



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Commissioner Orientation



September 2023

Agency Overview

- History
- Governance
- Core Functions
 - Planning
 - Programming and Project Controls
 - Capital Projects Management
 - Express Lanes Operations
 - Program Implementation
 - Finance and Administration



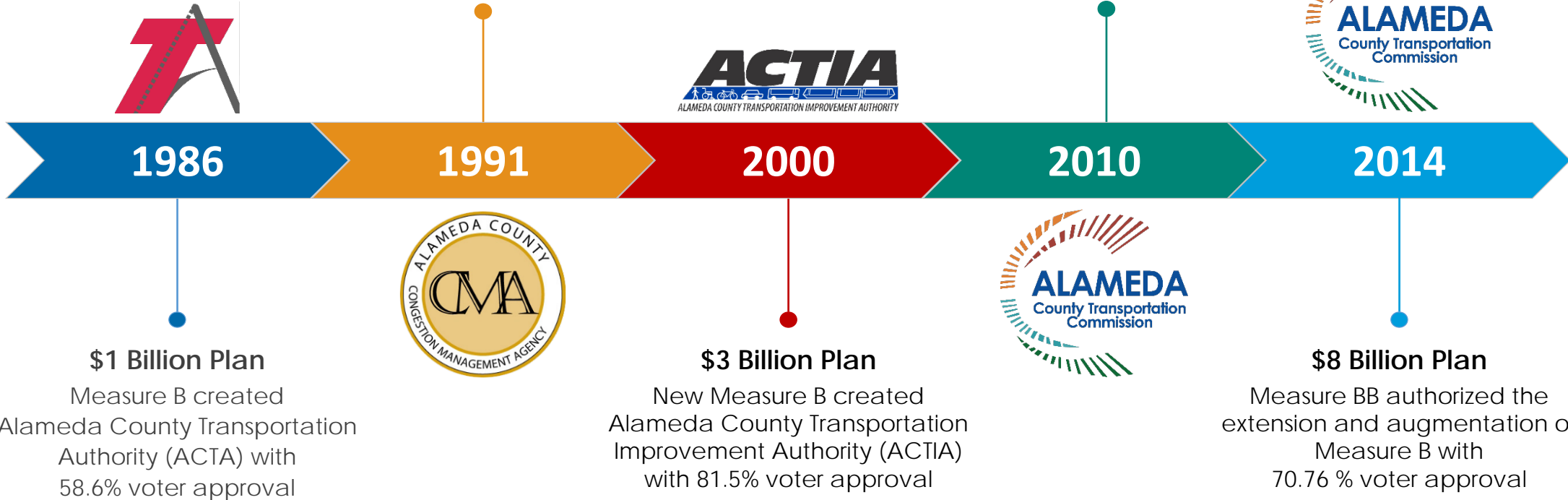
Alameda CTC History

Joint Powers Authority

Alameda County Congestion Management Agency (ACCMA) was created by a Joint Powers Authority between Alameda County and all of its cities

Agency Merger

Alameda County Transportation Commission (Alameda CTC) was created as the result of a merger between ACCMA and ACTIA





Our 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.

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Governance



Governance

- The Commission is comprised of 22 elected officials
 - All Alameda County Supervisors
 - Two Oakland City Council representatives
 - One representative from each of the other 13 incorporated cities
 - One AC Transit Board representative
 - One BART Board representative



Joint Powers Authority

- Administrative Code Article 4. Powers, Authority and Duties of the Board
 - The power, authority and duty to do all things necessary to accomplish the stated purpose and goals of the Commission set forth in the Joint Powers Authority (JPA). May delegate power and authority to Executive Director (ED); ED may further delegate power and authority to Staff.
 - Powers reserved for the Board include adoption of annual budget, establishment of strategy and policies for the Commission and succession planning for ED.
 - Neither the Commission nor any Commission Member or Alternate shall give orders or directions to any Staff member except through the ED. This shall not prohibit the Commission, Commission Members or Alternates from contacting staff members for purposes of response or inquiry, to obtain information, or as authorized by the ED.

Standing Meetings

- Commission meetings
 - Fourth Thursday of each month, except August, November and December (first week of December)
- Core standing committees
 - Second Monday of each month, except August and December
 - Planning, Policy and Legislation Committee (PPLC)
 - Programming and Projects Committee (PPC)
 - Finance and Administration Committee (FAC) – quarterly
 - Audit Committee – June and October
- I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA) - quarterly

Commission Voting Structure

Jurisdiction	No. of Votes
AC Transit	1
Alameda County, District 1	1
Alameda County, District 2	1
Alameda County, District 3	1
Alameda County, District 4	1
Alameda County, District 5	2
City of Alameda	1
City of Albany	1
BART	1
City of Berkeley	1

Jurisdiction	No. of Votes
City of Dublin	1
City of Emeryville	1
City of Fremont	2
City of Hayward	2
City of Livermore	1
City of Newark	1
City of Oakland	3
	1
City of Piedmont	1
City of Pleasanton	1
City of San Leandro	1
City of Union City	1

Total Number of Votes: 27

Technical and Community Committees

- Technical Committees
 - Alameda County Technical Advisory Committee (ACTAC)
 - Paratransit Technical Advisory Committee (ParaTAC)
 - Other technical committees that meet as-needed
- Community Committees
 - Bicycle and Pedestrian Advisory Committee (BPAC)
 - Paratransit Advisory and Planning Committee (PAPCO)
 - Independent Watchdog Committee (IWC)

ALAMEDA COUNTY TRANSPORTATION COMMISSION

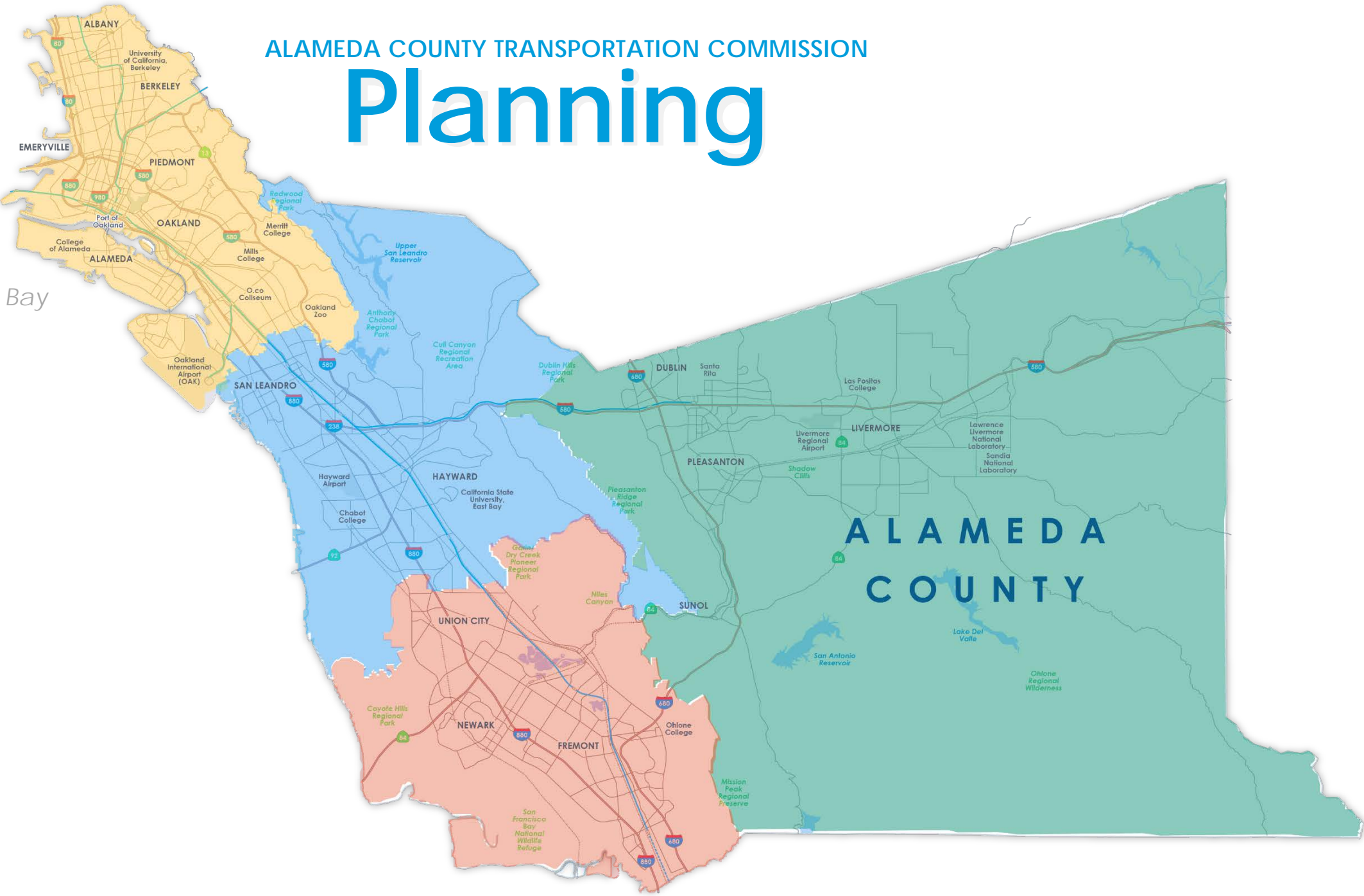
Core Functions



ALAMEDA COUNTY TRANSPORTATION COMMISSION

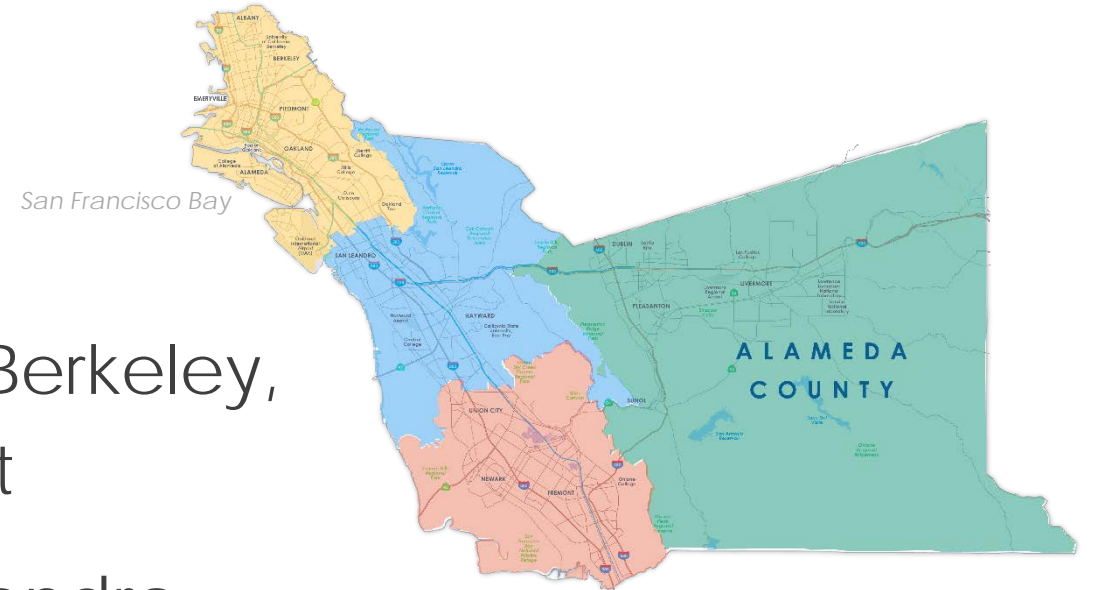
Planning

San Francisco Bay



Planning Areas

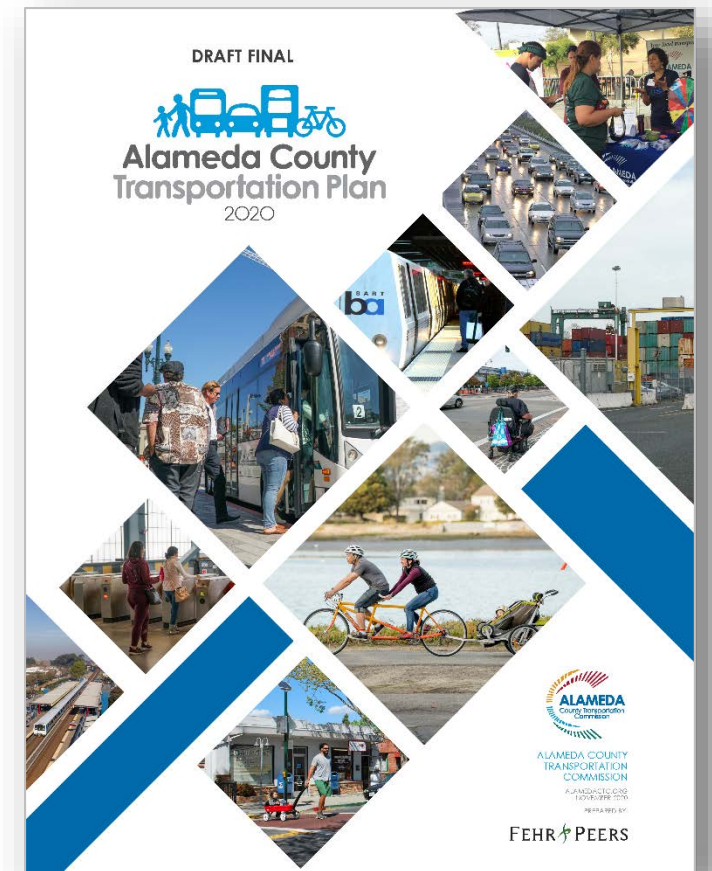
Five supervisorial districts; four planning areas



- **North County:** Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont
- **Central County:** Hayward, San Leandro and unincorporated Alameda County
- **Tri-City (South County) Area:** Fremont, Newark and Union City
- **Tri-Valley (East County) Area:** Dublin, Livermore, Pleasanton and unincorporated Alameda County

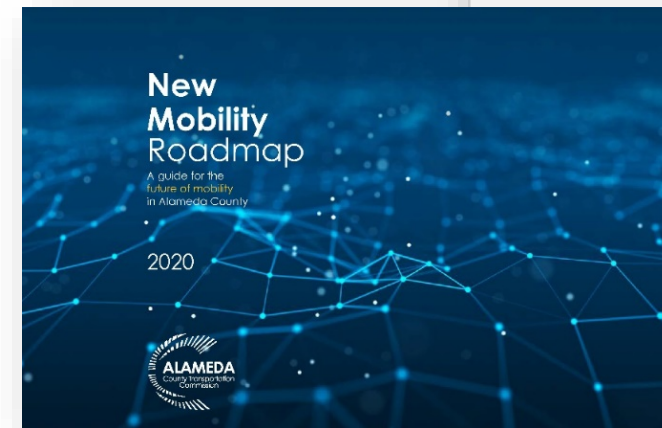
Development of Long-Term Plans

- Countywide Transportation Plan (CTP)
 - Long-range, 25-year transportation plan
 - Updated approximately every four years; next update will be 2026 to align with regional planning schedule
 - Primary basis for the Alameda County component of the Regional Transportation Plan and the Sustainable Communities Strategy
 - Guides agency priorities and initiatives



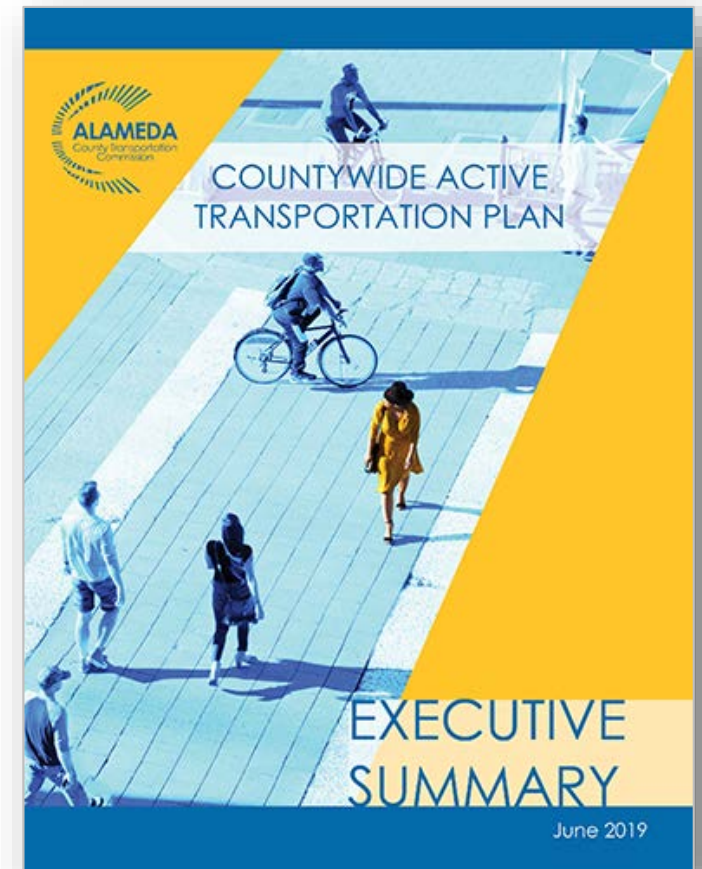
Development of Long-Term Plans

- 2020 CTP
 - CTP 10-year priority list
 - 25 strategies
- Two companion documents to the CTP
 - Community-Based Transportation Plan
 - New Mobility Roadmap



Mode-Specific Plans and Project Development

- Countywide Active Transportation Plan (Bicycle and Pedestrian)
- Goods Movement Plan and Goods Movement Collaborative
- Countywide Transit Plan
- Countywide Multimodal Arterial Plan

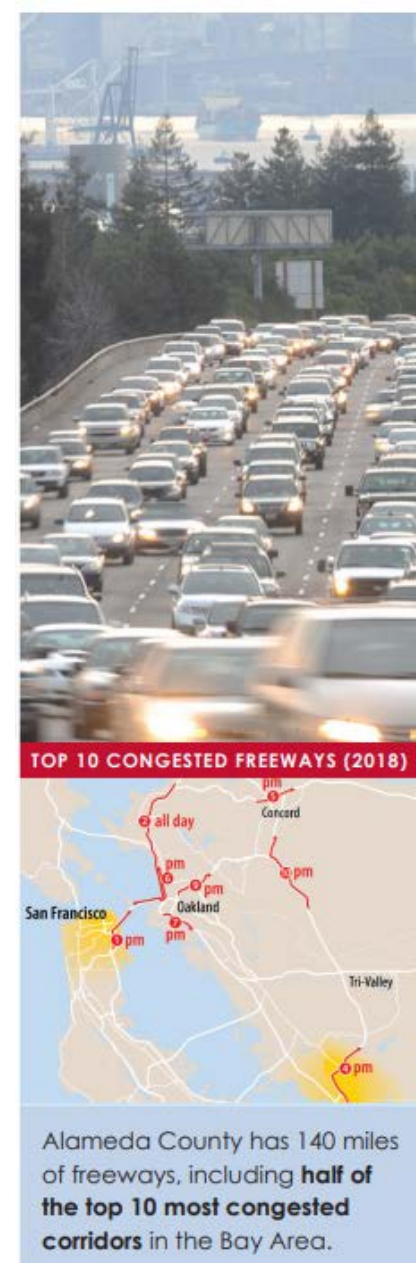


Multimodal Performance Monitoring

- Bi-annual Multimodal Monitoring Report
 - Tracks congestion on highways and arterials
 - Tracks transit ridership and performance
 - Tracks bicycle and pedestrian usage
- Annual system performance reporting
 - To understand state of the system for all modes: Transit, roadway/freeway, goods movement, active transportation, housing/transportation linkages and overall system performance in context of region
 - Informs system and demand management

Multimodal Performance Monitoring

- Congestion Management Program elements
 - Performance Reports
 - Land Use Analysis Program
 - Level of Service Monitoring
 - Travel Demand Model
 - Travel Demand Management



Project Identification and Development

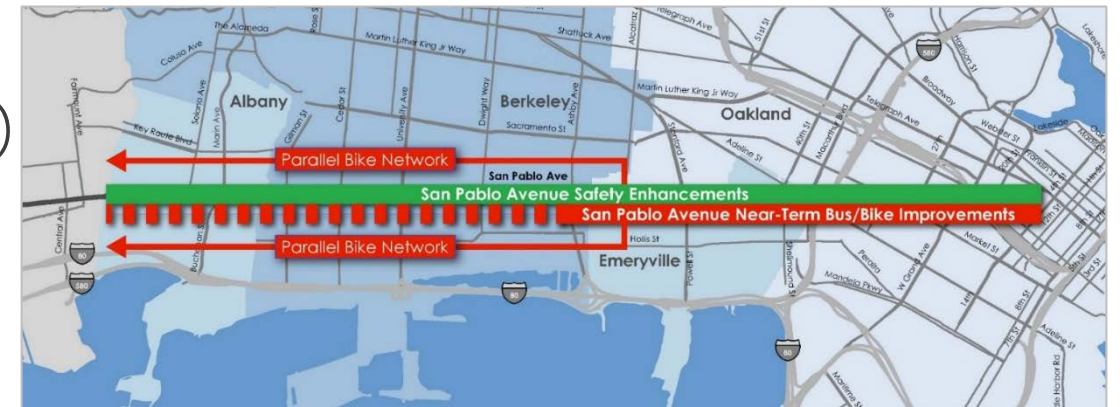
- Multimodal Corridor Studies

- Critical arterials where significant growth anticipated
- Multimodal solutions including improving transit and safety
- Currently underway: San Pablo Avenue and East 14th Street/Mission Boulevard



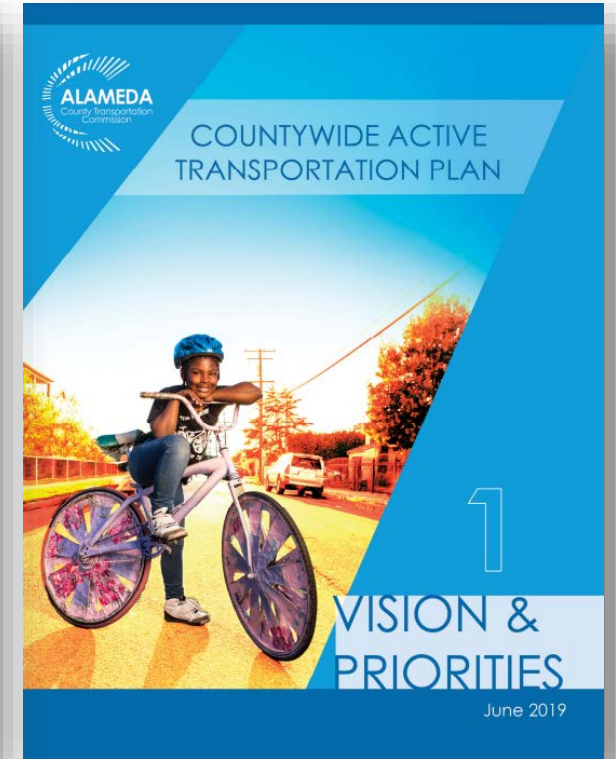
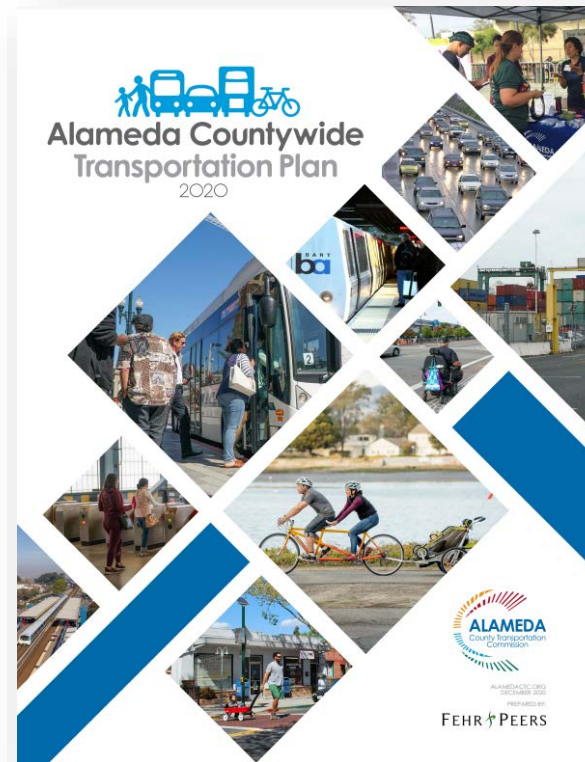
- Freeway Corridor Studies

- Address congestion and enhance multimodal options (e.g., express bus)
- I-80 and I-580 corridor studies underway



Countywide Bikeways Initiative

Countywide Bikeways Network **builds off priorities already identified** in the Countywide Active Transportation Plan and Countywide Transportation Plan to form a **cohesive network** of **safe** and **comfortable** bike routes of **countywide importance**





Countywide Bikeways Network

The Countywide Bikeways Network will:

Address Equity

93% of Equity Priority Communities are crossed by the network.

Improve Connectivity

100% of existing passenger rail stations are connected to the network.

Improve Safety

17 of 20 High-injury Network corridors are on or parallel to the network.

Connect Activity Centers

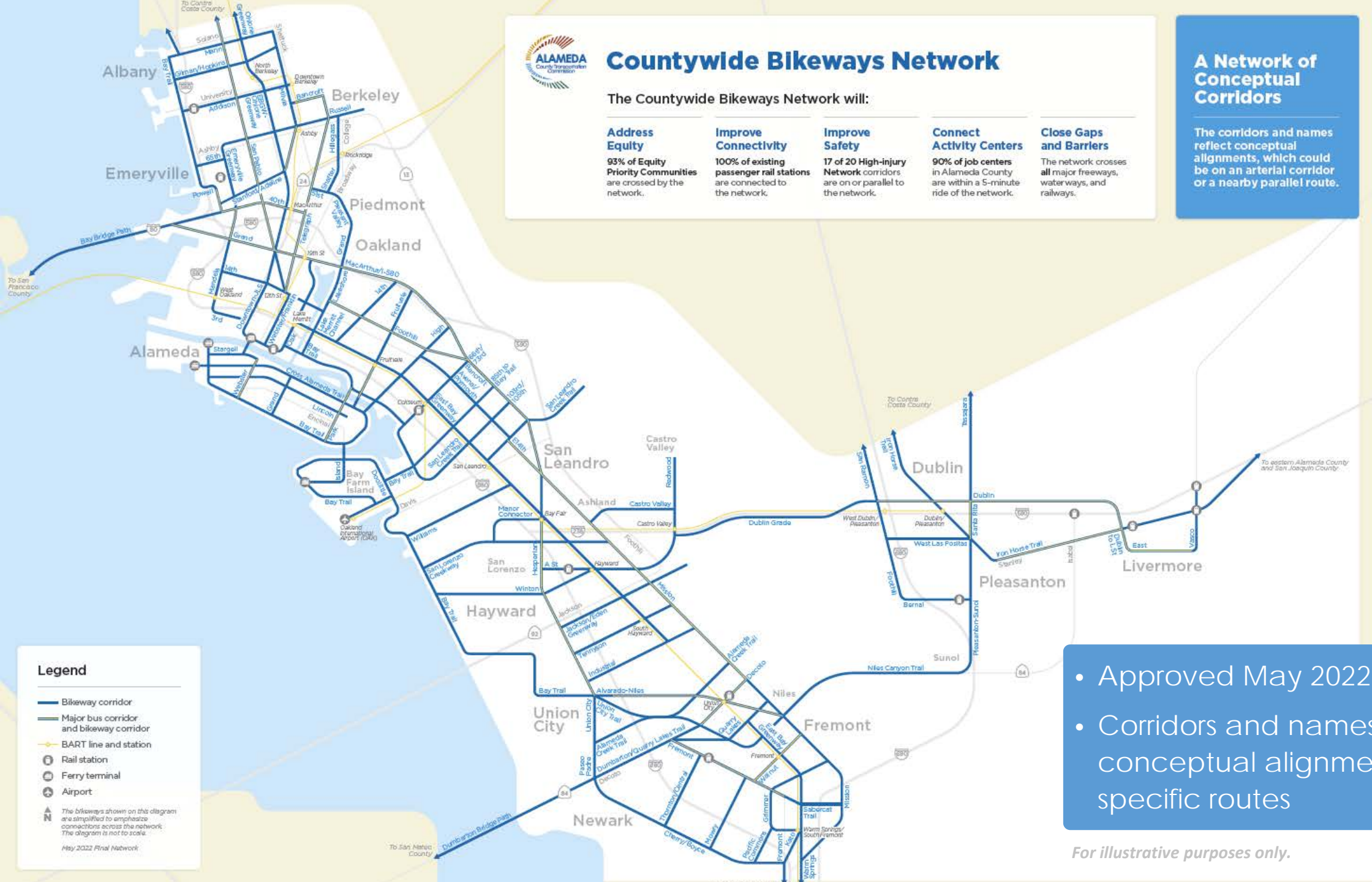
90% of job centers in Alameda County are within a 5-minute ride of the network.

Close Gaps and Barriers

The network crosses all major freeways, waterways, and railways.

A Network of Conceptual Corridors

The corridors and names reflect conceptual alignments, which could be on an arterial corridor or a nearby parallel route.



Legend

- Bikeway corridor
- Major bus corridor and bikeway corridor
- BART line and station
- Rail station
- Ferry terminal
- Airport

A The bikeways shown on this diagram are simplified to emphasize connections across the network. The diagram is not to scale.

May 2022 Final Network

- Approved May 2022
- Corridors and names represent conceptual alignments, not specific routes

For illustrative purposes only.

Equity Initiative

- Alameda CTC Equity Statement
 - *Alameda CTC recognizes inequities in marginalized communities and is committed to advancing racial, socio-economic, and environmental justice in order to maintain the diversity of our communities. Alameda CTC adopts and implements deliberate policies, systems and actions to deliver transportation funding, projects and programs that result in more equitable opportunities and positive outcomes for marginalized communities.*
- Race and Equity Action Plan: action plan that implements the vision
- Inclusive Engagement Report

Clean Transportation Initiative

- Addressing climate change was central to the adopted 2020 CTP
 - Reducing reliance on single-occupant vehicles (SOV), reducing GHG emissions, and connecting transportation and land use planning were all central to the goals and outcomes of the CTP
- Key strategies
 - Zero-emissions technology
 - Mode shift away from SOVs to active, sustainable modes
 - Land use/transportation integration
 - Clean corridors and greening
 - Partnerships



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Programming and Project Controls



Programming Overview

- Responsible for programming
 - **Local Funds** – Sales Tax Programs (Measures B and BB) and Vehicle Registration Fee
 - **Regional** – Transportation Fund For Clean Air, Regional Measures, State Transit Assistance
 - **State** – State Transportation Improvement Program, Senate Bill 1 Programs
 - **Federal** – One Bay Area Grant (OBAG) Program
 - Surface Transportation Program (STP)
 - Congestion Management and Air Quality Program (CMAQ)
- Programming/allocation recommendations are made through the Alameda CTC's Comprehensive Investment Plan
 - Alameda CTC enters into funding agreements with project sponsors for allocated Measure B (MB), Measure BB (MBB), Vehicle Registration Fee (VRF) and Transportation Fund for Clean Air (TFCA) funding

Comprehensive Investment Plan (CIP)

- Programming and allocation document for Alameda CTC Administered Funds
- Five-year programming horizon (two-year allocation plan in the first two years and three outer years of programming)
- Strategically program Alameda CTC administered funds to investments to have the potential for maximum returns, further countywide vision, and support coordination



Measure B

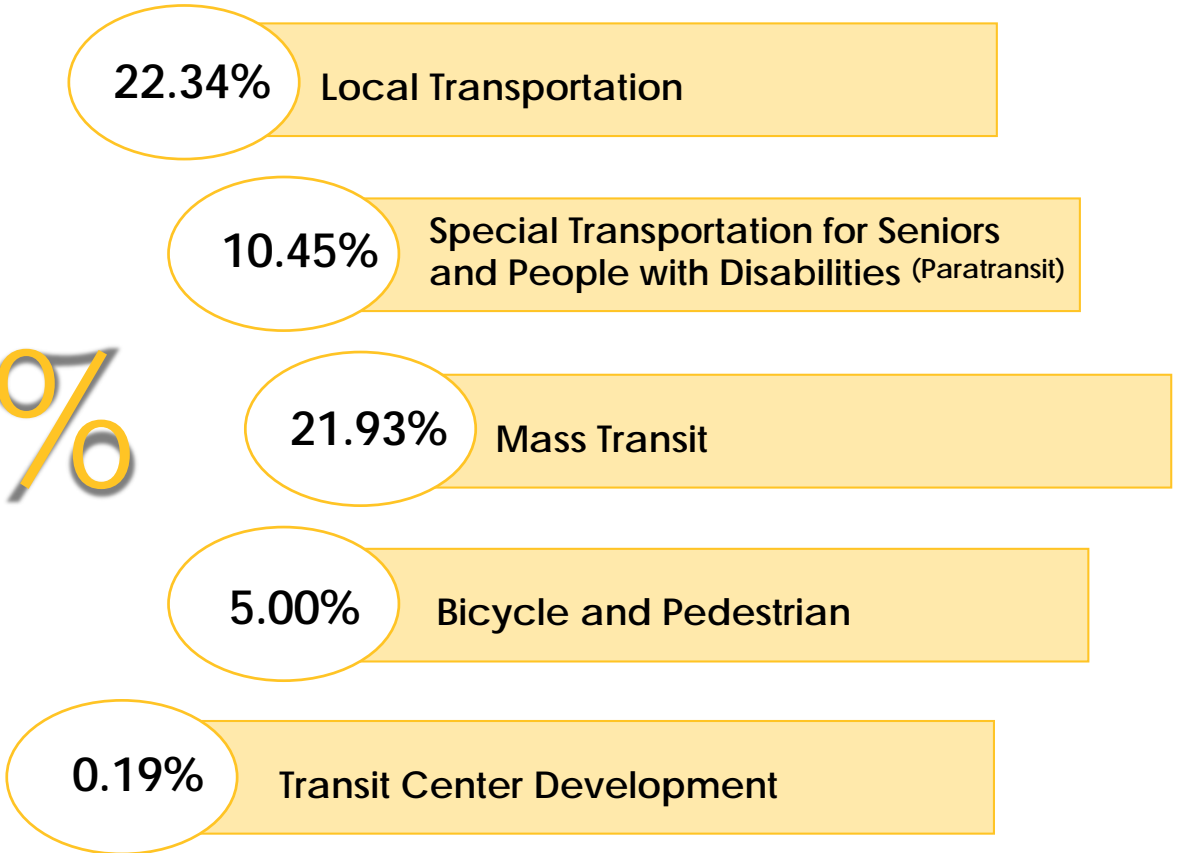
- Voters approved 1986 Measure B creating the **Alameda County Transportation Authority (ACTA)**
 - Sunset for this measure was in 2002
- Voters approved 2000 Measure B creating the **Alameda County Transportation Improvement Authority (ACTIA)**
 - Half-cent sales tax collection ended March 30, 2022
 - ~60 percent of funds distributed to cities, the County and transit providers via formula and discretionary programs
 - ~40 percent of funds allocated to named capital projects



2000 Measure B Programmatic Funds

Programs

60%



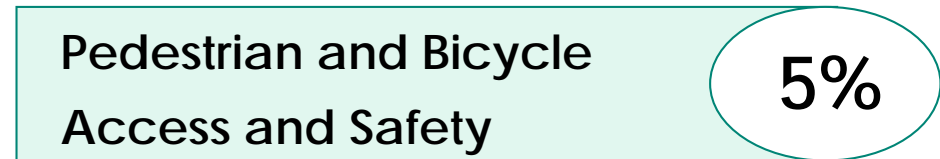
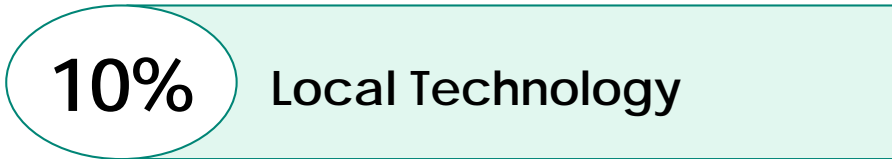
Capital Projects

40%

2010 Vehicle Registration Fee

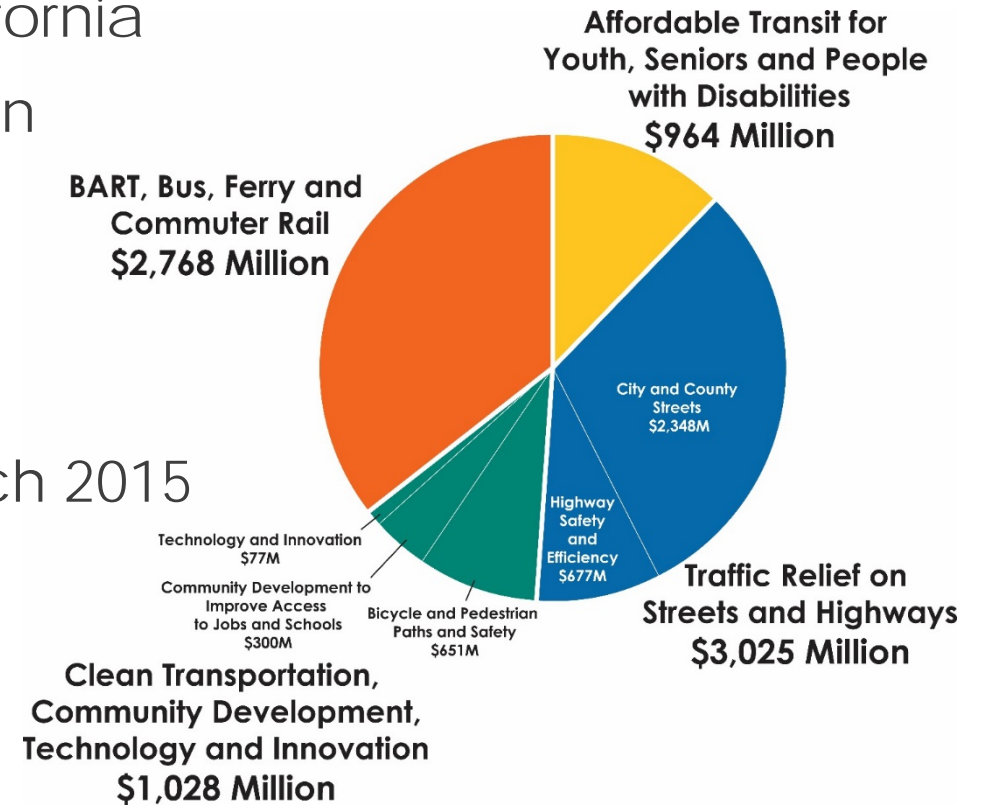
- In November 2010, voters approved Measure F, a \$10 vehicle registration fee (VRF) to fund local transportation and transit improvements throughout Alameda County
- Authorized by Senate Bill 83 (Hancock)
- In May 2011, fee collection began
- Approximately \$12 million per year generated by VRF
 - 70 percent distributed to cities and the County by formula
 - 30 percent allocated through discretionary programs

2010 Vehicle Registration Fee *(cont'd)*



Measure BB: \$8 Billion Expenditure Plan

- 70.76 percent voter-approval; passed November 2014
 - One cent sales tax collection by the California Department of Tax and Fee Administration began April 2015
 - First distribution to cities and transit operators began July 2015
 - Initial funding allocation for projects March 2015
- Programming and allocation through the biannual Comprehensive Investment Plan (CIP) process



Measure BB Programmatic Funds

Programs

20.0% Local Transportation

10.0% Special Transportation for Seniors and People with Disabilities (Paratransit)

24.0% Transit Operations, Maintenance and Safety

5.0% Bicycle/Pedestrian

4.0% Community Development Investments

1.0% Freight and Economic Development

1.0% Technology and Innovation

65%

Capital Projects

35%

Regional Funding

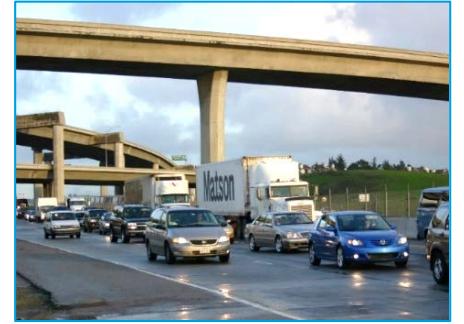


- **Transportation Fund for Clean Air (TFCA) Program**
 - Bay Area Air Quality Management District (BAAQMD) collects a \$4/year regional vehicle registration fee and directly administers 60 percent of revenue collected (Regional TFCA); the remaining 40 percent of revenue is returned to the counties to administer (County TFCA)
 - Alameda CTC is the designated TFCA County Program Manager for Alameda County's share, approximately \$1.8 million annually
- **State Transit Assistance (STA) Block Grant Program**
 - STA is generated through a statewide tax on the sale of diesel fuel and a portion of STA revenue is provided to the Metropolitan Transportation Commission (MTC) for distribution to transit operators
 - MTC distributes a portion of its STA through a regional STA Block Grant Program; Alameda CTC is responsible for administering Alameda County's program
- **Regional Measure 3 (RM 3)**
 - Provides funding for major roadway and public transit improvements through an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge; *RM 3 programs are identified on the next slide*

Regional Funding *(cont'd)*

RM 3 Programs	Estimated Total Funding (\$ x 1,000)	Estimated Alameda County Share (\$ x 1,000)
RM3 Total Estimated Funding	\$4,450,000	\$1,088,000
All-Corridor Operating Program (Annual)		
Ferries (WETA)	\$35,000	\$7,000
Regional Express Bus	\$20,000	\$19,000
	\$55,000	\$26,000
Capital Projects - Regional Programs		
BART Expansion Cars (all BART-reliant counties)	\$500,000	\$125,000
Bay Area Corridor Express Lanes	\$300,000	\$60,000
Goods Movement and Mitigation	\$160,000	\$160,000
Bay Trail/Safe Routes to Transit (all bridges corridors eligible)	\$150,000	\$17,000
Ferries Enhancement Program	\$300,000	\$60,000
Capitol Corridor	\$90,000	\$90,000
Next Generation Clipper Transit Fare Payment System	\$50,000	\$6,000
	\$1,550,000	\$518,000

State Funding



- **State Transportation Improvement Program (STIP)**

- Every two years the California Transportation Commission (CTC) adopts a fund estimate for each STIP cycle
- 75 percent of STIP programmed as “County Share” and for this portion, MTC adopts regional guidelines and programming schedule
 - Fund estimate for Alameda County has varied from \$0 to \$48 million in the past six STIP cycles
 - Under state law, Alameda CTC works with project sponsors, including Caltrans, transit agencies and local jurisdictions, to solicit and prioritize projects to be programmed
- 25 percent programmed at the state level through the “Interregional Transportation Improvement Program” (ITIP)

State Funding *(cont'd)*



- **Senate Bill 1 (SB 1)**

- Signed by the Governor in April 2017, provides funding to cities and counties to address significant maintenance, rehabilitation and safety needs on the local street and road system
- SB 1 Programs:

\$1.5 Billion	State highway operations protection program administered by Caltrans	\$300 Million	Goods movement and freight projects
\$1.5 Billion	Local streets and roads	\$250 Million	Congested corridors and relief management
\$750 Million	Mass transit	\$200 Million	Local partnership program to match locally generated transportation funds
\$400 Million	Bridge maintenance and repairs	\$100 Million	Active Transportation Program (ATP)

State Funding *(cont'd)*

- **SB 1 Local Streets and Roads (LSR) program**

- Provides funding to local governments to maintain and rehabilitate existing local roadway transportation infrastructure
- State distributes funding directly to cities and counties on a monthly basis
- Alameda County estimated to receive \$53.9 million in FY 2022-23

*Road Maintenance and Rehabilitation Account

Jurisdiction in Alameda County	SB-1 RMRA* Estimate (FY 2023-24)
Alameda	\$1,909,811
Albany	\$543,272
Berkeley	\$3,073,557
Dublin	\$1,798,249
Emeryville	\$307,474
Fremont	\$5,571,396
Hayward	\$3,973,130
Livermore	\$2,124,964
Newark	\$1,148,916
Oakland	\$10,495,761
Piedmont	\$272,823
Pleasanton	\$1,932,250
San Leandro	\$2,201,487
Union City	\$1,697,107
County of Alameda	\$23,750,924
TOTAL	\$60,801,121

State Funding *(cont'd)*

SB 1 Transit Funding

- SB 1 provides roughly \$350 million in additional funding for public transit each year across the State
- For FY 2023-24, Alameda County Transit Operators' initial estimated share of California State Transit Assistance (STA) funding is approximately \$94 million.

Alameda County Transit Operators	(A) Base STA Revenue-based Distribution	(B) STA SB 1 Augmentation	(C) Total STA (Revenue-based) Program	(D) State of Good Repair (SGR) Program	(E) Total SB 1 Augmentation (STA + SGR) (E = (B+D))	(F) Total (F = (C+D))
AC Transit	\$15,923,492.50	\$15,923,492.50	\$31,846,985.00	\$4,278,080.00	\$20,201,572.50	\$36,125,065.00
BART	\$24,952,133.00	\$24,952,133.00	\$49,904,266.00	\$6,703,756.00	\$31,655,889.00	\$56,608,022.00
LAVTA	\$249,706.50	\$249,706.50	\$499,413.00	\$67,087.00	\$316,793.50	\$566,500.00
Union City	\$77,134.00	\$77,134.00	\$154,26.00	\$20,723.00	\$97,857.00	\$174,991.00
ACE (Alameda County)	\$182,850.50	\$182,850.50	\$365,701.00	\$49,125.00	\$231,975.50	\$414,826.00
TOTAL	\$41,385,316.50	\$41,385,316.50	\$82,770,633.00	\$11,118,771.00	\$52,504,087.50	\$93,889,404.00

Federal Funding: One Bay Area Grant

- Established by MTC and Association of Bay Area Governments (ABAG) in 2013, the One Bay Area Grant (OBAG) program contains federal discretionary funds. MTC releases a call for projects with county guidelines and funding targets.
 - The OBAG program is focused on bicycle and pedestrian, transit and multi-modal roadway projects
 - Alameda CTC solicits and prioritizes projects for a portion of the funding available through MTC
- In Spring 2023, MTC adopted its One Bay Area Grant Cycle (OBAG Cycle 3) Program.
- Alameda County successfully secured ~\$70M of OBAG 3 .

Federal Funding: One Bay Area Grant, *(cont'd)*

- OBAG 3 funds were programmed as part of Alameda CTC's Comprehensive Investment Plan (CIP)
- The 2024 CIP Approved in May 2023
 - \$148.8M discretionary awards (includes \$70M OBAG 3) to bicycle/pedestrian, transit, and complete street projects.
 - 95% directly within/connect to a Priority Development Area
 - 80% directly benefit the Countywide Bicycle/Pedestrian High Injury Network
 - 80% directly benefit Equity Priority Communities

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Capital Project Management and Delivery

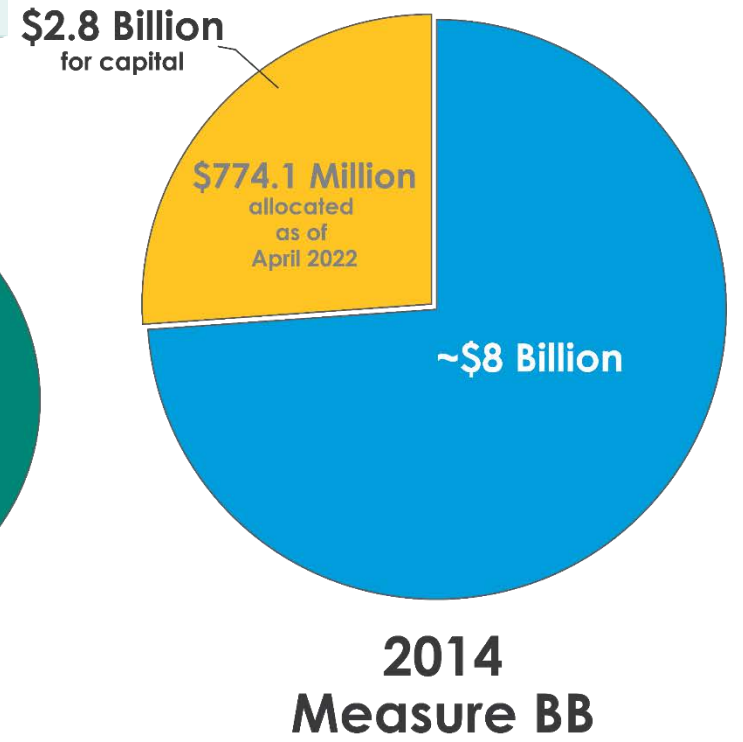
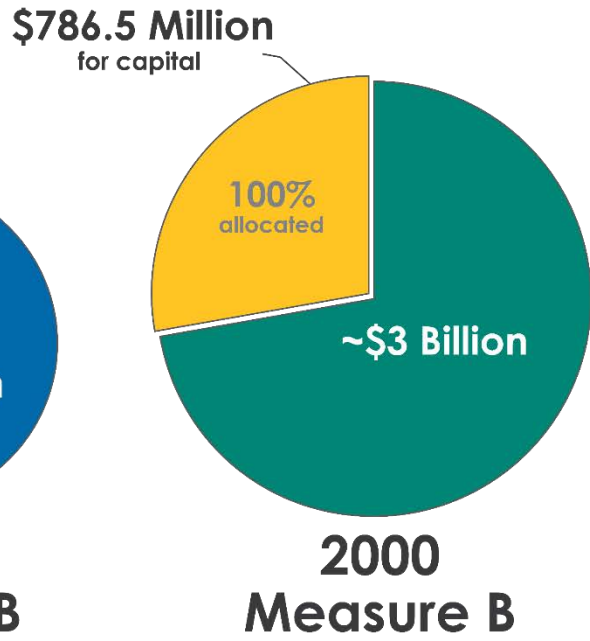
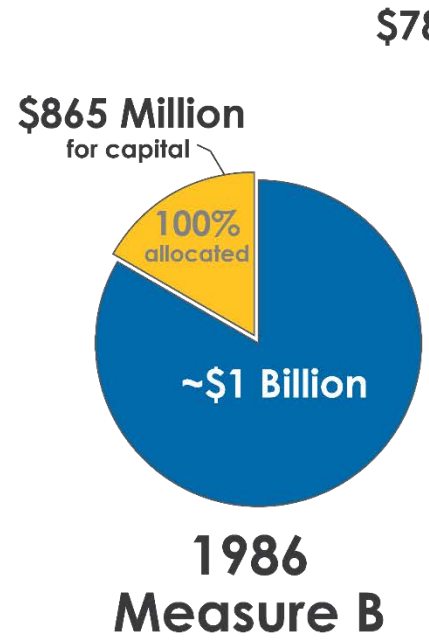


Capital Program Funding Overview



FEDERAL FUNDING
STATE FUNDING
REGIONAL FUNDING

PROPOSITION 1B
 \$447 Million allocated
 Leveraged to deliver
 a \$1.14 Billion program

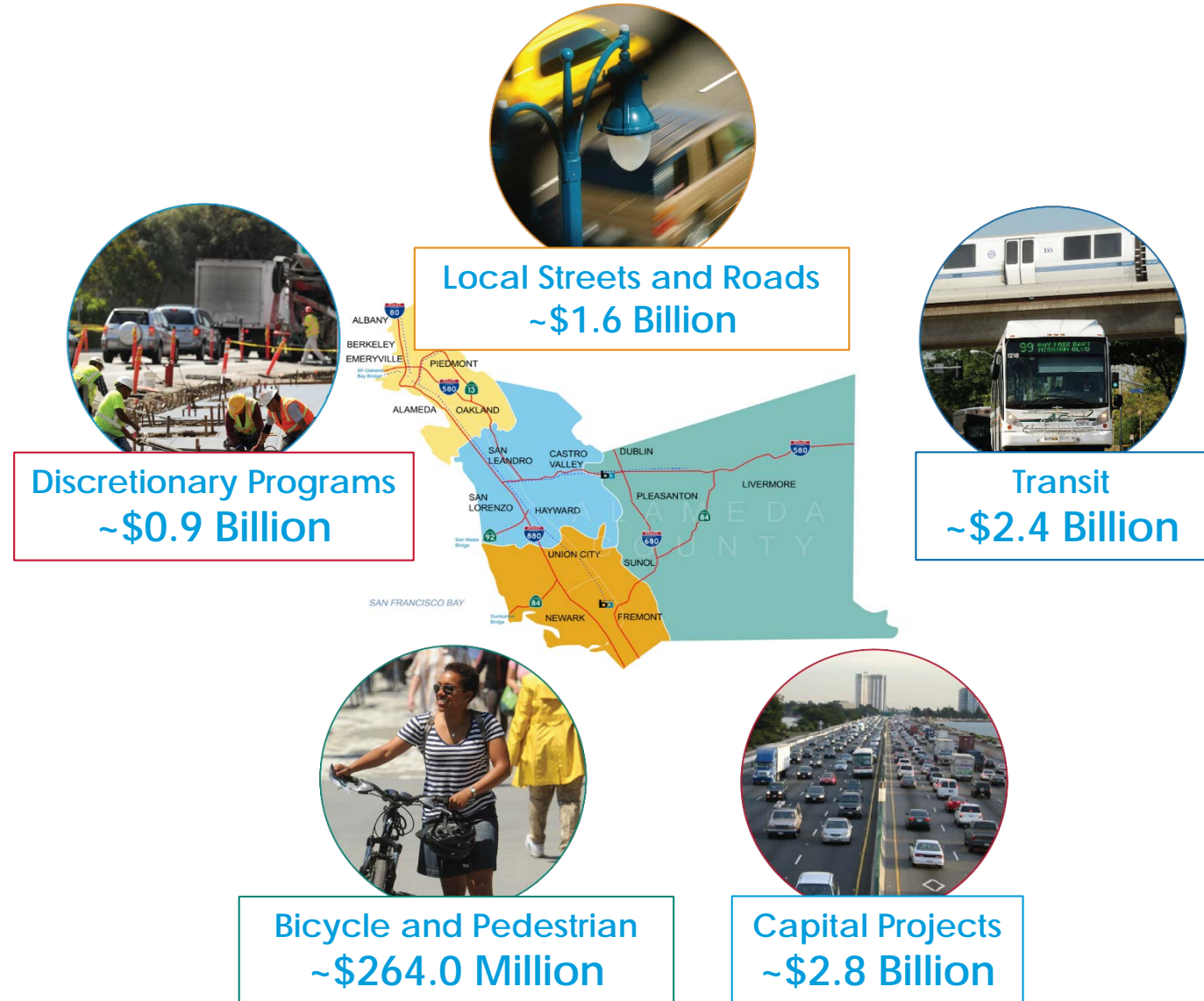


2014 Measure BB

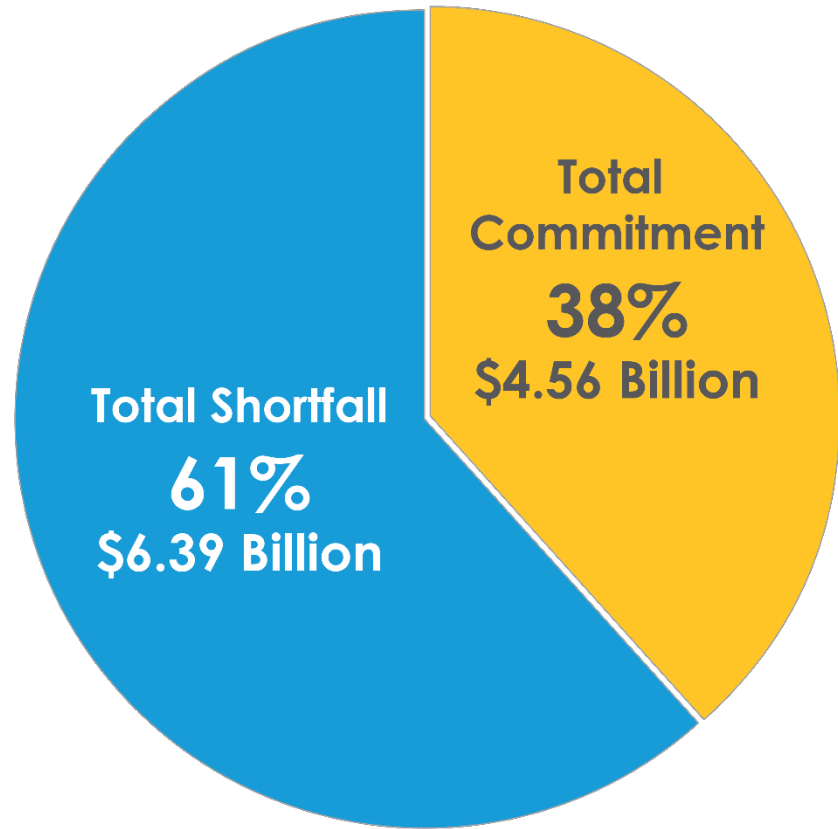
Capital funding categories

- First MBB Allocations in 2015 (\$6.55 million)
- Comprehensive Investment Plan
 - From 2016 to 2024, over \$1.0 billion in MBB funds has been programmed to capital projects and programs implemented countywide

\$8 Billion (projected Measure BB revenue)



Large Leveraging Needed to Deliver Alameda CTC Capital Program



(\$ x billions)

Project Sponsor	Total Project Costs	Total Commitment	Total Shortfall
Alameda CTC	\$2.90	\$1.60	\$1.30
External Sponsors	\$8.05	\$4.79	\$3.26
TOTAL	\$10.95	\$6.39	\$4.56

Project Management at Work \$3.8 Billion

2022 Highlights



Express Lane Operations

EXPRESS LANE

 FASTRAK	TOLL TO	
Isabel Ave		\$0.50
San Ramon Rd		\$2.00
HOV 2+ WITH	 FASTRAK flex	NO TOLL

LEFT LANE ONLY
5AM-8PM
MON-FRI
TOLL

N Livermore Ave
Dwntn Livermore
1 MILE

N Livermore Ave
Dwntn Livermore
1 MILE



Bay Area Express Lanes



- 600-mile network of Bay Area Express Lanes planned for completion by 2035
- Alameda CTC operates the I-580 and I-680 express lanes in Alameda County, currently representing about one-quarter of the total Bay Area network



Bay Area Express Lanes as of December 2022 ▶

Express Lane Benefits

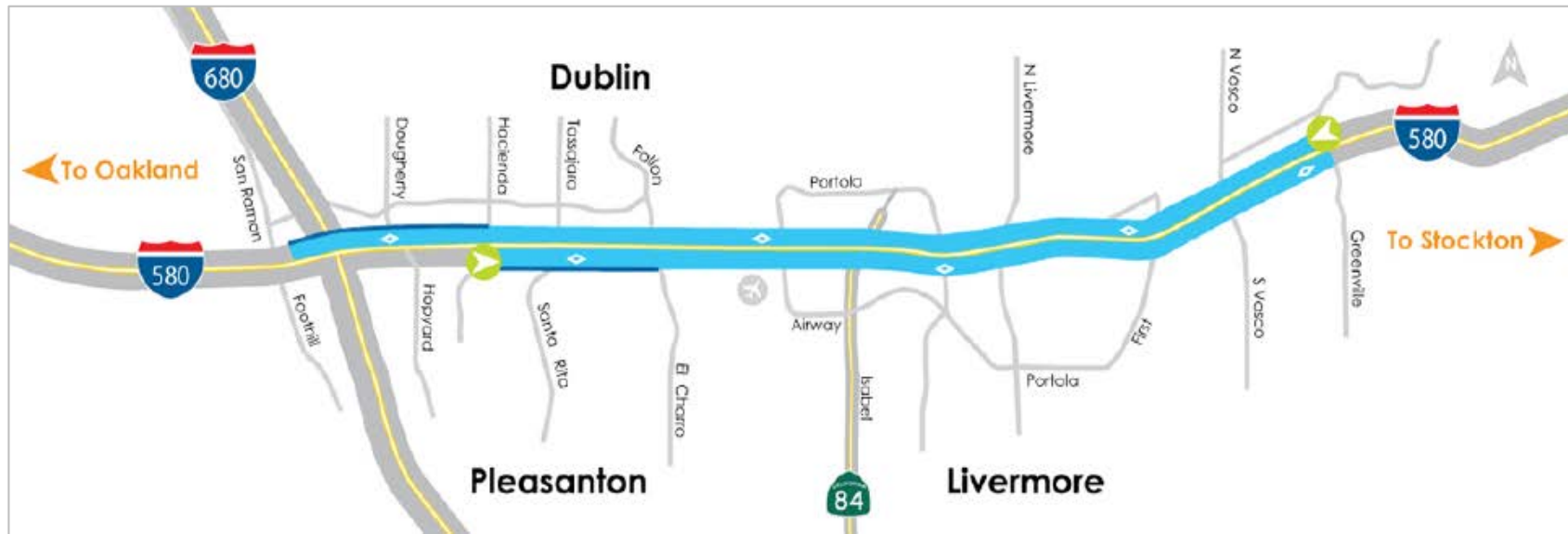
- Offer congestion relief and travel-time reliability
- Toll-free for eligible carpools, vanpools, motorcycles, and buses
 - Carpools are vehicles with two or more occupants on I-580 and I-680
 - Starting in early 2023, eligible clean air vehicles (CAVs) receive 50 percent toll discount
- Generate revenue to be reinvested in the corridor



I-580 Express Lanes

Opened in February 2016

- Eastbound: 10 miles from Hacienda Drive to Greenville Road
- Westbound: 12 miles from Greenville Road to San Ramon Road
- Approximately 36,000 express lane trips a day, on average in the fourth quarter of FY 2022-23
- FY 2022-23 gross toll revenues of \$13.9 million



I-680 Sunol Express Lanes

Southbound opened in September 2010; upgrade underway; new northbound lane opened March, 2023

- Original express lane: southbound from SR-84 to SR-237
 - First express lane in the Bay Area
 - 14-mile limited-access express lane
 - Toll collection paused in August 2020 due to construction and installation of a new system
- Approximately nine miles of corridor improvements nearly complete
 - **Construction** of a new I-680 northbound express lane between Auto Mall Parkway and SR-84
 - **Conversion** of existing I-680 southbound express lane to near-continuous access
 - **Opened to HOV** traffic in October 2020; **tolling began March, 2023**



I-680 Southbound Express Lane Extension

- I-680 Express Lanes from SR-84 to Contra Costa County Line will close the gap between existing and in-progress express lane projects directly to the north and south
 - Construction on southbound (Phase 1) started April, 2023
 - Northbound (Phase 2) not fully funded



Current and Upcoming Activities for Express Lanes

- Toll violation penalties
 - In September of 2022, the Commission approved a resolution reducing toll penalties
 - Penalties are \$10 for the first notice and \$20 for the second notice, down from \$25 and \$45, respectively
 - Consistency among all Bay Area express lane operators
- Payment plan legislation
 - Assembly Bill 2594, signed into law in September 2022, requires all express lane operators to offer a payment plan for low-income drivers by July 1, 2024
- Toll Revenue Expenditure Plan
 - Staff are developing an Expenditure Plan to forecast toll revenues and expenditures for I-580 and I-680

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Programs Implementation



Student Transit Pass Program

15 districts; 132 public middle and high schools in Alameda County

- December 2018: the Commission approved a phased expansion over five years beyond the initial three-year pilot program
 - Improves access to school, after-school activities and jobs
 - Increases the use of public transit by middle and high school students
 - Reduces financial burden of transportation costs on families
 - Educates students about travel options and the effects of travel choices on the environment
- Year 4 ongoing program—53,475 eligible students



Safe Routes to Schools

Currently over 290 schools are enrolled

- A countywide program to promote and encourage safe walking, bicycling, carpooling and transit use to travel to school
- Launched in 2006 at two schools in Oakland and has grown to over 290 schools countywide
- In 2017, the Commission adopted a new implementation framework to better focus on activities that ensure program balance, performance and sustainability



Alameda County
Transportation Commission

Safe Routes to Schools *(cont'd)*

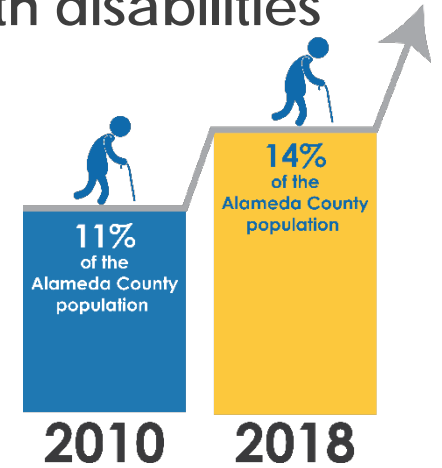
- The program seeks to shift students' travel modes to active and shared transportation
- Based on the six E's Framework
 - Education
 - Encouragement
 - Engineering
 - Evaluation
 - Engagement
 - Equity
- All six E's are required to achieve program success



Paratransit Program

Funding and resources in Alameda County for seniors and people with disabilities

- Funds a wide variety of paratransit services for older adults and people with disabilities
- Helps older adults and people with disabilities navigate throughout Alameda County using the available transportation options
- Improves mobility and allows individuals to be more independent, healthy and social
- The Access Alameda guide and [website](#) offer resources for consumers and transportation providers



The number of seniors (age 65 and above) in Alameda County is on the rise and is just below average for the nine-county Bay Area region.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Finance and Administration



Finance

Audits

- Independent audit required annually (Alameda CTC and Sunol JPA)
- Various audits for fund sources and other items including:
 - Transportation Fund for Clean Air
 - Regional Measure 2
 - All Measure BB and Measure B DLD fund recipients
 - All Vehicle Registration Fee DLD fund recipients
 - Workers' compensation
 - Project-specific fund sources (federal and state)
 - Single audit (all federal fund sources)

Finance

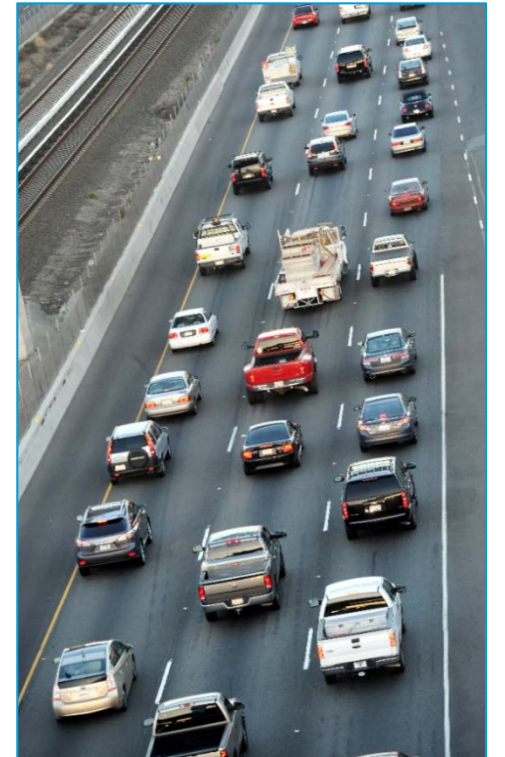
Financial Reporting and Responsibilities

- Revenues/expenditures budget vs. actual reported quarterly to the Commission (Alameda CTC/Sunol JPA)
- Responsibilities include:
 - Alameda CTC/Sunol JPA
 - Treasury management
 - Budget development and controls
 - Internal controls
 - Invoice processing and payment
 - Alameda CTC
 - Debt management, compliance and financing needs
 - Annual Comprehensive Financial Report (ACFR)/Audited Financial Report Grant reimbursement requests processing
 - Grant reimbursement requests processing
 - Human resources and payroll

Finance

Administration of Measure B, Measure BB and VRF

- Annual independent financial audit as required in Expenditure Plans
- Provide Independent Watchdog Committee access to financial information and independent auditors for production of their annual report to the public on 2000 Measure B expenditures and 2014 Measure BB expenditures and performance measures
- DLDs to member agencies monthly within five business days of receipt of sales tax and VRF funds
- Population and road miles for DLD calculations updated annually



Finance

10 years of receiving highest form of recognition for governmental accounting, financial reporting, and transparency

- For a decade, Alameda CTC's Annual Comprehensive Financial Report (ACFR) was recognized for its excellence in financial reporting by the Government Finance Officers Association of the United States and Canada (GFOA).
- The award is the highest form of recognition in the area of governmental accounting and financial reporting.
- Alameda CTC has an outstanding fiscal leadership and financial transparency track record, securing one hundred percent clean audits since its inception in 2010.



Administration and Contracting

- Commission and committee support and coordination
- Administrative support
- Document controls
- Facility management, information technology and network administration
- Purchasing and procurement activities
- Local Business Contract Equity (LBCE)/Disadvantaged Business Enterprise (DBE) programs administration
- Contract administration and compliance



Local Business Contract Equity Program

- LBCE Program objectives:
 - Support the agency's policy of encouraging local businesses to locate and remain in Alameda County
 - Provide employment opportunities for residents of Alameda County
 - Generate economic activity and stimulates the local economy
- Applies to contracts greater than \$25,000 funded with sales tax, VRF and other local funding sources
- Local Business Enterprise (LBE) and Small Local Business Enterprise (SLBE) contract goals:
 - 70 percent LBE and 30 percent SLBE for professional services and administrative contracts
 - 60 percent LBE and 20 percent SLBE for construction contracts
- LBCE Program certifications valid for two years

Disadvantaged Business Enterprise Program

- Alameda CTC is committed to the participation of DBE firms in its contracting opportunities that utilize federal funds, and works with its partners on DBE outreach and with its primes on goal achievement
- The main objective of the Program is to level the playing field for small businesses owned and controlled by socially and economically disadvantaged individuals, including minority and women-owned businesses, by providing a fair opportunity to compete for federally-funded transportation contracts
- Contract-specific DBE goals are established and approved by Caltrans for each applicable contract

Contact Information

For more information:

www.AlamedaCTC.org

<http://www.AlamedaCTC.org/orientation>

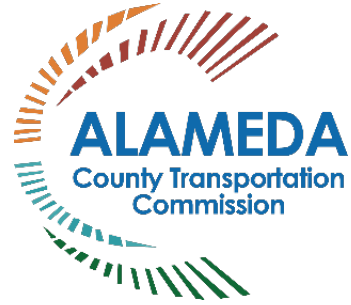
510.208.7400



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Thank You

For more information, visit

www.AlamedaCTC.org