

2015 ANNUAL REPORT

DELIVERING

THE PROMISE

MEASURE B, MEASURE BB AND VEHICLE REGISTRATION FEE TRANSPORTATION IMPROVEMENTS





In 2015 Alameda CTC continued to plan, fund and deliver transportation projects and programs to move people and goods, plan for growing demand, protect and improve infrastructure, support alternative modes of transportation, stimulate the economy and create jobs.

Transit boardings increased, roads and highways improved, more students walked and biked to school than in past years, and Alameda CTC drafted the first-ever Goods Movement Plan for Alameda County that outlines 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.



of Bay Area trade weight goes through the Port of Oakland.



of all Bay Area public transit boardings are in Alameda County.

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DELIVERING RECORD-LEVEL INVESTMENTS



2015 marked the launch of Measure BB and record-level investments in transportation for our local communities. Our Commission voted to invest \$47 million in Measure BB funds over a two-year period. We

also approved a \$1.2 billion Comprehensive Investment Plan funded by Measure B, Measure BB and Vehicle Registration Fee funds as well as regional, state and federal funds. In addition, the sales tax revenue bonds sold in 2014 will continue to reduce costs for project delivery and create jobs in construction and supporting industries to complete these projects.

A year in review

We've made excellent progress on projects that will reduce highway congestion, improve our roadways and provide better transit access, including the I-680 Northbound Express Lane, I-580 Express Lanes, Route 84 Expressway, I-880 Southbound High Occupancy Vehicle Lane and the East Bay Greenway. The Oakland Airport Connector project that connects

Oakland International Airport and the BART Coliseum station was complete in 2014, operational throughout 2015 and has already served one million riders. The BART to Warm Springs Extension Project construction is moving to completion.

Measure B and Vehicle Registration Fee program fund recipients also were able to advance many projects in 2015, such as the Christie Avenue Bay Trail Gap Closure project in Emeryville, Wheels rapid bus service in the Tri-Valley, and BART plaza renovations in Berkeley. Programs that serve youth such as the Affordable Student Transit Pass Program and Safe Routes to Schools made progress, and Paratransit Gap Grants funded several programs that serve seniors and people with disabilities.

We continue to invest in and improve the transportation system in Alameda County to get people and goods where they need to go. I am proud of Alameda CTC's accomplishments and am pleased to share highlights with you.

— Arthur L. Dao, Executive Director

In November 2014, voters approved Measure BB, a half-cent sales tax, and its 2014 Transportation Expenditure Plan (TEP) to support \$8 billion in transportation improvements across the county. Many of these investments will support existing and new transportation infrastructure improvements that will enhance access and provide increased connectivity to and between job centers, schools, transportation facilities, community centers and residential developments.

CWC UNDERGOES NAME CHANGE



DELIVERING

TRANSPARENCY & ACCOUNTABILITY

The new Measure BB Transportation Expenditure Plan required development of the Independent Watchdog Committee (IWC), which has the same composition as the Citizens Watchdog Committee (CWC) required by Measure B. The IWC reports directly to the public and is charged with reviewing all Measure B and Measure BB expenditures, and Measure BB performance measures.

Alameda CTC has 100 percent clean audits, and the Watchdog Committee has accepted the auditor's opinion.

In 2015 Alameda CTC was named organization of the year for its many achievements in 2014 by the California Transportation Foundation. Alameda CTC celebrated 12 consecutive years of 100 percent clean audits, was the recipient of a Certificate of Achievement for Excellence in Financial Reporting and was the first agency of its kind in California to have its sales tax revenue bonds rated AAA by both Fitch Ratings and Standard & Poor's rating services. Also that year, Alameda CTC's major funding achievement was the passage of Measure BB, a 30-year, \$8 billion Transportation Expenditure Plan that received more than 70.7 percent voter support for transportation improvements throughout Alameda County.

Overall Work Program provides focus

Each year, Alameda CTC staff develops a balanced budget. The Overall Work Program guides the agency's efforts and provides the Commission with information on major agency workflow activities in core functions to meet agency goals and ensures the agency is able to meet all needs of the Commission for the current fiscal year.

Legislative Program builds partnerships

Alameda CTC's adopted 2015 Legislative Program provided direction for its legislative and policy activities for the year. The program has the following six priorities:

- Increase transportation funding and protect and enhance voter-approved funding.
- Advance innovative project delivery and ensure cost-effective project delivery.
- Reduce barriers to the implementation of transportation and land use investments; expand multimodal systems and flexibility.
- Support climate change legislation to reduce greenhouse gas emissions.
- Expand goods movement funding and policy development.
- Expand partnerships at local, regional, state and federal levels.

In 2015 staff visited legislators in Sacramento, CA and Washington, D.C. to partner on ways to improve transportation at local, regional, state and federal levels.

2015 Successes Have a Positive Impact

Projects

- ✓ Improvements on five major highway corridors address congestion.
- ✓ New BART station closes a gap and serves millions of riders.
- ✓ Greenways and trails improve access to housing and jobs.

Programs

- ✓ Student-focused transportation programs promote a healthy lifestyle.
- ✓ Paratransit helps keep seniors and people with disabilities active.
- ✓ Investments revitalize neighborhoods.

Plans

- ✓ Transit plan coordinates numerous operators and moves people more efficiently.
- ✓ Goods movement plan supports moving goods while protecting the environment and local communities.
- ✓ Multimodal arterial plan focuses on keeping people and goods moving via every transportation mode.

Contracts/Jobs

- ✓ More than \$835 million in contracts has gone to Alameda County businesses.
- ✓ Approximately 5,100 jobs are created annually.
- ✓ Alameda CTC supports small, local businesses.

Measure BB Implementation Begins

- ✓ The first 100 days of Measure BB implementation resulted in considerable progress. Alameda CTC developed a two-year Measure BB allocation plan of \$184 million for capital projects, programs and direct local funds within its Comprehensive Investment Plan that integrates the planning and programming processes for transportation investments in Alameda County. Over the first five-year cycle, approximately \$1.2 billion will fund project and program investments.
- ✓ The agency also took the following steps to implement the 2014 Transportation Expenditure Plan: updating program agreements with local jurisdictions and transit agencies that will receive direct local distributions and initiating all capital projects.

CREATING LOCAL JOBS



On October 29, 2015 Alameda CTC hosted an event in Hayward to give construction contractors the opportunity to learn more about Measure BB project opportunities and timelines. On November 4, 2015 Alameda CTC hosted a "Meet the Primes" event on behalf of the Bay Area Business Outreach Committee to give participants the opportunity to learn about contracting opportunities funded by Measure BB and other fund sources, as well as to network with other organizations.

An analysis by the Bay Area Council Economic Institute estimated that Measure BB will create 150,000 jobs and yield \$20 billion in economic activity.



PLANNING FOR FUTURE GENERATIONS

Each year, Alameda CTC summarizes how the transportation system functions in Alameda County in the Performance Report. The 2014 Performance Report captures trends in overall travel patterns, roadways, transit, biking, walking and livable communities. This report is legislatively mandated as part of the Congestion Management Program.

Notable trends in the 2014 Performance Report:

- *Alameda County residents' commutes have become more multimodal and more regional with increasing travel times over the last decade.*
- *Robust economic growth has increased traffic volumes and congestion, particularly on key free-ways and bridges leading into Alameda County.*
- *Transit ridership is at its highest level in more than five years.*

The 2016 Alameda Countywide Transportation Plan (CTP) is long-range, performance-based plan through 2040 for Alameda County's multimodal transportation network. In June 2015, Alameda CTC issued a call for projects for transportation programs and projects to include in the 2016 CTP update.

The agency reviewed over 300 submissions from public agencies totaling over \$24 billion, including these types of programs and projects for plan consideration: arterials; bicycle and pedestrian; countywide local street, intersection and major corridor improvements; freight and rail improvements; highways; trails; transit; and transit oriented development.

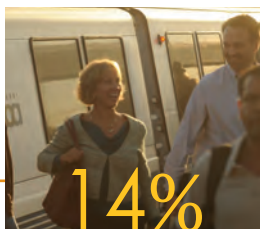
Public open houses

Alameda CTC coordinated five public planning open houses with transit partners AC Transit and the Livermore Amador Valley Transit Authority in early 2015 to inform and engage our communities in the development of three countywide multimodal plans in addition to the CTP: transit, arterial and goods movement.



These open houses gave the public the opportunity to provide input on the transportation system in their communities:

- February 12, 2015 in Dublin
- February 21, 2015 in Hayward
- February 24, 2015 in Fruitvale
- March 7, 2015 in Oakland
- March 22, 2015 in Fremont



of Alameda County residents commuted by transit in 2013.



of Alameda County workers walk to work.



Goods Movement Plan

Over the course of two years, Alameda CTC has developed a Countywide Goods Movement Plan to pursue a strategic vision for improving the efficiency of freight flows, creating jobs and reducing environmental and community impacts caused by goods movement. The plan reflects in-depth technical analyses and robust stakeholder involvement including more than 60 meetings with stakeholders and interest groups. The final plan was completed in early 2016.



Multimodal Arterial Plan

An essential part of Alameda County's transportation system in Alameda County, arterial roadways move people and goods within our local communities and the county. Alameda CTC is in the process of developing a Countywide Multimodal Arterial Plan by summer 2016 to study and evaluate the countywide arterial network for all transportation modes. The arterial plan represents the next generation of complete streets planning and a new approach to managing Alameda County's roadways to meet growing community and economic needs.



Countywide Transit Plan

Alameda CTC is leading the development of a Countywide Transit Plan to help guide future public transit investments, programs and policies for Alameda County through 2040. This comprehensive vision will be available in 2016 to help Alameda CTC and transit providers improve transit services in Alameda County by making services more convenient and reliable, adopting new technologies and enhancing services to seniors and people with disabilities.

DELIVERING PROJECTS THAT IMPROVE MOBILITY



I-880 Southbound HOV Lane

Alameda CTC has made excellent progress on several highway corridor improvements that address congestion. In October 2015, Alameda CTC and the California Department of Transportation (Caltrans) celebrated the opening of the \$114 million I-880 Southbound HOV Lane, between Hegenberger Road in Oakland and Marina Boulevard in San Leandro. Construction of this project was made possible with \$82 million in Proposition 1B voter-approved funding successfully secured by Alameda CTC through a competitive process with strict accountability and delivery deadlines.

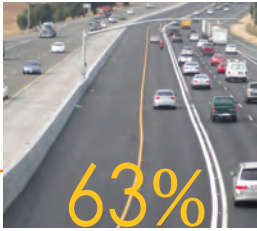


Route 84 Expressway – South Segment

Alameda CTC implemented the preliminary engineering and design of this essential widening project, from two to four lanes, along SR 84 in Livermore. Caltrans is responsible for the advertisement, award and administration of the \$34.7 million construction contract, which it awarded in September 2015. Major construction activities will begin in spring 2016 and continue through fall 2017.

BART Oakland Airport Connector

November 2015 marked one year of active service and one million rides on BART to the Oakland International Airport via the automated BART Oakland Airport Connector that connects Coliseum Station passengers to the Oakland International Airport. Work began on this project in November 2010, BART hosted a public celebration on November 21, 2014, and service began on November 22, 2014 in time for the 2014 holiday season. The automated system is designed to reduce the average travel and wait time, increase passenger capacity and provide more frequent, seamless transit to the airport.



of Alameda County residents commute to work by driving alone.



of Alameda County residents carpool to work.

EXPRESS LANE 5TH ANNIVERSARY



East Bay Greenway

On November 6, 2015, Alameda CTC and the East Bay Regional Park District hosted a dedication ceremony to celebrate the completion of the first segment of the East Bay Greenway Project. This half-mile link, from the Coliseum/Oakland Airport BART Station to 85th Avenue in Oakland, is the initial phase of an envisioned 15-mile bicycle and pedestrian pathway running roughly parallel to the BART tracks from Oakland to Hayward. The greenway will provide critical transit links from housing to jobs as well as create opportunities for recreation and community connections to parks, schools, local businesses and transit.



Photo by Bike East Bay on Twitter

Bay Trail Gap Closure Project

In December 2015, the City of Emeryville completed construction on the Christie Avenue Bay Trail Gap Closure project. Alameda CTC allocated \$550,000 in Measure B and VRF grant funds to support this improvement. The project consists of the construction of a Class I bike path on the northwest side of Christie Avenue between Shellmound and Powell Streets, closing a gap in the Bay Trail between Frontage Road and the Bay Bridge Trail. The project redirects bicyclists and pedestrians from the city's most congested intersections and allows them to safely travel on a continuous Bay Trail.

The I-680 Southbound Express Lane opened in September 2010, and five years later, this major commute corridor connects the agriculturally rich Central Valley and eastern Alameda County with the thriving economic centers in Southern Alameda County and Silicon Valley.

Facts from the first five years:

- 2.87 million trips on the lane.
- \$1.94 average toll price since opening.
- 92% increase in average daily users from the first to the fifth year.
- 10+ mph faster than the general purpose lanes during peak commute time.

DELIVERING

PROGRAMS THAT ENRICH COMMUNITIES



Alameda CTC funds critical transportation programs that serve the public, including youth, seniors and people with disabilities, and enrich communities. Interested stakeholders from schools, transportation agencies and business, community and government organizations met several times in 2015 to provide input on development of a pilot Affordable Student Transit Pass Program (Affordable STPP), with the goal of helping middle-school and high-schools students in Alameda County get to school affordably.

The 2014 Transportation Expenditure Plan funded by Measure BB provides \$15 million for the Affordable STPP pilot program and includes an Innovative Grant Program for innovative and emerging transit projects



that could fund successful models of the Affordable STPP. The program will be designed to improve school attendance, reduce the burden of transit costs on families and improve access to after-school activities and jobs.

Safe Routes to Schools Program

In FY2014-15, the Alameda County Safe Routes to Schools (SR2S) Program increased the number of schools participating to more than 130 schools. Many of these schools held events and participated in activities such as International Walk & Roll to School Day, Bike to School Day and the Golden Sneaker Contest — activities



that encourage students to make safe and healthy transportation choices.

Platinum Sneaker Award

Thousands of students from 107 schools participated in the Pollution Solution Golden Sneaker Contest, sponsored by Alameda County's SR2S Program in early March 2015. Students walked, biked, carpooled and took transit as much as possible for two weeks to support cleaner air and a healthier environment. At its March 2015 meeting, the Commission presented the ultimate prize, the "Platinum Sneaker" award, to Oakland's Westlake Middle School, which had the greatest increase in the number of students using green transportation modes.

Paratransit Gap Grant Program

Due to the recent passage of Measure BB and the development of Alameda CTC's Comprehensive Investment Plan, Alameda CTC, in conjunction with the Paratransit Advisory and Planning Committee, extended the Paratransit Gap Grant program for an additional fiscal year, through June 30, 2016. This program is intended to enhance quality of life for seniors and people with disabilities by offering accessible, affordable and convenient transportation options.

Guaranteed Ride Home Program

The Alameda CTC Guarantee Ride Home Program provides commuters who register with the program a free ride home if they have an emergency and have made the commitment not to commute alone by car. By providing this assurance, more Alameda County residents can confidently choose to take transit, carpool, vanpool, walk or bike to work.

Investments revitalize neighborhoods

Berkeley BART Plaza: In 2013, Alameda CTC awarded BART, in conjunction with the City of Berkeley, \$3.7 million in Vehicle Registration Fee transit grant funds to implement improvements to the Downtown Berkeley BART station. The project will redevelop the public space surrounding the station, improve pedestrian safety, support commerce, replace sidewalk and landscaping, and integrate sustainability practices.

Wheels Rapid Route: Measure B express bus funds support Livermore Amador Valley Transportation Authority (LAVTA) bus rapid services. These transit lines provide congestion relief along the I-580 corridor in East County. Express buses travel more quickly between far-reaching destinations, as they have limited stops and are equipped with technologies to provide real-time arrival and departure information at selected stops. In the first half of FY2014-2015, LAVTA rapid routes transported nearly 450,000 passengers.

Lifeline Transportation Program:

The program funds projects that improve mobility for low-income residents of Alameda County. Projects are selected at the county level, based on MTC program guidelines, and are tailored to meet locally identified needs, including fixed-route transit, transit stop improvements, senior and children's transportation, community shuttles, auto loan programs and mobility management activities.

Transportation Fund for Clean Air

(TFCA): As the TFCA program manager for Alameda County, Alameda CTC annually programs 40 percent of the \$4 vehicle registration fee collected in Alameda County for TFCA. In 2015, Alameda CTC released a call for projects and awarded funding for projects such as shuttle operations, traffic management systems, bicycle and pedestrian projects and alternative-fuel infrastructure.



Since 2008, Alameda CTC has collaborated with local partners to develop and run a visual promotion to encourage biking – iBike – from mid-April through May to correspond with annual Bike to Work day events. These images around the county promote bicycling as a safe and healthy transportation and commute choice.



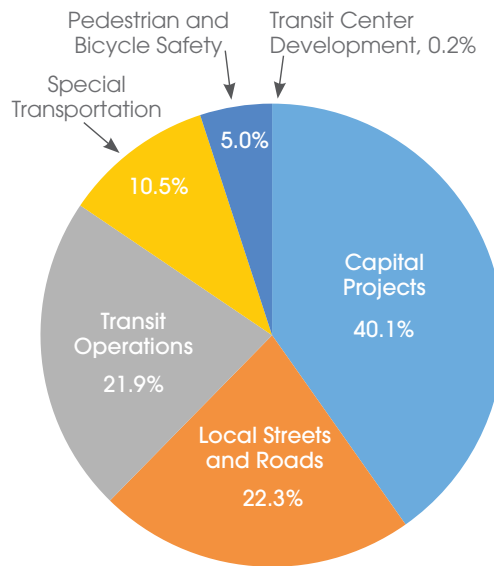
In 2015, iBike appeared on and in buses, trains, bus shelters, BART stations and social media throughout the county. One of the new elements of the iBike visual promotion this year was an increase in social media engagement on Facebook and Twitter that generated more than 700 clicks over three days.

INVESTMENTS IN TRANSPORTATION

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.

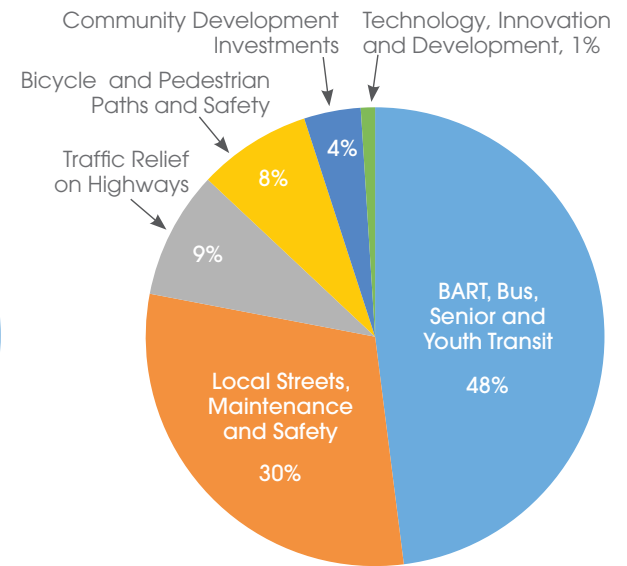
The financial information for this annual report covers the period of July 1, 2014 through June 30, 2015. Measure B, Measure BB and VRF financials appear on the following pages. Collections for Measure BB began in April 2015.

Annual independent financial 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."



Measure B funds

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



Measure BB funds

Alameda CTC directly distributes approximately 53.55 percent of Measure BB sales tax funds, net of administrative funding, to the 14 incorporated cities in Alameda County and transit operators on a monthly basis. The remaining approximately 46.45 percent, net of administrative funding, supports capital improvements and a number of discretionary programs including the Affordable Student Transit Pass Program, paratransit coordination and service grants, a freight and economic development program, a bicycle and pedestrian grant program, community development investments and a technology, innovation and development program.

Financials

Alameda County Transportation Commission Governmental Funds

STATEMENT OF REVENUES, EXPENDITURES
AND CHANGES IN FUND BALANCES FOR
THE YEAR ENDED JUNE 30, 2015

	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	ACCMA Capital Projects Fund	2014 Measure B Capital Projects Fund	Nonmajor Governmental Funds	Inter-Fund Eliminations	Total Governmental Funds
REVENUES											
Sales tax - 1986 Measure B	\$-	\$-	\$-	\$-	\$-	\$258,920	\$-	\$-	\$-	\$-	\$258,920
Sales tax - 2000 Measure B	5,964,167	75,817,149	-	-	50,755,721	-	-	-	-	-	132,537,037
Sales tax - 2014 Measure BB	2,377,354	-	16,460,353	-	-	-	-	8,871,061	-	-	27,708,768
Project revenue	7,023,465	1,028,251	-	4,682,795	(8,500,586)	(5,403)	39,782,321	2,875	1,947,235	(12,053,260)	33,907,693
Member agency contributions	1,394,818	-	-	-	-	-	-	-	-	-	1,394,818
Vehicle registration fees	-	-	-	-	-	-	-	-	12,929,589	-	12,929,589
Investment income	78,378	19,429	-	9,428	266,392	378,949	1,369	102	159,369	-	913,416
Other income	57,412	18,369	-	65,676	-	50	-	-	-	(108,108)	33,399
Total Revenues	16,895,594	76,883,198	16,460,353	4,757,899	42,521,527	632,516	39,783,690	8,874,038	15,036,193	(12,161,368)	209,683,640
EXPENDITURES											
Current											
Administrative											
Salaries and benefits	2,684,771	173,056	-	-	206,803	283,086	171,694	-	174,923	-	3,694,333
Office rent	840,414	-	-	-	-	-	-	-	-	-	840,414
Professional services	1,479,345	556,183	624	-	-	381,862	-	-	60,958	-	2,478,972
Planning and programming	4,771,585	-	-	-	-	-	-	-	-	-	4,771,585
Other	2,169,070	168,664	356	-	5,759	53,775	-	-	108,541	(186,879)	2,319,286
Transportation improvements											
Highways and streets	-	-	-	-	33,457,332	(8,307,436)	-	-	-	5,578,405	30,728,301
Public transit	-	39,610,801	7,661,360	-	77,182,625	-	-	-	-	(15,451,216)	109,003,570
Local transportation	-	34,465,591	5,767,963	-	140,940	-	-	2,875	-	(745,887)	39,631,482
Congestion management	-	-	-	4,813,641	-	-	38,969,342	-	11,229,170	(1,355,791)	53,656,362
Debt service											
Interest	-	-	-	-	-	-	-	-	5,653,839	-	5,653,839
Total Expenditures	11,945,185	74,974,295	13,430,303	4,813,641	110,993,459	(7,588,713)	39,141,036	2,875	17,227,431	(12,161,368)	252,778,144
OTHER FINANCING SOURCES											
Transfer in	642,654	-	-	-	-	-	-	-	-	(642,654)	-
Transfer out	-	-	-	-	-	-	(642,654)	-	-	642,654	-
Total Other Financing Sources	642,654	-	-	-	-	-	(642,654)	-	-	-	-
NET CHANGE IN FUND BALANCES	5,593,063	1,908,903	3,030,050	(55,742)	(68,471,932)	8,221,229	-	8,871,163	(2,191,238)	-	(43,094,504)
Fund Balances - Beginning	24,006,374	10,637,471	-	4,985,291	147,577,841	117,840,970	-	-	35,880,012	-	340,927,959
Fund Balances - Ending	\$29,599,437	\$12,546,374	\$3,030,050	\$4,929,549	\$79,105,909	\$126,062,199	\$-	\$8,871,163	\$33,688,774	\$-	\$297,833,455



Vehicle Registration Fee Program

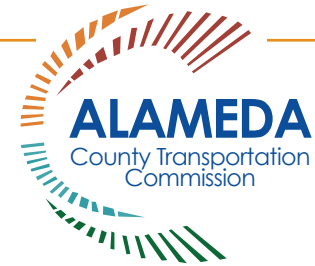
The Vehicle Registration Fee Program is funded through a \$10 vehicle registration fee and used for local transportation improvements throughout Alameda County. The goal of this program is to support transportation investments in a way that sustains the county’s transportation network and reduces traffic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

The VRF Program began collecting funds in spring 2011. Annually, the VRF Program generates approximately \$12 million, net of 5 percent administrative funding, for local distribution and discretionary programming to eligible recipients. The net VRF revenue from the start of the program in FY2010-11 through the end of FY2014-15 amounts to \$48.3 million.

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%	\$28.97	\$28.97	\$0.00
Transit for Congestion Relief Program	25%	\$12.07	\$1.64	\$10.43
Local Transportation Technology Program	10%	\$4.83	\$4.83	\$0.00
Pedestrian and Bicyclist Access and Safety Program	5%	\$2.42	\$0.08	\$2.34
Total	100%	\$48.29	\$35.52	\$12.77

The VRF Program funds improvements such as pavement rehabilitation, pothole repair, street maintenance, transit access enhancements and bicycle/pedestrian infrastructure. VRF funds are allocated by percentage to four specific programs

identified on the table above, which includes revenues and expenditures by program through June 30, 2015.



VRF Programming

Alameda County Planning Areas

	PA1: North	PA2: Central	PA3: South	PA4: East
VRF Programmed to Date	43.89%	19.92%	26.76%	9.43%
VRF Equity Formula	38.15%	25.17%	21.99%	14.69%

The VRF Program calls for funds to be distributed among the four geographical sub-areas or planning areas of the county in an equitable manner over the life of the program (see the table above).

The majority of VRF funds collected (60 percent) are distributed directly by a set formula to the 14 incorporated cities and the county for their Local Road Improvement and Repair Program. This program funds locally prioritize transportation improvements such as street resurfacing and maintenance, signal work and bicycle and pedestrian crossing improvements. Ten percent of VRF funds are committed to the Local Transportation Technology Program administered by Alameda CTC to support countywide smart corridor operations related to capital infrastructure, operations, maintenance and repair. The remaining 30 percent of VRF funds are programmed through a competitive process for eligible improvements within the Transit for Congestion Relief Program and the Pedestrian and Bicyclist Access and Safety Program.

Through the FY2012-13 Coordinated Call for Projects, Alameda CTC programmed \$11.5 million in competitive VRF funds to selected projects in Alameda County that garnered an additional \$50 million in federal and Measure B matching funds. These projects identified below are currently in various stages of development.

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)

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Councilmember Luis Freitas
City of Oakland
Councilmember Dan Kalb
City of Piedmont
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City of Union City
Mayor Carol Dutra-Vernaci
Executive Director
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