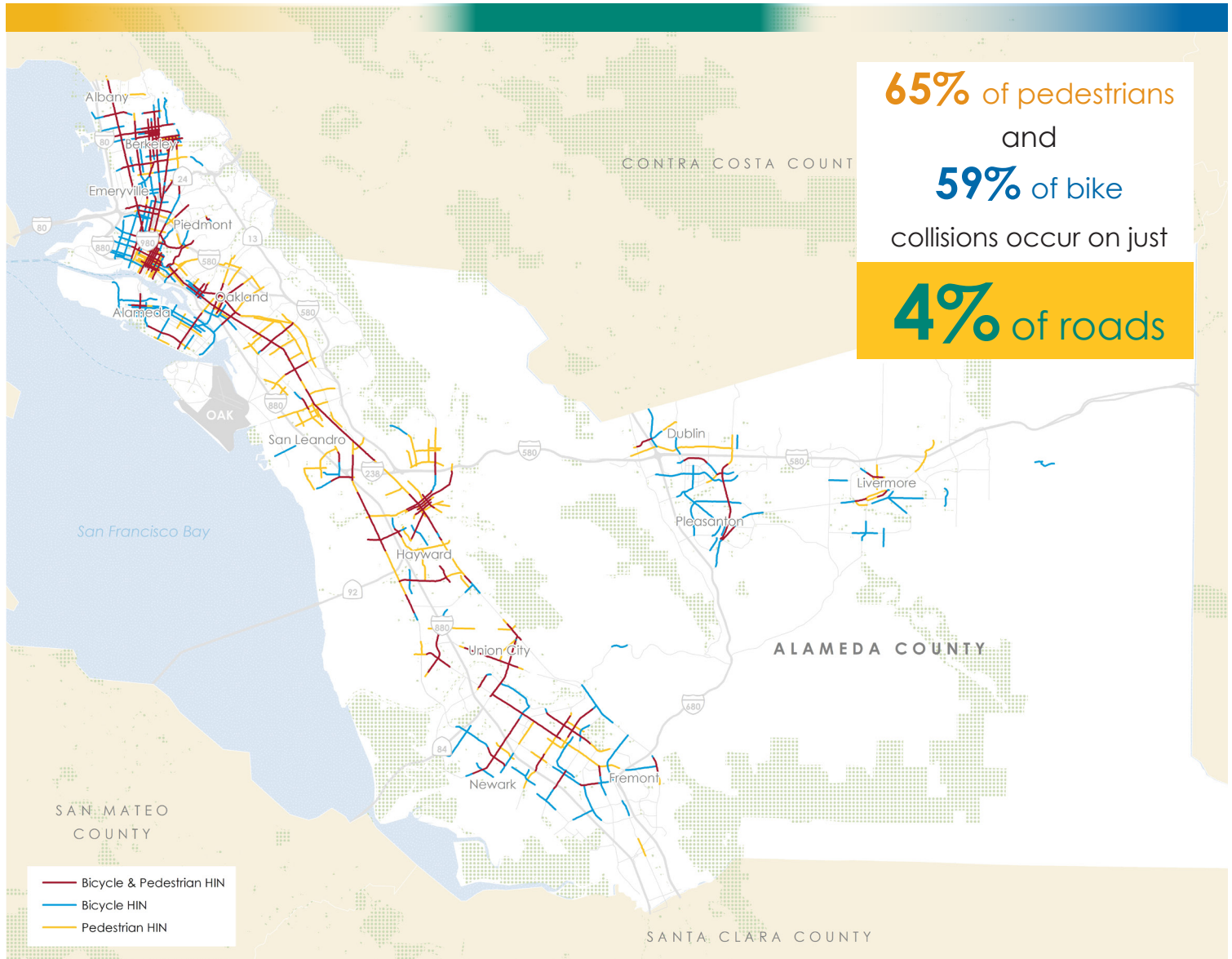
6 percent
of Alameda County
residents bike or walk
to work.



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

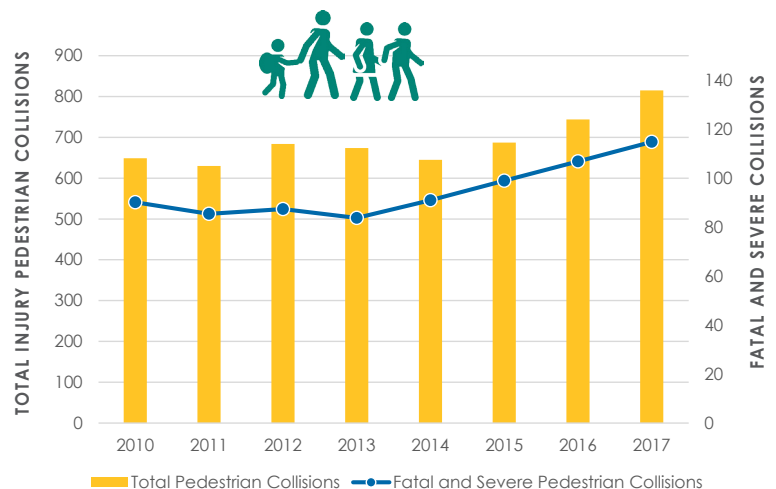
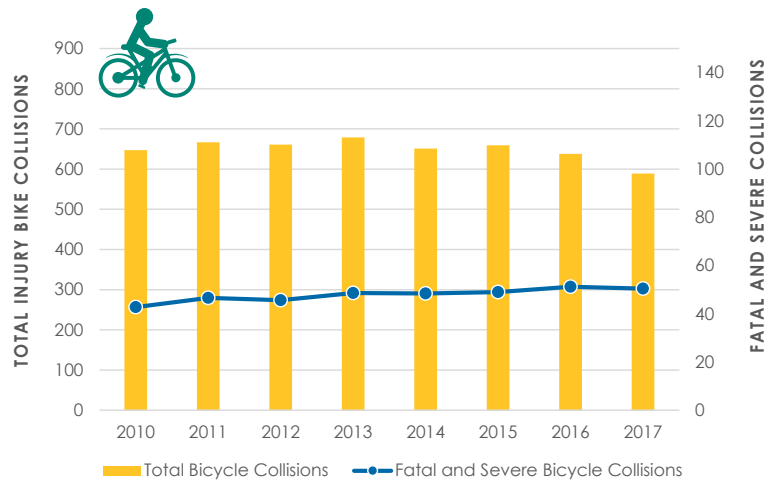
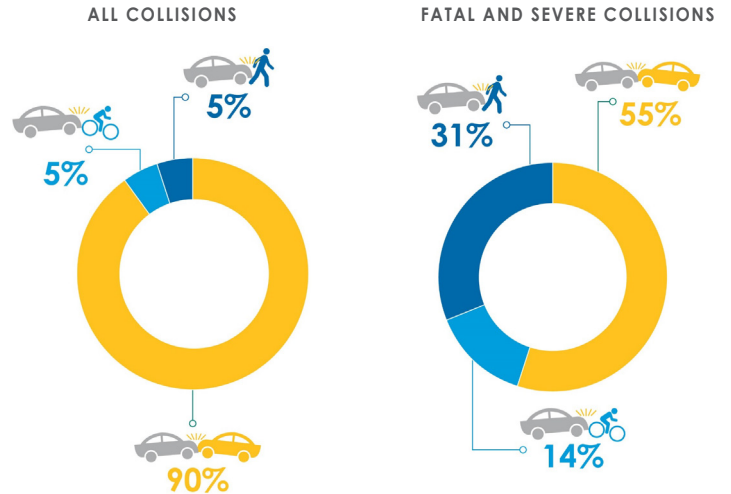
45 percent
of fatal and severe crashes

Bike collisions remained flat.

While bicyclist safety remains a concern, total collisions in Alameda County have remained flat 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 five years. Further, collisions with pedestrians are the most severe. While pedestrians are involved in just five percent of collisions, they are involved in more 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

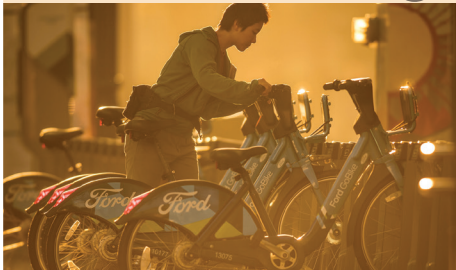
Alameda County's temperate weather provides a highly supportive environment for outdoor active transportation. Biking and walking are quick and efficient ways to travel short distances, affordable, pollution- and emission-free, and positive for public health.

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 6, 2020

TO: Planning, Policy and Legislation 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	
<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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 to increase carpooling, vanpooling, and transit use on freeways. Expand park and ride lot locations to increase 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	<ul style="list-style-type: none"> • Performance Report and Needs Assessment Part 1
March – April	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Presentation on the draft 2020 CTP
Summer	<ul style="list-style-type: none"> • Broad public outreach on draft Plan
Fall	<ul style="list-style-type: none"> • Review and adoption of the final 2020 CTP

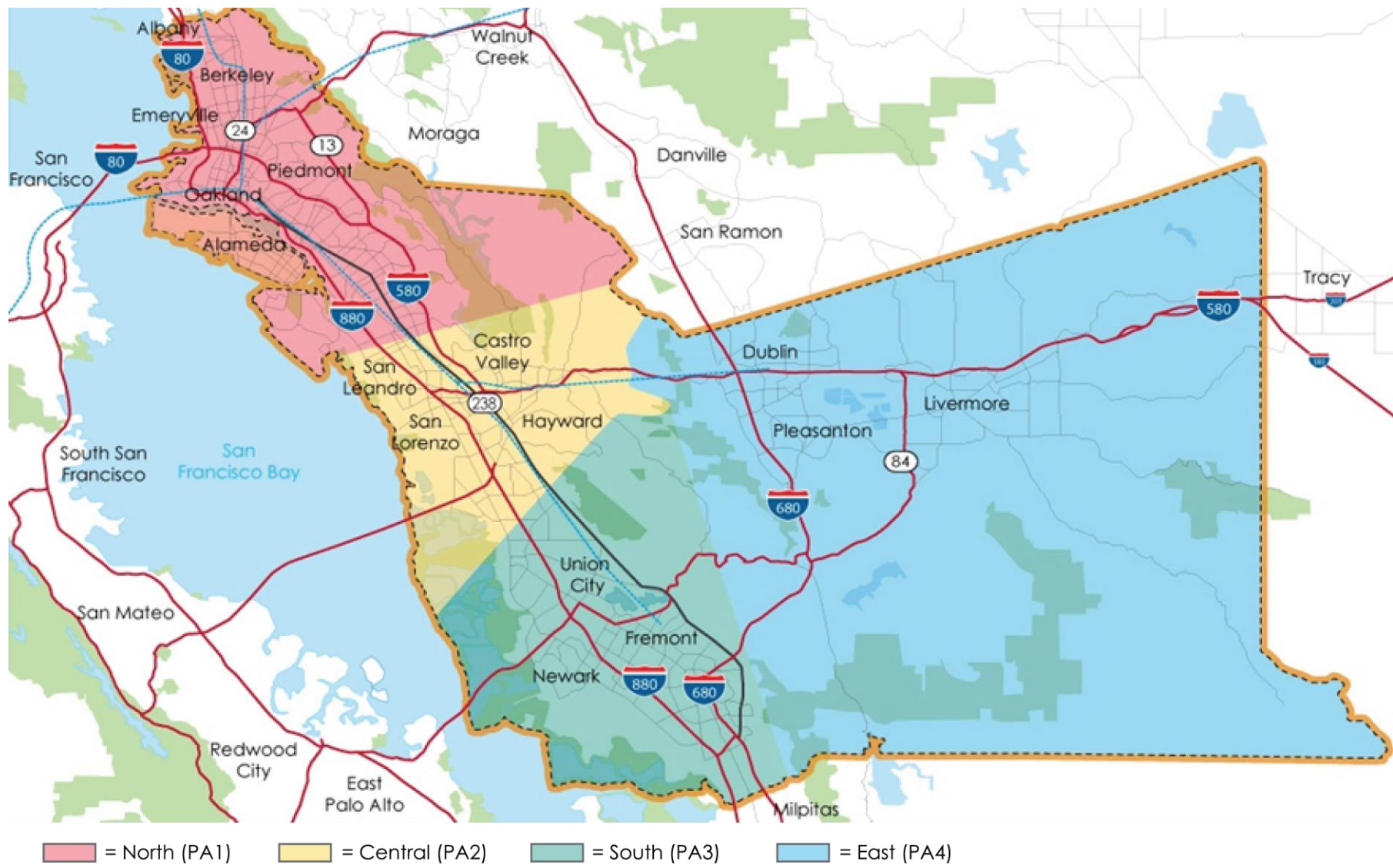
Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

- A. Four Planning Areas of Alameda County

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Attachment A: Four Planning Areas of Alameda County



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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: January 6, 2020

TO: Alameda County Transportation Commission

FROM: Tess Lengyel, Executive Director

SUBJECT: Federal, state, regional, and local legislative activities update and proposed 2020 Legislative Program

Recommendation

This item is to provide the Commission with an update on federal, state, regional, and local legislative activities and approve the 2020 Alameda CTC Legislative Program.

Summary

Each year, Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the legislative program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy. The program is designed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in the region as well as in Sacramento and Washington, D.C.

The 2020 Alameda CTC Legislative Program is divided into six sections and retains many of the 2019 priorities:

- 1. Transportation Funding
- 2. Project Delivery and Operations
- 3. Multimodal Transportation, Land Use and Safety
- 4. Climate Change and Technology
- 5. Rail Improvements
- 6. Partnerships

Legislative, policy and funding partnerships throughout the Bay Area and California will be key to the success of the 2020 Legislative Program.

Attachment A provides an overview of each legislative category. Attachment B summarizes the proposed legislative program.

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

Attachments:

- A. Alameda CTC 2020 Legislation Program Overview
- B. Alameda CTC 2020 Legislation Program Table

2020 Alameda CTC Legislative Program Overview

Introduction

Each year, the Alameda County Transportation Commission (Alameda CTC) adopts a legislative program to provide direction for its legislative and policy activities for the year. The purpose of the 2020 Alameda CTC Legislative Program is to establish funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy in the coming year. The program is developed to be broad and flexible, allowing Alameda CTC to pursue legislative and administrative opportunities that may arise during the year, and to respond to the changing political processes in the region, as well as in Sacramento and Washington, D.C.

The legislative program supports Alameda CTC in its required role as manager of the county's voter-mandated transportation expenditure plans, as the county's congestion management agency and as the operator of express lanes. Alameda CTC relies on its legislative program to advance transportation programs and projects that will maintain and improve Alameda County's multimodal transportation system. Some of the main factors that will influence the 2020 Alameda CTC Legislative Program include:

- Implementation of Alameda County's 2000 and 2014 Transportation Expenditure Plans and actively seeking opportunities to leverage other funds for project and program delivery;
- Advocacy for funding of Alameda CTC projects and programs;
- Identification of funding for expansion of Alameda CTC programs including the Affordable Student Transit Pass Program and the Safe Routes to Schools Program;
- Goods movement and passenger rail improvements planning, delivery and advocacy, and implementation of rail crossing safety enhancements;
- Preservation of transportation funding, including opposition to future attempts to reverse Senate Bill 1;
- Advancement of Alameda CTC projects funded through Regional Measure 3;
- Protection of express lane performance, delivery, management and enforcement;
- Development and advancement of smart technology policies; and
- Expansion of legislative and policy partnerships throughout the Bay Area, in California, and in Washington, D.C.

Funding and policy decisions supported through a legislative program will advance Alameda CTC projects and programs. The 2020 Legislative Program is divided into six sections:

1. Transportation Funding
2. Project Delivery and Operations
3. Multimodal Transportation, Land Use and Safety

4. Climate Change and Technology
5. Rail Improvements
6. Partnerships

The following legislative areas are related to federal, state, regional, and local policy and legislative efforts as applicable.

1. Transportation Funding

California represents one of the largest economies in the U.S. Its diverse industries range from agriculture to mining to biotechnology to new transportation technologies—all of which serve as a source of the state's economic strength. Each of these industries relies on a backbone of transportation to move people, goods, and services.

Prior to 2015, transportation funding at the federal and state level was limited. The federal gas tax had not been raised, and even though fuel prices fluctuate significantly in California, the state gas tax had remained flat with no index to inflation since the early 1990's. Meanwhile, the costs to deliver transportation projects and programs, operate transit and perform system maintenance continued to rise. In 2015, the FAST Act provided a much-needed increase in federal funding for highway, transit and rail surface transportation projects.

In 2017, the outlook for transportation funding from the state improved considerably with the passage of Senate Bill 1, which provides an average of \$5.4 billion per year for state and local transportation projects. In June 2018, Bay Area voters approved Regional Measure 3 which is anticipated to deliver over \$4.5 billion in regional transportation improvements.

FAST Act: In December 2015, the federal surface transportation bill was signed into law: Fixing America's Surface Transportation (FAST) Act. The law authorized \$305 billion in surface transportation funding through FY 2020. This came after a number of short-term extensions of the nation's surface transportation program. The FAST Act funds federal highway, highway safety, transit, and rail programs over a five year period. Discussions regarding reauthorization of the FAST Act and/or an infrastructure bill is likely to begin in 2019 and Alameda CTC will continue to support increased funding and rewarding self-help states and jurisdictions that tax themselves for transportation improvements.

FASTER Bay Area: FASTER Bay Area, a coalition of Bay Area policy, government, business, transportation and community leaders, is working throughout the Bay Area on development of a proposed November 2020 measure that could come before voters to fund major transportation investments. The proposal is aimed at transforming the current transportation system into a seamless transportation system that provides **F**reedom, **A**ffordability, **S**peed, **T**ransparency, **E**quity and **R**eliability (**FASTER**). The goal of FASTER Bay Area is to raise \$100 Billion in the first 40 years to develop a seamless, reliable and easily accessible transit system. These investments are expected to provide more affordable transportation options, reduce climate pollution and improve access to jobs and increase economic opportunity for Bay Area residents.

In May 2019, the FASTER Bay Area coalition provided an overview of their proposed approach to developing a 2020 measure that could be before voters at the Alameda CTC Commission retreat.

In October the Commission submitted a comment letter to the leaders of the FASTER coalition with copies to the author of the proposed legislation, Senator Jim Beall, the full Alameda County delegation, and MTC and ABAG. In December, the Commission adopted a list of projects and programs important to Alameda CTC to share with the FASTER coalition and our legislative delegation.

Alameda CTC's legislative priorities for transportation funding include the following:

Increase transportation funding

- Oppose efforts to repeal transportation revenues streams enacted through SB1.
- Support efforts that protect against transportation funding diversions.
- Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures.
- Support the implementation of more stable and equitable long-term funding sources for transportation.
- Ensure fair share of sales tax allocations from new laws and regulations.
- Seek, acquire, accept and implement grants to advance project and program delivery.

Protect and enhance voter-approved funding

- Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations.
- Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program.
- Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.
- Support efforts that streamline financing and delivery of transportation projects and programs.
- Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.
- Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.

2. Project Delivery and Operations

Delivery of transportation infrastructure expeditiously is critical for ensuring cost-effective mobility of people and goods, while protecting local communities and the environment, and creating jobs. However, delivery of projects is often bogged down by

long timeframes for project delivery processes, including environmental clearance and mitigation, design, right of way, and project funding.

Implementation of express lanes has evolved as technology and best management practices are developed across the region, state and nation. Alameda CTC's legislative platform supports common interests across the region and state regarding express lane implementation, operations and management.

Alameda CTC will continue to expedite project delivery and operations through partnerships and best management practices.

Advance innovative project delivery

- Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.

Ensure cost-effective project delivery

- Support efforts that reduce project and program implementation costs.
- Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.

Protect the efficiency of managed lanes

- Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.
- Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations.
- Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.

3. Multimodal Transportation, Land Use and Safety

Transportation in the Bay Area must serve multiple needs. It must efficiently deliver goods and move people from one place to another. Multimodal options offer the traveling public choices, manage traffic demand, reduce greenhouse gas emissions, and improve the transportation system efficiency. Effective implementation of multimodal transportation systems relies on how local coordination and development supports these types of investments and projects. Linking land use and transportation decisions can result in economic growth and can expand safety, mobility and reduce emissions for residents and businesses.

Alameda CTC supports efforts that encourage, fund, and provide incentives and/or reduce barriers to integrating transportation, housing, and job development in areas that foster effective transportation use. In addition, since transportation systems serve the mobility needs of youth, seniors, people with disabilities, working people, and people at all income levels, Alameda CTC supports a multimodal system that offers travel choices and expands access for all transportation users.

Reduce barriers to the implementation of transportation and land use investments

- Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.
- Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs).
- Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.

Expand multimodal systems, shared mobility and safety

- Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates.
- Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes.
- Support investments in active transportation, including for improved safety and Vision Zero strategies.
- Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.
- Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking.
- Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring.

4. Climate Change and Technology

The enactment of Assembly Bill 32 and SB 375 to reduce the state's greenhouse gas (GHG) emissions link transportation and housing and create a funding stream to pay for projects and programs that reduce GHG emissions (the state's Cap and Trade Program).

The Cap and Trade Program is a market based approach to address statewide limits on greenhouse gas (GHG) emissions and generates funds through quarterly auctions for carbon credits. The revenue is directed to projects and programs intended to further reduce GHG emissions. In 2017 both court and legislative actions reinforced the cap and trade program and subsequent auctions increased revenues. In 2018, new state regulations require the transition of transit vehicles and equipment to zero emissions. Alameda CTC supports funding for transit operators to make this transition.

Alameda CTC has participated in commenting on the development of cap and trade guidelines and will continue to work with the state and region on the implementation of

the Cap and Trade Program, continuing to advocate for significant funding in the Bay Area.

Alameda CTC also supports investments from new revenue streams for transportation, while supporting legislative options to create and increase separate funding streams for housing. Alameda CTC supports climate change legislation as follows:

Support climate change legislation and technologies to reduce GHG emissions

- Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets and trucks.
- Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.
- Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
- Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning.
- Support the expansion of zero emissions vehicle charging stations.
- Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to state definitions.

5. Rail Improvements

Alameda County serves as a gateway for goods movement to and from the county, the San Francisco Bay Area, Northern California, and the Western United States. Efficient goods movement expands job opportunities, supports local communities, and bolsters the economy of Alameda County, the Bay Area, and the nation.

In February 2016, Alameda CTC completed development of a Countywide Goods Movement Plan that outlines a long-range strategy for how to move goods effectively within, to, from, and through Alameda County by roads, rail, air, and water. In 2017, Alameda CTC adopted a Rail Strategy to support freight and passenger rail investments for rail efficiencies and to reduce impacts on local communities. In 2018, MTC adopted a 10-Year freight investment strategy for goods movement which will direct \$3.8 billion over 10 years to 20 different projects in the Bay Area, with a particular focus on Interstate Corridors and the Port of Oakland in Alameda County, reflecting Alameda CTC freight priorities.

Alameda CTC continues to support a strong freight program as part of the federal surface transportation bill reauthorization, the FAST Act. Alameda CTC will support a continued focus on freight investment for future federal surface transportation reauthorization efforts.

Alameda County serves as a hub for interregional rail services, including the Altamont Corridor Express, Amtrak, Capitol Corridor, and, San Joaquin Rail. In addition, new

services are under development. These include major rail extension and improvements in the Altamont Corridor, including Valley Link, ACE station and equipment improvements and new tunnel/aerial structure to get trains to 125 mph (Alameda County elements only) as well as major megaregional rail connectivity between the East Bay and the Peninsula across the Dumbarton Bridge.

Alameda CTC supports the following legislative priorities related to goods movement and passenger rail:

Expand goods movement and passenger rail funding and policy development

- Support a multimodal goods movement system and passenger rail services that enhance the economy, local communities, and the environment.
- Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy.
- Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity.
- Ensure that Alameda County goods movement needs and passenger rail needs are included in and prioritized in regional, state and federal goods movement planning and funding processes.
- Support rewarding Self-Help Counties that directly fund goods movement and passenger rail infrastructure and programs.
- Leverage local funds to the maximum extent possible to implement goods movement and passenger rail investments in Alameda County through grants and partnerships with regional, state and federal agencies.

6. Partnerships

In the coming year, Alameda CTC seeks to expand and strengthen its partnerships at the local, regional, state and federal levels to collaborate on policies, funding, legislation, and project and program delivery opportunities.

Regional Partnerships: On a regional and interregional level, Alameda CTC is facilitating coordination with a number of agencies to leverage funding and efficiently partner on transportation projects and programs. Alameda CTC is also participating in partnerships with the Bay Area County Transportation Agencies and regional agencies: Metropolitan Transportation Commission, Association of Bay Area Governments, Bay Area Air Quality Management District, and Bay Conservation and Development Commission, as applicable.

State Partnerships: Alameda CTC is coordinating at the state level with the Self-Help Counties Coalition and the California Association of Councils of Government, the California State Transportation Agency, the California Transportation Commission and Caltrans. Alameda CTC views these efforts as essential to having more impact at the policy and planning and unifying efforts to help ensure common policies and practices can translate into more effective transportation project and program advocacy and implementation.

Local Partnership Program: Alameda CTC supports the SB 1 Local Partnership Program, because it helps finance priority projects in counties and cities with voter-approved transportation taxes and fees. It also leverages local dollars and provides an incentive for counties without a local tax program to establish one.

Federal Partnerships: On a federal level, Alameda CTC advocates for a long-term transportation funding program that is sustainable, reliable, and supports both capital investments and operations.

Other Partnering Opportunities: Alameda CTC will continue to partner on the implementation and update of its Countywide Transportation Plan and the multimodal corridor projects and policies that arise from the plans to provide more transportation choices and improve efficiencies throughout the county. Alameda CTC will continue its many multi-county transportation efforts, such as multi-modal arterial planning, express lane implementation, implementation and expansion of the Affordable Student Transit Pass program, and Transportation Demand Management.

Alameda CTC supports efforts that expand job opportunities for contracting with local and small businesses in the delivery of transportation projects and programs.

Expand partnerships at the local, regional, state and federal levels

- Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings.
- Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs.
- Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



2020 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2020 Countywide Transportation Plan:

"Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be:

- **Accessible, Affordable and Equitable** – Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.
- **Safe, Healthy and Sustainable** – Create safe facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce adverse impacts of pollutants and greenhouse gas emissions by reducing reliance on single-occupant vehicles.
- **High Quality and Modern Infrastructure** – Upgrade infrastructure such that the system is of a high quality, is well-maintained, resilient and maximizes the benefits of new technologies for the public.
- **Economic Vitality** – Support the growth of Alameda County's economy and the vibrancy of local communities through a transportation system that is integrated, reliable, efficient, cost-effective and high-capacity."

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> • Oppose efforts to repeal transportation revenues streams enacted through SB1. • Support efforts that protect against transportation funding diversions. • Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures. • Support the implementation of more stable and equitable long-term funding sources for transportation. • Ensure fair share of sales tax allocations from new laws and regulations • Seek, acquire, accept and implement grants to advance project and program delivery.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs, including funding to expand the Affordable Student Transit Pass program. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Support statewide principles for federal surface transportation reauthorization and/or infrastructure bills that expand funding and delivery opportunities for Alameda County.
Project Delivery and Operations	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery, including contracting flexibility and innovative project delivery methods.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support funding and policies to implement transportation projects that create jobs and economic growth, including for apprenticeships and workforce training programs.
	Protect the efficiency of managed lanes	<ul style="list-style-type: none"> • Support HOV/managed lane policies that protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement. • Support high-occupancy vehicle (HOV)/express lane expansion in Alameda County and the Bay Area, and efforts that promote effective and efficient lane implementation and operations. • Oppose legislation that degrades HOV lanes that could lead to congestion and decreased efficiency.
	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs.

Issue	Priority	Strategy Concepts
Multimodal Transportation, Land Use and Safety		<ul style="list-style-type: none"> • Support local flexibility and decision-making regarding land-uses for transit oriented development (TOD) and priority development areas (PDAs). • Support funding opportunities for TOD and PDA implementation, including transportation corridor investments that link PDAs.
	Expand multimodal systems, shared mobility and safety	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through programs that address the needs of commuters, youth, seniors, people with disabilities and low-incomes, and do not create unfunded mandates. • Support policies that enable shared mobility innovations while protecting the public interest, including allowing shared and detailed data (such as data from transportation network companies and app based carpooling companies) that could be used for transportation and land use planning and operational purposes. • Support investments in active transportation, including for improved safety and Vision Zero strategies. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education. • Support parity in pre-tax fringe benefits for public transit, carpooling, and vanpooling and other modes with parking. • Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multi-modal performance monitoring.
Climate Change and Technology	Support climate change legislation and technologies to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including transitioning to zero emissions transit fleets and trucks. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions. • Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County, including data sharing that will enable long-term planning. • Support the expansion of zero emissions vehicle charging stations. • Support efforts that ensure Alameda County jurisdictions are eligible for state funding related to the definition of disadvantaged communities used in state screening tools.
Rail Improvements	Expand goods movement and passenger rail funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and passenger rail services that enhance the economy, local communities, and the environment. • Support policies that enhance Bay Area goods movement and passenger rail planning, funding, delivery and advocacy. • Support legislation and efforts that improve the efficiency and connectivity of the goods movement system, including passenger rail connectivity. • Ensure that Alameda County goods movement needs and passenger rail needs are included in and prioritized in regional, state and federal goods movement planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement and passenger rail infrastructure and programs. • Leverage local funds to the maximum extent possible to implement goods movement and passenger rail investments in Alameda County through grants and partnerships with regional, state and federal agencies.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional and interregional transportation problems and support governmental efficiencies and cost savings. • Partner to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.