



DELIVERING TRANSPORTATION SOLUTIONS



**ALAMEDA**  
County Transportation  
Commission

**Annual  
Report  
2017**

# ABOUT ALAMEDA CTC

The Alameda County Transportation Commission (Alameda CTC) plans, funds and delivers transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Alameda CTC is governed by a 22-member Commission comprised of local elected officials and serves as the county’s congestion management agency.

- **Plan:** Alameda CTC develops multimodal transportation plans to meet the needs of a growing 1.6 million population in 14 cities.
- **Fund:** The agency manages Measure B, Measure BB and Vehicle Registration Fee funds and distributes and leverages additional funds.
- **Deliver:** Alameda CTC’s projects and programs are delivering over \$8 billion in transportation solutions.



Delivering over  
**\$3 Billion**  
in transportation  
investments

## Contents:

A Year in Review .....	3
Solutions for Commuters .....	4
Solutions for Goods Movement .....	5
Solutions for Congested Corridors.....	6
Planning for Future Demand.....	7
Solutions for Youth and Adults.....	8
Solutions for Seniors and People with Disabilities .....	9
Solutions for Local Communities .....	10
Legislative Successes .....	11
Measure B, BB and VRF Funds.....	12
Measure B, BB Financials .....	13
Vehicle Registration Fee Program.....	14

# DELIVERING SOLUTIONS

## A Year in Review

2017 was a banner year for transportation. The state legislature passed two key transportation funding bills expected to provide billions of dollars for improvements, and Alameda CTC delivered transportation solutions county-wide — providing congestion relief on major corridors, travel choices for commuters, a student transit pass program and Safe Routes to Schools program for youth, paratransit services for seniors and people with disabilities, and complete streets and bicycle and pedestrian improvements for communities.

Significant investments of local funds — Measure BB, Measure B and the Vehicle Registration Fee — allowed Alameda CTC and partners to plan, fund and deliver essential transportation projects and programs that keep people and goods moving. With new state funding sources available, we continue to leverage local funds to invest in transportation system improvements throughout Alameda County.

We continue to work to provide transportation solutions to make your trips to work, school, services and other destinations safer, easier and more convenient.



**Arthur L. Dao**  
Executive Director

## Celebrating Measure BB Third Anniversary

Alameda County voters passed the Measure BB transportation sales tax in November 2014. Alameda CTC celebrated the third anniversary of Measure BB in November 2017 and is keeping its pledge to residents and businesses throughout Alameda County by delivering essential transportation improvements.

These enhancements to Alameda County's transportation system include upgraded and expanded BART service; increased reliability in bus service and expanded access to transit; investments to improve our streets, roads and highways; and expanded safe walking and biking paths.

Major transportation investments will continue, and Measure BB funds are expected to leverage state and regional funding, including Senate Bill 1 and Regional Measure 3, which will be critical to closing funding gaps for many local infrastructure projects to deliver them early.

# SOLUTIONS

## FOR COMMUTERS

From new express lanes, a rapid bus line and a new BART station, to educating people about their commute choices, Alameda CTC is providing solutions for commuters that improve travel efficiency and provide transportation alternatives.

### BART Warm Springs Extension

Measure BB dollars funded the opening of BART's Warm Springs station in south Fremont, which brings BART commuters 5.4 miles closer to Silicon Valley.

### Express Lanes

Alameda CTC, in partnership with the California Department of Transportation (Caltrans), awarded a contract for construction of a new I-680 Express Lane that will provide congestion relief on northbound I-680 over the Sunol Grade between Auto Mall Parkway and SR-84. Construction begins in early 2018. Carpoolers will ride for free with a FasTrak Flex.

### East Bay Bus Rapid Transit

AC Transit's East Bay Bus Rapid Transit (BRT) construction is underway to provide more reliable and faster travel along heavily traveled transit corridors in Oakland and San Leandro.

### Share Your Ride Week

During the week of October 2-6, we launched the first Share Your Ride Week program in Northern California to encourage solo drivers to rethink their commutes and fill empty seats by skipping traffic and hopping on the bus, BART, into a carpool or onto a Rideshare app.



# SOLUTIONS

## FOR GOODS MOVEMENT

In 2017, Alameda CTC initiated a rail strategy through its Goods Movement Collaborative to ensure efficient connectivity, mobility, safety and emissions reductions in the Bay Area and hosted a Goods Movement Roundtable to plan for the future of goods movement.

### Rail Strategy Study

Alameda CTC's countywide rail strategy, developed in 2017, addresses the growing demand for both freight and passenger rail service. The study reviews capacity issues, speed constraints and connectivity problems to identify a strategy to support efficient goods and passenger movement throughout Alameda County while improving safety and minimizing impacts on local communities.

### Goods Movement Roundtable

On December 11, 2017, Alameda CTC and the Metropolitan Transportation Commission hosted the Future of Freight Roundtable, which brought together government leaders, business representatives, industry experts and community partners to discuss goods movement in the Bay Area. Topics included the 10-year vision for goods movement investments in the region and planning for the megaregion.



# SOLUTIONS

## FOR CONGESTED CORRIDORS

### Traffic Relief for Congested Corridors

- Oakland-Alameda Access Project:** Alameda CTC, Caltrans and local communities are working together to improve connectivity and access between the cities of Alameda and Oakland. The public provided comments on scope, environmental impacts and project alternatives by October 2017.
- I-80/Ashby Avenue (SR-13) Interchange Improvements:** Constructing a direct connection on westbound I-80 will provide greater access to Emeryville via Shellmound Street. This project will also create safe access for pedestrians and bicyclists over the freeway and connect Emeryville to the San Francisco Bay Trail.
- I-80/Gilman Interchange Project:** In September 2017, Alameda CTC received a \$4.1 million federal Active Transportation Program grant to expedite interchange improvements, reduce congestion and provide safe access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley.
- I-880 North Safety and Operational Improvements at 23rd and 29th Avenues:** A new three-lane overcrossing at I-880 and 29th Avenue improves safety and traffic flow, and reconstruction of the 29th and 23rd Avenue interchanges underway will make goods movement along this key connector route to the Port of Oakland safer and more efficient.
- SR-84 Widening and SR-84/I-680 Interchange Improvements:** Enhancements include widening SR-84 between south of Ruby Hill Drive and the I-680 interchange in southern Alameda County, improving SR-84/I-680 interchange ramps and extending the existing southbound I-680 express lane northward by 2 miles.



# PLANNING

## FOR FUTURE DEMAND

The Global Opportunities at the Port of Oakland (GoPort) Project will help address congestion within the Port of Oakland and at key access points. Two corridor studies that began in 2017 will determine the best strategies for increasing safety for all travelers while accommodating future growth.

- GoPort Project:** The Federal Highway Administration awarded Alameda CTC a nearly \$10 million grant for the GoPort Project, which will decrease congestion, increase efficiency of operations, improve air quality in nearby communities and improve truck and rail access to the Port.
- San Pablo Avenue Multimodal Corridor Project:** Advancing out of the Countywide Multimodal Arterial Plan and Countywide Transit Plan, the San Pablo Avenue (State Route 123) Multimodal Corridor Project will develop specific projects within the corridor to improve safety, reduce travel conflicts and improve the multimodal movement of people and goods.
- East 14th Street/Mission and Fremont Boulevards Multimodal Corridor Project:** By conducting a detailed analysis of multimodal mobility within the corridor, the East 14th Street/Mission and Fremont Boulevard Multimodal Corridor Project will identify specific implementable transit priority improvements and pedestrian and bicycle improvements.



# SOLUTIONS

## FOR YOUTH AND ADULTS

Safety education and using active modes of transportation are emphasized in three of our programs for students, youth and adults.



### Affordable Student Transit Pass Program

In fall 2017, we launched the second year of a three-year pilot Affordable Student Transit Pass Program in cooperation with 15 schools in Alameda County reaching 14,000 students. Fully funded by Measure BB, the program makes it easy for students in Oakland, San Leandro, Hayward, Union City and Livermore to travel to and from school and after-school activities with free transit passes.

### Alameda County Safe Routes to Schools Program

Ongoing funding for the Alameda County Safe Routes to Schools Program helps thousands of students in more than 200 schools safely walk, bike, roll, carpool or take transit to school in Alameda County each year: Students and families at more than 90 schools participated in the Golden Sneaker Contest in March 2017, 130 schools participated in Bike to School Day on May 11, 2017, and more than 150 schools participated in International Walk and Roll to School Day on October 4, 2017.



### Safe Bicycle and Pedestrian Access

Streetscape improvements and gap closures on major countywide trails funded by Measure BB increase access and quality of life for residents and commuters. In late 2017, the public was invited to provide comments as part of the environmental review process regarding the next phase of the East Bay Greenway — from Lake Merritt BART to South Hayward BART.





# SOLUTIONS

## FOR SENIORS AND PEOPLE WITH DISABILITIES

Alameda CTC's paratransit program enhances mobility and independence for Alameda County's older residents and people with disabilities, whether for work, recreation, social or other types of trips.

### Alameda County Paratransit Program

Together, Measure B and Measure BB doubled funding for the countywide paratransit program, investing approximately \$20 million per year in affordable senior shuttles, vans and services that keep seniors and people with disabilities independent. In the spring of 2017, Alameda CTC awarded paratransit grant funds to programs that improve availability, affordability, access to and coordination of transit and paratransit services. Programs include volunteer driver programs, taxi programs, travel training programs and mobility management programs that support greater transportation mobility in Alameda County.



### Paratransit Needs Assessment

In June 2017, Alameda CTC completed a paratransit needs assessment to address affordability, access, ride performance and other needs of paratransit riders. Next steps include Alameda CTC and transit providers working together to expand flexible transit options, support discounts and subsidized fare programs, and explore cost-sharing partnerships.



# SOLUTIONS

## FOR LOCAL COMMUNITIES

Alameda CTC is committed to delivering Measure BB, supporting local jobs and the local economy, and enriching communities.

### High-quality Jobs

With the passage of Measure BB, Alameda CTC entered into more than 60 funding agreements with project sponsors totaling approximately \$217 million to support project delivery and implementation of various transportation projects and programs, spurring job creation and supporting local businesses across Alameda County.

In April 2017, Alameda CTC approved the 2018 Comprehensive Investment Plan that programmed \$405 million of funding over a five-year period for a wide range of local transit, bike, pedestrian, highway and infrastructure improvements. In November, Alameda CTC, in partnership with Caltrans, awarded a \$107 million contract for construction of the I-680 Sunol Northbound Express Lane project which will result in local work to begin in early 2018.

### Local Project Spotlight

Four projects within Alameda County were recommended for funding through the statewide and regional Active Transportation Programs, which the California Transportation Commission approved in 2017.

- **Alameda CTC**, I-80 Gilman Interchange Bike/Pedestrian Overcrossing and Access Improvements (\$4.2 million).
- **City of Berkeley**, Sacramento Street Complete Streets Improvements (\$1.5 million).
- **City of Oakland**, Oakland Safe Routes to Schools: Crossing to Safety (\$1.9 million).
- **East Bay Regional Parks District**, Doolittle Drive, Bay Trail – Martin Luther King, Jr. Shoreline, Oakland (\$4.0 million).



# DELIVERING LEGISLATIVE SUCCESSES

Through its legislative program, Alameda CTC stays active in political processes and initiatives in Sacramento and Washington, D.C. and advocates for bills that positively affect transportation and can leverage local funding.

## 2017 Legislative Program

Alameda CTC advocated in support of two major bills that passed in 2017 and will provide billions in transportation funding:

- Senate Bill 1 (Beall):** The Road Repair and Accountability Act of 2017, signed by Governor Brown in April and in effect as of November 1, 2017, provides an average of \$5.4 billion per year for state and local transportation to fix roads, freeways and bridges and fund transit and safety. It also provides matching funds for local agencies, including Alameda CTC, to support the investments cities and counties have made in their own regions through voter-approved transportation measures.
- Senate Bill 595 (Beall):** This bill clears the path for a new bridge toll measure — Regional Measure 3 (RM3) — to be placed on the ballot in the Bay Area. If passed by voters, RM3 would fund congestion-relief projects and improve mobility in the bridge corridors.



## Senator Jim Beall Honored for Spearheading Key Legislation



Alameda CTC hosted a reception to honor Senator Beall on December 11, 2017.

“The state is a critical partner to help meet our local transportation needs, and Senator Beall has delivered for the entire Bay Area. The passage of these historic measures is the result of his visionary leadership and sophisticated

understanding of the complexities of transportation funding and the connection between transportation and housing that is key for a livable Bay Area.”

— Arthur L. Dao  
Alameda CTC Executive Director

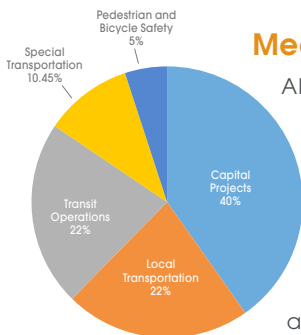
# MANAGING FUNDS AND PROGRAMMING

## Measure B, Measure BB and Vehicle Registration Fee Funds

Alameda CTC manages and administers local Measure B and Measure BB sales tax funds and Vehicle Registration Fee (VRF) funds and programs regional, state and federal funds to support transportation in Alameda County. These funding streams have allowed Alameda County, the incorporated cities of Alameda County, and transit operators to make progress toward attaining many goals for improvements to transportation in Alameda County. Alameda CTC’s financial information in this annual report covers the period from July 1, 2016 through June 30, 2017. An overall summary appears on the following page.

### Independent Audits

Annual independent financial audits are performed to ensure accountability and transparency. An independent watchdog committee reviews audits and prepares a report to the public; 100 percent of the IWC reports concur with the independent auditor’s unqualified or “clean” opinion that expenditures are consistent with voter-approved expenditure plans.



### Measure B Funds

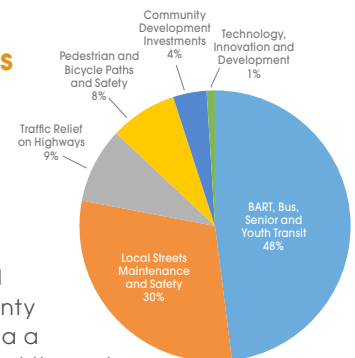
Alameda CTC directly distributes approximately 60 percent of Measure B sales tax funds, net of administrative funds, to the 14 incorporated cities in Alameda County and transit operators via a monthly distribution and through discretionary programs

to fund local transportation programs and projects. The remaining funds, approximately 40 percent, net of administrative funds, supports the capital improvement program for Alameda County.

### 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 and transit operator via a monthly distribution and through discretionary programs to fund local transportation programs and projects.

The remaining funds, approximately 35 percent, net of administrative funds, supports the capital improvement program for Alameda County.



# FINANCIALS

## Alameda County Transportation Commission Governmental Funds

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES FOR THE YEAR ENDED JUNE 30, 2017	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	Congestion Management Capital Projects Fund	2014 Measure BB Capital Projects Fund	Nonmajor Governmental Funds	Total Governmental Funds
<b>REVENUES</b>										
Sales tax - 2000 Measure B	\$6,432,187	\$81,766,632	\$ -	\$ -	\$54,738,597	\$ -	\$ -	\$ -	\$ -	\$142,937,416
Sales tax - 2014 Measure BB	5,674,153	-	92,651,888	-	-	-	-	43,527,787	-	141,853,828
Project revenue	6,739,391	68,059	32,110	1,697,560	3,025,153	-	22,039,790	1,068,362	1,925,004	36,595,429
Member agency contributions	1,394,819	-	-	-	-	-	-	-	-	1,394,819
Vehicle registration fees	-	-	-	-	-	-	-	-	13,075,120	13,075,120
Investment income	381,155	97,121	154,183	111,221	269,958	463,616	(10,760)	230,584	232,207	1,929,285
Toll and toll violation revenue	-	-	-	-	-	-	-	-	13,331,445	13,331,445
Other income	7	6,916	6,908	-	-	-	-	-	-	13,831
<b>Total Revenues</b>	<b>20,621,712</b>	<b>81,938,728</b>	<b>92,845,089</b>	<b>1,808,781</b>	<b>58,033,708</b>	<b>463,616</b>	<b>22,029,030</b>	<b>44,826,733</b>	<b>28,563,776</b>	<b>351,131,173</b>
<b>EXPENDITURES</b>										
Current										
Administrative										
Salaries and benefits	3,254,707	315,376	508,903	-	120,807	177,772	89,775	95,346	306,723	4,869,409
Office rent	830,215	-	-	-	-	92,246	-	-	-	922,461
Professional services	2,129,407	352,959	1,212,123	-	2,200	94,072	-	-	286,646	4,077,407
Planning and programming	3,558,212	-	-	-	-	-	-	-	-	3,558,212
Other	636,758	(107,333)	6,908	-	3,814	34,338	-	2,094	212,800	789,379
Allocation of costs to other funds	(213,603)	-	-	-	-	-	213,603	-	-	-
Transportation improvements										
Highways and streets	-	-	-	-	20,838,010	2,921,018	-	25,200,228	-	48,959,255
Public transit	-	41,624,247	42,335,185	-	15,113,133	-	-	2,165,833	-	101,238,399
Local transportation	-	35,543,003	31,008,112	-	692,917	-	-	6,269,939	-	73,513,971
Congestion management	-	-	-	1,697,560	-	-	13,531,562	-	16,667,157	31,896,279
Debt service										
Principal	-	-	-	-	-	-	-	-	20,770,000	20,770,000
Interest	-	-	-	-	-	-	-	-	5,701,351	5,701,351
Capital outlay	-	-	-	-	-	-	7,983,352	-	-	7,983,352
<b>Total Expenditures</b>	<b>10,195,696</b>	<b>77,728,252</b>	<b>75,071,231</b>	<b>1,697,560</b>	<b>36,770,881</b>	<b>3,319,446</b>	<b>21,818,292</b>	<b>33,733,440</b>	<b>43,944,677</b>	<b>304,279,475</b>
<b>EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES</b>	<b>10,426,016</b>	<b>4,210,476</b>	<b>17,773,858</b>	<b>111,221</b>	<b>21,262,827</b>	<b>(2,855,830)</b>	<b>210,738</b>	<b>11,093,293</b>	<b>(15,380,901)</b>	<b>46,851,698</b>
<b>OTHER FINANCING SOURCES</b>										
Transfer in	210,738	-	-	-	-	-	-	-	20,978,333	21,189,071
Transfer out	-	-	-	-	(20,978,333)	-	(210,738)	-	-	(21,189,071)
<b>Total Other Financing Sources (USES)</b>	<b>210,738</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(20,978,333)</b>	<b>-</b>	<b>(210,738)</b>	<b>-</b>	<b>20,978,333</b>	<b>-</b>
<b>NET CHANGE IN FUND BALANCES</b>	<b>10,636,754</b>	<b>4,210,476</b>	<b>17,773,858</b>	<b>111,221</b>	<b>284,494</b>	<b>(2,855,830)</b>	<b>-</b>	<b>11,093,293</b>	<b>5,597,432</b>	<b>46,851,698</b>
<b>Fund Balances - Beginning</b>	<b>38,229,613</b>	<b>15,283,511</b>	<b>18,591,593</b>	<b>5,061,439</b>	<b>84,295,261</b>	<b>137,265,307</b>	<b>-</b>	<b>51,368,557</b>	<b>40,579,235</b>	<b>390,674,516</b>
<b>Fund Balances - Ending</b>	<b>\$48,866,367</b>	<b>\$19,493,987</b>	<b>\$36,365,451</b>	<b>\$5,172,660</b>	<b>\$84,579,755</b>	<b>\$134,409,477</b>	<b>\$ -</b>	<b>\$62,461,850</b>	<b>\$46,176,667</b>	<b>\$437,526,214</b>

## Vehicle Registration Fee Program

The Vehicle Registration Fee (VRF) Program is funded through a \$10 vehicle registration fee that funds local transportation improvements throughout Alameda County. The goal is to support transportation investments that sustain the county's transportation network and reduce traffic congestion and vehicle-related pollution. The VRF Program supports improvements such as pavement rehabilitation, pothole repair, street maintenance, transit access enhancements and bicycle/pedestrian infrastructure.

Collections for the VRF program began in spring 2011. Annually, the VRF Program generates approximately \$12 million, net of 5 percent administrative funding, for direct local distribution programs implemented by eligible recipients and for discretionary projects. The net VRF revenue from the start of the program in FY2010-11 through the end of FY2016-17 amounts to \$73.12 million.

Alameda CTC distributes the majority (60 percent) of VRF program funds directly to 14 cities and Alameda County by formula to support their Local Road Improvement and Repair Programs. These local programs prioritize street and road improvements that have a relationship or benefit to motor vehicle owners who pay the vehicle registration fee and include street resurfacing and maintenance, signal work and complete streets improvements. The remaining 40 percent of VRF Program funds are programmed and allocated through a discretionary process approved by the Alameda CTC Commission for Transit for Congestion Relief, Local Transportation Technology and Pedestrian and Bicycle Access and Safety Programs.



## Vehicle Registration Fee (VRF) Program Summary and Distributions

The VRF Program distributions include an equitable fund distribution among the four geographic sub-areas of the county. Geographic equity is measured by formula weighted 50 percent by population of planning area and 50 percent of registered vehicles by planning area. The equity of fund distribution measured cumulatively over the five years of anticipated revenue from FY2016-17 to FY2020-21 is currently within 11 percent of the equity target of the anticipated revenues for that period.

The summary table below depicts the fund distribution to four specific programs and includes revenues and expenditures by program through June 30, 2017.

VRF Programs	Percent Distribution	Revenue to Date (x \$1 M)	Expenditures to Date (x \$1 M)	Committed, Not Yet Expended (x \$1 M)
Local Road Improvement and Repair Program	60%	\$43.87	\$43.87	\$0.00
Transit for Congestion Relief Program	25%	\$18.28	\$3.30	\$14.98
Local Transportation Technology Program	10%	\$7.31	\$7.31	\$0.00
Pedestrian/Bicyclist Access and Safety Program	5%	\$3.66	\$0.69	\$2.97
<b>Total</b> (through June 30, 2017)	<b>100%</b>	<b>\$73.12</b>	<b>\$55.17</b>	<b>\$17.95</b>

## VRF Planning Area Distributions

In April 2017, Alameda CTC programmed approximately \$9 million in VRF discretionary funds as part of the Comprehensive Investment Plan to various projects across Alameda County. These projects include AC Transit Rapid Bus Corridor upgrades along the San Pablo and Telegraph Corridors, transit-only lanes in Berkeley, streetscape improvements in Oakland and the construction of a park-and-ride facility in Pleasanton. Future discretionary funding programming efforts will aim to normalize fund distributions across the planning areas.

VRF Programming (FY2016-17 to FY2020-21)	Alameda County Planning Areas			
	PA1: North	PA2: Central	PA3: South	PA4: East
Current Programming	49%	22%	16%	13%
Equity Formula Target	38%	25%	22%	15%

## Commission Members

### Chair:

Alameda County Supervisor  
Richard Valle, District 2

### Vice Chair:

San Leandro Mayor  
Pauline Cutter

### AC Transit

Board President Elsa Ortiz

### Alameda County, District 1

Supervisor Scott Haggerty

### Alameda County, District 3

Supervisor Wilma Chan

### Alameda County, District 4

Supervisor Nate Miley

### Alameda County, District 5

Supervisor Keith Carson

### BART

Director Rebecca Saltzman

### City of Alameda

Mayor Trish Herrera Spencer

### City of Albany

Councilmember Peter Maass

### City of Berkeley

Councilmember Kriss Worthington

### City of Dublin

Mayor David Haubert

### City of Emeryville

Mayor John Bauters

### City of Fremont

Mayor Lily Mei

### City of Hayward

Mayor Barbara Halliday

### City of Livermore

Mayor John Marchand

### City of Newark

Councilmember Luis Freitas

### City of Oakland

Councilmember Dan Kalb

Councilmember At-Large

Rebecca Kaplan

### City of Piedmont

Vice Mayor Teddy Gray King

### City of Pleasanton

Mayor Jerry Thorne

### City of Union City

Mayor Carol Dutra-Vernaci



[www.AlamedaCTC.org](http://www.AlamedaCTC.org)

1111 Broadway, Suite 800  
Oakland, CA 94607

