

2



12

transportationconnects

bringing people, transportation
and destinations together



2012 Annual Report
Alameda County Transportation Commission

Alameda CTC

- Commission Chair**
Supervisor Scott Haggerty,
District 1
- Commission Vice Chair**
Councilmember At-Large
Rebecca Kaplan, City of Oakland
- AC Transit**
Director Greg Harper
- Alameda County**
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5
- BART**
Director Thomas Blalock
- City of Alameda**
Vice Mayor Marilyn Ezzy Ashcraft
- City of Albany**
Mayor Peggy Thomsen
- City of Berkeley**
Councilmember Laurie Capitelli
- City of Dublin**
Mayor Tim Sbranti
- City of Emeryville**
Councilmember Ruth Atkin
- City of Fremont**
Councilmember Suzanne Chan
- City of Hayward**
Councilmember Marvin Peixoto
- City of Livermore**
Mayor John Marchand
- City of Newark**
Councilmember Luis Freitas
- City of Oakland**
Vice Mayor Larry Reid
- City of Piedmont**
Mayor John Chiang
- City of Pleasanton**
Mayor Jerry Thorne
- City of San Leandro**
Vice Mayor Michael Gregory
- City Of Union City**
Mayor Carol Dutra-Vernaci
- Executive Director**
Arthur L. Dao

contents

message from the executive director4

message from the chair5

the economy6

communities8

learning10

jobs.....12

health and the environment14

choices.....16

innovation18

financials20

projects.....24



2012

Alameda CTC
Annual Report



message from the executive director

The Alameda County Transportation Commission has been successful in project and program delivery as promised to voters.

We have delivered nearly all of the transportation sales tax projects approved by 81.5 percent of voters in 2000 in half of the anticipated time. These investments, combined with state and federal funding, support expanded transit, more efficient freeways and roadways, and essential

safety improvements for walking, biking and all modes of transportation.



“Alameda CTC funds transportation that connects you to work, education, services, recreation and family and friends.”

— Arthur L. Dao,
Executive Director

Our independent auditors have verified that 100 percent of funds have been used as approved by voters, and the independent Citizens Watchdog Committee has concurred with their reports.

In 2012, Alameda CTC went to voters to seek approval for a \$7.8 billion transportation plan to support new investments in maintenance, operations and projects to expand mobility and support a vibrant economy. Unfortunately, Measure B1 received 66.53 percent of votes, just 0.14 percent (less than 725 votes) below the two-thirds needed for passage.

Alameda CTC continues to deliver the highest level of service and accountability, and the best value for public funds, as we plan, fund and deliver transportation systems that expand access and improve mobility. We will use the current Measure B funds until they sunset in 2022, as well as regional, state and federal funds to implement projects that connect our communities, fuel our economy and expand our mobility.

message from the chair

Over the past decade, our local transportation sales tax has generated more than a billion dollars for transportation improvements.

Alameda CTC has pumped back into the Alameda County economy more than \$495 million and annually creates approximately 5,100 jobs. As we move forward, we will focus on leveraging these local funds, investing in sustainable transportation systems that attract and retain businesses, and continue our work to foster a vibrant, livable community.



“From the Port of Oakland to Lawrence Livermore Lab, from Cal State East Bay to Pixar to Redwood Regional Park – **transportation connects our lives.** I’m proud of Alameda CTC’s work connecting our communities to jobs, education and recreation.”

— Supervisor Scott Haggerty,
Chair

about Alameda CTC

The Alameda CTC is responsible for improving Alameda County’s transportation system through planning, funding and delivering infrastructure projects, ongoing operations and maintenance of the county’s transportation system, as well as providing educational programs on how to use certain types of transportation.

PLAN → FUND → DELIVER

Create planning documents that guide transportation development and funding decisions.

Allocate local, regional, state and federal funds for transportation improvements.

Construct infrastructure projects and implement programs that expand mobility and improve transportation and efficiency.



transportation**connects**

the economy

Alameda County's transportation infrastructure is the backbone of our economy. Every minute of every day, it connects people, goods and services regionally and worldwide.

As the geographic core of the Bay Area – the 20th largest economy in the world – and the transportation hub of Northern California, Alameda County serves as a vital transportation connector for people and businesses within Alameda County and the Bay Area, and throughout the state, nation and world.

Over one-third of all San Francisco Bay Region commuters travel through Alameda County each workday. A significant portion of freight and goods traverse Alameda County via freeways, rail, air, and sea, moving into and out of the nation's fifth busiest container port.

Our transportation systems – including the Port of Oakland, Oakland International Airport, our freeways, roads, rail, buses and our sidewalks and paths – are what connect people to their jobs, goods with the stores that sell them, and businesses with their suppliers and distributors.

Transportation is at the center of the county's economic vitality, which is at the heart of people's quality of life.





“I started working with Alameda CTC (then, the Alameda County Transportation Improvement Authority) in 1999...today **we employ 48 professional services experts** throughout the United States – 35 in Alameda County – including engineers, project managers, schedulers, claims analysts, construction managers, program managers and technical communications specialists.”

— *Walter Allen, President & CEO Acumen Building Enterprise, Inc.*

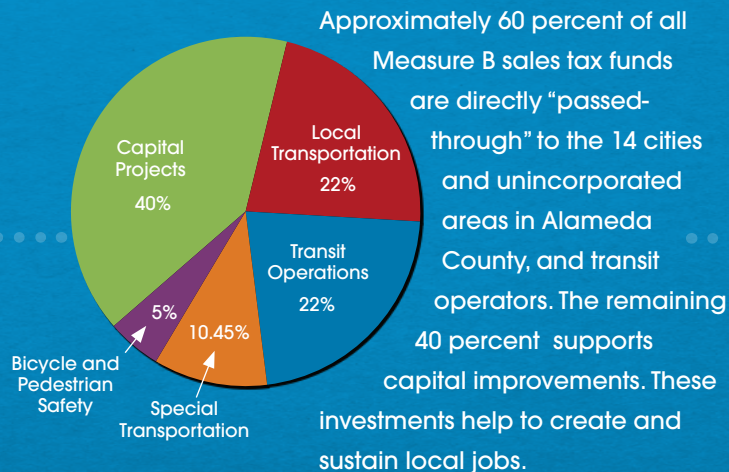


Walter Allen

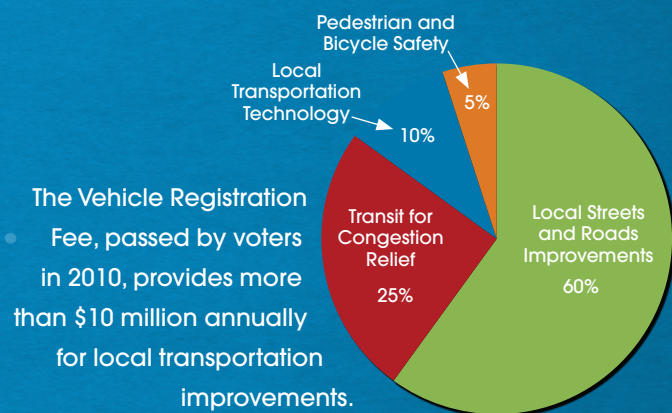
JOB S = 5,100*

The investment of local sales tax dollars for Alameda County's capital projects creates an estimated 5,100 jobs per year. This estimate does not include the numerous jobs created by transit operations.

2000 Measure B Funds



2010 Vehicle Registration Fee Funds



communities

A diverse, vibrant community depends on transportation infrastructure and programs that address the needs of our youth, commuters, businesses, families, people with disabilities and seniors.

Alameda CTC funds a diverse array of transportation improvements that revitalize communities and support local economic development. For example, the two-lane Lewelling Boulevard between Hesperian Boulevard and Meekland Avenue in San Lorenzo used to be congested and unsightly. Using Measure B funds, Lewelling Boulevard was widened from two to four lanes, and transformed into a more safe, attractive and less congested roadway that works for cars, trucks, bicycles and pedestrians.

Completed in October 2012, the project ensures that the street is now more effective for all users, regardless of age, ability or mode of transportation, and attracts new businesses and development. Lewelling Boulevard now connects residents with their downtown, draws businesses to the newly revitalized neighborhood, and offers a range of transportation options that promote community vitality.



Lewelling Boulevard Widening
Ribbon Cutting, October 31, 2012.

Lewelling Boulevard Enhancements



BEFORE



AFTER

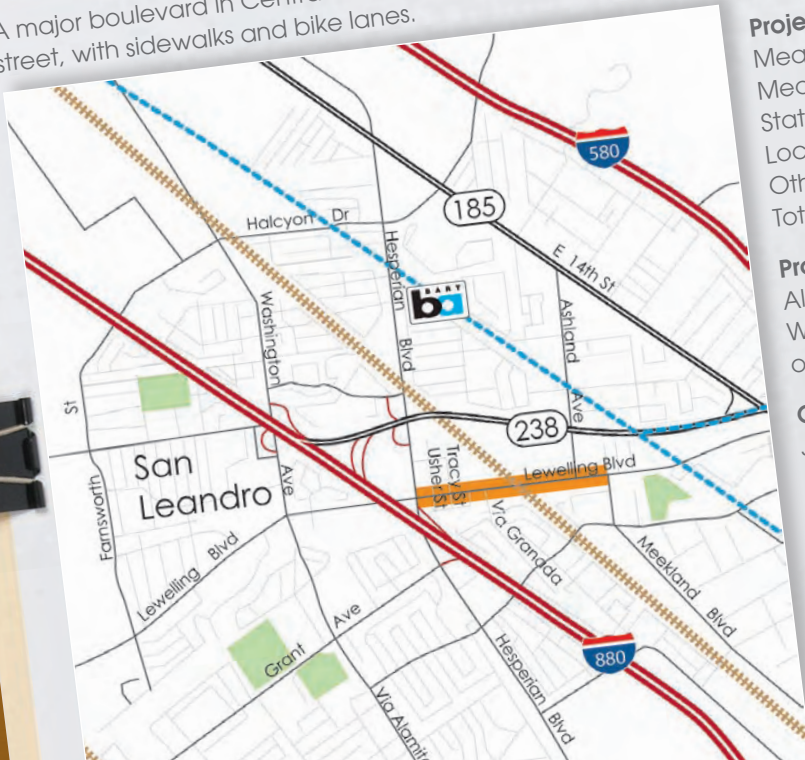


BEFORE



Lewelling Boulevard, San Leandro

A major boulevard in Central Alameda County is transformed into a safe, accessible, well-designed street, with sidewalks and bike lanes.



Project Funding

Measure B (2000) - \$13,104,000
Measure B (1986) - \$536,000
State - \$4,290,000
Local \$13,797,000
Other \$109,000
Total: \$31,836,000

Project Sponsors:

Alameda County Public Works Agency and City of San Leandro

Construction:

January 2010 - October 2012

Project area

AFTER





transportation**connects**

learning

Alameda CTC funds programs that support education, outreach and encouragement to use safe and healthy transportation options to get to school.

Alameda County's Safe Routes to Schools (SR2S) Program is a countywide collaboration that promotes safe walking and biking to school to support healthy habits and improve air quality. SR2S supports year-round educational programs like the BikeMobile, which provides bike repair mechanics and safety lessons free of cost at all Alameda County schools and community events. Through the SR2S Program, Alameda CTC is helping make safe and healthy connections for children to and from and their schools.



Victoria Forrester

“My goal is for my school to be the center of our community – so it’s a no-brainer to be a part of **Safe Routes to Schools** and to get parents on board. The kids love it, and it connects our community!”

— Victoria Forrester, Principal,
Roosevelt Elementary,
San Leandro



Schools Participating in the SR2S Program

2006 2

2012 102



Paco Furlan

“The Safe Routes to Schools Program at Rosa Parks has gotten bigger every year, with more and more kids who are excited about biking and walking to school. I like the program emphasis on safety – on wearing helmets, riding in the right place in the streets and stopping at stop signs and lights.”

— *Paco Furlan, Principal,
Rosa Parks Elementary,
Berkeley*



Thousands of students from 99 Alameda County elementary, middle and high schools walked, cycled, scootered, carpooled and rode transit to school on October 3, 2012 on International Walk & Roll to School Day, a component of Alameda County's Safe Routes to Schools Program.



transportation**connects**

jobs

Alameda CTC leverages regional, state and federal funding to deliver projects and programs that create local jobs and move people to and from job centers.

Reducing traffic congestion and improving travel options for commuters remains critically important to the economic vitality of Alameda County for residents and businesses alike and to quality of life.

Working together, Alameda CTC and BART are improving the economic vitality of the county with the BART Warm Springs/ South Fremont Extension and the Oakland Airport Connector. These extensions will connect residents with the airport and job centers in Fremont and points south with ease, and will eventually extend to San Jose.



Paul Medved

“The BART South Fremont Extension will ultimately be responsible for over 18,000 job-years.*

But well beyond that, it will serve as the focal point of a significant level of transit oriented development throughout the Warm Springs district of Fremont. It's the key first step to bringing BART to Santa Clara County, which will connect major employment centers.”

— Paul Medved, BART Warm Springs/
South Fremont Extension
Project Manager

*A job year is one job sustained for one year.

BART: Connecting People and Jobs

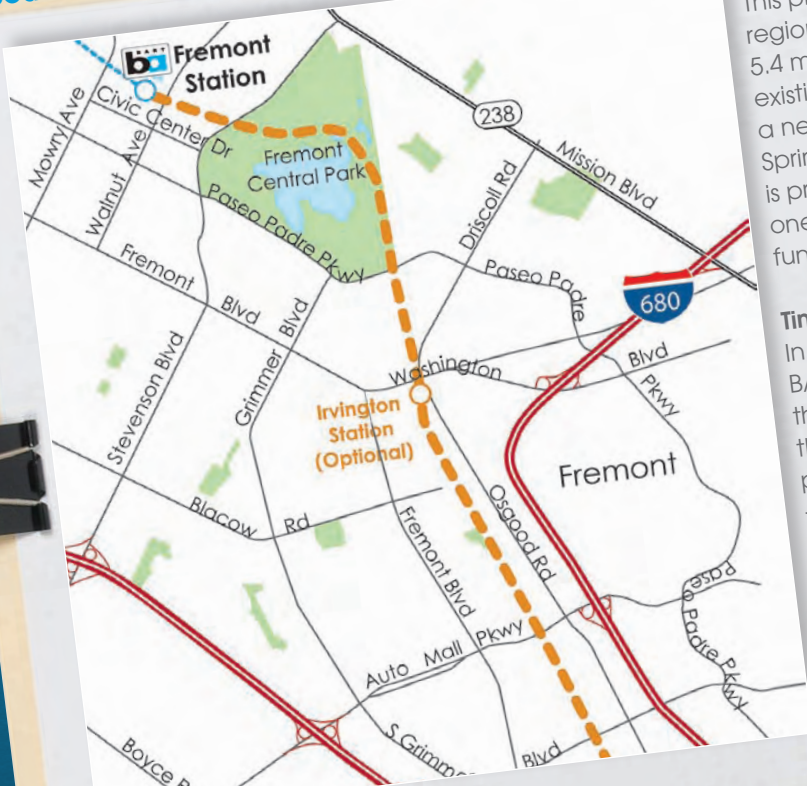


BART Average Daily Ridership FY 2011-12

Within Alameda County	48,117
To/From Alameda County	155,877
Through Alameda County	54,033
Non-Alameda County	143,465

The BART extension to South Fremont is anticipated **to increase ridership by 4,700 daily trips upon opening in 2015**, and by 7,200 daily trips by 2025, **reducing congestion** and vehicle emissions while **increasing access to jobs**.

BART to Warm Springs/ South Fremont Extension



Project Funding:

This project, funded by local, regional and state dollars, adds 5.4 miles of new tracks from the existing Fremont station south to a new station in the Warm Springs district. Measure B is providing \$224.4 million, one quarter of the total funding.

Timeline:

In late October 2012, BART celebrated the completion of the underground portion of the extension — under Fremont's Central Park and Lake Elizabeth, which marked the construction half-way point. The new station will open in 2015.

— Project area





transportation**connects**

health and the environment

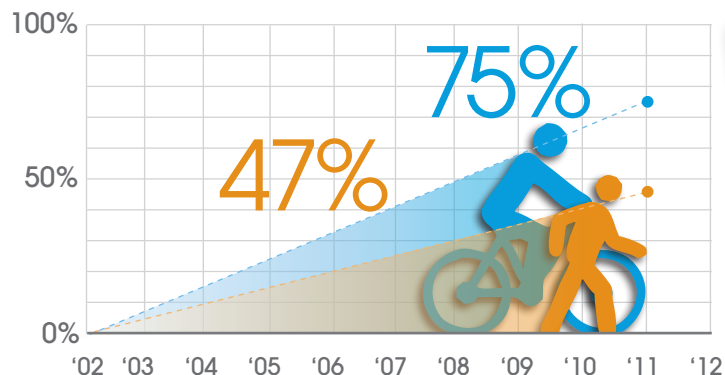
Alameda County is connecting the dots – providing safe transportation choices for all ages that support mobility and healthy, active residents.

Alameda CTC is committed to supporting safe walking and biking – known as Active Transportation, and from 2002-2011, Alameda County has seen a 47 percent increase in walkers and a 75 percent increase in cyclists during the afternoon commute period.

In fiscal year 2011-12, Alameda CTC distributed \$4 million to cities and the county for Active Transportation programs. Not only does more walking and biking improve people's health, but it relieves congestion on our roadways, saves fuel costs and reduces vehicle emissions.



Increase in **Bicyclists**
and **Walkers** 2002-2011





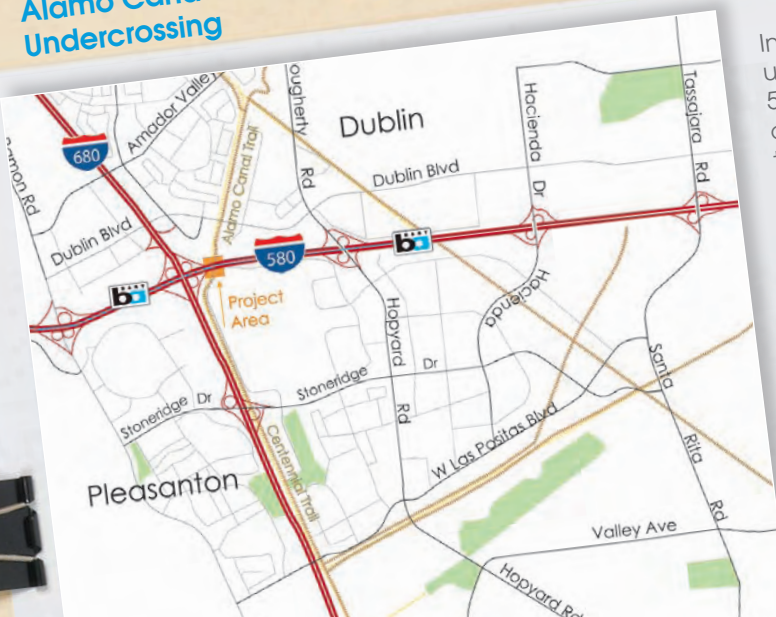
Renee Rivera

“The East Bay Bicycle Coalition works with Alameda CTC to **support the transportation needs of bicyclists and pedestrians** in Alameda County for healthy, safe and vibrant communities. Alameda CTC is a leader in supporting active transportation – recognizing that **transportation funding decisions can have significant influence on local community development** that supports and encourages the use of walking, biking and transit.”

— Renee Rivera, Executive Director, East Bay Bicycle Coalition



Alamo Canal Trail Undercrossing



In October 2012 a new multi-use segment under Interstate 580 was completed, closing a critical gap and connecting the Alamo Canal Trail with the Centennial Trail and the cities of Dublin and Pleasanton.

Project Funding:

This \$2.2 million project, funded by local and regional dollars and Measure B, created more than 22 miles of continuous trails spanning Alameda and Contra Costa counties.

Project area

Join the East Bay Regional Park District and partners at the official opening of the Alamo Canal Trail Undercrossing

Saturday, Oct. 27, 2012
11:30 a.m. – 1 p.m.

Alamo Canal Trail in Dublin

The ribbon-cutting will be held at the trail entrance at the northwest corner of the Dublin City Hall parking lot (follow the event signs) 100 Civic Plaza, Dublin, California
Light refreshments will be served.

Please RSVP:
Stacy Lewis at slewis@dbparks.org



Photo by East Bay Regional Park District



transportation**connects**

choices

In everything we do, Alameda CTC offers a range of options that allow Alameda County residents and business people to drive, walk, bike and use transit safely.

Mobility is essential to health, social connections and economic development, and to maintaining the independence of our growing aging population. Alameda CTC supports a suite of services for the spectrum of transportation needs in Alameda County. These include special transportation and travel training for seniors and people with disabilities, transit infrastructure enhancements and major improvements to our streets and highways to improve efficiency and reduce greenhouse gas emissions, while increasing bicycle and pedestrian safety and public transit access.

In 2012, by leveraging Measure B, state bond funds and other funding sources, Alameda CTC invested in a number of major projects to expand choices, improve safety and access to jobs, eliminate bottlenecks and get the most capacity out of our existing infrastructure. Together these projects brought \$2.5 billion in construction value to Alameda County.

One important project completed in 2012 is the State Route 84/I-580 Interchange in Livermore. This new interchange is part of a series of projects along SR84 between I-580 and I-680 to reduce congestion and improve safety and air quality.



In Alameda County, the 65-and-older population is expected to grow from approximately 145,000 in 2005 to 390,000 in 2030 – a 170 percent increase.



Sylvia Stadtmire

“Alameda CTC listens to our needs – not only funding much-needed paratransit services, but also supporting travel training and healthy living programs for seniors. **The longer we stay active and able to choose to use public transit, the better it is for our independence and health.”**

— Sylvia J. Stadtmire, Chair, Paratransit Advisory and Planning Committee

Tri-City Travel Training Program

The Tri-City Travel Training Program in Fremont successfully promotes and supports the use of fixed-route transit services by seniors and persons with disabilities. The training targets seniors who have not yet qualified for paratransit service, new users of mobility devices and city paratransit program participants in the Tri-City area, and engages ethnic communities and non-English speakers.

The program, which encompasses AC Transit, BART and Union City Transit services, fosters peer-to-peer support networks within communities, housing facilities and other social groups.

Funded by Measure B and a federal grant, the Tri-City Travel Training program reaches upwards of 300 individuals representing the diverse population of Alameda County.





transportation**connects**

innovation

Innovation and technical solutions go hand in hand, enabling Alameda County to expand the capacity of existing infrastructure.

Alameda CTC is using advanced technology to reduce traffic congestion to move people and goods more efficiently. The I-80 Integrated Corridor Mobility Project brings high-tech solutions to a 19.5 mile portion of the interstate in Alameda and Contra Costa counties, the most congested corridor in the Bay Area. By developing innovative local and regional partnerships, Alameda CTC is working to solve Alameda County's toughest transportation challenges.

In September 2012, the express lane along I-680 between Sunol and Milpitas celebrated two years of successful operations. Solo drivers may choose to pay a toll (via FasTrak) for the opportunity to drive in what is otherwise a carpool lane, when there is excess capacity. Ridership in the express lanes has increased nearly 30 percent in the past year, while average travel times during peak commute hours are decreasing in both the express and general purpose lanes. High-tech express lanes benefit all users by reducing trip times.



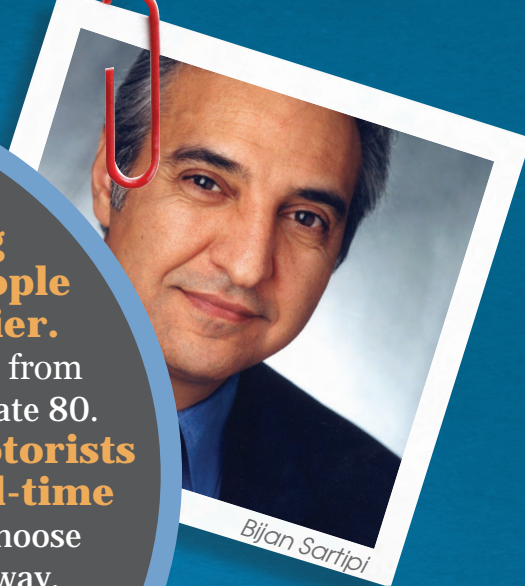


“

We're working together to help get people to work faster and easier.

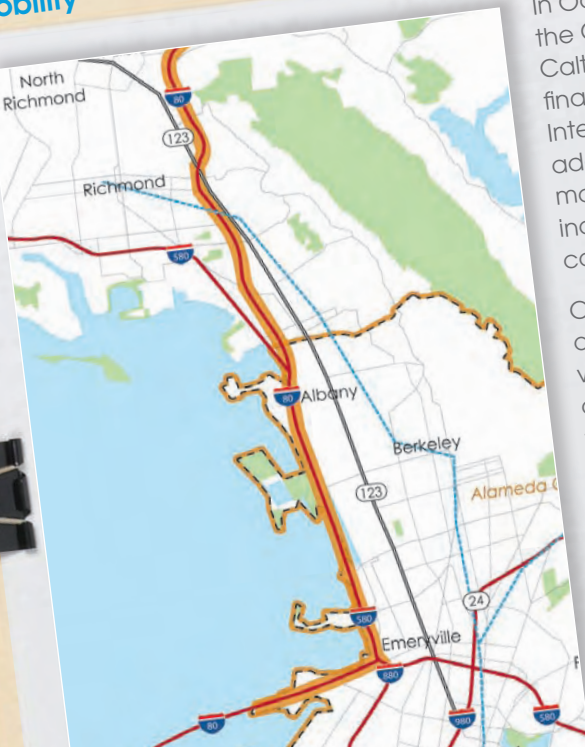
Drivers will significantly benefit from innovative technology on Interstate 80. When a traffic incident occurs, **motorists will be provided with real-time information** to help them choose whether to remain on the freeway, choose a detour or travel to the nearest public transit station.”

— *Caltrans District 4 Director,
Bijan Sartipi*



Bijan Sartipi

I-80 Integrated Corridor Mobility



In October 2012, Alameda CTC, with its partners the Contra Costa Transportation Authority and Caltrans, began major construction on the final phases of the high-tech I-80 ICM project. Intelligent transportation strategies including adaptive ramp metering and real-time incident management will improve efficiency and increase safety along this critical yet congested corridor.

Over the next several years, a 19.5 mile portion of I-80 in Alameda and Contra Costa counties will be equipped with adaptive ramp metering and incident management, as well as benefit from improvements to connecting arterials.

Project Funding: The \$80 million I-80 ICM project is funded by local, regional, state, federal and Measure B funds. Construction, software implementation and system integration will be complete September 2015.

■ *Project area*



connecting revenue
to **transportation**
improvements

financials

The Alameda CTC was formed in July 2010 by a merger between the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (ACCMA).

Effective July 1, 2011, accounting systems from the two former agencies were fully combined and integrated into a single accounting system; however, ACTIA and ACCMA continued to exist through their formal termination dates of February 29, 2012.

The financial information for this annual report, which covers the period July 1, 2011 through June 30, 2012, contains three sets of financial reports: one each for ACTIA and ACCMA covering the period July 1, 2011 through February 29, 2012, and one for Alameda CTC for the complete fiscal year.

Table 1 represents the ACTIA Statement of Revenues, Expenditures and Changes in Fund Balances. The ACTIA financial report contains financial information from the Alameda County Transportation Authority, which became a fund within ACTIA as of July 1, 2010. ACTIA was primarily funded by the Measure B half-cent transportation sales tax approved by voters in 2000.

Table 2 represents the ACCMA Governmental Funds Statement of Revenues, Expenditures and Changes in Fund Balances. ACCMA received its funding from a variety of federal, regional, state and local grant sources and fees.

Table 3 represents the Alameda CTC Governmental Funds Statement of Revenues, Expenditures and Changes in Fund Balances.

“The Citizens Watchdog Committee is an important part of demonstrating to the residents and businesses of Alameda County on a regular basis that Measure B will deliver on its original promise. **The work done by the CWC plays a key role in making sure that Measure B funds are spent in accordance with the provisions of the measure passed by Alameda County voters.**”

— James Paxson, Chair,
Citizens Watchdog Committee

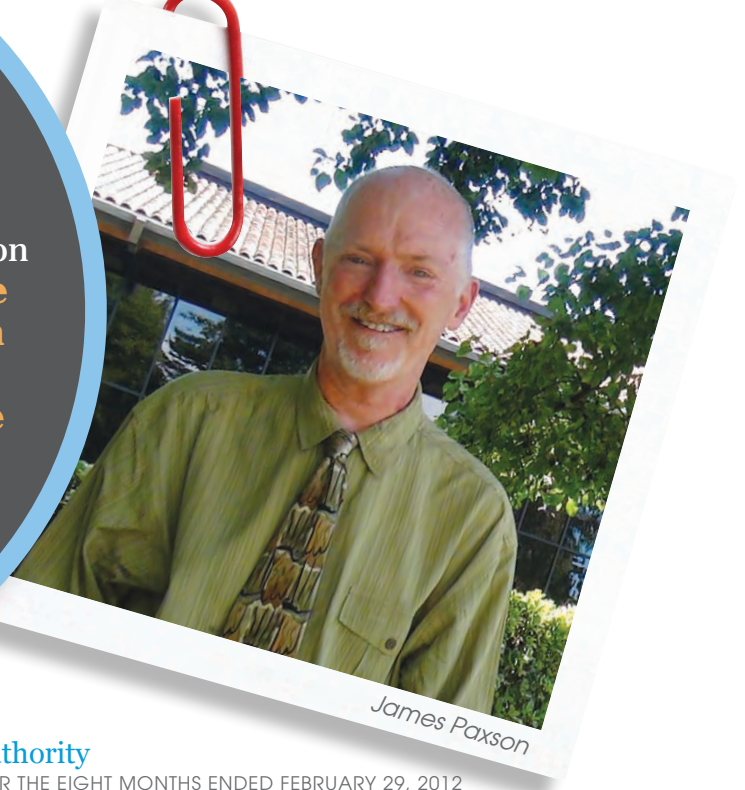


Table 1 : Alameda County Transportation Improvement Authority

STATEMENT OF REVENUES, EXPENDITURES AND CHANGE IN FUND BALANCES FOR THE EIGHT MONTHS ENDED FEBRUARY 29, 2012

	General Fund	ACTIA Capital Projects Fund	ACTA Capital Projects Fund	Special Revenue Fund	Total Governmental Funds
REVENUES					
Sales tax	\$3,328,087	\$28,322,389	\$ -	\$42,307,005	\$73,957,481
Project revenue	-	10,047,094	17,018	-	10,064,112
Investment income	38,426	149,510	547,972	29,920	765,828
Other income	18,333	294,291	6,112	-	318,736
Total Revenues	3,384,846	38,813,284	571,102	42,336,925	85,106,157
EXPENDITURES					
Administrative	1,948,057	4,470	417,622	632,198	3,002,347
Transportation improvements					
Highways and streets	-	14,554,522	14,762,765	-	29,317,287
Public transit	-	24,150,333	-	22,724,889	46,875,222
Local transportation	-	5,642,692	-	18,867,503	24,510,195
Total Expenditures	1,948,057	44,352,017	15,180,387	42,224,590	103,705,051
NET CHANGE IN FUND BALANCES	1,436,789	(5,538,733)	(14,609,285)	112,335	(18,598,894)
Fund Balances - Beginning	16,004,431	86,476,493	164,531,234	9,926,642	276,938,800
Fund Balances - Ending	\$17,441,220	\$80,937,760	\$149,921,949	\$10,038,977	\$258,339,906

Table 2: Alameda County Congestion Management Agency Governmental Funds

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES FOR THE EIGHT MONTHS ENDED FEBRUARY 29, 2012

	General Fund	Capital Projects Fund	Exchange Fund	Vehicle Registration Fee	Nonmajor Transportation for Clean Air	Interfund Eliminations	Total Governmental Funds
REVENUES							
Grant revenue							
MTC	\$1,180,107	\$3,817,878	\$ -	\$ -	\$ -	\$ -	\$4,997,985
CalTrans	453,895	15,887,893	-	-	-	-	16,341,788
TFCA	206,893	144,968	-	-	1,227,674	(351,861)	1,227,674
ACTIA	201,916	(5,936,394)	-	-	-	-	(5,734,478)
Other	353,559	1,424,177	1,719,972	-	-	-	3,497,708
Member agency fees	877,245	-	-	-	-	-	877,245
Exchange program funds	34,960	1,321,098	-	-	-	(1,356,058)	-
Vehicle registration fees	59,777	210,153	-	8,073,521	-	(269,930)	8,073,521
Investment income	(20,399)	62,345	8,812	14,706	13,423	-	78,887
Other	24,466	-	-	-	-	-	24,466
Total Revenues	3,372,419	16,932,118	1,728,784	8,088,227	1,241,097	(1,977,849)	29,384,796
EXPENDITURES							
Administration							
Salaries and benefits	1,801,900	182,394	-	-	-	-	1,984,294
Board operations	45,075	-	-	-	-	-	45,075
Travel and transportation	2,753	-	-	-	-	-	2,753
Office space	304,862	-	-	-	-	-	304,862
Office and related costs	174,678	-	-	-	-	-	174,678
Legal counsel	105,322	-	-	-	-	-	105,322
Annual audit	15,149	-	-	-	-	-	15,149
Professional services	53,305	-	-	-	-	-	53,305
Legislative advocacy	37,588	-	-	-	-	-	37,588
Congestion Management							
Contractors	1,364,366	16,251,118	1,685,012	-	-	(1,321,098)	17,979,398
Administration	-	-	34,960	59,777	71,223	(165,960)	-
TFCA grant program	-	-	-	-	1,335,955	(280,638)	1,055,317
VRF grant program	-	-	-	210,153	-	(210,153)	-
Total Expenditures	3,904,998	16,433,512	1,719,972	269,930	1,407,178	(1,977,849)	21,757,741
Excess (Deficiency) of Revenues Over Expenditures	(532,579)	498,606	8,812	7,818,297	(166,081)	-	7,627,055
OTHER FINANCING SOURCES (USES)							
Operating Transfers In	498,606	-	-	-	-	-	498,606
Operating Transfer Out	-	(498,606)	-	-	-	-	(498,606)
Total Other Financing Sources (uses)	498,606	(498,606)	-	-	-	-	-
NET CHANGE IN FUND BALANCES	(33,973)	-	8,812	7,818,297	(166,081)	-	7,627,055
Fund Balance - Beginning	249,539	-	4,632,718	931,981	3,912,293	-	9,726,531
Fund Balance - Ending	\$215,566	-	\$4,641,530	\$8,750,278	\$3,746,212	-	\$17,353,586

Table 3: Alameda County Transportation Commission Governmental Funds

STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES FOR THE YEAR ENDED JUNE 30, 2012

	General Fund	ACTIA Special Revenue Fund	ACTIA Capital Projects Fund	ACTA Capital Projects Fund	ACCMA Capital Projects Fund	Nonmajor Governmental Funds	Inter-Fund Eliminations	Total Governmental Funds
REVENUES								
Sales tax	\$5,065,564	\$64,394,013	\$43,108,516	\$ -	\$ -	\$ -	\$ -	\$112,568,093
Project revenue	4,531,006	20,343	10,047,094	33,954	32,501,104	6,628,590	(848,918)	52,913,173
Member agency fees	1,315,867	-	-	-	-	-	-	1,315,867
Vehicle registration fees	-	-	-	-	-	12,242,126	-	12,242,126
Investment income	31,640	41,226	180,943	594,342	55,457	52,617	-	956,225
Other income	96,334	-	294,291	21,553	-	-	-	412,178
Total Revenues	11,040,411	64,455,582	53,630,844	649,849	32,556,561	18,923,333	(848,918)	180,407,662
EXPENDITURES								
Administrative								
Salaries and benefits	3,539,438	91,689	54,470	278,619	227,102	-	-	4,191,318
Office rent	798,776	-	-	114,112	-	-	-	912,888
Professional services	1,558,181	842,386	-	128,039	-	-	-	2,528,606
Planning and programming	2,484,552	-	-	-	-	-	-	2,484,552
Other	955,977	342	2,791	117,308	-	108,449	-	1,184,867
Transportation improvements								
Highways and streets	-	-	16,740,345	23,060,693	-	-	-	39,801,038
Public transit	-	34,540,732	57,440,503	-	-	-	-	91,981,235
Local transportation	-	29,654,819	7,122,315	-	-	-	-	36,777,134
Congestion management	-	-	-	-	31,965,515	14,984,493	(848,918)	46,101,090
Total Expenditures	9,336,924	65,129,968	81,360,424	23,698,771	32,192,617	15,092,942	(848,918)	225,962,728
OTHER FINANCING SOURCES (USES)								
Operating Transfers In	363,944	-	-	-	-	-	(363,944)	-
Operating Transfers Out	-	-	-	-	(363,944)	-	363,944	-
Total Other Financing Sources (uses)	363,944	-	-	-	(363,944)	-	-	-
NET CHANGE IN FUND BALANCES	2,067,431	(674,386)	(27,729,580)	(23,048,922)	-	3,830,391	-	(45,555,066)
Fund Balance - Beginning	16,253,970	9,926,642	86,476,493	164,531,234	-	9,476,992	-	286,665,331
Fund Balance - Ending	\$18,321,401	\$9,252,256	\$58,746,913	\$141,482,312	-	\$13,307,383	-	\$241,110,265



transportation**connects**

projects

Bringing People, Transportation and Destinations Together

Projects Completed 2002-2011

- ✓ I-238 Widening
- ✓ I-580/Castro Valley Interchange Improvements
- ✓ I-580 Westbound Auxiliary Lane (Fallon Rd. to Tassajara Rd.)
- ✓ I-680 Sunol Express Lane Southbound
- ✓ I-880/Mission Blvd (Route 262) Interchange Phase 1A
- ✓ I-880/Washington Avenue Interchange Improvement
- ✓ Downtown Oakland Streetscape Improvements (early phase)
- ✓ Fruitvale Transit Village
- ✓ Hesperian/Lewelling Blvd. Streetscape Improvements Stage 1
- ✓ Newark Local Streets Rehabilitation
- ✓ Oakland Local Streets Rehabilitation
- ✓ San Pablo Avenue Corridor Transit Improvements
- ✓ Telegraph Avenue Corridor Rapid Bus Service
- ✓ Vasco Road Safety Improvements
- ✓ Westgate Parkway Extension

Projects Completed 2012

- ✓ I-580 Eastbound High Occupancy Vehicle (HOV) Lane (El Charro Road to Airway Blvd)
- ✓ I-580 Eastbound HOV Lane Phase 1 & 2
- ✓ Hesperian/Lewelling Blvd. Streetscape Improvements Stage 2
- ✓ Lewelling/East Lewelling Boulevard Widening
- ✓ Route 84/I-580 Interchange (Isabel Avenue)
- ✓ Union City Intermodal Station

Projects Under Construction

- I-80 Integrated Corridor Mobility Project
- I-580 Westbound HOV Lane
- I-580 Eastbound HOV Phase 3 with Auxiliary Lane
- I-880 Southbound HOV Lane
- I-580 San Leandro Landscaping
- I-880/Mission Blvd (Route 262) Interchange Phase 1B/2
- BART Oakland Airport Connector
- BART Warm Springs Extension
- Route 84 Expressway North Segment
- Route 238/Mission-Foothill-Jackson Corridor Improvement
- Webster Street SMART Corridor

Upcoming Capital Projects

- I-580 Eastbound and Westbound Express (HOT) Lanes
- I-880 North Safety and Operational Improvements at 23rd & 29th Streets
- I-880 to Mission Boulevard East-West Connector
- I-680 Sunol Express Lane Northbound
- Altamont Commuter Express Rail
- Downtown Oakland Streetscape Improvements (final phase)
- Dumbarton Rail Corridor
- East 14th St/Hesperian Blvd/150th St Intersection Improvements
- Iron Horse Transit Route
- Route 92/Calwiter - Whitesell Interchange and Reliever Route
- Route 84 Expressway South Segment
- Telegraph Avenue Corridor Bus Rapid Transit

Alameda County Connects



14 cities

1.5 million residents

1 international airport

5th busiest container port in the US

2 state universities

3 major laboratories

20 BART stations*

5,709 bus stops

3,800 lane miles of roadway

(*20 BART stations not including forthcoming Oakland Airport Connector and South Fremont Station)



“**The Alameda County Transportation Commission** is essential in fulfilling our region’s commitment to expanding economic opportunity and reducing greenhouse gases. It **funds and delivers critical projects and programs that strengthen our infrastructure and improve the quality of life in Alameda County.**”

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





Photo by John Huseby, Caltrans

Closing Out 2012 and Connecting to the Future

Alameda CTC concluded 2012 by honoring former Alameda CTC Chair Mark Green and the many Alameda County students who participated in the Caldecott Fourth Bore Medallion Design Competition – for their impact on the future.

For the past 19 years, Mark Green, Mayor of Union City and Chair of the Alameda CTC (2010-2012), has been a tireless champion for transportation in Alameda County and the region. Mayor Green secured funding for major transportation improvements in all modes, developed significant long-range plans and streamlined local government to save taxpayers' dollars. We thank him for his work, which will provide benefits to the traveling public for decades to come.

Hundreds of Alameda County students participated in the Caldecott Fourth Bore Medallion Design Competition, which provided children in grades K-12 in Alameda and Contra Costa Counties an opportunity to play a role in the design of important architectural details of the Fourth Bore, a two-lane tunnel bore north of the existing three Caldecott tunnels. Alameda CTC honored their role in this important regional project, which will open in late 2013.



.....transportationconnects.....



Alameda County Transportation Commission

1333 Broadway, Suites 220 & 300

Oakland, CA 94612

www.AlamedaCTC.org

[Facebook.com/AlamedaCTC](https://www.facebook.com/AlamedaCTC)

[Twitter.com/AlamedaCTC](https://twitter.com/AlamedaCTC)