



TRANSPORTATION SOLUTIONS

BUILDING OUR FUTURE • IMPROVING OUR TRANSPORTATION • SERVING OUR COMMUNITIES

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, one of the three principal Pacific Coast gateways for U.S. containerized cargoes, is the freight hub for Northern California, extending to the Midwest and internationally. Transit operators traditionally move millions of residents and workers to, through and beyond the county to support a strong and diverse economy.

Local investments improve the system

Alameda County voters consistently support local funding to improve transportation. 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. As we support the region's efforts to recover from COVID-19 impacts, we look to expanding our partnership with federal and state governments.



GOODS MOVEMENT

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

- \$953 billion in freight currently flow through Northern California
- \$2.4 trillion is anticipated by 2040

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

- Over 84,000 regionally
- Over 1 million nationally

30% 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 14 million travelers annually, and is a major cargo hub.



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 originally opened in September 2010; a new lane opened in 2020.

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

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



DEMOGRAPHICS¹

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)³: \$144 billion

East Bay Maritime Port Activity (2019)⁴:

\$975,000 tons Inbound, Full (+1% over 2018)

\$931,000 tons Outbound, Full (+4% over 2018)

EMPLOYMENT²

Total Employment (2019): 792,000

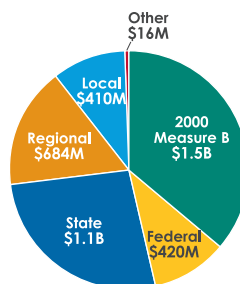
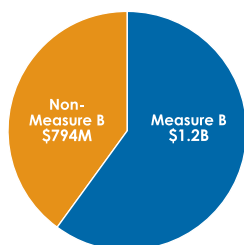
Largest Employment by Sector:



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.



\$4.1 Billion
33,740 New Jobs*

LEVERAGE

- ✓ To deliver Measure BB
- ✓ Alameda CTC needs:
- ✓ Partnerships
- ✓ Policies
- ✓ Funding

\$8 Billion

\$8B plan

supports
\$20B
economic
activity

creating nearly
150,000
jobs

*Jobs created from capital projects only.
Source: Bay Area Council Economic Institute "In The Fast Lane" report.

Sources:

¹U.S. Census American Community Survey, 2019 1-Year Estimates.

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

³Bureau of Economic Analysis, 2018.

⁴Port 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 eighth busiest container port in the country, 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 on 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, 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.



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 operators have experienced a massive decrease in ridership since the COVID-19 shelter in place orders were implemented resulting in significant losses in budget revenues.
- Transit service in Alameda County includes rail, bus, ferry and shuttle service provided by public and private operators.
- Approximately 96 million riders boarded transit annually in Alameda County, pre-COVID-19.
- Of BART's 50 stations, 22 of them are in Alameda County.
- 150,000 people boarded BART every weekday in Alameda County pre-COVID-19. Now less than 60,000 board systemwide. Approximately one in three of all BART trips are from Alameda County.
- AC Transit ridership represents 51 percent of countywide annual transit ridership.
- AC Transit's East Bay bus rapid transit system, Tempo, provides innovative signal priority technology and hybrid technology to reduce emissions.



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

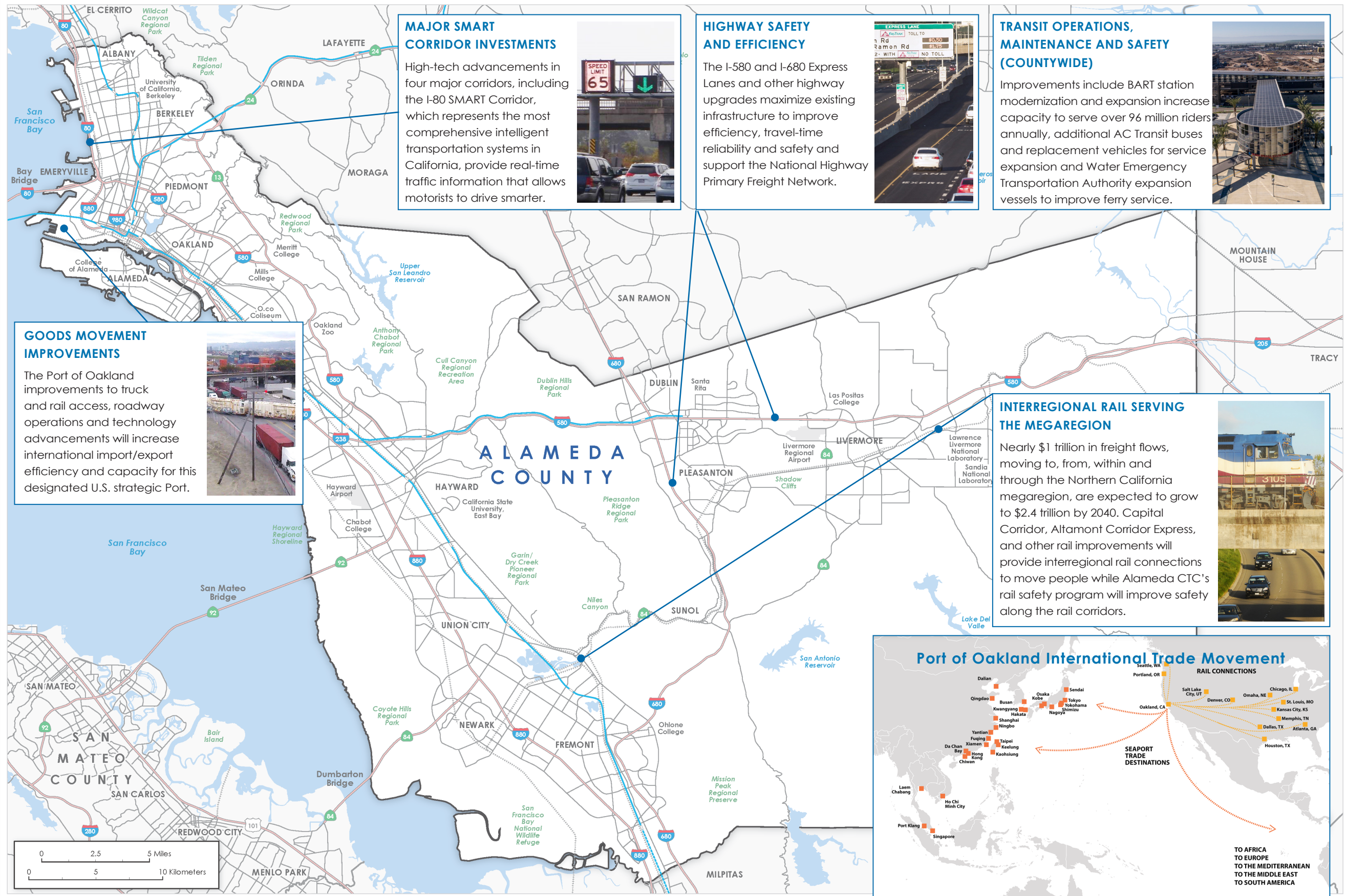


FREIGHT INTELLIGENT TRANSPORTATION SYSTEMS (FITS) is the first of the three GoPort projects to be implemented. It consists of advanced and innovative technology that will improve the efficiency, safety, operations, circulation and reliability of truck and rail access, by disseminating regional traveler 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. The project also provides a high-quality bicycle route to 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.

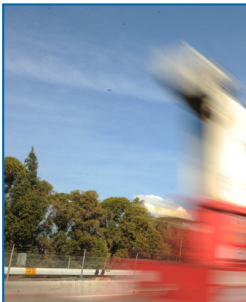
Alameda County Projects Are Critical to National Trade and Mobility



(Maps are for illustrative purposes only.)

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.
 - Nearly every interstate highway in the Bay Area 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 key interregional links connecting Northern California.
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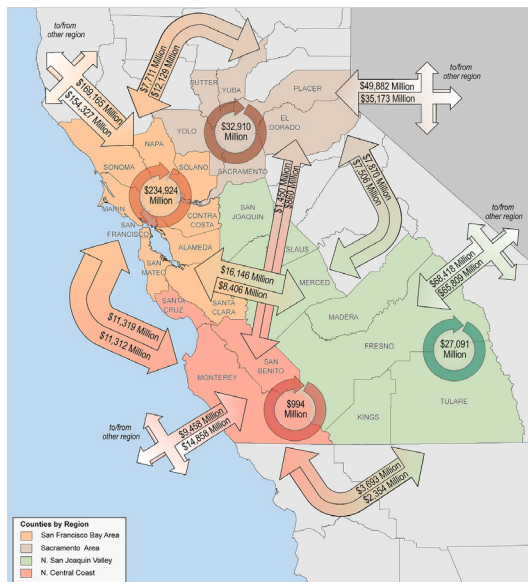
NORTHERN CALIFORNIA MEGAREGION⁵

- Nearly \$1 billion in freight flows to, from, within and through the 21 counties that make up the Northern California megaregion. This is expected to increase to \$2.4 trillion by 2040.
- 75% of all freight flows in the megaregion are carried by trucks.
- 12.6 million population, representing 32% of California's total population.
- The megaregion had a gross domestic product of \$1.2 trillion (2018), representing nearly 6% of the U.S. economy.

ALAMEDA COUNTY HAS 50% OF THE REGION'S TOP 10 MOST CONGESTED CORRIDORS⁶ (PRE-COVID-19)



ALAMEDA COUNTY AND NORTHERN CALIFORNIA MEGAREGION FREIGHT FLOWS⁷



Sources:

⁵http://www.bayareaeconomy.org/files/pdf/The_Northern_California_Megaregion_2016c.pdf.

⁶MTC Vital Sign, 2018 Top 10 Congested Corridors.

⁷⁴"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:

- Countywide Transportation Plan
- 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:

- Affordable student transit passes (ASTPP)
- 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, oversees and directly manages 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.



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



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



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.



INTERCHANGES AND HIGHWAYS provide critical connections countywide that improve safety, navigation and traffic flow, and expand access for bicyclists and pedestrians, removing barriers and increasing multimodal safety.

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 facilitates the strategic programming and allocation of funds for numerous transportation projects and programs.

DELIVER: Alameda CTC's capital projects are in various stages of delivery with a total project value of more than \$8 billion, funds that are leveraged to deliver projects on time and within budget. Alameda CTC also delivers services to support seniors, youth and safety programs.

Alameda CTC's 2021 Legislative Program

Alameda CTC supports activities that will:

- Support Alameda County residents, local businesses and transit operators recover from COVID-19 related impacts.
- Increase transportation funding and leverage voter-approved funding.
- Advance innovative and cost-effective project delivery.
- Advance equity and access to transportation related policies.
- Protect the efficiency of managed lanes.
- Reduce barriers to the implementation of transportation and land use investments.
- Expand multimodal systems, shared mobility and safety.
- Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and enable automated speed enforcement to and protect communities.
- Support legislation and technologies to reduce greenhouse gas (GHG) emissions.
- Expand goods movement and passenger rail funding and policy development.
- Expand partnerships at the local, regional, state and federal levels.



Rendering of roundabout at Interstate 80/Gilman Street Interchange Improvements project.



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City of Union City
Mayor Carol Dufra-Vernaci

Contacts:

Executive Director
Tess Lengyel
tlengyel@alamedactc.org

**Deputy Executive Director of
Planning and Policy**
Carolyn Clevenger
cclevenger@alamedactc.org

**Director of Government Affairs
and Communications**
Maisha Everhart
meverhart@alamedactc.org

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
P • 510.208.7400
W • www.AlamedaCTC.org