



Alameda County Technical Advisory Committee (ACTAC) Meeting Agenda Thursday, March 5, 2026, 1:30 PM

The Commission and its Standing Committees will meet in the Mary V. King Conference Room at Alameda CTC's offices at 1111 Broadway, Suite 800, Oakland, CA 94607. The live stream of each Alameda CTC Commission and Standing Committee meeting is available for public viewing at www.alamedactc.org/all-meetings by clicking on **View Event** next to the meeting in the list of Upcoming Events.

Members of the public may submit public comments that are addressed to the Commission or Committee members on topics germane to the jurisdiction of the Alameda CTC in person by attending the meeting in Alameda CTC's offices. Alameda CTC conducts orderly meetings to fulfill its mandate. Discriminatory statements or conduct that would potentially violate the federal Civil Rights Act of 1964 and/or the California Fair Employment and Housing Act, California Penal Code sections 403 or 415 is per se disruptive to a meeting and will not be tolerated. Please see [Alameda CTC's Meeting Code of Conduct](#) for more information.

Additionally, comments may be submitted by email sent to the Clerk of the Commission at clerk@alamedactc.org, including the words "Public Comment" and the meeting to which it pertains in the email's subject line. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on the Alameda CTC website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible.

As a convenience, members of the public may also make comments remotely during the meeting by accessing the Zoom link listed below, using the "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can press the star key (*) and then the number 9 (*9) to raise/lower your hand. Comments made in person or via Zoom will generally be limited to three minutes in length, or as specified by the Chair. Alameda CTC cannot guarantee that the public's access to Zoom via phone or other device will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Brown Act, the meeting will continue despite technical difficulties for participants using the Zoom option.

Chair: John Nguyen

Staff Liaison:
Clerk:

John Nguyen
Angie Ayers

Location Information:

Alameda County Transportation Commission
Mary V. King Conference Room
1111 Broadway, Suite 800
Oakland, CA 94607

Zoom Link:

<https://uso6web.zoom.us/j/83823331010?pwd=QzRQSU43dUJJREt4bVdRQVc3Qo1ldzo9>

Dial-in Information: 1 (669) 900 6833

Webinar ID: 838 2333 1010

Passcode: 232121

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

- 4.1 Approve the February 5, 2026 Alameda County Technical Advisory Committee Meeting Minutes

Action

[4.1_ACTAC_Minutes_20260205.pdf](#)

- 4.2 Alameda County Federal Inactive Projects Update

Information

[4.2_ACTAC_ALA_Federal_Inactive_20260305.pdf](#)

5. Regular Matters

- 5.1 2025 Performance Report Update

Information

[5.1_ACTAC_2025_Performance_Report_Update_20260305.pdf](#)

[5.1_ACTAC_2025_Performance_Report_Presentation_final.pdf](#)

- 5.2 2027 Transportation Improvement Program Development Update

Information

[5.2_ACTAC_2027-TIP-Update_20260305.pdf](#)

- 5.3 One Bay Area Grant Cycle 4 and Community Action Resource and Empowerment Program Updates

Information

[5.3_ACTAC_OBAG4-CARE_Update_20260305.pdf](#)

[5.3_ACTAC_OBAG4-CARE_Presentation_20260305.pdf](#)

- 5.4 Bay Area Rapid Transit District (BART) Safe Trips to BART: An Action Plan for Safer Roadways Update

Information

[5.4_ACTAC_BART_SafeTrips_20260305.pdf](#)

[5.4_ACTAC_BART_STTB_Presentation_20260305.pdf](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:

April 9, 2026

Notes:

- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda, submit a speaker card to the Clerk or follow remote instructions listed in the agenda preamble.
- 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.
- For language assistance, please call (510) 208-7475. We request at least five working days' notice to accommodate your request.
 - Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
 - 如需语言协助, 请致电 (510) 208-7475. 请至少提前五个工作日通知, 以便满足您的要求。
 - Para sa tulong sa wika, tumawag sa (510) 208-7475. Mag-abiso nang limang araw na may pasok o mas maaga para mapagbigyan ang inyong kahilingan.
 - Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.
- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
- Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.



Alameda County Technical Advisory Committee Meeting Minutes Thursday, February 5, 2026, 1:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted, and all members were present except for Josie Aherns, Marilou Ayupan, Lt. Austin Danmeier, Anthony Fournier, Michael Gougherty, Eric Hu, Joanna Liu, Matt Maloney, Gopika Nair, Cedric Novenario, and Zhongping “John” Xu.

Sai Midididdi attended as an alternate for Pratyush Bhatia.

George Foster attended as an alternate for Lucas Woodward.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the January 8, 2026 Alameda County Technical Advisory Committee (ACTAC) Meeting Minutes

4.2. Alameda County Federal Inactive Projects Update

Shelehia Meisner made a motion to approve the Consent Calendar. Maritoni Maravilla seconded the motion. The motion passed with the following vote:

Yes: Ching, Clark, Foster, Fried, Heard, Hufstader, Maravilla, Meisner, Midididdi, Nguyen, Raphael, Sorrell, Victor, Yang, Yeamans

No: None

Abstain: None

Absent: Aherns, Ayupan, Danmeier, Fournier, Gougherty, Hu, Liu, Maloney, Nair, Novenario, Xu

5. Regular Matters

5.1. Approve the Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distribution Master Programs Funding Agreements

Christine Shin recommended approval of the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) Master Programs Funding Agreements and authorization for the Executive Director or his designee to enter into the Master Programs Funding Agreements with DLD recipients.

There was one verbal public comment.

Susie Hufstader made a motion to approve this item. Erwin Ching seconded the motion. The motion passed with the following vote:

Yes: Ching, Clark, Foster, Fried, Heard, Hufstader, Maravilla, Meisner, Midididdi, Nguyen, Raphael, Sorrell, Victor, Yang, Yeamans
No: None
Abstain: None
Absent: Aherns, Ayupan, Danmeier, Fournier, Gougherty, Hu, Liu, Maloney, Nair, Novenario, Xu

5.2. Approve the Alameda County Fiscal Year 2026-27 Transportation Fund for Clean Air Expenditure Plan Application and Call for Projects

Seon Joo Kim recommended approval of the Fiscal Year (FY) 26-27 Transportation Fund for Clean Air (TFCA) Expenditure Plan Application and related call for projects.

Dave Sorrell made a motion to approve this item. Emily Heard seconded the motion. The motion passed with the following vote:

Yes: Ching, Clark, Foster, Fried, Heard, Hufstader, Maravilla, Meisner, Midididdi, Nguyen, Raphael, Sorrell, Victor, Yang, Yeamans
No: None
Abstain: None
Absent: Aherns, Ayupan, Danmeier, Fournier, Gougherty, Hu, Liu, Maloney, Nair, Novenario, Xu

5.3. Active Transportation Plan Update

Colin Dentel-Post and Aleida Andrino-Chavez gave an update on the 2026 Countywide Active Transportation Plan (CATP). This item was for information only.

There was one verbal public comment.

6. Committee Members Reports

There was one committee member's report.

7. Staff Reports

There were five staff reports.

8. Adjournment



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 26, 2026

TO: Alameda County Technical Advisory Committee

FROM: Jacki Taylor, Assistant Director of Programming and Allocations
Seon Joo Kim, Senior Program Analyst

SUBJECT: Alameda County Federal Inactive Projects Update

Recommendation

This item will provide the Alameda County Technical Advisory Committee with an update on the current Caltrans Inactive Projects list (Attachment A), which identifies federal funding at risk of deobligation due to delayed invoicing, and will take the actions needed to keep funding obligations active. This item is for information only.

Summary

Federal regulations require local agencies receiving federal funds to regularly invoice against each obligation and close out projects in a timely manner. Caltrans maintains a list of inactive obligations with no invoice activity for the past six months. If Caltrans does not receive an invoice during the subsequent five-month period, the project's federal funds will be at risk for deobligation unless the local agency provides proper justification. To reduce the occurrence of inactive projects, MTC requires local agencies to implement quarterly invoicing, starting with the second invoice.

ACTAC members, in coordination with Single Points of Contact, are requested to review the latest inactive projects list (Attachment A, posted on 2/11/26 and reflective of sponsor updates as of 2/24/26). Project sponsors with inactive projects are to work directly with Caltrans Local Assistance to clear the inactive invoicing status and provide periodic status updates to Alameda CTC (via email to Seon Joo Kim, sjkim@alamedactc.org) until projects are removed from the Caltrans report.

Background

Federal and State Requirements

In response to the Federal Highway Administration's (FHWA's) requirements for processing inactive obligations, Caltrans proactively manages federal obligations, as follows:

- If Caltrans has not received an invoice for obligated funds in over six months, the project will be deemed inactive and added to the list of Federal Inactive Obligations. The list is updated regularly on the [Caltrans Inactive Projects website](#).
- If Caltrans does not receive an invoice within the following five months (or 11 months without invoicing), Caltrans will require local agencies to provide proper justification for inactivity (causes beyond the control of the agency, such as litigation, unforeseen utility relocations, or unforeseen environmental concerns) and establish a timeframe for invoicing.
- FHWA could deobligate the unexpended balances if the local agency does not provide justification or invoice within the specified timeframe. The deobligation process is further detailed in [FHWA's Obligation Funds Management Guide](#), which states that project costs incurred after deobligation are not considered allowable costs for federal participation and are therefore ineligible for future federal reimbursement.

Regional Requirements

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

MTC actively monitors inactive obligations, periodically contacts project sponsors for status updates, and requires sponsor agencies to update County Transportation Agencies (Alameda CTC for Alameda County) and MTC if they cannot award/encumber the federal funds within six months of obligation. MTC also encourages sponsors to consider including funds in the Construction Engineering phase so eligible staff costs can be invoiced should the construction contract process get delayed.

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

Attachment:

- A. Alameda County Federal Inactive Projects List, as reported by Caltrans 2/11/26

Alameda County Inactive Obligations

(as reported by Caltrans, 2/11/26)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Latest Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
Unexpended Balance >\$50,000											
5933126	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 01/23/2026	Alameda County	MISSION BLVD BETWEEN EAST LEWELLING BLVD/I-238 AND ROSE STREET CLASS IV SEPARATED BIKEWAYS, PROTECTED INTERSECTIONS, PEDESTRIAN HYBRID	3/21/26	3/21/25	9	31,247,007	18,584,940	539,940	18,045,000.00
5178016	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Project End Date (PED) extension approved; invoice submitted on 2/24/26]	Albany	SAN PABLO AVE BETWEEN BRIGHTON AVE AND PORTLAND AVE. PHASE 1 PEDESTRIAN IMPROVEMENTS INCLUDING MEDIANS. BULB OUT, SIGNAL MODIFICATION , STRIPING OF HIGH VISIBILITY CROSSWALK.	12/11/25	12/11/24	12	1,230,160	340,000	170,710	169,290.01
5178022	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Invoice submitted on 2/12, now in HQ review]	Albany	BUCHANAN STEET BRIDGE #33C0184 BRIDGE PREVENTING MAINTENANCE	5/23/26	5/23/25	8	40,000	32,000	256	31,744.43
15J7107	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Upon receipt of PSA and Finance Letter in September 2025, limited resources due to staff changes during Q4 2025 further delayed invoicing. Invoice to be submitted in April 2026.]	Livermore	PORTOLA AVE FROM 0.2 MILES SE OF TRANQUILITY CIRCLE TO 0.1 MILES NW OF TRANQUILITY CIRCLE. INSTALLATION OF TEMP. COVER, SANDBAGS, AND FIBER ROLLS CLOSELY SPACED TOGETHER TO SLOW RUNOFF SPEEDS DOWN THE SLOPE AND PREVENT FURTHER EROSION AND SLIDES UNTIL A PERMANENT SOLUTION CAN BE DESIGNED AND CONSTRUCTED.	6/26/26	6/26/25	7	526,406	475,402	0	475,401.85
15J9048	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Upon receipt of PSA and Finance Letter in September 2025, limited resources due to staff changes during Q4 2025 further delayed invoicing. Invoice to be submitted in April 2026.]	Livermore	VASCO ROAD FROM 300 FEET SOUTH OF DALTON AVE TO DALTON AVE. PLACED SANDBAGS TO REROUTE STORMWATER AWAY FROM WASHOUT AREA AND DELINEATED TRAFFIC TO PREVENT VEHICLES FROM DRIVING OVER UNDERMINED PORTIONS OF THE ROAD. INSTALLATION OF SANDBAGS, IMPORTED SOIL, RIPRAP, DRAINAGE PIPE, AND EROSION CONTROL MATERIAL. CORE DRILLED ROAD AND	6/26/26	6/26/25	7	142,898	142,898	0	142,898.30
5012144	Inactive	Project is inactive. Funds at risk. Invoice immediately. [\$0 final invoice and close-out forms to be submitted in August 2026. ATP post-project bike/ped counts to be collected in Jan. 2027.]	Oakland	IN OAKLAND ON 20TH ST. BETWEEN BROADWAY AND HARRISON ST. PEDESTRIAN IMPROVEMENT SIDEWALK WIDENING, BULB OUT PED CROSSWALK IMPROVE, BUFFERED CLASS 2 BIKE LANE NEW TRAFFIC SIGNAL STREET LIGHTS SIGNAGE AND MINOR LANDSCAPE. (TC)	6/18/26	6/18/25	7	7,797,062	4,157,000	4,098,327	58,672.55
5012147	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Completion of contract compliance form delayed. Final invoice/report to be submitted by 2/27/26.]	Oakland	ON BANCROFT AVE. FROM HAVENSCOURT BLVD AND 98TH AVE. INSTALL HAWKS AND RRFBS AT 11 LOCATIONS ALONG THE CORRIDOR; INSTALL SIGNAL MAST ARMS AT 3 LOCATIONS; AND INSTALL A LANDSCAPE AT THE NORTHEAST CORNER OF BANCROFT AND 67TH	5/16/26	5/16/25	8	3,738,863	3,595,300	3,262,267	333,033.41

Alameda County Inactive Obligations

(as reported by Caltrans, 2/11/26)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Latest Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5012155	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 01/29/2026	Oakland	IN OAKLAND: ON HARRISON STREET FROM 20TH STREET TO 27TH STREET, GRAND AVENUE FROM W/O HARRISON STREET TO E/O BAY PLACE. INSTALL	7/28/26	7/28/25	6	5,487,175	4,792,000	1,509,317	3,282,683.49
5012158	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Invoice delayed due to contracting backlog. Contract award anticipated on 4/28/26. Sponsor to submit invoice in ~Nov. 2026, following the contract execution and completion of first billable work.]	Oakland	TWO INTERSECTIONS: OAKLAND AVENUE & MOSS AVENUE; AND 98TH AVENUE & C STREET INSTALL FLASHING BEACONS, PAVEMENT MARKINGS AND SIGNS; CONSTRUCT A MEDIAN ISLAND, CURB RAMPS AND BULB OUTS.	11/1/25	11/1/24	13	410,135	250,000	0	250,000.00
Unexpended Balance < or = \$1,000											
5933138	Inactive	Project is inactive. Funds at risk. Invoice immediately. [PE phase fully billed; project delayed due to the expiration of the federally-funded on-call consultant contract. The next procurement contract to be executed in March 2026. PED extended to 12/31/26]	Alameda County	ARROYO ROAD, 1/2 MILE SOUTH OF WETMORE ROAD AT DRY CREEK. (BR 33C0448) BRIDGE REPLACEMENT (TC)	n/a	4/11/23	33	430,000	430,000	430,000	0.00
6481001	Inactive	Project is inactive. Funds at risk. Invoice immediately. [In coordination with Caltrans to close out]	Alameda County Waste Management Authority	BAY AREA WIDE EDUCATION AND OUTREACH FOR CLIMATE ACTION	n/a	11/28/14	134	980,000	806,545	806,545	0.00
6200042	Inactive	Project is inactive. Funds at risk. Invoice immediately.	Caltrans Statewide	UNIVERSITY OF CALIFORNIA, BERKELEY COOPERATIVE TRAINING ASSISTANCE PROGRAM, CTAP	n/a	06/23/2025	7	300,575	150,288	150,288	0.01
6204124	Inactive	Project is inactive. Funds at risk. Invoice immediately.	Caltrans District 04	I-580 FROM SAN JOAQUIN COUNTY LINE TO STROBRIDGE AVENUE FREEWAY PERFORMANCE INITIATIVE(RAMP METERING) (TC)	n/a	5/19/20	68	4,749,900	4,749,900	4,749,900	0.00
5012037	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Funds deobligated on 5/27/25 and closeout documents submitted on 6/27/25. Project to be removed from the Inactive List (per Caltrans, 1/24/26).]	Oakland	LAKE MERRITT CHANNEL BRIDGE (BR.NO.33C-0030) REPLACE BRIDGE (PER SEISMIC STRATEGY)	n/a	5/14/25	8	31,446,836	26,662,114	26,662,114	0.00

Alameda County Inactive Obligations

(as reported by Caltrans, 2/11/26)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Latest Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5012137	Inactive	Project is inactive. Funds at risk. Invoice immediately. [PE phase was fully billed. CON funds were reprogrammed to FY 27/28. Sponsor is continuing to work with Caltrans and will resume invoicing after CON authorization.]	Oakland	TWO BRIDGE LOCATIONS: ON 98TH AVE BRIDGE NO. 33C0148 AND ON 23RD AVE. BRIDGE NO. 33C0218 TREAT BRIDGE DECK WITH METHACRYLATE AND PATCH SPALLS , REMOVE LOOSE CONCRETE, TREAT CORRODED REBAR, CLEAN AND REPLACE EXPANSION JOINTS, REPAIR DAMAGED CONCRETE RAILING POSTS AND PROVIDE SMOOTH TRANSITIONS AT AC APPROACHES	n/a	9/1/20	64	181,000	160,239	160,239	0.00

Sorted by Sponsor > Project Number

NOTES: * Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA.

Potential Deobligation Date: Approaching and past dates are marked in **red**.

[sponsor status updates added in blue]

LEGEND

	Inactive projects require justification form. Justifications will be sent to FHWA.
	Project is inactive. Funds at risk. Invoice immediately.
	Invoice / Final invoice is under review



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 26, 2026

TO: Alameda County Technical Advisory Committee

FROM: Shannon McCarthy, Senior Transportation Planner

SUBJECT: 2025 Performance Report Update

Recommendation

It is recommended that the Alameda County Technical Advisory Committee receive an update on key findings related to the 2025 Performance Report. This item is for information only.

Summary

As the Congestion Management Agency for Alameda County, Alameda CTC is responsible for regularly assessing and reporting on transportation system performance. Alameda CTC presents countywide performance trends across a variety of metrics through the Performance Report. Every other year, the Performance Report is supplemented by more detailed data that Alameda CTC collects to conduct legislatively mandated congestion monitoring. Together, these two efforts ensure Alameda CTC's conformity with state legislation and allow the agency to better understand the county's multimodal transportation system.

The Performance Report provides an opportunity to investigate the latest data available on a wide range of topics relevant to the county's transportation system to illuminate trends as they unfold and support informed decision making. The 2025 Performance Report, included in Attachment A, presents findings related to countywide demographics, the economy and goods movement, auto congestion, safety, transit performance, and active transportation in Alameda County using the latest data available from 2024 and 2025. This report incorporates findings from the last multimodal monitoring cycle conducted in 2024, and includes a compendium of current and historical performance measures for reference.

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

Attachment:

- A. [2025 Performance Report](#)



1

Congestion Management Program (CMP)

- **Requires congestion management agencies to:**
 - Designate a CMP roadway network
 - Monitor level of service (LOS) biannually
 - Develop plans to address congestion
 - Assess and report on transportation system performance
- **Alameda CTC monitors:**
 - 550-mile roadway network
 - 140-mile transit network
 - Bicycle, pedestrian & scooter counts at 150 locations



2025 Performance Report

2

2

2025 Performance Report



**FULL
REPORT**

Attachment A

- 2025 Performance Report
- Data Compendium (FY15-16 – FY24-25)

TODAY
EXCERPT
OF KEY
FINDINGS

- 1 Population & Economy
- 2 Auto Travel
- 3 Safety
- 4 Transit Performance



2025 Performance Report

3

3

1

Population and Economy



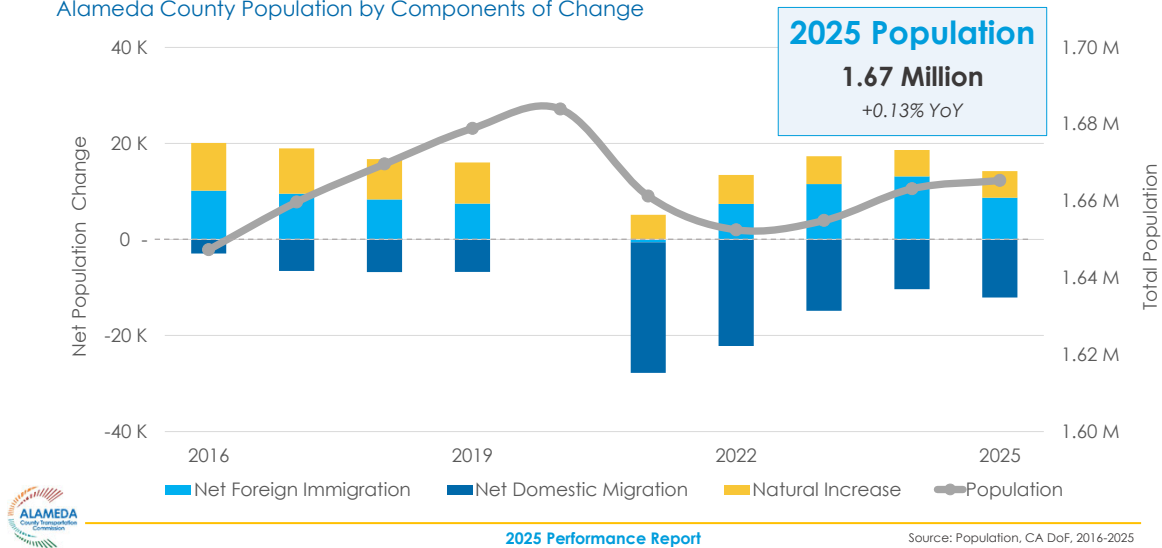
2025 Performance Report

4

4

Total Population Stable in 2025

Alameda County Population by Components of Change

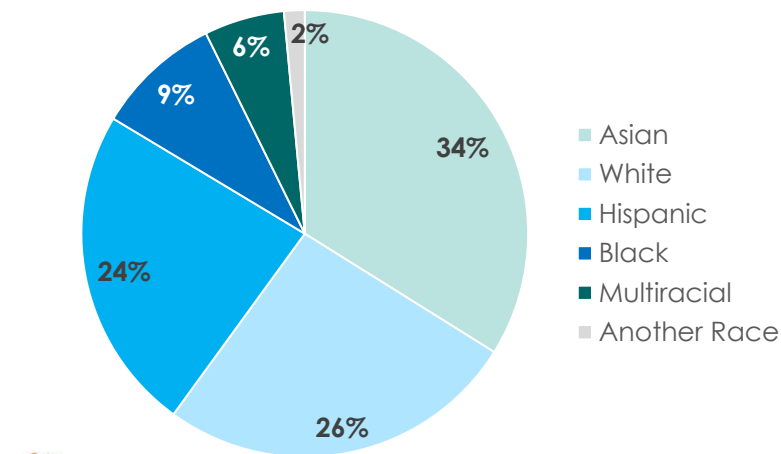


5

5

Diverse & Aging County

Alameda County 2024 Race & Ethnicity



Linguistic Diversity

48%

+4% vs. 2014

Speak a language
other than English
at home

Median Age

39.5 Years

+2.4 years vs. 2014

Adults 65+

16%

+4% vs. 2014

2025 Performance Report

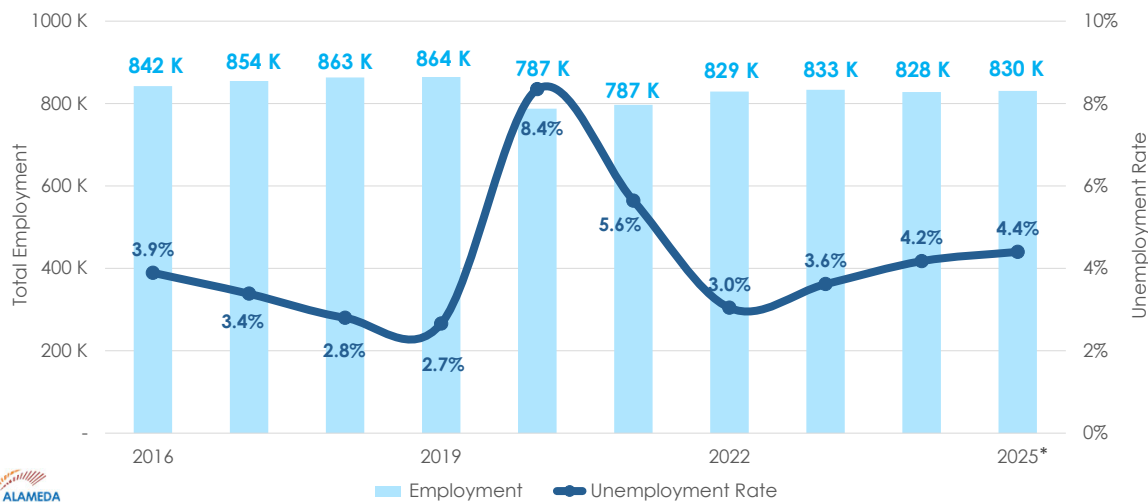
Source: ACS, CP05 Comparative Demographic Estimates, S1601 Language Spoken at Home, S0101 Age and Sex, Alameda County, 2014-2024

6

6

Employment Remains Stagnant

Alameda County Jobs & Bay Area Metro Unemployment Rate



2025 Performance Report

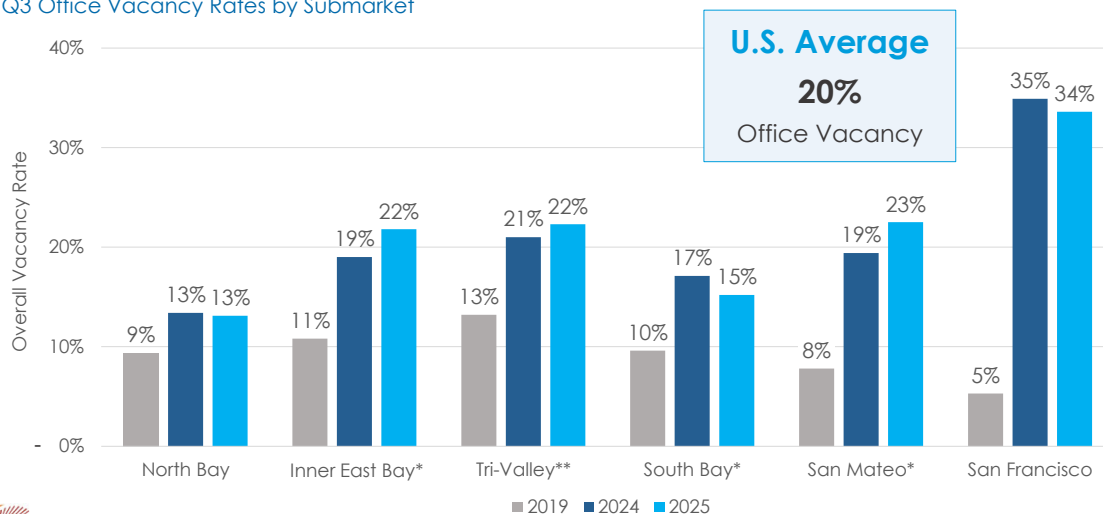
Source: BLS, 2016-2025. Note: 2025 is provisional. Employment: Alameda County. Unemployment rate: San Francisco-Oakland-Hayward Metro Area.

7

7

Bay Area Office Vacancy Rates

Q3 Office Vacancy Rates by Submarket



2025 Performance Report

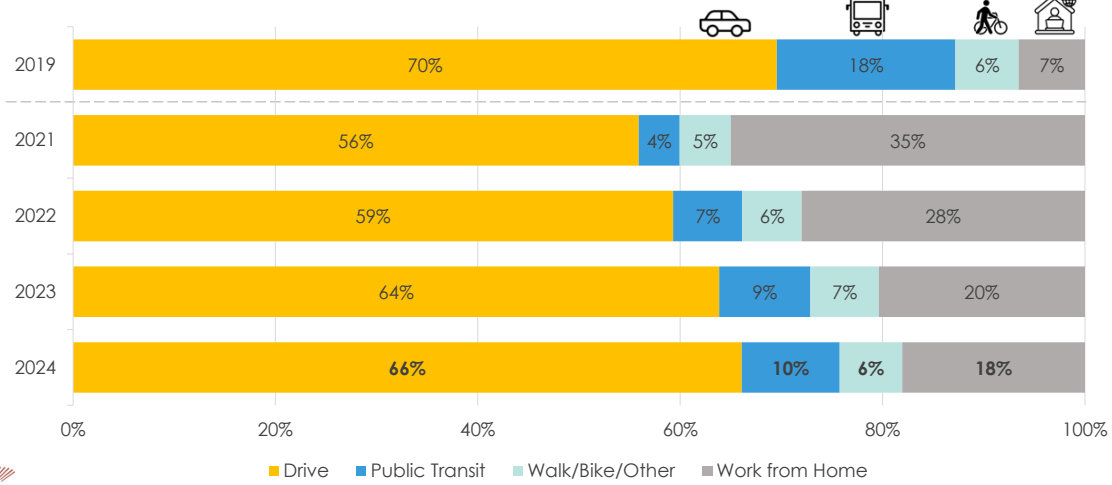
Source: Cushman & Wakefield MarketBeat Reports. Note: *Includes R&D. **Office R&D, may not be comparable to other submarkets.

8

8

Driving & Transit Commutes Grow

Alameda County Commute Mode Share



2025 Performance Report

Source: ACS, Table B08006 Sex of Workers by Means of Transportation to Work, Alameda County, 2019-2024.

9

9

2

Auto Travel



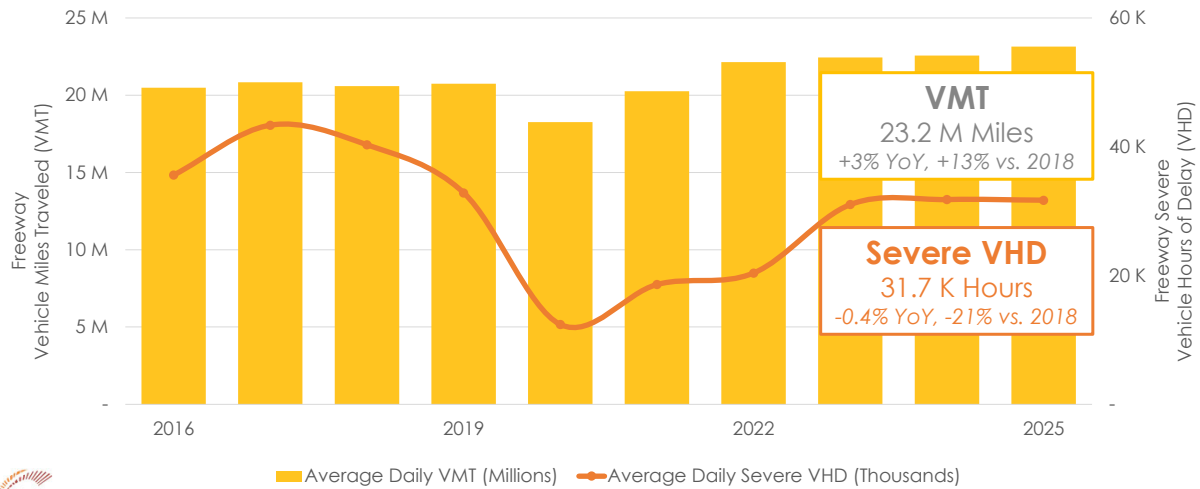
2025 Performance Report

10

10

Severe Freeway Delay Lags Behind Rising Travel

Alameda County Average Daily Freeway VMT and Severe VHD (<35 mph)



2025 Performance Report

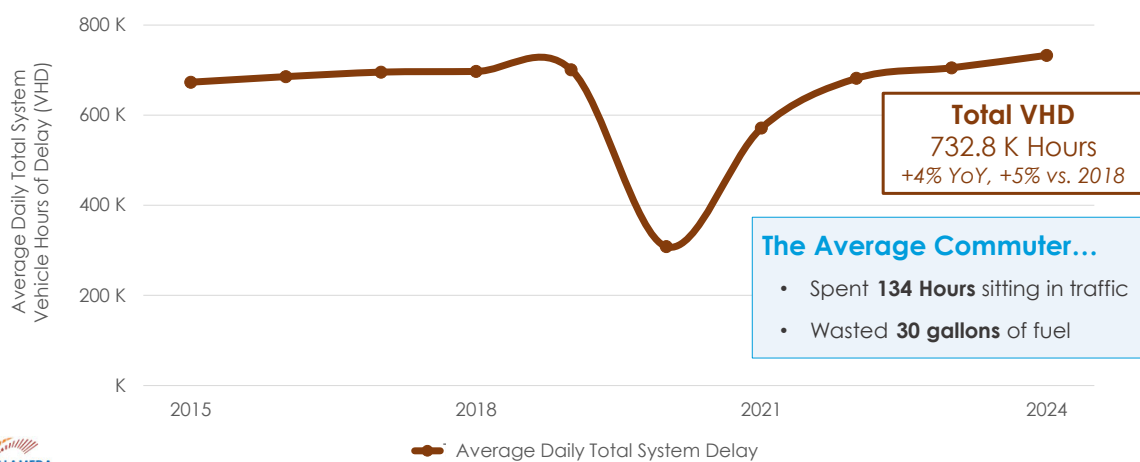
Source: Caltrans, Performance Measurement System, Vehicle Hours Delay, Alameda County, 2016-2025

11

11

Total System Delay Above Pre-Pandemic Levels

SF-Oakland Metro Avg. Daily Total System VHD (< Free Flow)

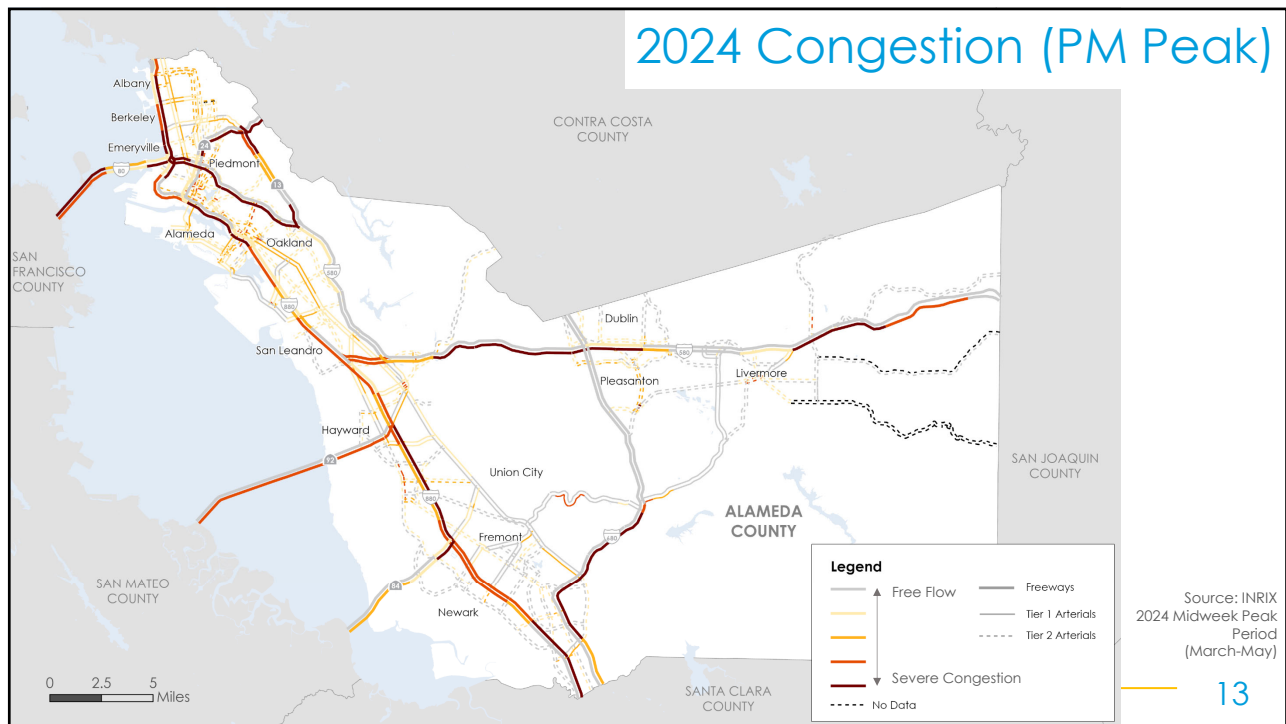


2025 Performance Report

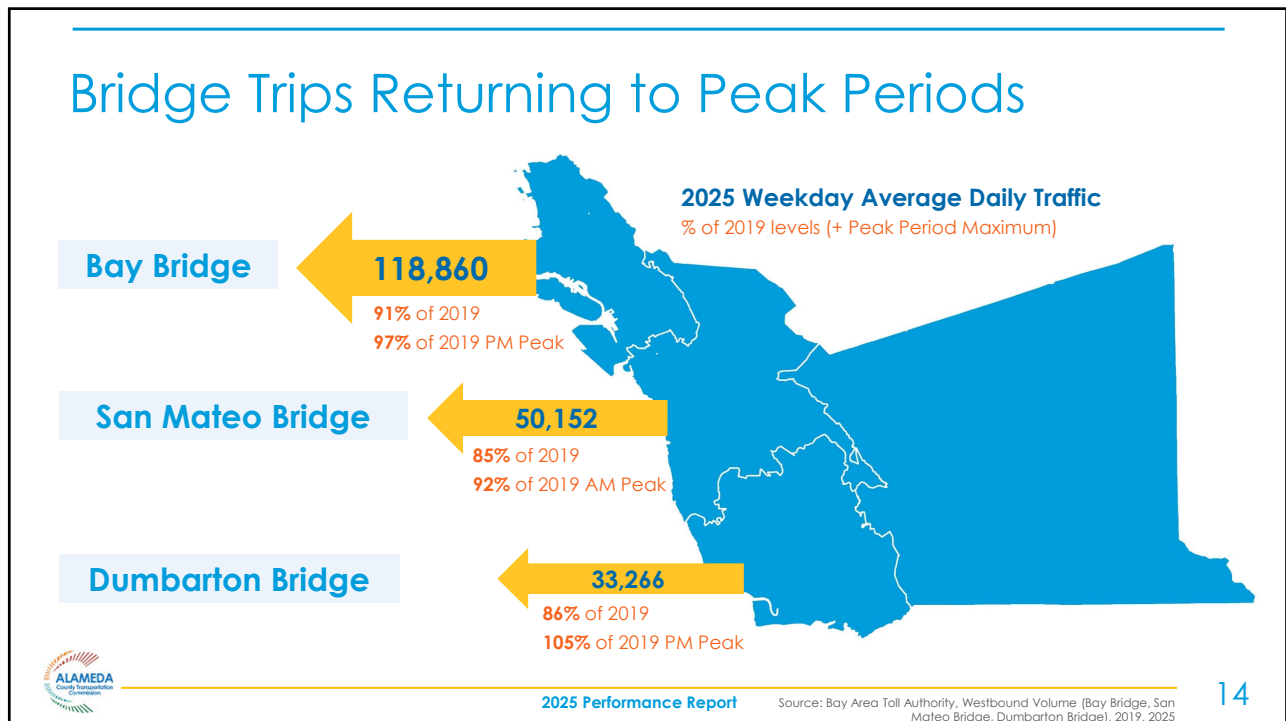
Source: Texas A&M Transportation Institute, Mobility Division, 2025 Urban Mobility Report, San Francisco-Oakland CA, freeways & local roads, 2018-2024.

12

12



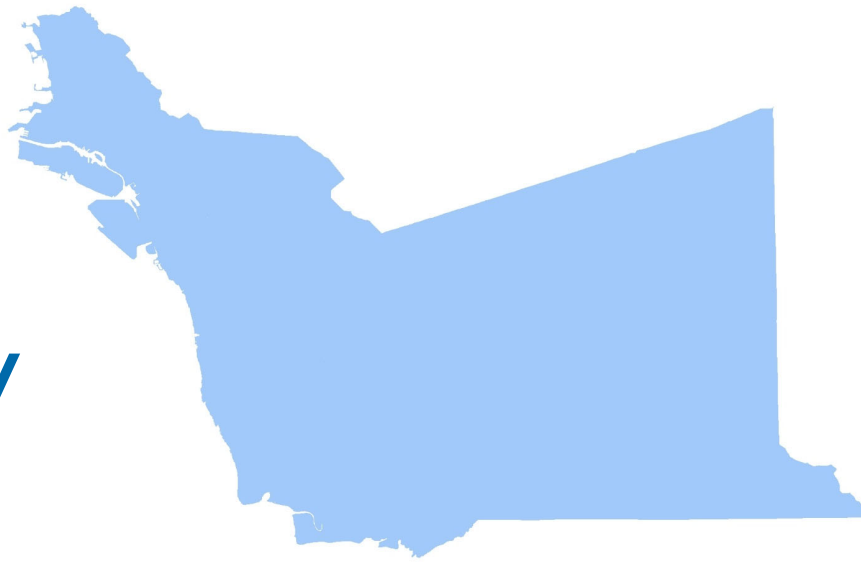
13



14

3

Safety



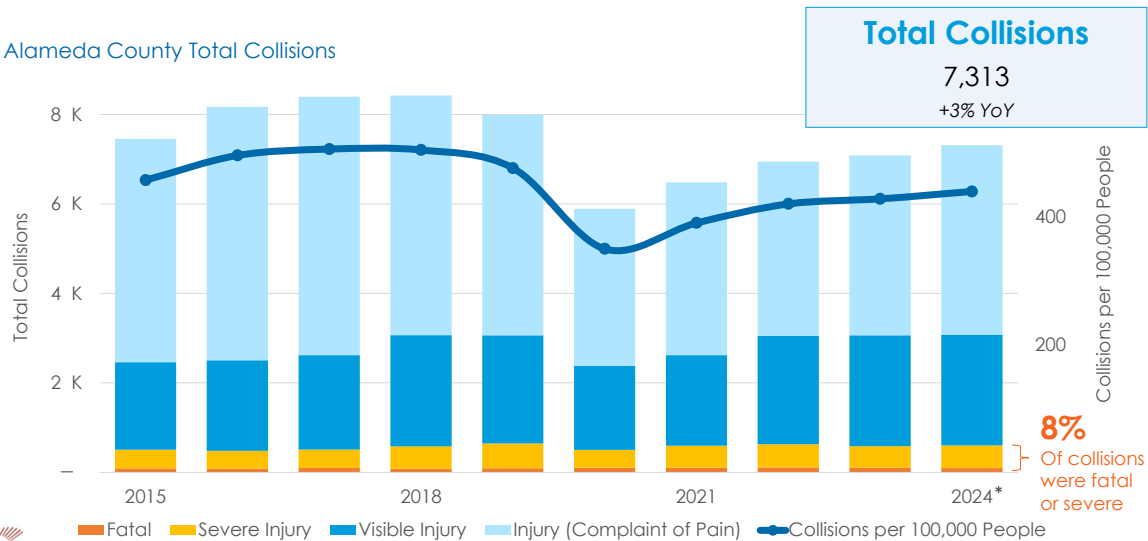
2025 Performance Report

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Traffic Collisions Rising in Alameda County

Alameda County Total Collisions



2025 Performance Report

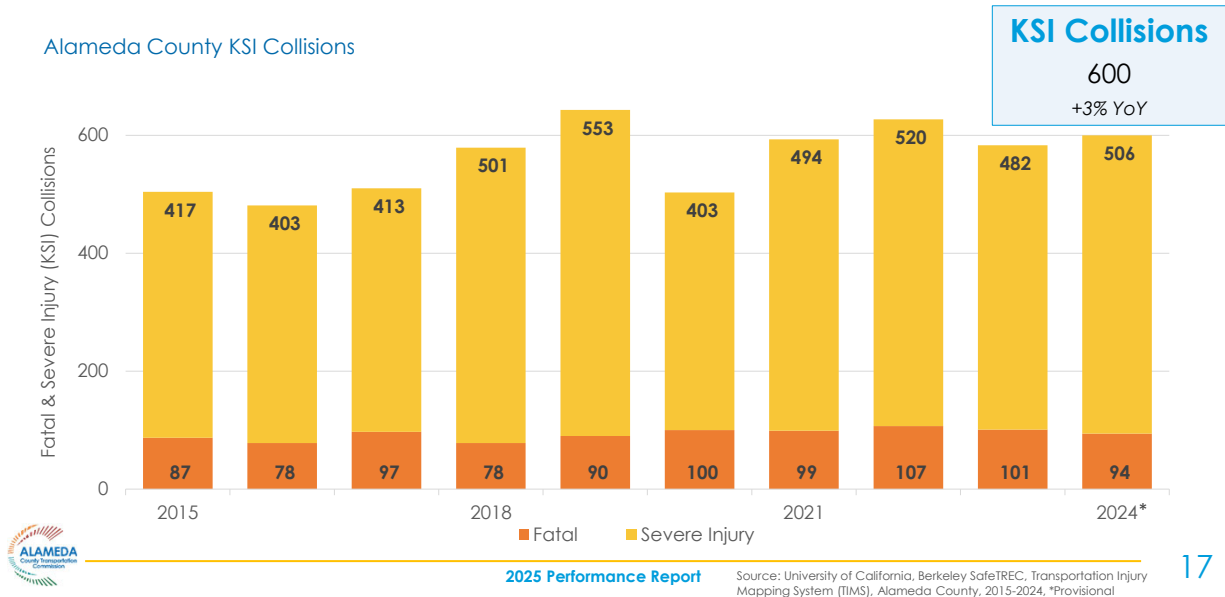
Source: University of California, Berkeley SafeTREC, Transportation Injury Mapping System (TIMS), Alameda County, 2015-2024. *Provisional

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Fatal & Severe (KSI) Collisions Remain High

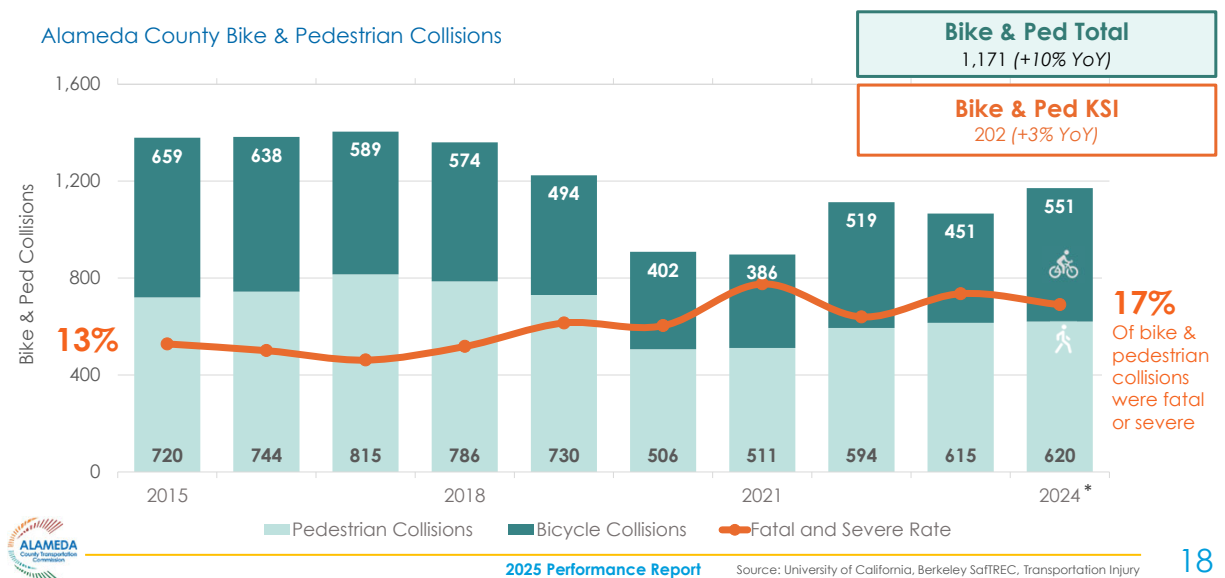
Alameda County KSI Collisions



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Sharp Rise in Bicycle Collisions

Alameda County Bike & Pedestrian Collisions



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Transit Performance



2025 Performance Report

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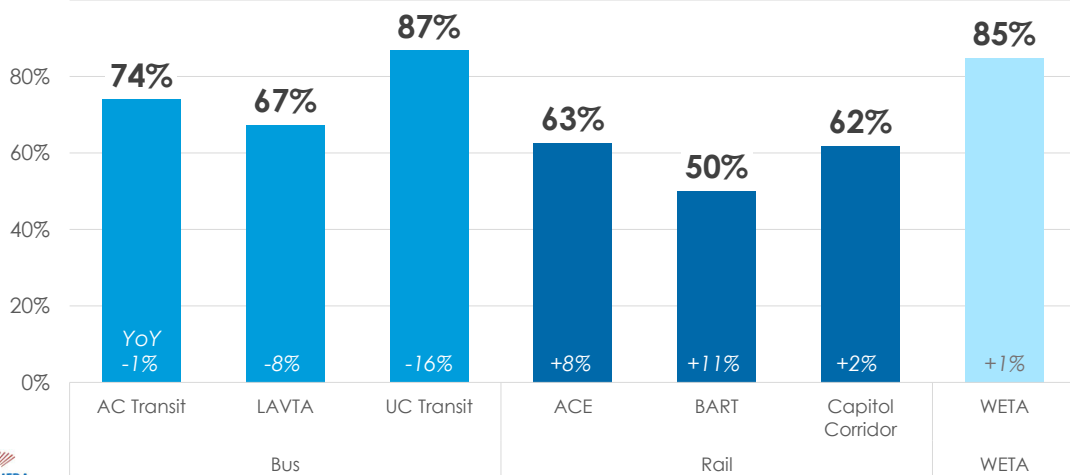
Ridership Recovery Continues

October 2025 Ridership as Share of Pre-Pandemic Levels

7 Operator FY25 Total

105.5 M Trips

+5% YoY



2025 Performance Report

Source: Total October Ridership, 2019-2025, Transit Agency Board Reports

20

20

Commuters Returning to Key BART Stations

October 2025 BART Ridership

BART Station	Avg. Weekday Ridership	YoY
Downtown Berkeley	7,260	+18%
West Oakland	4,210	+17%
Rockridge	3,190	+16%
19 th St Oakland	5,580	+14%
Castro Valley	1,420	+10%
Warm Springs/South Fremont	1,360	+10%
Dublin/Pleasanton	3,430	+9%

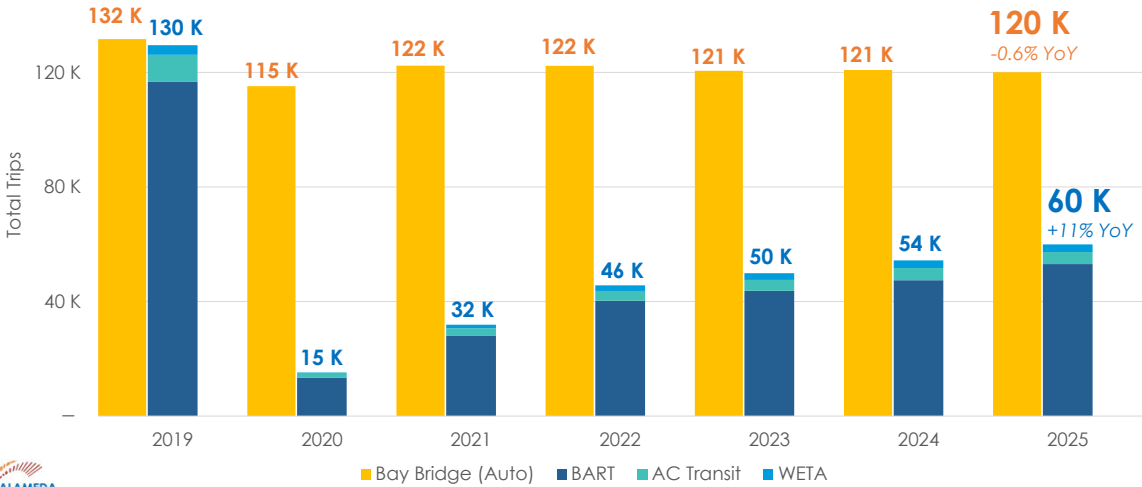
Tap and Ride
10%
Already used for
of all BART trips





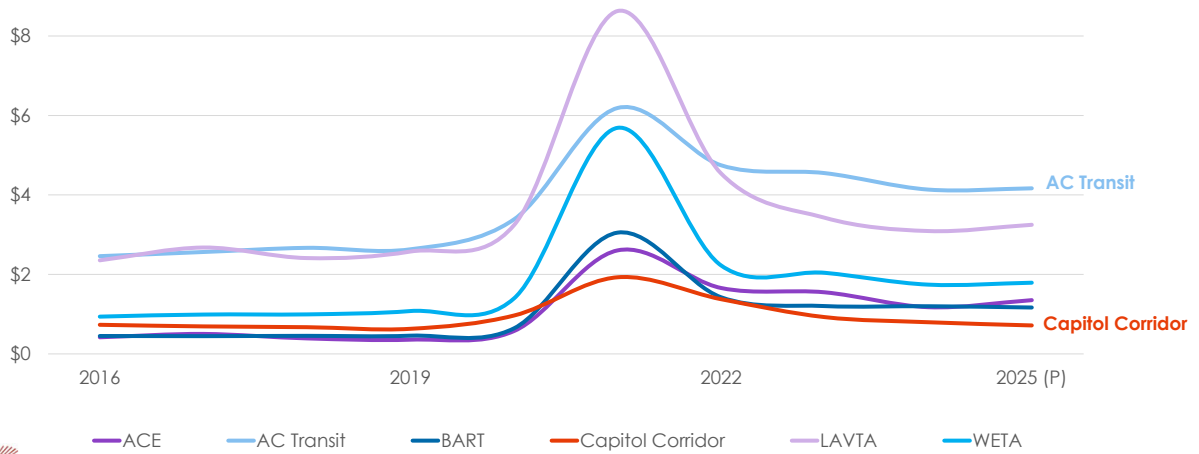
Oakland-SF Transbay Trips by Mode

October Average Weekday Westbound Trips



Cost Efficiency Remains Stable

Operating Cost per Passenger Mile



2025 Performance Report

Source: National Transit Database (NTD), FY 2016-2025.
Note: FY2025 (P) data is provisional. UC Transit data not available.

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2025 In Review



2025 Performance Report

24

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Summary & Next Steps

2025 Key Findings

- Economy
 - Elevated office vacancy rates despite stable employment and decline in remote work
- Auto Travel
 - Rising auto travel contributing to increasingly widespread traffic congestion
- Safety
 - Concerning rise in bicyclist collisions given high severity rate for bikers and pedestrians
- Transit
 - Ridership recovery continues as commuters return

Next Steps

- Spring 2026: Auto & Transit Speed Monitoring
- Fall 2026: Active Transportation Count Program



Thank You!

Alameda County Transportation Commission • 1111 Broadway, Suite 800
Oakland, CA 94607 • 510.208.7400





Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 26, 2026

TO: Alameda County Technical Advisory Committee

FROM: Jacki Taylor, Assistant Director of Programming and Allocations
Seon Joo Kim, Senior Program Analyst

SUBJECT: 2027 Transportation Improvement Program Development Update

Recommendation

It is recommended that the Committee receive an update on the Metropolitan Transportation Commission's (MTC's) 2027 Transportation Improvement Program (TIP) Update, review MTC's guidance and Alameda County-specific instructions (pending), and complete all 2027 TIP updates accordingly. This item is for information only.

Summary

As required by federal and state laws, MTC updates and adopts the TIP every two years. MTC's guidance email and memo are scheduled to be distributed on February 27, 2026, and will provide the necessary guidance and timelines for updating all existing 2025 TIP listings and proposing new projects for the 2027 TIP, through MTC's online TIP database, Fund Management System (FMS). ACTAC members, in coordination with Local Agency Single Points of Contact (SPOCs), are requested to coordinate and submit their TIP updates by March 12 for Alameda CTC's review (as required for non-transit local agencies). Transit agencies will have until March 20 to submit their TIP updates directly to MTC.

Background

The TIP is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action (such as National Environmental Policy Act review), or are considered regionally significant by MTC for Air Quality Conformity (AQC) purposes. MTC is required to adopt an updated TIP every two years and to ensure projects in the TIP are consistent with the latest Regional Transportation Plan, such as *Plan Bay Area 2050+*. The 2027 TIP covers the four-year period from FY 2026-27 through FY 2029-30.

The 2027 TIP development began in January 2026 with MTC's call for information on new and existing "non-exempt" projects, which are generally capacity-changing projects not specifically exempted from the regional AQC analysis. Responses for this initial step were

due early February. The second step in the 2027 TIP development is MTC's upcoming call to review all existing 2025 TIP project listings and enter any revisions and/or new project listings for the 2027 TIP, for which MTC is scheduled to distribute detailed guidance materials on February 27.

MTC requires the County Transportation Agencies (CTAs), such as Alameda CTC, to review all non-transit local agencies' TIP entries prior to submitting to MTC. Upon receipt of the guidance materials from MTC, Alameda CTC staff will send Alameda County-specific process and timelines to ACTAC members and SPOCs.

The remainder of the 2027 TIP update schedule includes:

- February 27 – March 20: Sponsors/CTAs to review all projects for the draft 2027 TIP in FMS
 - March 12: deadline for non-transit local agencies (Cities, County, and other non-transit agencies) to submit the TIP updates to Alameda CTC
 - March 20: deadline for CTAs and transit agencies to submit the TIP updates to MTC
- March – May: MTC development of draft 2027 TIP and AQC analysis
- June – July: Draft 2027 TIP public review and comment period
- September 23: MTC Commission approval of final 2027 TIP and AQC analysis
- Mid-December: Federal approval of final 2027 TIP and AQC analysis

ACTAC members and SPOCs are requested to carefully review the guidance and applicable TIP listings and to make any needed updates, as maintaining correct listings is critical in avoiding delays with federal funding obligations and other federal actions.

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



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 26, 2026

TO: Alameda County Technical Advisory Committee

FROM: Jacki Taylor, Assistant Director of Programming and Allocations
Seon Joo Kim, Senior Program Analyst

SUBJECT: One Bay Area Grant Cycle 4 and Community Action Resource and Empowerment Program Updates

Recommendation

This item will provide the Committee with an update on the Metropolitan Transportation Commission (MTC) One Bay Area Grant Cycle 4 (OBAG 4) and Community Action Resource and Empowerment (CARE) programs and upcoming funding opportunity in coordination with Alameda CTC's 2028 Comprehensive Investment Plan (CIP). This item is for information only.

Summary

OBAG is MTC's policy and programming framework for investing regional shares of certain federal funding sources in coordination with the 9-county Bay Area County Transportation Agencies (CTAs). MTC's OBAG 4 Framework (see MTC Resolution 4740, OBAG 4 Project Selection and Programming Policies, in [Attachment A](#)) identifies approximately \$70.1 million over a 4-year period, Fiscal Years (FYs) 26-27 through 29-30, for Alameda County. CARE is MTC's initiative to support community-led transportation enhancements in Equity Priority Communities, including the Community-Based Transportation Plan Project Development Technical Assistance (CBTP TA) and Participatory Budgeting and Project Delivery (PB-PD) categories, for which Alameda CTC is to nominate projects for a total county share of estimated \$4.3 million (see MTC Resolution 4604, CARE Cycle 1 Guidelines, in [Attachment B](#)). At this time, Alameda County OBAG 4 and CARE project nomination processes are planned to be coordinated with the 2028 CIP call for projects.

Background

The purpose of the OBAG program is to collaboratively implement transportation, housing, and environmental policies and priorities as developed in the region's integrated land use and transportation plan, *Plan Bay Area*, through local and regional programs funded with the federal Surface Transportation Block Grant (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ). Since its inception in 2012, OBAG has continued to support *Plan Bay Area* implementation through 3 cycles. OBAG 3 will end in FY 25-26 (all OBAG 3 funds have an obligation deadline of 1/31/2027). MTC's OBAG 4 Framework

(Attachment A) identifies a total of \$720 million to the region over a 4-year period, starting in FY 26-27, with an even 50/50 funding split between Regional and County programs.

OBAG 4 County Program

For the OBAG 4 County program, MTC requires each CTA to release a call for projects and nominate a list of projects and programs that would be evaluated regionally by MTC. Each County is provided with a nomination target of 120% of its county share target of the fund estimate, with the nomination target for Alameda County set at \$77.7 million. OBAG 4 continues to focus transportation investments in strategic areas and require jurisdictions to comply with *Plan Bay Area*-supportive policies related to Complete Streets, housing law, safety planning, pavement management, and performance monitoring. MTC’s-proposed changes for OBAG 4 are summarized below and also in the “Proposed OBAG 4 Policy Summary” in [Attachment A](#).

- Sponsors to comply with MTC’s Transit Priority Policy for Roadways (MTC Resolution 4739), implemented through the Complete Streets Checklist
- CTAs to consider stormwater management and ADA transition plans in evaluating County nominations
- CTAs to include Transit-Oriented Communities (TOCs), in addition to Priority Development Areas (PDAs), in meeting the geographic investment thresholds, which has increased from 70% to 80% for non-North Bay counties
 - MTC is not requiring TOC consistency for OBAG 4 but instead has set aside a \$45 million TOC Incentive Program as part of its Regional program.
- MTC to formalize a process to delay, withhold, or rescind awards for non-compliance

CARE Cycle 1

The CARE program, the successor to MTC’s equity-rooted legacy Lifeline Transportation Program, supports three program categories with a mix of federal OBAG, regional MTC exchange, and state Regional Early Action Program funding, as summarized below and detailed in Attachment B.

Category	Goal	Total	Ala. Share	MTC Actions
Power-Building & Engagement (PB+E)	Support capacity building for community orgs. and local government	\$5 million	n/a	Awarded by MTC
CBTP TA	Advance CBTP concepts to construction-ready	\$12 million	~\$2.3 million	Guidelines approved Feb. '26
PB-PD	Implement high-priority projects identified from PB or similar processes.	\$10 million (est.)	\$2 million (est.)	Guidelines pending approval

Next Steps

Alameda CTC staff are developing the fund estimate and programming process for a coordinated OBAG 4, CARE (potentially, depending on MTC’s final PB-PD guidelines), and

2028 CIP call for projects. Staff plan to bring draft 2028 CIP guidelines (or considerations for potential changes) to ACTAC in April for discussion before bringing a final version to the Commission for consideration in May. ACTAC members and Local Agency Single Points of Contact (SPOCs) are recommended to review MTC's OBAG 4 and CARE materials in advance to start exploring application ideas and taking necessary actions for project sponsors to be in compliance with all applicable requirements to ensure eligibility. At the March 12 Local Streets and Roads & Programming and Delivery Working Group joint meeting, MTC staff will provide an update on OBAG 4, including jurisdictions' draft compliance status for the OBAG 4 County Program.

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

Attachments:

- A. [MTC Resolution 4740, OBAG 4 Framework, and attachments for MTC Commission's action on February 25, 2026](#)
- B. [MTC Resolution 4604, CARE Cycle 1 Guidelines, and attachments for MTC Commission's action on February 25, 2026](#)



ALAMEDA COUNTY TRANSPORTATION COMMISSION

One Bay Area Grant Cycle 4 (OBAG 4) & Community Action Resource and Empowerment (CARE) Program Updates



Presentation to the Alameda County Technical Advisory Committee

Alameda CTC staff

March 5, 2026

1

One Bay Area Grant Cycle 4 (OBAG 4)

MTC's policy and programming framework for investing certain federal funding for FYs 26-27 through 29-30

- Includes Surface Transportation Block Grant (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding
- Collaboratively implements *Plan Bay Area* priorities through County and regional programs
- Focuses transportation investments within Priority Development Areas (PDAs) and Transit-Oriented Communities (TOCs, new this cycle)
- Requires jurisdictions to comply with certain federal, state and regional policies
- Alameda CTC to coordinate OBAG 4 funds with 2028 CIP call for projects



OBAG 4 & CARE Update

2

2

OBAG 4 County Program Requirements

- Regional policies and requirements
 - Complete Streets Policy
 - Transit Priority Policy for Roadways (TPPR, new this cycle)
- Geographic minimums
 - At least 80% of countywide nominations to be located within a mile or less of a PDA or TOC; (increased from 70% for OBAG 3)
 - Excludes countywide programs, e.g., SR2S
- CTA evaluation requirements
 - Outreach plan to be approved by MTC ahead of call for projects
 - Evaluation criteria to include needs/benefits, local priorities, equity impacts
 - New this cycle: to consider stormwater management & ADA transition plans



OBAG 4 Project Sponsor Requirements

- State housing law compliance: Housing Element certification, annual HCD reporting, and state laws related to surplus lands, ADUs, and density bonuses
- Safety planning: Local Roadway Safety Plan (LRSP) – Existing plans to be updated within 5 years
- Pavement management: MTC certification of Pavement Management Program (PMP), complete Local Streets and Roads Needs survey
- Performance reporting: Annual traffic count data submission for Highway Performance Monitoring System (HPMS)
- New this cycle: Formalized process for MTC to delay, withhold, or rescind awards for non-compliance



Community Action Resource and Empowerment (CARE)

MTC program to support community-led transportation enhancements in Equity Priority Communities, originating from community-based planning and/or engagement; CARE includes two components/funding pots for which CTAs are to nominate projects for county shares:

- **Project Development Technical Assistance** (for Env/Design): (ALA: \$2.379M)
 - to coordinate with OBAG 4 or with the later Participatory Budgeting call (below)
 - MTC staff and ACTC Commission to approve evaluation criteria prior to call
- **Participatory Budgeting and Project Delivery** (for Con only): (ALA Est: \$2M)
 - MTC to approve guidelines later in 2026;
 - Separate call may be required, but might be able to identify nominations from 2028 CIP applications, spring 2027



Thank you

For more information:

- MTC's OBAG 4 page: <https://mtc.ca.gov/funding/federal-funding/federal-highway-administration-grants/one-bay-area-grant-4-obag-4>
- MTC's CARE page: <https://mtc.ca.gov/funding/funding-opportunities/community-action-resource-empowerment-care-program>





Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 26, 2026

TO: Alameda County Technical Advisory Committee

FROM: Colin Dentel-Post, Assistant Director of Planning
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: Bay Area Rapid Transit District (BART) Safe Trips to BART: An Action Plan for Safer Roadways Update

Recommendation

It is recommended that the Committee receive an update from the Bay Area Rapid Transit District (BART) on its Safe Trips to BART: An Action Plan for Safer Roadways. This is an information item only.

Background Summary

At the March meeting of ACTAC, BART staff will present its [Safe Trips to BART: An Action Plan for Safer Roadways](#), which was released in December 2025. Completion of the Plan marks a two-year effort funded by the United States Department of Transportation's [Safe Streets and Roads for All](#) program. The Plan enables right-of-way owners to apply for funding to implement recommended improvements to improve traffic safety on streets near BART stations. See Attachment A for more information. More information found at bart.gov/safetrips.

This Plan aims to improve roadway safety on streets that provide access to BART stations. It builds upon existing or ongoing safety work led by local agencies, countywide authorities, the San Francisco Bay Area Metropolitan Transportation Commission (MTC), and the California Department of Transportation (Caltrans). Development of the Plan was informed by engagement with the public and stakeholders, which included a Steering committee representing Caltrans, MTC, and countywide authorities. The Plan complements Alameda CTC's 2026 Countywide Transportation Plan (CTP) Policy Blueprint goals, especially the goal of Safety, and the countywide HIN.

The goal of Safe Trips to BART is to identify investments that could reduce or eliminate traffic deaths and severe injuries. BART used crash data around each station to establish a High Injury Network (HIN), a set of roadways near the station where higher concentrations of severe

injury and fatal crashes and/or their risk factors (like higher posted speed limits and multi-lane roadways) were found. The Plan's HIN is not intended to replace or supersede HINs developed by other agencies but can be used to recommend transportation infrastructure improvements on public roadways found on the HIN near BART stations.

The Plan also identified seven Focus Station Areas for individualized action plans and tailored infrastructure improvements. These Station Focus Areas demonstrate how partner agencies could develop similar summaries to apply for funding to implement recommended improvements at Focus Station Areas, other stations, and the BART system at large. The Focus Station Areas were selected based on collision history and local agency input with at least one in each of the five counties that BART serves. Two of the seven focused areas are in Alameda County: [Coliseum](#) and [Hayward](#) stations. Recommended improvements near these stations include corridor and intersection recommendations: installing Rapid Flashing Pedestrian Beacons, upgrading bikeways from Class II to Class IV, installing leading pedestrian interval at signals, installing median refuge islands, bulb outs, and upgrading crosswalks to high visibility crosswalks.

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

Attachment:

- A. Safe Trips to BART Fact Sheet

Safe Trips to BART: An Action Plan for Safer Roadways

Let's go.



5.4A



Project Overview

Riding rail like BART is 18 times safer than traveling in a passenger vehicle¹—and now, BART wants to make getting to and from the stations even safer and more accessible. Safe Trips to BART is a system-wide action plan to improve roadway safety by identifying investments that could reduce or eliminate deaths and severe injuries to pedestrians, bicyclists, and motorists. This includes transportation infrastructure improvements on roadways in and around BART station areas, and BART service improvements that encourage more people to take transit.

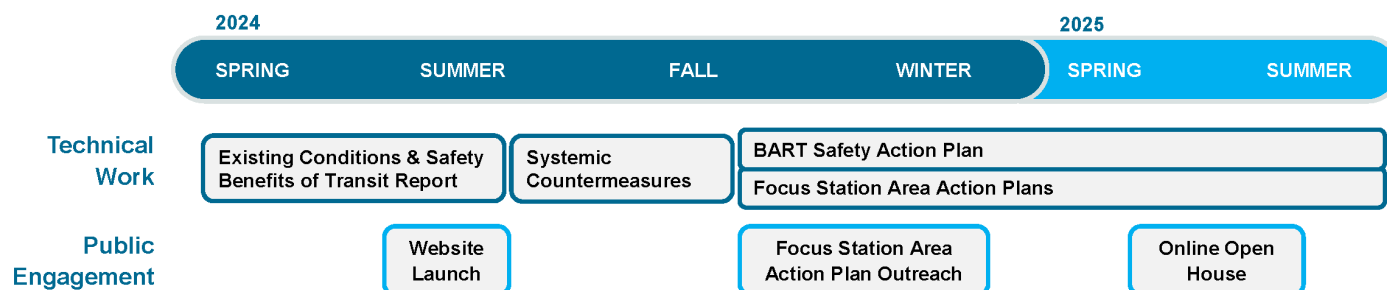
While Safe Trips to BART is a system-wide action plan for roadways, the project will also identify several Focus Station Areas for individualized action plans and tailored infrastructure improvements. The final plan will enable BART, cities, and counties to apply for funding to implement recommended improvements at Focus Station Areas, other stations, and for the BART system at large.

The development of this plan is funded by the US Department of Transportation's [Safe Streets for All](#) program.

¹ Calculated using death rates per 100,000,000 passenger miles in the year 2022, which was 0.54 for passenger vehicles and 0.03 for railroad passenger trains from the National Safety Council's Injury Facts, found at <https://injuryfacts.nsc.org/home-and-community/safety-topics/deaths-by-transportation-mode/>

Project Timeline*

* Timeline subject to change. Visit the project website for updated information.

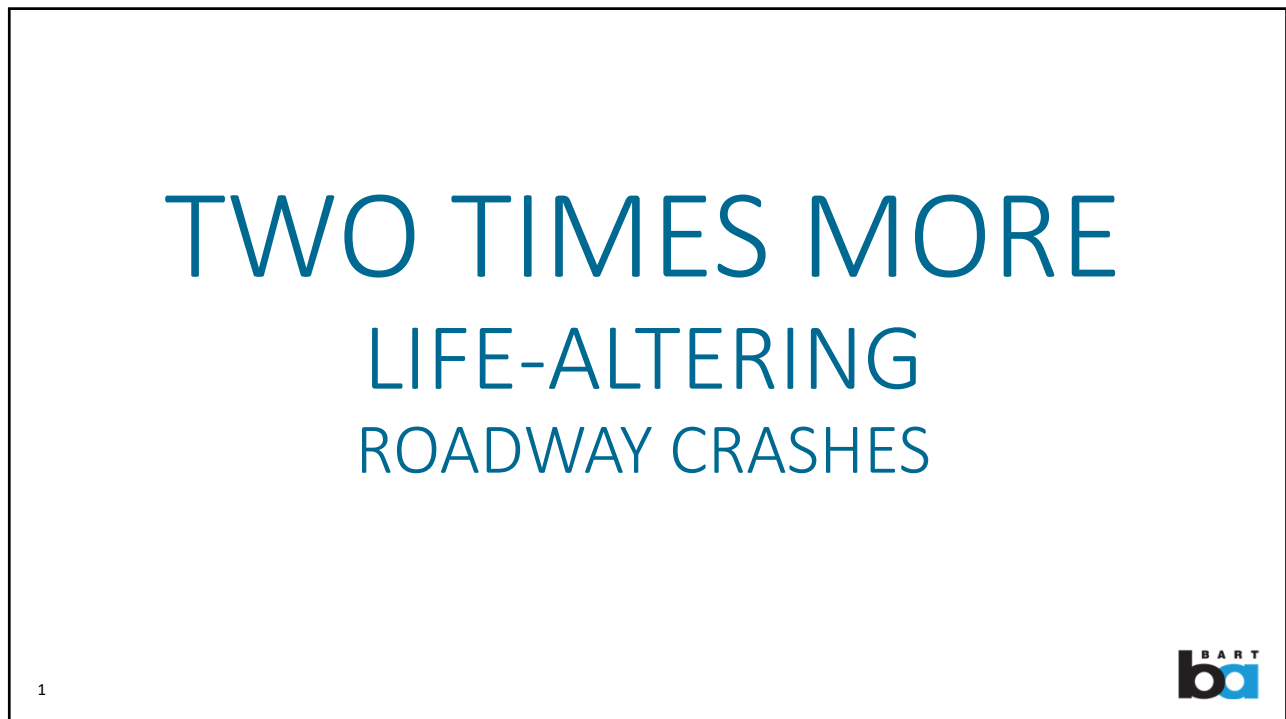


Get Involved

Provide comments on the action plan, sign up for project email updates, and learn more about Safe Trips to BART by visiting www.bart.gov/safetrips



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Rider Safety Accessing BART Stations

- BART cares deeply about safe rider access

- Capital Projects

- Ashby bicycle access project (2024)
 - MacArthur 40th Street underpass (in progress)

- Programs

- Safe Routes to BART grant program (Since 2020)

- Plans and Guidance

- Berkeley-El Cerrito Corridor Access Plan (2023)
 - Walk and Bicycle Network Gap Study (2020)
 - North Concord to Antioch Access Study (2018)
 - Multimodal Access Design Guidelines (2017)



BART
BART Walk and Bicycle Network
Gap Study

Exxon | Letford
Transportation Environmental Center Planning | ARUP
A subsidiary of Jacobs Engineering Group



**Berkeley-El Cerrito
Corridor Access Plan**
February 2023



2

2

Safe Trips to BART: An Action Plan for Safer Roadways

Project Overview

- Funded by USDOT's Safe Streets and Roads for All (SS4A) Planning Grant
- Guided by BART Station Access Policy
 - Safer, healthier, greener
 - Ensure safe access for all users of the BART system...
 - Better experience
 - Collaborate with local jurisdictions to improve station access...
- Focus on improving traffic safety using Safe System Approach



Source: FHWA.



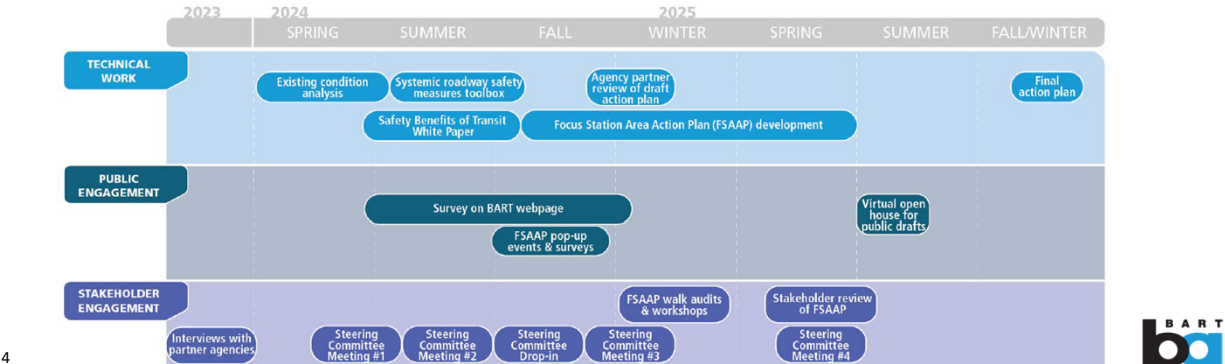
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Safe Trips to BART: An Action Plan for Safer Roadways

Project Overview

- Where are fatal and serious injury roadway crashes concentrated and why?
- What are our partner agencies doing to improve roadway safety on public streets and what other measures could they consider?
- Could improving BART service levels lead to better roadway safety?



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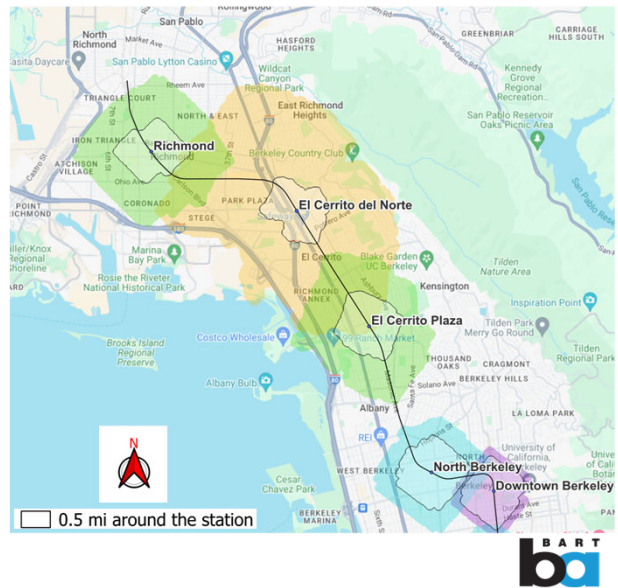
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Safe Trips to BART: An Action Plan for Safer Roadways

Existing Conditions Analysis

- Define Station Study Areas
 - Non-airport stations
 - Access to BART on local public streets
 - Average travel distance for walking and driving by station access type

BART's Station Access Type	Auto Mode Share	Average Travel Distance (miles)
Urban	Less	0.66
Urban with parking		0.81
Balanced intermodal		1.16
Intermodal - Auto reliant		1.96
Auto dependent	More	1.96



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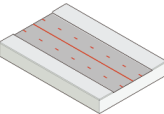
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Existing Conditions Analysis

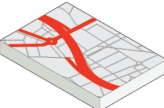
KSI Crashes on Public Streets in BART-served Counties

<i>A KSI crash is a collision that resulted in at least one person being killed or seriously injured</i>	BART Station Study Areas	
	In	Out
	Public roadway miles	86% (17,928)
	KSI crashes	76% (5,929)
	KSI crashes per 100 miles of roadway	33

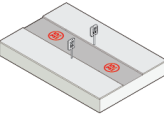
Roadway Characteristics



4+ Lanes



Arterial Roadways



Speed > 35mph



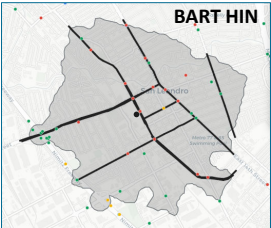
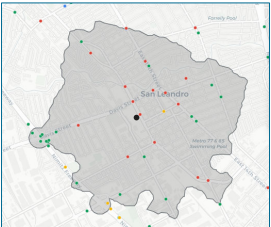
BART-served counties are Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara
Crash data for years 2019 to 2023 from the Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley.*

Existing Conditions Analysis

Crashes on Public Streets in BART Station Study Area

<i>A High Injury Network (HIN) is a tool to identify the most collisions on the least amount of roadway miles</i>	BART High Injury Network	
	In	Out
	Public roadway Miles	82% (2,293)
	KSI crashes	24% (457)
	KSI crashes per 100 miles of roadway	20

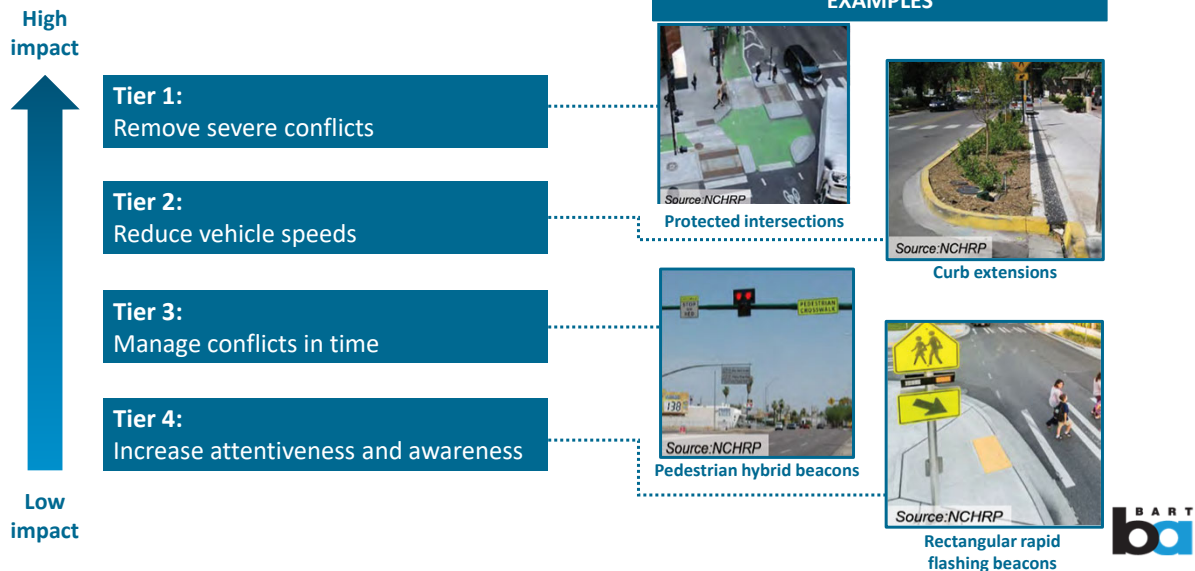
Example



Crash data for years 2019 to 2023 from the Transportation Injury Mapping System (TIMS), *Safe Transportation Research and Education Center, University of California, Berkeley.*

Safe Trips to BART: An Action Plan for Safer Roadways

Toolbox of Roadway Safety Measures



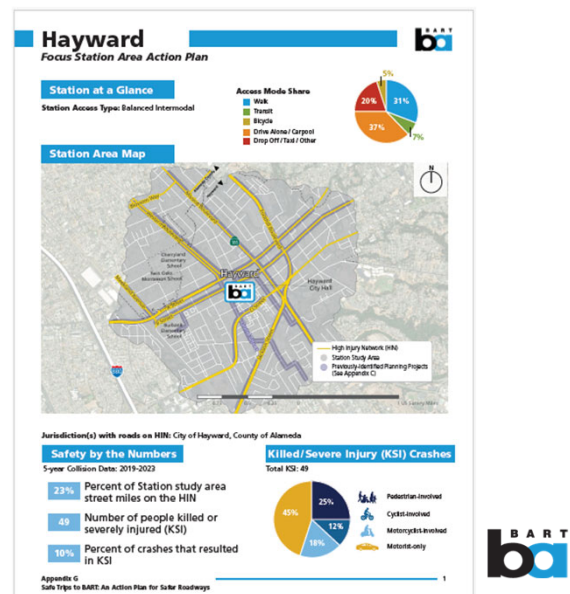
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Safe Trips to BART: An Action Plan for Safer Roadways

Focus Station Area Action Plans

- Seven FSAAPs
 - Balboa Park
 - Coliseum
 - Colma
 - Concord
 - Hayward
 - Milpitas
 - Richmond
- Demonstrates using the Plan
- FSAAP elements
 - Identifies safety measures, implementing agencies
 - Calculates planning-level cost estimates
 - Specifies safety benefits
 - Captures key information, planned projects

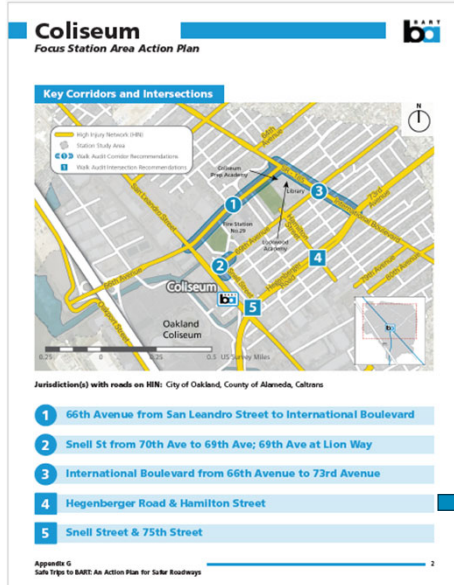
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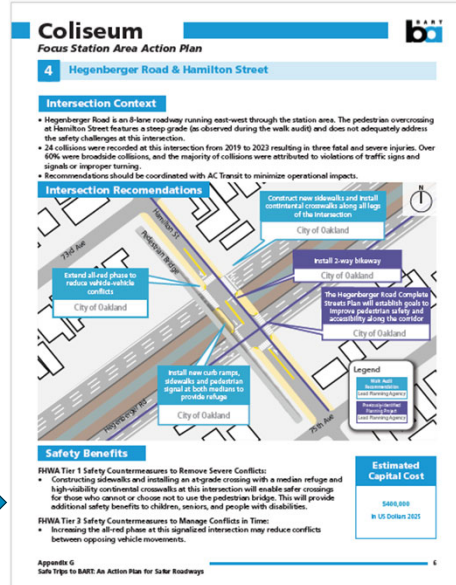
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Safe Trips to BART: An Action Plan for Safer Roadways

Focus Station Area Action Plans



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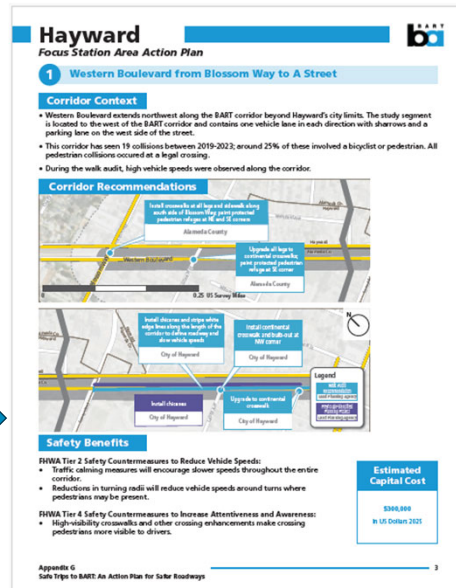
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Safe Trips to BART: An Action Plan for Safer Roadways

Focus Station Area Action Plans



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Safe Trips to BART: An Action Plan for Safer Roadways

Engagement

- Stakeholders
 - Interviews with 38 agency partners
 - 4 project steering committee meetings
 - FSAAP walk audits and improvement concepts
- Community
 - 2 BART Bicycle Advisory Task Force meetings
 - 3 online surveys
 - 750 public comments
 - Pop-up events at 7 focus stations
 - Virtual open house for the draft Plan and FSAAPs



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Safe Trips to BART: An Action Plan for Safer Roadways

BART Service Levels and Roadway Safety

- Could improving BART service levels lead to better roadway safety?
 - A scenario
 - An agency reallocates roadway space designed to accommodate peak hour traffic to prioritize safety
 - Some peak-hour motorists shift to BART
- Right-sizing roadways could happen now
 - Candidates
 - Non-freeway roadways parallel to the BART system
 - 4+ through lanes & 20,000 or fewer vehicles per day
 - Linear miles: 307
 - KSI crashes avoided annually: 127



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Safe Trips to BART: An Action Plan for Safer Roadways

Information and Questions

- Questions?
- Website: www.bart.gov/safetrips
- Kamala Parks, Project Manager: kparks2@bart.gov
- Seung-Yen Hong, Deputy Project Manager: seung-yen.hong@bart.gov

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