

On the Move



Alameda CTC 2021 ANNUAL REPORT



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Executive Director's Letter

Alameda County is the second most diverse county in California. Our local communities are made up of a wide variety of people of different ages, races, ethnicities, religions, abilities and genders. While each of us may have different or unique needs, one thing we have in common is that we are all on the move. Whether we are walking, biking, strolling, rolling, riding transit, driving, scooting or skating, we all need to be able to get where we are going easily and safely.

Alameda County Transportation Commission has been supporting this need since the agency's inception in 2010. We are proud that in fiscal year 2020-21, at the height of the COVID-19 pandemic, we were able to continue supporting local communities through continued investment in multimodal and equitable transportation programs and projects that expand access and improve mobility throughout the County. Projects and programs like:

- **Phase 1 Pedestrian and Bicycling Overcrossing** a groundbreaking for the Interstate 80/Gilman Street Interchange Improvements project in May 2021 that will make bicycling and walking safer and increase the connection to the Bay Trail for local residents
- **AC Transit's first bus rapid transit system, Tempo** launched in 2021 and has already increased the reliability and speed of the buses traveling in the bus rapid transit lanes, and streamlined access to BART for transit-dependent and essential workers during the COVID-19 pandemic

- **Advancing bicycle and pedestrian facilities and safety improvements at freeway interchanges** to improve safety, connect communities and remove barriers to active transportation
- Extending mobility and access to students through our **Student Transit Pass Program** and for older adults and people with disabilities via our **Paratransit Program**

The safety of Alameda County's transportation options and the ability of all residents to be able to get around safely has always been a top priority for Alameda CTC.

One way we encouraged the safety of those in Alameda County was by helping local jurisdictions rapidly complete safe spaces for walking and biking by making \$1.125 million available through our **COVID-19 Rapid Response Bicycle and Pedestrian Grant Program**. In this report, you'll learn more about how Alameda CTC is working to make transportation options safer and more accessible.

In this next year and beyond, we look forward to continuing to work with our local jurisdictions, partner agencies, consultants and the community to deliver the transportation projects and programs that improve our transportation, serve our communities and build the future of the County, ensuring that Alameda County is always On the Move.



Tess Lengyel
Executive Director,
Alameda CTC



Safety First!

In fiscal year (FY) 2020-21, safety continued to be a critical priority for Alameda CTC. We are working with local jurisdictions throughout the County to ensure everyone who travels to, within and through Alameda County can get to where they need to go safely.

To that end, Alameda CTC actively supports legislative policies that advance **Vision Zero** initiatives throughout the County. Vision Zero refers to a policy goal to get to zero traffic fatalities.

Complete Streets is another safety initiative that Alameda CTC supports as we plan and fund projects that make space on streets for people, bikes, cars, mass transit, shared mobility and static purposes too, like street lamps, permanent furniture and green spaces.

The San Pablo Avenue Corridor project is an example of a safety-minded project that is getting off the ground in Alameda County. San Pablo Avenue runs north/south across Alameda County and is one of the County's most dangerous corridors for pedestrians. Injuries occur largely in crosswalks, and the cause is usually a speeding vehicle. In addition to these safety concerns, San Pablo Avenue also sees some of the highest bus activity in Alameda County, but because of congestion, the buses are often unreliable. In 2020, Alameda CTC concluded the planning phase of this project and determined that safer walking and biking and more reliable buses should be the focus of Phase 2. Phase 2 includes pedestrian and bicycle safety improvements,

including protected bike lanes, crosswalk and lighting improvements, as well as dedicated transit lanes and transit bulbs to improve transit reliability along the corridor.

Education is key to eradicating rail injuries and fatalities. These sorts of tragedies on and near railroad tracks are one of Alameda CTC's most pressing concerns, and safety education starts with our youngest Alameda County residents. Alameda CTC is proud of our Safe Routes to Schools Program, especially its "**ACT Safely**" Bicycle and Pedestrian Rail Safety Education Program. ACT's letters stand for "Always look and listen for trains," "Cross only at designated railroad crossings," and "Take your time—never race the train to the crossing or travel along the tracks." And Alameda CTC's countywide Rail Safety Enhancement Program will provide safety enhancements to improve pedestrian, bicycle and vehicle user safety with an emphasis on at-grade rail crossings in the vicinity of schools.



"Safety is one of Alameda CTC's key priorities. As a bicyclist and outdoor enthusiast, I am keenly aware of how important safety truly is for all Alameda County residents. As we expand and

invest in the multimodal infrastructure that builds our sustainable future, it is critical that our transportation solutions advance Vision Zero policies and strategies, reducing speeds to protect communities and eliminating high-injury corridors across the County. I am committed to working with Alameda CTC and our local partners to build an innovative transportation network designed around community needs that keeps all of us safe."

John J. Bauters

Chair, Alameda CTC
Mayor, City of Emeryville

Decline In Total Injury Collisions

5,886
injury collisions
in 2020

500
of which were
serious or fatal

About a **26% decline** in total injury collisions; a **23% decline** in fatal and serious collisions from 2019.

Collisions Involving Pedestrians and Bicyclists

506
collisions involved
pedestrians,
in 2020

402

About **15% of total collisions** involved pedestrians or bicyclists; bicyclists and pedestrians were involved in about **27%** of fatal and severe collisions.

Commitment to Equity

Alameda CTC is committed to providing accessible transportation options for all County residents with an emphasis on addressing services and opportunities for historically underserved low-income communities and communities of color. Our goal is to offer as many ways to move in Alameda County as possible and to support projects and programs throughout Alameda County.

Our commitment to equity means ensuring our investments are serving the diverse needs of all Alameda County communities and residents.



Two of our flagship equity-focused programs are the **Paratransit Program** and the **Student Transit Pass Program**.

The **Paratransit Program** assures that older adults and people with disabilities can maintain their mobility and independence in Alameda County. In 2021, the program pivoted to enable jurisdictions to focus on meal delivery, which became an

increased need during the pandemic. We're proud to have invested more than ever before in this program, making it one of the more robust programs in the Bay Area. Learn more about this program on page 9 of this report.

The **Student Transit Pass Program** is designed to give middle and high school students in Alameda County better options for how to get to school, extracurricular activities, and wherever else they need to go. This program uses funds from Measure BB to offer students reduced fares on buses and BART. In the 2020-21 school year, it expanded to three more districts and 21 schools. Learn more about this program on page 9 of this report.

The 22 members of the Alameda CTC Commission are dedicated to fostering the development of transportation projects and programs that are equitable and sustainable. Our goal is to increase access for all residents and decrease the environmental impact of our transportation options to ensure a vibrant and livable future.



"Alameda CTC is committed to serving all residents of Alameda County, especially the most vulnerable and historically underserved. We are proud of our ongoing support for transit, as well as services for seniors and disabled through our paratransit program, and to the youth of the County through the Affordable Student Transit Pass Program and Safe Routes to Schools Program."

Elsa Ortiz
Vice Chair, Alameda CTC
AC Transit Board President

Total Alameda County Population Increased*

11%

2020 **1,682,353**
2010 **1,510,271**

Population Diversity Increased

26%

Total non-white population increased
2020 **967,701**
2010 **770,152**

Multi-Racial Population Increased

52%

Population self-identified as **two or more races** increased by **90,997** in 2010 to **190,816**

*US Census Bureau 2020

Alameda CTC On the Move

Interstate 80/Gilman Street Interchange Improvement Project

In May 2021, we broke ground on Phase 1 of the Interstate 80 (I-80)/Gilman Street Interchange Improvement project.

In Phase 1, we are constructing an overcrossing for bicyclists and pedestrians. This interchange has long been known as a danger zone for those on bikes, in wheelchairs, pushing strollers and on foot, and these improvements will be a step toward a safer Alameda County.

Phase 2 includes interchange and local street improvements; pedestrian and bicycle improvements through the interchange; Bay Trail gap closure; and safety improvements at the Gilman/Union Pacific Railroad at-grade crossing.

In partnership with Caltrans, Alameda CTC, the cities of Berkeley and Albany, East Bay Regional Park District, East Bay



Municipal Utility District (EBMUD) and various bicycle groups, this project is funded by Measure BB as well as by federal funds and state-funded Active Transportation Program (ATP) and State Transportation Improvement Program (STIP).



Welcome to a Virtual Groundbreaking
Interstate 80/Gilman Street
Interchange Improvement Project

May 20, 2021
We will start in a few minutes.



"The I-80 freeway separates East Bay residents from the beauty of the Bay. With the easy and safe crosswalks under I-80 on Gilman Street and the gentle incline over I-80 of the pedestrian and cyclist bridge, we are reconnecting residents, businesses, and commuters with the beauty and recreation available in and along the San Francisco Bay."

Barbara Lee
U.S. Congressional Representative
D-CA, District 13

Bicycle and Pedestrian Investments

\$278.724
Million

CIP Programming and DLD Funding* from 2015 to 2021

*CIP - [Comprehensive Investment Plan](#)
DLD - [Direct Local Distributions](#)



"We, at Alameda CTC, strive to enhance communities by delivering safe, community-supported multimodal projects that increase accessibility and improve safety for all users. As we work with our partners to improve and modernize infrastructure, we look forward to collaborations that will increase safety and support vibrant communities."

Carolyn Clevenger
Deputy Executive Director of Planning and Policy,
Alameda CTC

Alameda CTC On the Move

Interstate 680 Projects

Interstate 680 Sunol Express Lanes

In fall 2020, Alameda CTC, in partnership with the California Department of Transportation (Caltrans); the California Transportation Commission; the Federal Highway Administration (FHWA); the cities of Pleasanton, Fremont and Milpitas; and the Santa Clara Valley Transportation Authority, completed Phase 1 of the Interstate 680 (I-680) Sunol Express Lanes project. I-680 through the community of Sunol has been one of the most congested areas



in all of the Bay Area. In conjunction with Caltrans and the FHWA, Alameda CTC made improvements that included adding a nine-mile high-occupancy vehicle (HOV)/express lane

and associated improvements between Auto Mall Parkway and State Route 84 (SR-84) and upgrading the I-680 Southbound Express Lane access configuration from controlled access to a near continuous access configuration. The project will recommence collecting tolls in 2022.

I-680 Sunol Express Lanes from SR-84 to Alcosta Boulevard

This project addresses the gap between existing and in-progress HOV/express lane projects directly to the north and south of this nine-mile stretch of I-680 that runs through the community of Sunol and the cities of Pleasanton, Dublin and San Ramon. Alameda CTC is spearheading this project in partnership with Caltrans, the FHWA, Alameda County, Contra Costa County, the community of Sunol, and the cities of Dublin, Pleasanton, and San Ramon. Using a combination of funds from Measure BB, State STIP and Senate Bill 1 (SB 1) funds and regional funds, this project's planning phase has concluded and construction will begin in 2022.



Interstate 680 Sunol Express Lanes

Project Benefits

- Reduces Congestion
- Accommodates current and future increases in traffic
- Provides state-of-the-art technology that allows for improved enforcement, greater reliability and faster travel speeds in the general purpose lanes



“Keeping our highways up-to-date and modern is part of Alameda CTC’s commitment to sustainable travel, and we’re pleased to be a part of the improvements in traffic flow with the installation of HOV and express lanes.”

Ashley Tam
Express Lanes Coordinator,
Alameda CTC

Interstate 680 Projects

State Route 84/Interstate 680 Interchange Improvements

In partnership with Alameda CTC, Alameda County, the FHWA, the cities of Livermore and Pleasanton and the community of Sunol, Caltrans began construction in May 2021 on this project that will bring SR-84 to expressway standards between south of Ruby Hill Drive and the I-680 interchange in southern Alameda County.

This project uses Measure BB, Measure B, Tri-Valley Transportation Council, Regional Improvement Program, Regional Measure 3 (RM 3), SB 1 and Local Partnership Program funds.



It will modify SR-84 to accommodate one additional lane in each direction while also implementing additional improvements to reduce weaving/merging conflicts

and help address the additional traffic demand between I-680 and SR-84.

A more environmentally sustainable and equitable transportation network

Highway modernization projects are important in building the future of a more environmentally sustainable and equitable transportation network. Express lanes and expressway standard highways will help to decrease congestion on freeways and providing HOV and express lanes will help incentivize carpooling and transit. A reduction in congestion will reduce emissions from idling trucks, cars and buses. As a result, neighborhoods that surround these freeways and the entire Bay Area should benefit from improved air quality.



ALAMEDA COUNTY HOV LANES STATISTICS

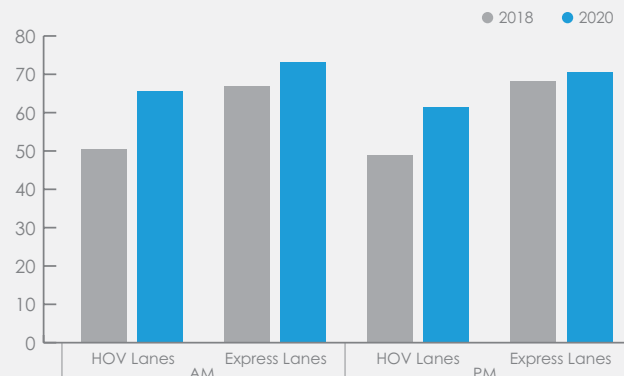


FIGURE 3-8. 2018-2020 AVERAGE SPEED OF MANAGED LANES (MPH)

I-680 Express Lanes from SR-84 to Alcosta Boulevard

Project Benefits

- Increases the efficiency of the transportation system on I-680 between SR-84 and Alcosta Boulevard to accommodate current and future traffic demand
- Improves travel time and travel reliability for all users, including HOV and transit users
- Optimizes freeway system management and traffic operations



Alameda CTC On the Move Serving Our Communities

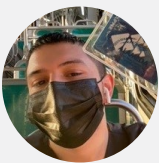
Alameda CTC communities are on the move supporting programs that move people safely and efficiently around the County.

Student Transit Pass Program

The Student Transit Pass Program (STPP), which offers middle and high school students free or reduced fares on buses (on AC Transit, Union City Transit or LAVTA Wheels) and Bay Area Rapid Transit (BART). During the 2020-21 school year, the STTP was expanded to a total of 84 schools in 14 districts and 38,534 eligible students. The program encourages students to take transit to school and wherever else they need to go.

The goals of the program are to:

- Reduce barriers to transportation access to and from schools
- Improve transportation options for Alameda County's middle and high school students
- Build support for transit in Alameda County
- Implement a cost-effective program



"I'm so happy I got my Clipper card. It has been a blessing for me. I use it to go to school, to my Regional Occupation Program, and to work. It has made my life much easier. I no longer have to wait for rides or wait to get picked up."

Luis Tambunga

STPP student at Lincoln High School, San Leandro United School District

Paratransit Program

Alameda CTC administers one of the region's most robust paratransit programs, working with partners from throughout the county to deliver mobility options. Alameda CTC's Paratransit Program is designed to help people with disabilities and older adults get around the County.

In 2021, the focus of the program shifted to address the increased pandemic need for meal delivery, providing 315,000 meals to disabled and older adults throughout Alameda County.

The goals of the program are to:

- Help people with disabilities and older adults get around independently, affordably and safely
- Ensure equitable use of funds to support people who don't have other options
- Make sure people have access to food and medical service to stay as healthy as possible



"The pandemic had a significant impact on older adults and people with disabilities living in Fremont. We're proud of our role in ensuring that our community had safe, accessible

transportation for critical health care services and other essential needs, and of our ability to help individuals book appointments and get rides to vaccination sites during this trying time."

Shawn Fong

Program Manager,
Ride-On Tri-City!

423,727

ADA-Mandated Trips
FY 2020-21

307,974

City Paratransit Trips
FY 2020-21

Paratransit Investments

\$225.574
Million

CIP Programming
and DLD funding
from 2015 to 2021

Student Transit Pass Program

38,534

Eligible
Students

84

Alameda County
Schools

Alameda CTC On the Move

Alameda County Residents On the Move

Safe Routes to Schools: Healthy Kids, Safer Streets, Strong Communities!

The Alameda County Safe Routes to Schools (SR2S) Program organizes and supports fun, educational activities that encourage families to walk, bike, carpool and take transit to school.

The goals of the program are to:

- Reduce traffic congestion
- Improve the physical activity level of students
- Reduce barriers to transportation access to and from schools
- Improve transportation options for Alameda County's middle and high school students
- Build support for transit in Alameda County
- Implement a cost-effective program



Bicycle Safety Education

The [Alameda County Bicycle Safety Education](#) program began in 2007 and is funded by Measure B, Measure BB and the Bay Area Air Quality Management District's Transportation Fund for Clean Air. Alameda CTC and [Bike East Bay](#) operate the program.

The Alameda County Bicycle Safety Education Program offers free classes throughout the County. The program includes a variety of class types that cater to different audiences, including classroom and on-road instruction, classes oriented toward adults, teenagers and children; classes in English, Spanish and Cantonese; and classes for new and experienced bicyclists. During the pandemic, classes were offered in a virtual format.

Golden Sneaker

This year, because schools had implemented remote learning due to the COVID-19 pandemic, we shifted the Golden Sneaker contest to an online format. This contest's aim is to get Alameda County's school communities—students, parents, teachers, and school administrators—to try alternative modes of transportation. The 2021 event encouraged them to participate from their own homes and neighborhoods by digitally tracking their travel activity throughout this week-long contest.

With a total of 62 schools and 7,575 participants, the week-long contest successfully encouraged physical activity across Alameda County, and the City of Livermore's Sunset Elementary School won the coveted Platinum Sneaker Award.



"Alameda County schools participate in International Walk and Roll to School Day every year. Students enjoy the excitement of celebrating the event together and learning that shared and active travel for the trip to and from school is something that they can do each day."

Denise Turner

Safe Routes to Schools Program Coordinator, Alameda CTC

Participants in 2021 Golden Sneaker Contest

62
Schools

7,575
Students

Schools Enrolled in SR2S

88
2010

263
2021

67%

Of eligible elementary, middle and high schools in FY **2020-21**

[Find out more about Alameda CTC's SR2S Program](#)

Alameda County Residents On the Move

Bike to Wherever and Bike to the Moon

Traditionally, the keystone event for Bike Month is “Bike to School” Day during which students and families are encouraged to bicycle to school.

The 2021 “Bike to Wherever” and “Bike to the Moon” events continued the bicycling celebration and mission of supporting school communities in reducing pollution and congestion, being active and healthy, and building community.

This year’s virtual event created a way for students and families to continue to celebrate Bike Month in a way that complied with COVID-19 shelter-in-place orders. Alameda County’s participating schools logged a total of 1,037,258 miles, the equivalent of two “trips” to the moon and back.

International Walk and Roll

Alameda CTC’s Safe Routes to Schools program traditionally celebrates International Walk and Roll to School Day in October. This event is designed to encourage students, families and the school community to roll, walk, bicycle, take transit or use alternative modes of transportation to get to school.

The October 2020 event recognized that Alameda County students were still virtually learning from home and the celebration focused on getting people outside for exercise and relaxation and for children to easily get the recommended 60 minutes of daily physical activity.

Bike to the Moon data

1,037,258

Miles

Two trips
to the moon



See Alameda CTC's 2021 Chair and Vice Chair in Bike to the Moon Week Storytime



Transportation Impact on Greenhouse Gas Emissions

Accounts for
40%

Harmful Bay Area
greenhouse gas emissions

School Commutes

Accounts for
21%

All morning traffic*

*Safe Routes to Schools

Alameda CTC On the Move

Alameda CTC Continues to Respond to COVID-19

The **COVID-19 Rapid Response Bicycle and Pedestrian Grant Program** was created out of a need for smaller, quicker improvements to address mobility needs during the pandemic. These 13 projects were focused around prioritizing improvements in low-income communities and equity priority communities, targeting safety and increasing mobility. The grants total over \$1.8 million in Measure B funds. Key projects include:

- **Unincorporated Alameda County Bicycle Route Signage.** The project involves implementation of bicycle routes signage from the 2019 Bicycle/Pedestrian Master Plan for Unincorporated Alameda County. Various project locations include Ashland/Cherryland equity priority community's local, collector, and arterial roadways. This project encourages biking throughout the region and makes it safer to bicycle in low-income communities and communities of color.
- **City of Berkeley Healthy Streets Program Expansion.** This program entails installing signs and barricades to divert motor vehicle traffic away from certain streets in order to provide space for physical distancing and essential travel. Its expansion increases safety by decreasing traffic on neighborhood streets and increases space for biking, walking and playing.
- **Fremont Walnut Ave Protected Bikeway.** This award-winning project was made possible by

grant funding from Measure BB and additional funds from the State's SB 1 program. The City of Fremont completed work on a 1.2-mile new bikeway on Walnut Avenue. This bikeway's location is important because this stretch of Walnut Avenue was already heavily used by cyclists, and now it is a safer way for the community to travel by bicycle. The bikeway's cutting-edge design is based on globally recognized standards for safety. Its sidewalk-height elevation keeps bikes protected from vehicle traffic, and it also includes four protected intersections, ensuring that bikes are visible to vehicles and that vehicles make safer, slow turns.

- **Downtown Livermore Bicycle Parking Project.** The project installed new bike parking (bike racks and bike lockers) and replaced single post bike racks in Livermore's Downtown Priority Development area. Bike parking will be installed along most blocks of First and Second Streets, portions of Third Street adjacent to Carnegie Park and at the Transit Center. This will increase the number of available bike parking from 39 to 214 to support bike access in Downtown Livermore businesses and retail shops. These updates will encourage people to use bikes for a variety of trips, including short distance and recreational trips, and the result will positively affect entertainment, service and small retail shops downtown.



"Alameda CTC funding has enabled us to really transform the block into a place that people can enjoy and use as they need to. I think it's so important to have spaces that are dedicated to bicyclists and pedestrians, and now it's really hard to imagine our community without it."

Zoë Chafe
 Technical Lead for Air Quality,
 C40 Cities and Emeryville resident



Rapid Response Grant Investments

\$1.808
 Million

Measure B
 \$904,000 +
Local Match
 \$904,922



Transportation On the Move

Supporting Alameda County Residents With More Transportation Choices

San Pablo Avenue

Planning is on the move toward improving the multimodal nature of the San Pablo Avenue corridor. Improvements will target bus lanes and priority treatments, protected bike lanes and pedestrian safety. Learn more about this project on page 4 of this report.

East Bay Greenway and East 14th Street/Mission Multimodal Corridor Project



Improvements to this multimodal corridor are also on the move. Expect on-street class IV bike lanes, bus priority treatments and mobility hubs at BART stations. Increasing transportation alternatives in the project area is critical as total employment is expected to generally increase 13 percent in the County between 2020 and 2040 and by 25 percent within the project area for this same time period.

Currently in the planning stage, this project will build off of existing planning and improvement efforts, conduct a detailed analysis of multimodal mobility within the corridor, and identify specific implementable short-, medium- and long-term improvements to advance them to project delivery.

Bay Bridge Forward

In FY 2020-21, Alameda CTC continued to fund transit prioritization projects throughout Alameda County. Led by our partners the Metropolitan Transportation Commission (MTC) and the Bay Area Transportation Authority (BATA), along with AC Transit, Caltrans and the cities of Oakland and Emeryville, projects like Bay Bridge Forward were made realities.

Bay Bridge Forward's suite of strategies includes bus and HOV priority improvements to bridge approaches to provide faster, more reliable travel for buses and carpools. Transit and high-occupancy priority infrastructure are the cornerstones of these projects, including bus-only elements to improve approaches to the Bay Bridge. These projects will reduce congestion, improve travel times, move more people and encourage commuters to make the move to using public transportation.

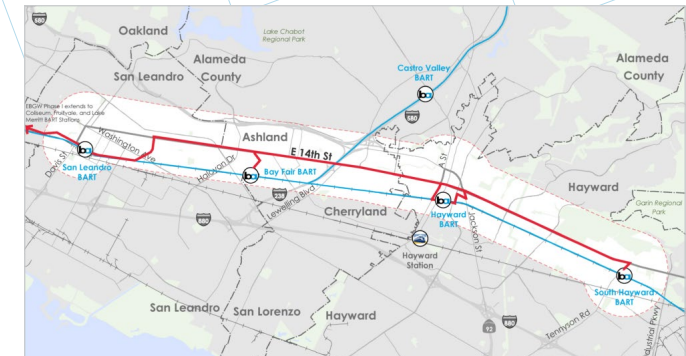


Courtesy of Metropolitan Transportation Commission

East Bay Greenway, Phase 1

Project Benefits

- Improves bicycle and pedestrian network connectivity in communities along the BART line
- Improves access to regional transit, schools, downtown area, and other destinations
- Creates a facility that is accessible and comfortable to bicyclists and pedestrians of all ages and abilities
- Improves safety for bicyclists and pedestrians
- Supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions



On the Bay Bridge Path

450k
Bike Rides

465k
Walkers

Bay Bridge Forward

\$65
Million

11
Near-Term Investments

Transportation On the Move

Supporting Alameda County Residents With More Transportation Choices

Valley Link

In September 2020, Alameda CTC approved an amendment to the Measure BB Transportation Expenditure Plan to shift \$400 million in Measure BB funding from the BART to Livermore project to the construction of Valley Link.

The new 42-mile, seven-station passenger rail project will establish vital rail connectivity between BART at the Dublin/Pleasanton Station and the Altamont Corridor Express (ACE) North Lathrop Station in San Joaquin County. Valley Link will combine nearly 500 miles of commuter and intercity rail with more than 130 stations in the Northern California megaregion.

Seaplane Lagoon Ferry Terminal Project

The Seaplane Lagoon Ferry Terminal project is an important part of the transportation strategy to support a major development and reuse of the former Naval Air Base in the City of Alameda.

The project provides critical multimodal transportation opportunities to minimize transportation impacts related to the new 68-acre mixed-use development at Alameda Point that is within a quarter mile of the new ferry terminal.

This project is in partnership with Alameda CTC, the City of Alameda and the Water Emergency Transportation Authority (WETA) and creates a transbay transit hub that increases service in the Transbay corridor.

Landside components of this new ferry terminal project include access and parking improvements, including new paving for bicycles, pedestrian, transit, passenger drop-offs and vehicular circulation and a 451-space surface parking facility with 10 electric vehicle charging stations.

Seaplane Lagoon Water Transit Ferry Terminal

Project Benefits

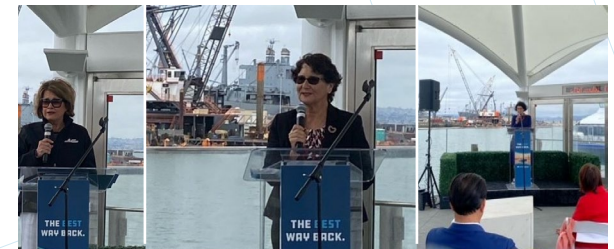
- Creates a Transbay transit hub with access by all modes
- Brings together ferry service, bike access, bike parking, bus stops
- Provides open-air bike racks and 24 secure BikeLink lockers
- Offers a 400-space parking lot with EV charging stations, and pick-up and drop areas



Courtesy of San Francisco Bay Ferry



A Ribbon Cutting Celebration for the Seaplane Lagoon Ferry Terminal



Alameda CTC Commissioner Elsa Ortiz, Alameda CTC 2020 Chair Pauline Cutter and Alameda CTC Commissioner Marilyn Ezy Ashcraft (left to right).

Alameda CTC We Work for You Goods On the Move

Port of Oakland Continues to Serve Northern California

The Port of Oakland, though located in Alameda County, processes 99 percent of container volume for Northern California and is one of the ten busiest ports in the nation by volume. In normal economic times, that's a big job; in pandemic economic times, it's a huge responsibility.



Courtesy of SF Gate

The **Global Opportunities at the Port of Oakland Program**, known as **GoPort**, is a package of projects that focuses on goods movements, another important component of Alameda CTC's efforts to keep commerce on the move.

This program's goals are:

- **Congestion relief:** Upgrade technology and infrastructure to minimize and manage truck wait times, manage truck congestion, and improve traffic circulation
- **Efficiency:** Improve Port and Rail Yard efficiencies, intermodal yard connectivity, and expand near dock use of rail and intermodal facilities
- **Sustainability:** Reconstruct Bay Trail segment on 7th Street and Maritime Street and reduce emissions/carbon footprint
- **Economic stimulation:** Reduce shipping costs, improve Port competitiveness and create jobs



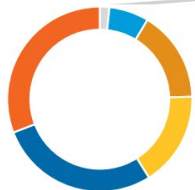
Danny Wan
Executive Director
Port of Oakland

"The Port of Oakland plays an important role in providing goods to Northern California and jobs within Alameda County. We recently reached an environmental milestone of reducing diesel emissions 86% from 2005 levels that, along with other solutions being aggressively pursued, reduce the impact of goods movement on communities surrounding the Port. Green technologies, such as those employed through the GoPort Program in partnership with Alameda CTC, will increase sustainability and equity in these neighboring communities."

GoPort Freight Intelligent Transportation System Project

The FITS project completion is scheduled to occur in summer 2022 and will significantly reduce the problem of congestion, bottlenecks, and trucks queuing at the Port of Oakland.

GOODS MOVEMENT-RELATED JOBS



- Agriculture & Natural Resources
- Wholesale
- Construction
- Transportation and Utilities
- Retail
- Manufacturing



Courtesy of SF Gate



GoPort mobile application.



Freight ITS operations overview.

We Work for You

Goods On the Move

Continued Focus on the Climate Crisis

These two projects are serving Alameda CTC's climate change mitigation goals.

Alameda CTC provided matching funds for the **Hydrogen Truck Pilot Program** to help secure a California Air Resources Board/California Energy Commission grant. This program will develop hydrogen fuel drayage trucks to serve the Port of Oakland and install a fueling station near the Port of Oakland. The trucks—30 Hyundai XCIENT Class 8 hydrogen fuel cell electric trucks—will represent the largest commercial deployment of Class 8 hydrogen fuel cell electric trucks in the United States.

In keeping with Alameda CTC's commitment to the County's economy, the trucks will be serviced

and maintained by a company in San Leandro, NorCAL Kenworth. That keeps the economic benefits of the project local and allows for quicker turnaround on any service needs. With an eye toward future expansion, the liquid hydrogen fueling station will have the capacity to serve up to 50 trucks with back-to-back fueling.

The **Prescott Greening Project** is a pilot program to support greening the Prescott neighborhood, the highest pollution hotspot within West Oakland.

Alameda CTC is helping to support this project with a matching grant award of \$600,000 to the project led by West Oakland Environmental Indicators Project.

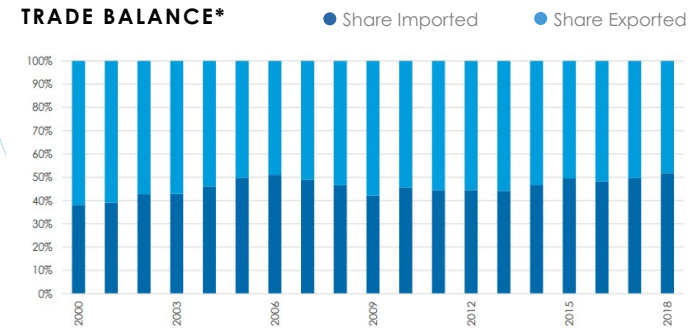


Goods Movement Investments

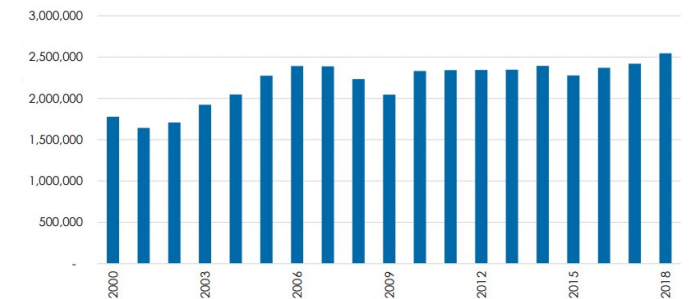
\$186.154
Million

Of Alameda CTC CIP Programming only from 2015 to 2021

TRADE BALANCE*



PORT CONTAINER VOLUME* (TEUs)



* Alameda County Goods Movement Fact Sheet, Jan 2020

Jobs In Alameda County

30%

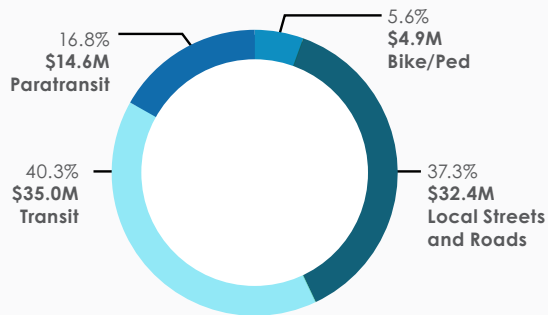
Of all County jobs that are goods movement dependent

We Work for You

Responsible Stewardship

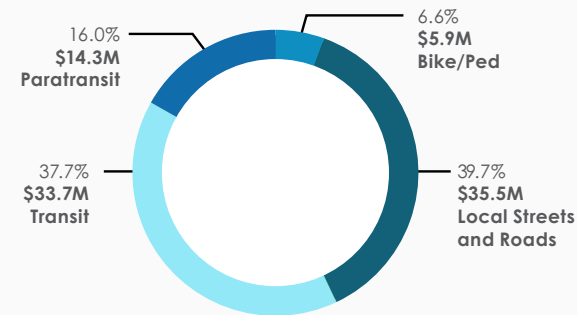
Alameda CTC is a responsible steward for investing funds equitably throughout Alameda County. The Independent Watchdog Committee (IWC), which is made up of 17 Alameda County residents who are not elected to any government office or personally benefit from Measure B and Measure BB sales tax measures, reviews and analyzes Alameda CTC investments and expenditures to ensure that funds are spent in accordance with the voter-approved measures. The IWC has issued clean reports every year for the past 19 years.

Measure BB Program Distributions
FY 2020-21 \$86.9 Million (revenue)



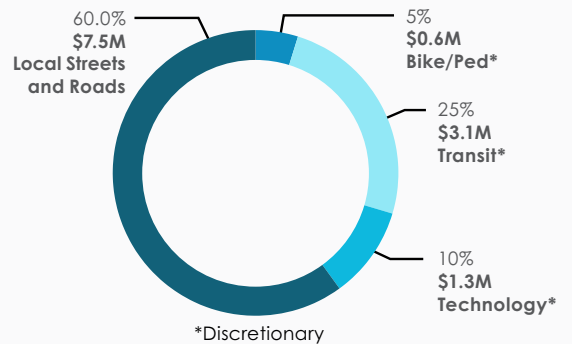
Alameda CTC directly distributes about 65 percent of Measure BB sales tax funds, net of administrative funds, to the County's 14 incorporated cities, unincorporated areas and County transit operators via a monthly distribution and through discretionary programs to fund local transportation projects and programs. The remaining 35 percent of funds support Alameda County's capital improvement program.

Measure B Program Distributions
FY 2020-21 \$89.4 Million (revenue)

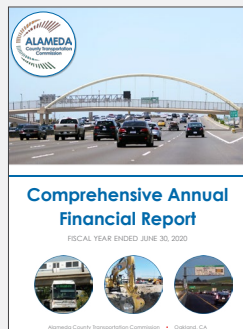


Alameda CTC directly distributes about 60 percent of Measure B sales tax funds, net of administrative funds, to the County's 14 incorporated cities, unincorporated areas and County transit operators via a monthly distribution and through discretionary programs to fund local transportation projects and programs. The remaining 40 percent of funds support the Alameda County capital improvement program.

Vehicle Registration Fee Distributions
FY 2020-21 \$12.5 Million (revenue and discretionary)

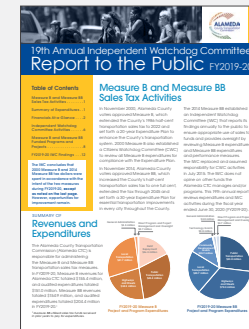


The Vehicle Registration Fee program is funded through a \$10 vehicle registration fee that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. All funds, net administrative funds, are distributed monthly to the 14 incorporated cities and the County of Alameda for the Local Road Improvement and Repair Program.



The Certificate of Achievement for Excellence in Financial Reporting awarded by the Government Financial Officers Association (GFOA) is the highest form of recognition in the area of governmental accounting and financial reporting.

This award is reflective of Alameda CTC's history of clean audits, which it has maintained since its inception in 2010. Financial transparency is a key component of Alameda CTC's commitment to the County, and we're proud of this recognition by the GFOA.

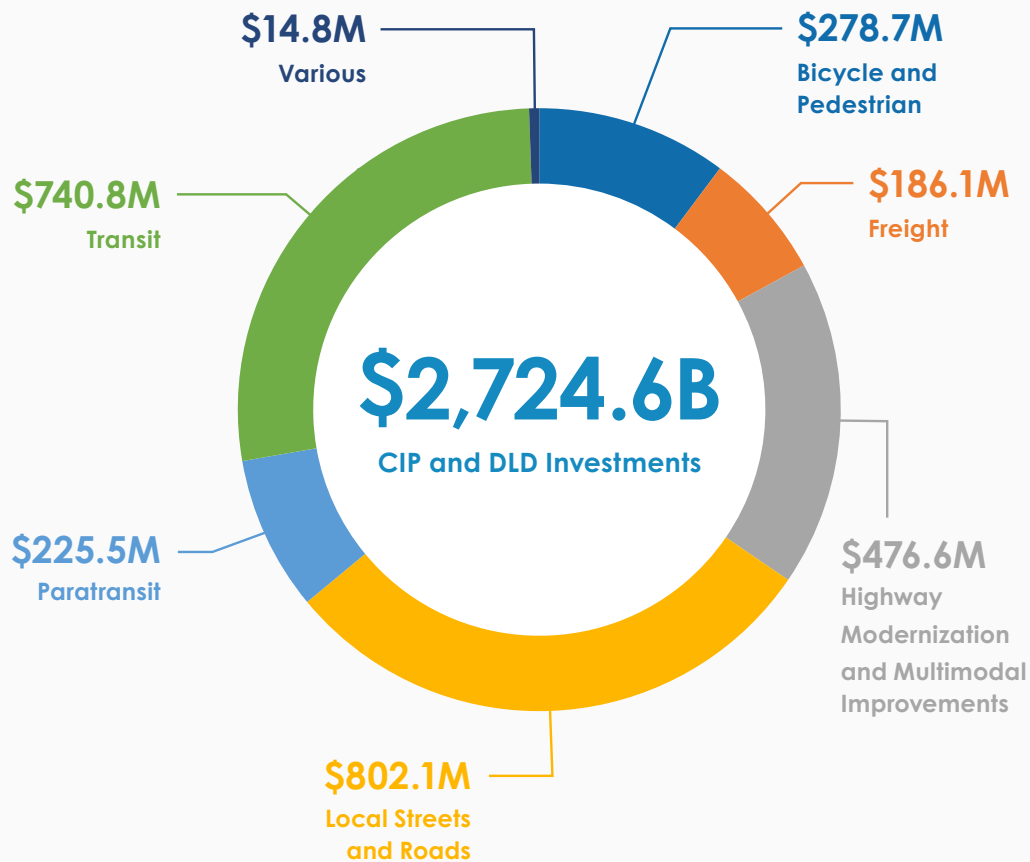


Alameda CTC's Independent Watchdog Committee confirmed for the 19th consecutive year that Measure B and Measure BB funding was spent in accordance with voter intent for those measures.

We Work for You

Funding Projects and Programs

Alameda CTC is responsible for the planning, programming, and allocation funds for a wide range of transportation improvement projects and programs. Between 2010-2021, we provided funding and partnered with our local agency and city partners to foster the growth and vitality of safe, efficient and accessible travel for communities throughout Alameda County.



Alameda CTC manages Alameda County voter-approved Measure B, Measure BB, Vehicle Registration Fee and Transportation Fund for Clean Air (TFCA) funds. Regional, state and federal funding sources also contribute to the delivery of Alameda CTC projects and programs.

- **Regional Measure 3** are Bay Area regional measures funded by bridge tolls
- **Senate Bill (SB 1)** the Road Repair and Accountability Act of 2017
- **California State Transportation Improvement Program (STIP)**
- **Surface Transportation Program (STP)** and **Congestion Mitigation Air Quality Improvement Program (CMAQ)** provided by the Federal One Bay Area Grant Program



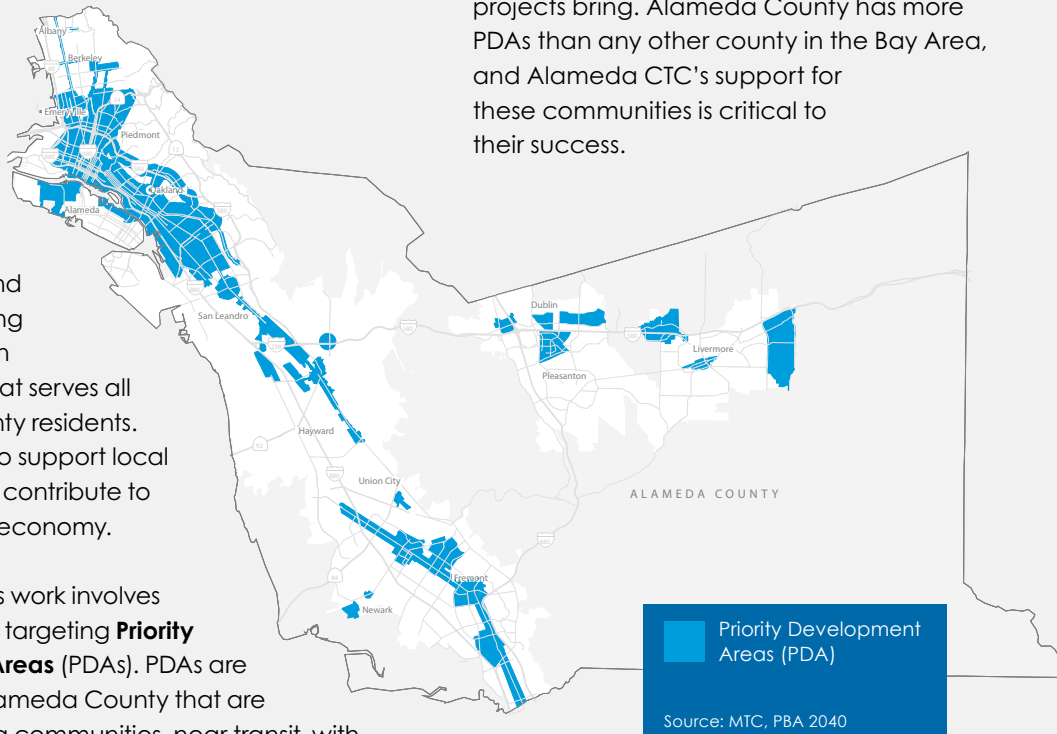
We Work for You

Supporting Local Businesses

Alameda CTC's Local Business Contract Equity (LBCE) Program, created to support small and local businesses, helps to identify and engage the participation of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE) and Very Small Local Business Enterprise (VSLBE) firms located within Alameda County, providing employment opportunities for Alameda County residents. The LBCE Program applies to contracts that are administered by Alameda CTC and funded in whole or in part by Measure B, Measure BB or VRF funds in combination with other local funds. In FY 2020-21, 119 Alameda County firms were LBCE certified to join the program.

Our commitment to the County stretches throughout a project's life cycle: from getting community feedback in the project's planning stage to using local firms for planning, designing, and construction and finally to creating a transportation environment that serves all Alameda County residents. We are proud to support local businesses and contribute to a vibrant local economy.

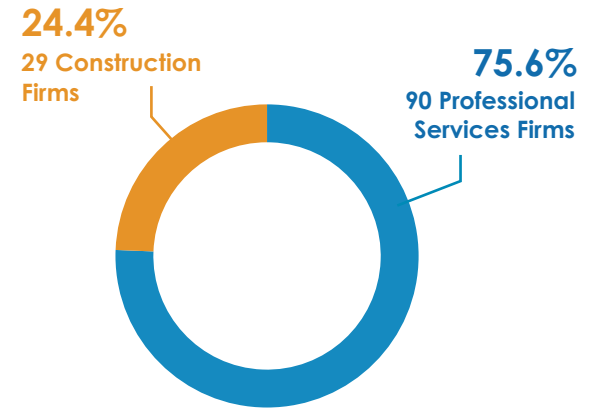
programs because of the anticipated population growth and the jobs that these projects bring. Alameda County has more PDAs than any other county in the Bay Area, and Alameda CTC's support for these communities is critical to their success.



Alameda CTC's work involves identifying and targeting **Priority Development Areas (PDAs)**. PDAs are areas within Alameda County that are already-existing communities, near transit, with planned housing on the horizon. These areas are most in need of Alameda CTC's projects and

303,500 jobs in PDAs in 2010, or 44% of total county jobs
69% of projected county job growth through 2040
72% of projected county household growth through 2040

119 LBCE Program Certified Firms FY 2020-21



55% Of professional services contracts in FY 2020-21 awarded to local businesses

Payments Processed Between July 1, 2020 and June 30, 2021

Professional, construction, and Caltrans Cooperative agreements for which payments were processed in FY 2020-21.

Alameda CTC Contracts	LBE \$	SLBE \$	VSLBE \$
36 Contracts With LBCE Goals	\$17,727,721	\$6,014,862	\$147,615
29 Contracts Exempt From LBCE Goals	\$8,734,074	\$1,188,874	\$124,531
65 Total Contracts with LBCE Participation	\$26,461,795	\$7,203,736	\$272,146

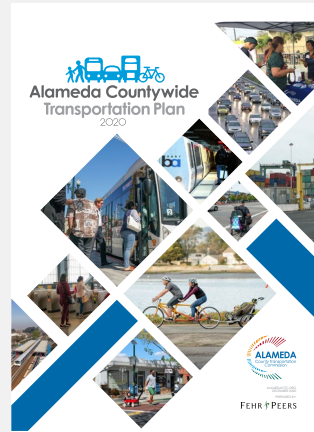
LBE (Local Business Enterprise); SLBE (Small Local Business Enterprise); VSLBE (Very Small Local Business Enterprise)

Building the Future of Alameda County

Alameda CTC's commitment to plan, fund, and deliver projects and programs is a commitment to meeting the needs of the residents of Alameda County. Everything we do is toward a sustainable, safe, equitable, and multimodal future. The Countywide Transportation Plan (CTP) remains our guiding document in this pursuit.

In 2020, we implemented an update to the CTP that prioritizes transportation that is accessible, affordable, equitable; safe, healthy, sustainable; high quality and modern; and supportive of the economic vitality of the region. The CTP sets up near-term (within 10 years) and long-term (within 30 years) priorities for the future of transportation in Alameda County. The ten-year goals include over 80 projects that are categorized into six areas:

greenways and trails; multimodal corridors; interchange safety and freeways; transit capacity, access, and operations; goods movement; and sea level rise adaptation. Since the new CTP's adoption, Alameda CTC's funding allocations have largely been directed to this 10-year list.



"Alameda CTC's focus is to transform transportation, ensuring and expanding equitable access to all modes of transportation, and stimulate the local economy by creating and keeping jobs here in the County. The future of Alameda County, driven by Alameda CTC's Countywide Transportation Plan, is brimming with plans to support that expansion and to make sure that we all are able to enjoy a safe, economically competitive community for years to come."

Keith Carson

Commissioner, Alameda CTC
Alameda County Supervisor, District 5

100%

Of multimodal corridor projects are within a Priority Development Area

83%

Of transit projects are within or provide access to a Priority Development Area

74%

Of transit projects are within or provide access to equity priority communities Technology Investments



"I love living and working in Alameda County—the natural beauty, diversity of cultures and experiences, and the myriad of ways to get around are what make it a special place.

And Alameda CTC's commitment to equitable transportation and retaining the things that make the County special, while modernizing and making improvements along the way, make me proud to be an Alameda CTC Commissioner."

Marilyn Ezzy Ashcraft

Commissioner, Alameda CTC
Mayor, City of Alameda

Priority Projects and Programs

The Countywide Transportation Plan prioritizes projects and programs that address existing needs, support communities, and work toward plan goals. Below are the project areas for the next 10 years. See the [2020 Countywide Transportation Plan](#) for a full project list.

PROJECTS

34

MULTIMODAL CORRIDORS

These projects improve transportation options along major arterials through bicycle and pedestrian safety features, more reliable transit operations, safer access to bus stops, more efficient curb access or other complete streets and placemaking improvements.



100% of multimodal corridor projects are within a Priority Development Area

10 of AC Transit's 11 major corridors receive improvements

22

TRANSIT CAPACITY, ACCESS AND OPERATIONS

The major transit investments included in the 10-year list advance several of the plan's goals by improving transit access, operations, capacity, connectivity, affordability, and ease of use for an aging population, as well as by reducing the impact of interregional commutes.



83% of transit projects are within or provide access to a Priority Development Area

74% of transit projects are within or provide access to a Community of Concern*

18

INTERCHANGE SAFETY AND FREEWAYS

The 2020 CTP prioritizes the development of 18 projects along Alameda County's freeways.



50% modernize and interchanges to improve multimodal access and traffic safety

2020 CTP reaffirms our commitment to expanding and connecting a network of dedicated lanes for carpools, buses, and other high-occupancy vehicles

10

GREENWAY AND TRAILS PROJECTS

Urban greenways and trails projects expand Alameda County's network of multi-use paths and trails for safe walking and biking.



Measure BB included funding for three major trails: the Iron Horse Trail, Bay Trail, and East Bay Greenway

The 2020 CTP identifies an additional seven greenways and trails to advance over the next 10 years

6



GOODS MOVEMENT

The 10-year priority list includes projects that support this vital activity and the benefits it provides while also protecting communities by reducing impacts on safety, emissions, and roadways.

3



SEA LEVEL RISE ADAPTIONS

The priority list also includes projects that protect against sea level rise, which poses a threat to many communities and key goods movement facilities.

*Based on MTC's 2020 definition of Communities of Concern

Revenues and Expenditures

As of June 30, 2021, Alameda CTC governmental funds reported combined fund balances of \$620.8 million, an increase of \$42.1 million compared to June 30, 2020. This increase is attributed to a decrease of expenditures in Measure BB Capital Projects Fund and the Measure BB Special Revenue Fund as project and program activities ramp up to deliver the many projects and programs promised to the voters in the 2014 Transportation Expenditure Plan.

REVENUES	GENERAL FUND	2000 MEASURE B SPECIAL REVENUE FUND	2014 MEASURE BB SPECIAL REVENUE FUND	EXCHANGE FUND	2000 MEASURE B CAPITAL PROJECTS FUND	1986 MEASURE B CAPITAL PROJECTS FUND	2014 MEASURE BB CAPITAL PROJECTS FUND	NONMAJOR GOVERNMENTAL FUNDS	TOTAL GOVERNMENT FUNDS
Sales tax - 2000 Measure B	\$ 7,673,529	\$ 97,546,758	\$ -	\$ -	\$ 65,302,588	\$ -	\$ -	\$ -	\$ 170,522,875
Sales tax - 2014 Measure BB	6,828,369	-	118,102,302	-	-	-	45,778,554	-	170,709,225
Project revenue	2,430,220	2,475,426	-	3,349,569	202,297	-	9,029,060	6,267,234	23,753,806
Member agency contributions	1,524,156	-	-	-	-	-	-	-	1,524,156
Toll and toll violation revenue	-	-	-	-	-	-	-	11,799,561	11,799,561
Vehicle registration tax	-	-	-	-	-	-	-	13,243,187	13,243,187
Investment income	1,115,291	333,592	232,401	30,900	(958,502)	303,971	(293,103)	\$102,367	866,917
Other income	1,133	2,083	2,086	-	-	-	-	-	5,302
TOTAL REVENUES	19,572,698	100,357,859	118,336,789	3,380,469	64,546,383	303,971	54,514,511	31,412,349	392,425,029
EXPENDITURES									
Administrative									
Salaries and benefits	3,545,528	842,780	1,219,314	37,500	56,162	26,480	852,370	1,035,448	7,615,582
Office rent	1,106,010	-	-	-	-	-	-	-	1,106,010
Professional services	1,371,515	95,034	928,175	-	-	-	-	420,647	2,815,371
Planning and programming	311,637	-	-	-	-	-	-	-	311,637
Other	1,299,058	2,083	2,986	-	3,882	(21,364)	2,295	186,876	1,475,816
Transportation improvements									
Highways and streets	-	-	-	-	21,760,877	816,810	41,872,653	-	64,450,340
Public transit	-	50,867,001	49,984,862	-	341,642	-	8,251,276	-	109,444,781
Local transportation	-	46,234,225	37,932,124	-	-	-	23,611,447	-	107,777,796
Community development investments	-	-	8,454,586	-	-	-	-	-	8,454,586
Technology	-	-	(508,710)	-	-	-	-	-	(508,710)
Congestion management	-	-	-	3,312,068	-	-	-	17,588,608	20,900,676
Debt service									
Principal	-	-	-	-	-	-	-	24,240,000	24,240,000
Interest	-	-	-	-	-	-	-	2,230,200	2,230,200
TOTAL EXPENDITURES	7,633,748	98,041,123	98,013,337	3,349,568	22,162,563	821,926	74,590,041	45,701,779	350,314,085
EXCESS/(DEFICIENCY) OF REVENUES OVER/(UNDER) EXPENDITURES	11,938,950	2,316,736	20,323,452	30,901	42,383,820	(517,955)	(20,075,530)	(14,289,430)	42,110,944
OTHER FINANCING SOURCES/(USES)									
Transfer in	171,393	-	-	-	4,326,279	-	-	26,471,200	30,968,872
Transfer out	-	-	-	-	(26,471,200)	-	-	(4,497,672)	(30,968,872)
TOTAL OTHER FINANCING SOURCES/(USES)	171,393	-	-	-	(22,144,921)	-	-	21,973,528	-
NET CHANGE IN FUND BALANCES	12,110,343	2,316,736	20,323,452	30,901	20,238,899	(517,955)	(20,075,530)	7,684,098	42,110,944
Fund Balances - Beginning	83,391,847	36,344,966	73,322,240	6,429,961	99,813,063	145,390,561	40,555,006	93,460,283	578,707,927
FUND BALANCES - ENDING	\$ 95,502,190	\$ 38,661,702	\$ 93,645,692	\$ 6,460,862	\$ 120,051,962	\$ 144,872,606	\$ 20,479,476	\$ 101,144,381	\$ 620,818,871

Alameda CTC Commissioners

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Mayor John J. Bauters
City of Emeryville

Commission Vice Chair

Board President Elsa Ortiz
AC Transit

Alameda County

Supervisor David Haubert, *District 1*
Supervisor Richard Valle, *District 2*
Supervisor Dave Brown, *District 3*
Supervisor Nate Miley, *District 4*
Supervisor Keith Carson, *District 5*

BART

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City of Alameda

Mayor Marilyn Ezy Ashcraft

City of Albany

Councilmember Rochelle Nason

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Councilmember Rigel Robinson

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Mayor Lily Mei

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Mayor Barbara Halliday

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Vice Mayor Regina Bonanno

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Councilmember Luis Freitas

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Vice Mayor Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Mayor Teddy Gray King

City of Pleasanton

Mayor Karla Brown

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Comprised of 22 local elected officials representing all areas of the County, the members of the Alameda CTC Commission ensure that Alameda CTC works with its partners throughout the County to PLAN, FUND and DELIVER projects and programs that are improving our transportation, equitably serving our communities and sustainably building our future.

