

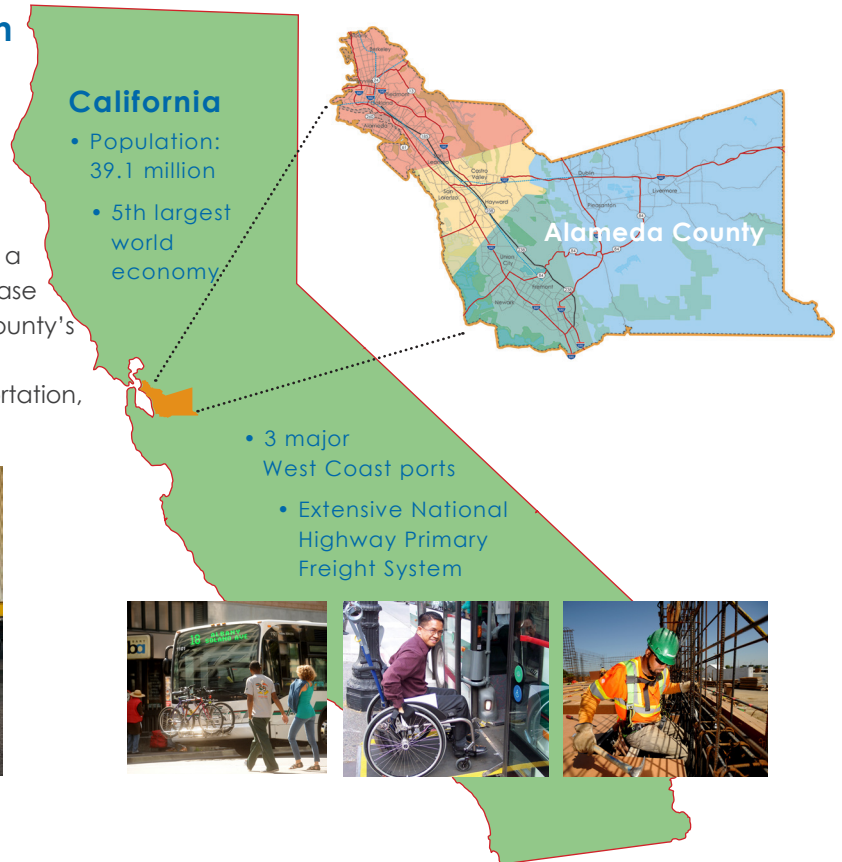


# PLAN • FUND • DELIVER

## Building Our Future

### Investing in Sustainable Transportation

Alameda County has the second highest number of transit riders in the state and contains the majority of the region's critical infrastructure for goods movement, including the Port of Oakland, major rail corridors and interstates. Working with local partners on over 190 projects, Alameda CTC is building a future of sustainable transportation choices that decrease greenhouse gas emissions. Alameda CTC meets the County's growing needs through the advancement of projects, programs and policies that support sustainable transportation, reduce emissions and expand mobility options for all.



Hydrogen fuel cell trucks in partnership with Hyundai at the Port of Oakland.



### Building our economic future and creating jobs

At Alameda CTC, we fund and advocate for multimodal transportation improvements and highway modernization because they create good quality and sustainable jobs. Alameda County is a crucial gateway to the world for goods movement, moving goods to and from the County, the Northern California megaregion and the Western United States. Over 30 percent of Alameda County jobs are goods movement-dependent.

### Improving safe multimodal transportation

Alameda CTC advances strategies, projects and programs to help residents, businesses and commuters move easily, reliably, safely and affordably around Alameda County regardless of their preferred mode of transportation. Our multi-modal corridors support transit priority and active transportation improvements to increase safety for all travelers and provide sustainable transportation options. The Countywide Rail Safety Enhancement Program improves safety for all users at railroad at-grade crossings and areas between crossings in local communities that are often low income communities of color.

### Serving our communities with equity

Alameda CTC is a responsible steward of the voter-approved funds to improve transportation throughout the County, supporting jobs and expanding equity in Alameda County. Our priority is to improve and expand multimodal choices that are available for people of all abilities, affordable to all income levels and equitable through out diverse communities to reduce greenhouse gas emissions and create sustainable communities.

## DEMOGRAPHICS

**Population:** 1.67 million

**Population Percentage of 9-County Bay Area: 21.6%**

**Percent of Adult Population (25+) with Bachelor's Degree or Higher: 51%**

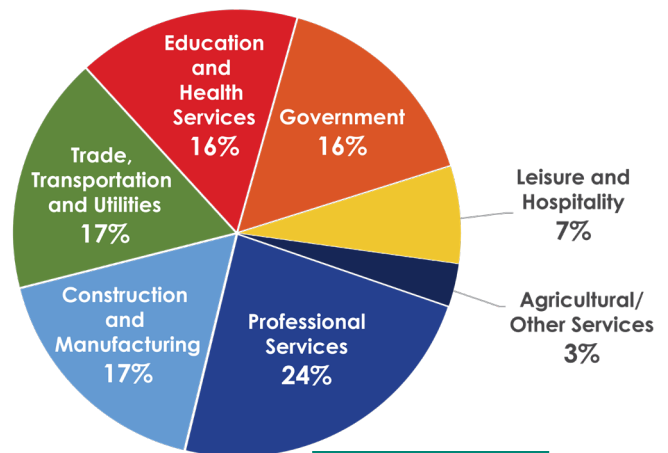
(Compared to 35% statewide)

## UNIVERSITY, LABS AND CLEAN TECHNOLOGY

Colleges and universities, such as the University of California, Berkeley and California State East Bay, provide strong ties to biomedical and “cleantech” innovation sectors.

Three national laboratories—Lawrence Berkeley National Lab, Lawrence Livermore National Lab and Sandia National Lab—driving innovation and startup activity in Alameda County.

## EMPLOYMENT BY SECTOR (2020)



## LEVERAGE

To deliver  
Measure BB  
Alameda CTC  
needs:

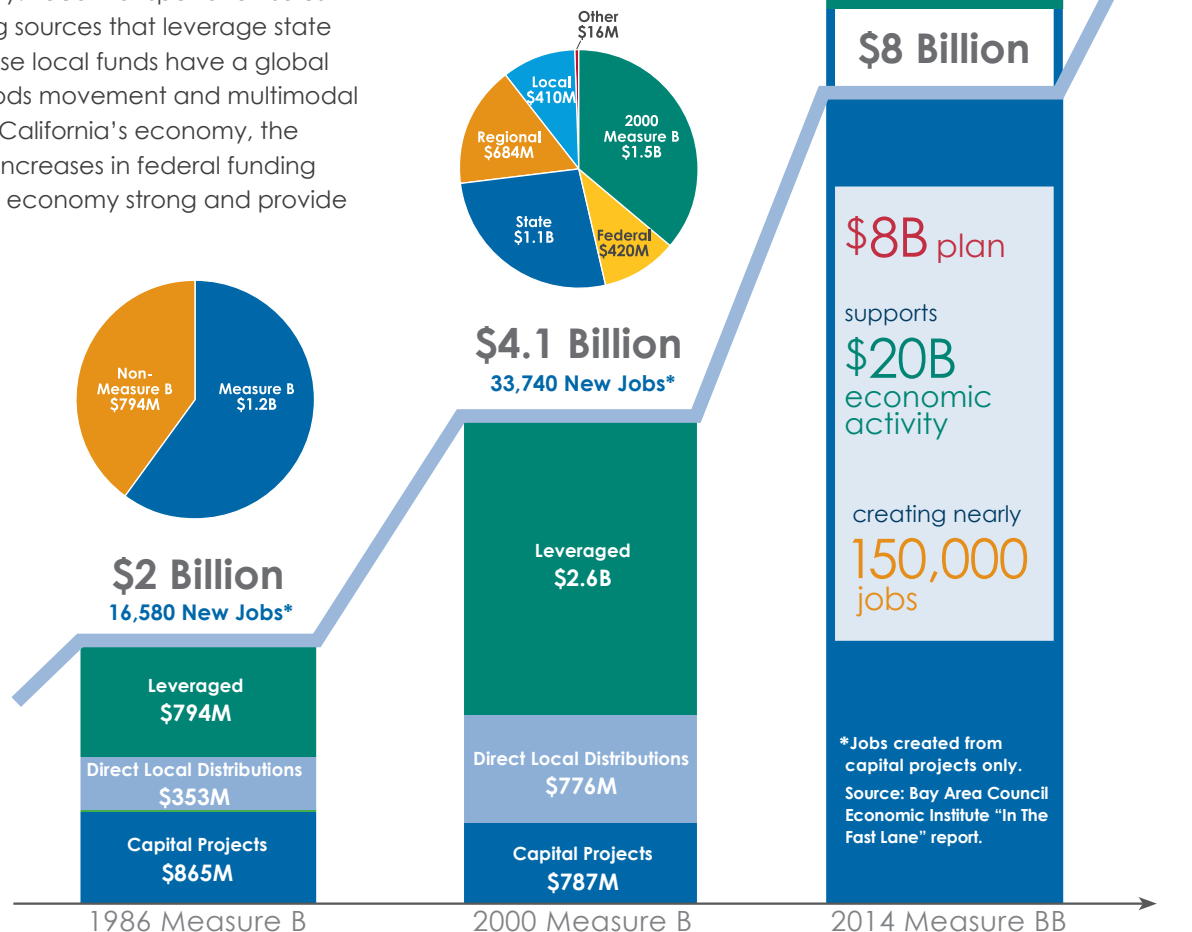
- ✓ Partnerships
- ✓ Policies
- ✓ Funding

## \$8 Billion

## 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.



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

# Alameda County's National Significance

## Port of Oakland

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

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

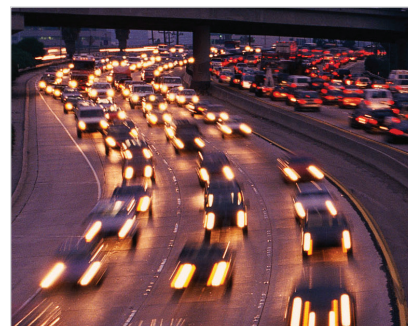


**99%** of containerized cargo from Northern California passes through the Port of Oakland

## Roads and interstates

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

- Fifty-five percent of the interstate highways are in Alameda County, supporting the national interstate system.
- 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, including many state highways that transect local cities where major development is planned.



**55%** of the Bay Area's interstate highways are in Alameda County

## Transit

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

- Transit service in Alameda County includes rail, bus, ferry and shuttle service provided by public and private operators.
- AC Transit is leading the transition of fleets to zero emissions, including electric and hydrogen fuels.
- Of BART's 48 stations, 22 of them are in Alameda County.



**14%** of AC Transit's active fleet will be zero emissions buses by early 2023



# Alameda County Projects to Advance Clean Mobility, Deliver Multimodal Transportation, Expand Equity and Enhance Community

## Multimodal Corridor Investments

### SAN PABLO AVENUE CORRIDOR PROJECT

Multimodal improvements to effectively and efficiently accommodate anticipated growth, improvement comfort and quality of trips for all users, enhance safety for all travel modes, support economic development and promote equitable transportation and design solutions.



## Modernizing Interchanges and Connecting Communities

### INTERSTATE 80/ASHBY AVENUE

At this critical access point that intersects regional transportation routes, the project:

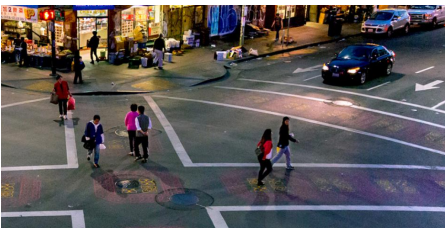
- Improves accessibility, safety, traffic flow, and bicycle and pedestrian facilities
- Provides traffic congestion relief
- Enhances mobility



### OAKLAND ALAMEDA ACCESS PROJECT

The Webster and Posey Tubes:

- Improve connectivity between the cities of Oakland and Alameda
- Improves safety
- Reduce potential vehicle-pedestrian-bicycle conflicts



### INTERSTATE 880 AT WHIPPLE ROAD AND INDUSTRIAL PARKWAY

- Improves connectivity between the east and west sides of I-880
- Improves bicycle and pedestrian safety
- Enhances goods movement along the corridor



## Alameda County Transit

### AC TRANSIT

AC Transit is the largest bus-only public transit system in California and the third largest in the nation. Ridership today is half of what it was pre-pandemic, and long-term operations funding is needed to help offset the pandemic's ongoing impacts. AC Transit's innovative Zero Emission Bus (ZEB) and Infrastructure Program will have 67 zero emission buses in service in 2023, with Disadvantaged East Bay communities the first to be served. Significant fleet and facilities investments are needed to reach full zero emissions service, as well as a major workforce development program to prepare workers to operate and service ZEB fleets.



## GoPort Program

The Port of Oakland improvements to truck and rail access, roadway operations and technology advancements will increase international import/export capacity for this designated U.S. Strategic Port.



### FREIGHT INTELLIGENT TRANSPORTATION SYSTEM (FITS)

FITS is the first of three GoPort projects and consists of advanced and innovative technology that improves efficiency, safety, operations, circulation and reliability of truck and rail access, by disseminating regional traveler information to the users. Other 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

This segment of the GoPort program will realign and reconstruct the existing substandard rail underpass to meet current standards. It will reduce the potential number of train/vehicle conflicts and air quality impacts associated with idling vehicles and increased congestion at nearby intersections as trucks travel around the rail/vehicle conflicts, thereby improving efficiency and reliability of rail operations and encourage alternative modes of transportation. This project will construct a barrier-separated multi-use path for the use of pedestrians and bicyclists.

## Highways to Boulevards

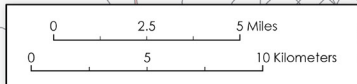
### EAST BAY GREENWAY: LAKE MERRITT BART TO SOUTH HAYWARD BART

A proposed regional trail facility, 16-miles along the BART alignment from Oakland to Hayward and 8-miles along the Mission Boulevard arterial corridor in Fremont, that will improve bicycle/pedestrian network connectivity, improve regional access to schools and downtown areas promoting active transportation and reducing emissions. Future development of the trail will extend to the southern Alameda County line.



## LEGEND

- Project Areas
- Project Areas continued beyond Alameda County
- Future
- RSEP, Phase 1 Projects



## Interregional Rail Serving the Megaregion

### VALLEY LINK

Valley Link is a new, 42-mile, 7-station passenger rail project connecting counties providing equity through transit to jobs in the Bay Area for more than 93,000 Bay Area workers. It will link nearly 500 miles of commuter and intercity rail with more than 130 stations in the Northern California Region.

Vally Link is anticipated to provide an estimated 33,000 daily rides in 2040 that will effectively reduce 99.4 million vehicle miles traveled per year resulting in a 32,220- 42,650 metric ton reduction in greenhouse gas emissions.



## Countywide Rail Safety

### RAIL SAFETY ENHANCEMENT PROJECT (RSEP)

The RSEP advances near-term safety projects at grade crossings and areas between crossings across the county to rapidly improve safety for local communities. The program will also reduce emissions from idling and make passenger and freight rail safer and cleaner, with a particular focus on Equity Priority Communities.





# Connecting the Northern California Megaregion

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

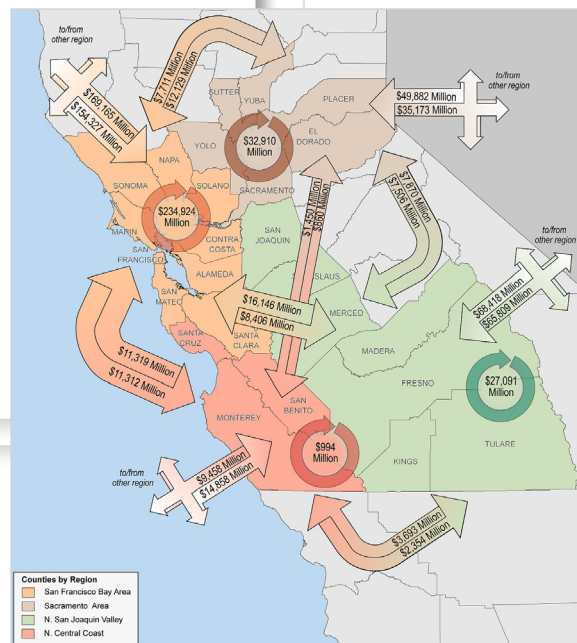
## ALAMEDA COUNTY

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

## NORTHERN CALIFORNIA MEGAREGION

- Nearly \$1 billion in freight flows to, from, within and through the 21 counties that make up the Northern California megaregion; to \$2.6 trillion by 2040.
- 75% of all freight flows in the megaregion are trucks.

- 12.2 million population, representing 31.5% of California's total population with three of the fastest growing counties in the state.
- The megaregion had a gross regional product of \$975 billion, representing 5% of the total U.S. gross domestic product.



## Zero-Emissions Truck Project at the Port of Oakland



In late 2021, a pilot program—the NorCAL ZERO project—was initiated at the Port of Oakland in partnership with Hyundai, Alameda CTC and a number of other companies and organizations to deploy 30 Hyundai XCIENT Class 8 hydrogen fuel cell electric trucks. Hydrogen fuel cell-powered trucks are currently the most advanced zero emission solution available to drayage truck fleet owners, such as the Port of Oakland.

Alameda CTC is pleased to be a funding partner for the NorCAL ZERO project, which has the capacity to move forward key goals of Alameda County's Goods Movement Plan—reduce emissions, maintain sustainable communities and improve public health.

Because of the Bay Area region's trucking distribution system, which is highly concentrated in Alameda County with its extensive network of National Highway Primary Freight Network interstate freeways, Alameda CTC has allocated \$3.6 million in Measure BB funds to support the implementation of the NorCAL ZERO project so that Hyundai's pilot hydrogen fuel cell technologies can serve the Port of Oakland. New hydrogen fuel cell drayage trucks will support reduced vehicle emissions and keep our communities safer.

# Building Our Future

## PLAN

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

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

## FUND

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

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

## DELIVER

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

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



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



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



**INTERCHANGE AND HIGHWAY MODERNIZATIONS** provide critical connections throughout the county, improving safety, navigation and traffic flow.



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



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



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



# Delivering Our Promises

## Improving Our Transportation • Serving Our Communities

The Alameda County Transportation Commission (Alameda CTC) supports transportation investments for the 1.67 million people in 14 cities, the County and transit operators in the heart of the San Francisco Bay Area by managing the County's voter-approved transportation expenditure plans for Measure B, Measure BB and the Vehicle Registration Fee (VRF) and makes programming recommendations on regional, state and federal funds apportioned to Alameda County. Alameda CTC also serves as the County's congestion management agency.

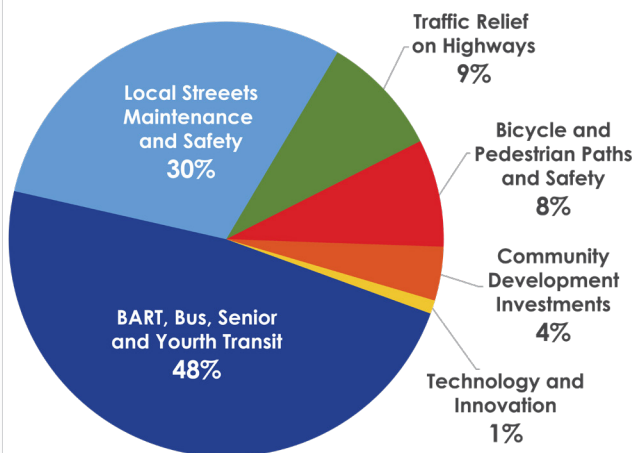
### ALAMEDA CTC MISSION

The mission of Alameda CTC is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Alameda County is the 7th largest county in California by population

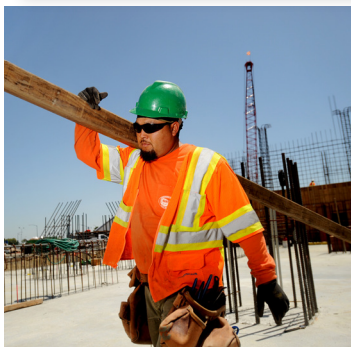


### 2014 TRANSPORTATION EXPENDITURE PLAN



### 2014 TEP GOALS

- Expand BART, bus and commuter rail for reliable, safe and fast services
- Keep fares affordable for seniors, youth and people with disabilities
- Provide traffic relief
- Improve air quality and provide clean transportation
- Create good jobs within Alameda County



### Commissioners:

#### Commission Chair

Mayor John J. Bauters  
City of Emeryville

#### Commission Vice Chair

Board President Elsa Ortiz  
AC Transit

#### Alameda County Supervisors

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

President Rebecca Saltzman

#### City of Alameda

Mayor Marilyn Ezzy Ashcraft

#### City of Albany

Mayor Rochelle Nason

#### City of Berkeley

Councilmember Rigel Robinson

#### City of Dublin

Mayor Melissa Hernandez

#### City of Fremont

Mayor Lily Mei

#### City of Hayward

Mayor Barbara Halliday

#### City of Livermore

Vice Mayor Regina Bonanno

#### City of Newark

Councilmember Luis Freitas

#### City of Oakland

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 Russo Cutter

#### City of Union City

Mayor Carol Dutra-Vernaci

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