



# Plan • Fund • Deliver

**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.

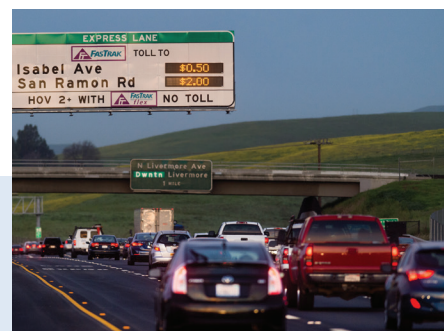
The Port of Oakland, the nation's fifth busiest marine port, is the number one port for exporting U.S. fresh produce and is the freight hub for most of Northern California.

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

Voters passed Measure BB in 2014 to fund \$8 billion in transportation improvements, the 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 also 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, statewide and federal partnerships to develop strategic funding packages, establish legislation and prioritize transportation investments to advance project delivery. We look forward to expanding our partnership with the federal government.



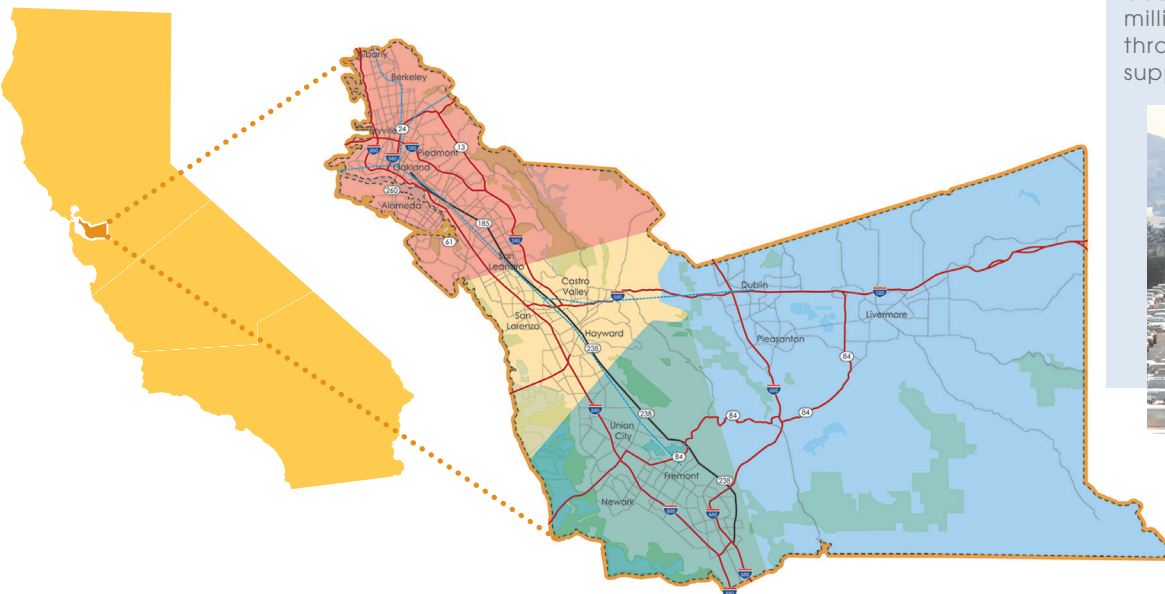
## Innovation

The I-580 Express Lanes opened in February 2016, as next-generation express lanes in Northern California that use technology to maximize existing highway infrastructure and provide more reliable travel times.



## Economic Stimulation

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



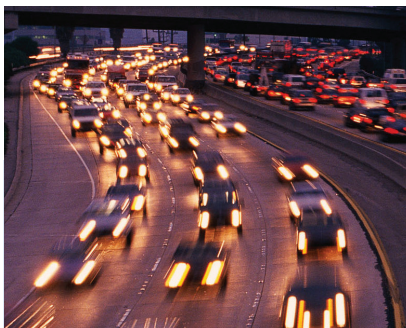
# Alameda County is the hub of .....



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



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



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

## 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 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, including National Primary Freight Networks: I-80, I-238, I-580 and I-880.

## 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.

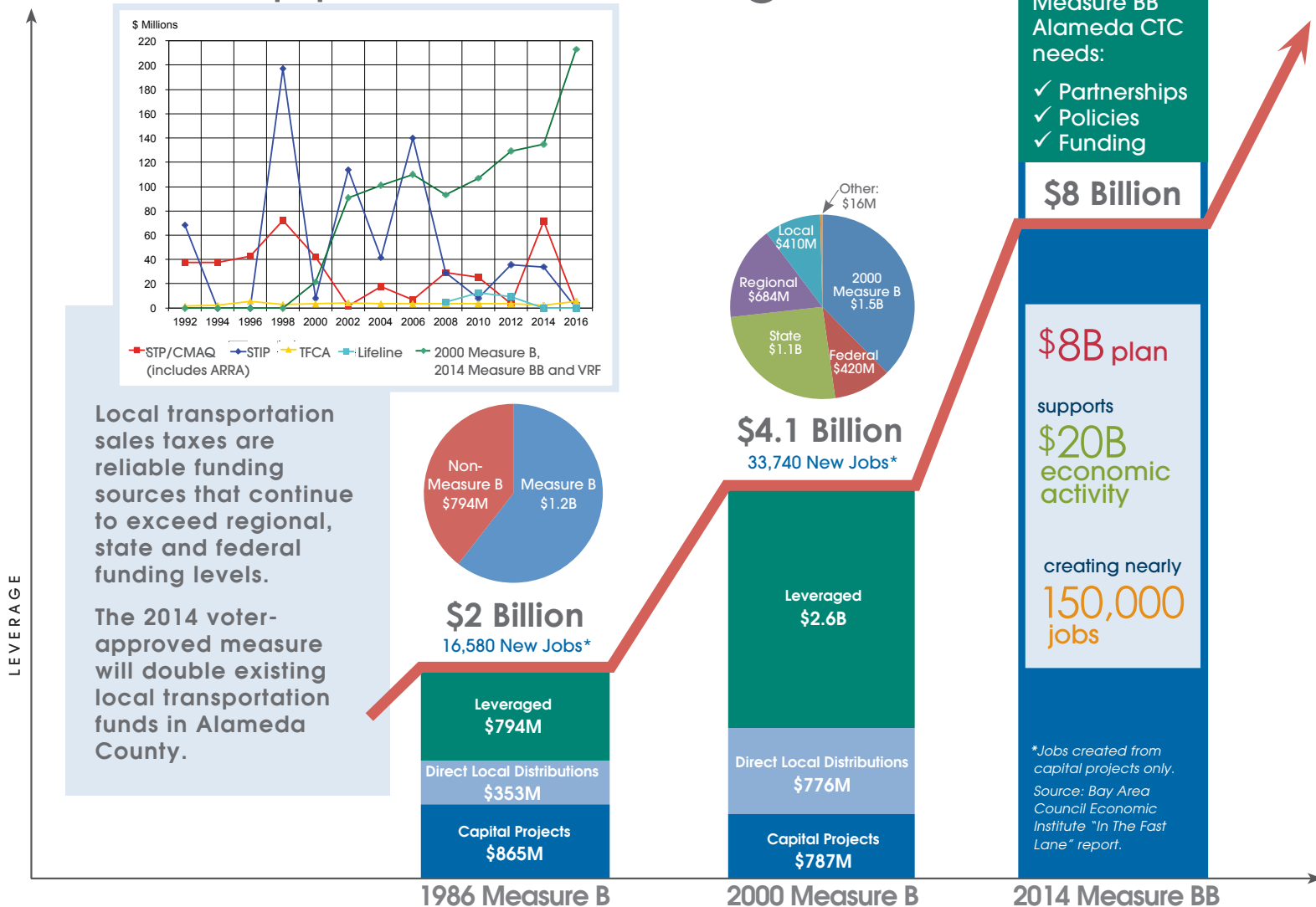
- Transit service in Alameda County includes rail, bus, ferry and shuttle service provided by public and private operators.
- In 2014, almost 100 million riders boarded transit in Alameda County.
- Of BART's 46 stations, 22 of them are in Alameda County.
- Approximately 34 percent of all BART boardings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

## 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 uses 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.

# Promises Made, Promises Kept... 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 fluctuating federal and state funding. We need strong 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.

### Leveraging Funding Is Critical

Creating long-term state funding solutions for surface transportation and leveraging federal FAST Act grant programs are important to strengthen California's transportation system, including goods movement, highways and transit.



# Alameda CTC's 2016 Legislative Program

*"Alameda County is funding critical transportation improvements with local, voter-approved funds. As we work to make improvements to move both people and freight throughout our region more efficiently, we know we need to work together with our region, and state and federal governments, to advance shared mobility goals. We applaud the federal government for passing a sustainable surface transportation bill and look forward to partnering over the long-term on essential transportation projects."*

— Alameda CTC Chair, Oakland City Councilmember-At-Large  
Rebecca Kaplan

## ● Measure BB 2014:

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

## ● Vehicle Registration Fee 2010:

~\$11 million per year in perpetuity

## ● Measure B 2000:

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

## ● Measure B 1986:

~\$1 billion over 16 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
- ✓ 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 and 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 investments 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 and megaregional cooperation and coordination.
- Policy development coordination at the county, regional, state and federal levels.
- Expanding local-, women-, minority- and small-business participation in competition for contracts.

## Commissioners

Commission Chair  
Councilmember-At-Large  
Rebecca Kaplan,  
City of Oakland

Commission Vice Chair  
Mayor Bill Harrison,  
City of Fremont

AC Transit  
Director Elsa Ortiz

Alameda County  
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Supervisor Wilma Chan,  
District 3

Supervisor Nate Miley,  
District 4

Supervisor Keith Carson,  
District 5

BART  
Director Rebecca Saltzman

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Mayor David Haubert

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Executive Director  
Arthur L. Dao