

County Summaries

Alameda County

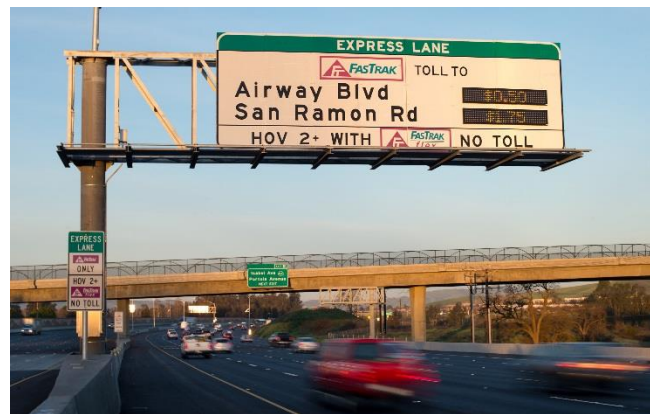
Overview

Located at the heart of the nine-county San Francisco Bay Area, Alameda County is the second-largest county in the Bay Area, with a population of over 1.66 million. The extensive transportation network of roads, rails, buses, trails and pathways carries roughly 1.2 million commute trips daily to, from, within and through the county, supporting economic growth in the Bay Area, California and the rest of the nation. The county's transportation system is multimodal, with non-auto trips growing more quickly than auto trips: between 2010 and 2018, for every new solo driver, four people began using transit, walking, biking, or telecommuting.

Roads and Highways

Alameda County roadways move people and goods within the county and beyond and support multiple transportation modes. As regional economic and population growth increase demand for goods and services, a variety of modes, including cars, transit, bikes and trucks, are competing to access the same facilities.

- The majority of Alameda County's 3,978 road miles are highways, arterials and major local roads that provide access to housing, jobs, education and transit. Forty percent of daily trips in Alameda County are carried on arterials and major roads.
- Currently, five of the Bay Area's top 10 most-congested freeway segments are in Alameda County, and average freeway delays are growing.
- The congestion in Alameda County is compounded by the large amount of vehicle, rail and freight travel through Alameda County between the origins and destinations of San Joaquin, Contra Costa, Santa Clara, San Francisco and San Mateo counties.
- With 47 percent of commute trips originating outside of the County, implementation of intelligent transportation systems, express lanes, metered lanes and other technology, and multimodal investments is needed to provide traffic relief and reduce demand on our roadways.



Travelers have made over 14.5 million trips on the I-580 Express Lanes since opening in February 2016.

Transit

Transit provides access to work, school, recreation, medical appointments, and other important destinations in Alameda County and includes rail, bus, ferry and shuttle service provided by public and private operators.

- Alameda County has a transit commute share of 16 percent, the second highest in the state, with approximately 96 million riders boarding transit annually.
- The Alameda-Contra Costa Transit District (AC Transit) serves 51 percent of annual countywide transit ridership on 151 bus routes.
- The San Francisco Bay Area Rapid Transit District (BART) serves 46 percent of annual countywide transit ridership, with 22 of BART's 50 stations located in Alameda County.
- San Francisco Bay Ferry service is also growing with the county's three ferry terminals on average serving 10,000 commuters each weekday.



AC Transit picking up passengers on a major arterial.

Goods Movement

Alameda County serves as a gateway to the world for goods movement to and from the county, Bay Area, Northern California and beyond.

- The Port of Oakland is the eighth busiest port in the nation by volume and handles 99.9 percent of shipping container volume for Northern California.
- Oakland International Airport and two major Class I railroads support international and domestic trade.
- Key interregional and intraregional truck corridors in Alameda County include I-80, I-238, I-580, I-680 and I-880, which carry over 20,000 trucks of all classes per day on average.
- Alameda County contains the core of the Bay Area/Northern California freight and passenger rail system, and the demand for both freight and passenger service is growing.



Truck and rail queues at the 8th busiest port in the nation, the Port of Oakland.

Planning Framework

Several plans guide transportation development and funding decisions in Alameda County and are developed with input from the public, community groups and partner agencies across the county. Every four years, Alameda CTC adopts a Countywide Transportation Plan. The 2020 Countywide Transportation Plan (2020 CTP), scheduled for adoption in November 2020, articulates the vision for Alameda County's transportation system over a 30-year planning horizon and provides input to the upcoming regional plan - *Plan Bay Area 2050*. The 2020 CTP reinforces the vision of the previous two CTPs and has four goals that further describe the vision. The vision and goals were foundational in prioritizing projects and strategies to advance over the first 10 years of the plan horizon.

Vision statement:

Alameda County residents, businesses and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

Goals:

1. **Accessible, Affordable and Equitable.** Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.
2. **Safe, Healthy and Sustainable.** Create 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.
3. **High Quality and Modern Infrastructure.** Deliver a transportation system that is of a high quality, well-maintained, resilient and maximizes the benefits of new technologies for the public.
4. **Economic Vitality.** Support 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.

The Congestion Management Program adopted in October 2019 describes the strategies to assess, monitor and improve the performance of the county's multimodal



transportation system; address congestion; and protect the environment with strategies to help reduce greenhouse gas emissions.

The 2014 Transportation Expenditure Plan (TEP), funded by the local Measure BB sales tax for transportation approved by Alameda County voters in November 2014, spans 2015-2045 and plans for essential transportation improvements in every city throughout the County. The 2000 Measure B TEP also plans for improvements in every city throughout the County. In addition, the 2010 Vehicle Registration Fee (VRF) TEP includes local road, pedestrian and bicyclist safety, transit and transportation technology improvements.

Other plans that guide transportation development in Alameda County include three first-time countywide plans, the Alameda County Goods Movement Plan adopted in February 2016, the Countywide Multimodal Arterial Plan adopted in June 2016 and the Countywide Transit Plan adopted in June 2016, as well as the Priority Development Area (PDA) Investment and Growth Strategy adopted in May 2017 and the Active Transportation Plan, adopted in May 2019, which includes updates to the bicycle and pedestrian plans.

The 2020 Comprehensive Investment Plan (CIP) adopted in May 2020 brings all these long-range and countywide plans into the near term by focusing on investments over a five-year programming and allocation window. The purpose of the CIP is to facilitate strategic programming and allocation of all fund sources under Alameda CTC's programming responsibilities, which include federal, state, regional and local sources.

Alameda County TIP Project Highlights

The Alameda County projects in the 2021 TIP are targeted to improve the quality and efficiency of the transportation system by addressing the county's diverse transportation needs as identified in the aforementioned transportation plans, as well as the region's forthcoming RTP/Sustainable Communities Strategy, *Plan Bay Area 2050*.

Strategic highway and major arterial investments are targeted throughout the county to address identified gap closures, operational and safety needs. In the more densely populated northern and central parts of the county, various improvements are identified for the I-80 and I-880 corridors, including the 7th Street Grade Separation project at the Port of Oakland to support improved goods movement in the county and a series of interchange improvements on I-80 at Gilman Street and Ashby Avenue. On I-880, interchange improvements are progressing at Winton Ave, Industrial Parkway West, and Whipple Road. In eastern Alameda County, highway projects include express lane improvements in the I-680 corridor, including a 9-mile northbound express lane over

the Sunol grade, and a gap closure project that will lead to a 48-mile continuous southbound express lane on I-680. Work is also moving forward on the last set of highway improvements to State Route 84, including widening SR 84 to expressway standards and improvements at the I-680/SR 84 interchanges. In southern Alameda County, improvements include the State Route 262 cross connector between I-680 and I-880.



I-680 Sunol Express Lane Project (Phase 1) under construction

To increase the use of alternative transportation modes, funding is also directed toward various transit, bicycle and pedestrian and multimodal improvements on arterials and local roads throughout the county. These projects include multimodal arterial improvements along San Pablo Avenue and E. 14th Street, bus rapid transit (BRT), and transit- and Priority Development Area (PDA)-supportive projects such as the East Bay Greenway and accessibility improvements and modernization of BART stations. Additionally, a large investment in transit rehabilitation and fleet replacement is primarily directed toward AC Transit and BART.

Funding for the Alameda County TIP projects comes from a variety of local, regional, state and federal sources, resulting from local, regional and statewide partnerships to develop strategic funding packages, establish legislation and prioritize transportation investments to advance project delivery. As a result, record-level investments are improving Alameda County's transportation system, including the local 2014 Measure BB, which will provide \$8 billion in transportation improvements over the next 30 years.

[Narrative summary provided by the Alameda County Transportation Commission.]