

### Alameda County is the heart of the SF 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 third busiest container port on the West Coast, is the freight hub for most of Northern California, extending to the Midwest and internationally. Transit operators move millions of residents and workers to, through and beyond the county.

### Local investments improve the 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.

### 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 federal and state governments.

### Leveraging local dollars with state and federal funding will strengthen transportation in California and beyond.



#### Innovation

The I-580 Express Lanes that opened in February 2016 in Northern California maximize existing highway infrastructure and provide more reliable travel times.



#### Goods Movement

Alameda County is the international gateway for Northern California goods movement.



# ALAMEDA COUNTY: GATEWAY TO THE WORLD



**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 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 and arterial roads, which are part of the National Primary Freight Network: I-80, I-238, I-580 and I-880.

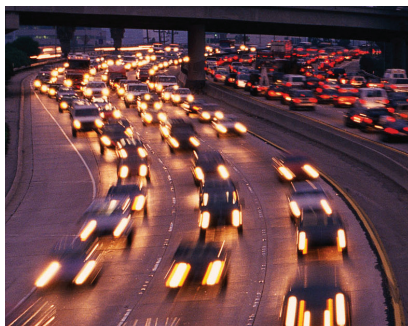


**20%** of all public transit boardings in the Bay Area are in Alameda County

## Transit

Transit plays a critical role in Alameda County by providing vital accessibility to individuals and businesses in the County. By 2015, transit ridership growth had 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.
- Approximately 100 million riders board transit annually 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.



**79%** of all Bay Area bridge crossings start in, end in or traverse Alameda County

## Roads and highways

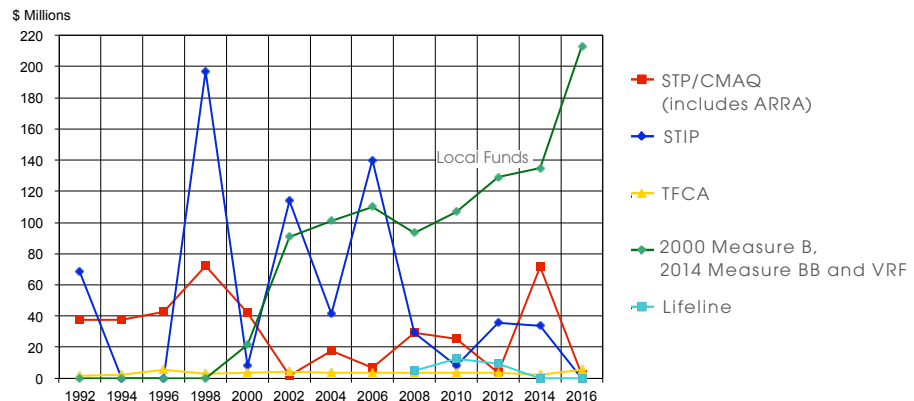
A significant part of the regional and local transportation system, roadways move people and goods within the county and beyond. These roadways also support multiple transportation modes for people within the Bay Area.

- Six of the Bay Area's 10 most-congested freeway segments are in Alameda County. Alameda County deploys intelligent transportation systems, express lanes, metered lanes and other technology to provide traffic relief.
- The majority of Alameda County's 3,600 miles of 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.

# LEVERAGING FUNDING IS CRITICAL

## Local funding has global reach.

Local transportation sales taxes are reliable funding sources that now exceed regional, state and federal funding levels. These local funds have a global reach by expanding goods movement and multimodal systems, and supporting California's economy, the sixth largest in the world. Increases in state and federal funding are essential to keep the economy strong and provide transportation solutions.



## Working together to deliver improvements.

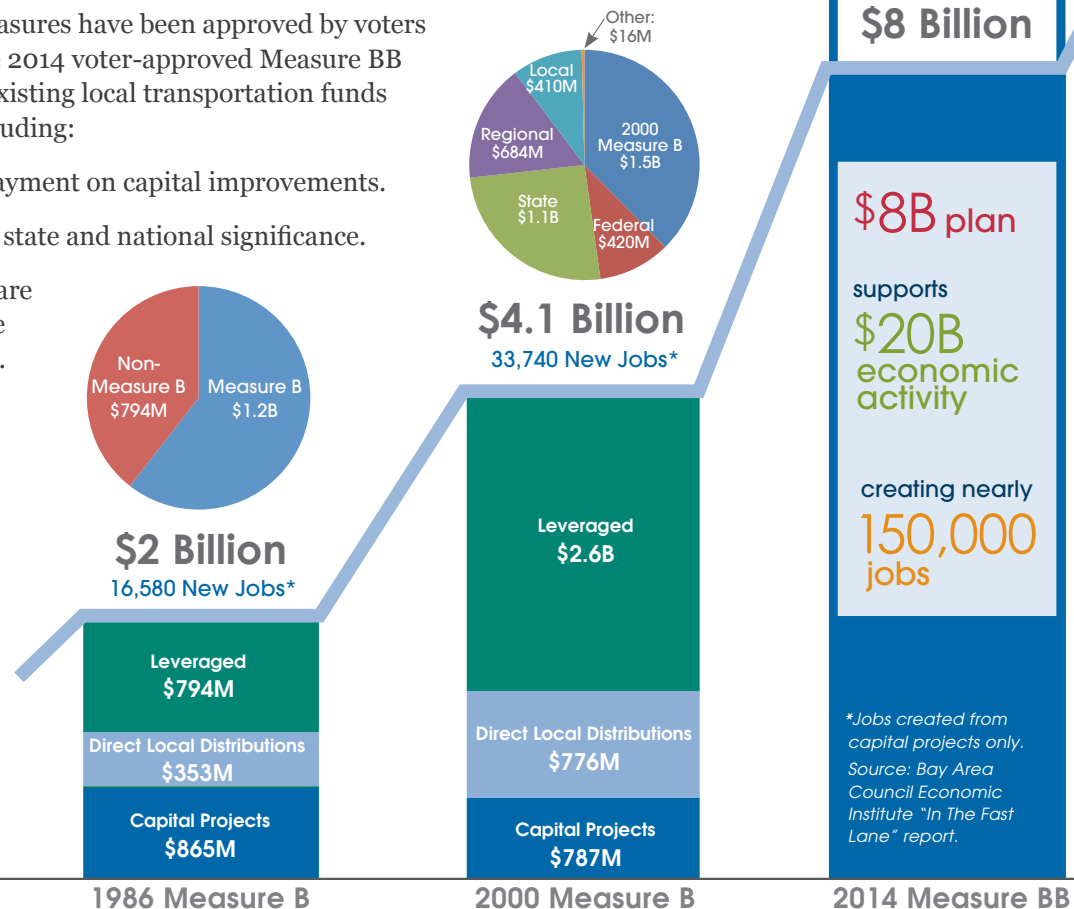
Alameda CTC must leverage over \$5.2 billion to fulfill the voter promise for capital investments in the 2014 Measure BB Transportation Expenditure Plan. Strong federal and state partnerships to develop policies and fund projects are key to delivering these improvements.

## Local measures are only a down payment.

Three local sales tax measures have been approved by voters in Alameda County. The 2014 voter-approved Measure BB local sales tax doubles existing local transportation funds in Alameda County, including:

- \$2.8 billion down payment on capital improvements.
- Projects of regional, state and national significance.

State and federal funds are essential to deliver these voter-approved projects.



### LEVERAGE

To deliver Measure BB Alameda CTC needs:

- ✓ Partnerships
- ✓ Policies
- ✓ Funding

**\$8 Billion**

**\$8B plan**

supports  
**\$20B**  
economic activity

creating nearly  
**150,000**  
jobs

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



# ALAMEDA CTC'S 2017 LEGISLATIVE PROGRAM

## Alameda CTC supports activities that will:

1. Increase transportation funding and protect and enhance voter-approved funding.
  - Vehicle license fees, vehicle miles traveled or other new transportation revenues.
  - New funding sources for transit operations and transit capital projects.
  - Rewarding Self-Help Counties and states that provide significant transportation funding.
2. Advance innovative and cost-effective project delivery.
  - 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.
  - 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 benefits for public transit, vanpooling and bicycle and pedestrian modes of travel with parking.
4. Support climate change legislation to reduce greenhouse gas (GHG) emissions.
  - 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.
  - 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.
  - 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.



## About Alameda CTC:

Our 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.

## Commissioners:

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**Councilmember-At-Large**  
**Rebecca Kaplan, City of Oakland**

**Commission Vice Chair,**  
**Alameda County Supervisor**  
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Supervisor Wilma Chan, District 3

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Supervisor Keith Carson, District 5

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Executive Director

Arthur L. Dao