

A New Mobility Plan for the 21st Century

A new Transportation Expenditure Plan (TEP) will go before voters in November 2012 and will almost double local funding to maintain our current system, keep needed transportation services in place, restore service cuts for many providers and provide focused investments to meet the needs of Alameda County's growing population. The projects are distributed equitably throughout the County. **This fact sheet summarizes the investments in freight, highways and major commute corridors that would benefit the Port of Oakland under the TEP.**



VISION AND GOALS

Alameda County 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.

Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators, and will be supported by these goals:

Our transportation system will be:

- Multimodal (bus, train, ferry, bicycle, walking and driving)
- Accessible, affordable and equitable for people of all ages, incomes, abilities and geographies
- Integrated with land use patterns and local decision-making
- Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes
- Reliable and efficient
- Cost effective
- Well maintained
- Safe
- Supportive of a healthy and clean environment

Investments Benefiting the Port of Oakland (see map on back)

While the County's highway system is largely built out, it requires safety and efficiency improvements, gap closures and removal of bottlenecks. Under the TEP, **10% of net revenue, or an anticipated \$800 million**, is dedicated to improvements on major commute corridors including major roads, bridges, freight improvements and railroad grade separations. In addition, another **9% of net revenue, an anticipated \$677 million**, is dedicated to highway projects that support freight, serving every highway corridor in Alameda County (sample projects are listed below). This includes **1%, an anticipated \$77 million**, for a freight and economic development program of competitive grants for innovative approaches to moving goods safely, spurring the economy and mitigating environmental impacts.

Major commute and freight corridors (\$800 million)

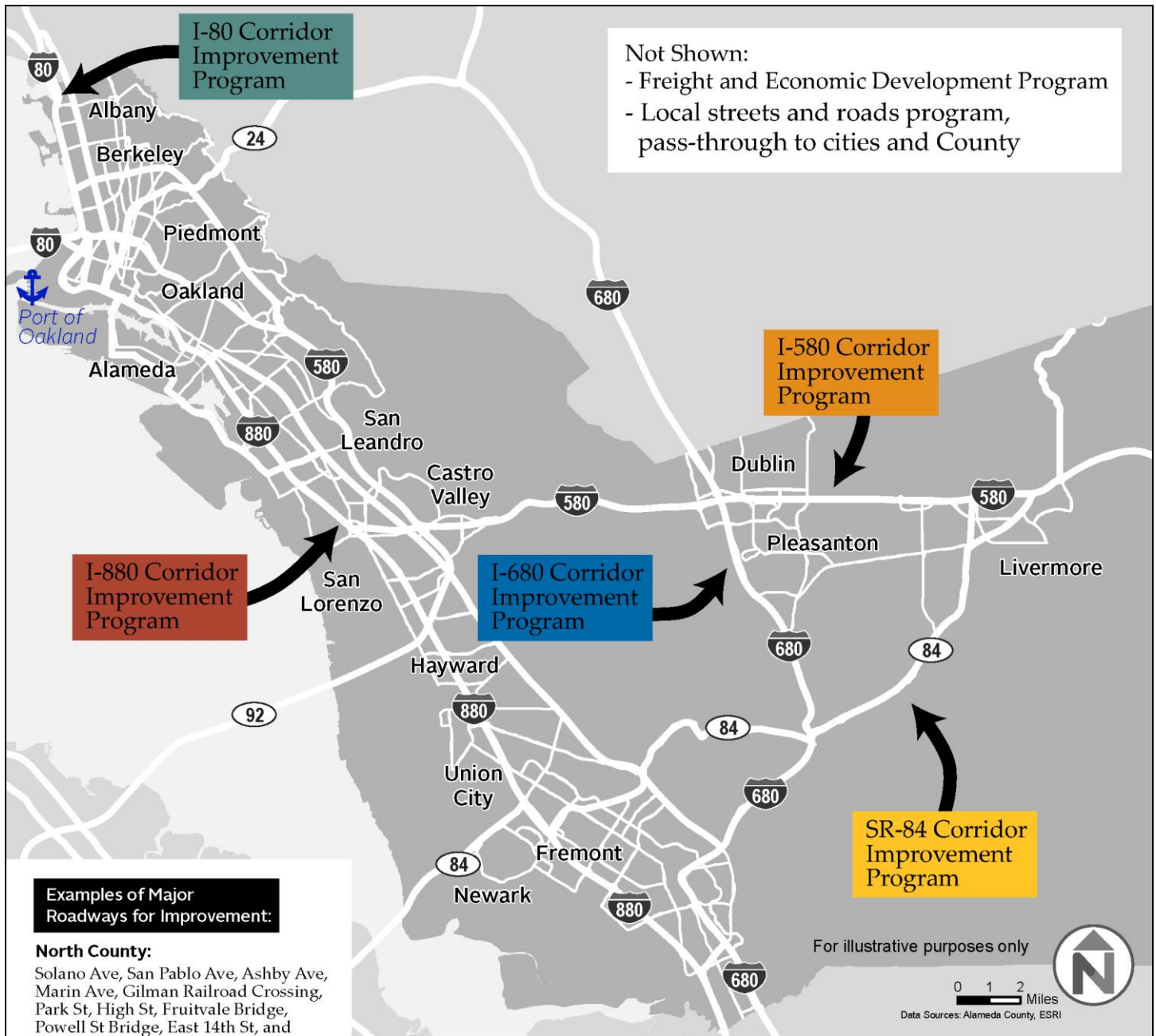
Under this program, funds may be used for safety improvements, roadway resurfacing and rehabilitation, intersection redesigns, road widenings, grade separations, widening or replacement of bridges, and improvements to railroad crossings. Specifically, the TEP funds the following major freight access improvements:

- **Outer Harbor Intermodal Terminal at the Port of Oakland** which will expand rail freight use
- **7th Street grade separation**

Highway investments that support freight (\$677 million)

- **Freight and economic development program (\$77 million)**
- **I-80 Corridor (\$76 million)**
 - Improvements to Gilman Street and Ashby Avenue interchanges
- **I-880 Corridor (\$284 million)**
 - Interchange improvements throughout Oakland and Hayward
 - Northbound carpool/toll lane, from A St. (Hayward) to Hegenberger Rd. (Oakland)
- **I-680 Corridor (\$60 million)**
 - Carpool/high-occupancy toll lanes from Route 84 to Alcosta Blvd.
- **I-580 Corridor (\$48 million)**
 - Interchange improvements: I-680/I-580, Isabel Ave, Greenville Rd., Vasco Rd.
- **SR-84 Corridor (\$132 million)**
 - Widening from Pigeon Pass to Jack London Blvd.
 - Widening and improvements at the I-680/Route 84 interchange

To read the TEP, visit www.alamedactc.org/TEP or call 510-208-7400 for a copy.



Examples of Major Roadways for Improvement:

North County:
Solano Ave, San Pablo Ave, Ashby Ave, Marin Ave, Gilman Railroad Crossing, Park St, High St, Fruitvale Bridge, Powell St Bridge, East 14th St, and Oakland Army Base transportation improvements

Central County:
Crow Canyon Rd, Hesperian Blvd, Lewelling Blvd, Tennyson Rd, and San Leandro local streets

South County:
East-west connector, I-680/I-880 cross connectors, Fremont Blvd, Route 84 in Fremont, Central Ave Overcrossing, Thornton Ave, Mowry Ave, and Newark local streets

East County:
Greenville Rd, El Charro Rd, Dougherty Rd, Dublin Blvd, and Bernal Bridge.

Countywide Freight Corridors:
Truck routes serving the Port of Oakland, Outer Harbor Intermodal Terminal and 7th St Improvements.

I-880 Corridor Improvements include:
Broadway-Jackson Multimodal Transportation and Circulation Improvements
Oak Street Interchange Improvements
23rd/29th Ave Interchange Improvements
42nd St/High St Interchange Improvements
Northbound High Occupancy Vehicle and High Occupancy Toll Extension from A St to Hegenberger
Winton Ave Interchange Improvements
Industrial Pkwy Interchange Improvements
Whipple Rd Interchange Improvements
Rte 262 (Mission) Improvements and Grade Separation

I-80 Corridor Improvements include:
Gilman St Interchange Improvements
Ashby Ave Interchange Improvements
I-580 Corridor Improvements include:
I-580/I-680 Interchange Improvements
Isabel Ave Interchange Improvements
Greenville Rd Interchange Improvements
Vasco Rd Interchange Improvements
I-680 Corridor Improvements include:
High Occupancy Vehicle and High Occupancy Toll Lane from SR-237 to Alcosta (both directions)
SR-84 Corridor Improvements include:
SR-84 Expressway (Pigeon Pass to Jack London)
SR-84/I-680 Interchange and SR-84 Widening