



Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, June 25, 2026, 2:00 PM

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.

Chair:	David Haubert	Executive Director:	Tony Tavares
Vice Chair:	Marilyn Ezzy Ashcraft	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

Dublin City Hall
City Manager's Conference Room
100 Civic Plaza
Dublin, CA 94568

Fremont City Hall
3300 Capitol Avenue
Fremont, CA 94538

Livermore City Hall
Mayor's Office
1052 S. Livermore Avenue
Livermore CA, 94550

Zoom Link:

<https://us06web.zoom.us/j/81823881400?pwd=VoRnUUNTTlNTQW02c0g3aHVHeWRlZzo9>

Dial-in Information: 1 (669) 900 6833
Webinar ID: 818 2388 1400
Passcode: 758993

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

3.1 Public Comment

Information

[3.1_COMM_Public_Comment_20260625.pdf](#)

4. Chair and Vice Chair Report

5. Executive Director's Report

5.1 Executive Director's Report - June 2026

Information

6. Consent Calendar

6.1 Approve the May 28, 2026 Commission Meeting Minutes

Action

[6.1_COMM_Minutes_20260528.pdf](#)

6.2 I-580 and I-680 Express Lanes Quarterly Operations Update

Information

[6.2_COMM_Express_Lanes_Quarterly_Operations_Update_20260625.pdf](#)

6.3 Approve an Administrative Amendment to Extend Agreement Expiration Date

Action

[6.3_COMM_Admin_Amendment_20260625.pdf](#)

6.4 Fiscal Year 2024-25 Direct Local Distribution Program Compliance Summary Report Update

Information

[6.4_COMM_DLD_Compliance_Summary_20260625.pdf](#)

6.5 Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

Information

[6.5_COMM_CMP_Environmental_Docs_20260625.pdf](#)

6.6 Approve Support Positions on Senate Bill 1087 (Cabaldon) and Senate Bill 830 (Arreguín/Wiener) and Receive a Federal, State, Regional and Local Legislative Activities Update

Action

[6.6_COMM_Legislative_Update_20260625.pdf](#)

6.7 Community Committee Appointments Update

Information / Action

7. Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee Update

Information

[7.1_COMM_BPAC_20260625.pdf](#)

7.2 Independent Watchdog Committee Update

Information

[7.2_COMM_IWC_20260625.pdf](#)

7.3 Paratransit Advisory and Planning Committee Update

Information

[7.3_COMM_PAPCO_20260625.pdf](#)

8. Regular Matters

8.1 Approve Senate Bill 63 Connect Bay Area Funding Framework

Action

[8.1_COMM_SB_63_Funding_Framework_20260625.pdf](#)

[8.1_COMM_SB_63_Funding_Framework_Presentation_20260625.pdf](#)

[8.1_COMM_SB_63_Funding_Framework_Public_Comment_20260625.pdf](#)

8.2 Approve Award of Agreement No. A26-0067 with Clark Construction Group for Construction Phase Services Related to the Rail Safety Enhancement Program – Phase A Livermore & Hayward Project

Action

[8.2_COMM_RSEP-A_Construction_Award_20260625.pdf](#)

[8.2_COMM_RSEP-A_Construction_Award_Presentation_20260625.pdf](#)

9. Adjournment

Next Meeting:

July 23, 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.



Memorandum

3.1

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

DATE: June 18, 2026

TO: Alameda County Transportation Commission

FROM: Tony Tavares, Executive Director
Elizabeth (Liz) Lake, Clerk of the Commission

SUBJECT: Public Comment Submissions regarding Agenda Item 3.1: Public Comment

Please find the written public comment received for the June 25, 2026 Commission Meeting Agenda Item 3.1: Public Comment:

- Tom Kunhardt

From: [Alameda CTC](#)
To: [Public Comment](#)
Subject: PUBLIC COMMENT | "No big rigs in 580"
Date: Saturday, June 6, 2026 11:57:29 AM

Name

Tom Kunhardt

Email Address

[REDACTED]

Meeting Date

2026-06-25

Please specify which meeting this public comment is for:

ACTC

I wish to comment about

No big rigs in 580

My comments

Please continue the ban on big rigs in 580. More people live along 580 than 880 and therefore more people will be exposed to pollution from big rigs.



Alameda County Transportation Commission
Meeting Minutes
Thursday, May 28, 2026, 2:00 p.m.

6.1

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1. Call to Order

2. Roll Call

A roll call was conducted. All members were present except Commissioners Bowen, Fortunato Bas, Kaur, Márquez, Miley and Taplin.

Commissioner Bowen attended as the alternate for Commissioner Tam.
Commissioner Dunbar attended as the alternate for Commissioner Marchand.
Commissioner Kaur attended as the alternate for Commissioner Solomon.

Subsequent to Roll Call:

Commissioner Taplin arrived during item 7.1.
Commissioners Bowen and Kaur arrived during item 8.1.
Commissioners Miley and Fortunato Bas arrived during item 8.2.
Commissioners Bowen, Hu and McCarthy did not return to the meeting following the Closed Session.

3. Public Comment

There was one written public comment and one verbal public comment.

4. Chair and Vice Chair Report

Chair Haubert and Vice Chair Ezzy Ashcraft each shared a brief report.

5. Executive Director's Report

Executive Director Tony Tavares provided the Commission with several updates.

6. Consent Calendar

6.1 Approve the April 23, 2026 Alameda County Transportation Commission Meeting Minutes

6.2 Fiscal Year 2025-26 Third Quarter Report of Claims Acted Upon Under the Government Claims Act Update

6.3 Approve the Alameda CTC Fiscal Year 2025-26 Third Quarter Consolidated Financial Report

6.4 2025 Alameda CTC Annual Report Update

6.5 Adopt a Resolution Authorizing the Examination of 2000 Measure B and 2014 Measure BB Sales or Transaction and Use Taxes Records

6.6 Approve the 2026 Comprehensive Investment Plan Update

6.7 Approve Amendment No. 1 to Agreement No. A25-0003 with Mark Thomas and Company for Plans, Specifications and Estimates Phase Services Related to the Rail Safety Enhancement Program – Phase B Project

6.8 Approve Amendment No. 8 to Agreement No. A17-0030 with Kimley-Horn and Associates, Inc. for Design Services During Construction for the San Pablo Avenue Safety Enhancements Project; Approve Agreement No. A26-0101 with WMH Corporation for Project Approval and Environmental Document Phase Services for the San Pablo Avenue Bus Lanes and Bike Lanes Project

6.9 Approve Amendment No. 3 to Agreement No. A23-0003 with Mark Thomas and Company, Inc. for Design Services During Construction for Two of the Construction Packages of the East Bay Greenway Multimodal Projects

6.10 Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

6.11 Approve Sponsoring Legislation Related to the State Route 238 Local Alternative Transportation Improvement Program and Support Positions on Assembly Bill 2015 (Wicks) and Senate Bill 1167 (Blakespear) and Receive a Federal, State, Regional and Local Legislative Activities Update

6.12 Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities Update

6.13 Community Committee Appointments Update

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

Yes: Balch, Brown, Dunbar, Ezzy Ashcraft, Fife, González, Hannon, Haubert, Hernandez, Hu, Jordan, McCarthy, Salinas, Salwan, Singh, Young

No: None

Abstain: None

Absent: Bowen, Fortunato Bas, Kaur, Márquez, Miley, Taplin

7. Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee Update

Bicycle and Pedestrian Advisory Committee (BPAC) Chair Kristi Marleau provided a report from the April BPAC meeting.

7.2 Independent Watchdog Committee Update

There was no committee report.

7.3 Paratransit Advisory and Planning Committee Update

There was no committee report.

8. Regular Matters

8.1 Approve the Fiscal Year 2026-27 Proposed Budget and Receive a Staffing/Recruitment Status Update - Public Hearing

Chair Haubert opened the public hearing. Yoana Navarro recommended that the Commission approve the Alameda CTC proposed budget for Fiscal Year 2026-27 and provided an update on staff vacancies and recruitment and retention efforts in compliance with Government Code section 3502.3(a). Following the public comment period for this item, Chair Haubert closed the public hearing for a vote by the Commission on this item.

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

Yes: Balch, Bowen, Brown, Dunbar, Ezzy Ashcraft, Fife, González, Hannon, Haubert, Hernandez, Hu, Jordan, Kaur, McCarthy, Salinas, Salwan, Singh, Taplin, Young

No: None

Abstain: None

Absent: Fortunato Bas, Márquez, Miley

8.2 Approve the 2028 Comprehensive Investment Plan, One Bay Area Grant Cycle 4, and Safe Routes to School Capital Program Guidelines

John Nguyen recommended that the Commission approve Alameda CTC's 2028 Comprehensive Investment Plan Guidelines, the One Bay Area Grant Cycle 4 Program Guidelines and Safe Routes to School Capital Program Guidelines.

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

Yes: Balch, Bowen, Brown, Dunbar, Ezzy Ashcraft, Fife, Fortunato Bas, González, Hannon, Haubert, Hernandez, Hu, Jordan, Kaur, McCarthy, Salinas, Salwan, Singh, Taplin, Young

No: None

Abstain: Miley

Absent: Márquez

9. Closed Session

9.1 Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director

9.2 Report on Closed Session

Alameda CTC legal counsel Neal Parish confirmed that the Commission did not take any action during the Closed Session.

10. Executive Director’s Performance Review

10.1 Finalize Executive Director Performance Evaluation for Fiscal Year 2025–26, Establish Objectives for Fiscal Year 2026–27, and Approve Salary Adjustment

Chair Haubert recommended that the Commission finalize the Executive Director’s performance evaluation for Fiscal Year 2025-26, approve annual performance objectives for Fiscal Year 2026-27, and approve a ten percent merit-based salary adjustment for the Executive Director, effective July 1, 2026, increasing the annual base salary to \$418,000.

Patricia Reavey read the summary of benefits associated with the Executive Director’s contract, consistent with the Commission-approved benefit structure including the car and cell phone allowance.

Commissioner Ezzy Ashcraft moved to approve the item. Commissioner Miley seconded the motion. The motion passed with the following votes:

- Yes: Balch, Brown, Dunbar, Ezzy Ashcraft, Fife, Fortunato Bas, González, Hannon, Haubert, Hernandez, Jordan, Kaur, Miley, Salinas, Salwan, Singh, Taplin, Young*
- No: None*
- Abstain: None*
- Absent: Bowen, Hu, Márquez, McCarthy*

11. Adjournment



Memorandum

6.2

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

DATE: June 18, 2026

TO: Alameda County Transportation Commission

FROM: Ashley Tam, Principal Transportation Engineer
Nicholas Johnston, Associate Program Analyst

SUBJECT: I-580 and I-680 Express Lanes Quarterly Operations Update

Recommendation

This item provides the Commission with an update on the operation of the I-580 Express Lanes and I-680 Sunol Express Lanes for the third quarter (Q3) of fiscal year (FY) 2025-26. This item is for information only.

Summary

Staff provides quarterly operations updates to inform the Commission about how Alameda CTC’s express lanes are performing. This update covers the third quarter of FY 2025-26 (January through March 2026). The express lanes continue to provide higher average speeds and lower average lane densities than the general-purpose lanes, as well as travel reliability along the corridors.

Background

Alameda CTC operates and maintains express lanes on I-580 and I-680 in Alameda County. The I-580 Express Lanes, which opened in February 2016, span approximately 10 miles in the eastbound direction from Hacienda Drive in Pleasanton to Greenville Road in Livermore, and approximately 12 miles in the westbound direction from Greenville Road to the I-680 interchange in Dublin. The I-680 Sunol Express Lanes span approximately 11 miles in the southbound direction from SR-84 near Pleasanton to the Alameda/Santa Clara County line, and 9 miles in the northbound direction from just south of Auto Mall Parkway to SR-84. The southbound direction of the I-680 Sunol Express Lanes began operation in September 2010, and the northbound direction began operation in March 2023.

The express lanes improve travel time and reliability by optimizing corridor capacity and offering drivers a choice. Single-occupancy vehicles (SOVs) may use the express lanes by paying a toll, while carpools, motorcycles, and transit vehicles with a FasTrak® Flex toll

tag can travel toll-free. Tolling is fully electronic, with dynamic rates calculated as often as every three minutes based on traffic conditions. Enforcement is provided by California Highway Patrol (CHP), and customer accounts are managed by the Bay Area FasTrak Regional Customer Service Center, while Alameda CTC oversees additional agreements to support ongoing operations and maintenance for the express lanes.

Fiscal Impact

There is no fiscal impact. This item is for information only.

Attachment:

- A. I-580 and I-680 FY 2025-2026 Q3 Operations Updates

Attachment A

I-580 FY 2025-2026 Q3 Operations Update:

Performance of the I-580 Express Lanes for the third quarter (Q3) of fiscal year (FY) 2025-26 is summarized below.

Trips Taken			Year-over-year Change
Type	Total	Average Daily	
All Express Lane Trips	1,939,000	30,800	-5%
Paid Trips	843,000	13,400	-6%
Percentage of Toll-free Trips	57%		+1%

Direction	Average Peak Period*				Average Assessed Toll Rate (SOVs)
	Speeds (mph)		Level of Service (LOS)		
	Express Lane (EL)	General Purpose (GP) Lanes	EL	GP Lanes	
Eastbound (EB)	59	52	B	C	\$3.52
Westbound (WB)	69	62	B	C	\$2.18

*EB Peak Period: 3-6 PM; WB Peak Period: 6-9 AM

CHP performed 859 hours of enforcement services and made 1,088 enforcement contacts during the quarter.

I-680 FY 2025-2026 Q3 Operations Update:

Performance of the I-680 Express Lanes for Q3 of FY 2025-26 is summarized below.

Trips Taken			Year-over-year Change
Type	Total	Average Daily	
All Express Lane Trips	1,980,000	31,400	+5%
Paid (SOV) Trips	897,000	14,200	+5%
Percentage of Toll-free Trips	55%		0%

Direction	Average Peak Period*				Average Assessed Toll Rate (SOVs)
	Speeds (mph)		Level of Service (LOS)		
	EL	GP Lanes	EL	GP Lanes	
Northbound (NB)	65	59	B	C	\$3.69
Southbound (SB)	65	57	B	C	\$3.52

*NB Peak Period: 3-6 PM; SB Peak Period: 6-9 AM

CHP performed 889 hours of enforcement services and made 1,160 enforcement contacts during the quarter.



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: June 18, 2026

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Director of Project Delivery and Construction
Angelina Leong, Principal Program Analyst

SUBJECT: Approve an Administrative Amendment to Extend Agreement Expiration Date

Recommendation

It is recommended that the Commission approve an administrative amendment to Alameda County Transportation Commission (Alameda CTC) Agreement A21-0010 in Attachment A, in support of Alameda CTC implemented projects.

Summary

Staff recommends that the Commission approve and authorize the administrative amendment request as listed in Attachment A.

Background

Alameda CTC directly implements capital projects throughout Alameda County. Alameda CTC enters into Professional Service Agreements (PSAs) for Alameda CTC implemented projects. All agreements are entered into based upon estimated known project needs for scope, cost and schedule.

Throughout the duration of these agreements, situations may arise to warrant a need for a time extension and an amendment to the agreement's terms. The Commission considers certain amendments as "administrative" if they include time extensions or minor project delivery plan adjustments. Amendments are evaluated by Alameda CTC staff to confirm the amendment is reasonably justified, the original project scope and deliverables are not compromised, no conflicts with the Levine Act, and the proposed time extension supports the timely delivery of the project.

Alameda CTC enters into PSAs with consultants, as needed, to provide the services required to meet Alameda CTC's Capital Projects program delivery commitments. PSAs are established and executed based on known project needs for scope, cost, and schedule.

Throughout the life of a project, situations may arise that warrant the need for a time extension. The most common justifications for a time extension include (1) project delays; and (2) extended phase and/or project closeout activities.

Alameda CTC's current procurement policy allows for a one-time, 12-month time extension approval by the Executive Director and is not part of this item. Time extensions greater than one-year or those that have utilized the one-time 12-month extension are brought to the Commission for approval.

The administrative amendment request shown in Attachment A has been evaluated and is recommended for approval. Additional information related to the request is provided in Attachment A.

Levine Act Statement: Acumen Building Enterprise, Inc. (A21-0010) and its subconsultants did not report any conflicts in accordance with the Levine Act.

Fiscal Impact: There is no fiscal impact with the requested actions.

Attachment:

- A. Administrative Amendment Summary

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Fiscal Impact
1	Acumen Building Enterprise, Inc.	Project Management and Project Controls Services	A21-0010	A1: Modify scope, budget increase, and 14-month time extension from 10/31/2022 to 12/31/2023 A2: Budget increase and 1-year time extension from 12/31/2023 to 12/31/2024 A3: Modify scope and prevailing wage provisions A4: Modify scope, budget increase and 18-month time extension from 12/31/2024 to 6/30/2026 A5: 1-year time extension from 6/30/2026 to 6/30/2027 (current request)	3	None

- (1) Project delays.
- (2) Extended phase/project closeout activities.
- (3) Other.



Memorandum

6.4

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

DATE: June 18, 2026

TO: Alameda County Transportation Commission

FROM: John Nguyen, Director of Programming and Project Controls
Christine Shin, Senior Program Analyst

SUBJECT: Fiscal Year 2024-25 Direct Local Distribution Program Compliance Summary Report Update

Recommendation

This item will provide the Commission with an update on the Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution Program Compliance for the Fiscal Year (FY) 2024-25 reporting period. This item is for information only.

Summary

Each year, Alameda CTC requires recipients of Measure B, Measure BB, and VRF Direct Local Distribution (DLD) funds to submit audited financial statements and program compliance reports to document the receipt and use of DLD funds.

Upon review of the DLD recipient reports, Alameda CTC has determined that 19 of the 20 recipients are in full compliance with the established DLD program requirements for the FY 2024–25 reporting period. The City of Union City’s compliance determination is pending the report submittal.

Background

Alameda CTC is responsible for administering Measure B, Measure BB, and the VRF Programs. Annually, Alameda CTC distributes over half of all revenues generated by these programs through a prescribed formula established within the expenditure plans to 20 eligible recipients. These formula funds known as DLD funds are for local transportation programs.

From the inception of each program to the end of FY 2024-25, Alameda CTC has distributed over \$2.4 billion in combined DLD funds to eligible recipients for local transportation (streets and roads), bicycle/pedestrian, transit, and paratransit programs. In FY 2024-25, Alameda CTC distributed approximately \$205.3 million in DLD funds to

eligible recipients which include 20 jurisdictions consisting of 14 cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

The Master Programs Funding Agreements (MPFAs) between Alameda CTC and the recipients authorize the distribution of formula funds to the recipients and specify expenditure requirements. Each year, recipients are required to submit audited financial statements and program compliance reports that include:

- Confirmation of DLD fund receipts, expenditures, and fund balances
- Detailed expenditure reports demonstrating the appropriate use of funds
- Documentation of adherence to applicable program requirements including reporting and agreement obligations
- Reporting on performance measures and outcomes associated with DLD funded activities including Pavement Condition Index (PCI), transit on-time performance, capital vs. administrative investments, and service effectiveness
- Documentation of current Bicycle and Pedestrian Master Plans
- Documentation of Measure BB Local Streets and Roads (LSR) expenditures on bicycle/pedestrian improvements

For the FY 2024–25 reporting period, Alameda CTC staff conducted a comprehensive review of the DLD recipients’ submitted reports. Based on this review, Alameda CTC has determined that all DLD recipients (except the City of Union City) have followed the applicable financial reporting, expenditure requirements, and DLD policies for expenditures incurred during FY 2024–25. The City of Union City’s compliance determination is pending due to a delay in submittal of audited financial statements.

The individual reports submitted by DLD recipients are available for public review at the following link: <https://www.alamedactc.org/funding/reporting-and-grant-forms>.

FY 2024-25 DLD Performance Summary

As required through the program compliance process, DLD recipients must report on key performance metrics. For FY 2024-25, the performance reporting is summarized as follows:

- **Fund Balances:** DLD recipients’ collective FY 2024-25 ending fund balance by program totals \$198.0 million (\$6.6 million in Measure B, \$177.8 million in Measure BB, and \$13.6 million in VRF) as shown in Attachment A: Table 1 - Direct Local Distribution Fund Balances. DLD recipients reported \$108.5 million encumbered to active efforts to demonstrate their use of DLD balances (refer to Attachment A: Table 2 - Direct Local Distribution Encumbrances and Balances). DLD recipients are in compliance with the DLD Timely Use of Funds Policy.
- **15% Measure BB LSR Requirement:** Alameda CTC monitors recipients’ compliance with the 2014 Measure BB Transportation Expenditure Plan

requirement that at least 15 percent of LSR DLD funds be spent on bicycle and pedestrian improvements. All recipients are in compliance. Collectively, recipients have exceeded this target, with approximately 37 percent of total Measure BB LSR expenditures to date spent on bicycle and pedestrian projects (see Attachment B).

- **Pavement Condition Index:** Alameda CTC’s performance metric for LSR DLD recipients requires a minimum PCI of 60 (fair condition) for local roadways. Recipients are meeting this threshold or have committed to action plans to rehabilitate deteriorated roadways and achieve compliance. Jurisdictions continue to invest in maintenance and repairs to sustain and improve roadway conditions. A summary of PCI by jurisdiction is provided in Table 1 of Attachment C.
- **Equity Priority Community Investments:** DLD recipients are utilizing DLD funds to serve disadvantage community areas known as Equity Priority Communities (EPCs) as defined by the Metropolitan Transportation Commission or local definitions. Approximately 72 percent of the total DLD expenditures in FY 2024-25 are reported to be made within one-mile of these communities.
- **High Injury Network Investments:** Alameda CTC has identified a High Injury Network (HIN) based on severity and frequency of collisions. DLD recipients report approximately 81 percent of the total DLD bike/pedestrian and LSR expenditures in FY 2024-25 are located within a half-mile of Alameda CTC’s HIN.
- **Transit Performance:** For transit performance, Alameda CTC monitors a transit operator’s annual adopted on-time performance goals to actual on-time performance achieved. Four of the five transit operators have reached or exceeded their agency’s goal. The Bay Area Rapid Transit District (BART) has indicated developing systemwide infrastructure improvements and rail coordination to improve on-time performance. Additionally, transit operators are reporting increased ridership resulting in improved cost-per-trip metrics. The transit on-time performance and cost effectiveness summaries are included in Table 2 and Table 3 of Attachment C.
- **Seniors and People with Disabilities Performance:** The Special Transportation for Seniors and People with Disabilities (Paratransit) Program contains specific performance measures based on the types of services provided by the DLD recipient. These transportation services include Americans with Disabilities Act-mandated paratransit services and city-based non-mandated paratransit programs. The paratransit performance summary is included in Table 4 of Attachment C.

Program Compliance Determination

Nineteen of the 20 DLD recipients are in compliance with financial reporting, expenditure requirements, and applicable DLD policies for expenditures incurred during the FY 2024–25 period. Recipients that did not meet certain performance metrics—such as PCI, updated bicycle and pedestrian master plans, and on-time performance—have submitted corrective

action plans as part of the compliance process. These plans outline strategies for using DLD funds to address identified deficiencies.

The City of Union City's compliance determination remains pending due to a delay in submitting its audited financial statements. The City cited staffing and resource constraints as the cause of the delay and anticipates submitting the required reports in early summer. Alameda CTC staff will review the materials upon receipt and will report back to the Commission on any compliance issues, if identified.

Additionally, the Measure BB Program Compliance Reports were reviewed by the Independent Watchdog Committee (IWC). Members focused on detailed expenditure and performance reporting, providing comments on areas such as PCI, transit performance, and bike/pedestrian safety investments. The IWC's assessment will be included in its Annual Report to the Public in summer 2026.

Fiscal Impact

There is no fiscal impact. This item is for information only.

Attachments:

- A. Direct Local Distribution Fund Balances and Encumbrances
- B. Measure BB Local Streets and Roads Requirement
- C. DLD Performance Summary FY 2024-25

Direct Local Distribution Fund Balances and Encumbrances

Table 1 - Direct Local Distribution Fund Balances

(As of the end of Fiscal Year 2024-25)

Jurisdiction:	Measure B	Measure BB	VRF	Total
AC Transit	\$0	\$15,131,179		\$15,131,179
BART	\$0	\$0		\$0
LAVTA	\$0	\$0		\$0
WETA	\$0	\$6,450,943		\$6,450,943
ACE	\$0	\$4,986,855		\$4,986,855
Alameda County	\$0	\$19,675,928	\$1,602,590	\$21,278,518
City of Alameda	\$0	\$5,280,791	\$0	\$5,280,791
City of Albany	\$324,292	\$4,205,534	\$550,595	\$5,080,421
City of Berkeley	\$2,187,902	\$14,500,469	\$900,182	\$17,588,552
City of Dublin	\$1,015	\$3,133,602	\$243,568	\$3,378,185
City of Emeryville	\$332,408	\$737,286	\$165,687	\$1,235,381
City of Fremont	\$282,268	\$11,855,771	\$1,176,745	\$13,314,784
City of Hayward	\$1,136,500	\$19,395,500	\$370,573	\$20,902,573
City of Livermore	\$0	\$11,219,183	\$1,940,600	\$13,159,783
City of Newark	\$1,084,854	\$6,119,869	\$946,152	\$8,150,875
City of Oakland	\$0	\$40,003,285	\$3,348,472	\$43,351,757
City of Piedmont	\$0	\$2,699,209	\$302,667	\$3,001,876
City of Pleasanton	\$238,720	\$4,912,341	\$400,748	\$5,551,809
City of San Leandro	\$0	\$6,837,387	\$791,045	\$7,628,432
City of Union City	\$1,036,861	\$623,652	\$877,635	\$2,538,148
Total	\$6,624,820	\$177,768,783	\$13,617,259	\$198,010,862

Notes:

1. Financials from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2024-25 reports.
2. City of Union City financials are based on unaudited amounts.

Table 2 - Direct Local Distribution Encumbrances and Balances*(As of the end of Fiscal Year 2024-25)*

Jurisdiction:	Total Balance	Total Encumbrance	Total Remaining (Bal. - Encumbered)	% Remaining Balance
AC Transit	\$15,131,179	\$15,131,179	\$0	0%
BART	\$0	\$0	\$0	0%
LAVTA	\$0	\$0	\$0	0%
WETA	\$6,450,943	\$6,450,943	\$0	0%
ACE	\$4,986,855	\$0	\$4,986,855	100%
Alameda County	\$21,278,518	\$4,040,065	\$17,238,453	81%
City of Alameda	\$5,280,791	\$3,921,221	\$1,359,570	26%
City of Albany	\$5,080,421	\$4,245,592	\$834,829	16%
City of Berkeley	\$17,588,552	\$4,653,038	\$12,935,514	74%
City of Dublin	\$3,378,185	\$3,378,185	\$0	0%
City of Emeryville	\$1,235,381	\$247,345	\$988,036	80%
City of Fremont	\$13,314,784	\$6,859,964	\$6,454,820	48%
City of Hayward	\$20,902,573	\$13,616,267	\$7,286,306	35%
City of Livermore	\$13,159,783	\$8,608,000	\$4,551,783	35%
City of Newark	\$8,150,875	\$603,173	\$7,547,702	93%
City of Oakland	\$43,351,757	\$26,827,073	\$16,524,684	38%
City of Piedmont	\$3,001,876	\$2,853,355	\$148,521	5%
City of Pleasanton	\$5,551,809	\$4,488,720	\$1,063,089	19%
City of San Leandro	\$7,628,432	\$2,613,857	\$5,014,575	66%
City of Union City	\$2,538,148	\$0	\$2,538,148	100%
	\$198,010,862	\$108,537,977	\$89,472,885	45%

Notes:

1. Financials are from the Measure B/BB/VRF Direct Local Distribution Recipients' FY 2024-25 reports.
2. Encumbrances are towards active contracts and ongoing projects as reported by the jurisdictions.

Measure BB Local Streets and Roads Requirement

15% of Total LSR Expenditures must be towards benefiting bicycle/pedestrian.

Jurisdiction:	Total LSR Expenditures to Date	Total LSR Expenditures on Bike/Ped to Date	Percentage of LSR Expenditures on Bike/Ped over Total LSR Expenditures	15% minimum LSR achieved?
ACPWA	\$22,936,306	\$17,801,527	78%	Yes
City of Alameda	\$27,055,503	\$23,794,710	88%	Yes
City of Albany	\$4,268,531	\$1,660,267	39%	Yes
City of Berkeley	\$34,428,699	\$6,831,644	20%	Yes
City of Dublin	\$6,662,850	\$2,781,645	42%	Yes
City of Emeryville	\$4,477,245	\$1,791,740	40%	Yes
City of Fremont	\$29,773,645	\$15,078,407	51%	Yes
City of Hayward	\$26,967,171	\$10,892,037	40%	Yes
City of Livermore	\$6,231,440	\$2,229,420	36%	Yes
City of Newark	\$2,668,170	\$878,356	33%	Yes
City of Oakland	\$144,608,454	\$40,261,623	28%	Yes
City of Piedmont	\$3,964,403	\$903,089	23%	Yes
City of Pleasanton	\$9,399,479	\$1,822,671	19%	Yes
City of San Leandro	\$17,626,833	\$3,662,754	21%	Yes
City of Union City	\$8,832,687	\$2,600,841	29%	Yes
Total	\$349,901,416	\$132,990,729	38%	Yes

Notes:

1. The table above reflects total Measure BB funds reported by jurisdictions..
2. Revenue and expenditure figures may vary due to number rounding.

DLD Performance Summary
Fiscal Year 2024-25 Performance Monitoring

Table 1: Pavement Condition Index			
LSR Metric: Alameda CTC's performance metric for DLD Local Streets and Road (LSR) recipients requires a minimum PCI of 60 (Fair Condition) for local roadways.			
	FY 22/23	FY 23/24	FY 24/25
Alameda County	72	72	73
City of Alameda	67	66	65
City of Albany	57	58	59
City of Berkeley	56	56	56
City of Dublin	80	79	78
City of Emeryville	76	78	78
City of Fremont	72	71	71
City of Hayward	69	71	73
City of Livermore	78	77	75
City of Newark	72	72	71
City of Oakland	54	57	58
City of Piedmont	63	63	62
City of Pleasanton	78	77	76
City of San Leandro	55	56	57
City of Union City	73	70	67

Source: 3-year rolling PCI Average from MTC's 2023 Pavement Condition of Bay Area Jurisdictions
<https://mtc.ca.gov/operations/programs-projects/streets-roads-arterials/pavement-condition-index>

Table 2: Transit On-time Performance					
Transit Metric: Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved as reported by the jurisdictions.					
	Agency On-Time Goal	On-Time Performance Actual			FY 24/25 Under / Over Goal
		FY 22/23	FY 23/24	FY 24/25	
AC Transit	72%	74%	75%	75%	3%
ACE	90%	87%	91%	90%	0%
BART	94%	85%	91%	88%	-6%
LAVTA	85%	88%	85%	82%	-3%
Union City Transit	90%	94%	91%	91%	1%
WETA	95%	97%	97%	96%	1%

Table 3: Transit Operating Cost Per Trip									
Transit Cost Effectiveness: Alameda CTC monitors the reported transit operator's annual operating costs and passenger trips to determine the cost effectiveness and changes over time.									
Jurisdiction:	FY 22/23			FY 23/24			FY 24/25		
	Passenger Trips	Total MB/BB Cost	Total Cost	Passenger Trips	Total MB/BB Cost	Total Cost	Passenger Trips	Total MB/BB Cost	Total Cost
AC Transit	30,105,176	\$2.55	\$18.40	35,450,325	\$1.96	\$16.19	36,063,942	\$1.91	\$16.14
ACE	134,068	\$11.61	\$322.31	196,259	\$31.52	\$199.99	244,783	\$15.78	\$192.82
BART	15,800,000	\$0.12	\$57.10	20,200,000	\$0.09	\$49.46	18,300,000	\$0.10	\$58.01
LAVTA	1,145,515	\$1.66	\$15.03	1,353,810	\$1.34	\$14.01	1,337,497	\$1.38	\$15.05
Union City Transit	242,472	\$3.91	\$26.38	273,213	\$3.33	\$23.16	280,544	\$3.29	\$26.47

- Notes**
1. Cost per passenger trip is calculated based on data from Annual Compliance Report and represents Alameda County based-trips.
 2. Total Costs represents costs that include MB/BB, and other local recipient fund sources as reported (not audited through MB/BB Program Compliance Process).
 3. WETA reported no operational Measure B/BB Expenditures

Table 4 - Paratransit - Cost Effectiveness									
<i>Paratransit Metric: Operating Cost per Passenger Trip or Service</i>									
ADA Mandated Paratransit	FY 22/23			FY 23/24			FY 23/24		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip
<i>East Bay Paratransit*</i>	419,288			480,098	\$46.02	\$115.63	519,603	\$42.39	\$201.71
AC Transit	289,309	\$63.53	\$105.48	331,268	\$50.22	\$115.50	358,526	\$45.97	\$237.96
BART	129,979	\$43.81	\$105.21	148,830	\$36.66	\$115.91	161,077	\$34.43	\$121.02
LAVTA	26,892	\$35.35	\$68.17	31,902	\$27.34	\$62.73	33,873	\$26.95	\$63.88
Pleasanton							9,168	\$21.73	\$21.73
Union City	16,624	\$31.60	\$91.49	16,329	\$28.63	\$102.05	21,784	\$19.91	\$80.57
<i>*AC Transit and BART ADA Mandated Paratransit services are through the East Bay Paratransit Consortium</i>									
City Based Door-to-Door	FY 22/23			FY 23/24			FY 23/24		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip
Emeryville	3,600	\$16.89	\$30.77	3,600	\$21.41	\$35.30	4,122	\$24.77	\$36.90
Fremont	8,010	\$44.33	\$44.33	4,287	\$118.34	\$118.34	5,015	\$121.39	\$121.39
Oakland	21,552	\$29.48	\$31.24	10,032	\$45.95	\$49.73	9,728	\$52.39	\$52.39
Pleasanton	5,376	\$56.51	\$56.51	6,726	\$46.56	\$46.56	6,871	\$47.84	\$47.84
Taxi Subsidy Program	FY 22/23			FY 23/24			FY 23/24		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip
Alameda	800	\$55.16	\$55.16	1,176	\$44.89	\$44.89	2,016	\$29.76	\$29.76
Albany	533	\$18.28	\$18.28	785	\$11.53	\$12.86	453	\$17.00	\$17.00
Berkeley	15,330	\$34.32	\$34.32	18,312	\$38.26	\$38.26	29,326	\$28.93	\$28.93
Emeryville	250	\$9.88	\$9.88	200	\$12.64	\$12.64	52	\$71.81	\$71.81
Fremont	19,354	\$14.06	\$14.06	29,093	\$13.13	\$13.13	36,196	\$12.84	\$12.84
Hayward	6,021	\$45.28	\$45.28	8,233	\$33.11	\$33.11	18,811	\$28.22	\$28.22
Newark	479	\$25.00	\$25.00	595	\$21.00	\$21.00			
Oakland	15,543	\$45.85	\$51.31	13,109	\$41.86	\$41.86	17,151	\$39.57	\$39.57
San Leandro	3,746	\$17.34	\$17.34	5,569	\$15.64	\$15.64	5,990	\$15.50	\$15.50
Union City	3,589	\$13.17	\$13.17	5,932	\$12.03	\$12.03	7,582	\$12.47	\$12.47
Accessible Shuttle Service	FY 22/23			FY 23/24			FY 23/24		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip
Alameda	78,611	\$1.36	\$1.36	182,687	\$1.09	\$1.09	7,903	\$76.89	\$76.89
Hayward				904	\$82.96	\$82.96			
San Leandro	6,474	\$71.73	\$71.73	7,381	\$76.70	\$76.70	1,481	\$48.22	\$48.22
Group Trips Service	FY 22/23			FY 23/24			FY 23/24		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip
Alameda	1,020	\$8.50	\$8.50	1,020	\$5.14	\$5.14	1,400	\$2.14	\$2.14
Albany	3,636	\$1.87	\$1.87	1,460	\$1.38	\$10.14	2,898	\$2.63	\$2.63
Emeryville	100	\$14.60	\$14.60	150	\$7.83	\$7.83			
Oakland	10,880	\$21.81	\$22.45	15,208	\$17.33	\$17.33	15,157	\$26.07	\$26.07
Pleasanton	8	\$1,012.13	\$1,012.13	36	\$393.06	\$393.06	26	\$407.77	\$407.77
Volunteer Driver Program	FY 22/23			FY 23/24			FY 23/24		
Agency	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip	Number of One-way Trips	MB/BB Cost Per Trip	Total Cost Per Trip
Oakland	642	\$61.43	\$61.43	2,175	\$49.77	\$49.77	1,481	\$48.22	\$48.22
Meal Delivery (transportation only)	FY 22/23			FY 23/24			FY 23/24		
Agency	Number of Meals Delivered	MB/BB Cost Per Meal	Total Cost Per Meal	Number of Meals Delivered	MB/BB Cost Per Meal	Total Cost Per Meal	Number of Meals Delivered	MB/BB Cost Per Meal	Total Cost Per Meal
Fremont	57,935	\$1.33	\$1.33	58,548	\$1.32	\$1.32	69,291	\$1.36	\$1.36
Hayward	86,470	\$1.04	\$1.04	92,817	\$1.08	\$1.08	81,639	\$1.22	\$1.22
Oakland				285,635	\$0.60	\$0.60	258,823	\$2.32	\$2.32

Notes:

1. Program costs may include items such as program administration, operational costs (fuel and maintenance), and program outreach.
2. Blank fields indicate no MB/BB funds were expended for that specific program.
3. Cost per trip is MB/BB costs or total costs divided by number of trips.
4. Data is as reported by the program operator with the Program Compliance Report.



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: June 18, 2026

TO: Alameda County Transportation Commission

FROM: Colin Dentel-Post, Assistant Director of Planning
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

Recommendation

It is recommended that the Commission receive an update on the Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

Commenting on Notices of Preparation (NOPs) and Draft Environmental Impact Reports (DEIRs) fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the CMP. As part of the LUAP, Alameda CTC reviews NOPs, General Plan Amendments, and DEIRs prepared by local jurisdictions and comments on the potential impact of proposed land development on the regional transportation system.

Between April 16, 2026 and May 15, 2026, Alameda CTC submitted comments on one DEIR, the City of Livermore General Plan 2045.

Fiscal Impact

There is no fiscal impact. This item is for information only.

Attachment:

- A. Comments on the City of Livermore General Plan 2045 DEIR



April 24, 2026

Shannon Pagan, Senior Planner slpagan@livermoreca.gov
 City of Livermore
 1052 S Livermore Avenue
 Livermore, CA 94550

SUBJECT: Draft Environmental Impact Report (DEIR) Livermore General Plan 2045

Dear Ms. Pagan,
 Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the City of Livermore General Plan 2045.

The DEIR evaluates the environmental impacts associated with updates to the City's current 2003–2025 General Plan, including revisions to goals, policies, actions, and land use designations affecting the natural and built environment. Two alternatives are evaluated: the No Project Alternative and the Reduced Industrial and Concentrated Residential Alternative. The proposed General Plan Update incorporates regional growth forecasts through 2045 and includes updates to the Livermore Municipal Code and the Livermore Development Code to ensure consistency among these documents.

The City of Livermore is located in eastern Alameda County within the Livermore Valley and is bounded by rolling hills to the north, south, and east, and by the cities of Dublin and Pleasanton to the west. Interstate 580 bisects the City and serves as a major east–west thoroughfare in Alameda County, providing regional access. State Route 84 also provides regional access along the City's southwestern boundary. The EIR Study Area includes all land within the City limits, Urban Growth Boundary, and Sphere of Influence.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Congestion Management Program (CMP) Review

While Senate Bill 743 changed the metric used to evaluate transportation impacts for purposes of the California Environmental Quality Act (CEQA), the Alameda County Congestion Management Program (CMP) legislation continues to require project sponsors to evaluate project impacts on the CMP roadway network outside of CEQA review. This analysis may be submitted to Alameda CTC as a stand-alone memorandum.

Several roadways within the City of Livermore are included in the CMP network. Tier 1 facilities, which include freeways and principal arterials, are as follows:

- State Route 84 (Isabel Avenue)
- Interstate 580
- First Street

The City also includes several Tier 2 facilities (major and minor arterials), which are identified in the [Congestion Management Program 2025](#).

Use of Countywide Travel Demand Model

Alameda CTC appreciates that the City of Livermore developed its Travel Demand Model based on the Alameda CTC Travel Demand Model, as stated on page 3.17-22 of the DEIR. The analysis indicates that Vehicle Miles Traveled (VMT) per capita and VMT per employee are projected to decrease compared to existing conditions. These reductions are attributed to the implementation of land use and climate action strategies, transit-supportive and active transportation policies and projects, and the inclusion of Transportation Demand Management (TDM) measures in development planning applications, as discussed on page 3.16-23 of the DEIR.

Alameda County Transportation Plan

Alameda CTC appreciates the City's use of the [Alameda County Transportation Plan \(CTP\) 2020](#), which is currently being updated and is expected to be adopted by the Commission in fall 2026. The CTP establishes a 30-year transportation vision for Alameda County and is updated every four years to reflect evolving transportation priorities, policies, and implementation strategies.

As shown on page 3.16-5 of the DEIR, the 2020 CTP identifies the following projects as significant to the City of Livermore within the next 10-year horizon:

- I-580/First Street Interchange Modernization
- I580/Vasco Road Interchange Modernization
- Iron Horse Regional Trail Improvements
- Rail Project-San Joaquin Valley

Alameda CTC also appreciates reference to the Alameda Countywide Multimodal Arterial Plan, Alameda County wide Transit plan, and Alameda Countywide Active Transportation Plan.

Transportation Demand Management Program

The DEIR appropriately acknowledges the importance of policies and requirements that encourage active transportation, transit use, and denser development patterns, as well as the inclusion of TDM strategies in development planning applications to mitigate potential VMT generated by new land use projects.

Alameda CTC developed a [VMT Reduction Estimator Tool](#) to assist project sponsors in identifying effective TDM strategies to reduce project-generated VMT.

Alameda County Active Transportation Plan (2019)

Alameda CTC appreciates the City's reference to the 2019 Alameda Countywide Active Transportation Plan (ATP), which is currently being updated and is expected to be adopted by the Commission in late 2026. Since the 2019 adoption, Alameda CTC has conducted significant work related to bicycle and pedestrian planning, including updates to the High Injury Network (HIN), development of the County's first Proactive Safety Network (PSN), and adoption of All-Ages and Abilities (AAA) design guidance and policy.

Based on these efforts, Alameda CTC developed a Countywide Bicycle Network (CBN), for which AAA design standards are required. The current ATP update will place greater emphasis on pedestrian planning and accessible design guidance, supporting the goals of the Livermore General Plan 2045 by

Shannon Pagan,
April 24, 2026
Page 3

providing updated standards for pedestrians and people with disabilities. Additional information on the HIN, PSN, CBN, and ATP 2026 update is available on the [Alameda CTC Active Transportation webpage](#).

Within the City of Livermore, Dublin Boulevard to L Street, East Avenue, Vasco Road, and the Iron Horse Trail are identified as part of the Countywide Bicycle Network, and implementation of bicycle facilities along these corridors must comply with AAA design standards.

Transit

Alameda CTC is pleased that the DEIR advances transit use through policies that support transportation alternatives to automobile travel, including the incorporation of mobility hubs, prioritization and funding of transit enhancements and bicycle and pedestrian safety improvement projects, and support for frequent, reliable, cost-efficient, and connected transit service, as detailed on page 3.16-12 of the DEIR.

Cumulative Transportation Impacts

Based on the analysis presented in the DEIR, implementation of the proposed General Plan 2045 would not conflict with applicable plans, programs, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. As stated on page 3.16-26, the proposed General Plan includes goals and policies requiring coordination with Caltrans, the Metropolitan Transportation Commission (MTC), Alameda CTC, and neighboring jurisdictions to ensure a cohesive regional transportation network. Accordingly, the proposed Project would not result in a cumulative transportation impact related to conflicts with adopted circulation-related plans or policies.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7400 or Aleida Andrino-Chavez at (510) 208-7480 if you have any questions.

Sincerely,



Kristen Villanueva
Director of Planning and Programs
cc: Aleida Andrino-Chavez, Associate Transportation Planner



Memorandum

6.6

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

DATE: June 18, 2026

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
Remy Goldsmith, Assistant Director of Policy and Government Affairs

SUBJECT: Approve Support Positions on Senate Bill 1087 (Cabaldon) and Senate Bill 830 (Arreguín/Wiener) and Receive a Federal, State, Regional and Local Legislative Activities Update

Recommendation

It is recommended that the Commission approve support positions on Senate Bill 1087 (Cabaldon) (SB 1087) and Senate Bill 830 (Arreguín/Wiener) (SB 830) and receive an update on federal, state, regional and local legislative activities.

Summary

This item provides an update on federal, state, regional and local legislative activities.

Background

Each month, staff brings items to the Commission guided by the priorities identified in Alameda CTC's 2026 Legislative Program, approved by the Commission in December 2025 and included as Attachment A. The Legislative Program informs Alameda CTC's legislative activities, including recommended positions on pending legislation and updates on relevant legislative and policy developments. A summary of recommended and current positions taken by the Commission is included in Table 1.

Federal Update

In early June, a delegation of Commissioners is traveling to Washington DC to meet with Alameda County Congressional lawmakers, agency representatives and staff from key legislative committees. Key meeting topics include highlighting Alameda CTC's success partnering with the federal government to deliver regional and nationally significant projects, advocacy for continued support of the surface transportation reauthorization bill BUILD America 250, and a request to continue to support Alameda CTC's recently

submitted Safe Streets for All grant application for the Alameda Countywide Priority Corridors Safety Initiative.

State Update

Budget: Governor Gavin Newsom released the May Revision to his January budget proposal on May 14. While the state's revenue outlook improved from the initial January budget draft thanks to continued strength in California's technology sector and in particular AI, the Governor warned that California still faces ongoing structural deficits and significant uncertainty tied to federal actions, market volatility, future revenue swings, and risks associated with tariffs. In response, the May Revision proposes a balanced budget over the next two fiscal years while increasing state reserves in anticipation of future economic downturns.

A major focus of the May Revision is the Governor's proposal to extend and significantly restructure California's cap-and-trade program, now referred to as "Cap-and-Invest." The proposal would extend the program through 2045 while revising how auction revenues are distributed and how allowances are allocated, substantially reducing future funding available for transit, housing, wildfire prevention and other climate-related programs currently supported by Greenhouse Gas Reduction Fund revenues. Transit providers have voiced concerns about the major funding changes. Discussions remain ongoing regarding the future allocation of Cap-and-Invest revenues.

The Legislature is expected to continue budget negotiations with the Administration until the constitutionally-mandated June 15 deadline. The new fiscal year begins July 1.

Legislation: Bills still under consideration for this session continue to make their way through the committee process. July 2 is the last day for policy committees to meet and report bills before the summer recess begins. The legislature will reconvene from summer recess on August 3. Staff recommend support positions on two bills.

- SB 1087 is sponsored by the Metropolitan Transportation Commission and Association of Bay Area Governments (MTC/ABAG) along with the other three major metropolitan planning organizations (MPO) in the state. The bill proposes numerous updates to the existing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guidelines and requirements, as well as targeted changes to transportation funding programs to support implementation of the plans. While MPOs have long been required by federal law to develop a long-range, financially-constrained RTP, in 2008, California's Senate Bill 375 required those plans also include an SCS in order to integrate transportation, land use and housing decisions to meet state climate goals.

SB 1087 seeks to update the requirements with a more streamlined RTP/SCS development process to allow for an increased focus on implementation and better alignment of state funding programs to regional priorities. While MTC/ABAG leads the development of the RTP/SCS in the Bay Area, Alameda CTC and local

jurisdictions spend significant staff resources partnering on the development of the plans. Expected amendments will address the timing of various provisions of the bill to ensure county transportation agencies are able to effectively engage in and advocate for priority projects and programs in the RTP/SCS and funding processes.

- SB 830 is a cleanup bill related to Senate Bill 63 Connect Bay Area Act (SB 63), which was passed into law in 2025 and authorizes a regional transportation funding measure to support transit to be placed on the November 2026 ballot in Alameda, Contra Costa, San Mateo, and Santa Clara counties and the City and County of San Francisco. The Commission took a support position on SB 63 in 2025. SB 830 includes a number of updates to election procedures related to the potential measure, including requiring the measure to be identified as a “Regional Transit Measure” and allowing the proposed arguments in favor of, and against, the measure to be specific to each county. The proposed legislation will improve clarity and transparency should a potential measure qualify for the ballot.

Table 1. Summary of Recommended and Current Bill Positions

Bill	Summary	Analysis	Recommended or Current Position
SB 1087 (Cabaldon)	Existing law requires metropolitan planning organizations to adopt RTPs every four years. Existing state law requires an SCS to achieve regional targets for the reduction of greenhouse gas emissions be included in each RTP. This bill would require the SCS element be included every eight years. This bill would exempt the preparation and adoption of regional transportation plans, sustainable communities strategies, and alternative planning strategies from the California Environmental Quality Act and update requirements for projects considered for the Solutions	SB 1087 seeks to streamline the development and implementation process of RTP/SCSs to allow for more focus on implementation and better balance statewide and regional objectives. These goals directly support the work of Alameda CTC by refocusing staff resources and funding at the regional level with an emphasis on implementing	Recommended Position: Support

Bill	Summary	Analysis	Recommended or Current Position
	for Congested Corridors Program.	projects, programs and policies.	
<p>SB 830 (Arreguín and Wiener)</p>	<p>Existing law authorizes a sales tax applicable to Alameda, Contra Costa, San Mateo and Santa Clara counties and the City and County of San Francisco to support public transit to be placed on the November 2026 ballot. Existing law establishes specified procedures for that election.</p> <p>This bill would revise election procedures by, among other things, require the measure to be identified on the ballot by the designation “Regional Transit Measure” and require the district to select arguments in favor of, and against, the measure to be included in the county voter information guide of each county, as specified.</p>	<p>SB 830 updates specific election procedures should a measure be placed on the November 2026 ballot. The updates will improve the clarity and transparency for voters should a measure qualify for the ballot by allowing county-specific arguments to be included in voter information guides.</p> <p>Assemblymember Wicks is a principal co-author, and Assemblymembers Bonta and Ortega are co-authors.</p>	<p>Recommended Position:</p> <p>Support</p>
<p>AB 2015 (Wicks) Department of Transportation: third-party navigation applications: study and report.</p>	<p>AB 2015 would require California Department of Transportation (Caltrans), in consultation with the California State Transportation Agency (CalSTA) and local authorities, to conduct a comprehensive study on the impact of third-party navigation applications on the state highway system and local street and road networks.</p>	<p>The study would analyze the impacts of third-party applications on the roadway network, including a focus on local congestion and neighborhood streets, safety, local infrastructure impact, and</p>	<p>Current Position:</p> <p>Support</p>

Bill	Summary	Analysis	Recommended or Current Position
	<p>The study would analyze how third-party navigation applications affect congestion displacement, local infrastructure, safety metrics, and emergency response. Caltrans must include policy recommendations for regulatory or legislative action to improve the alignment between third-party navigation applications and state and local traffic management goals.</p> <p>Caltrans must submit the study to the legislature on or before January 1, 2028.</p>	<p>emergency response.</p>	
<p>SB 1167 (Blakespear) Electric Bicycle Safety.</p>	<p>SB 1167 makes comprehensive revisions to definitions of e-bikes and electric cycle or e-motos or mopeds, including definitions of speeds and motor power, and updates labeling and disclosure requirements for manufacturers and sellers of these devices. It also expands prohibitions on false advertising related to e-bikes. The bill additionally establishes new operational and safety requirements, as specified, expands reckless driving provisions to include bicycles, and imposes additional reporting requirements on law enforcement.</p>	<p>SB 1167 takes a targeted approach to advancing safety by focusing on clarifying which electric devices qualify as e-bikes and establishing clearer rules for devices that are higher-speed or higher-powered, which are recognized as posing greater safety risks. This approach strengthens safety and oversight, without limiting access to the e-bikes that support</p>	<p>Current Position: Support</p>

Bill	Summary	Analysis	Recommended or Current Position
		sustainability, mobility, and accessibility goals.	
<p>AB 1837 (González, Mark) Video imaging of parking violations.</p>	<p>Would extend until January 1, 2034 the expiration date of existing authorization allowing public transit operators to enforce parking violations in transit-only traffic lanes and transit stops through the use of video imaging. The current authorization is set to expire January 1, 2027.</p>	<p>Helps support transit operators' ability to operate on time schedules and encourage ridership while deterring traffic violations.</p> <p>AC Transit has taken a support position and is a co-sponsor of the bill. MTC has taken a support position on the bill.</p>	<p>Current Position: Support</p>

Fiscal Impact

There is no fiscal impact.

Attachment:

- A. Alameda CTC 2026 Legislative Program

2026 Legislative Program

The Alameda County Transportation Commission (Alameda CTC) legislative program identifies core legislative priorities to support and advance the vision and goals adopted in the Policy Blueprint for the 2026 Countywide Transportation Plan. Alameda CTC will develop strategic partnerships and support efforts to increase transportation funding and support policies that advance this legislative program.

Core Legislative Priorities

Transportation Funding: Advocate for increased transportation funding and protection of existing funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements and services in Alameda County through grants and partnerships with regional, state and federal agencies. Advocate for sustainable funding to support transit agencies. Support efforts to advance full implementation of Cap-and-Invest Program to ensure revenues effectively benefit transit, sustainable transportation, and community investments.

Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users. Support opportunities for local jurisdictions to advance initiatives to increase safety in their communities.

Economic Vitality: Advocate for policies and investments that strengthen Alameda County's economy by supporting an efficient, reliable transportation system that provides access to opportunity and sustains prosperity across the Northern California megaregion. Support modernization of goods movement infrastructure, improvements to safety and reliability, and integration of transportation and land use to promote a cleaner, more resilient economy.

Healthy Communities: Support legislation, strategies and investments that reduce pollution to create sustainable and healthy communities and increase the resilience of our transportation system and communities, especially for low-income communities and those historically underserved by high-quality transportation. Promote initiatives that increase resiliency of the transportation system and support funding and investments to reduce pollution and improve air quality.

Equity: Advocate for resources, legislation, and initiatives that expand access to safe, affordable, and reliable transportation options throughout Alameda County, with focused support for low-income and underserved communities. Advance inclusion, economic opportunity, and healthy communities throughout the legislative program.

Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective and efficient transportation system operations, and innovative and timely project delivery.

In-depth Core Legislative Priorities

Transportation Funding: Advocate for increased transportation funding and protection of existing funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements and services in Alameda County through grants and partnerships with regional, state and federal agencies. Advocate for sustainable funding to support transit agencies. Support efforts to advance full implementation of Cap-and-Invest Program to ensure revenues effectively benefit transit, sustainable transportation, and community investments. Seek, acquire, accept and implement grants to advance project and program delivery.

- Support efforts to increase transportation funding and advance priority projects and programs in Alameda County, including regional transportation measures.
- Support transit agencies as they improve fiscal solvency and ridership, including regional efforts to secure sustainable multi-year funding and improve service for the public.
- Support efforts that protect against transportation funding diversions.
- Ensure fair share of sales tax allocations from new laws and regulations.
- Protect and enhance voter-approved funding. Support efforts to lower the two-thirds voter threshold for voter-approved transportation measures including funding for delivery of programs and operations.
- Support rewarding Self-Help Counties and states that provide significant transportation funding.
- Support efforts to increase funding and advance policies that support transit, paratransit, and multimodal transportation incorporating multiple modes of transportation.
- Support efforts to increase funding to advance safety and active transportation.
- Support policies and funding that enhance Bay Area goods movement and passenger rail funding, delivery and advocacy that improve the economy, local communities, and the environment.
- Support policies and programs that improve transportation services and infrastructure and do not create unfunded mandates.

Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users. Support opportunities for local jurisdictions to advance initiatives to increase safety in their communities.

- Expand multimodal options, shared mobility and innovative technology.
- Support investments in active transportation, including for improved safety and advance Vision Zero strategies to reduce speeds and protect communities.
- Support allowing cities the discretion to use more effective methods of speed enforcement within their jurisdictions.
- Support policies that advance safety for all users of the transportation system, including roadways, sidewalks and transit infrastructure.

- Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.

Economic Vitality: Advocate for policies and investments that strengthen Alameda County’s economy by supporting an efficient, reliable transportation system that provides access to opportunity and sustains prosperity across the Northern California megaregion. Support modernization of goods movement infrastructure, improvements to safety and reliability, and integration of transportation and land use to promote a cleaner, more resilient economy.

- Support investments that strengthen Alameda County’s role as the Bay Area’s primary intermodal hub, improving goods movement infrastructure and ensuring that economic benefits are shared across local communities.
- Advance policies and funding that connect transportation and land use to expand access to quality jobs, education, and services, particularly in areas where improved mobility can unlock new opportunities.
- Promote infrastructure and programs that enhance reliability, affordability, and sustainability, supporting a resilient economy that benefits residents and businesses countywide.

Healthy Communities: Support legislation, strategies and investments that reduce pollution to create sustainable and healthy communities and increase the resilience of our transportation system and communities, especially for low-income communities and those historically underserved by high-quality transportation. Promote initiatives that increase resiliency of the transportation system and support funding and investments to reduce pollution and improve air quality.

- Support funding for infrastructure, operations, and programs to relieve congestion, improve air quality, reduce emissions, expand resiliency and support economic development, including to support transitioning to a cleaner transportation system.
- Support emerging technologies such as alternative fuels and technology to reduce greenhouse gas (GHG) emissions and encourage continued access to the electric grid for charging to support reliable operations.
- Support legislation to modernize the Congestion Management Program, supporting the linkage between transportation, housing, and multimodal performance monitoring.
- Support efforts to increase transit throughout the transportation system, such as on freeway corridors and bridges.
- Support efforts to address climate adaptation and resiliency including planning, funding and implementation support.
- Support legislation and policies to facilitate deployment of connected and autonomous vehicles in Alameda County to enhance last mile connectivity to transit, including data sharing that will enable long-term planning and analysis of benefits and impacts.
- Continue to support legislation that furthers flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs and leverage opportunities for implementing transportation-oriented

development and Priority Development Areas (PDA), the latter which are places near public transit planned for new homes, jobs and community amenities. This includes transportation corridor investments that link PDAs.

Equity: Advocate for resources, legislation, and initiatives that expand access to safe, affordable, and reliable transportation options throughout Alameda County, with focused support for low-income and underserved communities. Advance inclusion, economic opportunity, and health communities throughout the legislative program.

- Support investments in transportation that enhance access to goods, services, jobs and education.
- Support means-based fare programs while being fiscally responsible.
- Support policies and funding to develop and implement equitable mobility improvements.
- Support projects and programs that reduce emissions with a particular emphasis on communities historically disproportionately burdened by pollution from the transportation sector.
- Support expanding economic opportunities for small and local businesses by leveraging our procurement, contracting and hiring processes and supporting businesses that are disadvantaged or underrepresented.

Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective and efficient operations of the transportation system, and support innovative and timely project delivery.

- Advance innovative and cost-effective project delivery.
- Advance efficient and effective operations and governance of the express lane and high-occupancy vehicle (HOV) systems.
- Support environmental streamlining, efforts that reduce project and program implementation costs, and expedited project delivery, including contracting flexibility and innovative project delivery methods.
- Support funding and policies to implement transportation projects that create jobs and economic growth, including apprenticeships and workforce training programs.
- Support HOV/managed lane policies and efforts that promote effective and efficient lane implementation and operations, protect toll operators' management of lane operations and performance, toll rate setting and toll revenue reinvestments, deployment of new technologies and improved enforcement.
- Oppose legislation that degrades HOV lanes that could increase congestion and decrease efficiency.

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Member Roster Fiscal Year 2025-2026

	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Marleau, Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	May-25	May-27
2	Turner, Vice Chair	Matt	Castro Valley	Alameda County Board of Supervisors, District 4	Apr-14	Jul-25	Jul-27
3	Greenberg	Sam	Berkeley	Alameda County Board of Supervisors, District 5	Jun-25		Jun-27
4	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Mar-24	Mar-26
5	Purdy	Jason	Alameda	Alameda County Board of Supervisors, District 3	Jun-25		Jun-27
6	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Feb-25	Feb-27
7	Seavers	Kevin	Oakland	Alameda County Mayors' Conference, D-4	Sep-25		Sep-27
8	Toy	Kendra	Fremont	Alameda County Board of Supervisors, District 1	Jul-24		Jul-26
9	Wang	Jianhan	Hayward	Alameda County Board of Supervisors, District 2	Dec-25		Dec-27
10	Vacancy			Alameda County Mayors' Conference, D-5			
11	Vacancy			Transit Agency (Alameda CTC)			

**Alameda County Transportation Commission
Independent Watchdog Committee
Member Roster - Fiscal Year 2025-2026**

	Title	Last	First	City	Appointed By	Term Began	Reappt.	Term Expires
1	Mr.	Park, Chair	Damian	Berkeley	Alameda County Mayor's Conference, District 5	Feb-23		Feb-25
2	Mr.	Rubin, Vice Chair	Thomas	Oakland	Alameda County Taxpayers Association	Jan-19		N/A
3	Mr.	Adams	Brendan	Oakland	League of Women Voters	Dec-24		N/A
4	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		N/A
5	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		N/A
6	Mr.	Exner	Alfred	Pleasanton	Alameda County Mayor's Conference, District 4	Jun-21	Apr-26	Apr-28
7	Mr.	Gertler	Peter	Oakland	Alameda County Board of Supervisors, District 3	Jun-25		Jun-27
8	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jun-25		Jun-27
9	Mr.	Henn	Michael	Piedmont	Alameda County Board of Supervisors, District 5	Sep-24		Sep-26
10	Ms.	Orrick	Phyllis	Berkeley	Sierra Club	Jun-25		N/A
11	Mr.	Farooq	Muhammad	Fremont	Alameda County Board of Supervisors, District 2	Apr-26		Apr-28

	Title	Last	First	City	Appointed By	Term Began	Reappt.	Term Expires
12	Mr.	Patino	Ángel	Oakland	Alameda County Board of Supervisors, District 4	Apr-26		Apr-28
13		Vacancy			Alameda County Board of Supervisors, District 1			
14		Vacancy			Alameda County Mayor's Conference, District 1			
15		Vacancy			Alameda County Mayor's Conference, District 2			
16		Vacancy			Alameda County Mayor's Conference, District 3			
17		Vacancy			East Bay Economic Development Alliance			

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Member Roster - Fiscal Year 2025-2026**

	Last	First	Appointed By	Term Began	Re apptmt.	Term Expires
1	Johnson, Chair	Sandra J.	Alameda County Board of Supervisors, District 4	Sep-10	Jul-25	Jul-27
2	Suter, Vice Chair	John	City of Emeryville	May-21	Apr-26	Apr-28
3	Costello	Shawn	City of Dublin	Sep-08	Mar-25	Mar-27
4	Hastings	Herb	Alameda County Board of Supervisors, District 1	Mar-07	Oct-18	Oct-20
5	Lewis	Anthony	City of Alameda	Jul-18	Apr-25	Apr-27
6	Marshall	Roger	City of Fremont	Jan-24		Jan-26
7	Mital	Arun	AC Transit	Jan-24		Jan-26
8	Pansino	Jeanne "Dede"	City of Albany	Mar-25		Mar-27
9	Rivera-Hendrickson	Carmen	City of Pleasanton	Sep-09	Apr-19	Apr-21
10	Rousey	Michelle	BART	May-10	Apr-26	Apr-28
11	Stadmire	Sylvia	Alameda County Board of Supervisors, District 3	Sep-07	Jul-19	Jul-21

	Last	First	Appointed By	Term Began	Re apptmt.	Term Expires
12	Van Slyke	Helen	Alameda County Board of Supervisors, District 2	Apr-24		Apr-26
13	Waltz	Esther Ann	LAVTA	Feb-11	Mar-26	Mar-28
14	Vacancy		Alameda County Board of Supervisors, District 5			
15	Vacancy		City of Berkeley			
16	Vacancy		City of Hayward			
17	Vacancy		City of Livermore			
18	Vacancy		City of Newark			
19	Vacancy		City of Oakland			
20	Vacancy		City of Piedmont			
21	Vacancy		City of San Leandro			
22	Vacancy		City of Union City			

	Last	First	Appointed By	Term Began	Re apptmt.	Term Expires
23	Vacancy		Union City Transit			



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 18, 2026

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
John Nguyen, Director of Programming and Project Controls

SUBJECT: Approve Senate Bill 63 Connect Bay Area Funding Framework

Recommendation

It is recommended that the Commission approve the Senate Bill (SB) 63 Connect Bay Area funding framework for Alameda County return to source funding and small operator funding.

Summary

In 2025, [SB 63](#) (Wiener/Arreguín), the Connect Bay Area Act, was enacted to address the looming fiscal cliff facing transit operators in the Bay Area. The bill established the [Public Transit Revenue Measure District](#) (District) and authorized a regional transportation revenue measure to be placed on the November 2026 ballot in the counties of Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara for the purposes of supporting public transit.

This item recommends a SB 63 funding framework for Alameda County, consisting of a return to source funding distribution and a formula distribution to small operators, to guide the types of projects, programs and services that could be funded, should a measure be successful on the November 2026 ballot.

Background

Transit operators in the Bay Area continue to face significant projected budget shortfalls following the COVID-19 pandemic. SB 63 was enacted in 2025 and authorizes a transportation funding measure to be placed on the November 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties to sustain and improve transit. Alameda CTC took a support position on SB 63 in 2025 and worked closely with the authors, transit agencies, MTC and County Transportation Agency partners in developing and negotiating the legislation. A fact sheet detailing SB 63, the Connect Bay Area Act, is included as Attachment A.

The measure is projected to generate approximately \$980 million annually and would be funded by a 14-year transportation sales tax of 0.5% in all counties other than San Francisco, which would be subject to a 1% rate. SB 63 assigns specific percentages of the funding generated in each county to the large operators included in the bill: BART, AC Transit, Muni and Caltrain. Those funds must be used to maintain transit service and will be allocated directly from the District to the transit agencies. An additional 5% of the funds are allocated to MTC to fund regional transit rider-focused improvements.

The vast majority of funding generated in Alameda County is assigned to the large transit operators given the high ridership and levels of transit service in the county, via direct formulas detailed in the legislation. A small percentage of the funding, 4.75%, generated in Alameda County is identified in the legislation as return to source funding, and 2.43% is identified for small bus operators in Alameda County. Per the legislation, Alameda CTC is responsible for two actions: (1) to administer the return to source funding for Alameda County; and (2) to determine the funding split for the Alameda County small bus operators included in the legislation, the Livermore Amador Valley Transit Authority (LAVTA) and Union City Transit.

Table 1 below details the estimated Fiscal Year 2027-2028 (FY28) revenue distributions, reflecting the first full year of anticipated collections.

Table 1. Estimated FY2028 Revenues

Agency	Estimated FY28 Revenues	Participating Counties
AC Transit	\$47.70m	Funding from Alameda and Contra Costa counties
BART	\$307.50m	Funding from Alameda, Contra Costa, San Francisco and San Mateo counties
WETA/SF Ferry	\$6.49m	Funding from Alameda, Contra Costa, and San Francisco counties
MTC Transit Transformation	\$43.09m	Funding from Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties
Alameda CTC Return to Source	\$9.57m	Funding from Alameda County
Alameda County Small Operators	\$4.90m	Funding from Alameda County

Source: Revenue estimates provided by MTC; data source – HDL Companies as of October 2025.

Alameda County Return to Source Funding

SB 63 identifies a small amount of return to source funding for Alameda CTC to support transit. The estimated annual return to source funding for Alameda County ranges from

approximately \$9.57m to \$13.61m per year over the life of the measure. Eligible uses are limited to public transit capital and operating expenses, and roadway repavement projects on roads served by fixed-route transit. Alameda CTC recommends approving a framework to provide additional detail regarding the types of projects and programs that could be funded and delivered. Actual programming and allocation actions would be the subject of future Commission actions.

As noted above, SB 63 dictates that revenues must be used to support transit, specifically transit capital investments, transit operations, or pavement rehabilitation on roads with fixed-route transit service. If SB 63 is approved, both BART and AC Transit are forecast to continue facing operating deficits. While both agencies are actively working to increase ridership and reduce costs to prevent service reductions, the projected operating needs are expected to exceed available revenues. To address this need, staff recommend the Commission prioritize funding for transit operations for the first three fiscal years (FY2028-2030) to reduce the likelihood of service reductions.

It is recommended that the return to source framework prioritize transit improvements and rider-focused investments, with the overarching goal of improving transit service, access, and customer experience. The proposed investment categories, example projects and programs, and proposed funding percentages are detailed below.

Table 2. Return to Source Framework

Investment Category	Example Project Types	% of Total Return to Source Funds
Fast, frequent and reliable service	<ul style="list-style-type: none"> • Improve transit reliability on major corridors (i.e. transit priority treatments, transit signal priority, etc.) • Transit elements of complete streets projects • Maintain or increase transit service • New transit services • State of good repair investments 	80%
Accessible and affordable transit	<ul style="list-style-type: none"> • Continue or expand free and reduced fare programs (students, older adults, people with disabilities, low-income residents) • Accessibility improvements or paratransit 	10%
Improved customer experience	<ul style="list-style-type: none"> • Safety, cleanliness, and accessibility improvements • Bus stops, shelters, lighting, BART stations and ferry terminal improvements 	10%
Total		100%

Projects and programs receiving return to source funding will be determined through future calls for projects and approved by the Commission. The proposed framework will guide these future calls for projects and will be integrated into Alameda CTC’s Comprehensive Investment Plan (CIP) process where feasible. Staff recommends revisiting the framework after the first five years of the measure.

Small Operator Funding

SB 63 dictates that Alameda CTC shall determine the amount each small bus operator in the county receives for transit operations expenses from the funding identified for Alameda County small operators. Alameda CTC will direct the District on how to allocate the funds directly to LAVTA and Union City Transit based on the allocation approved by the Commission. This funding would support ongoing operating needs for LAVTA and Union City Transit and is essential to both agencies’ ability to sustain existing service.

Alameda CTC staff worked closely with LAVTA and Union City Transit to develop a consensus recommendation for a data-driven, transparent methodology for allocating the small operator funds. The proposed formula would be based on 50% ridership, and 50% service area population, calculated as a three-year rolling average. The three-year rolling average will provide a level of stability in funding, which is important to enable transit agencies to plan and budget with some level of certainty. Table 3 provides an illustrative example application of the formula based on the most recent three-year period; actual allocations would be determined based on data updated on an annual basis. Staff recommends revisiting the allocation framework after the first five years of the measure.

Table 3. Illustrative Application of Small Operator Allocation Framework

Agency	2023-2025 Rolling Average Service Area Population	2023-2025 % Share of Population	2023-2025 Rolling Average Ridership	2023-2025 % Share of Ridership	Calculated Funding Split
LAVTA	237,457	78.0%	1,278,941	83.0%	80.5%
Union City Transit	67,030	22.0%	262,821	17.0%	19.5%

Notes: Population from CA Department of Finance; ridership is fixed bus ridership from the National Transit Database and confirmed annually with operators.

This approach focuses on incentivizing increasing ridership, while also acknowledging the importance of a return to source component, consistent with the Commission’s key principles in the development of SB 63 in 2025.

Outreach Findings

To inform the recommendations, staff reviewed the findings from the extensive outreach and public engagement conducted for the 2026 Countywide Transportation Plan (CTP) and the Needs Assessment for Older Adults and People with Disabilities, both of which were

presented to the Commission earlier this year. Outreach for both efforts took place in 2025 and 2026, and included countywide surveys, focus groups, partnerships with community-based organizations, and extensive discussions with partner agencies.

Alameda CTC conducted extensive community engagement to inform priorities for the CTP, which is summarized in the [CTP Summer-Fall 2025 Community Engagement Summary Report](#) presented to the Commission in [January](#). The CTP outreach included 21 events across all jurisdictions in Alameda County, engagement with more than 3,700 people, over 2,000 survey responses, and 88 Share My Story comments to identify priority needs across the county. Targeted engagement with older adults and people with disabilities was also conducted in 2025 and 2026, including outreach to over 600 individuals across 16 events, and over 500 survey responses to identify priority needs.

The community and stakeholder needs and priorities identified through those processes include a number of priorities needs directly related to the eligible uses identified in SB 63. Key findings from this outreach focused on core transit needs of reliability, affordability, customer experience, and expanded service access. The findings informed the proposed investment framework detailed above.

Fiscal Impact

There is no fiscal impact.

Attachment:

- A. SB 63 Connect Bay Area Fact Sheet



SB 63: Connect Bay Area Act

Fact Sheet

March 2026

What is SB 63?

Senate Bill 63 (Wiener/Arreguín), the Connect Bay Area Act, was enacted in 2025 and authorizes a transportation funding measure to be placed on the November 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties.

An authorized measure would generate approximately \$980 million annually to sustain and improve transit and would be funded by a 14-year regional transportation sales tax (0.5% in each county except San Francisco, where the rate would be 1%). Any measure would be administered by the newly established Public Transit Revenue Measure District (District), governed by the same board as the Metropolitan Transportation Commission (MTC).

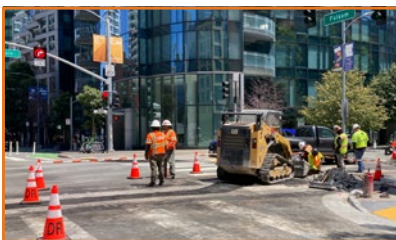
What is the purpose of SB 63?

- **Prevent major service cuts** on BART, Muni, Caltrain and AC Transit resulting from budget shortfalls following the COVID-19 pandemic.
- **Improve the transit rider experience** by making transit more affordable, easier to navigate, and more accessible for all riders, including seniors and persons with disabilities.
- **Make other transportation improvements** in Alameda, Contra Costa, San Mateo and Santa Clara counties.



Where would the money go?

Approximately 63% of the money raised goes to the operation of buses, trains and ferries on BART, Muni, Caltrain, AC Transit, San Francisco Bay Ferry, East Bay bus agencies and Golden Gate Transit.



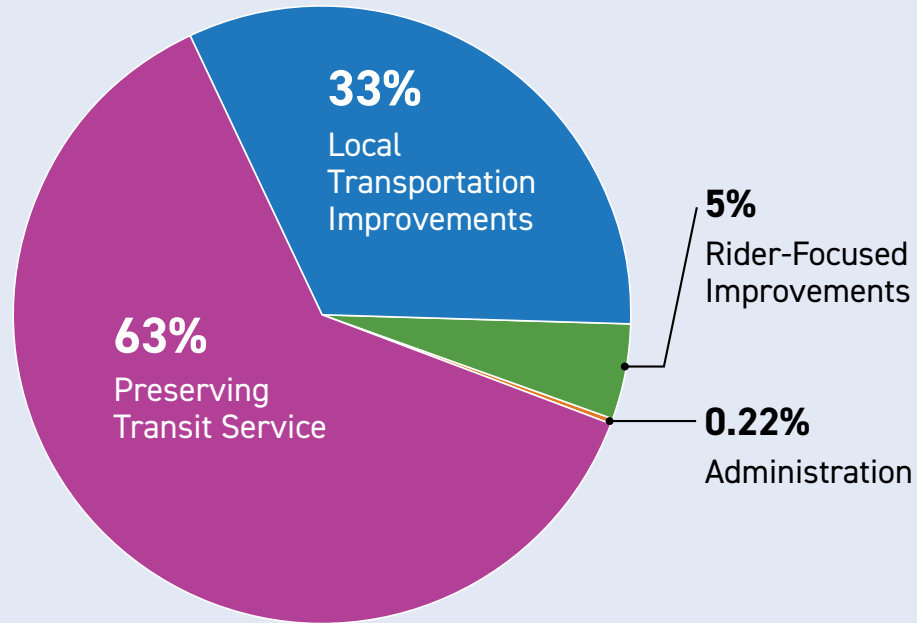
About one-third is guaranteed for Santa Clara Valley Transportation Authority (VTA), SamTrans, Contra Costa Transportation Authority, and Alameda County Transportation Commission, who have the flexibility to use the money for transit infrastructure and vehicles, running transit service, or paving roads with regular bus service.



Around 5% would fund improvements to the rider experience by making transit faster, more affordable, more accessible for seniors and people with disabilities, and easier to navigate with improved signage.

Finally, up to 0.22% can be used for measure administration costs incurred by the Metropolitan Transportation Commission and the new Public Transit Revenue Measure District. Measure proceeds can also cover specified one-time costs, such as election costs.

Connect Bay Area Act Expenditure Plan



Financial Efficiency Review and Oversight

SB 63 requires a two-phase financial efficiency review of BART, Muni, Caltrain and AC Transit directed by an oversight committee. The committee includes four independent experts, four transit agency representatives and the MTC Chair or their designee.

Phase 1 will be completed before a ballot measure and will identify cost-saving measures already taken by transit agencies and ways the agencies could improve service and the rider experience without new funding. If voters approve a measure authorized by SB 63 on the November 2026 ballot, additional oversight provisions will take effect, as described below:

- **Independent Oversight Committee:** SB 63 requires that the District appoint an Independent Oversight Committee to confirm money distribution follows the SB 63 expenditure plan. The Independent Oversight Committee will include at least one appointee from the five counties – Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara – that comprise the District.
- **Maintenance of Effort:** BART, Muni, Caltrain, AC Transit, Golden Gate Transit and SF Bay Ferry along with East Bay bus agencies must maintain existing levels of funding for running their transit services (with some exceptions subject to MTC approval). This requirement is intended to ensure that dollars collected as a result of SB 63 will increase, rather than replace, current money used to provide transit service.
- **Additional County-Level Transit Agency Accountability:** Passage of the measure would provide each of the five counties in the District with additional oversight of BART, Muni, Caltrain and AC Transit. If a transit agency's standards with respect to fares, services, station cleanliness or maintenance are inconsistent between counties, a county may convene a binding review committee of MTC commissioners from the relevant counties with the authority to withhold a portion of measure funds from the subject agency until the issue is corrected.
- **Phase 2 Financial Efficiency Review:** SB 63 requires a deeper evaluation of cost structures and strategies to support financial sustainability.

Connect Bay Area Act Expenditure Plan

Annual Funding by Purpose and Recipient, Fiscal Year 2028 Estimate¹

PRESERVING TRANSIT SERVICE

Money must be used to run and maintain transit service.

BART	\$310M
Muni	\$155M
Caltrain	\$70M
AC Transit	\$50M
East Bay Bus Agencies² and Golden Gate Transit/Ferry	\$20M
San Francisco Bay Ferry	\$6M

LOCAL TRANSPORTATION IMPROVEMENTS

Money must be used for transit infrastructure, running transit service, and/or paving roads with regular bus service.

Santa Clara VTA	\$245M
SamTrans	\$45M
Contra Costa Transportation Authority	\$25M
Alameda County Transportation Commission	\$10M

RIDER-FOCUSED IMPROVEMENTS

Money must be used to make transit faster, more affordable, more accessible for seniors and people with disabilities, and easier to navigate with improved signage.

Transit priority projects, Clipper[®] START discount program, free and discounted transfers, paratransit improvements and customer navigation.	\$45M
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ADMINISTRATION

Money must be used by the District and MTC to oversee and administer funding and programs under the measure.

\$2M

Notes:

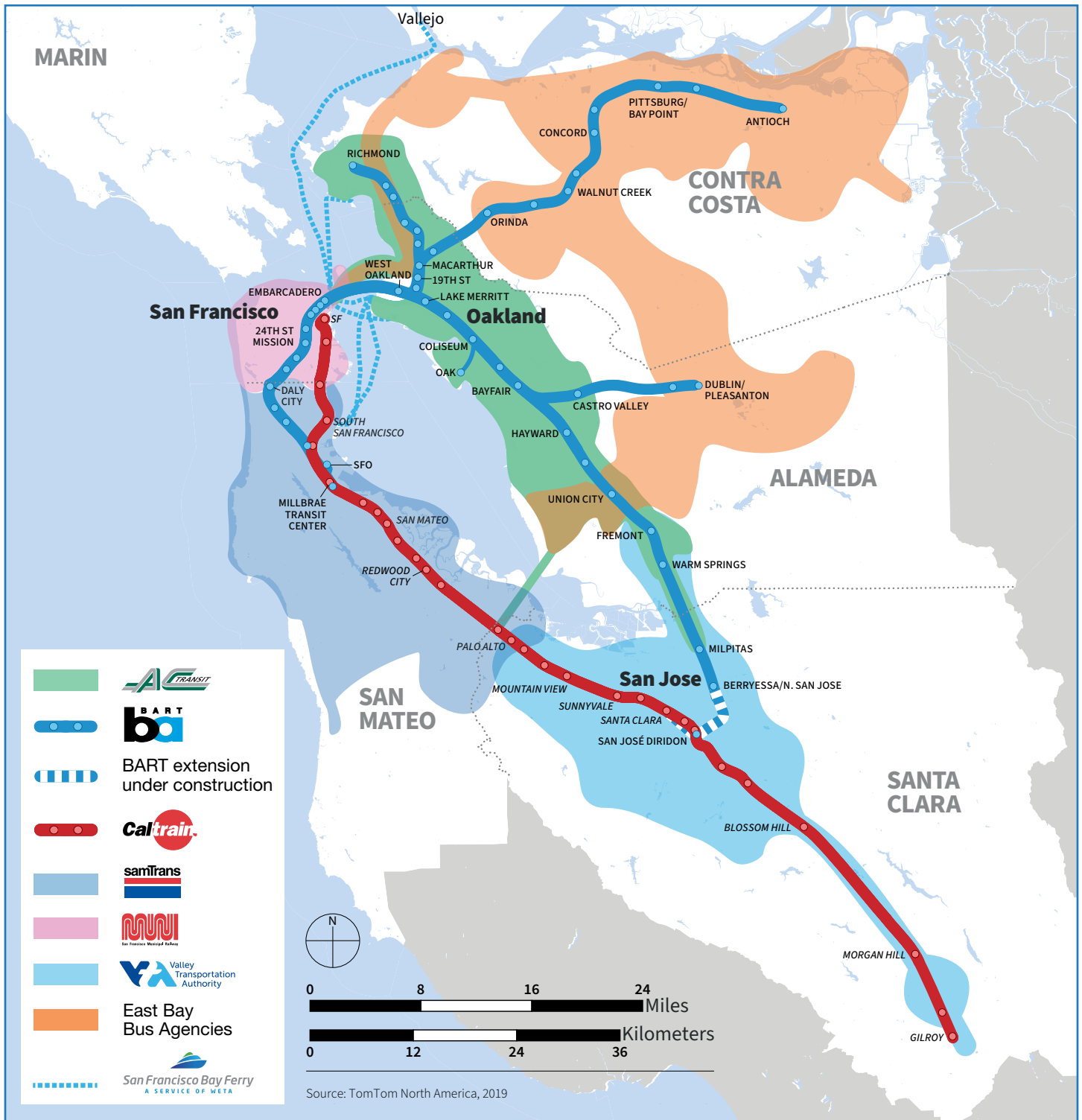
1 Amounts shown are net revenue after state administrative fees, estimated at \$7 million in FY 2028. The fees are subject to change, but this forecast assumes the current California Department of Tax and Fee Administration rate of 0.82% for 1/2-cent counties and 0.41% for SF (1% rate). Amounts shown do not reflect one-time costs that will be covered in early year(s) of measure (including election cost reimbursements, SB 63 required financial efficiency review costs, potential legal costs and other one-time costs tied to administering the tax ordinance).

2 East Bay bus agencies include County Connection, Tri Delta Transit, Union City Transit, WestCAT and Wheels.

• Sums may not total due to rounding. Amounts greater than or equal to \$20 million are rounded to the nearest \$5 million. Amounts less than \$20 million are rounded to the nearest \$1 million.

Source: MTC analysis of an October 2025 assessment of projected net revenues by HDL Companies

Service Areas of Transit Agencies Funded by a Connect Bay Area Act Regional Measure



Notes: Golden Gate Transit is not shown on this map, although it is expected to receive approximately \$1 million/year.

Funding for VTA and SamTrans is eligible for transit capital (i.e., infrastructure and vehicle costs), operations (i.e., costs needed to run the system) and local road repairs on roads served by regular transit service. Funding for all other agencies is available only for transit operating purposes (i.e., costs needed to run the system).

East Bay Bus Agencies refers to County Connection, Tri Delta Transit, Union City Transit, WestCAT and Wheels.

The above map was made for illustrative purposes, and the precise boundaries of each transit agency can be found on its website.

This map is accurate at the time of publication, and may be subject to change.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

SB 63 Connect Bay Area Funding Framework

Alameda County Transportation Commission
June 25, 2026



Today's Agenda

- SB 63 Connect Bay Area Act
- Return to source framework
- Small bus operator funding



2

SB 63 Connect Bay Area Act

- Authorizes a transportation funding measure to be placed on the November 2026 ballot to sustain and improve transit
- 14-year, ½ percent sales tax in Alameda, Contra Costa, San Mateo and Santa Clara counties and 1 percent in San Francisco
- Estimated to generate approximately \$980 million annually
- Includes accountability and oversight provisions
- Public Transit Revenue Measure District (District) is established to administer the measure should it pass
- Agencies are approving local funding frameworks now to provide more information to the public should a measure advance



Connect Bay Area Funding Categories

Legislation details percentages of funding generated in each county for specific uses.

Agency	Estimated FY28 Revenues	Participating Counties
AC Transit	\$47.70M	Funding from Alameda and Contra Costa counties
BART	\$307.50M	Funding from Alameda, Contra Costa, San Francisco and San Mateo counties
WETA/SF Ferry	\$6.49M	Funding from Alameda, Contra Costa, and San Francisco counties
MTC Transit Transformation	\$43.09M	Funding from Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties
Alameda CTC Return to Source	\$9.57M	Funding from Alameda County
Alameda County Small Bus Operators	\$4.90M	Funding from Alameda County

Source: MTC provided forecasts prepared by HDL Companies as of 10/2025



Alameda County Return to Source Funding

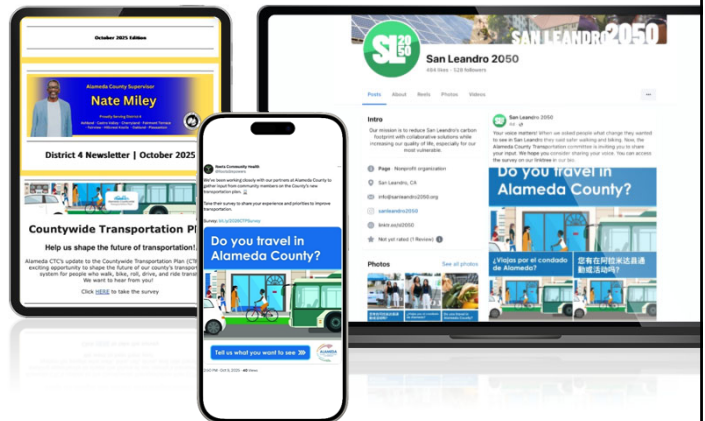
- Administered by Alameda CTC
- Approximately \$9-10m annually
- Funds may only be used for:
 - Public transit operations and capital
 - Public transit components of larger capital projects
 - Targeted pavement repairs on local roads served by fixed route transit
- Funding framework to serve as basis of future Commission actions to determine specific investments
- Recommend the Commission revisit the framework after the first five years of the measure



Public and Stakeholder Engagement Approach

Leverage recent extensive outreach efforts

- 2026 Countywide Transportation Plan
 - 21 events across all jurisdictions, engaged over 3,700 people
 - Partner agency meetings on needs and priority projects and programs
- Mobility Needs Assessment for Older Adults and People with Disabilities (PNA)
 - 16 events, engaged over 600 people
 - Priorities informed by PAPCO and ParaTAC discussions



Key Transit Outreach Findings



Fast, Frequent, and Reliable Service

- **CTP Outreach:** 58% of survey respondents prioritized frequency, reliability, safety, and comfort
- **CTP Draft Project List:** transit service improvements, multimodal corridors, capital expansion projects
- **PNA:** Identified service gaps, demand for expanded service coverage, and interest in new service options



Accessible and Affordable Transit

- **CTP:** 63% of survey respondents prioritized helping underserved communities access work, school, and essential services
- **PNA:** Identified affordability concerns and discounted fare access challenges



Improved Customer Experience

- **CTP:** Concerns about safety, cleanliness, lighting, and bus stop/station conditions
- **PNA:** Physical access barriers to transit, elevator reliability, rider comfort concerns



Key Takeaways

- CTP and PNA outreach findings reinforce the same *core transit needs*: reliability, affordability, customer experience, and expanded service access
- The findings align with the proposed investment categories and provide *community-based support* for these potential funding areas
- Example investments can help address both broad *countywide transit priorities and needs identified by underserved communities*, older adults, and people with disabilities



Return to Source Framework

- **Goal:** Improve transit service, access, and customer experience
- Prioritize transit operations for the first three years to reduce likelihood of service cuts

Investment Category	Example Project Types	% of Funds
Fast, frequent and reliable service	<ul style="list-style-type: none"> • Improve transit reliability on major corridors (i.e. transit priority treatments, transit signal priority, etc.) • Transit elements of complete streets projects • Maintain or increase transit service • New transit services • State of good repair investments 	80%
Accessible and affordable transit	<ul style="list-style-type: none"> • Continue or expand free and reduced fare programs (students, older adults, people with disabilities, low-income residents) • Accessibility improvements or paratransit 	10%
Improved customer experience	<ul style="list-style-type: none"> • Safety, cleanliness, and accessibility improvements • Bus stops, shelters, lighting, BART stations and ferry terminal improvements 	10%
Total		100%



Small Operator Funding

- Funding specifically identified for LAVTA and Union City Transit for transit operations
- Alameda CTC determines the split and funds are administered by the District
- Collaborative process with LAVTA and Union City Transit to determine a data-driven, transparent approach



Small Operator Allocation Framework

- Distribution formula based equally on population and ridership, calculated annually as a 3-year rolling average
- Incentivizes growing ridership and return to source for local bus service
- Recommend the Commission revisit the framework after the first five years of the measure

Agency	2023-2025 Rolling Average Service Area Population	2023-2025 % Share of Population	2023-2025 Rolling Average Ridership	2023-2025 % Share of Ridership	Calculated Funding Split
LAVTA	237,457	78.0%	1,278,941	83.0%	80.5%
Union City Transit	67,030	22.0%	262,821	17.0%	19.5%

Source: Population from CA Department of Finance; ridership is fixed bus ridership from the National Transit Database and confirmed annually with operators.



Recommendation

Approve the SB 63 Connect Bay Area funding framework for Alameda County return to source funding and small operator funding





THANK YOU

QUESTIONS?

For more information, visit
www.AlamedaCTC.org

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
510.208.7400





Memorandum

8.1

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

DATE: June 18, 2026

TO: Alameda County Transportation Commission

FROM: Tony Tavares, Executive Director
Elizabeth (Liz) Lake, Clerk of the Commission

SUBJECT: Public Comment Submissions regarding Agenda Item 8.1: Approve Senate Bill 63 Connect Bay Area Funding Framework

Please find the written public comment received for the June 25, 2026 Commission Meeting Agenda Item 8.1: Approve Senate Bill 63 Connect Bay Area Funding Framework:

- Mary Lim

Elizabeth (Liz) Lake

From: Alameda CTC <alamedactc@gmail.com>
Sent: Monday, June 15, 2026 5:43 PM
To: Public Comment
Subject: PUBLIC COMMENT | "Alameda County Regional Measure Expenditure Plan"

Name
Mary Lim

Email Address


Meeting Date
2026-06-25

Please specify which meeting this public comment is for:
ACTC Full commission

I wish to comment about
Alameda County Regional Measure Expenditure Plan

My comments

I am in favor of my commissioners supporting the ACTC staff proposals to prioritize public transit service to prevent service cuts. My organization (Genesis) stands up for working people, elders, youth and people who live with disabilities. We are in favor of de-prioritizing using the funds for road paving.



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 18, 2026

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Director of Project Delivery
Angelina Leong, Principal Program Analyst

SUBJECT: Approve Award of Agreement No. A26-0067 with Clark Construction Group for Construction Phase Services Related to the Rail Safety Enhancement Program – Phase A Livermore & Hayward Project

Recommendation

It is recommended that the Commission approve and authorize the Executive Director or designee to award Agreement No. A26-0067 with Clark Construction Group (Clark) for an amount of \$10,548,166 for construction-phase services related to the Rail Safety Enhancement Program – Phase A (RSEP-A) Livermore & Hayward (Project).

Summary

Alameda CTC is the Sponsor and Implementing Agency for the RSEP-A Project, which will construct pedestrian and roadway safety improvements at 26 at-grade rail crossings and two trespass areas throughout six jurisdictions within Alameda County. RSEP-A will be delivered in multiple-phased construction packages and use the alternative Construction Manager/General Contract (CM/GC) delivery method. This Project is the first RSEP-A construction package and consists of two at-grade crossings in the City of Livermore and 3 at-grade crossings and a trespass location in the City of Hayward (Project No. 1392.111).

In May 2026, Alameda CTC secured funding allocations from the California Transportation Commission (CTC) and the Metropolitan Transportation Commission (MTC) providing the needed funding to award the construction contract to Clark. Based on the CM/GC delivery method, staff has negotiated with Clark a Guaranteed Maximum Price (GMP) with an agreed-to set of risks and contingencies included in the GMP and an allowance for costs managed by Alameda CTC. Staff recommends approving the award of the construction contract with Clark for the Project.

Background

Alameda CTC is currently advancing delivery of RSEP-A, which includes pedestrian and roadway safety improvements across six jurisdictions throughout the county: Cities of Berkeley, Oakland, San Leandro, Hayward, Livermore and unincorporated Alameda County. RSEP-A was successful in leveraging local funds and secured a total of \$80 million of external funding (\$25 million of Consolidated Rail Infrastructure and Safety Improvement (CRISI) funds from the Federal Railroad Administration (FRA), \$25 million of Regional Measure 3 (RM3) funds from MTC, and \$30 million of State Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds from the CTC. The Project will use the CM/GC delivery method, as approved by the Commission in December 2024, to allow for construction to begin on each package in a phased manner to ensure the safety improvements are delivered as quickly as possible.

RSEP-A Livermore/Hayward is the first package ready for construction and includes the grade crossings in the City of Livermore and the City of Hayward. The Project achieved ready-to-list (RTL) in March 2026 and subsequently the CTC and MTC approved Alameda CTC's allocation request for SB1 TCEP and RM3 construction funds in May 2026.

Alameda CTC, as the lead agency for the California Environmental Quality Act (CEQA), cleared the Livermore crossings through a Categorical Exemption in February 2023 and considered and approved the Hayward crossings pursuant to a Mitigated Negative Declaration for the Hayward crossings finalized in June 2023. In December 2025, a CEQA Addendum was prepared to reflect minor changes which were incorporated into the final design. The FRA, as the lead agency for the National Environmental Policy Act, approved the Livermore and Hayward crossings through a Categorical Exclusion and subsequent re-evaluation in September 2024 and January 2026, respectively.

In July 2025, the Commission approved the award of CM/GC services for RSEP-A during the pre-construction phase to Clark under Agreement Number A26-0001, through a competitive bid process. The CM/GC process involves significant collaboration between the contractor (Clark), the designer (Kimley-Horn) and the construction management team (WSP/Saylor) during the pre-construction phase to collectively identify and manage risks early, leading to expedited project delivery, better cost control and improved efficiency through the development of the Opinion of Probable Construction Cost and subsequent reconciliation meetings. Successful reconciliations meetings resulted in a GMP inclusive of costs associated with risks and contingencies. Additionally, it establishes a set of construction risks and costs managed by Alameda CTC, which is \$1,509,000.

The CM/GC process reduces the administrative efforts related to advertising and awarding a construction contract, providing the option for public agencies to award a construction contract to the selected pre-construction phase CM/GC contractor if a construction cost is agreed to. The WSP/Saylor team performed an independent quality assurance/quality control check on Clark's GMP, which involved cross checking the quantities and estimates as well as assessing the reasonableness of the risks and construction means and methods.

Through this process, it was determined that Clark's estimate was an appropriate, fair, transparent, well-supported, reasonable and risk-informed estimate and followed a professional estimating process, which resulted in a price difference of only 2% between Clark and WSP/Saylor after the reconciliation meeting. Staff does not recommend utilizing the Design-Bid-Build method because advertising the project may result in either a low, less-informed bid with a significant number of change orders during construction or a higher bid due to the unknown risks of working within the Union Pacific Railroad right of way. In addition, staff have worked closely with Clark and WSP on sequencing the work and pricing out the Project risks and believes Clark's GMP is well-informed and has high-cost certainty.

Staff has accepted Clark's GMP and recommends award of Agreement No. A26-0067 to Clark for an amount of \$10,548,166 for Construction Phase work on the Project. Construction of the at-grade crossings in Livermore and Hayward is anticipated to begin in summer 2026 and last for approximately two years.

Levine Act

Clark and its subconsultants did not report any conflicts in accordance with the Levine Act.

Fiscal Impact

The fiscal impact for approving this item is \$12,057,166 for the Clark Construction Group award and Alameda CTC-controlled risk allowance. This amount is included in the Fiscal Year 2026-27 Capital Project budget.

ALAMEDA
County Transportation
Commission

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Rail Safety Enhancement Program - Phase A

A presentation to the Alameda County Transportation Commission
June 25, 2026

Background

Countywide Goods Movement Plan Adopted	Rail Strategy Study At-Grade Prioritization Framework Adopted	Federal Railroad Administration (FRA) Identifies Alameda County as the County with the 4 th Highest Incidents of Trespassing Fatalities	RSEP-A begins, Alameda CTC awards pre-construction contracts	Alameda CTC awarded Federal grant from the FRA	CEQA completed for all crossings	NEPA completed for 26 of 28 crossings	Alameda CTC awarded State Senate Bill 1 (SB 1) grant from the California Transportation Commission (CTC)

Rail Safety Enhancement Program – Phase A 2

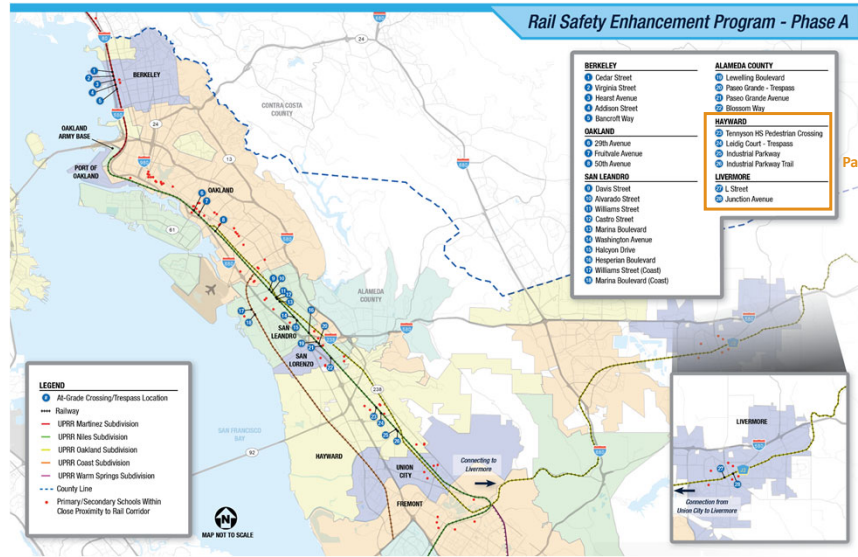
Project Overview

- 26 at-grade crossings and two trespass locations
- Multiple phased construction packages
- Construction Manager/General Contractor (CM/GC) delivery method

Project Partners



Project Stakeholders



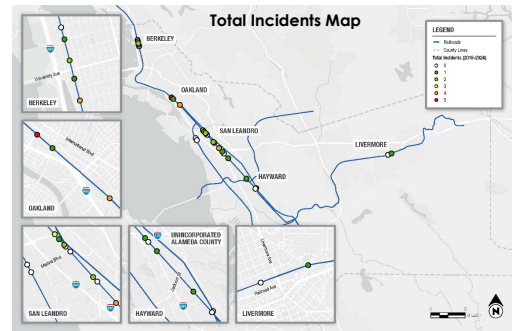
Package 1

Rail Safety Enhancement Program – Phase A

3

Program Benefits

- Improves pedestrian, bicycle and vehicle user safety
- Improves rail and roadway safety
- Increases reliability and efficiency of goods movement
- Eliminates barriers to walking and biking and encourages mode shifts from trucks to rail and cars to active transportation (walk and bike)



Existing: Lack of safety features at Tennyson High School Pedestrian Crossing (Hayward)



Existing: Traffic queuing on the tracks at Fruitvale Avenue (Oakland)



Existing: Vehicle driving in opposing lane and queuing at Heald Avenue Crossing (Berkeley)

Rail Safety Enhancement Program – Phase A

4

RSEP-A Livermore and Hayward Status

- **December 2025**
 - CEQA Addendum
 - Obtained pre-award authority approval for \$22.4 million of Federal construction funds from the FRA
- **January 2026**
 - NEPA Re-evaluation
 - City of Livermore Council approval of Construction and Maintenance (C&M) Agreements and construction Memorandum of Understanding (MOU)
- **February 2026**
 - City of Hayward Council approval of C&M Agreements and construction MOU
- **March 2026**
 - Final design completion
 - Right-of-way certification
 - Ready-to-list (RTL)
- **May 2026**
 - Secured \$5.4 million of construction funding from the California Transportation Commission
 - Secured \$25 million of construction funding from the Metropolitan Transportation Commission



CM/GC Contract Process

- Two phases of work:
 - 1) **Pre-construction services – Agreement No. A26-0001 with Clark**
 - Construction staging evaluation
 - Construction phasing
 - Constructability
 - Risk Management
 - Detailed construction cost estimates
 - Negotiations to get to a Guaranteed Maximum Price
 - 2) **Construction services – Agreement No. A26-0067 with Clark (this agenda item)**
 - ~\$10.5 million for RSEP-A Livermore and Hayward
 - Construct improvements for 5 crossings and 1 trespass location



Construction Work

➤ Performed by UPRR

- Installation of new track panels
- Installation of vehicle and pedestrian gates

➤ Performed by Clark

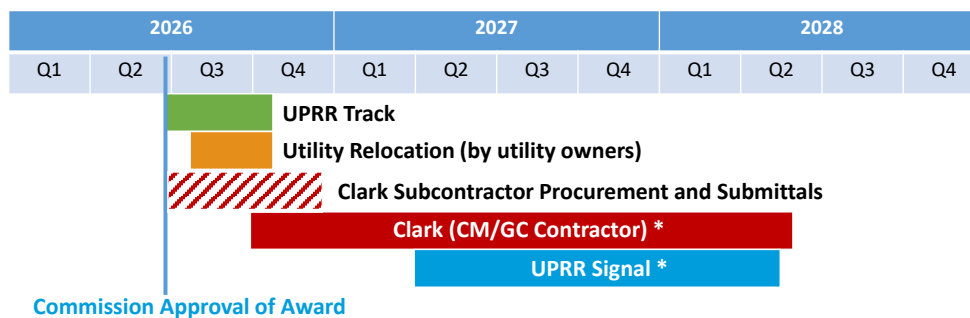
- All roadway work including bulbouts, signage, striping, medians
- Sidewalks
- Handrailing
- Fencing
- Lighting

➤ Performed by Others

- Utility relocations



Construction Schedule



* Subject to revision based on UPRR availability and approval of Clark's baseline schedule



Remaining Packages

- San Leandro (10 crossings), Berkeley (5 crossings), Oakland (3 crossings) Alameda County (3 crossings and 1 trespass location)
 - **Jan. 2027 – Oct. 2027** – CTC meeting approval of state TCEP allocations
 - **March 2027 – Dec. 2027** – Alameda CTC Board approval to award construction contracts



Recommended Action

- 1) Approve and authorize the Executive Director or designee to award Agreement No. A26-0067 with Clark Construction Group for an amount of \$10,548,166 for construction-phase services for the RSEP-A Livermore & Hayward Project





Thank You

For more information, visit
www.AlamedaCTC.org

Alameda County Transportation Commission • 1111 Broadway, Suite 800
Oakland, CA 94607 • 510.208.7400