



# PLAN • FUND • DELIVER

## Transportation Solutions

### Alameda County is the heart of the San Francisco Bay Area

Alameda County's extensive network of roads, rails, buses, trails and pathways carries millions of people each day to jobs, education, services and recreation, supporting the economic engine of California, the U.S. and beyond.

### Alameda County transportation has national reach

Alameda County provides critical transportation connections in the Northern California megaregion. The Port of Oakland, the third busiest container port on the West Coast, is the freight hub for Northern California, extending to the Midwest and internationally. Transit operators move millions of residents and workers to, through and beyond the county to support a strong and diverse economy.

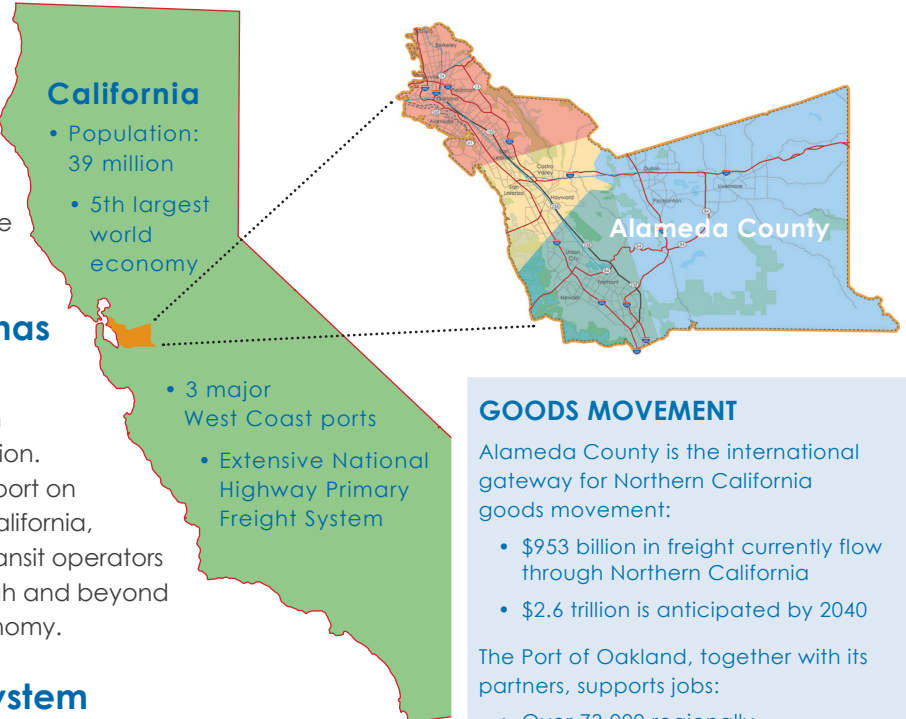
### Local investments improve the system

Voters passed Measure BB in 2014 to fund \$8 billion in transportation improvements, the Vehicle Registration Fee raises about \$11 million per year, and the voter-approved 2000 Measure B will fund more than \$4 billion in improvements.

### Mobility partnerships create results

Alameda County has forged local, regional, statewide and federal partnerships to develop strategic funding packages, formulate legislation and prioritize transportation investments to advance project delivery. We look forward to expanding our partnership with federal and state governments.

### Leveraging local dollars with state and federal funding will strengthen transportation in California and beyond



### GOODS MOVEMENT

Alameda County is the international gateway for Northern California goods movement:

- \$953 billion in freight currently flow through Northern California
- \$2.6 trillion is anticipated by 2040

The Port of Oakland, together with its partners, supports jobs:

- Over 73,000 regionally
- Nearly 827,000 nationally

33% of Alameda County jobs are goods movement-dependent.

Oakland International Airport, operated by the Port, is the second busiest in the San Francisco Bay Area, serving more than 13 million travelers annually.



### INNOVATION

There are four express lanes in operation in the Bay Area that are a part of a 600-mile network of Bay Area Express Lanes planned for completion by 2035, two of which run through Alameda County:

- I-580 Express Lanes opened in February 2016
- I-680 Sunol Express Lane opened in September 2010

Improving mobility, these express lanes provide reliable and convenient commutes.

# Alameda County At A Glance

## DEMOGRAPHICS<sup>1</sup>

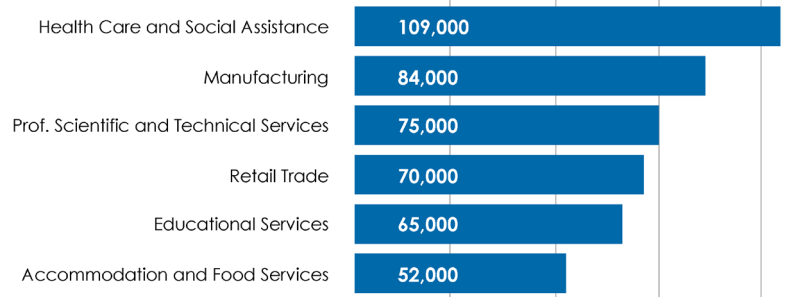
**Population (2019):** 1.67 million  
**Population Percentage of 9-County Bay Area:** 21.6%  
**Percent of Adult Population (25+) with Bachelor's Degree or Higher:** 51%  
 (Compared to 35% statewide)

## BUSINESS ACTIVITY

**Gross Domestic Product (2018)<sup>3</sup>:** \$144 billion  
**East Bay Maritime Port Activity (2019)<sup>4</sup>:**  
 \$975,000 tons Inbound, Full (+1% over 2018)  
 \$931,000 tons Outbound, Full (+4% over 2018)

## EMPLOYMENT<sup>2</sup>

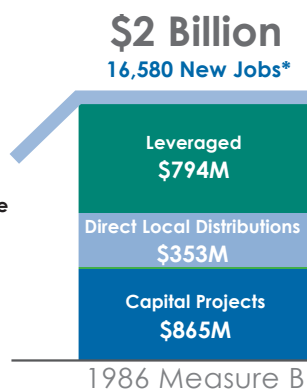
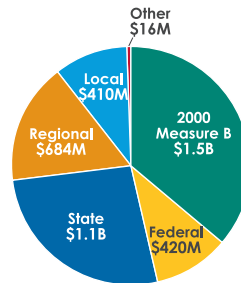
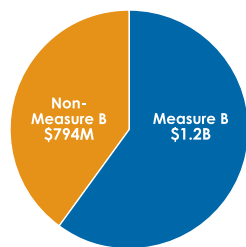
**Total Employment (2019):** 792,000  
**Largest Employment by Sector:**



## Local funding has global reach

Three local sales tax measures have been approved by voters in Alameda County. Local transportation sales taxes are reliable funding sources that leverage state and federal funding. These local funds have a global reach by expanding goods movement and multimodal systems, and supporting California's economy, the fifth largest in the world. Increases in federal funding are essential to keep the economy strong and provide transportation solutions.

State and federal funds continue to be of critical importance to deliver these voter-approved projects.



### Sources:

<sup>1</sup>U.S. Census American Community Survey, 2019 1-Year Estimates.

<sup>2</sup>Bureau of Labor Statistics (BLS). Quarterly Census of Employment and Wages (QCEW). 2019 Alameda County Annual Average Employment, NAICS Sectors.

<sup>3</sup>Bureau of Economic Analysis, 2018.

<sup>4</sup>Port of Oakland, Seaport Container Activity (in Ton Equivalent Units).

# Alameda County's National Significance

## Port of Oakland

Alameda County serves as a gateway to the world for goods movement to and from the county, San Francisco Bay Area, Northern California and the Western U.S.

- The Port of Oakland is the third busiest container port on the West Coast, and over 90 percent of Bay Area trade by weight goes through the Port.
- Oakland International Airport and two major Class I railroads support international and domestic trade.
- The Bay Area's trucking distribution system is highly concentrated in Alameda County, which has an extensive network of interstate freeways, including many of the National Highway Primary Freight Network: I-80, I-238, I-580, I-680 and I-880.
- The Port is one of the nation's designated Strategic Ports within the U.S., making it a critical link in the logistics transfer to our military forces overseas. The military provides both national defense and response to domestic natural disasters; both types of missions rely heavily on national surface transportation infrastructure to fulfill those support requirements, including the Port of Oakland.

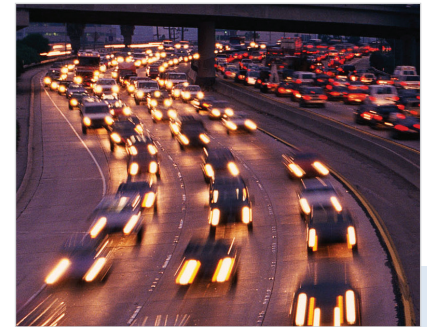


**99%** of containerized cargo from Northern California passes through the Port of Oakland

## Roads and interstates

A significant part of the regional and local transportation system, roadways move people and goods within the county and beyond. These roadways also support multiple transportation modes for people within the Bay Area.

- Five of the Bay Area's 10 most-congested freeway segments are in Alameda County.
- Alameda County invests in the National Highway Primary Freight Network on I-80, I-238, I-580, I-680 and I-880.
- Alameda CTC deploys intelligent transportation systems, express lanes, metered lanes and other technology to provide traffic relief.
- Alameda County's 3,600 miles of roads provide access to housing, jobs, education and transit.



**50%** of the Bay Area's most congested highways are in Alameda County

## Transit

Transit plays a critical role in Alameda County by providing vital accessibility to individuals and businesses in the County.

- Transit service in Alameda County includes rail, bus, ferry and shuttle service provided by public and private operators.
- Approximately 100 million riders board transit annually in Alameda County.
- Of BART's 48 stations, 22 of them are in Alameda County.
- 149,000 people board BART every weekday, and approximately one in three of all BART boardings originate in Alameda County.



**20%** of all public transit boardings in the Bay Area are in Alameda County

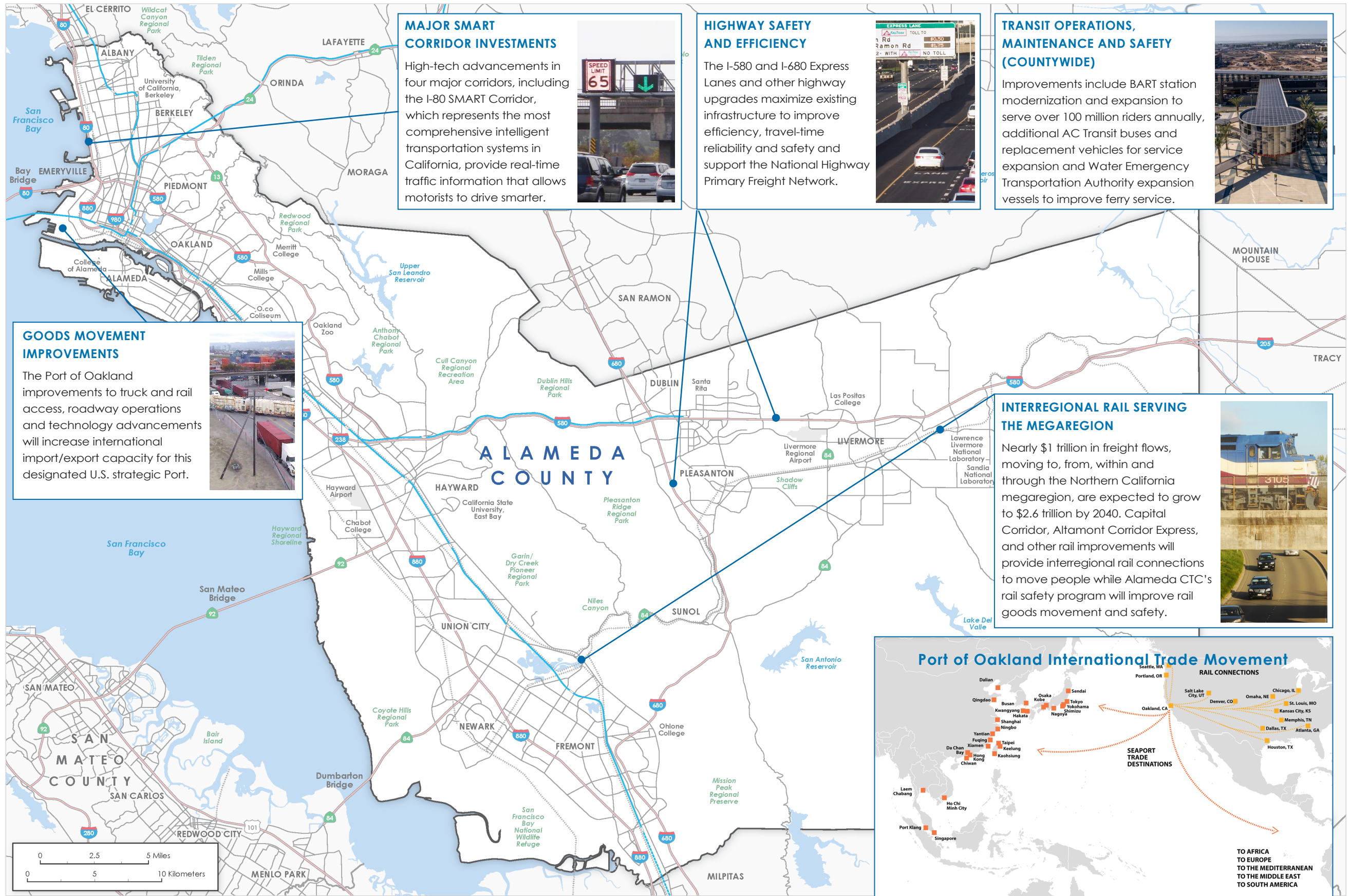


# Alameda County Projects Are Critical to National Trade and Mobility

**FREIGHT INTELLIGENT TRANSPORTATION SYSTEMS (FITS)** is the first of the three GoPort projects to be implemented. It consists of advanced and innovative technology that will improve the efficiency, safety, operations, circulation and reliability of truck and rail access, by disseminating regional traveler information to the users. Project benefits include reduced traffic congestion along local streets and at intersections, reduced vehicle idling and reduced truck turn-around times.

**7TH STREET GRADE SEPARATION EAST SEGMENT (7SGSE)** will realign and reconstruct the existing substandard rail underpass to meet current standards. This project will reduce the potential number of train/vehicle conflicts and air quality impacts associated with idling vehicles and increased congestion at nearby intersections as trucks travel around the rail/vehicle conflicts, thereby improving efficiency and reliability of rail operations and encourage alternative modes of transportation. This project and 7SGSW (below) will construct a barrier-separated multi-use path for the use of pedestrians and bicyclists.

**7TH STREET GRADE SEPARATION WEST SEGMENT (7SGSW)** will elevate the intersection of 7th Street and Maritime Street and construct a rail spur underneath. The rail spur will allow for more efficient rail-car switching between rail yards and reduce queues and rail/vehicle conflicts. As with the 7SGSE, it will address train/vehicle conflicts and air quality impacts associated with idling vehicles and increased congestion. The project will improve efficiency and reliability of rail operations and encourage alternative modes of transportation.



(Maps are for illustrative purposes only.)

# Connecting the Northern California Megaregion

Located at the heart of the Bay Area, Alameda County is heavily impacted by the convergence of regional and transbay trips on its highway and transit networks. Many of these corridors serve the region's transbay bridges that provide Northern California megaregion connection and drive a strong economy.

## ALAMEDA COUNTY

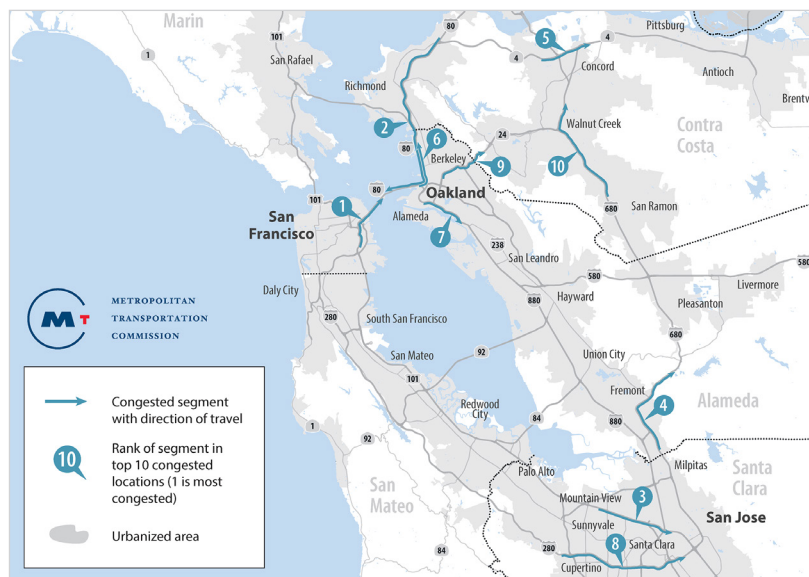
- Over 100,000 commuters travel into Alameda County crossing regional boundaries daily.
- Every interstate highway in the Bay Area, except for I-280, I-380 and I-780, traverses Alameda County. Alameda County investments support the National Highway Primary Freight Network.
- Alameda County has the highest percentage of daily truck volumes as a percent of all vehicles in the Bay Area.
- All three interregional passenger rail services (Altamont Corridor Express, Capitol Corridor and San Joaquins) serve Alameda County and are experiencing strong ridership growth.



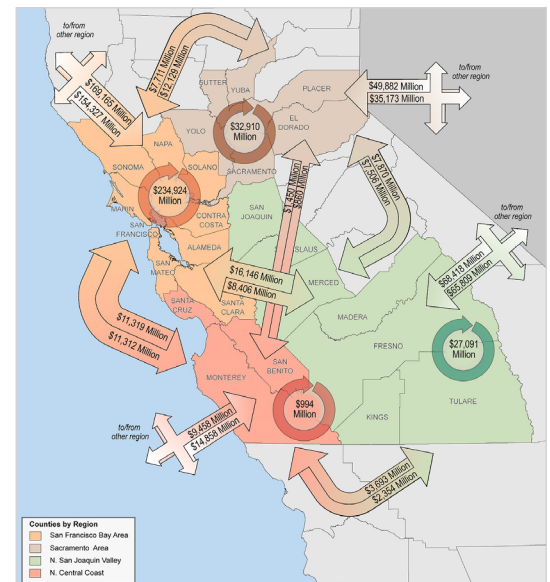
## NORTHERN CALIFORNIA MEGAREGION<sup>5</sup>

- Nearly \$1 billion in freight flows to, from, within and through the 21 counties that make up the Northern California megaregion; to \$2.6 trillion by 2040.
- 75% of all freight flows in the megaregion are trucks.
- 12.2 million population, representing 31.5% of California's total population with three of the fastest growing counties in the state.
- The megaregion had a gross domestic product of \$1.06 trillion (2017), representing 5.5% of the U.S. economy.

## ALAMEDA COUNTY HAS NEARLY 50% OF THE REGION'S TOP 10 MOST CONGESTED CORRIDORS<sup>6</sup>



## ALAMEDA COUNTY AND NORTHERN CALIFORNIA MEGAREGION FREIGHT FLOWS<sup>7</sup>



Sources:

<sup>5</sup>[http://www.bayareaeconomy.org/files/pdf/The\\_Northern\\_California\\_Megaregion\\_2016c.pdf](http://www.bayareaeconomy.org/files/pdf/The_Northern_California_Megaregion_2016c.pdf).

<sup>6</sup>MTC Vital Sign, 2017 Top 10 Congested Corridors.

<sup>7</sup>"Mega-Region Goods Movement Plan" presentation to the National Association of Counties, Metropolitan Transportation Commission, March 2016.

# Delivering the Promise

## PLAN

Alameda CTC develops a range of plans that guide transportation development and funding decisions. Key plans include:

- Active Transportation Plan
- Community Based Transportation Plans
- Congestion Management Program
- Countywide Transit Plan
- Goods Movement Plan
- Multimodal Arterial Corridor Plan
- Multimodal Countywide Transportation Plan
- Priority Development Area Investment and Growth Strategy
- Transportation Expenditure Plan

## FUND

From local, state and federal fund sources, Alameda CTC distributes funds for numerous transportation project and program investments. Types of projects and programs include:

- Arterial modernization
- Bicycle and pedestrian safety
- Bus and rail services
- Highway investments
- Services for seniors and people with disabilities (Paratransit)
- Transit oriented development
- Transportation technology

## DELIVER

Alameda CTC funds and oversees numerous transportation capital projects in Alameda County that improve highway corridors, provide accessible public transit, maintain and improve local streets and roads, and ensure safe travel for pedestrians and bicyclists. Key projects include:

- Arterial improvements throughout the county.
- Bicycle and pedestrian routes, pathways and facilities.
- Goods movement investments
- High-occupancy vehicle lanes and other corridor improvements on highway corridors.
- Transit expansion projects



**GOODS MOVEMENT** improvements in Alameda County expand jobs and enhance local communities, supporting the Bay Area economy.



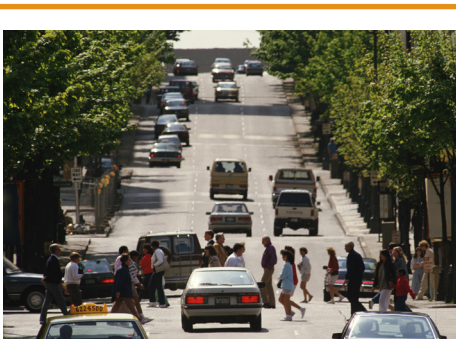
**INTERREGIONAL RAIL SERVICES** support freight and passenger services in Alameda County and Northern California.



**INTERCHANGES AND HIGHWAYS** provide critical connections throughout the county, improving safety, navigation and traffic flow.



**EXPRESS LANES** along I-580 and I-680 increase highway efficiency for commuters, transit and freight, using existing capacity to reduce congestion and improve travel reliability.



**MULTIMODAL ARTERIAL CORRIDORS** support transit priority and pedestrian/ bicycle improvements increase safety for all travelers, reduce travel conflicts and accommodate future growth.



**BIKEWAYS** such as the East Bay Greenway connecting Oakland to Hayward provide bicyclists safe access to jobs, education, transit and other important destinations.

# The Alameda County Transportation Commission

The Alameda County Transportation Commission (Alameda CTC) plans, funds and delivers transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Alameda CTC also serves as the county's congestion management agency.

**PLAN:** Alameda CTC develops a range of multimodal plans that guide transportation development and funding decisions to meet the transportation system needs of a growing population of 1.6 million in 14 cities.

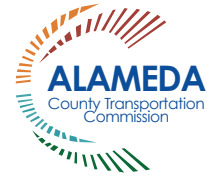
**FUND:** The agency manages the county's voter-approved transportation expenditure plans for Measure B, Measure BB and the Vehicle Registration Fee and distributes funds for numerous transportation projects and programs.

**DELIVER:** Alameda CTC's capital projects in various stages of delivery total more than \$8 billion in project value.

## Alameda CTC's 2019 Legislative Program

Alameda CTC supports activities that will:

- Increase transportation funding and protect and enhance voter-approved funding.
- Advance innovative and cost-effective project delivery.
- Reduce barriers to the implementation of transportation and land use investments; expand multimodal systems and flexibility.
- Support legislation and technologies to reduce greenhouse gas emissions.
- Expand goods movement funding and policy development.
- Expand partnerships at the local, regional, state and federal levels.



### Commissioners:

**Commission Chair**

Alameda County Supervisor  
Richard Valle, District 2

**Commission Vice Chair**

Mayor Pauline Cutter,  
City of San Leandro

**AC Transit**

Board Vice President Elsa Ortiz

**Alameda County Supervisors**

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

**BART**

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**City of Oakland**

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Councilmember Sheng Thao

**City of Piedmont**

Mayor Robert McBain

**City of Pleasanton**

Mayor Jerry Thorne

**City of Union City**

Mayor Carol Dutra-Vernaci

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