

SUSTAINABILITY SAFETY EQUITY

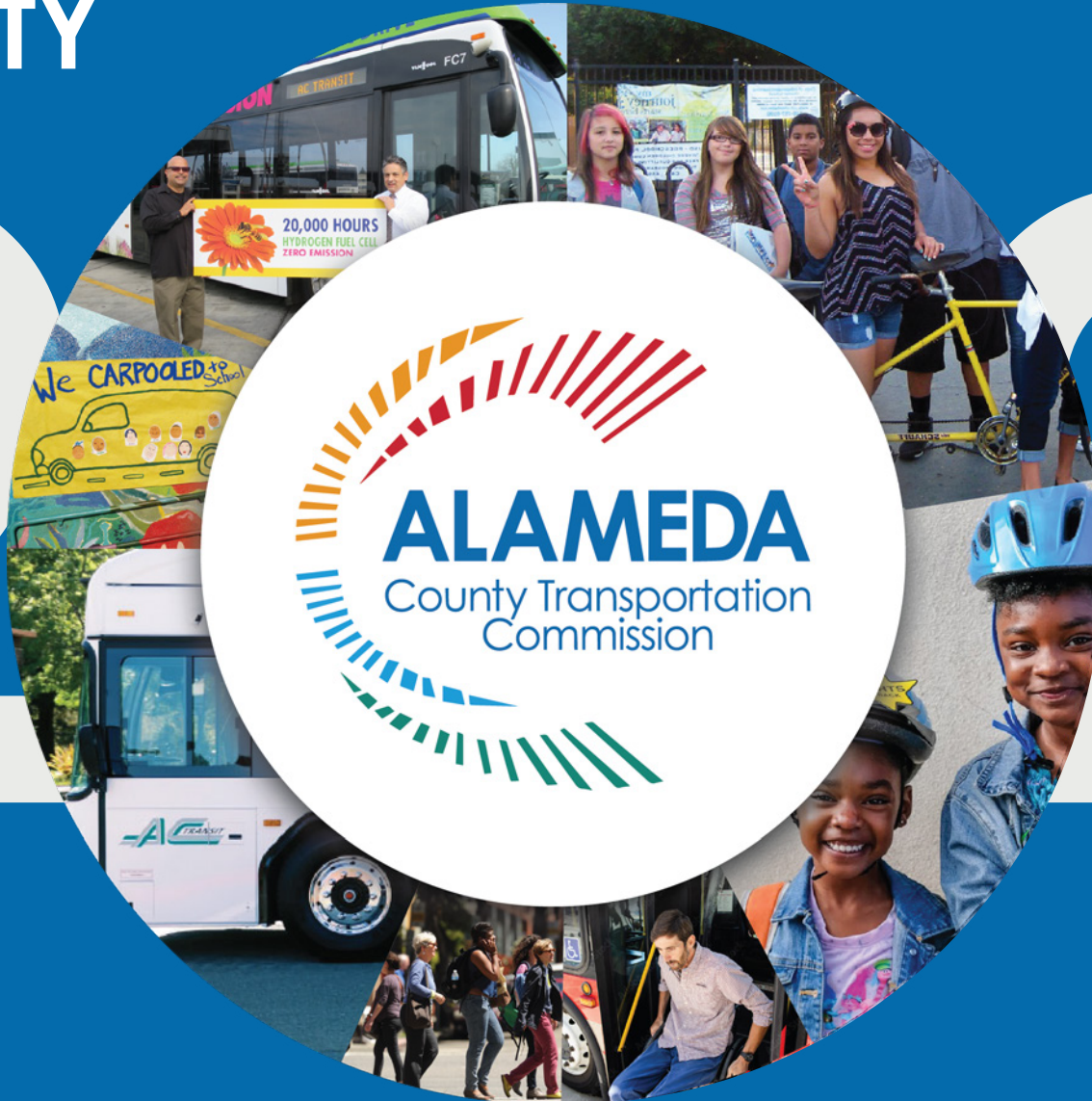


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Executive Director's Letter

On March 31, 2022, the half-cent **Measure B** transportation sales tax overwhelmingly supported by 81.5% of Alameda County voters in 2000, sunsetted. Over the course of its 20-year lifespan, Measure B leveraged over \$1.4 billion of local funds that were critical to the Alameda County Transportation Commission's (Alameda CTC) ability to generate and provide more than \$4.1 billion for notable projects like BART's Warm Springs Extension, AC Transit's Bus Rapid Transit (TEMPO) and the Route 84 Expressway in Livermore and Pleasanton to name just a few of the many transportation network improvements that came to fruition. Measure B funds also supported investments in paratransit programs for older adults and people with disabilities and countywide bicycle and pedestrian grants that increased the safety of bicycling and walking in Alameda County.

The tremendous improvements in transportation options that communities throughout the county have seen over the last 20 years will continue thanks in large part to Alameda County voter support in 2014 of **Measure BB** which is projected to generate \$8 billion in revenue by 2045. We will use these funds to continue the work we are

doing with local jurisdictions, transit agencies and businesses throughout the county that are helping us to deliver transportation projects and programs that focus on **increasing equity, safety, and sustainability**.

At the March 2022 Commission Retreat, Alameda CTC's Commissioners affirmed our continued commitment to these long-held agency principles. In 2022, the Commission approved an agency equity statement as well as the agency's first [Race and Equity Action Plan \(REAP\)](#), which we are already implementing. The REAP includes concrete actions that Alameda CTC and our partners will take to advance racial and socio-economic equity, environmental justice and address past harms in disadvantaged communities.

Safety has always been a top priority for Alameda CTC. From complete streets projects to Rail Safety Education, we prioritize safety in the frameworks for all of our projects and programs. This year, we created a plan for a 400-mile **countywide bike network** that will increase the bikeability of the county.

Alameda CTC has developed a clean transportation initiative to advance a multi-

pronged suite of projects, programs and initiatives that support acceleration of zero-emission technology; encourage shifts to transportation modes to reduce emissions; support housing in transit-rich areas; explore opportunities to integrate greening elements into transportation projects to ensure clean air and community livability benefits, and; include continued partnering with agencies and organizations to advance Clean Transportation.

As we move into the next year, we look forward to continuing to deliver on our promises to voters. We also look forward to working with our partners and in our communities to increase the quality of life for all who live and work in Alameda County.



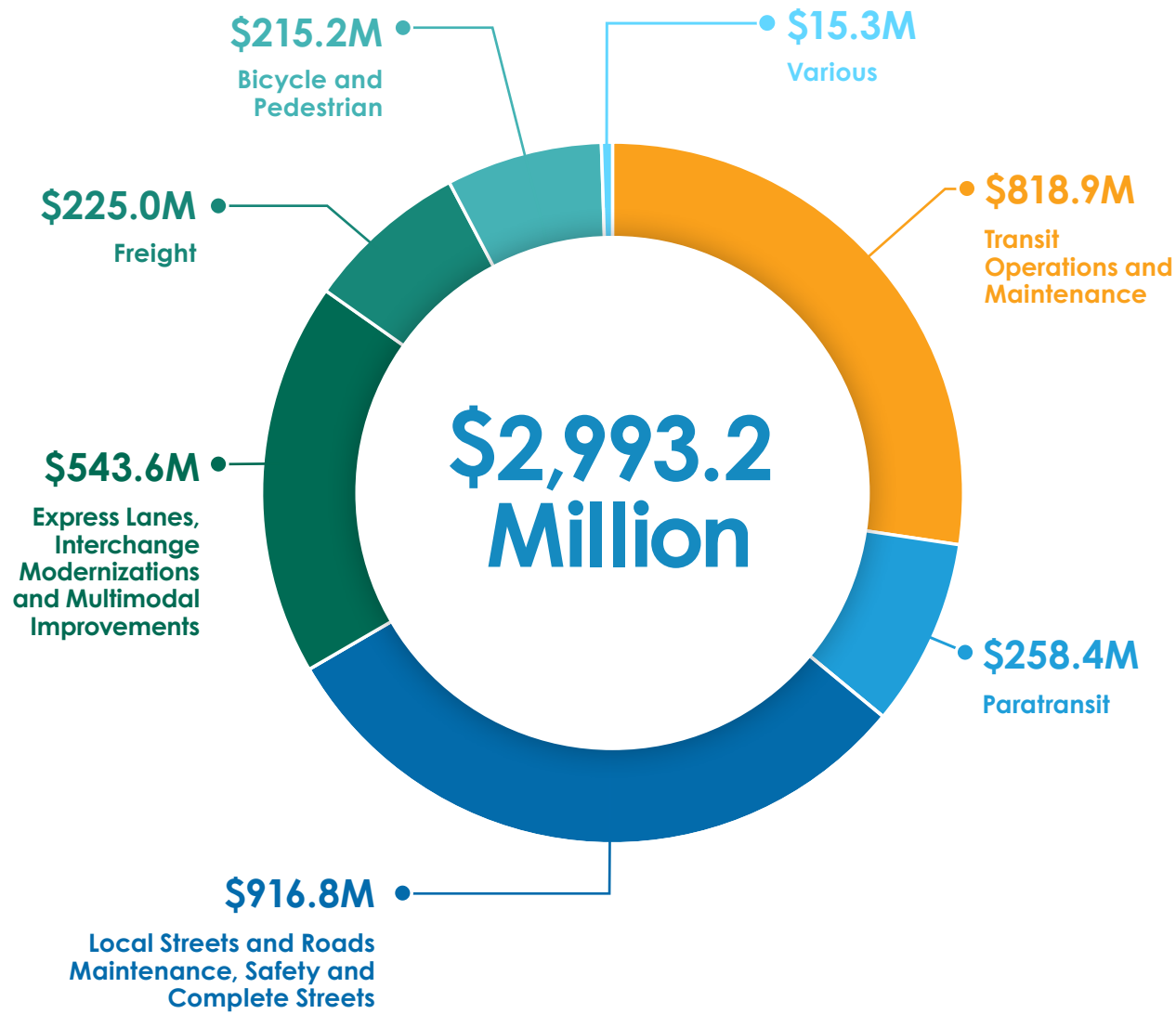
Tess Lengyel
Executive Director,
Alameda County Transportation Commission



By the Numbers

Funding Projects and Programs

2015-2022



Notes:

1. Comprehensive Investment Plan (CIP) FY 2015-22 and Direct Local Distributions (DLD) project and program investments from FY 2011-22.
2. CIP and DLD investments include Measure B, Measure BB and Vehicle Registration Fee dollars.
3. Funding investments may also jointly benefit other modes of transportation.

Alameda CTC is responsible for the planning, programming, and allocation of funds for a wide range of transportation improvement projects and programs. Between 2015-2022, we provided funding and partnered with our local jurisdiction and transit agency partners to foster the growth and vitality of safe, efficient and accessible travel for communities throughout Alameda County.

The agency manages Alameda County voter-approved Measure B, Measure BB, Vehicle Registration Fee and Transportation Fund for Clean Air (TFCA) funds. Regional, state and federal funding sources also contribute to the delivery of Alameda CTC projects and programs.

- **Regional Measure 3** are Bay Area regional measures funded by bridge tolls
- **California State Transportation Improvement Program (STIP)** funds for improvements to transit, intercity rail, and state and regional highways
- **Senate Bill (SB 1)** the Road Repair and Accountability Act of 2017
- **Surface Transportation Program (STP)** and **Congestion Mitigation Air Quality Improvement Program (CMAQ)** provided by the Federal One Bay Area Grant Program



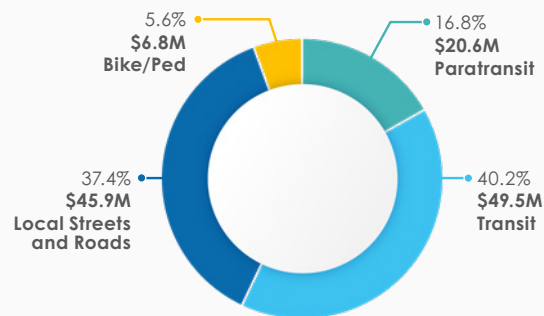
By the Numbers

Supporting Projects in Every City and the County

Alameda CTC supports the future of Alameda County by investing in projects and programs that are improving transportation throughout the county.

Measure BB Program Distributions

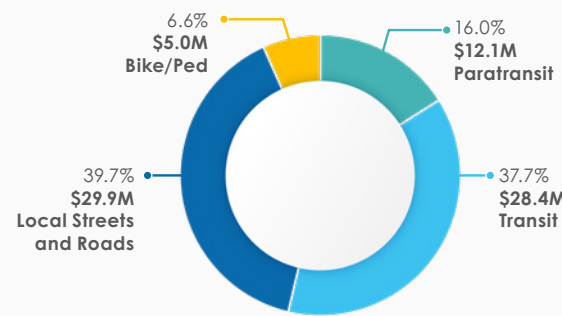
FY 2021-22 \$123.0 Million (revenue)



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

Measure B Program Distributions

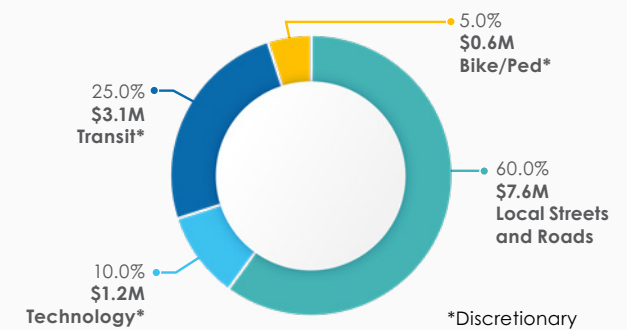
FY 2021-22 \$75.5 Million (revenue)



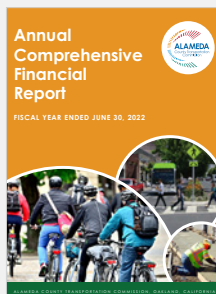
Alameda CTC directly distributes about 60 percent of Measure B sales tax funds, net of administrative funds, to the county's 14 incorporated cities, unincorporated areas and county transit operators via a monthly distribution and through discretionary programs to fund local transportation projects and programs. The remaining 40 percent of funds support the Alameda County capital improvement program.

Vehicle Registration Fee Distributions

FY 2021-22 \$12.7 Million (revenue and discretionary)

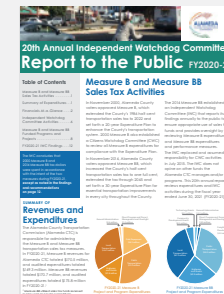


The Vehicle Registration Fee (VRF) program is funded through a \$10 vehicle registration fee that sustains the county's transportation network and reduces traffic congestion and vehicle-related pollution. All funds, net administrative funds, are distributed monthly to the 14 incorporated cities and the County of Alameda for the Local Road Improvement and Repair Program.



The **Certificate of Achievement for Excellence in Financial Reporting** awarded by the Government Financial Officers Association (GFOA) of the United States and Canada is the highest form of recognition in the area of governmental accounting and financial reporting.

This award is reflective of Alameda CTC's fiscal leadership, financial transparency and 100% clean audits since its inception in 2010.



Alameda CTC's **Independent Watchdog Committee** approved its 20th Annual Report to the Public covering FY2020-21 expenditures and IWC activities.

By the Numbers

Bond Issuance

In May 2022, Alameda CTC received AAA credit ratings from both Fitch Ratings and S&P Global Ratings. This top rating from two of the world's leading providers of credit ratings for bonds investors allowed us to successfully sell \$124.03 million par value in Measure BB Senior Sales Tax Revenue Bonds, resulting in \$143.63 million of proceeds enabling the advancement of Measure BB capital expenditure plan priorities.

The 2022 bond issuance not only highlights the fundamental strength and diversity of our local economy and Alameda CTC's strong financial stewardship and standing, but expedites the

delivery of capital projects funded by the Alameda County **2014 Transportation Expenditure Plan**, including multimodal projects, interchange modernization and improvements, goods movement roadway upgrades and express lane gap closure projects.

These projects create jobs in construction, supporting industries throughout the county, and expand transportation choices for equitable, safe and sustainable travel options in a way that is fiscally responsible for the taxpayers of Alameda County.



John Bauters

Chair, Alameda CTC
Mayor of Emeryville

"Receiving AAA ratings is a testament to Alameda CTC's strong leadership. Our finance team maintains high standards of excellence in the stewardship of Alameda County transportation tax dollars.

Alameda County's economy is supported by a diverse and sustainable business base, and the investments funded with the bonds issued in 2022 will deliver transportation solutions that generate accessible, affordable and equitable projects and programs throughout the county. And those efforts are in alignment with the Commission's goals to deliver safe, multimodal infrastructure that is sustainable, creates jobs and expands economic growth."



By the Numbers

Supporting Local Businesses

Alameda CTC's **Local Business Contract Equity (LBCE) Program** was created to support small and local businesses—to identify and engage the participation of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE) and Very Small Local Business Enterprise (VSLBE) firms located within Alameda County, providing employment opportunities for Alameda County residents. The LBCE Program applies to contracts that are administered by Alameda CTC and funded in whole or in part by Measure B, Measure BB or VRF funds in combination with other local funds.

In FY 2021-22, 23 new Alameda County firms were certified to join the LBCE program and have the opportunity to participate in building a vibrant local economy.

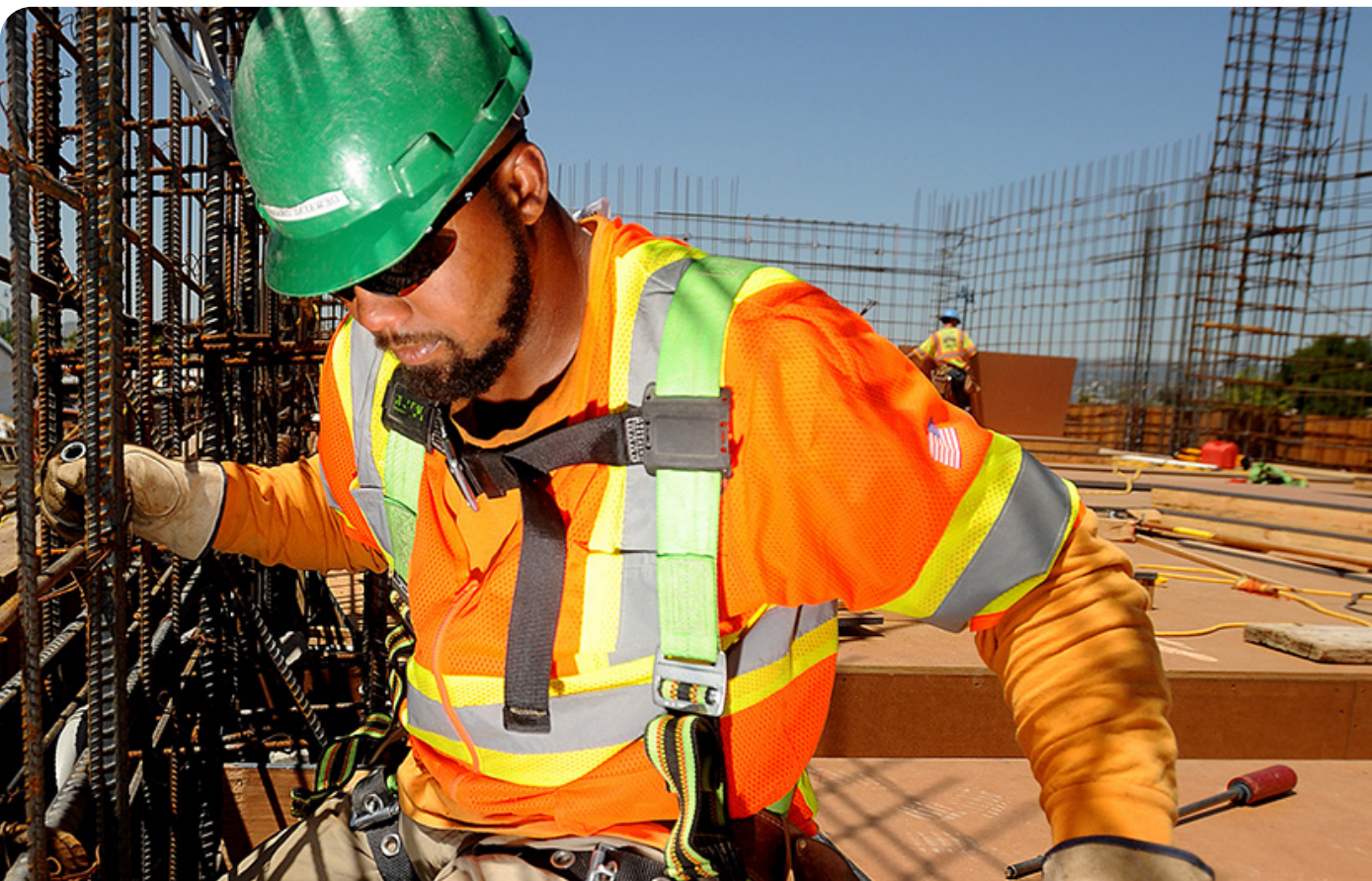
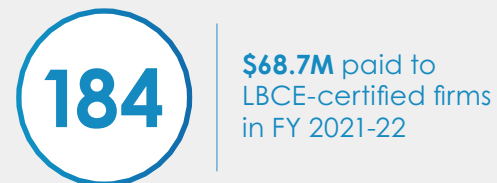
LBCE Contracts Awarded



LBCE Program Certified Firms



Total LBCE Payments Processed



A Commitment to Sustainability, Safety and Equity

Commission Retreat

On March 30, 2022, Alameda CTC hosted a retreat that included federal, state and regional partners. The retreat was an opportunity to discuss key Commission priorities and identify opportunities to partner with other agencies and stakeholders to advance common goals.

Key priorities discussed at the retreat included:

- **Expansion of multimodal** infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies
- **Investment in active transportation**, with a focus on eliminating the High-Injury Network across the county and reducing speeds to protect communities
- **Implementation of zero emission technologies** to reduce greenhouse gas emissions and to protect our climate
- **Improvement of multimodal transportation options for historically underserved communities** to increase access to goods, services, jobs and education that result in a more equitable transportation system
- **Integration of transportation and land use planning** and investments to **encourage sustainable development** in support of our communities

KEY OUTCOMES From the retreat included developing action plans focused on Equity, Safety, Climate and Transportation



EQUITY

- Create a new Ad Hoc Committee for Justice, Equity, Diversity and Inclusion (JEDI)
- Develop an agencywide Race and Equity Action Plan (REAP)
- Establish outreach protocols for equitable engagement



SAFETY

- Adopt a Bikeways Network
- Create Best Practices Design Guidelines
- Ensure specific points for safety evaluation criteria in project selection for funding



CLIMATE AND TRANSPORTATION

- Begin developing an agency Clean Transportation Initiative
- Host a Clean Fuel Summit
- Advance partnerships with stakeholders and advocate for clean transportation funding

A Commitment to Sustainability, Safety and Equity

Community Participation Plan

Alameda CTC is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color, creed, national origin, sex or age, as provided in Title VI of the Civil Rights Act of 1964 and 49 United States Code Section 5332.

The Community Participation Plan (CPP), formerly known as the Public Participation Plan (PPP), is key to assuring that we are fulfilling our commitment to all of the communities that we serve. The public outreach process outlined in the CPP is used by Alameda CTC and our partners to effectively engage and educate the public and obtain public input regarding proposed transportation projects and programs.

In FY 2021-22, we updated the agency CPP to ensure that Alameda CTC and the partner agencies and businesses that we work with are establishing and implementing public participation activities and procedures that are designed to obtain early, continuous and meaningful opportunities for public engagement from a wide range of diverse communities including low-income, minority and Limited English Proficient (LEP) populations.

Through public participation, communities will have the opportunity to identify social, economic and environmental impacts of proposed transportation decisions, ask questions and provide their feedback to ensure these populations are heard and informed of project and program impacts.


9%

TOTAL ALAMEDA COUNTY POPULATION INCREASED*

2021 | **1,648,556**
2010 | **1,510,271**

27%

POPULATION DIVERSITY INCREASED

Total non-white population increased

2021 | **976,528**
2010 | **770,152**

MULTI-RACIAL POPULATION

191,907
individuals self-identify as 2 or more races

12%

LANGUAGE SPOKEN

715,178
of the county population speaks a language other than English in the home

46%

A Commitment to Sustainability, Safety and Equity In Support of Rail Safety – CRISI Grant Award

Rail safety has long been both a concern and priority for Alameda CTC. During FY 2021-22 we were able to take a major step forward and further align our safety priorities with the goals of our regional, state and federal partners.

Alameda CTC's award of a \$25 million Consolidated Rail Infrastructure and Safety Improvements Program (CRISI) grant is the largest such grant in California and will aid rail improvements countywide specifically to:

- Improve pedestrian, bicyclist, rail and roadway safety
- Promote equity—these rail lines are often in low-income and historically underserved communities, and many are near community facilities, such as schools
- Reduce emissions to support state and regional air quality goals
- Improve reliability of passenger rail service and roadway networks
- Support economic vitality by supporting rail connectivity to the Port of Oakland



Building the Future

Transportation Projects

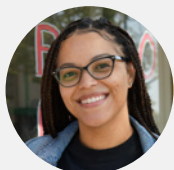
Multimodal Projects

Alameda CTC's **multimodal projects** reflect the diversity of our communities and the many ways that people get around the county. We work with our partners to consider each of those modes and we evaluate each multimodal project through the lenses of equity, safety and sustainability priorities. These three considerations are interconnected and interdependent—improving one improves the others.



Improvements to the **I-80/Gilman Street Interchange Improvement Project** are fully under construction now—Phase 1, a new bicycle and pedestrian overcrossing, is scheduled to wrap up in mid-2023; Phase 2 got underway in FY 2021-22. This project will improve safety, navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange by reducing traffic congestion, shortening queues and minimizing conflicts in

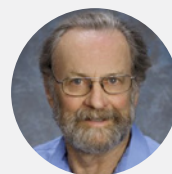
merging and turning instances. In addition to improving mobility through the Gilman Street corridor, the project aims to close the gap in local and regional bicycle facilities through the I-80/Gilman Street Interchange and provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley. These improvements will make it easier, safer and more fun for residents to take advantage of the beautiful Bay Trail and access businesses along the Gilman Street corridor.



Kristen Davis

Owner of KC's BBQ
located at the Gilman Street and San Pablo Avenue
intersection in Berkeley

"It'll make the roads much safer for my family, my customers, my employees."



Glenn Kirby

President of the Fremont Freewheelers Bicycle Club

"I am hopeful that by adding separated bike lanes and enhanced bicycle access on SR-84 and at the SR-84/I-680 interchange more cyclists will be enticed to take this route through Vallecitos between Sunol and the Livermore Valley."

The **SR-84/I-680 Interchange Improvements** project will modify the ramps and extend the existing southbound I-680 high-occupancy vehicle HOV express lane northward by about two miles. Currently, the southbound express lanes extend from SR-84 south of Pleasanton to SR-237 in Milpitas. Upon completion, this project will be the final segment in a series of improvements to conform SR-84 to expressway standards from I-680 in Sunol to I-580 in Livermore.



The **East Bay Greenway** project will provide high quality multimodal improvements across four jurisdictions. The project includes a regional bikeway, pedestrian safety improvements, transit enhancements, and placemaking treatments along city streets parallel to the BART alignment and connects the communities from BART's Lake Merritt station to the South Hayward station. The project will include shared use paths, separated bikeways, pedestrian crossing enhancements, bus stop improvements, intersection safety improvements (protected intersections), new and modified traffic signals and urban design treatments. The project will connect Oakland, San Leandro, Hayward and unincorporated communities of Ashland and Cherryland.

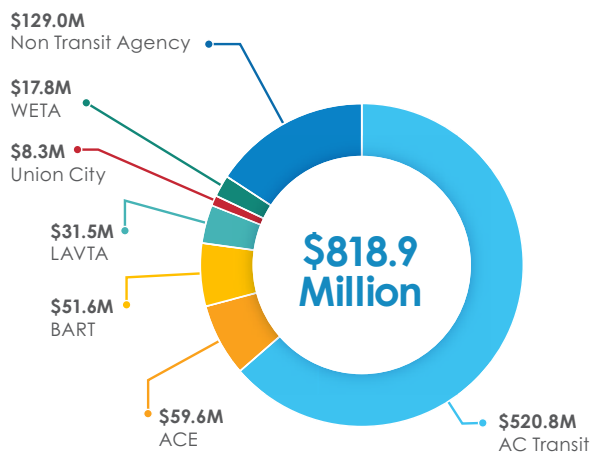
Building the Future Transportation Projects

Transit Improvements

Since 2000, Measure B program funds have been used to support Alameda County's seven transit operators in the daily operations of countywide mass transit services, including local and express bus and ferry services. The passage of the Measure BB in November 2014 augmented and extended transportation funding for transit operators through 2045.

Alameda CTC annually provides approximately \$55 million in Measure B and Measure BB Direct Local Distributions to AC Transit, Altamont Corridor Express, San Francisco Bay Area Rapid Transit, Livermore Amador Valley Transit Authority, San Francisco Water Emergency Transportation Authority, Union City Transit and Valley Link for service operations, fixed route services and fleet and infrastructure maintenance.

FY 2015-22 Transit Operators Funding



Express Lanes/Highway Modernization

In partnership with Caltrans and other local partners, Alameda CTC delivers express lanes and provides highway modernization to enhance corridor performance, increasing the efficiency of our transportation system for commuters, transit and freight.

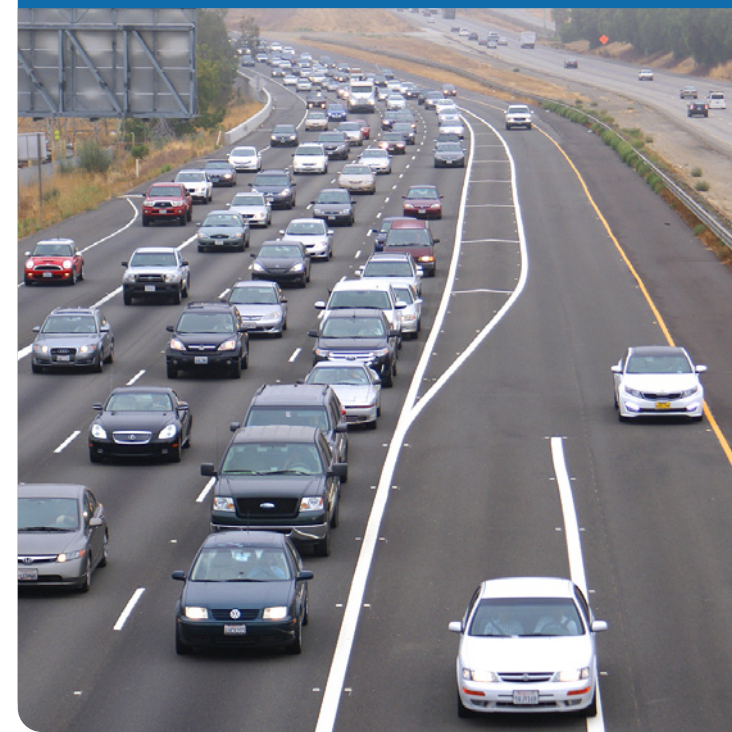
The much anticipated **I-680 Northbound Sunol Express Lane** was completed in 2022.

The improvements made to this heavily traveled corridor reduce congestion, accommodate current and future increase in traffic and introduce state-of-the-art technology that allows for improved enforcement, greater reliability and faster travel in all lanes in both directions. Alameda CTC also operates the **I-580 Express Lanes**.



John Lowery
Express Lanes Director
Alameda CTC

"Express lanes are a critical component in Alameda CTC's effort to reduce congestion and air pollution along our highways. Our state-of-the art technology helps to manage the flow of traffic and dynamic pricing based on real-time congestion in the corridor adjusts fees so that they are in line with demand. Carpools of 3 or more can use county express lanes at no cost and clean air vehicles (CAV) receive a 50% discount. Get your FasTrak Flex® toll tag today to get maximum savings and access."



Building the Future Transportation Projects

The project to reconstruct the **I-80/Ashby Avenue (SR-13) interchange** to improve accessibility, safety, traffic flow and bicycle and pedestrian facilities is currently in the environmental phase working to finalize the environmental document and working on design.



This project will provide access to Shellmound Street to/from westbound I-80 and from Shellmound Street to Frontage Road and direct pedestrian and bicyclist access to the Bay Trail from Shellmound Street. Replacing the existing bridges will provide multimodal transportation options and improve community connectedness.

The **Winton Avenue and A Street Interchanges along the Interstate 880 corridor project** is in the environmental phase. Alameda CTC completed the feasibility and the project study and circulated for public review through

June 30, 2022. The environmental phase is expected to be completed in fall 2023.

Proposed improvements include reconfiguring the I-880 interchanges at Winton Avenue and A Street to enhance access to the surrounding residential, retail and commercial land uses, implementing Complete Streets features at both interchanges and providing northbound and southbound auxiliary lanes along the mainline between the two interchanges. Improvements will also involve modifying signals and reconfiguring intersections to improve truck turning movements.

Goods Movement

Another important way that Alameda CTC is addressing climate change and building a more sustainable county is in its approach to moving goods through the Port of Oakland. In FY 2020-21, Alameda CTC provided matching funds to help secure a California Air Resources Board/California Energy Commission grant for the purchase of 30 hydrogen trucks and a fueling station as a pilot program for **hydrogen fuel drayage trucks**. The pilot program represents the largest commercial deployment of Class 8 hydrogen fuel cell electric trucks in the United States and significantly reduces emissions from trucking activities and improves air quality in the West Oakland communities that surround the Port of Oakland.



**Goods Movement
Investment**
of Alameda CTC
CIP Programming
from 2015 to 2022

Port of Oakland GoPort Projects



Alameda CTC developed and is delivering in partnership with the Port of Oakland the **Freight Intelligent Transportation System (FITS)**, first of the GoPort Program projects to be installed in late 2022. FITS uses advanced and innovative technology that will

significantly reduce congestion, bottlenecks and trucks queuing at the Port and will greatly improve air quality and safety within the Port's neighboring communities. It is expected to be fully deployed in summer 2023.



Slated for groundbreaking in summer 2023 is the **7th Street Grade Separation East** segment of the GoPort program. This project will realign and reconstruct the existing substandard rail underpass to meet current standards. It will reduce the potential number of train/vehicle conflicts and air quality impacts and improve the efficiency and reliability of rail operations. To encourage alternative modes of transportation, this project will construct a barrier-separated multi-use path for pedestrians and bicyclists.

Building the Future

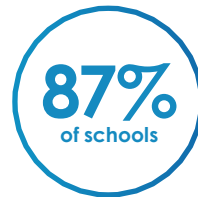
Transportation Programs

The **Student Transit Pass Program** (STPP) provides free youth Clipper cards to eligible middle and high school students in Alameda County which can be used for unlimited free bus rides in their area (on AC Transit, Union City Transit or LAVTA Wheels), as well as a 50 percent discount on BART trips and youth discounts on other transit systems. This program is currently in 132 schools throughout Alameda County. Over the next two school years the STPP will be expanding to over 50 remaining eligible middle and high schools.

Safe Routes to Schools (SR2S) is part of an initiative that Alameda CTC began in 2006 to prioritize safe walking and biking to schools. Today, the scope has expanded to include carpooling and the use of transit, and now serves over 270 public elementary, middle and high schools throughout the county—reaching over 172,000 students and their families with educational programs that teach traffic safety and safe behaviors. SR2S also sponsors countywide events such as the annual two-week-long **Golden Sneaker Contest** which drew

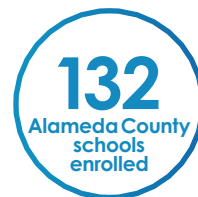
15,000 students in over 75 schools in March 2022 and **International Walk and Roll to School Day** in October. Both events encourage students to walk, roll, bicycle, ride a scooter or skateboard, take transit or use a supportive mobility device such as a wheelchair to school.

Eligible Alameda County Schools Enrolled in SR2S



2022 | 270+
2010 | 88

Student Transit Pass Program



53,475
Eligible Students



Building the Future

Transportation Programs

Alameda CTC administers one of the most robust **paratransit programs** in the Bay Area, working with partners throughout the county to enhance quality of life for older adults and people with disabilities by offering accessible, affordable and convenient transportation options to reach major medical facilities, grocery stores and other important travel destinations to meet life needs.

Through Measure B and BB Alameda CTC helps to fund BART and AC Transit's Americans With Disabilities Act-mandated programs and 13 city paratransit programs in every part of the county.

[Find out more about Alameda County Paratransit Programs](#)



Krystle Pasco
Senior Program Analyst,
Alameda CTC

"The Student Transit Pass and Safe Routes To School programs ensure that Alameda CTC is fulfilling our commitment to Alameda County voters to provide and encourage equitable, safe, and climate-friendly transportation options for students to get around. And our ongoing investments in local paratransit programs is likely the highest in the Bay Area and arguably the nation. These programs support the ability of Alameda County's older adults and community members with disabilities to easily and safely get to where they need to go."



339.2
Thousand

ADA-Mandated Trips*
FY 2021-22

307.9
Thousand

City Paratransit Trips
FY 2021-22

\$258.4
Million

Paratransit Investments
CIP Programming
and DLD funding
from 2015 to 2022

* This number does not include Union City Paratransit.

Building the Future Countywide Investments

In May 2022, the Commission adopted the **Countywide Bikeways Network**. The 400-mile bikeway network will establish a fully connected and high-quality bicycling network in Alameda County. This work will improve connectivity and safety, fill in gaps and overcome barriers by serving transit hubs, disadvantaged communities and activity centers. The Bikeways Network advances the Commission's commitments to equity, safety and sustainability by making walking and biking a more attractive option for travelers and improving connectivity and access countywide.

Alameda CTC also supports the encouragement of safe bicycling through our countywide **Bicycle Safety Education Program** which educates over 4,000 Alameda County adults, teenagers and children in safe bicycle riding techniques every year.

Learn more about Alameda CTC Bike and Pedestrian **capital projects** and **programs**.



Bicycle and Pedestrian Safety

CIP Programming and DLD Funding from 2011 to 2022 and additional local funding sources*

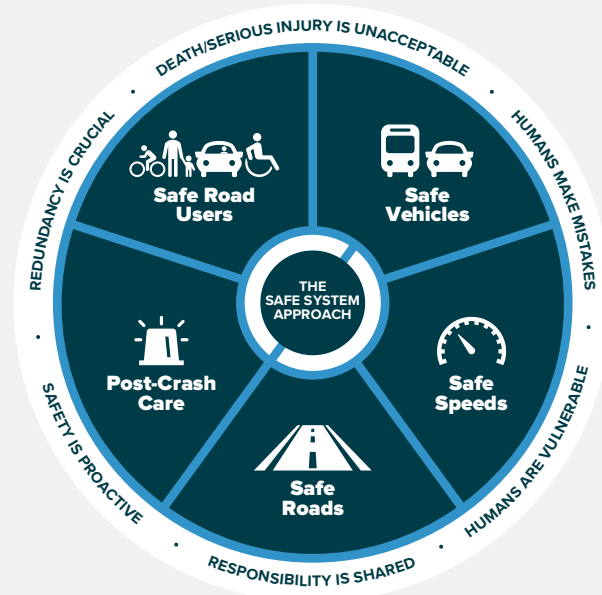
*Funding sources include \$215.2 million dedicated CIP and DLD direct Bicycle/Pedestrian investments and \$52.9 million in Measure BB DLD LSR program funds to support bicycle/pedestrian related improvements.

Bicycle and Pedestrian Safety

Alameda CTC has committed to the **Safe Systems Approach**, a national road safety leadership initiative that aims to develop a coordinated approach to reaching zero deaths in the transportation system within the next 30 years.

The Safe System Approach is related to **Vision Zero** policies and practices and complements other relevant efforts by the Federal Highway Administration, an important Alameda CTC partner.

Vision Zero is a campaign that aims to reduce traffic fatalities to zero by implementing strategies and policies that make intersections as well as pedestrian pathways and bikeways safer.



Revenues and Expenditures

As of June 30, 2022, Alameda CTC governmental funds reported combined fund balances of \$663.3 million, an increase of \$42.4 million compared to June 30, 2021. This increase is attributed to an increase in sales tax revenues and a decrease in expenditures in the Measure B Capital Projects Fund as Measure B projects move into the close out phase. Of the total combined fund balances, \$82.5 million or 12.4 percent is available to be used for ongoing obligations (unassigned fund balance).

	GENERAL FUND	2000 MEASURE B SPECIAL REVENUE FUND	2014 MEASURE BB SPECIAL REVENUE FUND	EXCHANGE FUND	2000 MEASURE B CAPITAL PROJECTS FUND	1968 MEASURE B CAPITAL PROJECTS FUND	2014 MEASURE BB CAPITAL PROJECTS FUND	NON MAJOR GOVERNMENTAL FUNDS	TOTAL GOVERNMENT FUNDS
REVENUES									
Sales tax - 2000 Measure B	\$ 6,484,748	\$ 82,434,835	\$ -	\$ -	\$ 55,185,924	\$ -	\$ -	\$ -	\$ 144,105,507
Sales tax - 2014 Measure BB	9,670,741	-	174,344,364	-	-	-	57,753,415	-	241,768,520
Project revenue	2,243,868	2,440,283	-	1,401,794	-	-	8,296,694	3,605,891	17,988,530
Member agency contributions	1,550,368	-	-	-	-	-	-	-	1,550,368
Toll and toll violation revenue	-	-	-	-	-	-	-	13,106,496	13,106,496
Vehicle registration tax	-	-	-	-	-	-	-	12,658,708	12,658,708
Investment income	512,417	148,824	152,949	20,485	(3,949,864)	(1,658,143)	(657,294)	(333,313)	(5,763,939)
Other income	1,833	2,025	2,023	-	-	-	-	-	5,881
TOTAL REVENUES	20,463,975	85,025,967	174,499,336	1,422,279	51,236,060	(1,658,143)	65,392,815	29,037,782	425,420,071
EXPENDITURES									
CURRENT									
Administrative									
Salaries and benefits	4,326,845	966,689	1,338,483	27,380	90,379	22,437	552,190	651,494	7,975,897
Office rent	242,226	-	-	-	-	-	-	-	242,226
Professional services	1,405,520	116,624	1,481,695	-	1,550	-	-	197,730	3,203,119
Planning and programming	352,983	-	-	-	-	-	-	-	352,983
Other	1,128,121	2,025	2,025	-	3,256	638	2,114	194,188	1,332,367
Transportation Improvements									
Highways and streets	-	-	-	-	2,271,384	854,157	86,172,077	-	89,297,618
Public transit	-	41,748,721	70,723,081	-	3,963	-	7,617,721	-	120,093,486
Local transportation	-	38,483,917	52,551,816	-	-	-	23,663,915	-	114,699,648
Community development investments	-	-	(88,494)	-	-	-	-	-	(88,494)
Technology	-	-	740,279	-	-	-	-	-	740,279
Congestion management	-	-	-	1,374,415	-	-	-	16,293,926	17,668,341
Debt service									
Principal	940,208	-	-	-	-	-	-	25,455,000	26,395,208
Interest	51,191	-	-	-	-	-	-	1,018,200	1,069,391
TOTAL EXPENDITURES	8,447,094	81,317,976	126,748,885	1,401,795	2,370,532	877,232	118,008,017	43,810,538	382,982,069
EXCESS/(DEFICIENCY) OF REVENUES OVER/(UNDER) EXPENDITURES	12,016,881	3,707,991	47,750,451	20,484	48,865,528	(2,535,375)	(52,615,202)	(14,772,756)	42,438,002
OTHER FINANCING SOURCES/(USES)									
Transfer in	-	-	-	-	16,255,043	-	7,293,655	16,658,728	40,207,426
Transfer out	-	-	(7,293,655)	-	(16,658,728)	-	-	(16,255,043)	(40,207,426)
Total Other Financing Sources/(Uses)	-	-	(7,293,655)	-	(403,685)	-	7,293,655	403,685	-
NET CHANGE IN FUND BALANCES	12,016,881	3,707,991	40,456,796	20,484	48,461,843	(2,535,375)	(45,321,547)	(14,369,071)	42,438,002
Fund Balances - Beginning	95,502,190	38,661,702	93,645,692	6,460,862	120,051,962	144,872,606	20,479,476	101,144,381	620,818,871
FUND BALANCES - ENDING	\$ 107,519,071	\$ 42,369,693	\$ 134,102,488	\$ 6,481,346	\$ 168,513,805	\$ 142,337,231	\$ (24,842,071)	\$ 86,775,310	\$ 663,256,873

Alameda CTC Commissioners

Commission Chair

Mayor John J. Bauters
City of Emeryville

Commission Vice Chair

Supervisor David Haubert, District 1

Alameda County

Vacant, *District 2*
Supervisor Lena Tam, *District 3*
Supervisor Nate Miley, *District 4*
Supervisor Keith Carson, *District 5*

AC Transit

President Joel B. Young

BART

Director Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezzy Ashcraft

City of Albany

Councilmember Preston Jordan

City of Berkeley

Councilmember Rigel Robinson

City of Dublin

Mayor Melissa Hernandez

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Mark Salinas

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Carroll Fife

City of Piedmont

Mayor Jen Cavanaugh

City of Pleasanton

Mayor Karla Brown

City of San Leandro

Mayor Juan Gonzalez, III

City of Union City

Mayor Carol Dutra-Vernaci

Comprised of 22 local elected officials representing all areas of the county, the members of the Alameda CTC Commission ensure that Alameda CTC works with its partners throughout the county to PLAN, FUND and DELIVER projects and programs that are improving our transportation, equitably serving our communities and sustainably building our future.

