



ANNUAL REPORT

2014



Alameda CTC



Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

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Executive Director
Arthur L. Dao

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“Local transportation investments protect and improve the transportation system and have a far-reaching and positive impact on the local economy.”

— Alameda CTC Chair and Alameda County Supervisor Scott Haggerty

Message from the Director



November 4, 2014 was an historic day, when more than 70 percent of voters approved Measure BB, which will generate nearly \$8 billion over 30 years for essential

transportation improvements in every city throughout Alameda County. An economic analysis by the Bay Area Council Economic Institute reports that the 2014 Transportation Expenditure Plan will yield \$20 billion in economic activity in the Bay Area and 150,000 full-time equivalent jobs.

Also in 2014, Alameda CTC continued to plan, fund and deliver transportation projects and programs throughout the county — from completing the BART Oakland Airport Connector and providing congestion relief with express bus service grants, to funding affordable programs for youth such as Safe Routes to Schools, and programs for seniors and people with disabilities such as the North County Paratransit Program — all to get people where they're going, repair streets and highways, move goods, plan for growing demand, partner to improve transportation, stimulate the economy and create jobs.

Alameda CTC also invested in the future by continuing development of three multimodal plans — the Countywide Goods Movement Plan, the Countywide Multimodal Arterial Plan and the Countywide Transit Plan — that will inform the long-range 2016 Countywide Transportation Plan and the Regional Transportation Plan.

In addition, we initiated development of our first Comprehensive Investment Plan that identifies anticipated transportation funding to enhance and maintain Alameda County's transportation system from voter-approved, state, regional and federal funds programmed by Alameda CTC over a five-year horizon.

I am proud of Alameda CTC's accomplishments and am pleased to share highlights with you.

— Arthur L. Dao, Executive Director



Voters Approve Measure BB

Moving Alameda County Forward

In November 2014, more than 70.76 percent of voters approved the Measure BB sales tax for transportation and its 2014 Transportation Expenditure Plan (2014 Plan), which will provide \$8 billion in improvements to meet the growing demand for transportation in Alameda County.

Alameda CTC developed the 2014 Plan over a four-year period with extensive public engagement. The plan received unanimous approval by the Alameda County Board of Supervisors and all 14 of local city councils, and broad support from businesses, chambers of commerce, nonprofit organizations and community groups.

The 2014 Plan will:



Expand BART, bus and commuter rail for reliable, safe and fast services.



Keep fares affordable for seniors, youth and people with disabilities.



Provide traffic relief.



Improve air quality and provide clean transportation.

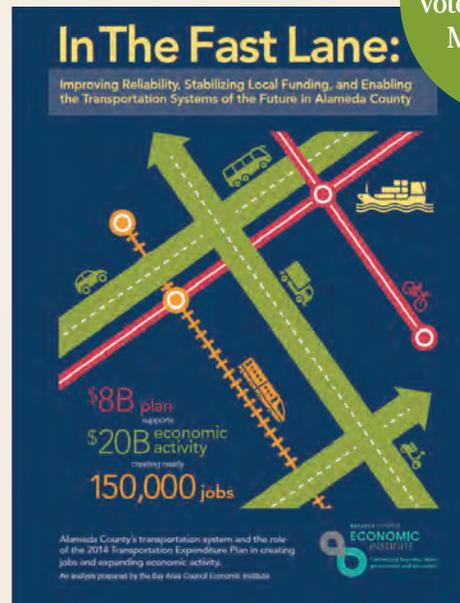


Create good jobs within Alameda County.

The 30-year plan includes strict accountability and performance measures, requires open and transparent public processes to allocate funds and requires annual independent audits, an independent watchdog committee and annual compliance reports.



70.76 percent of voters said yes to Measure BB



\$8B plan

supports
\$20B
economic activity

creating nearly
150,000
jobs

The 2014 Plan will fund essential transportation projects and programs in every city throughout Alameda County, which will result in more efficient transportation and better options for everyone.

About Alameda CTC

Alameda CTC is a joint powers authority that plans, funds and delivers transportation projects and programs throughout the county. Alameda CTC and its predecessors have collected sales tax revenues since April 1987.

A Commission composed of 22 elected officials representing all Alameda County supervisorial districts, local cities, AC Transit and BART governs Alameda CTC.

Commitment to excellence

Alameda CTC is transparent to the public and accountable to Alameda County voters. The agency has received 100 percent clean audits since the inception of Measure B. Our commitment to excellence includes:

- AAA credit rating in 2014 from Fitch Ratings and Standard & Poor's Rating Services.
- Certificate of Achievement for Excellence in Financial Reporting in 2014 for the Comprehensive Annual Financial Report.
- Independent Watchdog Committee that reviews expenditures and reports annually to the public.

Critical investments

Voters passed \$8 billion in Measure BB transportation improvements in 2014, the voter-approved Vehicle Registration Fee raises about \$11 million per year, and the 2000 Measure B will fund more than \$4 billion in improvements. In 2006, California voters also supported \$20 billion in transportation bond funds that reward counties that tax themselves for transportation.

Alameda CTC's main responsibilities are to plan for the future of transportation in Alameda County, serve as the county's congestion management agency, fund critical transportation programs that serve the public including youth, seniors and people with disabilities; and deliver innovative transportation projects that extend the life of aging infrastructure, protect the environment, improve transportation access for communities and businesses, and improve goods movement.



A vibrant Alameda County

Alameda CTC coordinates countywide transportation planning efforts; programs funding local, regional, state and federal funding; and delivers projects and programs including those approved by voters in Alameda County transportation expenditure plans. Our investments:

- ✓ Operate transit.
- ✓ Improve roads and freeways.
- ✓ Expand safety for walking and biking.
- ✓ Provide transportation choices for people of all ages and people with disabilities.
- ✓ Protect the environment.
- ✓ Enrich communities.

Transportation in Alameda County: The heart of the Bay Area

The extensive network of roads, rails, buses, trails and pathways carry millions of people each day to jobs, education, services and recreation. Alameda County's transportation system also moves goods and supports the economic engine of California, the U.S. and beyond.

The Port of Oakland, the nation's fifth busiest port, is the number one port for exporting U.S. fresh produce and is the freight hub for most of Northern California.

Growing demand for transportation

Alameda County has both the seventh largest sales tax collections and population in California. By 2040, Alameda County's population is expected to increase by 30 percent. This rapid growth will greatly affect the demand for transportation.

Reducing traffic congestion and improving travel options for commuters remain critically important to residents and businesses for economic vitality and livable communities.

37% of Bay Area workers travel to, from, or through Alameda County



99% of containerized cargo from Northern California passes through the Port of Oakland



Transportation in Alameda County has national reach



Getting There

Alameda CTC funds public transit and paratransit programs that get people where they need to go, including AC Transit, BART, Union City Transit and Wheels. Measure B transportation sales tax distributions to cities and transit agencies fund transportation services for youth and adults, seniors and people with disabilities.



Congestion Relief with Express Bus Grants

The Livermore Amador Valley Transportation Authority (LAVTA) was awarded \$2 million in grant funds to enhance operations and express bus services. Over the two-year grant period, LAVTA anticipates transporting approximately 2 million passengers to destinations and transit hubs throughout the Tri-Valley Area — contributing to fewer vehicles on the roadways and providing considerable congestion relief on the I-580 Corridor and local roadways.

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



34% of all BART boardings originate in Alameda County

Countywide Transit Plan

In 2014, Alameda CTC began to develop a Countywide Transit Plan that will promote a connected and more effective transit system and consider the economic, environmental and land use issues related to transit. It will also provide a plan for paratransit. Alameda CTC is gathering input from the public in 2015, and the plan will be available in 2016.

New North County Paratransit Program

In an effort to establish volunteer driver programs in North County, Alameda CTC awarded Measure B funds to the nonprofit organization Senior Helpline Services for its Rides for Seniors Program. As of March 2014, the rapidly growing program had registered approximately 40 volunteer drivers and 31 clients, and provided an average of 60 monthly rides to isolated seniors and other homebound individuals in North County.

Excellence in Motion Award



In October 2014, Alameda CTC's Paratransit Coordinator Naomi Armenta received the Doris W. Kahn Accessible Transportation Award from

the Metropolitan Transportation Commission for her commitment to providing access to quality transportation options for seniors and people with disabilities.

Connecting People

Alameda CTC funds a variety of transportation projects and programs that move people to work, school, services and activities.

To school

Safe Routes to Schools (SR2S)

Program: More than 100 schools throughout Alameda County participate in SR2S, which encourages students to walk, bike, take transit or carpool to school, thereby reducing their risk of obesity and reducing traffic in surrounding areas.



BikeMobile: Since 2012, the BikeMobile and its bicycle mechanic staff have been visiting hundreds of schools and community events to encourage safely riding bikes to school with free, hands-on bicycle repair and bicycle safety training.

To work

BART Oakland Airport

Connector: In November 2014, the BART Oakland Airport Connector began providing a convenient transit connection from BART to the Oakland International Airport.



Guaranteed Ride Home (GRH)

Program: Free to anyone who works in Alameda County, this program guarantees commuters a ride home from work if they have an emergency and have made the effort to avoid commuting alone by car.



To services and activities

Access Alameda: This program makes traveling in Alameda County and throughout the Bay Area easier for seniors and people with disabilities. It provides the best options according to where people live, travel to and their age and ability to use public transit.

Piedmont's First Pedestrian and Bicycle Master Plan: In 2014, Piedmont collaborated with community members to develop its first Pedestrian and Bicycle Master Plan funded by Measure B grant funds that will make walking and biking in the city safe, accessible and convenient.

Moving people to work, school, services and activities



Repairing Streets and Highways

Local funding distributed by Alameda CTC to the 14 cities in Alameda County and the county improves our roads and provides safe sidewalks for pedestrians and bike paths for bicyclists. Funding for capital projects improves highways and reduces traffic.

Local Streets and Roads

Program: One year of Measure B funding typically results in millions of square feet of street repairs to prolong the life of existing roadways, new sidewalks and ramps throughout the county, and completion of segments of multiuse paths and trails.



3,600 centerline miles of roadways in Alameda County provide access to housing, jobs, education and transit

40 miles of bikeways implemented in one year increase safety for cyclists

I-Bond Highway Program:

Alameda CTC secured \$420 million in Prop 1B Bond funds, using Measure B funding programmed to existing projects, toward the delivery of \$800 million in highway projects collectively termed as the I-Bond Highway Program. All Alameda CTC I-Bond projects are in construction or complete.

I-880 North Safety and Operational Improvements at 23rd and 29th Avenues:

This project in Oakland was the final I-bond project to be awarded in April 2014. Construction activities began in July 2014 and will continue

through spring of 2018. Stage 1 is focused on construction of a soundwall on I-880 between 29th and 26th Avenues in the northbound direction.

I-680 Sunol Northbound Express

Lane: A carpool/express lane in the northbound direction on I-680 will go from south of SR 237 to north of SR 84 (approximately 15 miles), within Santa Clara and Alameda Counties. A draft Environmental Impact Report/Environmental Assessment was released for public circulation in November 2014, and the final environmental approval occurred in 2015.

Moving Goods and People

Alameda County is a gateway to the world for goods movement. Our transit operators move millions of workers and residents to, through and beyond the county, supporting economic growth.

Alameda CTC began development of two multimodal plans in 2014 that will improve the movement of goods and people and maximize the roadway network capacity.

Countywide Goods Movement Collaborative and Plan

Alameda CTC has created a Goods Movement Collaborative to engage local interest groups, including public and private organizations, economic development agencies and environmental, health and community groups. The Countywide Goods Movement Plan will outline a long-range strategy for how to move goods efficiently, reliably and sustainably within, to, from and through Alameda County by roads, rail, air and water.

Major Bay Area economic drivers

Goods movement supports a strong economy and provides residents and businesses with the products they need.



50% of regional economic output is from goods movement industries

32% of regional jobs provide diverse employment opportunities in goods movement

1 million people were employed in these jobs in the Bay Area region in 2012

Countywide Multimodal Arterial Plan

Alameda CTC is leading the development of a Countywide Multimodal Arterial Plan to identify short- and long-term strategies to improve connectivity, safety and overall mobility of the countywide arterial system for all users. It will support many transportation modes such as bicycles, pedestrians, cars, transit, freight trucks and emergency vehicles.

Rising demand for arterial roadways

- Alameda CTC has a growing population, and the demand for goods and services is rising.
- A variety of users, including cars, public transit, bikes and trucks are competing for access to the same arterial roads.
- Roadways must support additional community growth, jobs and housing.

Two new multimodal Plans will improve the movement of goods and people



Planning for Growing Demand

Recent figures released by the California Department of Finance ranked Santa Clara and Alameda County as the two fastest-growing counties in California.

Congestion Management Program

To meet this growing demand on the transportation system, Alameda CTC's Congestion Management Program for Alameda County includes strategies to assess, monitor and improve the performance of the county's multimodal transportation system; address congestion; and ultimately protect the environment with strategies to help reduce greenhouse gas emissions.

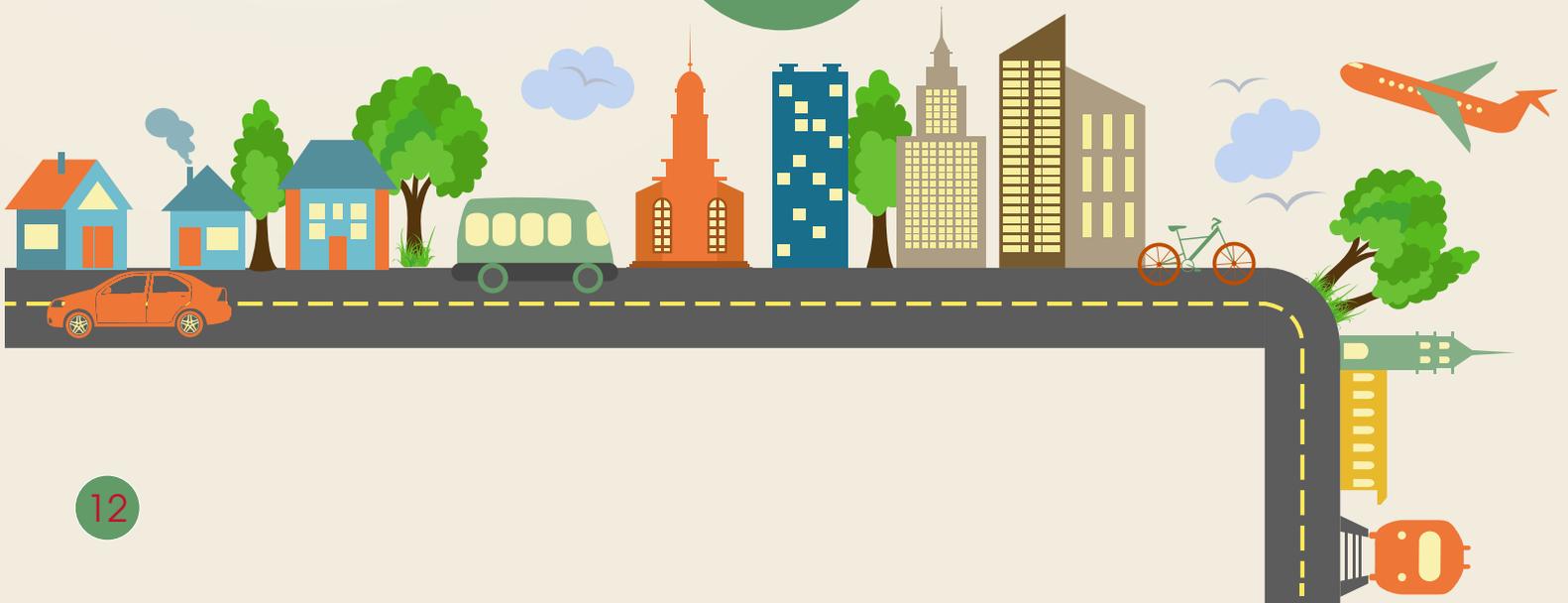
Countywide Transportation Plan

In 2014, Alameda CTC began to prepare for the update to the 2012 Countywide Transportation Plan, a long-range plan that guides transportation funding decisions for Alameda County's multimodal transportation system for the next 25 years. Every four years, the agency updates the plan, which supports the Regional Transportation Plan and establishes a vision for the future.

Comprehensive Investment Plan

Also in 2014, Alameda CTC began development of its first Comprehensive Investment Plan, which establishes a list of short-range priority transportation improvements to enhance and maintain Alameda County's transportation system. The plan identifies anticipated transportation funding from voter-approved, state, regional and federal funds programmed by Alameda CTC over a five-year horizon and strategically matches these funding sources to targeted transportation priorities in Alameda County.

Alameda County is one of two fastest growing counties in California



Partnering to Improve Transportation



Partnerships create results

Alameda CTC has forged local, regional, statewide and federal partnerships to develop strategic policies that increase funding for transportation, establish legislation and prioritize investments to advance project delivery. These partnerships result in:

- ✓ **Job creation** through contracts with local firms.
- ✓ **Mobility** for all people, goods and services.
- ✓ **Technological innovation** to decrease travel time, reduce congestion and improve safety.
- ✓ **Community vitality** by leveraging resources to attract more funding.
- ✓ **Sustainability** to support greenhouse gas reduction mandates.
- ✓ **Accountability** with transparent public processes and annual reporting.

Legislative Program

Alameda CTC also partners at local, regional, state and federal levels to improve transportation by closely working together on policies, funding and legislation. Each year, Alameda CTC adopts a legislative program to provide direction for its legislative and policy activities for the year. The legislative program establishes funding, regulatory and administrative principles to guide Alameda CTC's legislative advocacy.

In 2014, Alameda CTC's legislative program had the following six priorities:

- Transportation funding
- Project delivery
- Multimodal transportation and land use

- Climate change
- Goods movement
- Partnerships

2014 key legislation that supports Alameda CTC activities includes:

Assembly Bill 1811 (Buchanan), high occupancy vehicle (HOV) lanes in Alameda County gives Alameda CTC the ability to conduct, administer and operate a value-pricing HOV program, and will be used for the new I-580 Express Lanes opening in fall 2015.

Assembly Bill 210 (Wieckowski), an act to amend Sections 7291 and 7292 of the Revenue and Taxation Code, relating to taxation, which allowed Alameda CTC to increase the tax rate cap to place Measure BB on the ballot.



Stimulating the Economy

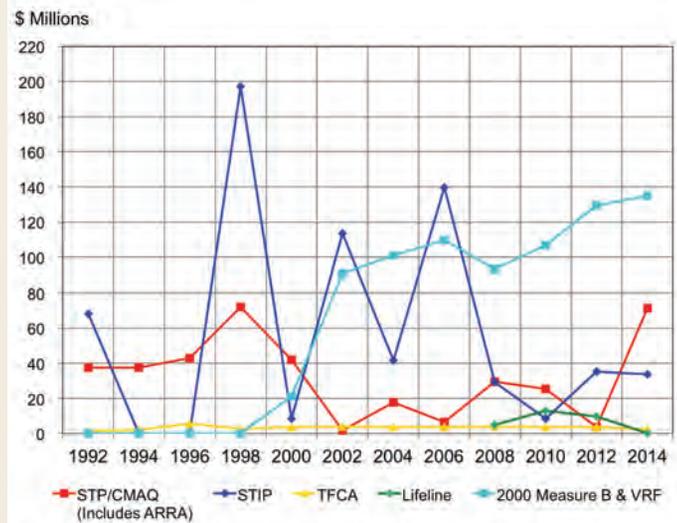
Residents, businesses and the local economy depend on a solid transportation system. An economic analysis “In the Fast Lane: Improving Reliability, Stabilizing Local Funding, and Enabling the Future of the Transportation Systems in Alameda County” by the Bay Area Council Economic Institute reports that the 2014 Transportation Expenditure Plan will yield \$20 billion in total economic activity in the Bay Area and 150,000 full-time equivalent jobs. These jobs will be in the construction; transit operations and maintenance; professional, scientific and technical services; and manufacturing.

In addition, the other local transportation funds that Alameda CTC

manages — Measure B and the Vehicle Registration Fee Program — also fund transportation projects and programs that stimulate the economy.

Investing in projects and programs

While Alameda CTC’s Comprehensive Investment Plan includes a two-year allocation plan and five-year investment plan, Alameda CTC’s Overall Work Program for fiscal year 2014-15 was developed concurrently with the FY2014-15 budget and led the agency’s workflow activities in core functions to meet its strategic goals and objectives to plan, fund and deliver transportation projects and programs.



Local transportation sales taxes are reliable funding sources that continue to exceed regional, state and federal funding levels.

The 2014 voter-approved measure will double existing local transportation funds in Alameda County.

Oakland Broadway Shuttle funded by Vehicle Registration Fees

Launched in July 2010, the City of Oakland’s Broadway “B” shuttle provides free transportation service to and from downtown Oakland to Jack London Square.



The B offers transit connections to BART, ferry terminals, the Amtrak Capitol Corridor and local bus routes. The City of Oakland was awarded \$352,000 through Alameda CTC’s Vehicle Registration Fee Transit grant program and \$723,000 in Lifeline Transportation funds for shuttle operations.

Since the start of VRF-funded operations in 2013, the shuttle averages 750,000 passenger trips that support congestion relief in the area. Passenger trips are expected to grow with extended service to 10 p.m. Monday through Friday, which began December 2014 to address the increasing transportation need in Oakland.

Creating Jobs

Alameda County has one of the most diverse employment bases in the Bay Area. It's a center for manufacturing, technology, education and health care. Measure BB is expected to create nearly 150,000 jobs, yet Alameda CTC has already created thousands of jobs through its Local Business Contract Equity Program (LBCE) and by funding capital transportation projects.

Local Business Contract Equity Program

This program encourages business to locate and remain in Alameda County, to employ residents of Alameda County and to spend Measure B funds for goods and services with local Alameda County businesses. In fiscal year 2013-14, Alameda CTC exceeded its 70 percent Local Business Enterprises goals for professional and administrative services. Alameda CTC has funded more than \$837.5 million in contracts for Alameda County businesses since 2000.

\$837.5 million in contracts for Alameda County local businesses funded by Alameda CTC since 2000

150,000 new jobs from \$8 billion plan passed by voters in 2014



Major capital projects create jobs

BART Warm Springs Extension:

Over five miles of new BART tracks will be built from the existing Fremont Station south to a new station in the Warm Springs district of Fremont. Construction activities began in 2009 and have created hundreds of jobs since then. In 2014, work on the design-build line, track, station and systems (LTSS) contract continued and, the project is expected to open in late 2015.

Route 84 Expressway North Segment:

Construction of this 1.6-mile north segment widening project from Concannon Boulevard to Jack London Boulevard from two lanes to four lanes and from four lanes to six lanes was complete in June 2014, and the new lanes opened last summer. The project was designed to improve capacity and local traffic circulation, ease congestion and provide increased safety in the area for pedestrian and bicycle access. Construction began in August 2015 on the south 2.4-mile segment that will widen State Route 84

at Isabel Avenue from Ruby Hill Drive to Concannon Boulevard from two to four lanes.

I-580 Express Lanes: Designated lanes in the Tri-Valley corridor are toll-free through Dublin, Pleasanton and Livermore for carpools, vanpools, motorcycles, buses and eligible clean-air vehicles. Solo drivers can choose to pay a toll. Construction work began in June 2014 and is currently underway, as are education and outreach efforts. The new facility is scheduled to open to the public in late 2015.

I-80 Smart Corridor Project: The I-80 Smart Corridor is one of the most comprehensive intelligent transportation systems in the state. Its network of integrated electronic signs, ramp meters and other state-of-the-art elements between the Carquinez Bridge and the Bay Bridge will enhance motorist safety, improve travel time reliability and reduce accidents and associated congestion. The project broke ground in fall 2012 and is anticipated to be operational in late 2015.



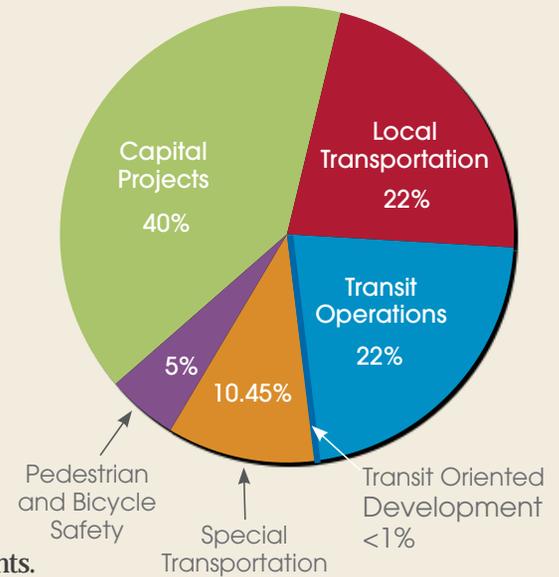
Investing in Our Future

Alameda CTC manages and administers local Measure B, Measure BB and Vehicle Registration Fee (VRF) funds and programs regional, state and federal funds. These funding streams allow Alameda County, the cities and transit operators to make progress on transportation priorities in Alameda County.

The financial information for this annual report covers the period of July 1, 2013 through June 30, 2014.

Measure B 2002-2022 Funds

Alameda CTC directly distributes approximately 60 percent of Measure B sales tax funds, net of administrative funding, to the 14 cities and unincorporated areas in Alameda County and transit operators on a monthly basis. The remaining approximately 40 percent, net of administrative funding, supports capital improvements.



“Alameda CTC continues to invest in transportation projects and programs that make it easier to get to work, school and housing and that improve the quality of life for residents of Alameda County. These investments support a vibrant, livable Alameda County, where they create and sustain jobs and contribute to economic growth.”

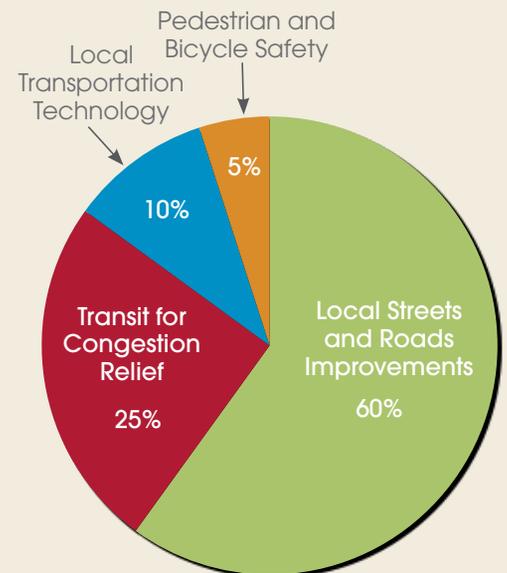
— Patricia Reavey, Alameda CTC Director of Finance and Administration

Measure B and VRF financials appear on the following pages. Collections for Measure BB did not begin until April 2015.

Annual independent audits are performed to ensure accountability and transparency. Since the beginning of the county’s sales tax program in 1987, 100 percent of the audits have been unqualified, or “clean.”

Vehicle Registration Fee Funds

A \$10 Vehicle Registration Fee, passed by voters in 2010 (Senate Bill 83), provides more than \$10 million annually for local transportation improvements throughout Alameda County.



Alameda County Transportation Commission Governmental Funds

STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES FOR
THE YEAR ENDED JUNE 30, 2014

	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	\$5,719,315	\$72,704,574	\$48,672,011	\$-	\$-	\$-	\$-	\$127,095,900
Project revenue	5,244,880	1,359,459	11,690,259	-	26,194,713	7,510,793	(16,923,904)	35,076,200
Member agency fees	1,394,821	-	-	-	-	-	-	1,394,821
Vehicle registration fees	-	-	-	-	-	12,669,464	-	12,669,464
Investment income	62,498	15,455	158,892	441,332	523	77,215	-	755,915
Other income	402,133	19,488	-	696,373	-	108,108	(288,764)	937,338
Total Revenues	12,823,647	74,098,976	60,521,162	1,137,705	26,195,236	20,365,580	(17,212,668)	177,929,638
EXPENDITURES								
Administrative								
Salaries and benefits	3,002,501	179,198	108,872	259,012	307,889	358,278	-	4,215,750
Office rent	934,351	-	-	133,479	-	-	-	1,067,830
Professional services	1,295,972	603,373	-	237,196	-	191,593	-	2,328,134
Planning and programming	2,603,119	-	-	-	-	-	-	2,603,119
Bond Issuance Costs	-	-	592,542	-	-	-	-	592,542
Other	1,973,958	49,642	2,512	140,749	-	109,102	(424,671)	1,851,292
Transportation improvements								
Highways and streets	-	-	18,974,479	11,012,355	-	-	(11,207,227)	18,779,607
Public transit	-	38,833,749	74,680,954	-	-	-	(1,242,773)	112,271,930
Local transportation	-	32,927,157	2,303,133	-	-	-	(687,386)	34,542,904
Congestion management	-	-	-	-	-	13,820,192	(3,650,611)	35,422,286
					25,252,705			
Total Expenditures	9,809,901	72,593,119	96,662,492	11,782,791	25,560,594	14,479,165	(17,212,668)	213,675,394
OTHER FINANCING SOURCES								
Other sources	-	-	137,145,000	-	-	20,335,856	-	157,480,856
Transfer In	634,642	-	-	-	-	-	(634,642)	-
Transfer out	-	-	-	-	(634,642)	-	634,642	-
Total Other Financing Sources	634,642	-	137,145,000	-	(634,642)	20,335,856	-	157,480,856
NET CHANGE IN FUND BALANCES	3,648,388	1,505,857	101,003,670	(10,645,086)	-	26,222,271	-	121,735,100
Fund Balance - Beginning	20,357,986	9,131,614	46,574,170	128,486,056	-	14,643,033	-	219,192,859
Fund Balance - Ending	\$24,006,374	\$10,637,471	\$147,577,840	\$117,840,970	\$-	\$40,865,304	\$-	\$340,927,959

Investing in Our Future

The Vehicle Registration Fee Program is funded through a \$10 vehicle registration fee and used for local transportation improvements throughout Alameda County. The goal of this program is to support transportation investments in a way that sustains the county's transportation network and reduces traffic congestion and vehicle-related pollution. The VRF Program is part of an overall strategy to develop a balanced and strategic program that improves transportation in Alameda County.

The VRF Program began collecting funds in spring 2011. Through June 2015, Alameda CTC collected \$47.5 million, including \$12.0 million in FY2014-15. The administration of the program is limited to no more than 5 percent of the funds collected, representing \$2.5 million. The net revenue funds are used for the types of projects in the following table.



VRF Programs	Percent	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%	\$28.47	\$28.47	
Transit for Congestion Relief Program	25%	\$11.86	\$1.02	\$10.84
Local Transportation Technology Program	10%	\$4.75	\$4.75	0
Pedestrian and Bicyclist Access and Safety Program	5%	\$2.37	\$0.01	\$2.36
Total	100%	\$47.45	\$34.25	\$13.20



The VRF Program calls for funds to be distributed among the four geographical sub-areas of the county in an equitable manner over the life of the program.

The Local Road Improvement and Repair Program and Local Transportation Technology Program are administered by formula as direct local distribution programs to local agencies, which use the funds from these programs on an annual basis to improve local streets and roads (street resurfacing and maintenance, signal work and bicycle and pedestrian crossing improvements in the 14 cities and the county) and to support ongoing Smart Corridor operations (corridor operations, maintenance and repair).

The Transit for Congestion Relief Program and Pedestrian and Bicyclist Access and Safety Program are programmed on a competitive basis. Through the FY2012-13 Coordinated Call for Projects, VRF

funds were leveraged with federal and Measure B funding to selected projects. Alameda CTC leveraged over \$50 million of federal and Measure B funds with VRF Program funds to implement the following improvements.

VRF Program Improvements

BART station improvements:

- Berkeley (\$3.7 million)
- Union City (\$5.7 million)

Transit operations:

- Estuary Crossing Shuttle (\$0.2 million)
- Broadway Shuttle (\$0.35 million)

Bicycle/pedestrian improvements:

- Christie Avenue Bay Trail Gap Closure (\$0.5 million)
- Gilman Street to Buchanan Street Bay Trail Gap Closure (\$1.0 million)

VRF Programming	Alameda County Planning Areas			
	PA1: North	PA2: Central	PA3: South	PA4: East
VRF Programmed to Date	43.93%	19.83%	26.86%	9.37%
VRF Equity Formula	38.15%	25.17%	21.99%	14.69%

