

Serving Our Communities
with Transportation Choices

Alameda CTC

2020 ANNUAL REPORT



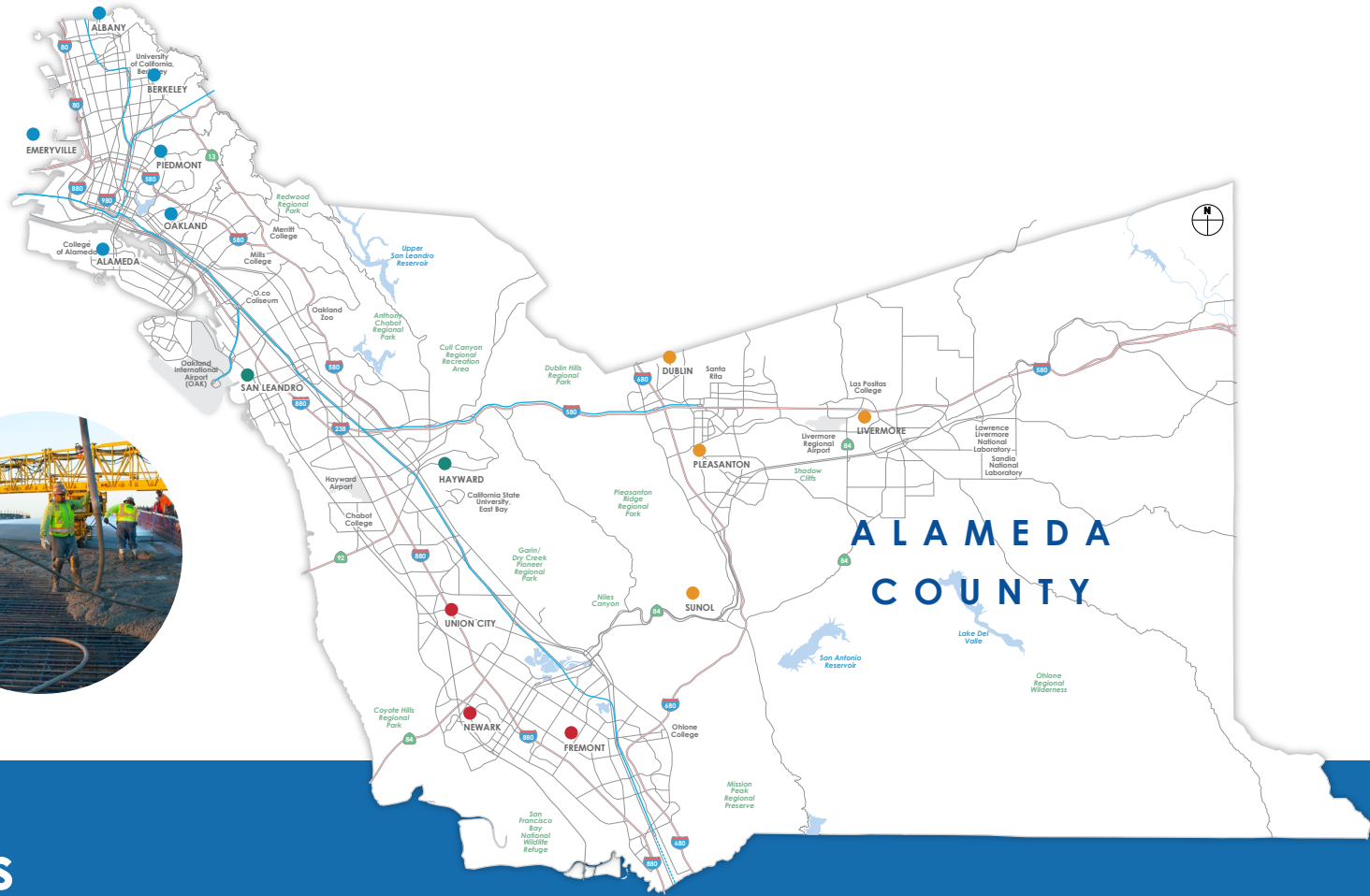


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Executive Director's Letter

The Alameda County Transportation Commission (Alameda CTC), in 2020, marks its 10th year of service to Alameda County. Throughout this 10-year period, the Alameda CTC invested over \$1.3 billion in Measure B, Measure BB and additional regional, state and federal funds in the county's transportation system. Working in close partnership with 24 local agencies, we have used these investments to **plan, fund and deliver** 249 transportation projects and programs that expand access and improve mobility throughout every area of the County.

Notably, in this past year we were called upon to help our communities mitigate the negative impacts of the coronavirus pandemic. Alameda CTC worked quickly to address changing needs to support our partner agencies, residents and businesses with their immediate needs, while also considering longer-term needs and keeping an eye towards economic recovery.

We quickly developed initiatives that:

- **Accelerated projects** by taking advantage of some of the lowest car traffic in recent Alameda County history to advance local project construction.
- **Provided grant funds** for local quick-build bicycle and pedestrian improvement projects that enabled jurisdictions to provide greater community access and improve safety and support local businesses.
- **Supported our senior and disabled community members** by approving funds for services, like Meals on Wheels, to deliver meals to individuals in need.
- **Invested in our student populations** by transforming Safe Routes to Schools Program into an online, distance learning program and continuing to on-board schools into our affordable Student Transit Pass Program.

As the effects of the pandemic recede, all indications are that the long-term needs of Alameda County remain the same. The 2020 [Alameda Countywide Transportation Plan](#) has identified close to 100 projects and programs for the upcoming 10-year period, 2020-2030. We will be working with our local partners to build upon the success of the last decade and continue to fulfill Alameda CTC's mission to serve our diverse communities, improve transportation choices, and contribute to the building of a vibrant, sustainable and livable future.

Tess Lengyel

Executive Director,
Alameda County Transportation Commission



Serving Our Communities means that the Alameda CTC and our partners are committed to equitably investing in transportation-related projects and programs so that all Alameda County residents will increasingly be able to get around affordably, safely and easily.

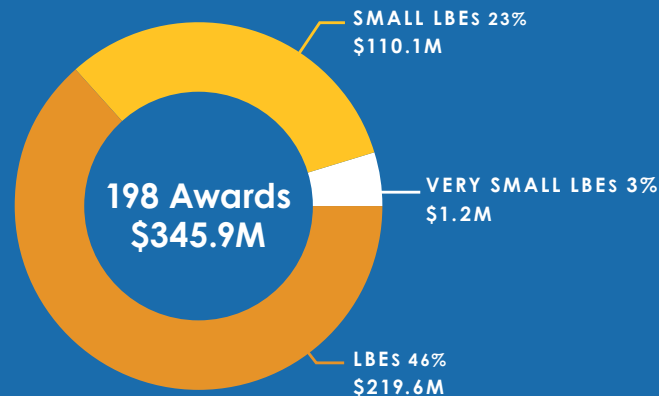
#1 Most Diverse County



Notes: According to Niche Review ranking of counties based on key statistics from the U.S. Census, Alameda County ranks as the most diverse California county based on a combination of racial, income and age factors. Communities of Concern includes residents who have one or more of the following attributes: member of a minority community, have limited English proficiency, are low-income, disabled or senior over the age of 75. Alameda County demographic estimates are from the Alameda Countywide Transportation Plan 2020.

Between 2010 and 2020, Alameda CTC has supported our local business community and helped to create and maintain quality, sustainable jobs.

72% of executed agreements were awarded to county businesses.



More information on the LBCE program and our commitment to equity in contracts can be found at: AlamedaCTC.org/contract-equity

Serving Alameda County Communities by the Numbers

Alameda CTC is responsible for the planning, programming and allocation of funding for a wide range of transportation improvement projects and programs. Between 2010-2020, we provided funding and partnered with our local agency and city partners to foster the growth and vitality of safe, efficient and accessible travel for communities throughout Alameda County.

13

Quick-build Bicycle and Pedestrian Projects approved throughout the County

\$1.125M Measure B funds made available to the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program

72%

of executed agreements were awarded to LBCE certified firms

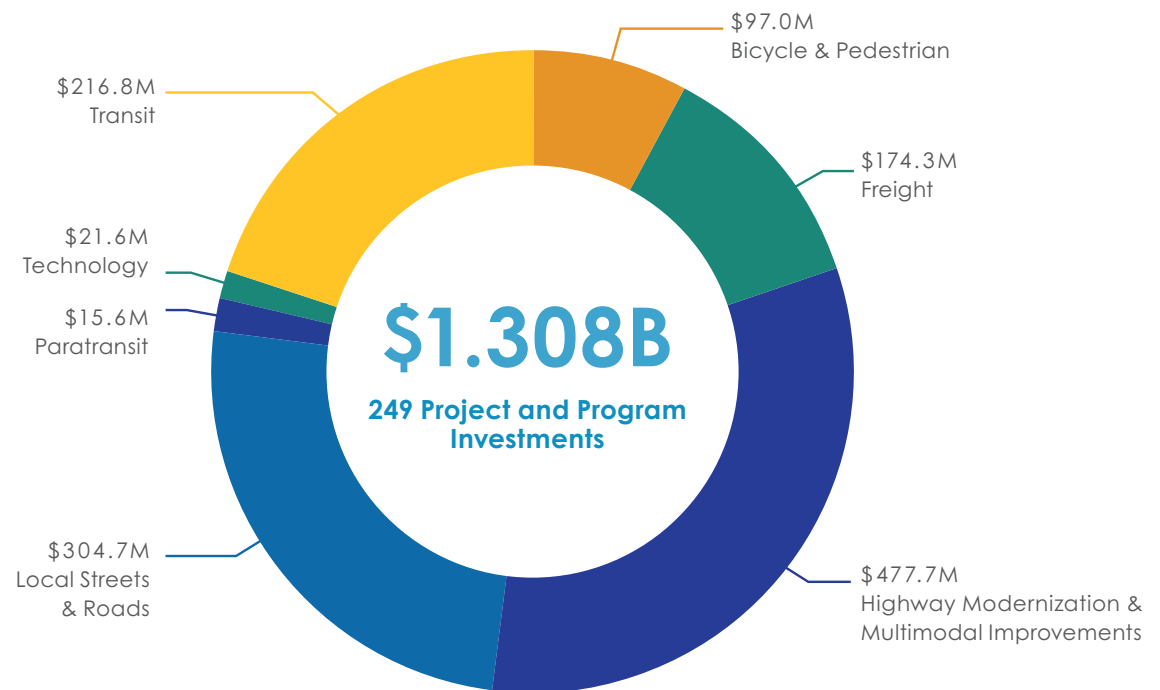
34,242

Student Transit Pass Youth Clipper Cards distributed since 2016

216

firms certified in the Alameda CTC Local Business Contract Equity (LBCE) Program

The Alameda CTC Comprehensive Investment Plan (CIP) includes \$1.308 billion approved project and program actions between June 2015 and June 2020. The programming horizon for 249 project and programs is FY 2015-16 to FY 2023-24.



NOTES:

1. Fund Sources include Measure B, Measure BB, Bay Area Air Quality Management District's Transportation Fund for Clean Air (TFCA) and Congestion Management Agency Transportation Improvement Program (CMATIP).

2. Projects and programs may also provide transportation benefits across other modes in addition to their primary mode shown.

3. Clipper Card distribution includes disbursement during the three-year pilot Student Transit Pass Program (STPP) from 2016-19 and the first year of the STPP 2019-20. Distribution paused in March 2020 when schools transitioned to virtual learning and transit agencies were fare free until October 2020.

4. Approximately \$1.125M in Measure B Bicycle and Pedestrian Countywide Discretionary funds were made available on a non-competitive basis to support local jurisdiction efforts to implement quick-build transportation access and safety measures in light of the COVID-19 pandemic.

Alameda CTC Responds to COVID-19

Throughout 2020, the coronavirus (COVID-19) pandemic had significant negative impacts on Alameda County residents, businesses and commuters. We immediately began working with our local agency and program partners to develop a plan for serving community needs.

Alameda CTC supported continued work on construction projects to encourage economic vitality.

As traffic volumes in the county decreased significantly during the first months of COVID-19, we worked with our partners to safely continue, and in some cases accelerate, construction projects to improve the transportation system and keep people employed.

Alameda CTC repurposed programs to better serve communities.

- The **Safe Routes to Schools (SR2S)** Program quickly transformed its in-person educational activities into virtual events so that school-age children can continue to receive transportation safety tips and stay active and healthy during the pandemic.
- We continued to build the affordable **Student Transit Pass Program (STPP)**, adding 13,547 Youth Clipper Cards during the 2019-2020 school year.
- The **Paratransit Program** identified a need for seniors and people with disabilities to get warm meals delivered to their homes. Once identified, Alameda CTC approved funds that helped Meals on Wheels and other community food delivery services deliver over 205,000 meals, expanding this invaluable service.

Alameda CTC provided funds to meet community needs for greater access.

We developed the [Rapid Response Bicycle and Pedestrian Grant Program](#), which ultimately awarded \$75,000 per project on a non-competitive basis to local jurisdictions that requested funding to create, expand and improve bicycle and pedestrian access to local business, restaurants, and employment centers. The primary goals of these projects are to enhance mobility and public health through transportation improvements that mitigate the risk and spread of COVID-19, promote physical social distancing and help restore local economic activity in community business districts.



The COVID-19 Rapid Response Bicycle and Pedestrian Grant Program was developed to improve bicycle and pedestrian safety and support local businesses. Alameda CTC is providing \$904,000 to help local jurisdictions deliver these improvements by March 2021.

Alameda County

Bicycle Route Signage

Alameda

Commercial and Slow Streets Program

Albany

Solano and Marin Ave Sidewalk Improvements

Berkeley

Healthy Streets Program Expansion

Dublin

Regional Street Improvement Project

Emeryville

Shared Doyle Street Quick-Build Project

Fremont

Centerville Complete Streets Pilot Road Diet

Hayward

Patrick Avenue Traffic Calming Improvement Project

Livermore

Downtown Livermore Bicycle Parking Project

Newark

Jarvis Avenue Class II Buffered Bike Lanes

Oakland

Citywide Bicycle/Pedestrian Enhancements

Pleasanton

Division/St. Mary's Street Cycle Track and Buffered Bike Lanes

San Leandro

Lewelling Blvd Pedestrian Safety Rapid Flashing Beacons

Find out more about the COVID-19 Rapid Response Bicycle and Pedestrian Grant Program at AlamedaCTC.org/bike

We Work for You

We work to expand transportation choices for our communities.

We work closely with our local partners to **plan, fund** and **deliver** approved projects and programs that meet the needs and expand the transportation choices available to our communities.

As responsible stewards of public funds, we work closely with our partners to ensure that the over \$8 billion in transportation solutions are designed to:

- Ensure safe travel for pedestrians and bicyclists
- Provide accessible public transit
- Maintain and improve local streets and roads
- Provide mobility services to seniors and disabled residents
- Improve highway corridors

Alameda CTC is dedicated to serving as responsible stewards of the public funds that have been entrusted to us. Our performance is monitored and evaluated by independent third parties who ensure we meet our responsibility.

We work to ensure transportation funds are invested wisely and equitably.

We administer Alameda County voter-approved Measure B, Measure BB and Vehicle Registration Fee funds.

The approval of these measures also allows us to receive external funding through grants and from California state and federal sources, such as:

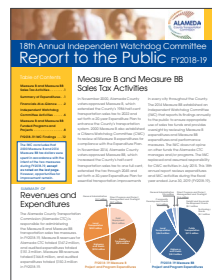
- **Regional Measure 3** a Bay Area regional measure funded by an increase in bridge tolls
- **Senate Bill 1** the Road Repair and Accountability Act of 2017
- **Transportation Fund for Clean Air (TFCA)** provided by the Bay Area Air Quality Management District
- **California State Transportation Improvement Program (STIP)**
- **Surface Transportation Program (STP) and Congestion Mitigation Air Quality Improvement Program (CMAQ)** provided by the Federal One Bay Area Grant Program



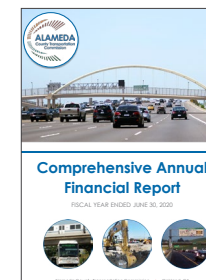
"Alameda CTC is honored to be awarded our 8th Consecutive Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association of the United States and Canada for the Annual Financial Report for the year ended June 30, 2020."

Patricia Reavey

*Deputy Executive Director
Finance and Administration,
Alameda CTC*



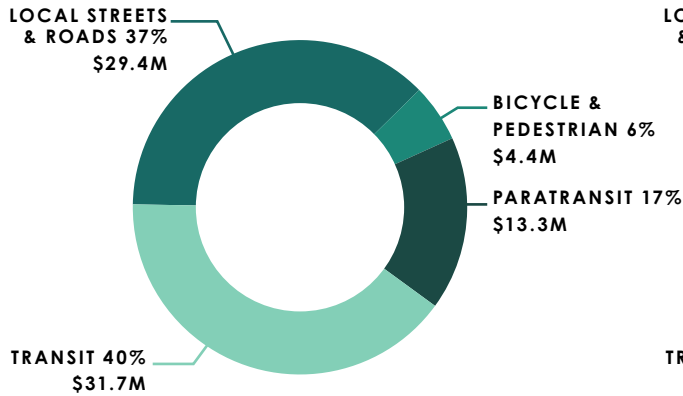
Alameda CTC's Independent Watchdog Committee confirmed for the 18th consecutive year that Measure B and Measure BB funding was spent in accordance with voter intent for those measures.



The Certificate of Achievement for Excellence in Financial Reporting awarded by the Government Financial Officers Association (GFOA) is the highest form of recognition in the area of governmental accounting and financial reporting.

Measure BB Program Distributions

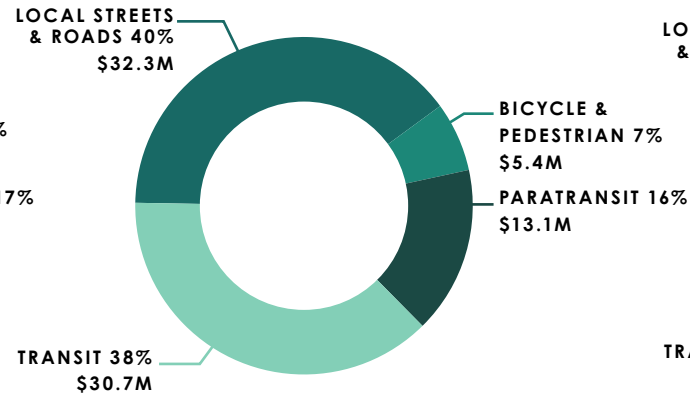
FY 2019-20 · \$78.8 Million



Alameda CTC directly distributes about 65 percent of Measure BB sales tax funds, net of administrative funds, to the County's 14 incorporated cities, unincorporated areas and County transit operators via a monthly distribution and through discretionary programs to fund local transportation projects and programs. The remaining 35 percent of funds support Alameda County's capital improvement program.

Measure B Program Distributions

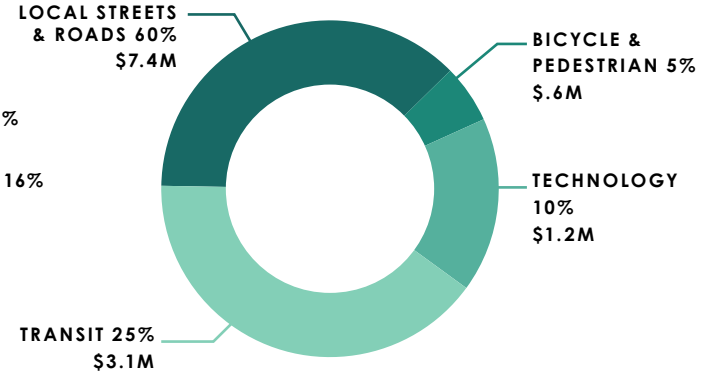
FY 2019-20 · \$81.5 Million



Alameda CTC directly distributes about 60 percent of Measure B sales tax funds, net of administrative funds, to the County's 14 incorporated cities, unincorporated areas and County transit operators via a monthly distribution and through discretionary programs to fund local transportation projects and programs. The remaining 40 percent of funds support the Alameda County capital improvement program.

Vehicle Registration Fee Distributions

FY 2019-20 · \$12.3 Million



The Vehicle Registration Fee program is funded through a \$10 vehicle registration fee that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. All funds, net administrative funds, are distributed monthly to the 14 incorporated cities and the County of Alameda for the Local Road Improvement and Repair Program.



Increasing Your Transportation Choices: Projects and Programs

All of Alameda CTC's designated project and program areas work in tandem to create a sustainable, vibrant future for the people and communities of Alameda County.

47

BICYCLE AND PEDESTRIAN

Key benefits Bicycle and pedestrian projects increase accessibility and safety for bicyclists and pedestrians of all ages and abilities, enhance route network connectivity and promote multimodal transportation systems, while supporting the reduction of greenhouse gas emissions.

36

PARATRANSIT

Key benefits Alameda CTC supports people with disabilities and seniors in Alameda County by providing funds for Americans with Disabilities Act-mandated services, city-based paratransit programs and through a discretionary grant program that provides special transportation services throughout all areas of the County.

5

TECHNOLOGY

Key benefits Highways and Express Lanes use state of the art technological solutions to relieve congestion, reduce emissions, increase safety and decrease commute times.

18

FREIGHT

Key benefits Goods movement is vital to the economic health of Alameda County. Nearly one-third of all jobs are goods movement-dependent. These projects reduce congestion on highways and local streets and roads, reduce truck idling and related emissions and help foster the growth of jobs in these industries.

26

HIGHWAY MODERNIZATION AND MULTIMODAL IMPROVEMENTS

Key benefits Highways are a critical component of the transportation system. Highway modernization, active transportation gap closures and express lanes improve conditions of roadways, relieve congestion, improve mobility and safety, simplify traffic operations, navigation and mobility, shorten queues, reduce turning conflicts and improve merging. Many of these projects decrease freeway-bound regional traffic and congestion on local roadways and in local neighborhoods, improve regional or interregional connectivity and accommodate current and future increases in traffic.

50

LOCAL STREETS AND ROADS

Key benefits The more than 2,700 miles of local and 1,200 miles of arterial roads are maintained through the ongoing funding provided by the Vehicle Registration Fee (VRF). Alameda CTC distributes these funds to local jurisdictions to rehabilitate and repair local streets, sidewalks and pavements and to invest in streetscaping and street maintenance.

67

TRANSIT

Key benefits Alameda CTC funds both transit operations and capital projects throughout the county. Recipients include the five transit agencies that support transit within Alameda County. Funds provided are used to fund transit operations including fixed route bus services, ferry operations, rail services and fleet maintenance activities. Capital transit projects are long-term infrastructure projects designed to enhance transportation options and encourage greater use of transit by reducing congestion, emissions, commute costs and travel times throughout the County and the Bay Area region.

Bicycle and Pedestrian

There is a high-level of support for walking and biking projects within Alameda County. Throughout the County there is strong interest in improved transportation infrastructure, such as high-quality bike lanes, trails separated from roads and improved sidewalks and crosswalks.

The ability to safely walk and bike are essential for keeping our communities vibrant and healthy. Despite the challenges of COVID-19, the Alameda CTC invested \$10.5 million in FY 2019-20 to keep projects and programs on track.



Alameda CTC participates and helps fund several bicycle and pedestrian programs throughout the year that encourage biking and walking for everyone.

Our bicycle and pedestrian programs include:

- Bicycle Safety Education
- Bike to School/Work Day
- Golden Sneaker Contest
- International Walk & Roll
- Safe Routes to Schools

Even though many of these programs went on hiatus in March 2020 following shelter-in-place orders, over 1,000 participants took part in 51 Bicycle Safety Education classes in FY 2019-20. Additionally, we were able to work with our partners to successfully pivot Bike to School Day and the Safe Routes to Schools Program to online programming.



“From the very beginning, Alameda CTC has been a tremendous partner in helping us in our mission to promote healthy and sustainable communities by making bicycling safe, fun and accessible.”

Ginger Jui
Executive Director,
Bike East Bay

Congratulations to the City of Fremont's Walnut Avenue Protected Bikeway!

Project completed in May 2020

Funded by Alameda CTC's Measure BB and SB 1 funds, the 1.2 miles of raised bike track along Mission Boulevard to Paseo Padre Parkway in Fremont is designed for all ages to feel safe riding a bike.

“Walnut [Avenue Bikeway] feels fun and safe to ride with my three kids.”

Melissa Avery,
Fremont Mobility Commission

[Find out more about Walnut Avenue Protected Bikeway](#)



Bicycle and Pedestrian

The cost of transportation to school is often cited as a barrier to school attendance and participation in after school activities. The following student programs, designed to expand access, focus on the County's youngest residents. Safe Routes to Schools (SR2S) and Student Transit Pass Program (STPP) support students as they travel in Alameda County.

Student Transit Pass Program

Despite the cessation of in-person school attendance partway through the year, our affordable STPP grew by 38 percent, providing a total of 34,242 free Youth Clipper Cards for low-income students in preparation for when in-person attendance resumes.



Downtown Oakland Streetscape Improvements

In FY 2019-20, we continued our investment in bicycle and pedestrian infrastructure projects.

Safe Routes to Schools

The 14-year-old SR2S Program promotes carpooling, taking transit and biking or walking to school to students and their families. In fall 2019, SR2S included over 2,000 activities and events with 97,000 students. When in-class learning came to an abrupt halt in March 2020, staff transformed the program and created innovative online learning tools to help participating schools incorporate SR2S materials into their new distanced learning curriculum.



Bicycle and pedestrian projects with funding allocated in FY 2019-20:

- East 14th Street Corridor
- Improvement Project Phase II
- Iron Horse Trail Crossing at Dublin Boulevard
- I-880 Bridge at Pacific Commons Trail
- Sabercat Trail Connection to Irvington BART Station Area
- Niles Canyon Trail Phase I
- Dumbarton to Quarry Lakes Trail

Adaptations included:

- A promotional video for live webinar training options
- A virtual school assembly experience for students and teachers
- Preparation for on-site technical assistance via School Safety Audits
- Slow streets surrounding school sites, identified as critical during COVID-19, as well as traffic circulation surrounding food and supply distribution hubs
- Vital technical support documents (e.g., school district snapshots and collision heat maps)



BICYCLE AND PEDESTRIAN INVESTMENTS

Between 2015 and 2020, Alameda CTC Programmed

\$97.0 Million

47 Bicycle and Pedestrian Projects and Programs

Multimodal/Local Streets and Roads

Alameda County has a number of arterial corridors, including critical interjurisdictional corridors, that carry tens of thousands of people every day, connecting multiple communities to job and activity centers.

Alameda CTC is committed to creating multimodal streets and to improving local streets and roads (LSR) across the County. And Alameda CTC has accelerated projects when it could be done safely to create safer streets for all—walkers, bicyclists, drivers and transit riders.

With the County's population projected to increase to over two million people by 2040, providing multimodal corridors with key connections throughout the East Bay is paramount.

These corridors:

- Increase safety
- Improve health by encouraging physical activity
- Support economic opportunity
- Reduce auto traffic and our carbon footprint



"Alameda CTC's support as a funding agency and partner is critical in the provision of multimodal transportation infrastructure ensuring that everyone can get around safely and easily."

Daniel Woldesenbet
Agency Director, Ph.D., P.E.
Alameda County Public Works Agency

Between 2010-2020, Alameda CTC has helped local communities in Alameda County to transform their busy streets into multimodal corridors.

37%
Measure BB funds used for LSR projects

40%
Measure B funds used for LSR projects

60%
Vehicle Registration Fee funds used for LSR projects

LOCAL STREETS AND ROADS INVESTMENTS*

Between 2015 and 2020, Alameda CTC Programmed

\$304.7 Million

50 Local Streets and Roads Projects and Programs

*Including Multimodal Projects

Multimodal/Local Streets and Roads

Mission Boulevard, Phases 2 and 3

The City of Hayward, partnering with Alameda CTC, is revitalizing Mission Boulevard—the heart of Hayward—with bike lanes, tree plantings, undergrounded utilities, widened sidewalks and many more amenities to make for a more healthy, economically attractive and multimodal Mission Boulevard. Phase 1 was completed in 2014. Construction began on Phase 2 in September 2020. Phase 3 of the project, from A Street to the northern City limit at Rose Street, is next for construction with anticipated completion by Summer 2022.

Benefits include: creating a more economically vibrant Hayward, encouraging biking and walking.

Dublin Boulevard North Canyons Parkway Extension

The 1.5-mile extension of Dublin Boulevard will connect five Priority Development Areas, greatly improving mobility and accessibility in the cities of Dublin and Livermore.

Benefits include: increasing biking with built-in bike lanes, relieving I-580 traffic, providing better access to BART and reducing vehicular travel with a bus system between Livermore and Dublin.



Preserving Our Local Streets and Roads

In Alameda County, there are 2,700 miles of local roads and 1,200 miles of arterials – high-capacity urban roads – that need to be regularly maintained and improved.

In FY 2019-20, Alameda CTC provided \$69.1 million, 40 percent of all funds distributed, for LSR.

These projects included:

- Pavement rehabilitation programs
- Sidewalk repair programs
- Streetscape improvement projects
- Street maintenance programs

[Learn more about our local streets and roads and multimodal projects](#)

Transit

Transit Programs help us all get around more easily.

Transit is more than large infrastructure projects. Alameda CTC provides funding for a variety of programs that support mobility for people of all ages and abilities throughout Alameda County, encouraging residents to consider more sustainable solutions.

The majority of Measure B and Measure BB sale tax funds, net of administrative funds, support ongoing transit operations throughout the County through discretionary programs that fund local transportation projects and programs, such as the Paratransit Program.

Alameda CTC is advancing multimodal projects that provide transit priority to improve transit service reliability and access. These projects benefit all Alameda County residents with enhancements for residents with disabilities or mobility challenges.

Alameda County's Paratransit Program is committed to enhancing mobility for the County's older residents and people with disabilities for all types of trips. The program funds Americans with Disabilities Act-mandated services and city-based paratransit programs.

This program also allows for Alameda CTC to provide discretionary grants that reduce countywide gaps in special transportation services, such as in the Tri-Valley where Senior Support Services provide volunteer-based rides to medical appointments.

With the onset of COVID-19 and recognizing that seniors and people with disabilities are some of the most vulnerable populations, Alameda CTC approved an exception due to COVID-19 in May of 2020 that allowed cities and transit operators to ensure food security and safety for this community by delivering meals directly to their doors.



"In 1994, AC Transit and BART established the East Bay Paratransit Consortium. Alameda CTC's ability to broadly distribute \$182 million over the last 10 years to agencies, like ours, has been critical to our ability to serve the disabled community throughout Alameda County."

Laura Timothy

*Manager of Access and Accessible Services Customer Access Department
San Francisco Bay Area Rapid Transit District (BART)*



PARATRANSIT INVESTMENTS

Between
2015 and 2020,
Alameda CTC Programmed

\$15.6 Million

**36 Paratransit
Projects and Programs**

Transit

Transit plays a vital role in our efforts both to reduce carbon emissions and to provide mobility options, especially for those without access to cars or who cannot drive because of age or disability.

Alameda CTC works closely with our transit partners—Altamont Corridor Express (ACE), Alameda-Contra Costa Transit District (AC Transit), Bay Area Rapid Transit (BART), Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Ferry and Union City Transit—to help them encourage residents, businesses and commuters to add transit to their transportation choices, and to provide safe and reliable service that is accessible to all.

Before and during COVID-19, Alameda CTC continued to move transit projects and programs forward in Alameda County.

In 2020, AC Transit became the first bus system in the East Bay to build out a **Bus Rapid Transit (BRT)** service, called Tempo. The infrastructure improvements include transit-only lanes, raised platforms for accessible boarding, Clipper tagging on the platform for faster boarding, bicycle space on board, improved crosswalks and street lighting and new asphalt guaranteed to last 20 years along the corridor.

The project corridor spans from Broadway at 20th Street (Uptown) Station in Oakland along International Boulevard and East 14th Street to the San Leandro BART Station.

Benefits include: increased bus reliability, reduced travel time, construction jobs, accessibility for people with disabilities, encouraging biking and safer pedestrian access.

In November 2019, the **Tri-Valley – San Joaquin Valley Regional Rail Authority** asked Alameda CTC to repurpose \$400 million in funds originally planned to extend BART to Livermore. Valley Link, a new 42-mile, seven-station inter-regional rail that will extend rail service east from the Dublin/Pleasanton BART station to Livermore and over the Altamont Pass, supporting sustainable transportation options on the heavily-congested I-580 corridor. The Alameda CTC Commission voted to approve this action.

Benefits include: reduced emissions and vehicle-miles traveled, greater connection from the Central Valley to Northern California and better access to jobs and housing.



TRANSIT INVESTMENTS

Between
2015 and 2020,
Alameda CTC Programmed

\$216.8 Million

**67 Transit
Projects and Programs**

Highway Modernization and Multimodal Improvements

I-80/Gilman Street Interchange Improvement Project

In 2020, \$47.2 million in state funds were provided to be used for the improvement of traffic flow and reduction of pedestrian and bicycle conflicts by redesigning and modernizing this major intersection with the inclusion of two roundabouts, a pedestrian and bicycle overcrossing over I-80, an at-grade pedestrian/bicycle path through the interchange and a Bay Trail gap closure. Groundbreaking is expected to occur in 2021.

Benefits include: reduced congestion, shortened queues and improved safety by minimizing merging and turning conflicts on Gilman Street between West Frontage Road and 5th Street through the I-80 interchange.

I-680 Sunol Express Lane Northbound

Ten years ago, the I-680 Sunol Southbound Express Lane opened. Since that time, over 7.2 million solo drivers as well as carpools and high-occupancy vehicles have utilized the lanes. Construction of the I-680 Sunol Northbound Express Lanes project continued throughout FY 2019-20 and was completed in October 2020.

This nine-mile express lane will provide a crucial link between the South Bay, the Tri-Valley and the Central Valley.

Benefits include: reduced congestion with state-of-the-art technology that allows for improved enforcement, greater reliability and faster travel speeds, increased productivity and increased goods movement from the Central Valley to Alameda and Contra Costa counties.

[Learn more about our Highway Projects](#)



“Alameda CTC has been an excellent partner in improving transportation in Alameda County, in particular highways that will ultimately decrease congestion and pollution throughout the entire Bay Area.”

Dina El-Tawansy
Director,
District 4, Caltrans

Alameda County’s six interstates—238, 80, 580, 680, 880 and 980—and State Routes 13 and 24 provide critical mobility for millions of commuters each day. They are some of the most heavily used roads in the entire Bay Area.



HIGHWAY MODERNIZATION AND MULTIMODAL IMPROVEMENTS

Between
2015 and 2020,
Alameda CTC Programmed

\$477.7 Million

26 Highway
Projects and Programs

Travel Choices

The highway projects that Alameda CTC helps fund and build are designed to reduce congestion and emissions, including greenhouse gases and air pollutants.

We also support a variety of programs that help to shift the balance away from single-driver commutes.

Guaranteed Ride Home

The Guaranteed Ride Home (GRH) program encourages workers to try commuting by bus, bike, carpool, vanpool or walking with the knowledge that they can get home quickly if there is an emergency through this free program.

More than 3,000 companies throughout Alameda County participate in the GRH program to help their employees get a ride home in case of an emergency or qualifying unexpected circumstance that disrupts their commute.

Express Lanes

Alameda County has express lanes on Interstate 580 (I-580) and Interstate 680 (I-680); these lanes are free for carpools, buses and motorcycles, 50 percent of the toll for clean air vehicles and available to those driving alone for a fee based on distance and demand at peak hours. Studies reveal that these express lanes reduce travel times in peak hours and mitigate or eliminate bottlenecks.

Share Your Ride Month

As little as one non-solo commute a week or a month helps to improve air quality and reduce emissions and congestion on our highways and local streets and roads.

And Alameda CTC encourages County residents to carpool, vanpool and take transit.



Get a Guaranteed Ride Home!

The Alameda County Guaranteed Ride Home Program does just what it says. It guarantees you **a free ride home from work if you have an emergency and you have made the efforts to avoid commuting alone in your car.** Join the 4,439 people who are a part of the GRH program.

All permanent full-time and part-time employees employed in Alameda County are eligible for this free program.

[Register Now](#)

Goods Movement

Freight and rail volumes are projected to more than double by 2040 and as e-commerce grows, so grows direct parcel delivery activity to commercial and residential areas.

Approximately one-third of Alameda County's employment is generated by goods movement-dependent industries, and Alameda County provides most of the critical goods movement infrastructure that the rest of the region relies on to bring goods to and from international and national marketplaces.

Alameda CTC is actively working with cities, the Port of Oakland and other local and regional agencies to reduce the negative impacts, which disproportionately fall upon low-income communities and communities of color.

Rail Strategy and Safety

Alameda CTC is leading a Rail Safety Enhancement Program, focused at developing safety improvement projects at railroad crossing and on the tracks between crossings. The first phase of the program is focused on those locations with the highest levels of collisions, as well as delays at crossings and other local community impacts.

Alameda CTC's Rail Safety Enhancement Program provided \$5.5 million in Measure BB funds for environmental design to address safety at 56 at-grade rail crossings throughout the County.

Alameda County's SR2S rail safety program program—ACT Safely—has delivered rail safety education to over 2,800 students at 25 schools and to 3,700 families and community members at meetings and community events throughout Alameda County.



"Alameda CTC has provided and secured \$34.4 million in local, state and federal funding, for collaborative delivery of the Freight Intelligent Transportation System (FITS) program at the Port of Oakland. FITS automates and relays real time information for traffic management, security systems and roadway improvements. Under construction now, the project will improve security and reduce congestion and idling air emissions from trucking activities at the seaport and throughout West Oakland."

Danny Wan

Executive Director,
Port of Oakland



Goods Movement is critical to the economy of Alameda County and Northern California

\$953B in freight flows through Northern California

30% of jobs are goods movement-dependent

8th busiest seaport in the nation is the Port of Oakland

TECHNOLOGY INVESTMENTS

Between 2015 and 2020, Alameda CTC Programmed

\$21.6 Million

5 Technology Projects and Programs

Goods Movement

Freight Investments include

- Goods Movement Emissions Reduction Program
- Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone
- Oakland Army Base Roadway Infrastructure Improvements
- Railroad Crossing Safety Improvement Project
- Rail Safety Enhancement Program

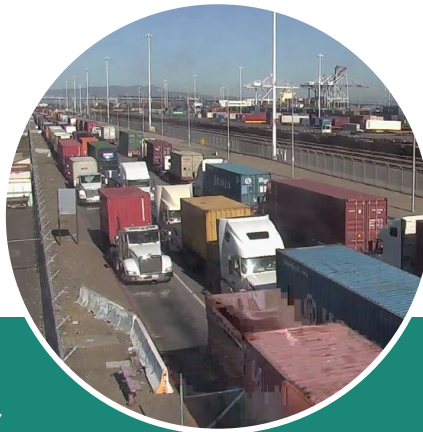
GoPort

GoPort is a program of projects to improve truck and rail access to the Port of Oakland that addresses the negative impacts of goods movement on the West Oakland community. Oakland continues to be a critical component of the movement of goods throughout Northern California.

GoPort consists of three components:

- **7th Street Grade Separation West (7SGSW):** improves access and minimizes conflicts between rail, vehicles, pedestrians and bicyclists.
- **7th Street Grade Separation East (7SGSE):** replaces an existing railroad underpass to increase clearance for trucks and the improve shared pedestrian and bicycle pathway.
- **Freight Intelligent Transportation Systems (FITS) and Technology Master Plan:** a state-of-the-art technology solution that cost-effectively manages truck arrivals to the Port reducing emissions from idling and congestion in the West Oakland community.

[Find out more about how the Alameda CTC supports Goods & Movement Projects](#)



Alameda County's rail, freeway and highway systems carry goods across the country.

Many of our communities are impacted by the result of goods movement activities.

FREIGHT INVESTMENTS

Between 2015 and 2020, Alameda CTC Programmed

\$174.3 Million

18 Freight Projects and Programs

Freight ITS operations overview

GoPort mobile application

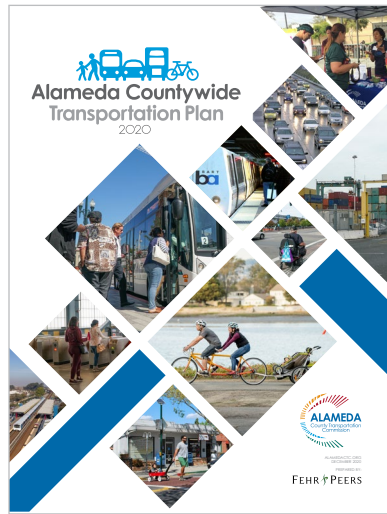


Building Our Future Transportation System

Alameda CTC adopts a Countywide Transportation Plan (CTP) every four years.

Alameda CTC worked collaboratively with our partner agencies and the public to identify needs and prioritize transportation projects and programs to support a vibrant Alameda County.

For the 2020 Plan, in-person and online public outreach efforts were conducted throughout FY 2019-20 to ensure community needs, concerns and desires were heard. Intentional efforts were made to ensure that the voices of low-income communities and communities of color were included in this process.



[See the plan](#)



“As we plan for the next decade, we see great opportunities to join with our partners to serve the diverse communities of Alameda County.”

Carolyn Clevenger

Deputy Executive Director of Planning and Policy, Alameda CTC



“Our focus is on implementing close to 100 priority projects and programs over the next 10 years that will ensure greater multimodal access and safety throughout the County.”

Gary Huisingsh

Deputy Executive Director of Projects, Alameda CTC

Over 2,000 members of the public, who participated in the public outreach provided feedback on their transportation needs and priorities.

The following key themes were identified throughout all stages of outreach:

- Improved Safety for Active Transportation
- More Connected and Affordable Public Transit
- Equitable Outcomes for Low-Income Communities
- Freeway Congestion and Commute Options
- Addressing Climate Change and Air Quality
- High Quality Roadways







The 2020 CTP identifies a priority list of projects and programs for implementation in the next ten years that will help make progress toward the transportation vision for Alameda County to:

- Create safe facilities through greenways and trails
- Increase bus efficiency and walking and biking safety through complete, multimodal corridors
- Enhance multimodal safety of roads and interchanges and create more HOV capacity
- Support transit operations and capacity and increase multimodal access to stations and terminals
- Support goods movement with infrastructure and emission reduction at the Port of Oakland
- Adapt infrastructure to sea level rise







Goals for the next 10 years:

ACCESSIBLE, AFFORDABLE AND EQUITABLE

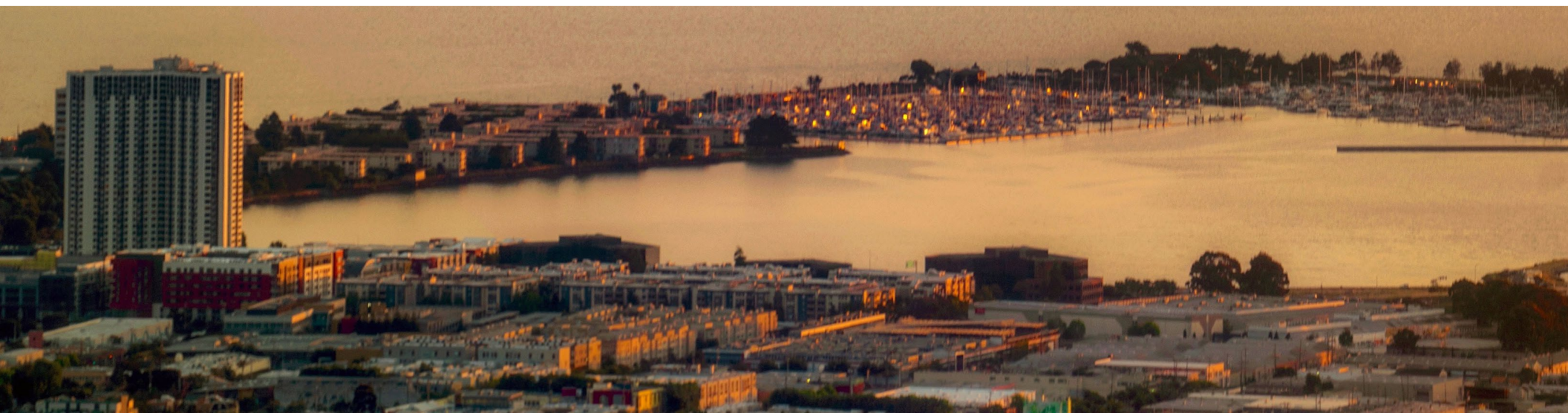
 77% of projects will make transportation improvements within or increase access to low-income and communities of color.	 87% of projects in low-income and communities of color will improve, expand, or increase connectivity of multimodal options.	 54% of near-term actions are identified as advancing equity, which includes supporting programs for affordable transit.	\$2B over the plan horizon will be invested by Alameda CTC in direct distributions to cities to provide well-maintained local streets and walking and biking infrastructure.	\$10B+ Approximate cost of projects to advance in the next ten years, including \$5+ billion in transit projects and \$1+ billion in interchange modernization projects.	 Rail safety projects will upgrade pedestrian safety infrastructure and increase fluidity of the rail network.
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HIGH QUALITY AND MODERN INFRASTRUCTURE

SAFE, HEALTHY AND SUSTAINABLE

 45 projects will improve bicycle and pedestrian safety on the High-Injury Network or at interchanges.	 34 projects will create multimodal corridors, all of which are located within Priority Development Areas, reducing greenhouse gas emissions.	 45% of the total investment in projects will serve to increase rail access and capacity, reducing reliance on automobiles and supporting emissions reductions.	 Port of Oakland operational projects will strengthen the vitality of this major employment generator.	 90% of projects will be located in or provide access to Priority Development Areas to support sustainable transit-oriented development.	 4B+ Total cost of projects that increase BART capacity or expand or improve interregional rail, supporting multimodal regional and megaregional commutes.
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ECONOMIC VITALITY



Revenues and Expenditures

As of June 30, 2020, Alameda CTC governmental funds reported combined fund balances of \$578.7 million, a decrease of \$9.3 million compared to June 30, 2019. This decrease is attributed to an increase of expenditures in the Measure BB Capital Projects Fund and the Measure BB Special Revenue Fund as project and program activities ramp up to deliver the many projects and programs promised to the voters in the 2014 Transportation Expenditure Plan (TEP). Of the total combined fund balances, \$83.2 million or 14.4 percent is available for spending at Alameda CTC's discretion.

REVENUES	GENERAL FUND	2000 MEASURE B SPECIAL REVENUE FUND	2014 MEASURE BB SPECIAL REVENUE FUND	EXCHANGE FUND	2000 MEASURE B CAPITAL PROJECTS FUND	1986 MEASURE B CAPITAL PROJECTS FUND	2014 MEASURE BB CAPITAL PROJECTS FUND	NONMAJOR GOVERNMENTAL FUNDS	TOTAL GOVERNMENTAL FUNDS
SALES TAX - 2000 MEASURE B	\$6,991,514	\$88,876,908			\$59,498,564				\$155,366,986
SALES TAX - 2014 MEASURE BB	\$6,196,413		\$103,723,985				\$44,989,924		\$154,910,322
PROJECT REVENUE	\$2,623,910	\$2,229,157	\$63,315	\$1,992,860	\$37,250		\$4,107,711	\$5,381,978	\$16,436,181
MEMBER AGENCY CONTRIBUTIONS	\$1,479,763								\$1,479,763
TOLL AND VIOLATION REVENUE								\$12,532,055	\$12,532,055
VEHICLE REGISTRATION FEES								\$12,972,634	\$12,972,634
INVESTMENT INCOME	\$2,323,612	\$512,492	\$1,008,389	\$357,103	\$3,697,237	\$5,304,490	\$1,864,461	\$1,577,411	\$16,645,195
OTHER INCOME	\$657	\$2,220	\$2,220						\$5,097
TOTAL REVENUES	\$19,615,869	\$91,620,777	\$104,797,909	\$2,349,963	\$63,233,051	\$5,304,490	\$50,962,096	\$32,464,078	\$370,348,233
EXPENDITURES									
ADMINISTRATIVE									
SALARIES AND BENEFITS	\$3,616,699	\$552,735	\$892,117	\$52,549	\$76,695	\$26,725	\$902,518	\$1,052,454	\$7,172,492
OFFICE RENT	\$1,037,718								\$1,037,718
PROFESSIONAL SERVICES	\$1,236,682	\$98,859	\$1,920,567					\$176,553	\$3,432,661
PLANNING AND PROGRAMMING	\$308,249								\$308,249
OTHER	\$1,414,571	\$2,220	\$2,220		\$3,867	\$31,624	\$2,524	\$146,203	\$1,603,229
TRANSPORTATION IMPROVEMENTS									
HIGHWAYS AND STREETS			(\$163,476)			\$190,675	\$70,301,758		\$104,526,920
PUBLIC TRANSIT		\$44,721,186	\$45,882,139		\$34,197,963	\$606,850	\$9,031,897		\$100,242,072
LOCAL TRANSPORTATION		\$41,794,234	\$34,167,772				\$11,603,582		\$87,565,588
COMMUNITY DEVELOPMENT INVESTMENTS			\$26,085,072						\$26,085,072
TECHNOLOGY			\$758,985						\$758,985
DEBT SERVICE									
CONGESTION MANAGEMENT				\$1,940,311				\$18,516,475	\$20,456,786
PRINCIPAL								\$23,085,000	\$23,085,000
INTEREST								\$3,384,450	\$3,384,450
TOTAL EXPENDITURES	\$7,613,919	\$87,169,234	\$109,545,396	\$1,992,860	\$34,885,375	\$249,024	\$91,842,279	\$46,361,135	\$379,659,222
EXCESS OF REVENUES OVER EXPENDITURES	\$12,001,950	\$4,451,543	(\$4,747,487)	\$357,103	\$28,347,676	\$5,055,466	(\$40,880,183)	(\$13,897,057)	(\$9,310,989)
OTHER FINANCING SOURCES									
TRANSFER IN								\$26,469,700	\$26,469,700
TRANSFER OUT					(\$26,469,700)				(\$26,469,700)
TOTAL OTHER FINANCING SOURCES	-	-	-	-	(\$26,469,700)	-	-	\$26,469,700	-
NET CHANGE IN FUND BALANCES	\$12,001,950	\$4,451,543	(\$4,747,487)	\$357,103	\$1,877,976	\$5,055,466	(\$40,880,183)	\$12,572,643	(\$9,310,989)
FUND BALANCES - BEGINNING	\$71,389,897	\$31,893,423	\$78,069,727	\$6,072,858	\$97,935,087	\$140,335,095	\$81,435,189	\$80,887,640	\$588,018,916
FUND BALANCES - ENDING	\$83,391,847	\$36,344,966	\$73,322,240	\$6,429,961	\$99,813,063	\$145,390,561	\$40,555,006	\$93,460,283	\$578,707,927

Alameda CTC Commissioners

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City of San Leandro

COMMISSION VICE CHAIR

Councilmember John Bauters
City of Emeryville

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Supervisor Wilma Chan, *District 3*
Supervisor Nate Miley, *District 4*
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Councilmember Jen Cavanaugh

CITY OF PLEASANTON

Mayor Karla Brown

CITY OF UNION CITY

Mayor Carol Dutra-Vernaci



Comprised of 22 local elected officials representing all areas of the County, the members of the Alameda CTC Commission ensure that the Alameda CTC works with its partners throughout the County to PLAN, FUND and DELIVER projects and programs that improve our transportation choices, equitably serving our communities and sustainably building our future.

