



# 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



# 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>:**

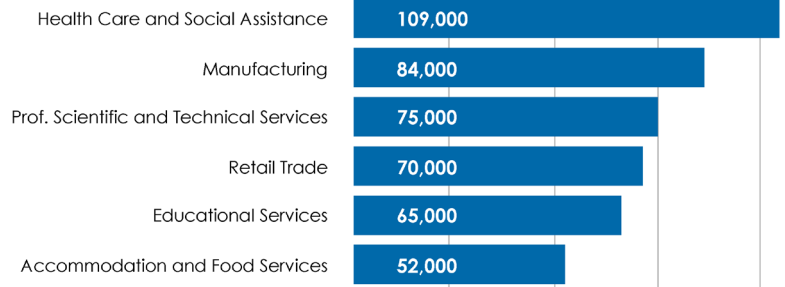
\$975,000 tons Inbound, Full (+1% over 2018)

\$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.

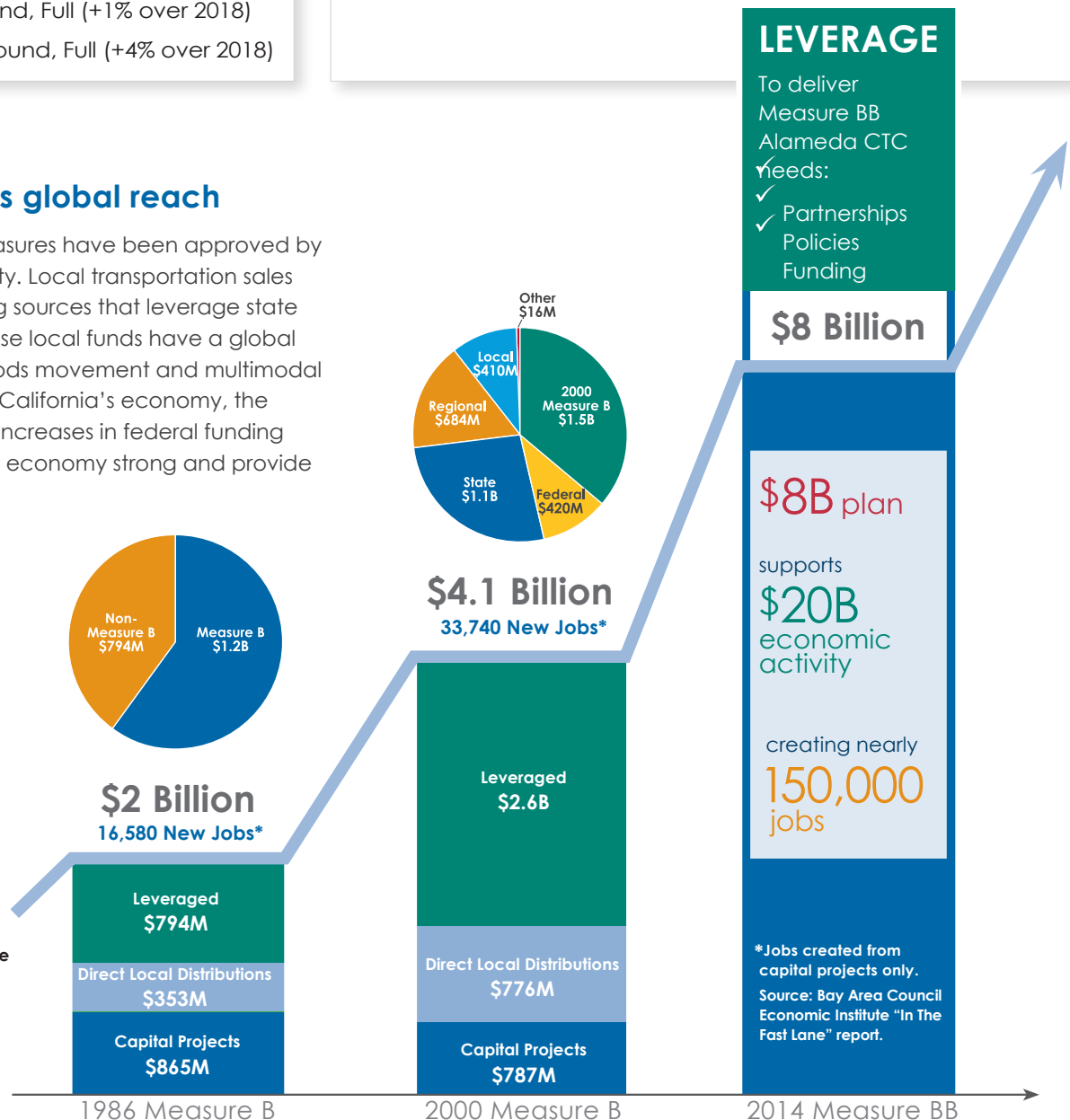
### Sources:

<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 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.

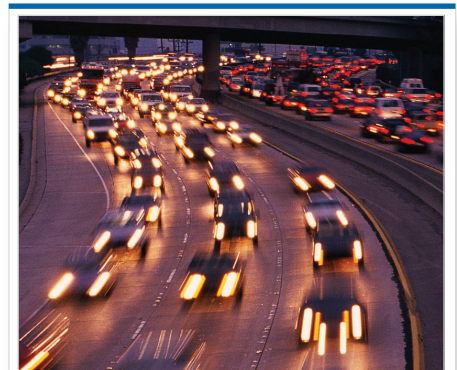


**99%** of containerized cargo from Northern California passes through the Port of Oakland

## 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





Because the **delivery of safe, innovative, modern infrastructure as promised to Alameda County voters in Transportation Expenditure Plans** is in accord with the priorities outlined in the adopted Countywide Transportation Plan, Alameda CTC is moving forward to:

- Advance projects in every project development phase from concept to construction to support economic vitality, jobs, safety and access
- Deliver a suite of multimodal projects (bicycle and pedestrian, transit, transit-oriented development, major corridors, interchange modernization, rail and goods movement)
- Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities

Those investments include:

**Multimodal arterial corridors** and the County's **Bicycle and Pedestrian Trails Network** that support transit priority and pedestrian/bicycle improvements increase safety for all travelers, reduce travel conflicts and accommodate future growth. They play a crucial role in local communities and their economic development, and they are where we anticipate significant housing and job growth in the coming years.

Countywide **Rail Safety Enhancement Program**, improving safety for all users at railroad at-grade crossings and relieving trespassing issues in communities. The program's identified 56 at-grade crossings throughout Alameda County that will improve pedestrian safety with an emphasis on schools, and rail and roadway safety; support economic vitality and freight rail operations; and achieve emissions reductions through reduced idling supporting state and regional air quality goals.

**Interchange modernization**, providing congestion relief, access improvement to local businesses and for bicyclists and pedestrians to safely cross interchanges. It also potentially improves transit access.



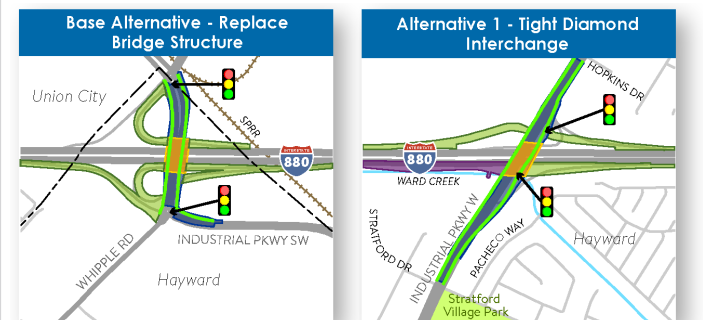
**SAN PABLO AVENUE CORRIDOR PROJECT** is an interjurisdictional roadway that traverses multiple cities in northern Alameda County. It is the spine of a critical multimodal travel corridor that connects tens of thousands of people every day between residential communities, centers of public life and other activity hubs.



**IRON HORSE REGIONAL TRAIL** is a 52-mile wheelchair accessible trail that follows the Southern Pacific Railroad right-of-way established in 1891. Used by pedestrians, horse riders and bicyclists, this major transportation and recreation corridor connects two counties and nine communities.



**RAIL SAFETY ENHANCEMENT PROGRAM** is a countywide program that improves pedestrian/student safety and rail and roadway safety at 56 at-grade rail crossings throughout Alameda County. It also supports the ongoing regional rail plan for freight and commuter rail implementation and provides emissions reductions.



**WHIPPLE ROAD/INDUSTRIAL PARKWAY SOUTHWEST AND INDUSTRIAL PARKWAY WEST** will modernize two interchanges to relieve freeway and interchanges congestion, enhance safety and improve pedestrian and bicycle access.



At Alameda CTC, it is of the utmost importance to **fund and advocate for multimodal transportation improvements that create quality and sustainable jobs in Alameda County.**

Highway modernization and multimodal improvements create jobs. Because many of our interchange projects are connected to active transportation, they not only reduce congestion, improve mobility and provide traffic operations and safety, but also create safe access for pedestrians and bicyclists as they move to and through interchanges.

Work on interchanges closes gaps along express lanes and along bicycle and pedestrian trails, and these improvement projects, especially as they move toward construction, create local jobs. Some of those projects include:

- Interstate 80/Gilman Street Interchange Improvement project: construction began in May 2021 and is anticipated for completion in 2023
- State Route 84/Interstate 680 Interchange and Roadway Improvements: construction began in May 2021; completion anticipated in 2023
- Interstate 680 Express Lanes from State Route 84 to Alcosta Boulevard: construction of this two-phase project anticipated to begin in spring 2022

In addition to highway modernization, Alameda County is crucial gateway to the world for goods movement, moving goods to and from the County, the Northern California region and the Western United States. Alameda CTC's GoPort Program, in partnership with the Port of Oakland creates jobs. In fact, 30 percent of Alameda County jobs are goods movement-dependent. Due to the Port alone, more than 84,000 jobs are created regionally and over one million nationally.



**I-80/GILMAN STREET INTERCHANGE IMPROVEMENTS** project will reconfigure this interchange to modernize it with two roundabouts on either side of I-80 and create a pedestrian and bicycle overcrossing over I-80, closing the gap to the San Francisco Bay Trail.



**SR-84/I-680 INTERCHANGE AND ROADWAY IMPROVEMENTS** will bring SR-84 to current standards. Work will reduce weaving/merging conflicts and help to address traffic demand between I-680 and SR-84, improving regional and interregional connectivity, relieving congestion and ultimately improving safety.



**GO PORT PROGRAM** is a suite of projects that support the 8th busiest port in the nation, the Port of Oakland. These projects support information technology, improve greenhouse gas emissions, provide safe bicycle and pedestrian connectivity and minimize intermodal rail conflicts.



**I-880 LANDSCAPING AT DAVIS STREET AND MARINA BOULEVARD INTERCHANGES** replaces trees and other vegetation to satisfy the provision of I-880 Southbound High-Occupancy Vehicle Lane – South Segment project.





## Alameda CTC plans and implements accessible, affordable and equitable multimodal projects.

To help meet the needs of current and future generations of Alameda County residents, employees, businesses and visitors, Alameda County Transportation Commission (Alameda CTC) engages in short-, medium- and long-range planning. These planning efforts guide transportation development and funding decisions and seek to be responsive to current and future mobility trends, funding and delivering effective, strategic and impactful projects and programs.

Much of the work focuses on:

- Improving and expanding connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable
- Creating safe multimodal facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce reliance on single-occupant vehicles and minimize impacts of pollutants and greenhouse gas emissions
- Delivering a high-quality transportation system that is well-maintained, resilient and maximizes the benefits of new technologies for the public
- Supports the growth of Alameda County's economy and vibrant local communities through a transportation system that is safe, reliable, efficient, cost-effective, high-capacity and integrated with sustainable transit-oriented development facilitating multimodal local, regional and interregional travel





**COUNTYWIDE TRANSPORTATION PLAN** is a long-range planning and policy document that guides future transportation decisions in Alameda County. The Plan and its companion documents implement the vision for all County residents, businesses and visitors to be served by a premier transportation system that supports our vibrant County.



**OAKLAND ALAMEDA ACCESS PROJECT** proposes to eliminate heavy bottlenecks, long delays and potential vehicle-pedestrian-bicycle conflicts and provide access, operations, safety and connectivity between downtown Alameda and Oakland, Chinatown and the Jack London District.



**Safe Routes to Schools**  
Alameda County Transportation Commission



**FREE STUDENT TRANSIT PASS**  
[bit.ly/studenttransitpass](https://bit.ly/studenttransitpass)

**STUDENT TRANSIT PASS AND SAFE ROUTES TO SCHOOLS PROGRAMS** are two student-focused programs offering solutions to access school, after-school and activities and jobs, relieve the transportation cost burden on families and encourage active transportation – safe walking, bicycling, carpooling and transit use.



**PARATRANSIT PROGRAM** supports the essential mobility of seniors and people with disabilities, so that independence, health, social connections and employment opportunities can be maintained and had. A number of resources are offered, including [travel training](#) and a number of transportation services throughout the County.

# Sustainable Transportation



Alameda County's 2014 Transportation Expenditure Plan was designed to support an environmentally sustainable future as we transform our transportation network over the coming decades. The intention is to meet the County's growing needs through **advancement of projects, programs and policies that support sustainable transportation, reduction of emissions and expanding mobility options.**

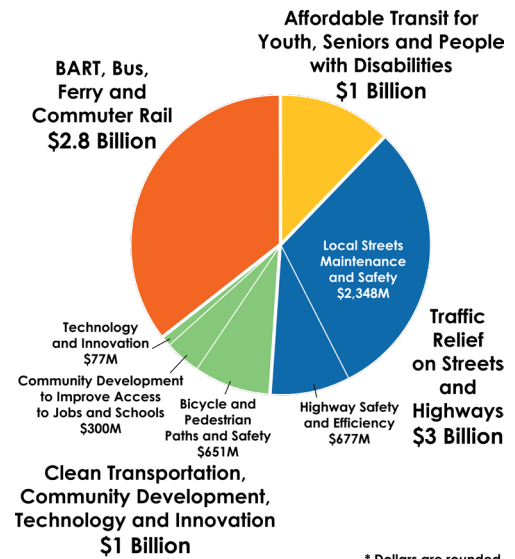
## DISTRIBUTION OF THE 2014 TRANSPORTATION EXPENDITURE PLAN

We achieve more sustainable transportation by:

- Providing funds to every city in the County to repave streets, fill potholes and upgrade local transportation infrastructure
- Investing in aging highway corridors to upgrade on- and off-ramps
- Using modern technology to manage traffic, improve safety, improve air quality and provide clean transportation

And through expansion of bicycle and pedestrian paths, BART and bus, and commuter rail and operations.

It is through this multi-pronged effort that we retain quality of life in Alameda County.



# Accountability



Alameda CTC is dedicated to serving as a responsible steward of the public funds to which it has been entrusted. Wise and equitable Investment of transportation funds has garnered a AAA rating from Standard & Poor's.

Because of its strong financial management practices, Alameda CTC has been awarded its eighth consecutive Certificate of Achievement for Excellence in Financial Reporting by the government Finance Officers Association of the United State of Canada for the Annual Financial Report for the year ended June 30,2020.

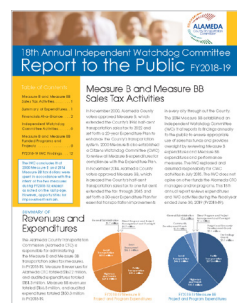
Financial accountability and stewardship, and the achievement of organizational excellence in all aspects of its work are the things for which Alameda CTC strives.

Alameda CTC's strong financial performance is closely monitored and evaluated by independent third parties who ensure that we meet our responsibility.



## INDEPENDENT WATCHDOG COMMITTEE REPORT TO THE PUBLIC

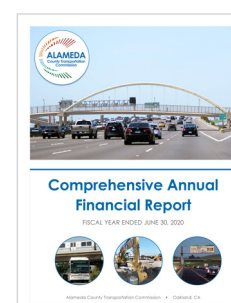
Alameda CTC's Independent Watchdog Committee confirmed for the 18th



consecutive year that Measure B and Measure BB funding was spent in accordance with voter intent for those measures.

## COMPREHENSIVE ANNUAL FINANCIAL REPORT

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.

# 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.



### Commissioners:

**Commission Chair**  
Mayor Pauline Cutter,  
City of San Leandro

**Commission Vice Chair**  
Councilmember John Bauters,  
City of Emeryville

**AC Transit**  
Board President Elsa Ortiz

**Alameda County Supervisors**  
Supervisor David Haubert, District 1  
Supervisor Richard Valle, District 2  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
Supervisor Keith Carson, District 5

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Vice President Rebecca Saltzman

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Mayor Marilyn Ezzy Ashcraft

**City of Albany**  
Councilmember Rochelle Nason

**City of Berkeley**  
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Mayor Melissa Hernandez

**City of Fremont**  
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Councilmember Luis Freitas

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Councilmember At-Large Rebecca Kaplan  
Councilmember Sheng Thao

**City of Piedmont**  
Councilmember Jen Cavanaugh

**City of Pleasanton**  
Mayor Karla Brown

**City of Union City**  
Mayor Carol Dutra-Vernaci

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