Programs and Projects Committee (PPC) Meeting Agenda
Monday, February 9, 2026, 10:00 AM

The Commission and its Standing Committees will meet in the Mary V. King Conference Room at Alameda CTC's offices at 1111 Broadway, Suite 800, Oakland, CA 94607. The live stream of each Alameda CTC Commission and Standing Committee meeting is available for public viewing at www.alamedactc.org/all-meetings by clicking on **View Event** next to the meeting in the list of Upcoming Events.

Members of the public may submit public comments that are addressed to the Commission or Committee members on topics germane to the jurisdiction of the Alameda CTC in person by attending the meeting in Alameda CTC's offices. Alameda CTC conducts orderly meetings to fulfill its mandate. Discriminatory statements or conduct that would potentially violate the federal Civil Rights Act of 1964 and/or the California Fair Employment and Housing Act, California Penal Code sections 403 or 415 is per se disruptive to a meeting and will not be tolerated. Please see Alameda CTC's Meeting Code of Conduct for more information.

Additionally, comments may be submitted by email sent to the Clerk of the Commission at clerk@alamedactc.org, including the words "Public Comment" and the meeting to which it pertains in the email's subject line. Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on the Alameda CTC website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible.

As a convenience, members of the public may also make comments remotely during the meeting by accessing the Zoom link listed below, using the "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can press the star key (*) and then the number 9 (*9) to raise/lower your hand. Comments made in person or via Zoom will generally be limited to three minutes in length, or as specified by the Chair. Alameda CTC cannot guarantee that the public's access to Zoom via phone or other device will be uninterrupted, and technical difficulties may occur from time to time. Unless required by the Brown Act, the meeting will continue despite technical difficulties for participants using the Zoom option.

Committee Chair:	Elisa Márquez	Executive Director:	Tony Tavares
Vice Chair:	Carroll Fife	Staff Liaison:	Vivek Bhat
Members:	Jack Balch Marilyn Ezzy Ashcraft Nikki Fortunato Bas Juan González Michael Hannon David Haubert Gary Singh Terry Taplin Joel Young	Clerk of the Commission:	Elizabeth (Liz) Lake

Location Information:

Alameda County Transportation Commission
Mary V. King Conference Room
1111 Broadway, Suite 800
Oakland, CA 94607

Alameda County Fairgrounds
Heritage House
4501 Pleasanton Drive
Pleasanton, CA 94566

Union City - City Hall
International Room
34009 Alvarado-Niles Road
Union City, CA 94587

1027 Bancroft Way, Apt D
Berkeley, CA 94710

Zoom Link:
https://us06web.zoom.us/j/87601740888?pwd=OEFrRzY0VUpmVHh1TU1YYjJWTGdaZz09

Dial-in Information: 1 (669) 900 6833
Webinar ID: 876 0174 0888
Password: 435122

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

4.1 Approve the November 10, 2025 Programs and Projects Committee Meeting Minutes
Action
4.1_PPC_Minutes_20251110.pdf

5. Regular Matters

5.1 Approve the Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distribution Master Programs Funding Agreements
Action
5.1_PPC_DLD_MPFA_Performance_Measures_20260209.pdf
5.1_PPC_DLD_MPFA_Performance_Measures_Presentation_20260209.pdf

5.2 Approve the Alameda County Fiscal Year 26-27 Transportation Fund for Clean Air Expenditure Plan Application and Call for Projects
Action
5.2_PPC_TFCA_FY2627_Expenditure_Plan_20260209.pdf
5.2_PPC_TFCA_FY2627_Expenditure_Plan_Presentation_20260209.pdf

5.3 Approve the I-580 Express Lanes Expenditure Plan and Initial Net Revenue Allocation
Action
5.3_PPC_I-580_Expenditure_Plan_Net_Revenue_Allocation_20260209.pdf
5.3_PPC_I-580_Expenditure_Plan_Net_Revenue_Allocation_Presentation_20260209.pdf

5.4 Approve award of Contract A26-0054 to Yunex LLC for Express Lanes Maintenance Services
Action
5.4_PPC_EL_Maintenance_Services_20260209.pdf

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:
March 9, 2026

Notes:

- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda, submit a speaker card to the clerk or follow remote instructions listed in the agenda preamble.
- Meeting agendas and staff reports are available on the website calendar.
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. Directions and parking information are available online.
- For language assistance, please call (510) 208-7475. We request at least five working days' notice to accommodate your request.
    - Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
    - 如需语言协助，请致电 (510) 208-7475. 请至少提前五个工作日通知，以便满足您的要求。
    - Para sa tulong sa wika, tumawag sa (510) 208-7475. Mag-abiso nang limang araw na may pasok o mas maaga para mapagbigyan ang inyong kahilingan.
    - Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.
- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
- Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.

Programs and Projects Committee Meeting Minutes
Monday, November 10, 2025, 10:00 a.m.

4.1

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1. **Call to Order**

2. **Roll Call**
   A roll call was conducted. All members were present except for Commissioner Young.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**
   4.1 Approve the October 6, 2025, Programs and Projects Committee (PPC) Meeting Minutes
   4.2 I-580 and I-680 Express Lanes Operations
   4.3 Approve the Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates
   4.4 Informational update on the East Bay Greenway Multimodal - Hayward Segment Project (Project Number 1587.003)
   4.5 Approve Alameda Resolution 25-008 with Actions Associated with Allocation of Regional Measure 3 funds for the City of Newark's Thorton Avenue Multimodal Complete Streets Project
   4.6 Approve Resolution 25-009 with Actions Associated with Allocation of Regional Measure 3 Funds for the City of Union City's Quarry Lakes Parkway Project
   4.7 Approve Time Extension Actions Associated with the 2014 Transportation Expenditure Plan Deadlines for Securing Environmental Clearance and a Full Funding Plan

   Commissioner Balch made a motion to approve the Consent Calendar. Commissioner González seconded the motion. The motion passed with the following roll call vote:

Yes:	*Balch, Ezzy Ashcraft, Fife, Fortunato Bas, González, Hannon, Haubert, Márquez, Singh, Taplin*
No:	*None*
Abstain:	*None*
Absent:	*Young*

5. Regular Matters

5.1 Approve Advance Programming of One Bay Area Grant Cycle 4 Funding for the Alameda County Safe Routes to Schools Program

Jacki Taylor recommended that the Commission approve advance programming of $3.5 million of One Bay Area Grant Cycle 4 funding for the Alameda County Safe Routes to Schools Program.

Commissioner González made a motion to approve the item. Commissioner Fortunato Bas seconded the motion. The motion passed with the following roll call vote:

Yes:	*Balch, Ezzy Ashcraft, Fife, Fortunato Bas, González, Hannon, Haubert, Márquez, Singh, Taplin*
No:	*None*
Abstain:	*None*
Absent:	*Young*

5.2 Approve Amendments to Professional Service Agreements for Closeout Services for Capital Projects

Jhay Delos Reyes recommended that the Commission approve a set of actions associated to facilitate project closeout and right-of-way needs related to Alameda CTC-sponsored capital projects.

Commissioner Balch made a motion to approve the item. Commissioner Singh seconded the motion. The motion passed with the following roll call vote:

Yes:	*Balch, Ezzy Ashcraft, Fife, Fortunato Bas, González, Hannon, Haubert, Márquez, Singh, Taplin*
No:	*None*
Abstain:	*None*
Absent:	*Young*

5.3 Informational Update on the I-580 Express Lanes Expenditure Plan – Net Toll Revenue Programming

John Lowery provided an update on development of the I-580 Express Lanes Expenditure Plan. This item was for information only.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

There were three verbal staff reports.

8. Adjournment

Memorandum 5.1

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DATE:	February 2, 2026
TO:	Programs and Projects Committee
FROM:	John Nguyen, Assistant Director of Programming and Project Controls Christine Shin, Senior Program Analyst
SUBJECT:	Approve the Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distribution Master Programs Funding Agreements

Recommendation

It is recommended that the Commission approve the following actions:

1. Approve Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) Master Programs Funding Agreements.
2. Authorize the Executive Director or his designee to enter into the Master Programs Funding Agreements with DLD recipients.

Summary

Alameda CTC will enter into Measure B, Measure BB, and VRF DLD Master Programs Funding Agreements (MPFAs) containing updated implementation guidelines and performance measures with DLD recipients by June 30, 2026. The MPFAs will facilitate distributions of the formula-based sales tax and VRF DLD program funds to DLD recipients.

Background

Alameda CTC is responsible for administering the Measure B, Measure BB, and VRF Programs. A portion of Measure B/BB/VRF funds are distributed directly to twenty eligible jurisdictions by a prescribed distribution formula in the respective Transportation Expenditure Plans. These formula-based funds are known as DLD funds. Annually, these distributions provide support to locally identified transportation improvements among the recipients' local transportation, bicycle/pedestrian, mass transit, and paratransit programs.

In 2016, Alameda CTC entered into ten-year MPFAs with DLD recipients. The MPFA not only facilitates and authorizes the distribution of formula funds to the recipient but also establishes specific expenditure requirements. The MPFA states the DLD recipient's obligations, reporting requirements, implementation guidelines, and performance measures for the DLD Programs. The current MPFA is set to expire on June 30, 2026.

To ensure the continued and uninterrupted distribution of formula funds, Alameda CTC is developing new MPFAs with plans to have them executed by June 30, 2026.

MPFA Updates

The proposed revised DLD MPFA contains no significant changes to the existing 2016 Measure B/BB/VRF MPFA boilerplate. Updates will be made to outdated references and to separate Measure B from the Measure BB/VRF requirements. DLD recipients will enter into one or both of the DLD MPFAs for the following:

1. Ten-year MPFAs for the Measure BB and VRF DLD Program.
2. One-year MPFAs for the Measure B DLD Program. This agreement will only be required if a DLD recipient has an existing Measure B DLD balance as of June 30, 2025.

Redline changes comparing the existing 2016 MPFA to the proposed MPFAs are included in Attachment A – Measure BB/VRF MPFA and Attachment B – Measure B MPFA.

The 2016 MPFA also references DLD Program Implementation Guidelines for each of the four DLD programs (Bicycle/Pedestrian, Local Street and Roads (LSR, Local Transportation), Mass Transit, and Seniors and People with Disabilities (Paratransit) Programs, which serve as guides for eligible project and program investments under the DLD Programs. The Bicycle/Pedestrian, LSR, and Mass Transit guidelines were last adopted by the Commission in 2016, and Paratransit Guidelines were updated last October 2025 by the Paratransit Advisory and Planning Committee (PAPCO). As part of the new MPFA, the implementation guidelines have been refreshed to remove outdated references, but no substantive changes have been made. The DLD Implementation Guidelines for all programs are included in Attachment C.

DLD Performance Measures Update

Measure B/BB/VRF DLD Performance Metrics were updated to reflect current best practices and available data. The updated performance metrics were drafted and developed in consultation with Alameda CTC's planning staff, PAPCO, and current standards established by regional, state, and federal agencies. Attachment D – DLD Performance Measure Change Summary provides a matrix of changes between the current and revised performance metrics.

Alameda CTC considered a multitude of factors in developing the updated performance metrics, including but not limited to:

- Performance metrics origins are based on standard industry best practices used by peer agencies at the regional, state, and federal levels. This includes the Federal Transit Agency (FTA), California Department of Transportation (Caltrans), Metropolitan Transportation Commission (MTC), Mineta Transportation Institute, San Francisco County Transportation Authority, and Contra Costa Transportation Authority.

- Performance metrics reflect quantifiable data on universal investments such as the pavement condition index (PCI) for streets and roads, quantities of sidewalk or bike facility improvements, transit ridership, and trips provided/individuals served.
- Performance metrics serve to provide information on service availability, service reliability, community impact, financial accountability, and delivery performance of projects and programs.
- Performance evaluation considers fluctuations occurring from year to year due to varying transportation needs and/or project and program needs.

<u>MPFA Development Schedule</u>

The MPFA development schedule is as follows:

Dates	Milestones
January 2026	ACTAC review of MPFA updates including Performance Measures
February 2026	ACTAC recommends approval of MPFA, Guidelines, Performance Metrics
February 2026	Commission approval of MPFA, Guidelines, Performance Metrics
March 2026	MPFAs routed for signing
June 30, 2026	All MPFAs executed

This timeline allows for a four-month agreement execution period to ensure that all local jurisdiction approvals are obtained and all MPFAs are fully executed by June 30, 2026.

Fiscal Impact: There is no fiscal impact. The DLD distributions will be included in the respective annual fiscal year budgets upon their distribution.

Attachments:

A. Measure BB/VRF MPFA Boilerplate Redline Changes
B. Measure B MPFA Boilerplate Redline Changes
C. DLD Implementation Guidelines Redline Changes
D. Performance Measures Change Summary

DIRECT LOCAL DISTRIBUTION PROGRAM
PERFORMANCE MEASURES CHANGES

BICYCLE AND PEDESTRIAN PROGRAM PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Infrastructure Investment Report on bicycle and pedestrian projects completed or underway	Bikeway projects completed by roadway segment and facility type. Pedestrian projects completed by category (or categories) of improvement; increased quantity of specific improvements, i.e., crossing improvements, striping, signage, curb ramps, pathways.	Directional lane miles of all bicycle facilities built or improved (may include bike lanes, bike routes, multi-use pathway improvements). Linear feet of all pedestrian improvements built or improved (may include sidewalks, trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing locations improved (may include locations that received crossing improvements, curb/Americans with Disabilities Act (ADA) ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks: High Injury Network (HIN) Proactive Safety Network (PSN) Countywide Bikeways Network (CBN)	N/A	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN, and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways). Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
Current Master Plans Maintain a current Bicycle/Pedestrian Master Plan (BPMP) that features required core elements	Plan(s) no more than 5 years old, based on adoption date.	No Change

Performance Measure	Current Performance Metric	Revised Performance Metric
Capital Project and Program Investment Amount expended on capital projects and programs by phase (design, row, con and capital support)	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, and administrative support).	No Change

LOCAL TRANSPORTATION PROGRAM (Local Streets and Roads)
PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Infrastructure Investment Report on roadway and transportation improvements completed or underway	N/A	Lane miles of roadway improvements, pavement rehabilitation, striping, etc. Linear feet of all bicycle/pedestrian improvements built or improved (may include sidewalks, trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing locations improved (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks - High Injury Network (HIN) Proactive Safety Network (PSN) - Countywide Bikeways Network (CBN)	N/A	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways). Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).

Performance Measure	Current Performance Metric	Revised Performance Metric
Pavement State of Repair Pavement Condition Index (PCI)	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above. Track PCI reported based on regional data: http://www.mtc.ca.gov/news/street_fight/	Maintain a PCI moving average rating of 50 or above. PCI score of 50 indicates pavements will require rehabilitation. Average PCI based on latest available data from MTC's Pavement Condition Index Summary Report.
Equitable Investments Report on investments within equity communities	N/A	Identify LSR investments toward maintaining and improving roadways and transportation infrastructure, in equity communities, as the areas are defined in: - Equity Priority Communities as defined by MTC - Equity Areas as defined by Alameda CTC - Locally defined equity areas - Opportunity Zones as certified by the U.S. Department of the Treasury
Measure BB LSR 15% Requirement Expenditure of LSR funds on bicycle and pedestrian projects elements (for Measure BB funds only)	Maintain a 15% annual minimum LSR investment to support bicycling and walking.	No Change
Capital Project and Program Investment Report on capital and program administration costs	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, and administrative support).	No Change

MASS TRANSIT PROGRAM
PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Ridership/Service Utilization Number of people served or trips provided	Change in annual ridership and passenger trips per revenue vehicle hour/mile, and qualitative explanation for possible reasons.	Number of individuals served or trips provided by program (for service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery).
On-time Performance: Systemwide on-time performance	Average on-time performance based upon the mode of transit, with a target of 75% to 90%, or based on the transit agency's adopted performance goals and standards. Agencies are expected to maintain or increase on-time performance annually.	No Change
Cost Effectiveness Operating Cost Metrics	Maintain operating cost per passenger or per revenue vehicle hour/mile; percentage increase less than or equal to inflation as measured by CPI.	Operating Cost Metrics as reported to the National Transit Database (NTD) such as: - Operating cost per passenger, - Operating cost per vehicle mile, and - Operating cost per revenue vehicle hour
Travel Time Speed and reliability (peak vs non-peak) of key trunk lines (bus operators only)	Average speeds at least 50 percent of prevailing auto speed or maintain or increase speed annually.	Removed
Transit Fleet State of Good Repair Distance between breakdowns/service interruptions Missed trips Miles between road-calls	Maintain or increase the average distance between breakdowns or road calls. Maintain or reduce the number of missed trips.	Removed
Service Provision Frequency and service span on major corridors or trunk lines Revenue hours Revenue miles	15-minute or better frequencies on major corridors or trunk lines: 10-minute or better frequencies during weekday peak periods. Service span of 7 days/week, 20 hours per day. Maintain or increase revenue hours/miles.	Removed
Corridor-level Vehicle Speed and Reliability Historic trend of vehicle speed and reliability (V/C) during AM/PM peak hours on key corridors with Capital or Operational Investments	Speed and reliability trends should maintain or improve if corridor had capital or operational investments since the last Alameda CTC's Level of Service (LOS) Reporting period.	Removed

PARATRANSIT PROGRAM
PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Service Operations and Provisions Number of people served or trips provided	Track the number of individuals served by the program. Service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, and meal delivery.	Number of individuals served or trips provided by program (for service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery).
Cost Effectiveness Cost per Trip or Cost per Passenger Total Measure B/BB program cost per one-way passenger trip divided by total trips or total passengers during period	Maintain cost per trip or per passenger. Service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, and group trips.	Cost per trip or per passenger (for service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips).

Note: The Paratransit Program Implementation Guidelines contain an additional listing of performance measures by program type.

ALAMEDA County Transportation Commission

ALAMEDA COUNTY TRANSPORTATION COMMISSION

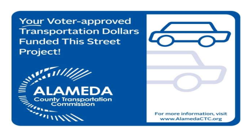
Measure B, Measure BB, and Vehicle Registration Fee
Direct Local Distribution Program Master Programs Funding Agreement

A presentation to the Programs and Projects Committee

Christine Shin, Senior Program Analyst

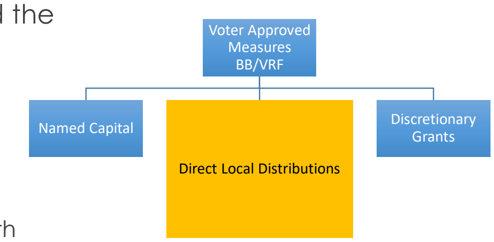
February 2026

DLD Program Overview



$400M Generated Through Voter-Approved Measures

- **Over 50% of net revenues** generated from the Measure B, Measure BB and Vehicle Registration Fee (VRF) Programs are returned to source as "**Direct Local Distributions**" (DLDs)
- Twenty recipients (cities, transit agencies and the County)
- DLD Programs
  - Bicycle/Pedestrian
  - Local Streets and Roads (local transportation)
  - Transit
  - Special Transportation for Seniors and People with Disabilities (Paratransit)



Master Programs Funding Agreement (MPFA)

- **Master Agreement:** Master Programs Funding Agreement (MPFA) required to facilitate distribution of DLD funding and includes provisions for:
  - Financial Reporting requirements
  - Implementation Guidelines - eligible use of funds
  - Performance and Expenditure Reporting requirements

- **Current MPFA Term:** July 1, 2016 to June 30, 2026.

- **Next MPFA:** A new MPFA is required that updates term duration, guidelines, and performance metric requirements.
  - Ten-year for Measure BB and VRF (July 1, 2026 to June 30, 2036)
  - One-year for Measure B (required if a DLD recipient has an existing Measure B DLD balance as of June 30, 2025)

Measure B DLD Balances

Agency/ Jurisdiction:	24-25 Ending MB Balance*
City of Albany	$324,292
City of Berkeley	$2,187,902
City of Dublin	$1,015
City of Emeryville	$332,408
City of Fremont	$282,268
City of Hayward	$1,136,500
City of Newark	$1,084,854
City of Pleasanton	$238,720
City of San Leandro	$332,408
City of Union City	$239,495
Total	**$6,159,862**

*Balances based on Fiscal Year 2024-25 Audited Financial Statements currently under review

DLD Performance Measure

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Bicycle and Pedestrian Program		
Infrastructure Investment	Report on bicycle and pedestrian projects completed or underway	No Change.
Safety Investments		Report on bicycle and pedestrian investments located on countywide priority networks (HIN, PSN, CBN)
Current Master Plans	Plan(s) no more than 5 years old, based on adoption date.	No Change.
Capital Project and Program Investment	Investment into capital projects and programs is greater than funding program administration	No Change.

DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Local Street and Road Program		
Infrastructure Investment	Report on roadway improvements, pavement rehabilitation, striping, etc. completed or underway	No Change.
Safety Investments		Report on investments located on countywide priority networks (HIN, PSN, CBN)
Pavement State of Repair	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above annually.	Maintain a PCI moving average rating of 50 or above.
Equity Investments Report on investments within equity communities		Identify LSR investments toward maintaining and improving roadways and transportation infrastructure, in equity communities.
Maintain 15% of Measure BB LSR investments on Bicycle/Pedestrian Improvements	Maintain a 15% minimum Measure BB LSR investment to support bicycling and walking.	No Change.
Capital Project and Program Investment	Investment into capital projects and programs is greater than funding program administration	No Change.

DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Transit Program		
Ridership/Service Utilization	Change in annual ridership and passenger trips per revenue vehicle hour/mile and qualitative explanation for possible reasons	Annual Unlinked Trips as reported to the National Transit Database (NTD).
On-time Performance	Agencies are expected to maintain or increase on-time performance annually based on operator's adopted on-time performance target	Average on-time performance as reported by transit operator.
Cost Effectiveness	Maintain operating cost per passenger or per revenue vehicle hour/mile	Operating Cost Metrics as reported to the National Transit Database (NTD) such as: - Operating cost per passenger mile and vehicle mile
Travel Time	Average speeds at least 50 percent of prevailing auto speed or maintain or increase speed annually	Removed
Transit Fleet State of Good Repair	- Maintain or increase average distance between break downs or road calls - Maintain or reduce the number of missed trips	Removed
Service Provision	15 minute or better frequencies on major corridors	Removed
Corridor-level Vehicle Speed and Reliability	Speed and reliability trends should maintain or improve	Removed

DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Paratransit Program		
Ridership/Service Utilization Number of people served or trips provided	Track number of individuals served by program.	Number of individuals served or trips provided by program (for service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery).
Cost Effectiveness	Maintain cost per trip or per passengers Service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips	No Change.

MPFA Schedule and Milestones

Milestones	Date
ACTAC Review of Guidelines/Performance Metrics	January 2026 (Information Item)
IWC Review of Performance Metrics	
ACTAC Approval of MPFA, Guidelines, Metrics	February 2026 (Action Item)
Commission Approval of MPFA, Guidelines, Metrics	
MPFAs Routed for signing	March 1, 2026
All MPFA Executed	By June 30, 2026

Recommendation

1. Approve Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) Master Programs Funding Agreements.
2. Authorize the Executive Director or his designee to enter into the Master Programs Funding Agreements with DLD recipients.

Memorandum

5.2

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DATE:	February 2, 2026
TO:	Programs and Projects Committee
FROM:	Jacki Taylor, Assistant Director of Programming and Allocations Seon Joo Kim, Senior Program Analyst
SUBJECT:	Approve the Alameda County Fiscal Year 26-27 Transportation Fund for Clean Air Expenditure Plan Application and Call for Projects

Recommendation

It is recommended that the Commission approve the following items associated with the Alameda County Fiscal Year (FY) 26-27 Transportation Fund for Clean Air (TFCA) Expenditure Plan Application:

1. Resolution 26-002 (Attachment A) regarding the subject Expenditure Plan Application, due to the Bay Area Air District (Air District) by March 2, 2026; and
2. Release of a FY 26-27 TFCA call for projects, scheduled for March 2026.

Summary

As the designated administering agency for the Alameda County share of the TFCA County Program, Alameda CTC is required to submit a TFCA Expenditure Plan Application to the Air District annually, which establishes the fund estimate. Alameda CTC is then required to program the funding in compliance with the Air District's TFCA Policies and Guidance by the prescribed annual deadline, after which any unprogrammed balance is to be returned to the Air District. The FY 26-27 Expenditure Plan Application (Attachment B) identifies approximately $8.4 million available for programming to projects, of which approximately $4.1 million is set aside for bicycle facility projects as required by the Air District.

Staff will release a call for projects in March 2026 and bring funding recommendations to the Commission as part of the 2026 Comprehensive Investment Plan (CIP) Update, tentatively scheduled for May 2026. For any remaining balance, staff will continue to receive applications until mid-summer 2026 and bring a recommended program of projects to the Commission in time for submittal by the Air District's fall 2026 deadline.

Background

FY 26-27 TFCA Fund Estimate: The TFCA Program is funded by a four-dollar vehicle registration fee and managed by the Air District. Of the total annual TFCA revenue generated within Alameda County, the Air District directly programs 60 percent, and Alameda CTC is responsible for programming the remaining 40 percent, of which 6.25 percent is reserved for program administration. Based on the revenue estimates and adjustments as detailed in the FY 26-27 Expenditure Plan Application (Attachment B), the available amounts are divided into three categories:

- $4.3 million (from the County share) for any TFCA-eligible project category. Following the established TFCA distribution formula for Alameda County 40 percent funds (Attachment C), 70 percent of the available County funds are assigned to the cities/county based on population, with a minimum of $10,000 to each jurisdiction, and the remaining 30 percent to transit-related projects. A jurisdiction's future shares may be borrowed against for a project to receive more funds in the current year, which helps facilitate programming of all available funding ahead of the Air District's deadline.
- $4.1 million (from the Air District's Regional 60 percent share, new this cycle) for bicycle facility projects, of which $1.17 million is reserved for projects in AB 617 Communities, i.e., East Oakland and West Oakland. This Regional TFCA funding will not be reflected in the Alameda County TFCA distribution formula.
- $398,090 for program administration.

FY 26-27 TFCA Program Development

When possible, TFCA funds are incorporated into Alameda CTC's biennial CIP discretionary process. However, due to the Air District's annual programming deadline, standalone TFCA calls for projects are periodically required. The standalone FY 26-27 TFCA call for projects is currently planned for release in early March 2026 with a two-tiered approach. First, staff will evaluate applications received by late March 2026 based on the Air District's Policies and Guidance and bring initial funding recommendations as part of the 2026 CIP Update, tentatively scheduled for May 2026. If any TFCA funds remain unprogrammed, staff will continue to receive applications until mid-summer 2026, potentially in coordination with the 2028 CIP call for projects if the schedule aligns, and bring additional/final funding recommendations to the Commission ahead of the Air District's deadline, which is generally early November (within six months of the Air District Board's approval of the Expenditure Plan Application). Any balance remaining after the deadline is to be returned to the Air District.

Fiscal Impact: The fiscal impact for approving this item is the receipt of $8,821,542 of TFCA revenue (estimated) from the Air District during FY 26-27. The received TFCA funds will be included in Alameda CTC's FY 26-27 and FY 27-28 budgets.

Attachments:

A. Alameda CTC Resolution 26-002
B. Alameda County FY 26-27 TFCA Expenditure Plan Application
C. Alameda County FY 26-27 TFCA Distribution Estimate
D. Air District's FY 26-27 TFCA Policies

ALAMEDA County Transportation Commission

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Alameda County Transportation Commission Resolution No. 26-002

Approval of the Alameda County FY 2026-27 Transportation Fund for Clean Air County Program Manager Fund Expenditure Plan Application

WHEREAS, as of July 2010, the Alameda County Transportation Commission ("Alameda CTC") was designated as the overall Program Manager for the Transportation Fund for Clean Air ("TFCA") County Program Manager Fund for Alameda County; and

WHEREAS, the TFCA Program requires the Program Manager to submit an Expenditure Plan Application for FY 2026-27 TFCA funding to the Bay Area Air Quality Management District ("Air District") by March 2, 2026.

NOW, THEREFORE BE IT RESOLVED, Alameda CTC will program the estimated $8,423,452 available to projects, consistent with the attached FY 2026-27 TFCA County Program Manager Fund Expenditure Plan Application and the Air District's TFCA Policies, County Program Manager Guidance, and any other applicable requirements; and

BE IT FURTHER RESOLVED, Alameda CTC will approve a program of projects by the Air District's prescribed deadline; and

BE IT FURTHER RESOLVED, Alameda CTC authorizes the Executive Director to execute any necessary fund transfer agreements related to this funding with the Air District and project sponsors.

DULY PASSED AND ADOPTED by Alameda CTC at the regular Commission meeting held on Thursday, February 26, 2026 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: ATTEST:

____________________________ __________________________

David Haubert,
Chair, Alameda CTC

Elizabeth (Liz) Lake
Clerk of the Commission

Summary Information

Agency Name: Alameda County Transportation Commission

Address: 1111 Broadway, Suite 800, Oakland, CA 94607

	Total Amount of Passthrough Funds	Program Fund	Admin Funds	Provided by	Alameda CTC Notes
Estimate for this coming fiscal year (2026-2027):	$1,990,945	$1,866,511	$124,434	Air District	
County Adjustment:	$2,452,097	$2,452,097	$0		
Reprogrammed	*$2,011,570*	*$2,011,570*	*$0*	County	
Carryover	*$39,004*	*$36,566*	*$2,438*	County	Reconciliation between FY 2024-25 estimate and actual revenue
Interest	*$401,523*	*$401,523*	*$0*	County	
Other County Adjustments	*$0*	*$2,438*	*-$2,438*	County	Move the Admin portion of the FY 24-25 Carryover funds to Projects
Subtotal:	**$4,443,042**	**$4,318,608**	**$124,434**		
Additional Bikeway & Bike Parking Funding	$4,378,500	$4,104,844	$273,656	Air District	Reflects maximum amount provided by Air District. (Counties may adjust this amount down if they would like to request a lower amount than the maximum.)
General	$3,127,500	$2,932,031	$195,469	Air District	
AB617	$1,251,000	$1,172,813	$78,188	Air District	
Total Available for Programming	**$8,821,542**	**$8,423,452**	**$398,090**		

Percentage of Estimated Revenue allocated to Administrative Costs (maximum of 6.25%): 6.25%

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature Date

Provided for reference purposes

Estimated from previous fiscal year (2024-2025):	*$1,953,500*	*$1,831,406*	*$122,094*	*Air District*	*This is the amount of TFCA 40% funds that was estimated to be available for the counties in Fiscal Year 2024-2025. It is from line 1 of the FYE 2025 expenditure plan*
Actual for previous fiscal year (2024-2025):	*$1,992,504*	*$1,867,973*	*$124,532*	*Air District*	*This is the actual TFCA 40% funds that was paid to the counties for Fiscal Year 2025. It is the sum of the checks sent in Dec and Jun*
Estimate for the current fiscal year (2025-2026):*	*$1,947,300*	*$1,825,594*	*$121,706*	*Air District*	** Not used in programming calculation.*

Alameda CTC TFCA County Program Manager Fund: FY 2026-27 Fund Estimate - DRAFT

Agency	Population (Estimate[1])	% Population	Total % of Funding	A TFCA Funds Available (new this FY)	B Balance from Previous FY	C Programmed Last Cycle	D Funds Available from Closed Projects	E (B-C+D) Rollover (Debits/ Credits)	F (A+E) TFCA Balance (New + Rollover)
Alameda	79,020	4.75%	4.75%	$ 76,760	$ (611,924)	$ 453,664	$ 32,030	$ (1,033,558)	$ (956,798)
Alameda County	147,646	8.88%	8.88%	$ 143,423	$ 465,793	$ 170,564	$ 59,846	$ 355,076	$ 498,499
Albany	20,578	1.24%	1.24%	$ 19,989	$ (42,839)	$ 11,628	$ 8,341	$ (46,125)	$ (26,136)
Berkeley	128,348	7.72%	7.72%	$ 124,677	$ 751,721	$ 71,699	$ 52,024	$ 732,047	$ 856,724
Dublin	74,691	4.49%	4.49%	$ 72,554	$ (616,896)	$ 41,715	$ 30,275	$ (628,336)	$ (555,782)
Emeryville	13,471	0.81%	0.81%	$ 13,086	$ (141,251)	$ 7,617	$ 5,460	$ (143,407)	$ (130,322)
Fremont	232,619	13.99%	13.99%	$ 225,965	$ 578,427	$ 548,152	$ 525,190	$ 555,465	$ 781,430
Hayward	162,359	9.77%	9.77%	$ 157,715	$ 163,051	$ 447,403	$ 65,810	$ (218,542)	$ (60,828)
Livermore	85,899	5.17%	5.17%	$ 83,442	$ 875,881	$ 147,529	$ 34,818	$ 763,170	$ 846,611
Newark	48,886	2.94%	2.94%	$ 47,488	$ 430,420	$ 94,680	$ 88,815	$ 424,556	$ 472,044
Oakland	426,457	25.65%	25.65%	$ 414,258	$ 203,006	$ 470,192	$ 359,859	$ 92,672	$ 506,930
Piedmont	10,806	0.65%	0.65%	$ 10,497	$ 29,185	$ 6,168	$ 4,380	$ 27,397	$ 37,894
Pleasanton	77,232	4.65%	4.65%	$ 75,023	$ 53,038	$ 43,456	$ 31,305	$ 40,887	$ 115,909
San Leandro	87,813	5.28%	5.28%	$ 85,301	$ 232,512	$ 95,828	$ 35,594	$ 172,278	$ 257,579
Union City	66,657	4.01%	4.01%	$ 64,750	$ (129,519)	$ 594,005	$ 123,019	$ (600,506)	$ (535,756)
TOTAL 70% Cities/County:	**1,662,482**	**100%**	**100%**	**$ 1,614,927**	**$ 2,240,606**	**$ 3,204,300**	**$ 1,456,766**	**$ 493,072**	**$ 2,107,998**

FY 2026-27 TFCA New Revenue	$ 1,990,945
Less 6.25% for Program Administration	*$ (124,434)*
Subtotal New Programming Capacity	$ 1,866,511
FY Program Admin Balance/Other Adjustment	$ 39,004
Calendar Year 2025 Interest Earned	$ 401,523
Total New Programming Capacity	$ 2,307,038

	Totals	*Cities/County (Shares) 70%*	*Transit (Discretionary) 30%*
Total New Programming Capacity	$ 2,307,038	$ 1,614,927	$ 692,111
Funds Available from Closed Projects Adjustment	*$ 2,011,570*	*$ 1,456,766*	*$ 554,804*
FY 2025-26 Rollover (debit/credit) Adjustment	*$ -*	*$ (963,694)*	*$ 963,694*
Total Adjustments[2]	$ 2,011,570	$ 493,072	$ 1,518,498
Adjusted Total Available to Program[3]	**$ 4,318,608**	$ 2,107,998	$ 2,210,610

Notes:

1. Dept. of Finance (www.dof.ca.gov) "E1" population estimates as of 1/1/2025 (released May 2025).
2. Includes TFCA programming actions and returned funds from closed projects as of 10/31/25.
3. Does not include $4,104,844 in additional funding from the Air District's Regional 60 percent share for bicycle facility projects

Appendix D: Board-Approved Policies

THE TRANSPORTATION FUND FOR CLEAN AIR (TFCA) POLICIES
Commencing Fiscal Year 2026-2027

These Policies were established to guide the use of the Bay Area Air District's (Air District) Transportation Fund for Clean Air (TFCA) for both the TFCA 60% Fund that is administered by the Air District, and the 40% Fund, which is passed through and administered by the designated public agency in each of the nine Bay Area counties (collectively referred to as the "administering agencies"). Unless otherwise noted, these Policies are intended to oversee all TFCA administrators, recipients, projects, and programs.

ELIGIBLE RECIPIENTS:

1. **Eligible Applicants:** Pursuant to California Health and Safety Code (HSC) section 44241(c)(1), public agencies are eligible to apply for all project categories. Non-public entities are eligible to apply for only on-road zero-emissions vehicles and alternative fuel infrastructure projects that are permitted pursuant to HSC section 44241(b)(7).

2. **Authority and Capacity:** Grant recipients must be responsible for the implementation of the project and have the authority and capability, including funding, necessary to complete the project.

   Additionally, applicants of the TFCA 60% Fund must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform all required tasks by including either: 1) a signed letter of commitment from the applicant's representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).

3. **Good Standing:** Grant recipients must be in good standing with the Air District. Grantees who have failed either the financial statement audit or the compliance audit for a prior TFCA-funded project awarded are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District's final audit determination in accordance with HSC section 44242 or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed financial statement audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed compliance audit means an uncorrected audit finding that confirms a program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

   A failed financial statement or compliance audit of the administering agency or its grantee may subject the administering agency to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

4. **Viable project and matching funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement through completion. With the exception of public school districts, applicants of the TFCA 60% Fund must provide evidence that they have at least 10% of the total eligible project costs (matching funds) from a non-Air District source available and ready to commit to the proposed projects.

ELIGIBLE PROJECTS:

5. **Basic Requirements:** Projects must conform to the provisions of HSC sections 44220 et seq. and these Policies. On a case-by-case basis, agencies that administer the 40% Fund may receive approval by the Air District for projects that are authorized by HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.

6. **Reduction of Air Pollution:** Only projects that result in the reduction of surplus on-road motor vehicle emissions within the Air District's jurisdiction are eligible. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

   Surplus emission reductions are reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement. TFCA funds may not be granted to a project that has already commenced or would have commenced otherwise.

7. **TFCA Cost-Effectiveness (C-E) by Eligible Project Category:** Projects must not exceed the maximum C-E limit specified in Tables 1 and 2. Cost-effectiveness ($/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project's operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller). All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

   Administrative costs that are permitted pursuant to HSC section 44233 are excluded from the calculation of a project's TFCA cost-effectiveness.

   This section does not apply to projects that are co-funded by other Air District administered programs (e.g., Carl Moyer Program) and the TFCA 60% Fund. Emissions benefits for these projects may be reported under other Air District- administered programs.

Table 1: Maximum Cost-Effectiveness for TFCA Projects

Eligible Project Category pursuant to HSC section 44241(b)(1)-44241(b)(11)	**Maximum C-E ($/weighted ton)**	
	Does NOT provide emission reductions in Priority Areas[1]	**Provides emission reductions in Priority Areas[1]**
Clean Air Vehicle: The following project categories encourage the introduction of zero-emission vehicle technologies and/or the retirement of older, more polluting vehicles.		
Purchase or lease of **on-road zero-emissions vehicles** (i.e., hydrogen fuel cell, battery electric)	$522,000*	$783,000*
Installation of **alternative fuel infrastructure** that supports zero emission vehicles.	$500,000	$750,000
Trip Reduction: The following project categories encourage the reduction of vehicle trips, vehicle use, and vehicle miles traveled.		
Implementation of **existing ridesharing[2]** programs and **existing first- and last-mile connections[4]**	$300,000	$450,000
Provision of **pilots[3]: ridesharing[2]** programs; **first- and last-mile connections[4]**; **congestion pricing of highways, bridges, and public transit**	$500,000	$750,000

Implementation of **bicycle parking** (e-bike charging may be eligible as part of the creation of new bicycle parking)	$500,000	$750,000
Implementation of **bicycle facility improvement projects** (e.g., Class I-IV bikeways, bike loop detectors, bike share)	$1,000,000	$1,500,000
Implementation of **infrastructure improvements for trip reduction** (including **transit signal preemption** and **bus stop relocation**)	$500,000	$750,000
Implementation of demonstration projects in **telecommuting**	$300,000	$450,000
Implementation of **rail-bus integration and regional transit information systems**	$150,000	$225,000
Case-by-case approval	$250,000	$375,000

[1] Priority Areas are communities identified through the Assembly Bill (AB) 617 process; and Priority Populations as defined by SB 535 disadvantaged communities and AB 1550 low-income communities.
[2] Ridesharing is defined as two or more persons traveling by any mode, including, but not limited to, carpooling, vanpooling, buspooling, taxipooling, jitney, and public transit.
[3] Pilot projects are defined as projects that serve an area where no similar service was available within the past three years or that will result in significantly expanded service to an existing area.
[4] The local feeder bus or shuttle service must provide direct connections between stations (e.g., rail stations, ferry stations, Bus Rapid Transit (BRT) stations, or airports) and a distinct commercial or employment location.
* The value for non-Priority Area projects may increase annually to align with adjustments made to the Carl Moyer Program Guidelines adopted by the California Air Resources Board (CARB). The value for Priority Area projects will be increased by 1.5 times.

Table 2: Maximum Cost-Effectiveness for TFCA Air District-Sponsored Programs

Project Category	Maximum C-E ($/weighted ton)
Spare the Air & Commuter Benefits	$500,000
Enhanced Mobile Source Inspections	$500,000
Vehicle Buy-Back	$60,000[1]*
Clean Cars for All	$522,000*
Charge!	N/A[2]

[1] Maximum C-E for vehicle scrapping if entirely funded by TFCA. If TFCA is used as a match for state funds, all emissions reductions will be claimed by the state program.
[2] These projects provide electric vehicle charging and/or hydrogen refueling infrastructure to support emission reductions from electric and fuel cell electric vehicles. To maximize emissions reductions and public health benefits, projects will be competitively evaluated using objective criteria. Cost-effectiveness factors will include total project cost, the amount of funding eligible under program rules, and projected emissions reductions based on anticipated equipment usage. Other evaluation factors may include benefits to environmental justice communities and communities disproportionately impacted by air pollution. No maximum cost-effectiveness threshold will apply.
*These values may increase annually to align the limit with adjustments made to the Carl Moyer Program Guidelines adopted by CARB.

8. **Consistent with existing plans and programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards (Clean Air Plan), those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.

For projects that will install **bikeways and bike parking,** pursuant to HSC section 44241(b)(10), the description of the projects must be included in an adopted countywide bicycle plan, congestion management program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan and/or Regional Active Transportation Plan. Projects that are included in an adopted city general plan, area-specific plan, community-based transportation plan, or similar plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.

For projects that involve the installation of **infrastructure for trip reduction projects**, pursuant to HSC section 44241(b)(11), a description of that project must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.

9. **Accessible and available to the public.** Projects that provide a service (i.e., ridesharing, first- and last-mile connections, bike share) must be made accessible and available to the general public.

ADMINISTRATION:

10. **Expend Funds within Two Years:** TFCA Funds must be expended within two (2) years of receipt of either (1) the first transfer of funds from the Air District to the administering agency in the applicable fiscal year for TFCA 40% Fund or (2) the effective date of the project sponsor's grant agreement for the TFCA 60% Fund, unless the administering agency or Air District has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, for the TFCA 40% Fund, an administering agency may, if it finds that significant progress has been made on a project, approve no more than three one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project. For the TFCA 60% Fund, the Air District may approve a longer period, if it finds that significant progress has been made on a project.
11. **Maintain Appropriate Insurance:** Both the administering agency and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE USES OF TFCA FUNDS:

12. **Planning activities:** Pursuant to HSC section 44241(c)(1), planning activities are not eligible unless they are directly related to the implementation of a specific project or program.
13. **Cost of developing proposals and grant applications:** The costs to prepare proposals and/or grant applications are not eligible.
14. **Employee subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the grantee are not eligible.
15. **Personal computers purchase:** Pursuant to HSC section 44241(b)(6), TFCA may not be used to purchase personal computers.
16. **Profit:** The sum of TFCA funds awarded plus all other grants and applicable manufacturer and local/state/federal rebates and discounts plus any applicable applicant cost share may not exceed total project costs.
17. **Remanufactured or refurbished vehicles, equipment, and parts:** Vehicles, equipment, and parts must be new.

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Transportation Fund for Clean Air County Program (TFCA 40% Fund)

FY 2026-27 Expenditure Plan Application and Call for Projects

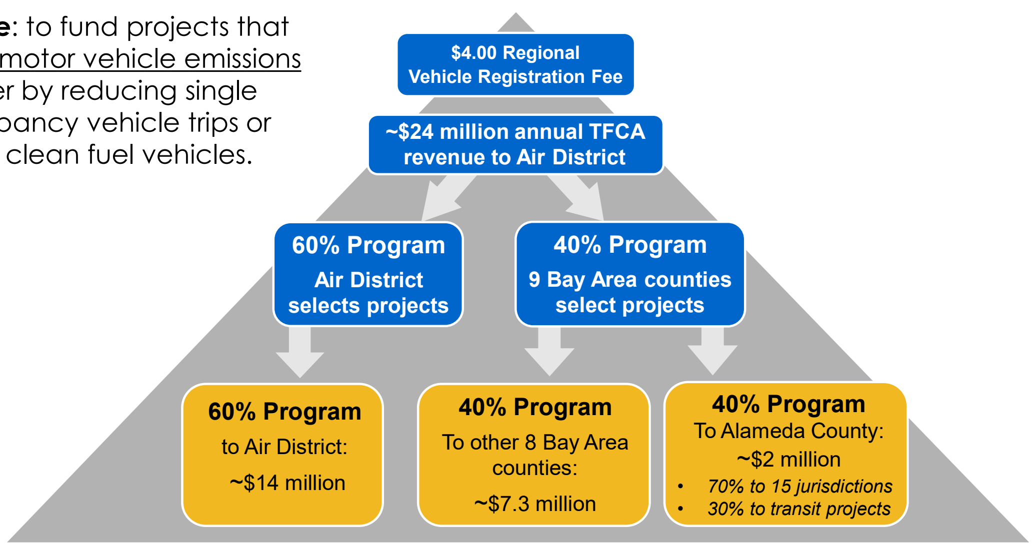
A presentation to the Programs and Projects Committee

Alameda CTC staff

February 9, 2026

TFCA Program – Overview

Purpose: to fund projects that <u>reduce motor vehicle emissions</u> either by reducing single occupancy vehicle trips or with clean fuel vehicles.



Administration of TFCA Funds in Alameda County

- **Alameda CTC, annually:**
  - Approves the TFCA Expenditure Plan Application (Attachment B) *
  - Develops the County TFCA program in accordance with the Air District's policies and guidance
    - Issues call for projects *
    - Evaluates projects per the Air District's requirements
  - Obtains Commission approval for the project list and submits it by the Air District's annual deadline
  - Enters into funding agreements and reviews invoices (ongoing)

* Related to today's action

FY 26-27 TFCA Expenditure Plan

General County Program	Program funds		Admin funds*
FY 26-27 new revenue estimate	$1,866,511		$124,434*
Adjustments (reprogramming, prior year estimate reconciliation, interest, etc)	$2,452,097		-
General County Program Subtotal	***$4,318,608***		***$124,434***
	Cities/County	Transit	
	$2,107.998	$2,210,610	
Bicycle Facility Augmentation	**Program funds**		**Admin funds***
Countywide	$2,932,031		$195,469
AB 617 Communities set-aside	$1,172,813		$78,188
Bicycle Facility Augmentation Subtotal	***$4,104,844***		***$273,656***
Grand Total: $8,821,542	**$8,423,452**		**$398,090**

* Admin funds: 6.25% of the new revenue estimate

FY 26-27 TFCA Call for Projects – Qualifications

- **TFCA-eligible recipients:** Cities, counties and other public agencies, including transit agencies
- **TFCA-eligible project types**
  - Bicycle and pedestrian facilities
  - Shuttles - *if free and open to all members of the public*
  - Zero emission vehicles and charging equipment
  - Transit and ridesharing promotion
  - Rail-bus integration and regional transit information systems
  - Other types, e.g. signal timing, subject to the Air District Board approval
- **Intended for implementation** - *planning activities ineligible*
- **Must meet the Air District's cost-effectiveness requirements**

FY 26-27 TFCA Program Development

Schedule:

- March: Submit Expenditure Plan Application to Air District by 3/2/26 and release a Call for Projects
- April - May: Evaluate first round of applications and include initial recommendations in 2026 CIP Update
- June – July: Continue to receive applications until mid-summer, potentially in coordination with the 2028 CIP call for projects
- August – September: Complete application evaluations and develop a final program recommendation
- October - November: Request Commission approval and submit the final program of projects to Air District
  - Any unprogrammed balance is to be returned to Air District at this time.

Recommendation

- Approve Resolution 26-002, regarding the TFCA FY 26-27 Expenditure Plan Application
- Approve release of a FY 26-27 TFCA call for projects

ALAMEDA County Transportation Commission

Thank you

For more information, visit www.alamedactc.org/transportation-fund-for-clean-air

ALAMEDA County Transportation Commission

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE:	February 2, 2026
TO:	Programs and Projects Committee
FROM:	John Lowery, Director of Express Lane Operations Jacki Taylor, Assistant Director of Programming and Allocations Seon Joo Kim, Senior Program Analyst
SUBJECT:	Approve the I-580 Express Lanes Expenditure Plan and Initial Net Revenue Allocation

Recommendation

It is recommended that the Commission approve the I-580 Express Lanes Expenditure Plan and authorize the allocation of $10 million in I-580 Express Lanes Net Revenue to projects consistent with the Expenditure Plan.

Summary

State law requires that net express lanes toll revenue remaining after payment of all express lanes operations and maintenance expenses (Net Revenue) must be used for transportation purposes within the express lanes corridor pursuant to an adopted Expenditure Plan. Financial projections demonstrate that Net Revenue is now available on the I-580 Express Lanes following satisfaction of early financial obligations.

Adoption of the I-580 Express Lanes Expenditure Plan as shown in Attachment A and approval of an initial allocation of $10 million in Net Revenue consistent with the Expenditure Plan as shown in Attachment B are recommended. The Expenditure Plan establishes the policy framework required to guide the allocation of Net Revenue for transportation purposes that provide a direct benefit to the I-580 corridor. The proposed initial allocation of Net Revenue is based on a technical evaluation of project submittals and reflects Net Revenue funding principles that were reviewed by the Commission in 2025. The recommended projects reflect a balanced set of investments that support safety and address transit capital and operational needs.

Background

California Streets and Highways Code (SHC) Section 149.5 authorizes the Alameda County Transportation Commission (Alameda CTC) to administer and operate express lanes on the I-580 corridor and requires that toll revenues be used first to pay Direct Expenses associated with the operation, maintenance, construction, and administration of the I-580 Express Lanes. Toll revenues remaining after payment of Direct Expenses are defined as Net Revenue and may be allocated for transportation purposes within the corridor pursuant to an adopted Expenditure Plan. The Commission adopted the original I-580 Express Lanes Expenditure Plan in 2018, which did not anticipate the availability of Net Revenue until early financial obligations were met.

In 2025, staff initiated a process to update the I-580 Expenditure Plan following repayment of construction-related obligations and establishment of required reserves. The Commission received an informational update in July 2025 on updated 20-year financial projections, the availability of $10 million of Net Revenue for allocation, and proposed eligibility criteria and Net Revenue funding principles.

Staff issued a request for information to stakeholders along the I-580 corridor in October 2025 to identify projects eligible for allocation of the available Net Revenue. The Commission received an update in December 2025 on the projects submitted and the process for reviewing and prioritizing those projects for a funding recommendation. This item completes the Expenditure Plan update process by recommending approval of the updated Expenditure Plan in Attachment A and approval of an initial $10 million Net Revenue allocation consistent with the Expenditure Plan, as shown in Attachment B. The Expenditure Plan establishes a framework for future I-580 Net Revenue funding and will be updated biennially to inform the availability and allocation of Net Revenue. The initial Net Revenue allocation reflects a balanced use of funds across operations and capital investments, addressing near-term needs while supporting long-term safety improvements within the I-580 corridor.

Fiscal Impact

The fiscal impact for approving this item is the allocation of $10,000,000 of I-580 Net Revenue, which will be reflected in future fiscal year budgets.

Attachments:

A. I-580 Express Lanes Expenditure Plan
B. Fiscal Year 2026-2027 Allocation of I-580 Express Lanes Net Revenue

Attachment B

Fiscal Year 2026-2027 Allocation of I-580 Express Lanes Net Revenue

The projects listed in Table 1 below are recommended for allocation of I-580 Express Lanes Net Revenue, with funding to be allocated in Fiscal Year 2026-2027 (FY26-27). The recommendation is consistent with the framework established in the I-580 Express Lanes Expenditure Plan, including consideration of eligibility, corridor benefit, and alignment with Net Revenue funding principles.

Table 1. I-580 Net Revenue Allocation for FY26-27)

Sponsor	**Project Title**	**Phase**	**Requested Funds** (thousands)	**Recommended Funding** (thousands)
Recommended for Full Funding of FY26-27 I-580 Net Revenue Request				
Livermore Amador Valley Transit Authority	Emergency Transit Operations for FY 26-27 and FY 27-28	Operations	$4,000	$4,000
Tri-Valley – San Joquin Valley Regional Rail Authority	Valley Link Rail Project – Phase 1A	Design	$4,000	$4,000
Recommended for Partial Funding of FY26-27 I-580 Net Revenue Request				
Alameda County Transportation Commission	I-580/I-680 Interchange Safety Improvements Project	Scoping/ Env.	$4,000	$2,000

Sponsor	Project Title	Phase	**Requested Funds** (thousands)	**Recommended Funding** (thousands)
Not Recommended for FY26-27 I-580 Net Revenue Funding				
Bay Area Rapid Transit	BART Blue Line service originating in Dublin/Pleasanton	Operations	$4,000	--
City of Dublin	Pavement Resurfacing to Improve Transit Rideability along Rapid Transit Route and I-580 Reliever Route	Construction	$3,750	--
City of Livermore	I-580/Vasco Road Interchange Replacement Project	Design	$4,000	--
San Joaquin Regional Rail Commission	Transit Operations - Altamont Corridor Express (ACE) (FY 2026-27)	Operations	$1,500	--
		Total	**$25,250**	**$10,000**

ALAMEDA COUNTY TRANSPORTATION COMMISSION

I-580 Express Lanes Approve Expenditure Plan and Initial Net Revenue Allocation

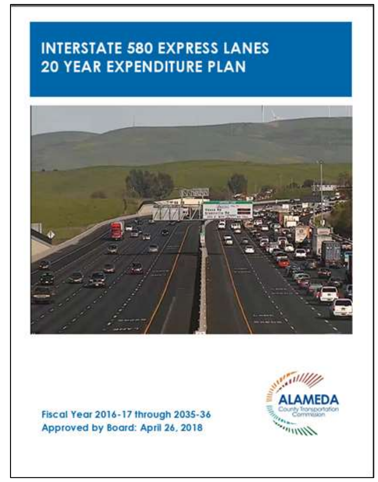
Presentation to the Programs and Projects Committee
February 9, 2026

Item Overview

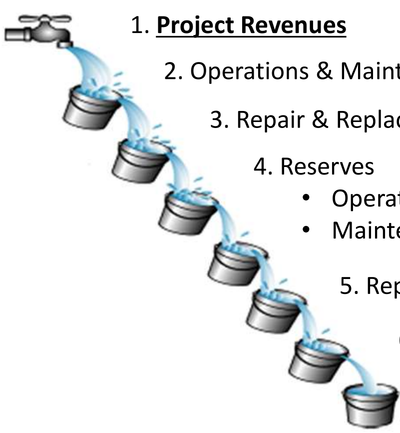
- I-580 Express Lanes are now generating Net Revenue
- Recommend approval of:
  1. Updated I-580 Expenditure Plan
  2. $10M allocation of Net Revenue for Fiscal Year 2026-2027
- This recommendation builds on updates provided to the Commission in July and December 2025

Expenditure Plan Background

- Streets and Highways Code Section 149.5 authorizes Alameda CTC express lanes
  - Defines eligible uses of toll revenue
  - Requires Net Revenue to be allocated per an adopted Expenditure Plan
  - I-580 and I-680 express lanes are treated as separate programs
- Original I-580 Expenditure Plan adopted in 2018



Express Lanes Flow of Funds



1. **<u>Project Revenues</u>**
2. Operations & Maintenance Costs (O&M)
3. Repair & Replacement costs
4. Reserves
   - Operational Risk Reserve
   - Maintenance Reserve
5. Repayment of Construction Costs
6. Express Lanes Capital Improvement Projects
7. Net Revenue

Expenditure Plan: A Framework for Allocating Net Revenue

Net Revenue Realized
- Direct Expenses and reserves satisfied
- Net Revenue confirmed based on actual revenue

Call for Projects
- Solicitation of candidate projects

Eligibility/ Prioritization
- Eligibility
  - Direct I-580 corridor benefit
- Funding principles
  - Transit
  - Safety
  - Equity
  - Climate & Sustainability
  - Leveraging

Recommendation
- Staff recommendation for Commission approval

Initial Net Revenue Allocation: Requests Received

Sponsor	Project Title	Requested Funds
Alameda CTC	I-580/I-680 Interchange Improvements	$4.0
Bay Area Rapid Transit (BART)	BART Blue Line Service Originating in Dublin/Pleasanton Along the I-580 Corridor	$4.0
City of Dublin	Pavement Resurfacing to Improve Transit Rideability along Rapid Transit Route and I-580 Reliever Route	$3.8
Livermore Amador Valley Transit Authority (LAVTA)	LAVTA Emergency Transit Operations (FY 2026-27 & FY 2027-28)	$4.0
City of Livermore	I-580/Vasco Road Interchange Replacement Project	$4.0
San Joaquin Regional Rail Commission	Transit Operations – Altamont Corridor Express (ACE) (FY 2026-27)	$1.5
Tri-Valley San Joaquin Valley Regional Rail Authority	Valley Link Rail Project - Phase 1A	$4.0
	Total Requests Received	**$25.3**

Initial Net Revenue Allocation: Staff Recommendation

Sponsor	Project Title	Recommended Net Revenue Funds
Livermore Amador Valley Transit Authority (LAVTA)	LAVTA Emergency Transit Operations (FY 2026-27 & FY 2027-28)	$4.0
Tri-Valley San Joaquin Valley Regional Rail Authority	Valley Link Rail Project - Phase 1A	$4.0
Alameda CTC	I-580/I-680 Interchange Improvements	$2.0
	Total FY2026-2027 Allocation	**$10.0**

Next Steps

- Approve I-580 Express Lanes Expenditure Plan and $10 million allocation of Net Revenue
- Expenditure Plan will be updated biennially to refresh financial projections and identify Net Revenue availability
- Staff will work with project sponsors to execute funding agreements by July 1, 2026
- Next Net Revenue allocation process anticipated to be coordinated with upcoming 2028 CIP call for projects (Summer 2026)

Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE:	February 2, 2026
TO:	Programs and Projects Committee
FROM:	John Lowery, Director of Express Lane Operations
SUBJECT:	Approve award of Contract A26-0054 to Yunex LLC for Express Lanes Maintenance Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director or designee to execute a three-year professional services agreement with Yunex LLC for express lanes maintenance services for a total not-to-exceed amount of $3,030,000.

Summary

The Alameda County Transportation Commission (Alameda CTC) owns and operates express lanes on the I-580 and I-680 corridors in Alameda County, which include a growing inventory of roadway, power, and communications infrastructure that requires ongoing maintenance. Award of a contract is recommended to provide preventative, corrective, and on-call maintenance services to ensure these assets remain safe, functional, and in a state of good repair.

Following a competitive request for qualifications process approved by the Commission in June 2025, Yunex LLC was selected as the top-ranked firm based on its demonstrated experience of maintaining express lanes and toll facilities in the Bay Area and the availability of qualified, local on-call staff to respond to Alameda CTC's maintenance needs.

Background

Alameda CTC's express lanes on I-580 and I-680 include a significant inventory of infrastructure that requires ongoing maintenance to preserve safety, functionality, and performance. While express lane toll system equipment is maintained under Alameda CTC's Toll System Integration contract, Alameda CTC is also responsible for maintaining other roadway infrastructure that supports the toll system, including power infrastructure, fiber optic communications, conduit, pull boxes, signage, and other roadway infrastructure. Alameda CTC's express lanes system has expanded substantially in recent years and includes infrastructure installed in the early 2010s on I-580, as well as newer assets associated with recent and ongoing construction on I-680. Given the scale, age, and diversity of these assets, staff identified the need to procure a contractor capable of providing comprehensive preventative and corrective maintenance services to ensure the express lanes remain in a state of good repair.

In June 2025, the Commission authorized release of a request for qualifications to procure express lanes maintenance services, and proposals were received from two firms. Staff believe that the specialized scope of services, requiring demonstrated experience maintaining revenue collection facilities within active freeway environments, as well as the ability to provide on-call response, limits the number of firms capable of performing this work. Following a competitive selection process, Yunex LLC was identified as the top-ranked firm based on its demonstrated experience of maintaining express lanes and toll facilities, availability of local on-call staff to respond to maintenance needs, and its role as a maintenance contractor for regional toll bridges and express lanes operated by the Metropolitan Transportation Commission. Staff successfully negotiated an agreement with Yunex LLC for a total not-to-exceed amount of $3,030,000, which includes an initial systemwide asset assessment, development of a comprehensive maintenance plan, and ongoing preventative and corrective maintenance for a period of forty months.

Fiscal Impact

The fiscal impact for approving this item is the encumbrance of $3,030,000 over a forty-month term. A portion of the contract cost is included in the FY25-26 budget, and the remaining costs will be included in future fiscal year budgets.