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Executive Director's Letter

The Alameda County Transportation Commission has a long history of supporting and planning transportation investments. We recognize that the advancement of safety, equity, and clean transportation is of the utmost importance in our community of 1.66 million people. Addressing those priorities head on will not only improve our transportation, but move us forward in building a safe, equitable, and sustainable future for all throughout Alameda County.

In September 2022, the Commission approved its [Equity Statement](#). And in December 2022, we adopted our first [Race and Equity Action Plan](#) (REAP) to outline concrete actions that agency leadership and staff can take to advance race and equity. Our commitment to equity was further solidified in March 2023 with our [Inclusive Engagement Report](#) that provides agencywide guidance to ensure that equitable community

engagement practices are in place for all agency-led projects, programs, and plans.

In October 2022, the [Clean Fuel Summit](#) brought together transportation and energy partners from Alameda County, regional, state, and federal levels to discuss innovative advancements being made in zero-emission transportation toward a cleaner transportation network. And we continued to advance safety and active transportation in the creation of the 400-mile [Countywide Bikeways Network](#), an initiative that calls for a consistent, connected network of high-quality bicycle facilities throughout Alameda County.

Crucial for Alameda CTC is encouraging our youth to help build the future of transportation through our flagship Safe Routes to Schools program and the Student Transit Pass program. These programs provide education, encouragement, and access

to transit to support safety and reduce emissions. We are particularly proud of students who step up to lead conversations about how and why we make transportation choices and the impact of those choices.

In addition to these accomplishments, we are advancing projects in all phases of project development and delivery, allowing us to fulfill our commitment to Alameda County voters to improve our transportation, serve our communities, and equitably build our future transportation networks.



Tess Lengyel

Executive Director,
Alameda County
Transportation Commission



Alameda CTC's Commitment to Equity

Equity remains at the core of Alameda CTC's work. The Commission's ongoing commitment to prioritize equity as we plan, fund, and deliver transportation projects and programs for the county is reflected in the agency's FY 2022-23 Equity Statement, Race and Equity Action Plan (REAP), and Inclusive Engagement Report.

Race and Equity Action Plan

Adoption of the [REAP](#) moves our Equity Statement principles forward by outlining concrete methods for Alameda CTC to address racial and socio-economic disparity, and will be implemented across all Alameda CTC projects and programs. It addresses the internal workings of the agency itself as well as its external operations. The REAP contains 43 actions organized into 11 categories: leadership, diverse and inclusive organization

and staff, communications, inclusive engagement and outreach, planning, projects, express lanes, programming, programs, contracting and procurement, and recruitment, hiring and training.

Inclusive Engagement Report

The creation of the [Inclusive Engagement Report \(IER\)](#) builds upon the principles outlined in Alameda CTC's Equity Statement and REAP. It serves as a guide for agencywide engagement that prioritizes equity, inclusion, justice, and diversity across all agency activities. The recommendations in the IER are intended to provide guidance for community engagement practices that result in meaningful and authentic feedback, which will inform the development of better and more inclusive transportation plans, projects, and programs.

Commission Statement on Equity

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.

Alameda County Population and Demographics*

10%

Total Population Increased

2022 | 1,663,823
2010 | 1,510,271

43%

Population Diversity Increased

Total non-white population increased
2022 | 1,097,912
2010 | 770,152

10%

Multiracial Population

165,327
individuals self-identify as 2 or more races

46%

Language Spoken

722,726
of the county population speaks a language other than English in the home

*American Community Survey 5-Year Estimates Data Profiles 2022, 2010 US Census Data

Funding that is Moving Transportation Forward



Alameda CTC allocates funds to our local jurisdictions and transit agency partners for a wide range of transportation investments and improvements that are fostering the growth and vitality of safe, efficient, and accessible travel for all throughout Alameda County.

The agency manages funding from Alameda County's one-cent sales tax, voter-approved [Measure BB, Vehicle Registration Fee](#) (VRF), and the [Transportation Fund for Clean Air](#) (TFCA).

Alameda CTC also manages regional, state, and federal funding sources that provide additional funding for the delivery of Alameda CTC projects and programs.

In July 2022, a AAA rating from both Fitch Ratings and S & P Global Ratings enabled a \$140.6 million [Measure BB Sales Tax Revenue Bonds Issuance](#), funds which allow Alameda CTC and our partners to more quickly and cost-effectively deliver projects, programs, and planning efforts.

Funding that is Moving Transportation Forward

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

Advancing Projects Throughout the County



Measure BB Program Distributions

FY 2022-23 \$203.3 Million (revenue)

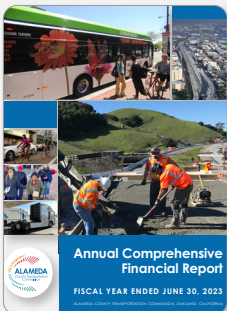
Alameda CTC directly distributes about 65 percent of Measure BB sales tax funds to **Bike/Pedestrian, Paratransit, Transit, and Local Streets and Roads** programs. Investments are net of administrative funds, to the county's 14 incorporated cities, unincorporated areas and county transit operators via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



Vehicle Registration Fee Distributions

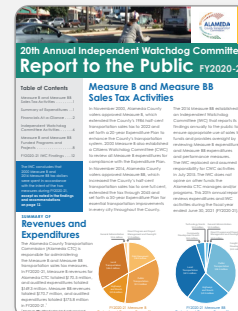
FY 2022-23 \$12.1 Million (revenue and discretionary)

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 with investments in **Bike/Pedestrian, Transit, Technology, and Local Streets and Roads** programs. 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.

Alameda CTC has received 100% clean audits since our inception in 2010. The GFOA award is reflective of agency leadership and financial transparency.



Alameda CTC's **Independent Watchdog Committee** approved its 21st Annual Report to the Public covering FY 2021-22 expenditures and IWC activities.



Scan the code
to access the report.

Moving Local Businesses Forward

Awarding construction and professional contracts to businesses that have financial, employment, and community interests in Alameda County is an important part of investing in the county's future.

Alameda CTC's [Local Business Contract Equity \(LBCE\) Program](#) identifies and engages the participation of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE) and Very Small Local Business Enterprise (VSLBE) firms located within Alameda County. The LBCE Program applies to contracts that are administered by Alameda CTC and funded in whole or in part by Measure BB and VRF funds in combination with other local funds.

In FY 2022-23, 31 new Alameda County firms were certified to join the LBCE program increasing the total number of LBCE firms to 148; 133 contracts were awarded and \$85.2 million was paid to LBCE-certified firms.

LBCE Contracts Awarded



Thomas Smith

Vice President of Estimating
Ghilotti Construction

“ We have been a participant in Alameda CTC's LBCE program since 2012, and it has been critical to the success of our employee-owned business. It is our honor to work with Alameda CTC and the Port of Oakland to build the [7th Street Grade Separation East project](#). This important effort will relieve truck and vehicle congestion, increase safety and air quality, bring a modernized pedestrian/ bike pathway with a greenwall along 7th Street that connects to Middle Harbor Shoreline Park, and provide additional flexibility for seaport cargo operations. ”



Projects that are Moving Transportation Forward

FY 2022-23 saw significant progress from groundbreakings, to near completion of construction of major infrastructure projects, to ribbon cuttings.



Port of Oakland Improvements Underway

Alameda CTC and our partners made significant progress on the suite of projects collectively known as [GoPort](#) (Global Opportunities at the Port of Oakland) that are transforming the Port of Oakland. This influential program, which has received local, regional and national recognition, involves innovative improvements to how goods move through the Port of Oakland, a seaport of not just local, but also national importance. Also in FY 2022-23, the **Freight Intelligent Transportation System (FITS)** moved into beta testing. In July 2023 the ribbon cutting for FITS occurred and implementation of this innovative technological solution for managing truck congestion, improving truck traffic flows, increasing the efficiency of goods movement operations, reducing pollution from idling trucks,



and enhancing the safety at the Port and the surrounding neighborhoods began being used by truck operators.

Another milestone for GoPort in July 2023 was the groundbreaking of the **7th Street Grade Separation East** project which reconstructs a more than 90-year old underpass that Union Pacific Railroad trains rely on to pass over 7th Street. The upgrades bring the roadway to current design standards and connects the bike and pedestrian pathway with the Bay Trail and Middle Harbor Shoreline Park.



Interstate 80/Gilman Street Interchange Improvement Project Moves Into Phase 2

In fall 2022, construction began on Phase 2 of the Interstate 80 (I-80)/Gilman Street Interchange Improvement project that focuses on safety with an at-grade pedestrian/bicycle path through the interchange, a two-way cycle track on Gilman Street from the interchange to Fourth Street, a new traffic signal at Gilman and 4th Streets, a Bay Trail gap closure at the foot of Gilman Street, and roundabouts on either side of the interstate. All improvements for this multimodal project, including the Phase 1 bicycle and pedestrian overcrossing that was substantially completed in summer 2023, are expected to be complete late 2024.

[See the video of roundabout simulation.](#)



Projects that are Moving Transportation Forward

Southbound I-680 Express Lane and Pavement Rehabilitation

Construction of the [Southbound Interstate 680 Express Lane and Pavement Rehabilitation project](#) will provide a smoother, less congested ride for thousands of motorists. The completed project will build a new express lane on Interstate 680 (I-680) between State Route 84 (SR-84) and Alcosta Boulevard in San Ramon, and close the gap between existing and in-progress express lanes to ease the commute for southbound I-680 commuters.

As part of this project, Phase 1 construction includes nine miles of pavement rehabilitation. Combining these two projects along the same section of I-680 will result in significant cost savings and decrease the impact of construction activities for the traveling public in this heavily traveled corridor.



Additional Express Lanes Developments

In another effort to improve commutes and reduce congestion, new express lanes [tolling policies for Interstates 580 and 680](#) went into effect in March 2023. The new policies offer 50 percent savings for clean-air vehicles (CAV) and free use of the lanes for carpools of three or more during commuting hours while also providing solo drivers with the opportunity to pay a toll for access in the carpool lanes during commuting hours. To take advantage of optimal savings, drivers can upgrade to FasTrak Flex® at [Bay Area FasTrak](#).

Express lanes play an important role in supporting the continued modernization of Alameda County's highway network and increasing the efficiency of our transportation system for commuters, transit, and freight vehicles. And by 2026, 58 miles of express lanes in Alameda County will be available to all.



Jhay Delos Reyes
Director of Project Delivery
Alameda CTC

“ Alameda CTC's projects team worked closely with our transportation partners and local jurisdictions to make significant progress in FY 2022-23 for a wide range of equitable capital transportation projects. The work on these projects benefits all communities in Alameda County and result in increased options to travel safely and reduce the environmental impacts caused by congestion and transportation-related pollution. ”



Programs that are Moving Transportation Forward

Alameda CTC continued to provide significant support for programs that encourage safer and healthier transportation options for students, older adults, and people with disabilities.

Serving our Students

The perennially popular annual [Golden Sneaker Contest](#) ran from February 27-March 10, 2023, mobilizing nearly 16,000 students from 100 registered schools. This year, the highly coveted Platinum Sneaker was awarded to a first grade class at the Berkeley Arts Magnet School for

its astounding 92 percent contest participation rate. The Golden Sneaker contest is administered by Alameda CTC's [Safe Routes to Schools \(SR2S\)](#) program.

The SR2S program serves 295 public elementary, middle and high schools throughout the county providing educational programs to students and their families that teach traffic safety behaviors and ways in which to reduce congestion and harmful pollutants around schools while increasing the physical activity of students.

SR2S also administers schools' annual participation in [International Walk and Roll to School Day](#). Every October, schools across the county participate in this highly anticipated global event. The celebration is designed to encourage students, families, and the school community to roll, walk, bicycle, take transit, or use other non-motorized transportation to get to school.

We celebrated our fourth year of the [Student Transit Pass Program \(STPP\)](#). This program expands transportation options for Alameda County's middle and high school students making it easier to travel

to and from school and school-related programs, jobs and other activities. The program currently serves students at 149 schools in 18 districts and provides free youth Clipper cards to eligible middle and high school students. The cards can be used for unlimited free bus rides in their area (on AC Transit, Union City Transit or LAVTA Wheels) and 50 percent on BART trips and youth discounts on other transit systems.

INTERNATIONAL WALK AND ROLL TO SCHOOL DAY | 2023

155



Schools participated

STUDENTS

10,500+



Walked

4,600+



Rollled, biked and scootered

2,700+



Carpooled

900+



Buses or transit to get to school.



During FY 2022-23, SR2S' countywide Youth Task Force also brought back [Reboot Your Commute](#) for its third annual celebration.

Taking place at high schools across Alameda County, Reboot Your Commute encourages high school students to embrace all the possible ways they can get to school, such as walking, riding bikes, scootering, rollerskating, skateboarding, taking transit or using a mobility device like a wheelchair.

Students shared their commute stories via creative writing and other expressions of art. Empowering young community members to start considering their transportation options and being part of choosing what works for them is an integral part of the future of Alameda CTC's work.



Denise Turner

Safe Routes to Schools
Program Coordinator
Alameda CTC

“ Since 2006, Alameda CTC's SR2S program has been encouraging kids to bike, roll and walk safely to school. We work with teachers, parents, and students at over 295 public elementary, middle, and high schools throughout Alameda County to engage in fun, interactive programs. These programs are designed to provide engineering technical assistance to school communities and to educate students about the benefits of active and shared transportation for individual students, their families and their communities. ”

Programs that are Moving Transportation Forward

Serving our Older Adults and People with Disabilities

We recognize the importance of mobility in maintaining independence, health, social connections, and access to employment opportunities. Alameda CTC's [Paratransit Program](#) supports the ability of older adults and disabled community members to get around more easily by providing transportation services throughout the county. In FY 2022-23 we continued our efforts to expand the impact of this program and its position as one of the most robust paratransit programs in the Bay Area. And we continue to work with our transportation service partners to offer accessible, affordable and convenient transportation options to reach major medical facilities, grocery stores, and other important travel destinations.

Alameda CTC Measure BB funds also help to fund BART and AC Transit's Americans with Disabilities-mandated program and 13 city paratransit programs in every part of the county.

Alternative Commuting

Alameda CTC encourages commuters to embrace ways to get to work other than solo vehicle driving, but the agency understands that emergencies happen. In order to protect commuters who carpool, bike or walk, or take public transportation from becoming stranded in the event of an emergency, there is the [Guaranteed Ride Home](#) program. This program provides reimbursement for urgent transportation when an individual needs to get home quickly due to illness, injury, or the unanticipated breakdown of your usual commute vehicle.



Sandra J. Johnson
Vice Chair
PAPCO

“ Our community members rely on Alameda CTC's paratransit programs to get to medical, work, recreation, and social destinations. And fund distributions to local cities, transit agencies, paratransit programs, and local nonprofits are critical to traveling easily and safely and for enhancing quality of life for our county's older adults and community members with disabilities. ”

466.4
Thousand

ADA-Mandated Trips*
FY 2022-23

290.0
Thousand

City Paratransit Trips
FY 2022-23

\$292.6
Million

Paratransit Investments
CIP Programming and DLD
funding from 2015 to 2023

*ADA-mandated trips do not include Union City Paratransit



The Future of Transportation in Alameda County

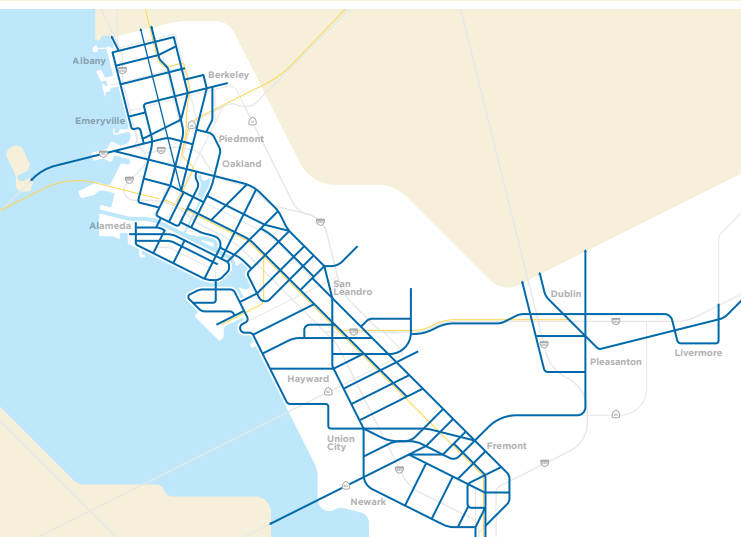
In May 2023, the final [Comprehensive Investment Plan \(CIP\)](#) for FY 2023-24 through FY 2027-28 was approved. Priorities of the CIP focused on safety enhancements, the countywide biking and pedestrian high-injury network, and priority development areas. Over \$200 million was programmed in the CIP in 2023. The CIP is a continuation of the work that Alameda CTC has been doing since its inception to build a cleaner, safer, equitable, and resilient transportation future that supports alternative ways of getting around the county.

Key initiatives for building a safer, cleaner, alternative transportation network include:

Countywide Bikeways Network

Alameda CTC's establishment of a 400-mile Countywide Bikeways Network creates a new vision for a cohesive, consistent, and connected network of high-quality bicycle facilities. The network will be safe and designed to meet the needs of all ages and abilities. To advance its successful construction, we provide a variety of resources and training sessions for our local jurisdiction partners that serve as a framework and set expectations. Those include the [Bikeways Academy](#), a two-year series of training sessions hosted by Alameda CTC that support implementation of bikeways designed for all ages and abilities. Our first training session in April 2023 focused on [Bikeways Design Resource](#) fundamentals which incorporate separated bike lanes and shared use paths throughout the network. These design fundamentals are in line with Alameda CTC's [All Ages and Abilities Policy](#) that ensures children, families, older adults, and people with disabilities feel safe walking, biking, and rolling.

400-Mile Countywide Bikeways Network



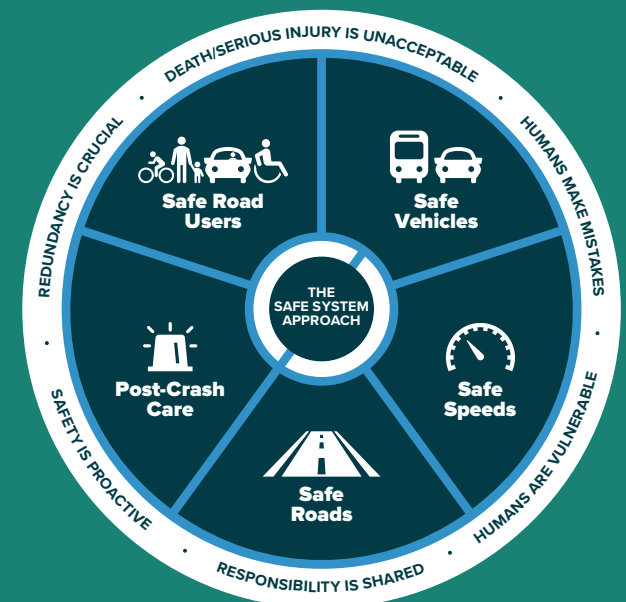
Key Benefits

- Closes Gaps and Barriers – crosses all major freeways, waterways, and railways
- Addresses Equity – crosses 93% of Equity Priority Communities
- Improves Safety – 85% of the top 20 high-injury network corridors are on or parallel to the network
- Improves Connectivity – 100% of passenger rail stations are connected to the network
- Connects Activity Centers – crosses 100% of Priority Development Areas

Safe System Approach

The Countywide Bikeways Network employs the Safe System Approach, adopted by Alameda CTC's Commission in 2020. It is a national road safety 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 was formally adopted by the United States (U.S.) and the California Department of Transportation in 2022 and is recommended in Alameda CTC's Countywide Transportation Plan.

Five Safe System Elements:



Find out more about Alameda CTC's [Safe System Approach](#).

Source: FHWA. (2020). *The Safe System Approach* [FHWA-SA-20-015]. Federal Highway Administration, Washington, D.C.

The Future of Transportation in Alameda County

San Pablo Avenue

In February 2023, the US Department of Transportation awarded a Safe Streets for All grant for \$15 million to Alameda CTC to improve safety on San Pablo Avenue. The grant will help fund enhancements on San Pablo Avenue to improve bicycle and pedestrian crossings, transit speed and reliability and waiting areas for riders by installing bus bulbs and bus stop enhancements. It will also provide all ages and abilities bicycle routes along streets parallel to San Pablo Avenue.

Key Benefits

- Enhances travel options for residents, businesses, transit and active transportation users
- Reduces pedestrian and bicycle collisions along San Pablo, one of the most dangerous roads for these users in Alameda County

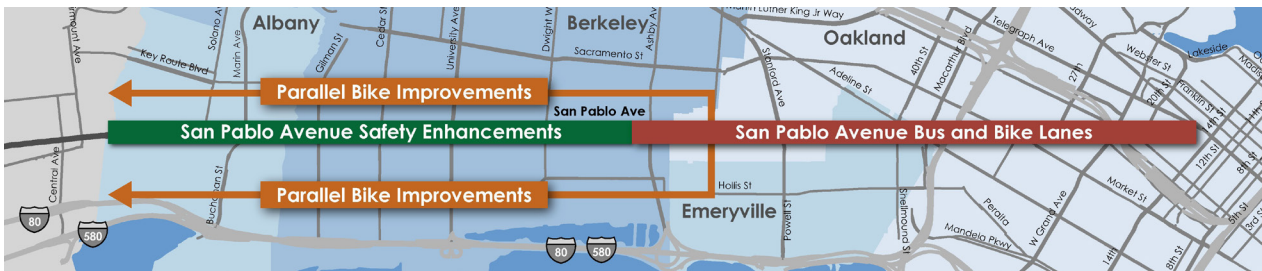


East Bay Greenway Multimodal Project

The project will construct a bicycle and pedestrian facility that will follow the BART alignment for 16 miles and traverse the cities of Oakland, San Leandro, and Hayward as well as the unincorporated communities of Ashland and Cherryland.

Key Benefits

- Improves cyclist and pedestrian network connectivity for all ages and abilities along the BART line
- Connects seven BART stations and improves access to regional transit, downtown areas, schools, and other major destinations
- Advances equitable transportation access by making improvements in several communities systemically underserved by transportation investments
- Improves safety for bicyclists and pedestrians
- Supports promotion of a multimodal transportation system and reduction of greenhouse gas emissions



Clean Transportation Initiative

Alameda CTC's [Clean Fuel Summit](#) in October 2022 highlighted advances being made in clean fuel and laid the groundwork for our 2023 Clean Transportation initiative, a multi-pronged suite of projects and programs that focus on reducing emissions countywide.

- Supporting acceleration of zero-emission technology
- Encouraging shifts to transportation modes that reduce emissions through funding bicycle, pedestrian, and transit improvements
- Exploring opportunities to support housing in transit-rich areas
- Exploring opportunities to integrate greening elements into transportation projects to ensure clean air and community livability benefits, and
- Continued partnering with agencies and organizations that can most effectively and expeditiously advance Clean Transportation



The Future of Transportation in Alameda County

Oakland Alameda Access Project

Advancing multimodal safety improvements and changes to arterial roadway operations that will reduce freeway impacts on the local community and reduce vehicular-pedestrian accidents.

Key Benefits

- Improves multimodal safety, reduces conflicts in equity priority communities that are low income or have been historically underserved, and diminishes incidents between regional and local traffic
- Enhances bicycle and pedestrian accessibility and connectivity
- Creates more multimodal options helping to protect the climate
- Improves mobility and accessibility between I-880, SR-260, City of Oakland downtown neighborhoods and the City of Alameda, some of which are equity priority communities
- Reduces freeway-bound regional traffic and congestion on local roadways and in neighborhoods, reducing carbon emissions



I-880 Interchange Projects

Implementation of full interchange improvements at the Interstate 880 (I-880)/Whipple Road interchange and Industrial Parkway West interchange, including:

- A northbound off-ramp to Industrial Parkway West
- A southbound high-occupancy vehicle (HOV) bypass lane on the southbound loop off-ramp
- Bridge reconstruction over I-880
- Surface street improvements and realignment

Key Benefits

- Improves freeway access and enhances goods movement along the I-880 corridor
- Relieves freeway and interchange congestion
- Improves local business access along Whipple Road
- Improves bicycle and pedestrian access across the I-880 freeway
- Improves transit access to and from the I-880 freeway
- Enhances safety

Rail Safety Enhancements

The Implementation of safety enhancements centered around pedestrian improvements, such as sidewalks, automatic pedestrian gates, lighting, warning strips, fencing and gates, and signing and striping.

These near-term upgrades will have significant and immediate positive safety impacts for our local communities.

Key Benefits

- 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



Financial Accountability

Revenues and Expenditures

REVENUES	GENERAL FUND	2014 MEASURE BB SPECIAL REVENUE FUND	EXCHANGE FUND	2000 MEASURE B CAPITAL PROJECTS FUND	1986 MEASURE B CAPITAL PROJECTS FUND	2014 MEASURE BB CAPITAL PROJECTS FUND	NONMAJOR GOVERNMENTAL FUNDS	TOTAL GOVERNMENTAL FUNDS
Sales tax - 2000 Measure B	\$ 123,449	\$ -	\$ -	\$ 1,001,688	\$ -	\$ -	\$ 1,496,287	\$ 2,621,424
Sales tax - 2014 Measure BB	15,978,015	289,958,219	-	-	-	93,514,159	-	399,450,393
Project revenue	2,673,491	-	671,899	3,860	-	23,870,259	8,442,159	35,661,668
Member agency contributions	1,596,879	-	-	-	-	-	-	1,596,879
Toll and toll violation revenue	-	-	-	-	-	-	13,872,091	13,872,091
Vehicle registration tax	-	-	-	-	-	-	12,896,332	12,896,332
Investment income	3,129,766	4,119,278	705,468	3,285,080	3,030,800	3,221,200	2,777,000	20,268,592
Other income	4,304	2,431	-	-	-	-	2,429	9,164
TOTAL REVENUES	23,505,904	294,079,928	1,377,367	4,290,628	3,030,800	120,605,618	39,486,298	486,376,543
EXPENDITURES								
CURRENT								
Administrative								
Salaries and benefits	4,616,651	1,449,668	9,867	237,977	27,158	655,700	1,371,988	8,369,009
Office rent	262,135	-	-	-	-	-	-	262,135
Professional services	1,384,759	-	-	-	-	-	156,780	1,541,539
Planning and programming	858,942	1,317,992	-	-	-	-	94,196	2,271,130
Bond issuance costs	-	-	-	-	-	601,907	-	601,907
Other	1,362,003	2,430	-	3,023	2,127	2,454	324,062	1,696,099
Transportation improvements								
Highways and streets	-	-	-	(977,182)	1,786,405	115,927,190	-	116,736,413
Public transit	-	116,776,616	-	2,568,119	-	14,870,804	1,020,814	135,236,353
Local transportation	-	87,875,035	-	-	-	33,227,933	3,126,849	124,229,817
Community development investments	-	1,737,501	-	-	-	-	-	1,737,501
Technology	-	154,964	-	-	-	-	-	154,964
Congestion management	-	-	662,033	-	-	-	19,892,447	20,554,480
Debt service								
Principal	997,557	-	-	-	-	-	4,785,000	5,782,557
Interest	24,524	-	-	-	-	-	3,910,390	3,934,914
TOTAL EXPENDITURES	9,506,571	209,314,206	671,900	1,831,937	1,815,690	165,285,988	34,682,526	423,108,818
EXCESS/(DEFICIENCY) OF REVENUES OVER/(UNDER) EXPENDITURES	13,999,333	84,765,722	705,467	2,458,691	1,215,110	(44,680,370)	4,803,772	63,267,725
OTHER FINANCING SOURCES/(USES)								
Proceed from sale of bonds	-	-	-	-	-	140,630,312	-	140,630,312
Transfer in	-	7,293,655	-	14,145,228	-	146	11,619,505	33,058,534
Transfer out	-	(11,618,415)	-	-	-	(7,294,745)	(14,145,374)	(33,058,534)
TOTAL OTHER FINANCING SOURCES/(USES)	-	(4,324,760)	-	14,145,228	-	133,335,713	(2,525,869)	140,630,312
NET CHANGE IN FUND BALANCES	13,999,333	80,440,962	705,467	16,603,919	1,215,110	88,655,343	2,277,903	203,898,037
FUND BALANCES - BEGINNING	107,519,071	134,102,488	6,481,346	168,513,805	142,337,231	(24,842,071)	129,145,003	663,256,873
FUND BALANCES - ENDING	\$ 121,518,404	\$ 214,543,450	\$ 7,186,813	\$ 185,117,724	\$ 143,552,341	\$ 63,813,272	\$ 131,422,906	\$ 867,154,910

Financial Accountability

Alameda CTC's strong financial position in FY 2022-23 allowed the agency to continue the work we have been doing since 2010 with our transit agency and local jurisdiction partners to improve transportation and increase transportation options for the communities we serve.

Key Financial Highlights as of June 30, 2023

\$867.2
Million

\$203.9 million, or 30.7%, increase in combined fund balances over FY 2021-22. This increase is attributed to increased investment income and grant revenues as Measure BB projects continued to ramp up during FY 2022-23. Of these funds, \$121.3 million is available for spending at Alameda CTC's discretion

\$54.8
Million

\$54.8 million, or 12.8%, increase in revenue over FY 2021-22

\$64.1
Million

\$64.1 million, or 9.2%, increase in total net position over FY 2021-22

\$216.4
Million

\$216.4 million, or 26.0%, increase in total assets and deferred outflows of resources over FY 2021-22

\$59.6
Million

\$59.6 million, or 16.7%, increase in expenses over FY 2021-22. Mostly related to increased expenditure in Measure BB Capital Projects and Special Revenue Funds as several Measure BB projects move into construction, the most expensive phase of a project life cycle



Patricia Reavey
Deputy Executive Director of
Finance and Administration
Alameda CTC

“Alameda County voters have entrusted Alameda CTC to wisely leverage and utilize funds with unwavering commitment to financial accountability and transparency. Since 2010, we have programmed and allocated nearly \$3.4 billion through our Comprehensive Investment Plan. A portion of this funding was also directly distributed to our cities and transit agencies for transportation-related projects, initiatives, and programs that improve the quality of life for all communities throughout Alameda County.”



Alameda CTC Commissioners

Commission Chair

City of Emeryville
Councilmember John J. Bauters

Commission Vice Chair

Supervisor David Haubert, *District 1*

Alameda County

Supervisor Elisa Márquez, *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 Terry Taplin

City of Dublin

Mayor Melissa Hernandez

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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 González, III

City of Union City

Mayor Carol Dutra-Vernaci



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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.