



# 2015 Legislative Program

**Alameda CTC's mission 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 heart of the Bay Area.

The extensive network of roads, rails, buses, trails and pathways carry 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.

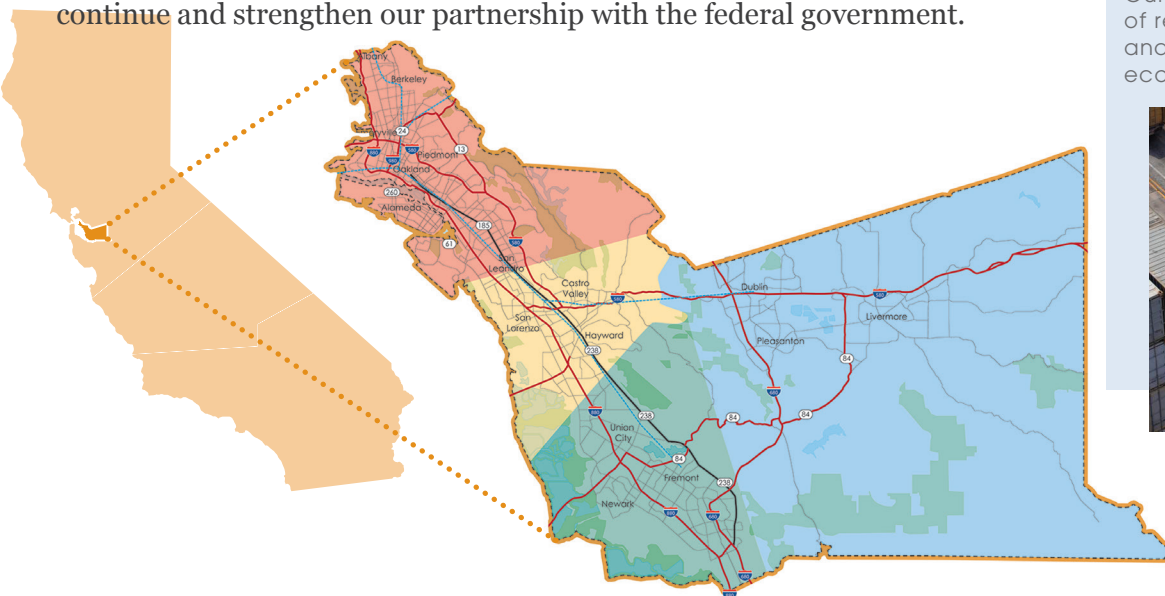
The Port of Oakland, the nation's fifth busiest port, is the number one port for exporting U.S. fresh produce and is the freight hub for most of Northern California.

## Record-level investments are improving Alameda County's transportation system.

Voters recently passed \$8 billion in Measure BB transportation improvements, the voter-approved Vehicle Registration Fee raises about \$11 million per year, and the 2000 Measure B will fund more than \$4 billion in improvements. Voters in California supported \$20 billion in transportation bond funds in 2006, which rewards counties that tax themselves for transportation.

## Mobility partnerships create results.

Alameda County has forged local, regional and statewide partnerships to develop strategic funding packages, establish legislation and prioritize transportation investments to advance project delivery. We need to continue and strengthen our partnership with the federal government.



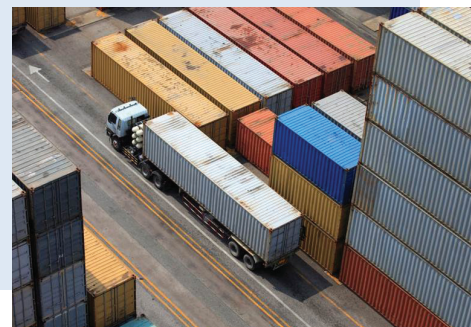
## Innovation

The I-680 Southbound Express Lane opened in 2010, becoming the first operational express lane in Northern California that uses technology to help maximize efficiency of existing highway infrastructure.



## Economic Stimulation

Alameda County is the gateway to the world for goods movement. Our transit operators move millions of residents and workers to, through and beyond the county, supporting economic growth.



# Alameda County is the hub of .....



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

## Goods movement

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

- The Port of Oakland is the fifth largest port in the nation, and 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 and arterial roads.

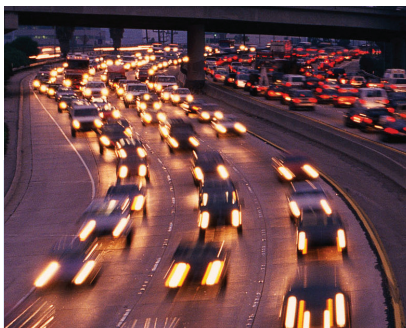


**20%** of all public transit boardings in the Bay Area are in Alameda County

## Transit

Transit plays a critical role in Alameda County by providing vital accessibility to individuals and businesses in the County. In mid-2014, transit ridership growth reached its highest level in over five years.

- Transit service in Alameda County includes rail, bus, ferry and shuttle service provided by public and private operators.
- In 2014, almost 100 million riders boarded transit in Alameda County.
- Of BART's 46 stations, 22 of them are in Alameda County.
- Approximately 34 percent of all BART boardings originate in Alameda County.
- AC Transit's bus boardings have increased steadily since 2009.



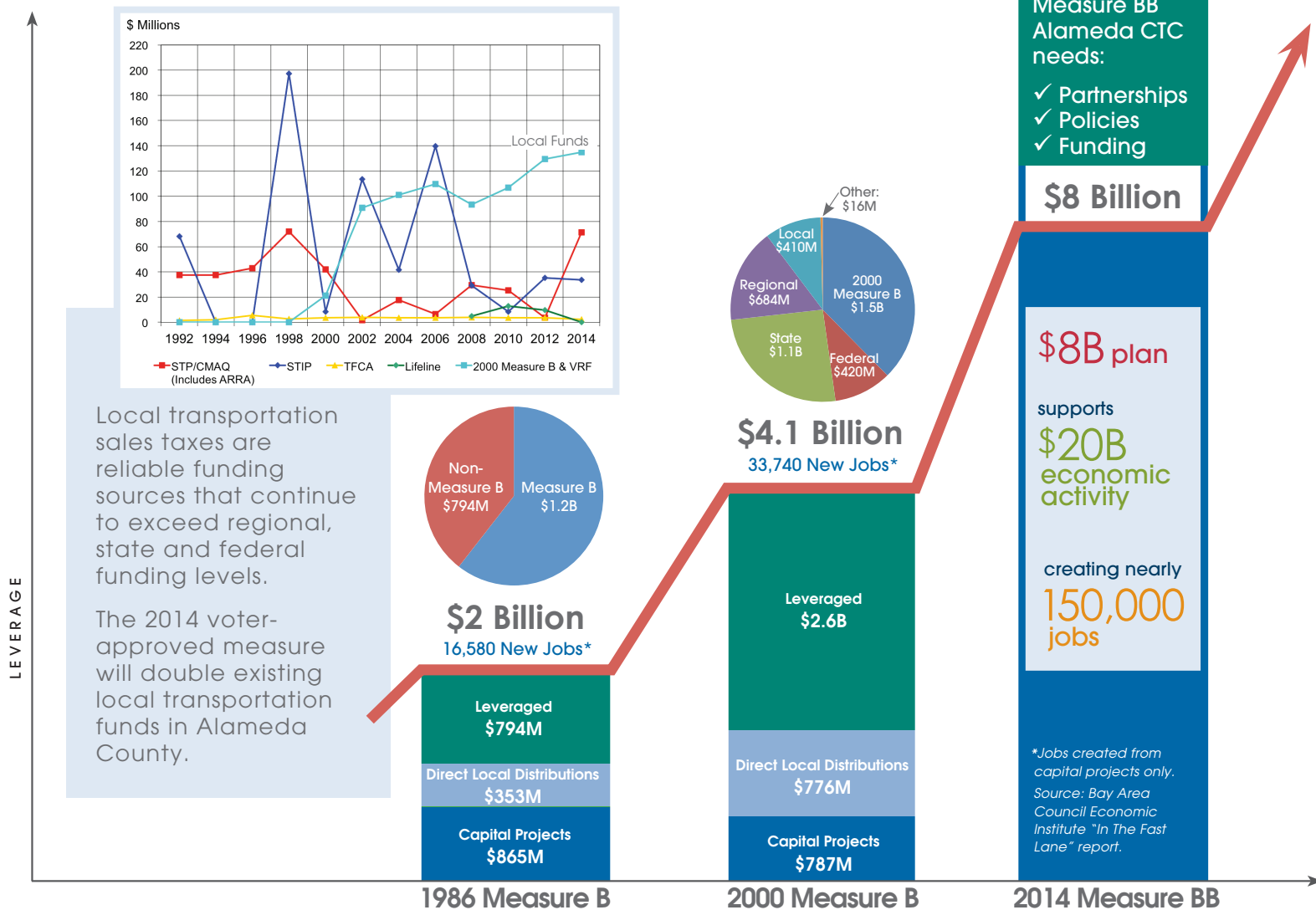
**37%** of Bay Area workers travel to, from, or through Alameda County

## Roads and highways

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.

- Six of the Bay Area's 10 most-congested freeway segments are in Alameda County, which is using intelligent transportation systems, express lanes, metered lanes and other technology to provide traffic relief.
- The majority of Alameda County's 3,600 roads are arterials and local roads that provide access to housing, jobs, education and transit.
- Bicycle and pedestrian pathways provide a safe place for bicyclists and pedestrians along many of our local roads.

# Voter-approved funding



## Transportation is a partnership

California is one of the largest economies in the world, and growing. Local sales tax dollars represent a stable fund source for critical transportation improvements, despite volatile federal and state funding. We need federal partnerships for:

- ✓ **Job creation** through contracts with local firms.
- ✓ **Mobility** for all people, goods and services.
- ✓ **Technological innovation** to decrease travel time, reduce congestion and improve safety.
- ✓ **Community vitality** by leveraging resources to attract more funding.
- ✓ **Sustainability** to support greenhouse gas reduction mandates.
- ✓ **Accountability** with transparent public processes and annual reporting.

### Support for Federal Transportation Bill Reauthorization

To focus resources on key national goals and reduce duplicative programs, Alameda CTC strongly supports a surface transportation authorization that expands overall funding amounts, increases flexibility and rewards those that are bringing local dollars to solve transportation issues.



# Alameda CTC's 2015 Legislative Program

*"Alameda County voters have stepped up – taxing themselves one cent on every dollar for critical transportation needs. But we can't meet our needs alone. We need the federal government to pass a long-term and sustainable surface transportation bill."*

— Alameda CTC Chair,  
Supervisor Scott Haggerty

## ● Measure B 1986:

~\$1 billion over 16 years

## ● Measure B 2000:

~\$4 billion over 20 years  
by leveraging regional,  
state and federal funds

## ● Vehicle Registration Fee

**2010:** ~\$11 million per year  
in perpetuity

## ● Measure BB 2014:

~\$8 billion and 150,000 jobs  
over 30 years

## Local funding supports:

- ✓ Affordable transportation for students, seniors and people with disabilities
- ✓ Bicycle and pedestrian infrastructure and safety
- ✓ Express bus service
- ✓ Highways/roadways
- ✓ Local streets and roads
- ✓ Paratransit
- ✓ Safe Routes to Schools
- ✓ Transit
- ✓ Transit oriented development

## About Alameda CTC:

The agency is governed by a Commission composed of 22 elected officials representing Alameda County supervisorial districts, local cities, AC Transit and BART.

## Contact:

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adao@alamedactc.org

Tess Lengyel, Deputy Director of Planning and Policy, tlengyel@alamedactc.org

## 1. Increase transportation funding and protect and enhance voter-approved funding. Support:

- Efforts to lower the two-thirds threshold for voter-approved transportation measures.
- Vehicle license fees, vehicle miles traveled or other new transportation revenues.
- Rewarding Self-Help Counties and states that provide significant transportation funding.

## 2. Advance innovative project delivery and ensure cost-effective project delivery. Support:

- Environmental streamlining and expedited project delivery.
- High-occupancy vehicle/toll lane expansion in the Bay Area.
- Accelerating funding and policies to implement transportation projects that create jobs.

## 3. Reduce barriers to the implementation of transportation and land use investments; expand multimodal systems and flexibility. Support:

- Legislation that reduces funding barriers to linking transportation, housing and jobs.
- Policies that address the needs of commuters, youth, seniors, people with disabilities and low-income people.
- Parity in pre-tax fringe benefits for public transit/vanpooling and parking.

## 4. Support climate change legislation to reduce greenhouse gas (GHG) emissions. Support:

- Funding for infrastructure, operations and programs that relieve congestion, improve air quality and reduce emissions.
- Cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.
- Emerging technologies such as alternative fuels and fueling technology.

## 5. Expand goods movement funding and policy development. Support:

- Goods movement efforts that enhance the economy, local communities and the environment, and reduce impacts.
- A designated funding stream for goods movement.
- Prioritization of Bay Area transportation systems in state and federal planning and funding.

## 6. Expand partnerships at the local, regional, state and federal levels. Support:

- Efforts that encourage regional cooperation and coordination.
- Policy development in coordination at the county, regional, state and federal levels.
- Expanding local-, women-, minority- and small-business participation in competition for contracts.

## Commissioners

Commission Chair  
**Supervisor Scott Haggerty**,  
District 1

Commission Vice Chair  
**Vice Mayor Rebecca Kaplan**,  
City of Oakland

AC Transit  
Director Elsa Ortiz

Alameda County  
Supervisor Richard Valle,  
District 2

Supervisor Wilma Chan,  
District 3

Supervisor Nate Milley,  
District 4

Supervisor Keith Carson,  
District 5  
BART  
Director Thomas Blalock

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Mayor Trish Spencer

City of Albany  
Mayor Peter Maass

City of Berkeley  
Councilmember Laurie  
Capitelli

City of Dublin  
Mayor David Haubert

City of Emeryville  
Mayor Ruth Atkin

City of Fremont  
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Mayor Margaret Fujioka

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Mayor Jerry Thorne

City of San Leandro  
Mayor Pauline Cutter

City of Union City  
Mayor Carol Dutra-Vernaci

Executive Director  
Arthur L. Dao