



PLAN • FUND • DELIVER

Building Our Future

Investing in Sustainable Transportation

Alameda County is at the center of the Bay Area's interconnected economy and is a major transportation hub with the Port of Oakland, interstate freeways, major public transit facilities and services, and bicycle and pedestrian routes and trails. Alameda CTC meets the county's growing needs through the advancement of projects, programs and policies that support sustainable transportation, reduce emissions, expand equity and improve mobility options for all.



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



Doyle Street in Emeryville.

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 multimodal 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 or 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 throughout diverse communities to reduce greenhouse gas emissions and create sustainable communities.



Building our economic future and creating jobs

Alameda County has a diverse economic base and is home to universities, labs and major businesses. Alameda CTC uses its local and small local business contracting program to support local jobs funded by the local sales tax dollars.

Alameda County At A Glance

DEMOGRAPHICS

Population: 1.63 million

Population Percentage of 9-County Bay Area: 22%
2nd largest county in the Bay Area

Diversity: 2nd most diverse county in the state

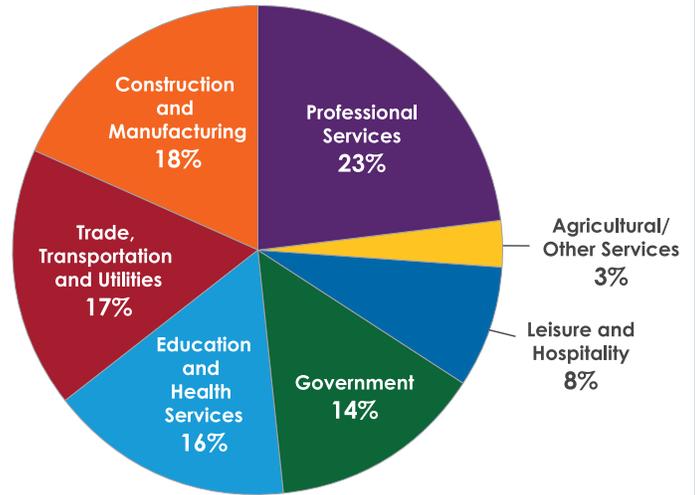
Percent of households speaking a language other than English at home: 46%

UNIVERSITY, LABS AND CLEAN TECHNOLOGY

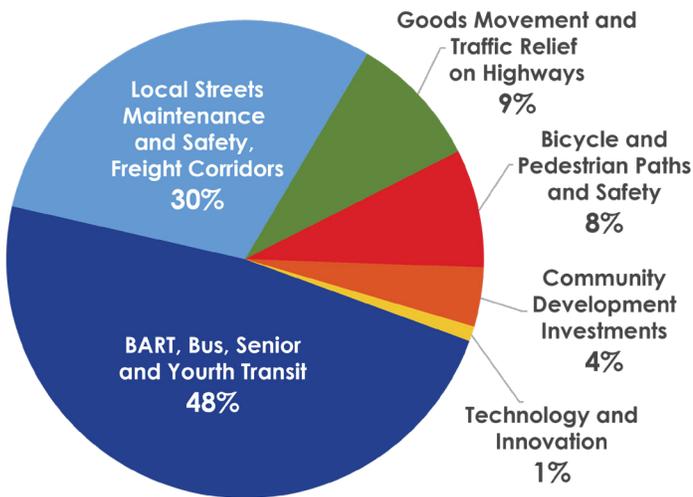
Colleges and universities, such as the University of California, Berkeley and California State East Bay, provide strong ties to biomedical and “cleantech” innovation sectors.

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

A DIVERSE EMPLOYMENT SECTOR (2022)



2014 TRANSPORTATION EXPENDITURE PLAN



Multimodal local funding

Three local sales tax measures have been approved by voters in Alameda County. Local transportation sales taxes are reliable funding sources that leverage regional, state and federal funding.

These local funds have a global reach by expanding goods movement and multimodal systems, and support California's economy, the fourth largest in the world. These multimodal funds support our diverse economy and communities.



Alameda County's State and 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 in California and the ninth busiest in the United States, handling over two million containers annually.
- 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.

- Sixty percent of the Bay Area's 10 interstate highways pass through 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.



60% of the Bay Area's 10 interstate highways pass through 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 50 stations, 22 of them are in Alameda County.



10% of AC Transit's active fleet was zero emissions buses by the end of 2023

Alameda County Projects 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

At Webster and Posey Tubes, the project:

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



INTERSTATE 880 AT WHIPPLE ROAD AND INDUSTRIAL PARKWAY

- Improves connectivity to major warehouse facilities
- 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. Despite ridership having recovered to 70 percent of what it was pre-pandemic, long-term operations funding is needed to continue offsetting the pandemic's ongoing impacts. By the end of 2023, 10 percent of AC Transit's fleet had clean air Zero Emission Buses (ZEB), 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 the 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.

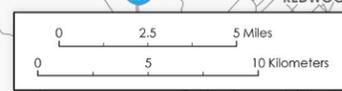
7TH STREET GRADE SEPARATION EAST

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

A proposed regional trail facility, 16-miles along the BART alignment from Oakland to Hayward 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.

Valley 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 PROGRAM (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 makes passenger and freight rail safer and cleaner, with a particular focus on Equity Priority Communities.



Safety, Community, Sustainability

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.

CLEAN TRANSPORTATION

The pollution burden of the transportation system on our communities is a critical issue. Reduction of these climate and public health impacts, particularly in low income communities and communities of color, are a high priority. Alameda CTC works collaboratively at all levels of government, industry and within our communities to reduce emissions. To build a cleaner and more sustainable future, Alameda CTC recognizes it is imperative to lead and support development and deployment of new technologies to advance our zero-emission climate goals and support the clean fuels technology industry.

BIKEWAYS

With 13 percent of all trips in the county made by bike and on foot along its extensive major trails and greenways network, bicycling and walking are essential components of the transportation system in Alameda County.

Alameda CTC's Countywide Bikeways Network is over 400-miles of corridors that will serve as a guidepost for investments in bicycle infrastructure and a springboard for future work for a connected, safe and comfortable countywide bikeways network.

PROGRAMS

The **Student Transit Pass Program** expands transportation options, making it easier for the Alameda County's middle and high school students to travel to and from school and school-related programs, jobs and other after-school activities.



The program, funded by Measure BB, Alameda County's 2014 Transportation Expenditure Plan, now serves 149 schools in 18 districts throughout Alameda County.



Safe Routes to Schools is a nationwide program that promotes and encourages safe walking, bicycling, carpooling and transit use to travel to and from school.

Alameda County launched its program at two schools in the City of Oakland and has grown to over 295 schools countywide.

Alameda County's **Paratransit Program** provides funding to city paratransit programs and transit agencies for Americans with Disabilities Act-mandated paratransit services, assisting older adults and people with disabilities to:



- Navigate throughout the county using available transportation options
- Improve mobility and be more independent, healthy and social

This program is vital to the health and well being of those it serves.

Zero-Emissions Truck Project and Hydrogen Fueling 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. A hydrogen fueling station at the Port of Oakland will help power these trucks.

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.

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

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 multimodal 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 modernization 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.



MULTIMODAL INTERCHANGE MODERNIZATIONS provide critical connections throughout the county, improving safety, navigation and traffic flow, and adding critical bicycle/pedestrian safety.



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 to increase safety for all travelers, reduce travel conflicts and accommodate future growth.



BIKEWAYS such as the East Bay Greenway 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 1.6 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.

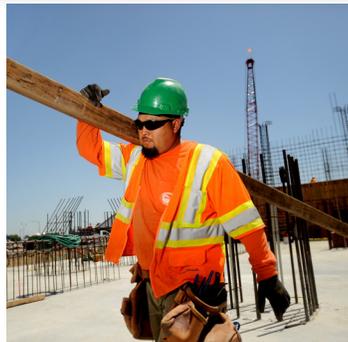
Alameda County is the 7th largest county in California by population and the 2nd most diverse



COMMISSION STATEMENT ON EQUITY

Alameda CTC recognizes inequities in marginalized communities and is committed to advancing racial, socio-economic, and environmental justice in order to maintain the diversity of our communities. Alameda CTC adopts and implements deliberate policies, systems and actions to deliver transportation funding, projects and programs that result in more equitable opportunities and positive outcomes for marginalized communities.

<https://www.alamedactc.org/equity>



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