



INFRASTRUCTURE INVESTMENT

TRANSIT

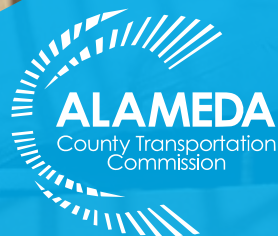
CONGESTION RELIEF

MOBILITY AND ACCESSIBILITY EXPANSION

COMMUNITY

ACCOUNTABILITY

INNOVATION AND SUSTAINABILITY

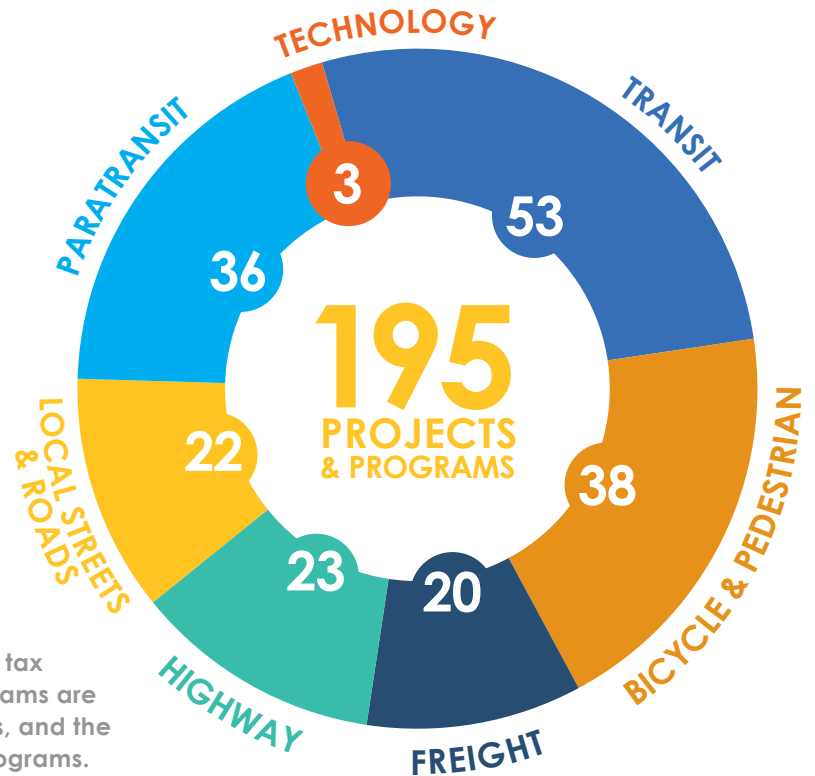
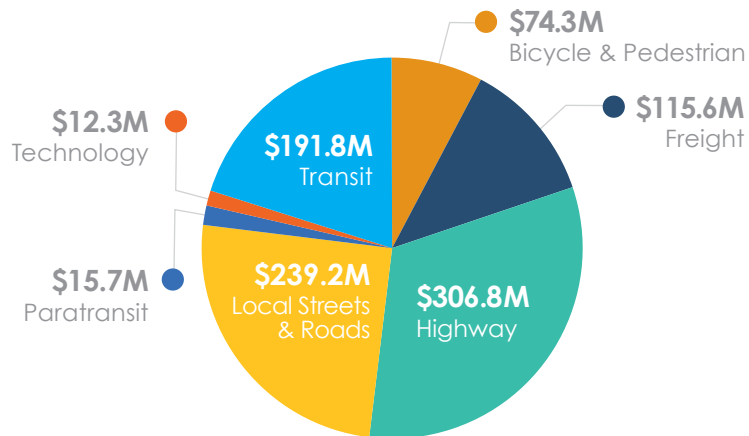


BUILDING OUR FUTURE

Improving Our Transportation | Serving Our Communities

Alameda CTC by the Numbers

The Alameda County Transportation Commission (Alameda CTC) is responsible for the planning, programming and allocation of funding for transportation improvements throughout Alameda County. The investments approved by Alameda CTC result in a wide range of transportation improvements and services that facilitate safe, efficient and accessible travel for all types of transportation in all areas of Alameda County.



3,973

Roadway miles that Alameda CTC helps maintain and improve in the County

55%+ Funds generated through the sales tax and Vehicle Registration Fee programs are distributed directly to local cities, transit agencies, and the County to implement local improvements and programs.

Notes:

1. Approved Programming Actions through the Alameda CTC Comprehensive Investment Plan (CIP) Process between June 2015 to June 2019.
2. Programming horizon includes FY 2015-16 to FY 2023-24.
3. 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).
4. Projects and programs may also provide transportation benefits across other modes in addition to their primary mode shown.

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The Future is Now



As the Alameda County Transportation Commission (Alameda CTC) closes out one decade and moves into the next, it's an opportunity to continue to express our thanks to voters in Alameda County for transportation-related measures that support continued investments in the multimodal transportation network in Alameda County.

As we begin the next decade, Alameda County is well-positioned to successfully take on the challenges and opportunities that will lead to a vibrant, livable future. Alameda CTC will continue to responsibly and transparently invest the funds entrusted to us across the wide spectrum of capital infrastructure projects that are designed to have far-reaching positive impacts throughout the County and also through direct distributions to the 14 cities of Alameda County, Alameda County and our transit agency partners to help address local community needs. These projects and programs:

- **Improve Our Transportation.** Alameda CTC advances strategies, projects and programs to help residents, businesses and commuters move around the County more reliably, safely and easily regardless of their preferred mode of transportation.
- **Serve Our Communities.** Alameda CTC's job is to be a responsible steward of the voter-approved funds that are granted to improve transportation in the local areas and throughout the County, and support jobs in Alameda County.
- **Build Our Future.** Alameda CTC is committed to delivering transportation options that improve travel choices, increase safety, expand reliability, improve air quality and increase sustainability.

The future really is now and we are looking forward to expanding opportunities for Alameda County residents, businesses and commuters to get around quickly, safely and easily.

— **Tess Lengyel**

Executive Director, Alameda County Transportation Commission

Building Our Future

Alameda CTC Works For You

Alameda CTC works with federal, state and local government agency partners and community partners to PLAN, FUND and DELIVER transportation projects and programs that expand access and improve mobility in Alameda County.

We are committed to improving our transportation, serving our communities and building our future through the transparent and equitable investment and distribution of funds that allow Alameda County's 14 cities, the County and transit operators to make progress toward achieving goals for transportation improvements in the County.

Our Mission

PLAN: Alameda CTC develops multimodal transportation plans that guide transportation development and funding decisions to meet the needs of the 1.6 million and growing population across the County.

FUND: The agency administers Measure B, Measure BB and Vehicle Registration Fee funds, and programs and leverages local, state and federal fund sources. Our local dollars help leverage external funds, such as Regional Measure 3—a regional measure funded by an increase in bridge tolls—Senate Bill 1, the Road Repair and Accountability Act of 2017 and federal funds.

DELIVER: Alameda CTC's projects and programs are delivering over \$8 billion in transportation solutions to improve highway corridors, provide accessible public transit, maintain and improve local streets and roads, provide mobility services to seniors and ensure safe travel for pedestrians and bicyclists.

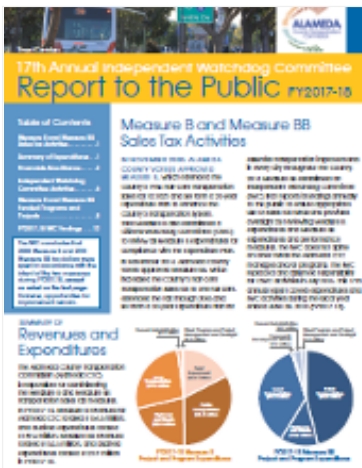
Learn more about all funding sources: AlamedaCTC.org/fund-sources

Alameda CTC is committed to the responsible stewardship of public funds, to public accountability and to investing all funds in approved transportation projects and programs.

Funding is programmed through Alameda CTC's biennial Comprehensive Investment Plan (CIP) or as direct local distributions paid to local jurisdictions, Alameda County and transit operators.

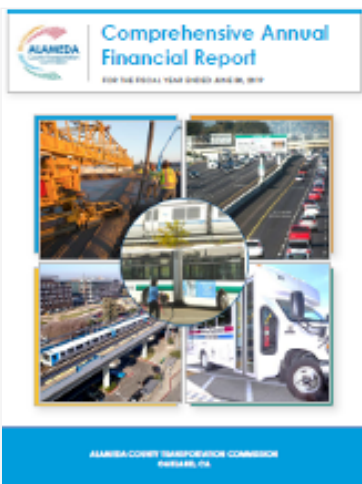
Funding recipients are required to document the status and progress of their project, including the provision of audited Financial Statements and Compliance Reports that document revenues and expenditures associated with the project to ensure compliance.

See local agency reports for FY 2018-19 at: AlamedaCTC.org/funds



In August 2019, the Independent Watchdog Committee (IWC) released their latest Report to the Public. For the 17th year in a row, the committee confirmed that Measure B and Measure BB tax dollars are being spent in accordance with the intent of the two transportation sales tax measures. The report also provides an update on the delivery of programs and projects funded by Measure B and Measure BB.

See the IWC's latest report at: AlamedaCTC.org/IWC

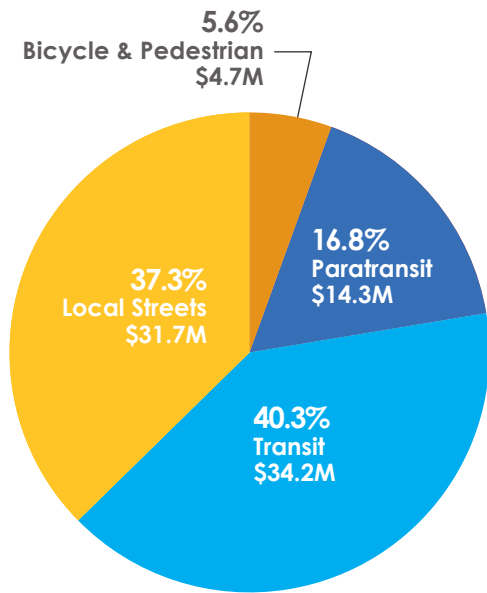


An independent audit of our Financial Statement is conducted annually. Independent auditors Maze & Associates issued a clean opinion for the financial period ending June 30, 2019.

See the latest report: AlamedaCTC.org/CAFR

In 2019, the Government Finance Officers Association awarded Alameda CTC its 6th consecutive "Certificate of Achievement for Excellence in Financial Reporting" for the Comprehensive Annual Financial Report (CAFR).

Alameda CTC Works For You



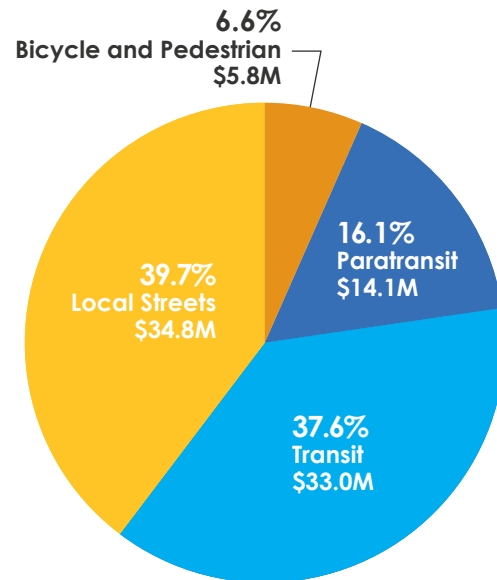
FY 2018-19, \$84.9 million
Measure BB local distributions

Measure BB Funds

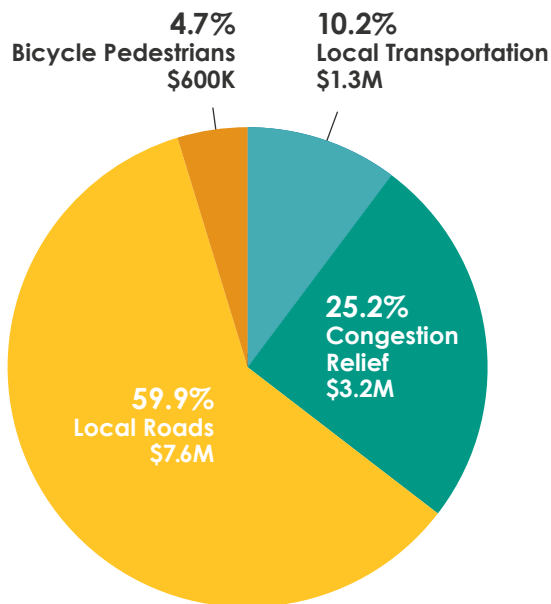
Alameda CTC directly distributes approximately 65 percent of Measure BB sales tax funds, net of administrative funds, to the 14 incorporated cities in Alameda County, Alameda County and transit operators via a monthly distribution and through discretionary programs to fund local transportation projects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

Measure B Funds

In 2000, Alameda County voters renewed Measure B for an additional twenty years, providing \$1 billion for transportation-related projects and programs funding. Nearly 60 percent of funds, net of administrative funds, are distributed through monthly distributions and discretionary programs to the 14 incorporated cities, Alameda County and its transit operators. The remaining funds, approximately 40 percent net of administrative funds, support the capital improvement program for Alameda County.



FY 2018-19, \$87.7 million
Measure B local distributions



**FY 2018-19, \$12.7 million
VRF funds local distribution**

Vehicle Registration Fee

The Vehicle Registration Fee (VRF) program is funded through a \$10 vehicle registration fee per car. It supports transportation investments that sustain the County's transportation network and reduce traffic congestion and vehicle-related pollution. Alameda CTC makes monthly VRF direct local distribution payments to 14 cities in Alameda County and the County of Alameda for the Local Road Improvement and Repair Program. The agency also provides funds to local recipients through three VRF programs on a discretionary basis: Transit for Congestion Relief Program, Local Transportation Technology Program and Pedestrian and Bicyclist Access and Safety Program.

Alameda CTC also programs and monitors county share funds provided by the Bay Area Air Quality Management District's Transportation Fund for Clean Air (TFCA), California State Transportation Improvement Program (STIP) and the Federal One Bay Area Grant Program which includes the Surface Transportation Program (STP) and the Congestion Mitigation Air Quality (CMAQ) Improvement Program.



Alameda County residents and businesses have been investing in transportation since 1986.

See what has been accomplished between 1986-2019 at:

AlamedaCTC.org/overview

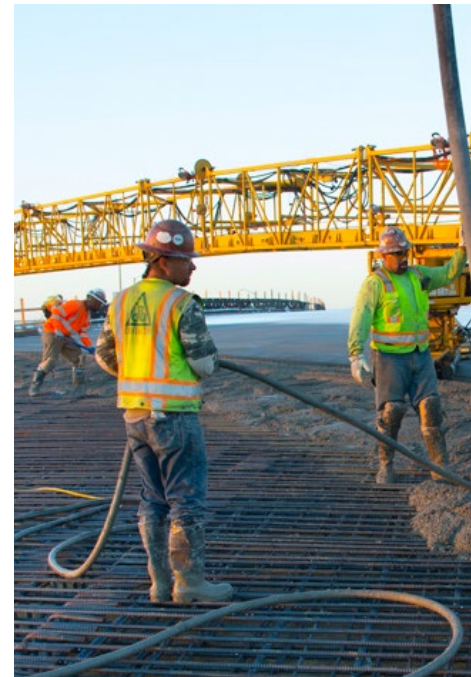
In FY 2018-19, Alameda CTC participated in the development of 195 transportation-related projects and programs throughout every area of Alameda County.

Building Our Future Improving Our Transportation

Investing In Our Freeways, Local Streets and Roads Network

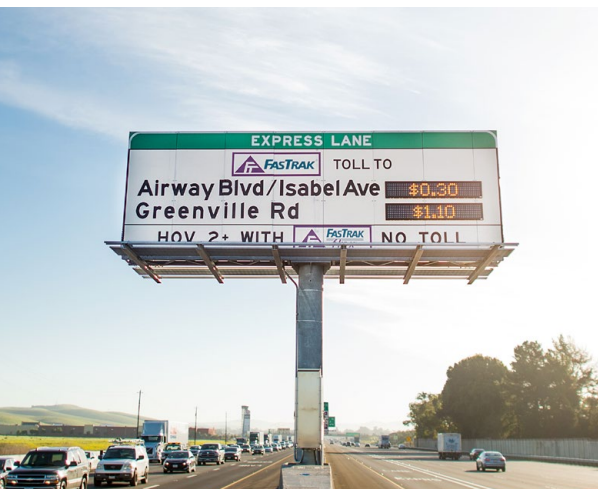
Alameda County's six interstates and state routes provide critical mobility for millions of commuters each day. They are some of the most heavily used roads in the entire Bay Area.

- While a little over one in five of the Bay Area's population lives in Alameda County, our freeways host one in three commutes region wide.
- We are seeing positive decreases in the percentage of solo drivers—solo drivers declined 10 percent, from 70 to 60 percent, since 2010. However, the increase in the Bay Area's population has led to an increase in the absolute number of solo drivers. Additionally, commuters who travel 90+ minutes or more to and from work increased fourfold during this same time period.
- Alameda County contains five of the top 10 most congested corridors in the Bay Area.
- Alameda County's 3,978 miles of roadways include 2,700 miles of major local roads, 1,200 miles of arterials—high capacity urban roads—and 140 miles on 11 freeways that need to be regularly improved and maintained.
- Local communities that contain the major arterials that connect to the freeways are heavily impacted by the resulting congestion and emissions.





The projects we are working on with our partner agencies throughout the Bay Area will improve our roadways, reduce congestion and decrease our carbon footprint. These projects range from hi-tech solutions for controlling traffic, to modernizing and upgrading interchanges, to restructuring local roads to be more user-friendly for pedestrians, bicyclists, transit operators and drivers.



Express Lane Projects

Alameda County has express lanes on Interstate 580 (I-580) and Interstate 680 (I-680). These lanes are free for carpools, buses and motorcycles, and available to those driving alone for a fee based on distance and demand at peak hours. The I-580 Express Lanes After Study (October 2018) revealed that the I-580 Express Lanes project reduced travel times in peak hours up to 28 percent, mitigated or eliminated bottlenecks and increased travel time reliability over a period of time when the corridor experienced an up to 30 percent increase in vehicle travel. Projects in progress are below.

I-680 Express Lanes from SR-84 to Alcosta Boulevard

Key Project Benefits

- Improves travel time and travel reliability for all users, including High Occupancy Vehicle (HOV) and transit users
- Optimizes freeway system management and traffic operations

STATUS PRELIMINARY ENGINEERING/ENVIRONMENTAL

I-680 Sunol Express Lanes (Phase 1)

Key Project Benefits

- Reduces congestion
- State-of-the-art technology that allows for improved enforcement, greater reliability and faster travel speeds

STATUS CONSTRUCTION

Improving Our Transportation

Investing In Our Freeways, Local Streets and Roads Network

Alameda County is also addressing the impact of car commuting in communities that are close to arterials or freeways. We work with our city and agency partners on a number of projects to address this issue. Many of the key projects highlighted in this report contain multimodal aspects, which provide safer roads and sidewalks for pedestrians and bicyclists.

State Route 262 (Mission Boulevard) Cross Connector

- Improves traffic operation
- Reduces traffic congestion
- Enhances local/regional economic vitality
- Improves safety

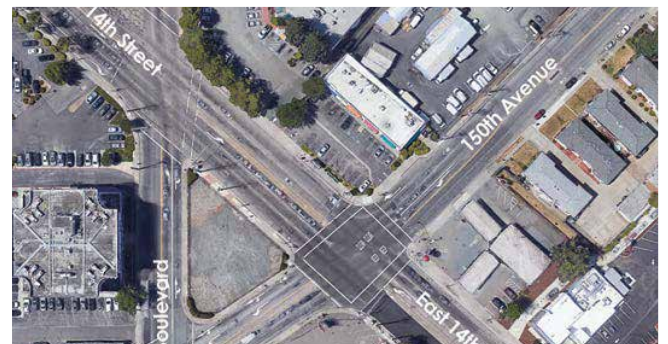
STATUS SCOPING



East 14th Street/Hesperian Boulevard/150th Avenue Intersection Improvement

- Improves safety for all modes, reducing conflicts
- Accommodates growth to carry more people within the existing and extended right-of-way

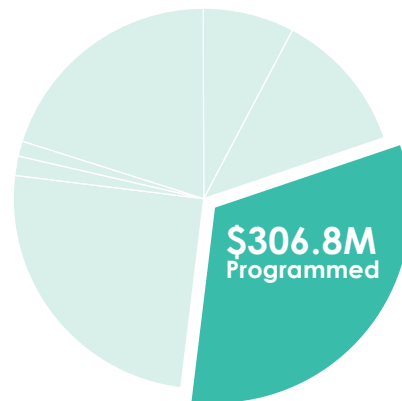
STATUS UTILITY RELOCATION



Find out more about our capital and local projects: AlamedaCTC.org/projects



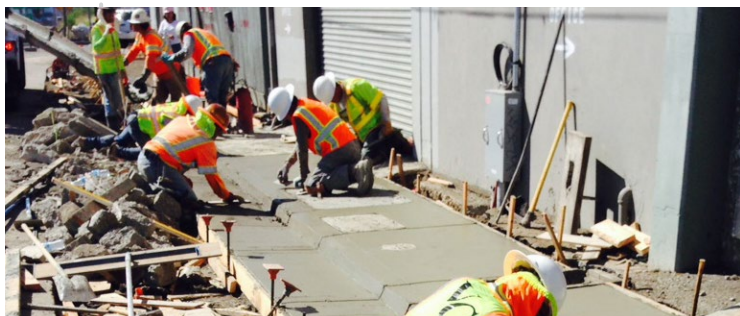
Highway Investments



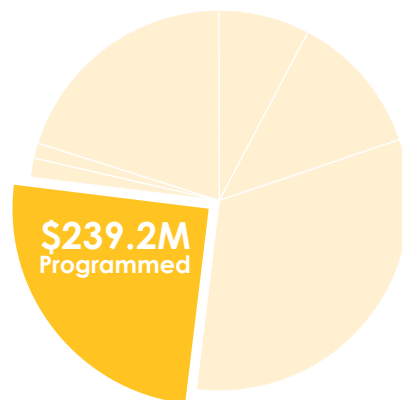
23 total Highway Investment Projects

Additional Highway Investments Include:

- SR-84 and SR-84/I-680 Interchange Improvements
- I-880/23rd-29th Avenue Interchange Improvements
- I-80 Ashby Interchange Improvements



Local Streets and Roads Investments



22 total Local Streets and Roads Investment Projects

Additional Local Streets and Roads Investments include:

- Dougherty Road Widening (from 4 to 6 Lanes) (Dublin - CCC Line)
- Mission Boulevard Phases 2 & 3 (Complete Streets)
- MacArthur Smart City Corridor Project, Phase I

Note: Pie charts on pages 11 through 21 represent approved programming actions June 2015 through June 2019.

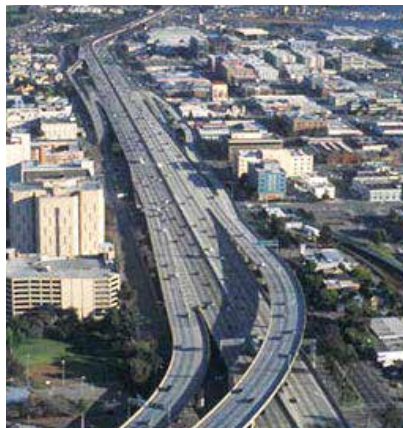
Improving Our Transportation

Investing In Our Freeways, Local Streets and Roads Network

I-880 Interchange Improvements (Winton Avenue/A Street)

- Relieves freeway and interchange congestion
- Improves truck turning maneuvers
- Improves bicycle and pedestrian facilities

STATUS PRELIMINARY ENGINEERING/ENVIRONMENTAL



Oakland-Alameda Access

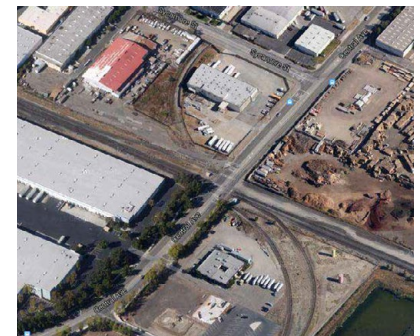
- Improves mobility and reduces traffic congestion in the city of Alameda and downtown Oakland neighborhoods
- Improves connectivity and safety for bicyclists and pedestrians within the project area
- Reduces conflicts between commute, neighborhood and truck traffic

STATUS PRELIMINARY ENGINEERING/ENVIRONMENTAL

Dumbarton Corridor Improvements (Central Avenue Overpass)

- Provides traffic congestion relief
- Improves vehicular, bicycle and pedestrian safety
- Eliminates conflicts between rail traffic and the general public

STATUS CONSTRUCTION



I-80/Gilman Street Interchange Improvement

- Provides safe access for pedestrians and bicyclists
- Reduces congestion and improves mobility
- Reduces turning conflicts and improves merging

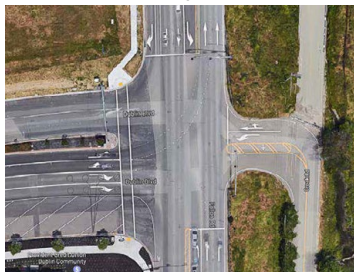
STATUS FINAL DESIGN



I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)

- Relieves freeway and interchange congestion
- Improves transit access to and from I-880 and local business access along Whipple Road
- Improves bicycle and pedestrian access across the interchange
- Improves goods movement

STATUS PRELIMINARY ENGINEERING/ENVIRONMENTAL



Dublin Boulevard – North Canyons Parkway Extension

- Improves overall mobility, access, connectivity, safety and efficiency of the multimodal transportation system for all users, including goods movement
- Interconnects five Priority Development Areas (PDAs) in Dublin and Livermore
- Reduces single-occupancy vehicle trips by providing a transit system along the roadway extension

STATUS SCOPING PRELIMINARY ENGINEERING/ENVIRONMENTAL

Improving Our Transportation

Supporting Goods Movement

Goods movement plays an important role in our local and regional economy—Alameda County moves more freight than any other Bay Area county. Our key inter- and intra-regional truck corridors include I-80, I-238, I-580, I-680 and I-880, with over 20,000 long-haul and short-haul trucks traversing I-238, I-580 and I-880 per day.

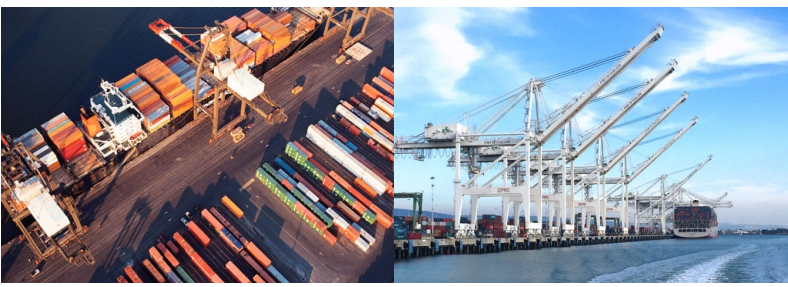
All of Northern California relies on the County's connections to both international and domestic markets including the Port of Oakland, Oakland International Airport and a robust network of rail, roads and highways.

Our county's local streets and arterial truck routes often serve as alternatives to congested freeways for regional truck trips that serve local businesses, which affects congestion and emissions in local communities. We are working with the City of Oakland and the Port of Oakland to implement a hi-tech solution for managing truck traffic to address this issue.

\$953 billion in freight currently flows through Northern California; \$2.4 trillion is expected by 2040.

- Port of Oakland handles 99 percent of container volume for Northern California and is the eighth busiest port in the nation by volume.
- The Oakland Airport handles more air freight than all other Bay Area airports combined and is the 14th busiest cargo airport in the US.
- Alameda County's rail, freeway, and highway systems carry goods across the country.
- 30 percent of jobs in the County are goods movement-dependent.





Port of Oakland GoPort Projects

Global Opportunities at the Port of Oakland (GoPort) is a program consisting of three projects to improve truck and rail access to the Port of Oakland, one of the nation's most vital seaports. The Freight Intelligent Transportation System (FITS) project, a part of the overall GoPort program, is a suite of information technology projects.

Alameda CTC is also working with the City of Oakland and the Port of Oakland on two grade separation projects to decrease emissions and truck congestion to provide greater safety and access for pedestrians and bikes.

Additional Freight Investments include:

- Rail Safety Enhancement Program (SEP)
- Niles/Nursery Avenue Railroad Crossing Safety and Quiet Zone
- Oakland Army Base Roadway Infrastructure Improvements



Freight Intelligent Transportation System (FITS)

Key Project Benefits

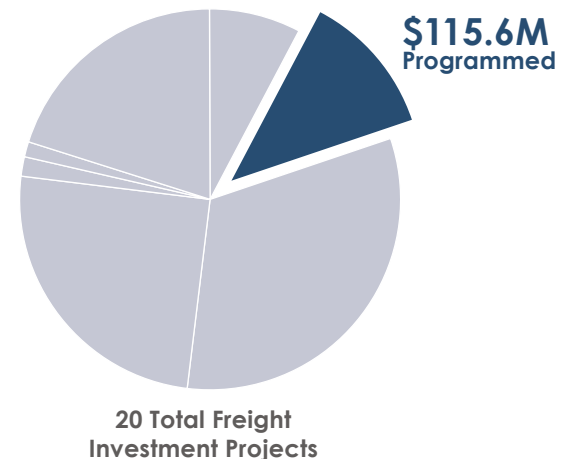
- Improves safety, efficiency and reliability of truck and rail access to the Oakland Port Complex
- Increases the efficiency of goods movement operations
- Reduces congestion, truck idling and related emissions
- Improves traffic and incident management by providing users with real-time traveler information

STATUS PRELIMINARY ENGINEERING/ENVIRONMENTAL



Learn more about the GoPort projects at:
AlamedaCTC.org/GoPort

Freight Investments



Improving Our Transportation

Increased Transit Options

Transportation is the single largest contributor of emissions. Shifting the balance away from single-driver cars can help reduce emissions (both greenhouse gases and air pollutants) and enhance the quality of life and the environment in Alameda County. Transit plays a vital role in this effort.

We work 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 fulfill their mission of providing frequent, reliable and broad service to County residents, businesses and workers to encourage them to add transit to their transportation choices.

Alameda County has the second highest transit commute mode share in California second to San Francisco and the third shortest average commute time on transit in the Bay Area—53 minutes.



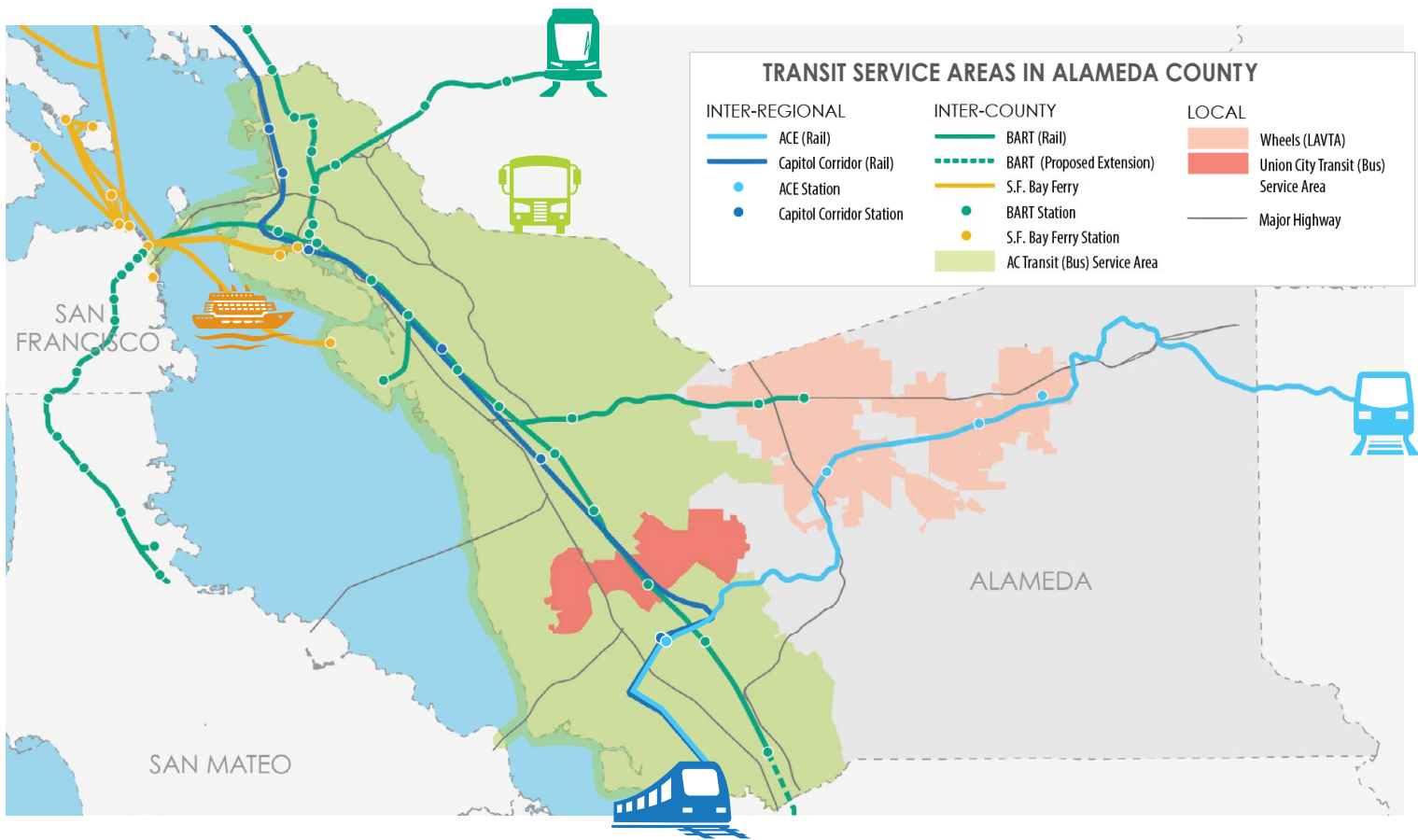
East Bay Rapid Transit (East Bay BRT)

Key Project Benefits

- Enhances bus reliability
- Reduces travel time
- Reduces congestion due to dedicated bus lanes
- Creates safe access for pedestrians

STATUS SERVICE IS EXPECTED TO BEGIN IN 2020

Alameda CTC helped to fund and coordinate additional state and federal funding to provide dedicated bus lanes and a number of other improvements to the rider experience between Oakland and San Leandro.



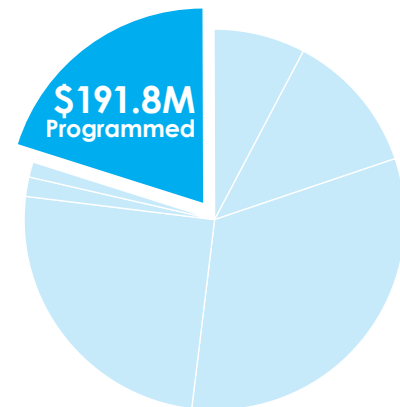
Systemwide, the County's seven major transit operators carried 96 million passenger trips in 2019 with BART capturing 46 percent and AC Transit 51 percent of all ridership in the County.



Additional Transit Investments include:

- Seaplane Lagoon Ferry Terminal
- Irvington BART Station
- Warm Springs BART Station - West Side Access

Transit Investments



53 Total Transit Investment Projects

Building Our Future Serving our Communities

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.

Paratransit Program and Access Alameda

Measure B and Measure BB provide revenues to fund operations for Americans with Disabilities Act (ADA)-mandated services and city-based paratransit programs. The revenues also fund a discretionary grant program which funds projects to reduce the gaps countywide in special transportation services.

As part of the effort to better serve the needs of seniors and people with disabilities, two community advisory committees, Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC), provide recommendations to the Commission regarding items related to paratransit funding, including the discretionary grant program.

Affordable Student Transit Pass Program

A three-year pilot program for low-income students allocated \$15 million in funding for affordable student transit passes and made it easier for students to travel. Starting in July 2019, this became a permanent program. During the 2019-2020 school year, 62 schools from every part of the County participated.

Bike to Work Day

We work with Bike East Bay, a community organization that encourages people to use bikes. Alameda CTC supports Bike to Work Day, held the same day as Bike to School Day during Bike Month, which is traditionally in May.

Share Your Ride Month

Every October, we encourage Alameda County residents to carpool, vanpool and take transit. Even changing a trip once a week or once a month is a way to reduce congestion and emissions.



East Bay Greenway: Lake Merritt BART to South Hayward BART

Key Project Benefits

- Improves bicycle and pedestrian network connectivity in communities along the BART line
- Improves access to regional transit, schools, downtown area and other destinations
- Improves safety for bicyclists and pedestrians
- Supports multimodal transportation and reduces greenhouse gas emissions

STATUS RIGHT-OF-WAY

Bicycle and Pedestrian Program

Walking and bicycling are essential parts of vibrant, healthy communities and an integral part of a complete transportation system. Walkers and bicyclists are some of the more vulnerable users of the transportation system, and ensuring high-quality facilities to support the safety of all users is paramount.

Alameda CTC's Bicycle and Pedestrian Program funds and delivers bicycling and walking projects and programs throughout the county.

Guaranteed Ride Home

More than 3,000 companies throughout Alameda County are signed up to help their employees get a ride home in case of an emergency or qualifying unexpected circumstance that disrupts their commute. Employees who carpool, vanpool, take transit, bike or walk to work are eligible for this free program.



Bicycle and Pedestrian Investments

Additional Bicycle and Pedestrian Investments include:

- Iron Horse Trail Crossing at Dublin Boulevard
- Sabercat Trail Connection to Irvington BART Station Area
- South Bayfront Bridge

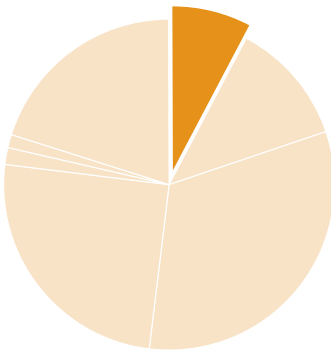
Paratransit Investments

Additional Paratransit Investments include:

- Transportation Services for Individuals with Dementia
- 8-To-Go Demand Response Door to Door Shuttle
- Senior Public Transportation Training and Education Program

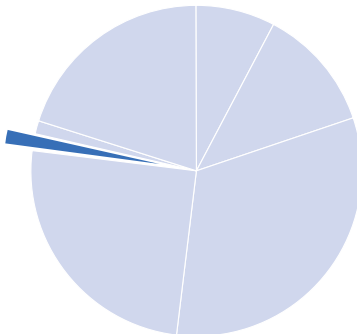
\$74.3M
Programmed

38 Total
Bicycle and
Pedestrian
Investment
Projects



\$15.7M
Programmed

36 Total
Paratransit
Investment
Projects



Serving our Communities

Bicycle Safety Education

The Alameda County Bicycle Safety Education Program educates approximately 4,000 adults, teenagers and children in safe bicycle riding techniques.

Safe Routes to Schools

The Safe Routes to Schools (SR2S) program now in its thirteenth year, promotes carpooling, taking transit, biking or walking to school to students and their families and grew by seven percent in 2019. There are 230 schools—165 elementary, 40 middle school and 25 high schools—enrolled. Over 2,000 activities and events were held and 97,000 students were reached. Annual SR2S events build awareness and excitement. Events include:

International Walk & Roll

An annual event held in October by schools across Alameda County—and the world—that encourages students, families and the school community to walk, bicycle or use other non-motorized transportation to get to school.

Golden Sneaker Contest

For two weeks ending in early March, students keep daily track of their active and shared travel to school. The class with the highest percent of class participation receives the Golden Sneaker Award—a trophy made from sneakers donated by the Golden State Warriors—and a classroom prize.

Bike to School Day

Every year, we celebrate Bike Month in May. Bike to School Day is a great opportunity for families and students to try riding bikes to school for the first time or to renew a commitment to healthy and safe travel via bike.

Rail Strategy and Safety

The Alameda CTC's rail safety education program—ACT Safely—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 in central Alameda County.

To find out more about any of these programs visit: AlamedaCTC.org/programs





Where we go from here

Building Our Future

“The future is in progress. Alameda CTC is working to deliver local and countywide transportation projects and programs that use technological innovations in planning to contribute to the growth of a vibrant and livable Alameda County for generations to come.”

— **Tess Lengyel**, Executive Director, Alameda County Transportation Commission

Alameda County is the most diverse of the 58 California counties.* According to the Association of Bay Area Governments by 2040 we are likely to see this diversity continue and can expect to live in a county that will contain more jobs, more people and a greater need for transportation projects and programs. People-first planning and technological innovations are critical for delivering projects and programs that allow all our residents to get around more quickly, easily and safely. By 2040[†] there will be:

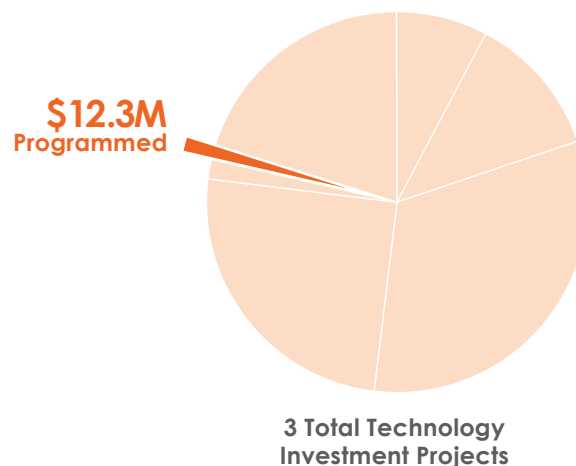
- **420,115** residents who are 65+
- **455,620** school age children
- **952,940** Alameda County-hosted jobs
- **2,092,370** Alameda County residents

Alameda CTC is working throughout the County and with our local partner agencies to address the impact of this growth by working to deliver solutions that will reduce congestion, shrink our carbon footprint and increase mobility options.

Additional Transit Investments include:

- NextGen Technology Pilot Initiative
- MacArthur Smart City Corridor Project, Phase I

Technology Investments



*Niche Review, ranks counties based on key statistics from the U.S. Census. Alameda County currently ranks as the most diverse California county based on a combination of racial, income, and age factors.

[†]Alameda County demographic estimates are from the Association of Bay Area Governments, Plan Bay Area 2040.

The future is SMART

Alameda was the first county in Northern California to introduce express lanes in the Bay Area region. These lanes have reduced commute times and increased reliability for all drivers along these corridors. We are working with the Metropolitan Transportation Commission to identify additional corridors.

Intelligent traffic management systems are already in place along I-80 and San Pablo Avenue to reduce congestion. The I-80 SMART Corridor project maximizes the efficiency of the existing transportation networks, smooths traffic and leads to improved safety and reduced travel times.

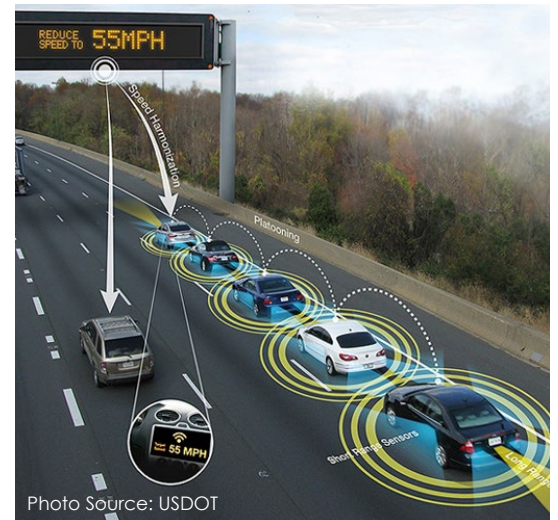


Photo Source: USDOT

**SAFETY • MOBILITY • AUTOMATED •
REAL-TIME • TRAFFIC MANAGEMENT**

The future is INNOVATIVE

From e-scooters, to bike sharing programs, to electric cars—more Alameda County residents are choosing new ways to get around. Alameda CTC is working with our partners to support the changing ways we are getting around. Key developments include:

- In support of California's goal to install 250,000 electric vehicle (EV) charging stations by 2025, BART began in 2019 pilot testing 42 EV stations at the Warm Springs Station.
- In 2019, AC Transit embarked on a side-by-side comparison of five battery electric buses with seven charging stations versus hydrogen-powered buses as part of the goal to move towards a complete zero-emission fleet by 2040.
- Bikeshare offers people the ability to pick up a bike at one location and drop it off at another. There are 70 bikesharing stations and 850+ bikes in Oakland, Berkeley and Emeryville.



The future is MULTIMODAL

All 14 Alameda County cities and Alameda County have joined the over 500 U.S. communities committed to building complete streets for all users of the roadway, including pedestrians, bicyclists, motorists, people with disabilities, commercial goods movers, public transit users and operators, seniors and children.

As the Alameda County population is projected to increase to over two million people by 2040, having these multimodal corridors is critical to increasing safety, improving health by encouraging physical activity, supporting economic opportunity and reducing auto traffic and our carbon footprint.



Alameda CTC Multimodal Corridor Projects

San Pablo Avenue Corridor

Key Project Benefits

- Improves safety for all modes and reduces conflicts
- Accommodates growth by improving efficiency and reliability and by carrying more people within the existing right-of-way
- Improves comfort and quality of trip for all users
- Supports local land use and economic development priorities

STATUS SCOPING

East 14th Street/Mission and Fremont Boulevard Multimodal Corridor

Key Project Benefits

- Supports planned long-term growth and economic development
- Improves connectivity between transportation modes and transportation service providers
- Provides a safe and convenient environment for pedestrians, bicyclists and transit users
- Provides flexibility for future changes in transportation technology

STATUS SCOPING



Revenues and Expenditures

As of June 30, 2019, governmental funds reported combined fund balances of \$588.0 million, an increase of \$77.4 million compared to June 30, 2018. Of the total combined fund balances, \$71.2 million or 12.1 percent is available for spending at Alameda CTC's discretion.

	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	Non-Sales Tax Capital Projects Fund	2014 Measure BB Capital Projects Fund	Nonmajor Governmental Funds	Total Governmental Funds
REVENUES										
Sales tax - 2000 Measure B	\$ 7,525,013	\$ 95,658,244	\$ -	\$ -	\$ 64,038,698	\$ -	\$ -	\$ -	\$ -	\$ 167,221,955
Sales tax - 2014 Measure BB	6,671,620	-	115,540,165	-	-	-	-	44,578,723	-	166,790,508
Project revenue	2,517,983	1,829,665	-	3,286,378	357,925	-	4,467,487	9,705,254	2,124,001	24,288,693
Member agency contributions	1,436,665	-	-	-	-	-	-	-	-	1,436,665
Toll and Violation Revenue	-	-	-	-	-	-	-	-	16,219,595	16,219,595
Vehicle registration fees	-	-	-	-	-	-	-	-	13,335,640	13,335,640
Investment income	1,775,025	381,358	1,000,511	589,975	3,713,712	4,756,480	-	2,524,450	1,656,660	16,398,171
Other income	3,644	3,731	3,731	-	-	113	-	-	-	11,219
Total Revenues	19,929,950	97,872,998	116,544,407	3,876,353	68,110,335	4,756,593	4,467,487	56,808,427	33,335,896	405,702,446
EXPENDITURES										
Current										
Administrative										
Salaries and benefits	3,542,397	430,544	634,475	12,858	128,517	115,022	100,022	621,337	406,172	5,991,344
Office rent	970,611	-	-	-	-	40,434	-	-	-	1,011,045
Professional services	1,126,119	121,916	384,133	-	-	15,069	-	-	184,869	1,832,106
Planning and programming	901,427	-	-	-	-	-	-	-	-	901,427
Other	1,491,291	3,730	4,086	-	4,285	35,471	-	2,523	136,291	1,677,677
Allocation of cost to other funds	(504,855)	-	-	28,517	-	-	222,061	-	254,277	-
Transportation improvements										
Highways and streets	-	-	226,068	-	29,768,984	(675,486)	-	35,285,831	-	64,605,397
Public transit	-	47,971,994	51,036,869	-	1,728,677	-	-	6,224,280	-	106,961,820
Local transportation	-	43,037,922	36,893,181	-	(12,125)	-	-	9,149,785	-	89,068,763
Freight and economic development										
Community development investments			6,115,504							6,115,504
Technology			123,321							123,321
Congestion management	-	-	-	3,245,001	-	-	2,508,493	-	17,822,210	23,575,704
Debt service										
Principal	-	-	-	-	-	-	-	-	22,200,000	22,200,000
Interest	-	-	-	-	-	-	-	-	4,272,450	4,272,450
Total Expenditures	7,526,990	91,566,106	95,417,637	3,286,376	31,618,338	(469,490)	2,830,576	51,283,756	45,276,269	328,336,558
EXCESS OF REVENUES OVER EXPENDITURES	12,402,960	6,306,892	21,126,770	589,977	36,491,997	5,226,083	1,636,911	5,524,671	(11,940,373)	77,365,888
OTHER FINANCING SOURCES										
Gain on sale of land	-	-	-	-	-	-	-	-	-	-
Transfer in	243	-	-	-	-	-	-	-	26,471,450	26,471,693
Transfer out	-	-	-	-	(26,471,450)	-	(243)	-	-	(26,471,693)
Total Other Financing Sources	243	-	-	-	(26,471,450)	-	(243)	-	26,471,450	-
NET CHANGE IN FUND BALANCES	12,403,203	6,306,892	21,126,770	589,977	10,020,547	5,226,083	1,636,668	5,524,671	14,531,077	77,365,888
Fund Balances - Beginning	58,986,694	25,586,531	56,942,957	5,482,881	87,914,540	135,109,012	6,230,714	75,910,518	58,489,181	510,653,028
Fund Balances - Ending	\$71,389,897	\$31,893,423	\$78,069,727	\$6,072,858	\$97,935,087	\$140,335,095	\$7,867,382	\$81,435,189	\$73,020,258	\$588,018,916

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City of San Leandro

Commission Vice Chair

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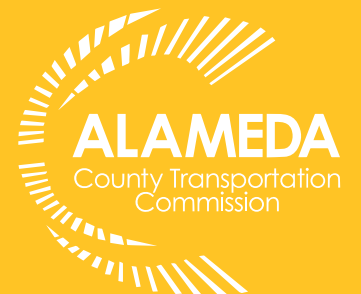
Alameda CTC is governed by a 22-member Commission comprised of local elected officials.

The Board provides policy direction and works to ensure that your tax dollars are being spent fairly and wisely throughout Alameda County.



BUILDING OUR FUTURE

Improving Our Transportation | Serving Our Communities



www.AlamedaCTC.org