



2021 Performance Report

- 1 Population and Economy
- 2 Transit Recovery
- 3 VMT and Congestion
- 4 Safety
- 5 Goods Movement



ALAMEDA County Transportation Commission

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## About this Report

- Purpose of annual reporting:
  - Elucidate recent trends and highlight changes
  - Provide data to inform agency policies and decision-making
  - Meets legislative requirement
- Methodologies adapted for 2021:
  - No 2020 1-year ACS data available
  - Congestion and Active Transportation Monitoring ongoing



# 1

A light blue silhouette map of Alameda County, California, positioned behind the title text.

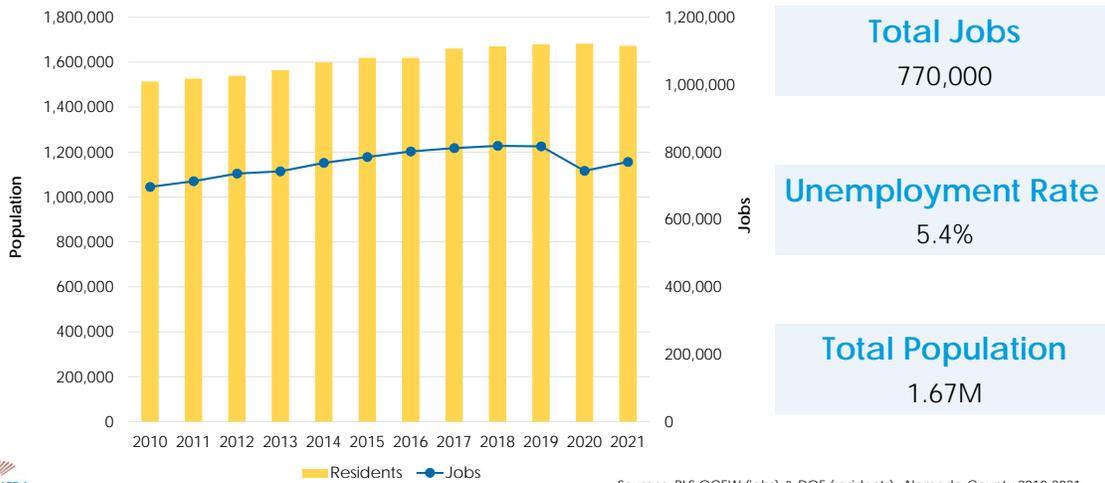
## Population and Economy: Key Findings

- Total population declined, but broad economic recovery
- Affordable units trail permitted housing
- Hybrid return to workplaces predicted



# First Year of Population Decline

Annual Population and Employment

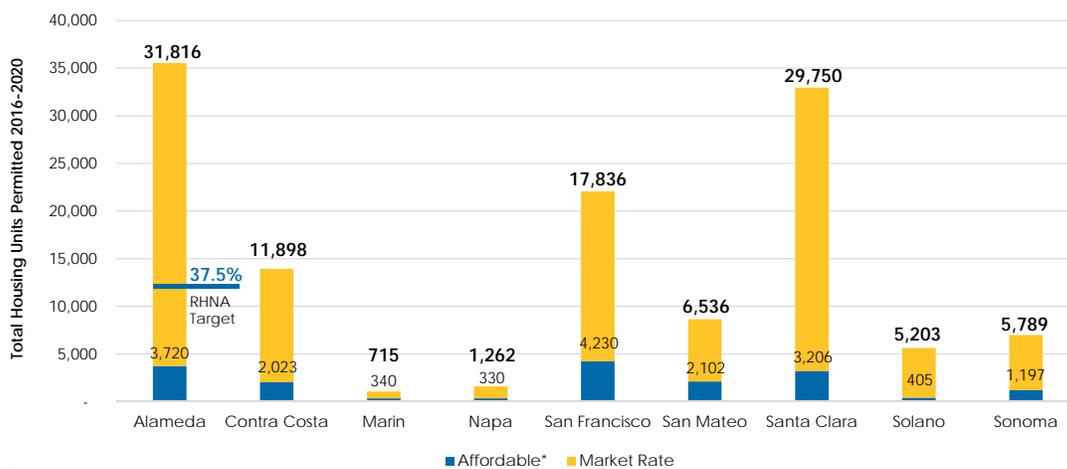


Sources: BLS QCEW (jobs) & DOF (residents), Alameda County 2010-2021

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# Leading Permitted Housing

Housing Units Permitted 2016 - 2020



\*Affordable\* to very-low or low-income households (earning <80% of Area Median Income)

Source: California HCD, 2016-2020 Annual Progress Reports

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## Employers Expect Hybrid Return

- 2019:** More than 90% of workers in office 4-5 days per week
- 2020:** Many workers shift fully remote
- 2021:** Bay Area lags behind all other metro areas in return to the office, many still fully remote
- Near-future:** Many employers expect 3-day (in office) hybrid schedule



Sources: Kastle, Back to Work Barometer; Bay Area Council Employer Network Survey Results, January 2022; BART

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## Transit Recovery: Key Findings

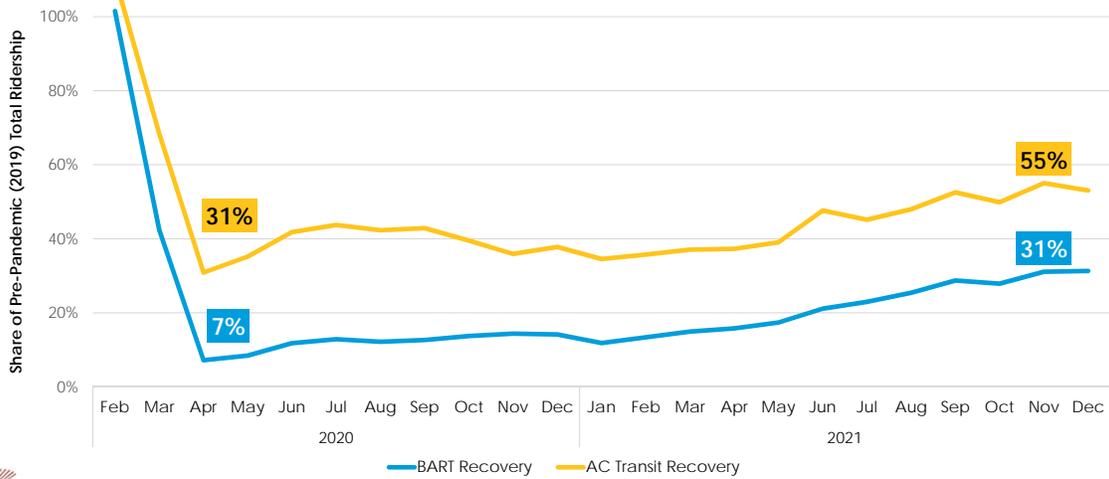
- Total ridership down, but recovering
- Rising operating costs



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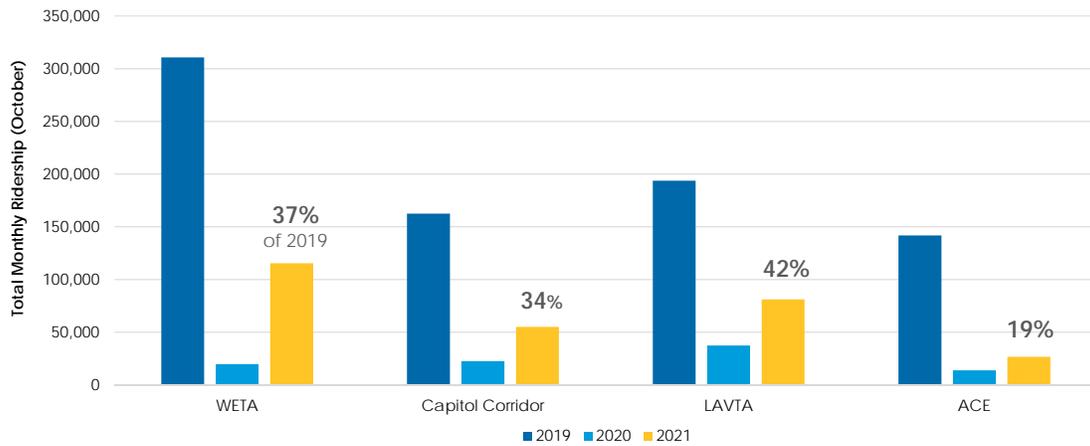
## Transit Ridership Recovering Slowly



Source: Transit Agency Provisional Performance Reporting

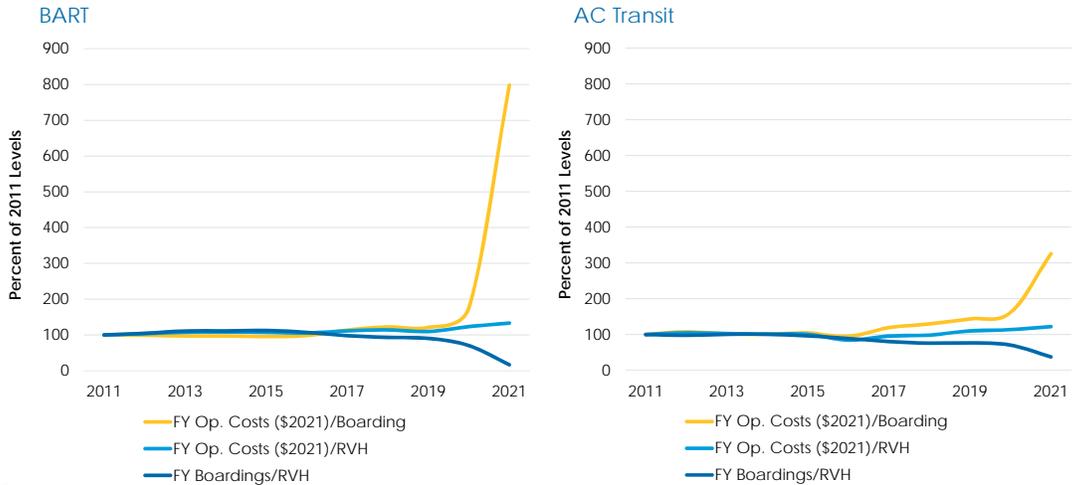
## Strong Recovery Relative to 2020

Total Monthly Ridership For Smaller Transit Operators



Source: Transit Agency Provisional Performance Reporting

# Spike in Operating Cost per Boarding



# Looking Ahead

- Investments in bus priority are paying off: East Bay BRT/Tempo exceeding pre-pandemic ridership
- Regional efforts underway



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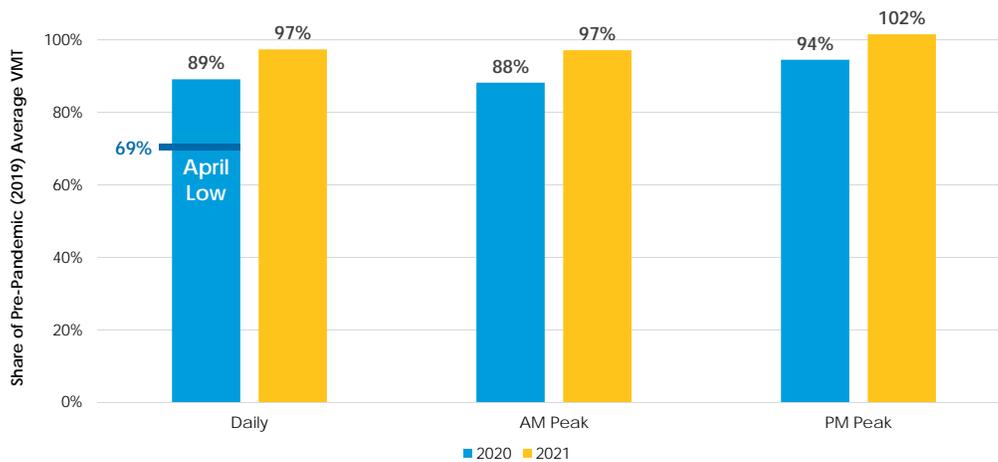
## VMT and Congestion: Key Findings

- Total travel nearing pre-pandemic levels
- Congestion returning to afternoon commute
- Bridge volumes down

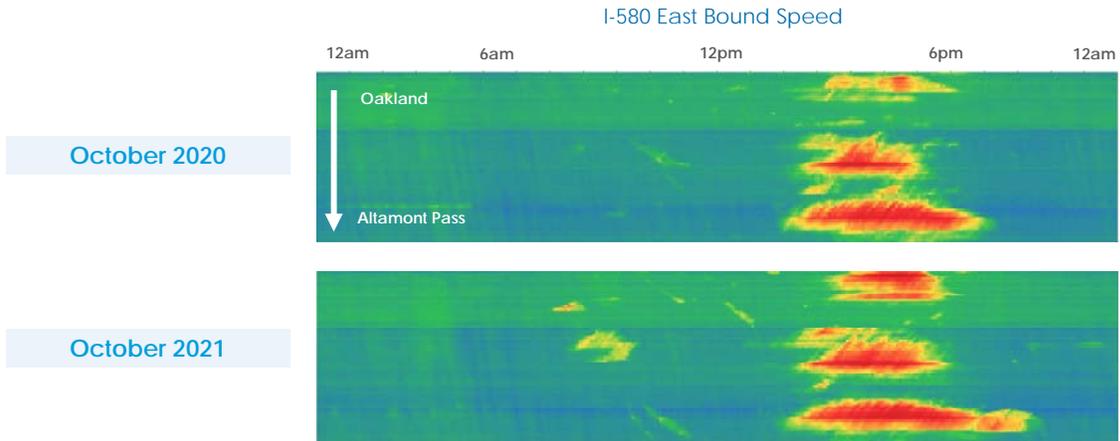


## VMT Mostly Recovered

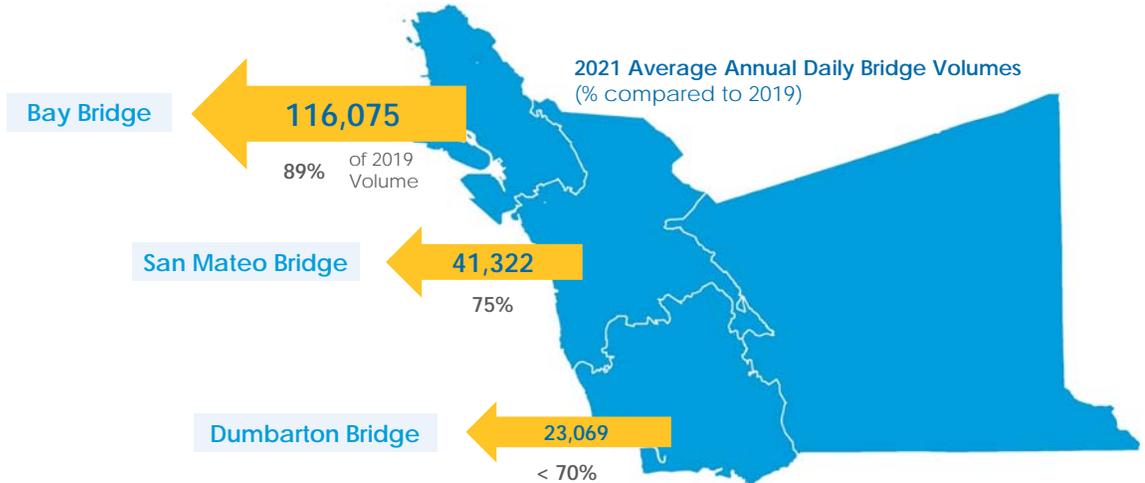
Countywide Average Vehicle-Miles Traveled



# Congestion Returning



# Bridge Volumes Lagging



# 4

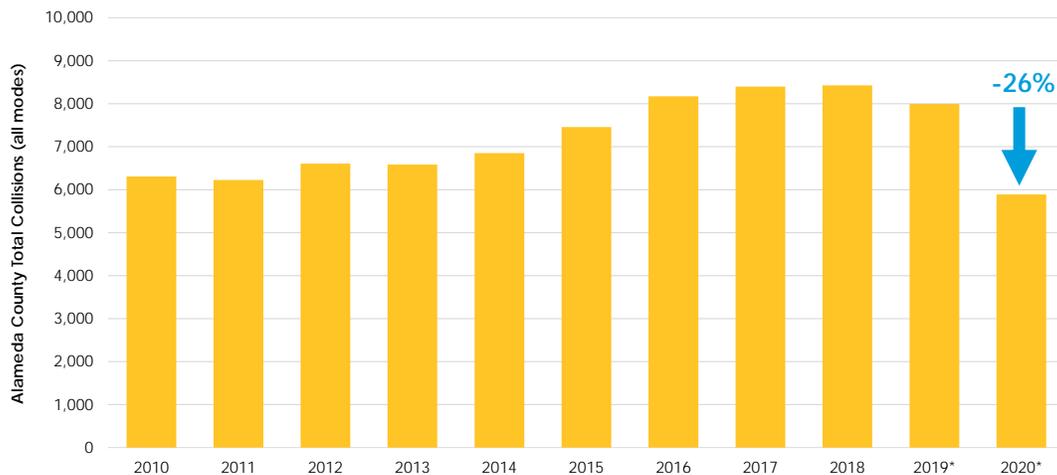
## Safety: Key Findings

- Drop in total collisions
- Rise in pedestrian collisions
- Rise in fatal collisions



## Significant Drop in Total Collisions

Total Collisions 2010 – 2020 (all modes)

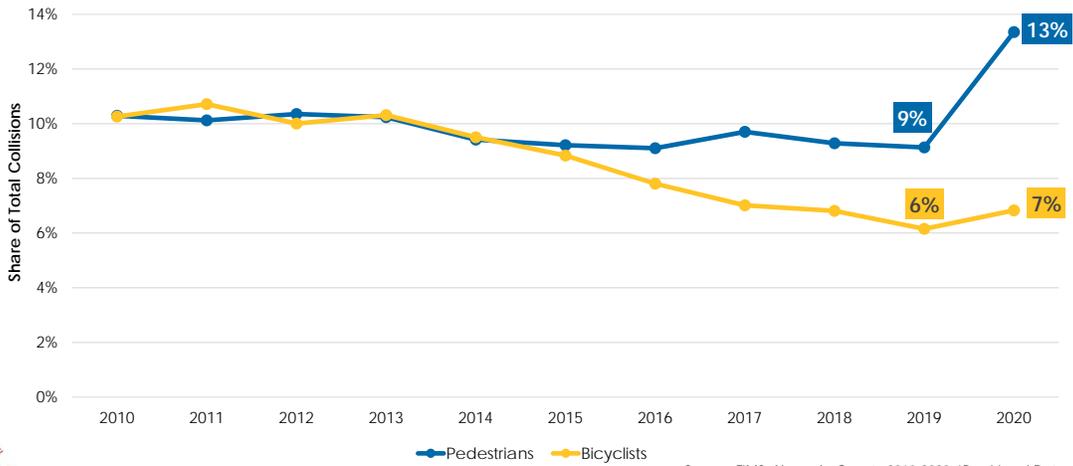


Source: TIMS, Alameda County 2010-2020, \*Provisional Data



## Bike Ped Safety Remains a Concern

Share of Total Collisions by Mode

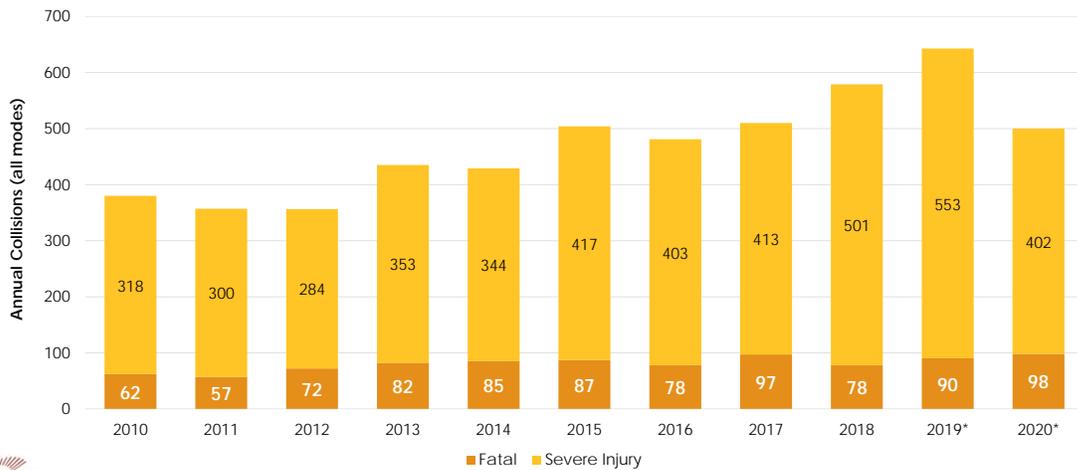


Source: TIMS, Alameda County 2010-2020, \*Provisional Data

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## Severe Injuries Down, Fatalities Up

Fatal and Severe Collisions 2010 – 2020 (all modes)



Source: TIMS, Alameda County 2010-2020, \*Provisional Data

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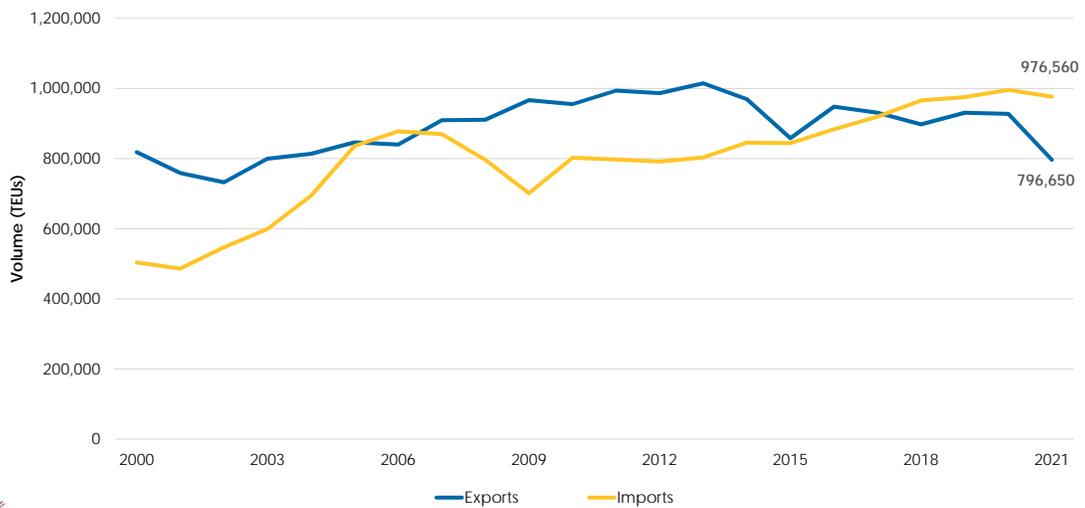
# 5

## Goods Movement: Key Findings

- National rank fell from 8 to 10
- Port volume declined, driven by falling exports



## 2021 Drop in Port Volume



## Conclusions

- Long-term population and economic trends unclear
  - Hybrid schedules expected for many
- Transit ridership remains low; concerning financial outlook
  - Recent recovery rates & targeted investments are encouraging
- Intra-county congestion has largely returned
- Rising fatal collisions a top concern



# Thank You!

