



Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, September 25, 2025, 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
Vice Chair: Marilyn Ezzy Ashcraft

Executive Director: Tony Tavares
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

SpringHill Suites by Marriott New York Midtown Manhattan/Park Ave
111 East 24th Street
New York City, NY, 10010

Zoom Link:

<https://us06web.zoom.us/j/81823881400?pwd=VoRnUUNTlNTQWo2cog3aHVHeWRlZzo9>

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

4. Chair and Vice Chair Report

5. Executive Director's Report

5.1 Executive Director's Report - September 2025

Information

[5.1_COMM_ED-Report_September2025_20250925.pdf](#)

6. Consent Calendar

6.1 Approve the July 24, 2025 Commission Meeting Minutes

Action

[6.1_COMM_Minutes_20250724.pdf](#)

6.2 Fiscal Year (FY) 2024-25 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act Update

Information

[6.2_COMM_Government_Claims_Act_FY2024-25_4th_Qtr_Report_20250925.pdf](#)

6.3 Approve an update to the Alameda CTC Investment Policy

Action

[6.3_COMM_Investment_Policy_Staff_Report_20250925.pdf](#)

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

Information

[6.4_COMM_I-580_680_Ops_FY24-25_Q4_20250925.pdf](#)

6.5 San Pablo Avenue Multimodal Corridor Projects (PNs 1475.001-003): Approve actions to facilitate advancement for various projects

Action

[6.5_COMM_San_Pablo_Ave_20250925.pdf](#)

6.6 Approve Concurrence Action in Support of the City of Oakland's Regional Measure 3 Allocation Request

Action

[6.6_COMM_RM3#3_Oakland_Allocation_Concurrence_20250925.pdf](#)

6.7 I-80/Gilman Street Interchange Improvements Project – Approve actions to facilitate project closeout

Action

[6.7_COMM_I-80_Gilman_20250925.pdf](#)

6.8 2026 State Transportation Improvement Program Update

Information

[6.8_COMM_2026-STIP-FE-RFI_20250925.pdf](#)

- 6.9 Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Information

[6.9_COMM_Env_Docs_20250925.pdf](#)

- 6.10 Approve an update to the Independent Watchdog Committee Bylaws

Action

[6.10_COMM_IWC_Bylaws_Update_20250925.pdf](#)

- 6.11 2026 Countywide Active Transportation Plan Update

Information

[6.11_CATP_Update_20250925.pdf](#)

- 6.12 Approve the Community Committee Appointments

Action

[6.12_COMM_Community_Advisory_Committee_Appointments_20250925.pdf](#)

7. Committee Reports

- 7.1 Bicycle and Pedestrian Advisory Committee (BPAC) Update

Information

[7.1_COMM_Bicycle and Pedestrian Advisory Committee_20250925.pdf](#)

- 7.2 Independent Watchdog Committee (IWC) Update

Information

[7.2_COMM_Independent Watchdog Committee_20250925.pdf](#)

- 7.3 Paratransit Advisory and Planning Committee (PAPCO)

Information

8. Regular Matters

- 8.1 East Bay Greenway Multimodal North Segment Project (PN 1587.001) – Approve actions to facilitate project delivery

Action

[8.1_COMM_EBGW_CON_FFP_20250925.pdf](#)

[8.1_COMM_EBGW_CON_FFP_Presentation_20250925.pdf](#)

- 8.2 Federal, state, regional, and local legislative activities update

Information/Action

[8.2_COMM_September_Leg_Update_20250925.pdf](#)

- 8.3 Approve Proposed Amendment and the Initiation of Comment Period for 2014 Measure BB Transportation Expenditure Plan Amendment

Action

[8.3_COMM_TEP_2025_Amendment_Alameda_20250925.pdf](#)

[8.3_COMM_TEP_Amendments_Presentation_20250925.pdf](#)

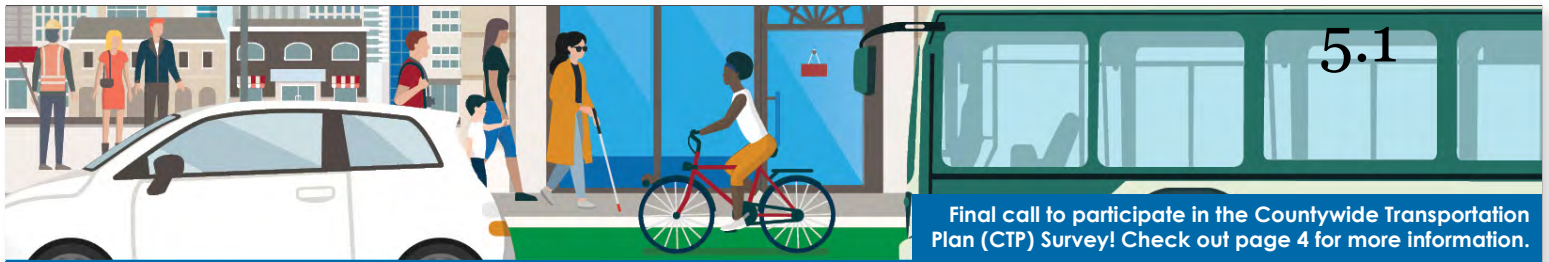
9. Adjournment

Next Meeting:

October 23, 2025

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.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

SEPTEMBER 2025

Delivering on Our Promises

Alameda CTC has long been dedicated to improving transportation throughout Alameda County—planning, funding, and delivering projects that enhance mobility, safety, and access. The passage of Measure BB in 2014, the third voter-approved transportation sales tax measure, reaffirmed the public's strong and lasting commitment to investing in a better transportation future.

Alameda CTC's work is rooted in long-term planning, strategic investment, and on-the-ground delivery. With a strong focus on transparency, partnership, and public service, the agency continues to improve mobility, enhance safety, and support communities throughout the county.

Thank you for your continued partnership as we build a more connected, safe, and accessible Alameda County.

Sincerely,

Tony Tavares
Executive Director

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- Programming News
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- Finance Updates
- 4 Other News

Project Updates

Oakland Alameda Access Project advances to construction phase

The Alameda County Transportation Commission (Alameda CTC) has advanced the Oakland Alameda Access Project (OAAP) to the construction phase. The project is designed to enhance safety, reduce congestion, and improve bike and pedestrian connectivity in downtown Oakland, Chinatown, and the City of Alameda.

Currently, drivers navigating between I-880, I-980, and the Webster and Posey Tubes must contend with congested city streets, which leads to bottlenecks, delays, and vehicle-pedestrian conflicts. OAAP will address these issues through improved roadway design, safer intersections, reduced emissions, and better access for all modes of transportation.

Last year, the project reached major milestones, including completion of the Final Plans, Specifications & Estimate, which is the full design and cost package required before construction, and the right-of-way certification, which confirms that all necessary property and access rights are secured. This past spring, Alameda CTC hosted a series of in-person and virtual Open Houses in partnership with the cities of Oakland and Alameda to share details about the project's improvements and information about upcoming construction activities.

Caltrans advertised the project in this past April and opened bids in June. Following a thorough review of bid items and debriefings with the two applicants, the agency awarded the contract to Bay Cities Paving & Grading, a local firm that has an office in Alameda County. Caltrans approved the contract in August and the detailed construction schedule is under development. As the project moves into construction, Caltrans will lead communications, including regular updates throughout the project with weekly emails, media partnerships, and in-person outreach.

More information about this and other Alameda CTC projects can be found on the [Alameda CTC's Projects webpage](#).



New ramps improve weaving and merging at the SR-84/I-680 interchange. Photo provided by Chris Cole / Cole Management

Two I-680 projects in Tri-Valley near completion

Alameda CTC is leading two major projects in the Tri-Valley along Interstate 680 (I-680) and State Route 84 (SR-84) in partnership with Caltrans. The first project is the SR-84 Widening and SR-84/I-680 Interchange Improvements, which upgrades State Route 84 to expressway standards and improves merging and weaving at the I-680 Interchange. The second project is the I-680 Southbound Express Lane Project, which adds a new Express Lane along Southbound I-680 from the county line at Alcosta Boulevard to the SR-84/I-680 Interchange.

Project Updates cont'd from page 1

State Route 84/I-680 Interchange Improvements

Over the summer, Caltrans and its contractor completed substantial work, including:

- Pavement and striping on SR-84;
- Completion of the new eastbound SR-84 off-ramp and flyover connection to northbound I-680, which means drivers no longer weave between lanes in the area to merge; and
- Final lift, which includes completing the last layer of pavement and striping of southbound I-680 through the interchange, as well as the on ramps from westbound 84 and Paloma Way, which will improve merging.

Work on northbound I-680 to eastbound SR-84 will be completed in September, including placing safety features, final pavement, and striping and opening the exit to two lanes.

I-680 Express Lanes Project

For the I-680 Southbound Express Lanes, crews began work on the southern end of the project and are conducting advanced utility work for toll system infrastructure. Drivers will see plastic barrels along the completed southbound I-680 as installation of the toll system infrastructure continues.

Caltrans and its contractor have completed pavement smoothness operations over the newly poured concrete lanes. When crews pour concrete lanes, small bumps and dips can naturally form as pavement hardens and sets. To correct this, Caltrans' contractor measured pavement smoothness and used a diamond grinding machine that shaves off thin layers to even out the surface. Because the machine only moves in one direction, crews complete several rounds of measuring and grinding, most often at night to minimize traffic impacts. The contractor began this work over the summer and will continue until the pavement meets contract standards, with completion expected this fall.

Planning Updates

Festivities planned for International Walk and Roll to School Day 2025

The Alameda County Safe Routes to Schools (SR2S) Program will celebrate the annual International Walk and Roll to School Day on Wednesday, October 8, 2025. On this day, students across the county will join others from around the world in promoting active travel to and from school. The celebration will begin when students arrive at school, where they will participate in hands-on learning to highlight walking, rolling, biking, or taking transit to get



Commissioner Taplin welcomes 2024 International Walk and Roll to School Day participants at Rosa Parks Elementary in Berkeley. Photo provided by Alameda CTC

to school. Through events, technical support, and educational materials, the SR2S program encourages behavior change and inspires students to choose active transportation.

To learn more about International Walk and Roll to School Day, please visit <https://alamedacountystr2s.org/our-services/plan-an-event/iwr2sd/>. Schools can register to participate and receive free event materials, including posters, stickers, and planning guides at <https://airtable.com/appdOqa6iLGuKIL2Q/shrxyTAGrVAmf5Vfy>.

More information about Alameda County's Safe Routes to Schools program is available at <https://alamedacountystr2s.org/>.

Student Transit Pass Program Begins 10th Year

Alameda CTC is excited to kick off the 10th year of the Student Transit Pass (STP) Program, which provides eligible 6th–12th grade students with free unlimited bus rides on AC Transit, Union City Transit, and Wheels, along with 50 percent fare discounts on BART and other transit systems. During the 2023-2024 school year, over 30,000 students took nearly 1.8 million rides through the program. For 2025-26, more than 63,000 students at 165 schools across Alameda County are eligible to participate.

To support the start of the school year and reach more students who may not have engaged with the program in the past, the STP team expanded efforts at back-to-school events and community gatherings in August and September. Staff and partners connected directly with students and families at events such as the East Oakland Collective's Back to School Giveaway, HUSD's Annual Backpack

Giveaway, and BART's Let's Glow Anime Festival, among others. These events provide opportunities to reach new students, raise awareness about the program, and help families access transit benefits.

Programming News

Alameda CTC Hosts DLD Compliance Workshop September 18 as Program Funding Tops \$2.2 B

Alameda CTC administers Measure B, Measure BB, and the Vehicle Registration Fee (VRF) Programs, distributing over half of the annual revenues as Direct Local Distributions (DLD) for local transportation improvements to 20 eligible recipients including the cities of Alameda County and other eligible local government and nonprofit agencies.

Each year, DLD recipients must submit audited financial statements and compliance reports to confirm annual receipts, expenditures, and fulfillment of reporting obligations. Compliance reporting for Fiscal Year 2024-25 activities began this Fall with a DLD Program Compliance Workshop on September 18th to provide guidance on the program compliance process and requirements. All compliance reports are by the end of December.

Since the inception of each program to the end of Fiscal Year 2024-25, Alameda CTC has distributed over \$2.2 billion in combined DLD funds to eligible recipients to support local streets and roads, bicycle and pedestrian projects, transit programs, and paratransit services.

Programming News cont'd on page 7

Programming News cont'd from page 2

\$1.18 M Alameda CTC investment makes group transportation more accessible for all ages and abilities

Recently, Alameda CTC awarded \$1.18 million in Measure B funds to the Bay Area Outreach and Recreation Program (BORP) to support accessible group transportation for children, youth, and adults with disabilities participating in sports, recreation, and other community events. Funding will support program operations from FY 2024/25 through FY 2028/29. BORP fills a critical gap for people with disabilities in Alameda County as other group trip options are typically limited to older adults. From January through June 2025, BORP supported 1,017 individual one-way and 16 group trips. In October, BORP plans to host and provide transportation for the Adaptive Sports Expo in Berkeley and provide 10 group trips for other community agencies.



BORP supports transportation for children, youth, and adults participating in sports, recreation, and other community events. Photo provided by Alameda CTC

Finance Updates

Over the past several months, Alameda CTC's Finance Team finalized and closed the agency's financial records for FY 2024–25 and delivered the final trial balance to independent auditors Maze and Associates by the established deadline. Submission of the trial balance allowed the final phase of the annual audit to begin, which took place over two weeks from late August through early September. During this process, the Finance Team prepared extensive financial documentation to support the trial balance and worked closely with auditors as they completed the federal compliance audit for the fiscal year.

The team is now focused on developing Alameda CTC's Annual Comprehensive Financial Report (ACFR) for the year ending June 30, 2025. The final draft ACFR is scheduled for review by the Audit Committee in October, the Finance and Administration Committee in November, and the full Commission in December.

Contracting Opportunities

Alameda CTC anticipates upcoming solicitations for the following professional services and construction contracts:

Professional Services

- Contract Compliance and Equity Support Services
- Alameda County Freeway Ramp Safety Plan (FRSP) Services
- Paratransit Coordination Services
- Express Lane System Manager and Program Support Services

Construction

- San Pablo Avenue Parallel Bike Improvements Project

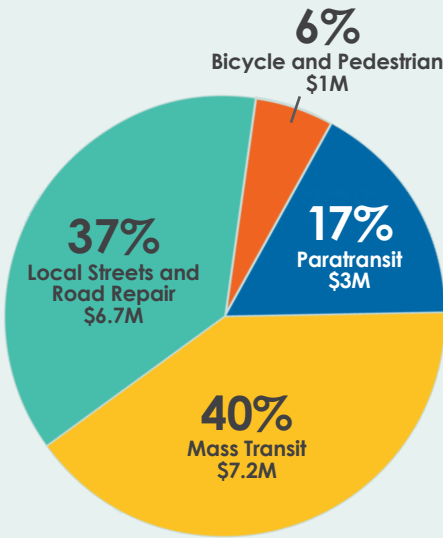
For more information, visit the [Contracting Opportunities webpage](#).

Transportation Investments

Alameda CTC supports the future of Alameda County by equitably investing in projects and programs throughout the county to improve transportation.

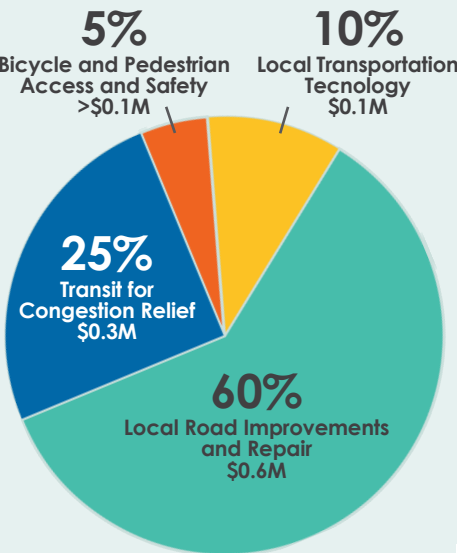
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total more than \$1.10 billion; over \$17.8 million was distributed in June 2025.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$98.6 million for local road improvement and repair; \$1.1 million was collected in June 2025.



Committee Activities

September 4 – Alameda County Technical Advisory Committee Reviews Federal and State Program Updates

On September 4, the Alameda County Technical Advisory Committee (ACTAC) met to review several transportation funding and program updates. Items included information on Alameda County's Federal Inactive Projects update, the Metropolitan Transportation Commission's FY 2025-26 Annual Obligation Plan, and the California Transportation Commission's Allocation Plan. The committee also received an update on the 2026 State Transportation Improvement Program (STIP).

Agency Activities

With strong pushes to collect feedback for the Countywide Transportation Plan and Paratransit Needs Assessment efforts--and engaging families for the Student Transit Pass annual school year launch--Alameda CTC was busy in August and September hosting, sponsoring or participating in the following events:

August:

- Aug 2 – East Oakland Collective's Back to School Event & Backpack Giveaway Student Transit Pass Program (STPP) Outreach
- Aug 2 – Our Youth Matter's Back 2 School Bash STPP Outreach
- Aug 2 – Fremont Festival of the Arts Countywide Transportation Plan (CTP) Outreach
- Aug 2 – Partnership with Roots Community Health Community Backpack Distribution Resource Fair CTP Outreach
- Aug 3 – Fremont Festival of the Arts CTP Outreach
- Aug 5 – Union City National Night Out CTP Outreach
- Aug 5 – Newark National Night Out CTP Outreach
- Aug 7 – Albany Community Resources Expo PNA Outreach
- Aug 9 – HUSD's Annual Backpack Giveaway STPP Outreach
- Aug 9 – Alameda County Probation Department & Center of Reentry Excellence's Backpack Giveaway STPP Outreach
- Aug 9 – Laurel Street Fair World Music Festival CTP Outreach
- Aug 9 – Allen Temple Arms Baptist Annual Holistic Health Fair PNA Outreach
- Aug 14 – CTP Press Release CTP Outreach
- Aug 15 – Pleasanton Concerts in the Park CTP Outreach
- Aug 19 – Stakeholder Interviews PNA Outreach
- Aug 21 – Stakeholder Interviews PNA Outreach
- Aug 23 – AEG Oakland Community Foundation's Back to School Shoe Giveaway & Health Fair STPP Outreach
- Aug 24 – Chinatown 36th Streetfest CTP Outreach
- Aug 30 – Oakland Roots' Back to School Night Game STPP Outreach
- Sep 11 – Pleasanton Senior Center Pop-up PNA Presentation
- Sep 13 – Splatter Countywide Transportation Plan (CTP) Outreach, Dublin
- Sep 13 – Bayview Chapter Council for the Blind In-Person PNA Outreach
- Sep 14 – Solano Stroll
- Sep 17 – CityServe Health and Wellness Expo CTP Outreach
- Sep 18 – Unincorporated County Senior Center Pop-up PNA Outreach
- Sep 20–21 – Newark Days
- Sep 21 – Piedmont Fall Fest CTP Outreach
- Sep 21 – Livermore Farmer's Market CTP Outreach
- Sep 25 – USOAC Healthy Living Festival PNA Outreach
- Sep 25 – CTPWG Partnership: San Leandro Food Pantry Pop-in CTP Outreach
- Sep 26 – Alameda County AAA Senior Information and Assistance Roundtable PNA Outreach
- Sep 27 – Hayward Mariachi Festival CTP Outreach
- Sep 27 – Telegraph for People's Transit Month Rally STPP Outreach
- Sep 30 – CTPWG Partnership: CityServe of the Tri-Valley Survey Work Session CTP Outreach

Bike Mobile Outreach Events:

- Sep 2 – Leo R. Croce Elementary, Livermore
- Sep 3 – Oliveira Elementary, Fremont
- Sep 5 – Henry P. Mohr Elementary, Pleasanton
- Sep 9 – Schafer Park Elementary, Hayward
- Sep 10 – Southgate Elementary, Hayward
- Sep 11 – Steven Millard Elementary, Fremont
- Sep 12 – William Hopkins Middle, Fremont
- Sep 15 – Frank Otis Elementary, Alameda
- Sep 16 – Wells Middle, Dublin
- Sep 17 – Phoebe Apperson Hearst Elementary, Pleasanton
- Sep 18 – Eldridge Elementary, Hayward
- Sep 20 – James Monroe Elementary, San Leandro
- Sep 21 – 5th Annual Celebrando Comunidad en la Placita at Civic Center Park, Berkeley
- Sep 23 – Burckhalter Elementary, Oakland
- Sep 24 – Brier Elementary, Fremont
- Sep 25 – Laurel Elementary, Oakland
- Sep 26 – Thornton Middle, Fremont
- Sep 29 – Itliong-Vera Cruz Middle, Union City
- Sep 30 – Donlon Elementary, Pleasanton
- Elementary, Pleasanton

September:

- Sep 6–7 – Castro Valley Fall Festival
- Sep 6 – BART's Let's Glow Anime Festival STPP Outreach
- Sep 9 – AC Transit General Manager's Advisory Committee Paratransit Needs Assessment (PNA) Outreach
- Sep 10 – Developmental Disabilities Council PNA Outreach
- Sep 10 – Union City Ruggieri Center Virtual PNA Outreach

Other News

Final Call to Take Part in the CTP Survey!



Countywide Transportation Plan Survey Closes October 31

Scan the QR code and share the link below to answer questions and help shape the future of our county's transportation system for people who walk, bike, roll, drive and ride transit!



bit.ly/2026CTPSurvey

Tell us what you want to see >>>



Alameda CTC Welcomes New Chief Deputy Executive Director

Alameda CTC is pleased to announce the appointment of Susan Chang as the Commission's first ever Chief Deputy Executive Director. Susan began work September 15, 2025.

Ms. Chang brings nearly four decades of leadership in transportation to the Commission, including top roles at Caltrans where she oversaw multi-billion-dollar programs and delivered some of the Bay Area's highest profile projects including the Cypress Replacement effort and Carquinez Bridge replacement and retrofit. She also led environmental planning and engineering efforts for the Bay Area Toll Bridge Program, valued at more than \$10 billion, and managed some of the state's most complex and time-sensitive projects.

Susan is familiar with the work of Alameda CTC, having served as a consultant project manager on major Measure B and BB projects, including the I-680 Express Lane, SR 84 improvements, I-80 interchanges at Gilman and Ashby, and the Oakland Alameda Access Project.



Alameda County Transportation Commission Meeting Minutes Thursday, July 24, 2025, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Bowen, Fortunato Bas, González, Hernandez, Hu, Jordan, Márquez, Miley, and Young.

Commissioner Bowen attended as an alternate for Commissioner Tam.

Subsequent to the roll call:

Commissioners Márquez and Young arrived during item 3.1.

Commissioners Hernandez and Miley arrived during item 4.

Commissioner Jordan arrived during item 5.

Commissioner Bowen arrived during item 8.1, and left during item 8.1.

Commissioner Singh left during item 8.2.

Commissioner Márquez left during item 8.3.

3. Public Comment

The Commission received one written public comment regarding the Oakland Alameda Access Project, and one verbal public comment from a new member of the Independent Watchdog Committee introducing themselves to the Commission.

4. Chair and Vice Chair Report

Chair Haubert provided a report which included a brief highlight of the day's key agenda items including an update and vote on the Commission's position on State Bill (SB) 63, as well updates on the Alameda CTC's Capital Program and opportunities for engagement with the 2026 Countywide Transportation Plan (CTP).

Vice Chair Ezzy Ashcraft reminded meeting attendees of Alameda CTC's meeting Code of Conduct, including administering public comments during the meeting, and provided instructions regarding technology procedures.

5. Executive Director's Report

Executive Director Tony Tavares provided a brief report which included an update on coordination efforts between Caltrans, the City of Alameda, and the City of Oakland for the Oakland Alameda Access Project. Mr. Tavares also highlighted resources for Commissioners to promote the Student Transit Pass Program within their jurisdictions.

6. Consent Calendar

6.1 Approve the June 26, 2025 Commission Meeting Minutes

6.2 Approve concurrence action in support of AC Transit's Regional Measure 3 Allocation Request

- 6.3 Rail Safety Enhancement Program - Phase A Project (PN 1392.104): Award Contract Agreement No. A26-0001**
- 6.4 SR 262 Cross Connector Project (PN 1472.000): Approve Amendment No. 2 to Agreement No. A21-0042**
- 6.5 Oakland Alameda Access Project (PN 1196.000): Approve use of Risk Contingency**
- 6.6 Approve the 2026 State Transportation Improvement Program Programming Principles and Schedule**
- 6.7 I-580 Express Lanes Expenditure Plan – Financial Projections and Net Revenue Principles Update**
- 6.8 Congestion Management Program (CMP): Summary of the Alameda County Transportation Commission’s (Alameda CTC) Review and Comments on Environmental Documents and General Plan Amendments**

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

Yes: Balch, Brown, Ezzy Ashcraft, Fife, Hannon, Haubert, Hernandez, Jordan, Marchand, Márquez, McCarthy, Miley, Salinas, Salwan, Singh, Solomon, Taplin, Young

No: None

Abstain: None

Absent: Bowen, Fortunato Bas, González, Hu

7. Committee Member Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no report from the BPAC Chair or Vice Chair.

7.2. Independent Watchdog Committee (IWC)

IWC Chair Damian Park provided a report from the July 17, 2025 IWC meeting.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no report from the PAPCO Chair.

8. Regular Matters

8.1 Federal, state, regional, and local legislative activities update

Carolyn Clevenger provided the Commission with an update on SB 63 (Wiener/Arreguín) and recommended a Support in Concept position for this bill, enabling legislation for a transportation revenue measure to support transit, and provide input and direction to staff regarding key principles.

This item received seven verbal public comments.

Commissioner Miley made a motion to approve the staff recommendation for Support in Concept on SB 63. Commissioner Ezzy-Ashcraft seconded the motion. The motion passed with the following roll call vote:

Yes: Balch, Brown, Ezzy Ashcraft, Fife, Hannon, Haubert, Hernandez, Jordan, Marchand, Márquez, McCarthy, Miley, Salinas, Salwan, Singh, Solomon, Taplin, Young

No: None

Abstain: None

Absent: Bowen, Fortunato Bas, González, Hu

8.2 2026 Countywide Transportation Plan (CTP) Update

Chris Marks and Grasielita Diaz provided the Commission with an update on the 2026 CTP including upcoming project milestones and public and stakeholder engagement.

8.3 Capital Programs Update

Jhay Delos Reyes provided the Commission with an update on Alameda CTC's Capital Program.

9. Adjournment

The next Commission meeting is Thursday, September 25, 2025, at 2:00 p.m. and will be conducted at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607.



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE:	September 18, 2025
TO:	Alameda County Transportation Commission
FROM	Patricia Reavey, Deputy Executive Director of Finance and Administration
SUBJECT:	Fiscal Year (FY) 2024-25 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act Update

Recommendation

This item is to provide the Commission with an update on the FY2024-25 Fourth Quarter Report of Claims Acted upon under the Government Claims Act. This item is for information only.

Summary

There were no actions taken by staff under the Government Claims Act during the fourth quarter of FY2024-25.

Background

Tort claims against Alameda CTC and other California government entities are governed by the Government Claims Act (Act). The Act allows the Commission to delegate authority to an agency employee to review, reject, allow, settle, or compromise tort claims pursuant to a resolution adopted by the Commission. If the authority is delegated to an employee, that employee can only reject claims or allow, settle, or compromise claims \$50,000 or less. The decision to allow, settle, or compromise claims over \$50,000 must go before the Commission for review and approval.

California Government Code section 935.4 states:

“A charter provision, or a local public entity by ordinance or resolution, may authorize an employee of the local public entity to perform those functions of the governing body of the public entity under this part that are prescribed by the local public entity, but only a charter provision may authorize that employee to allow, compromise, or settle a claim against the local public entity

if the amount to be paid pursuant to the allowance, compromise or settlement exceeds fifty thousand dollars (\$50,000). A Charter provision, ordinance, or resolution may provide that, upon the written order of that employee, the auditor or other fiscal officer of the local public entity shall cause a warrant to be issued upon the treasury of the local public entity in the amount for which a claim has been allowed, compromised, or settled.”

On June 30, 2016, the Commission adopted a resolution which authorized the Executive Director to reject claims of any amount, or to allow, settle, or compromise claims up to and including \$50,000.

There have only been a handful of small claims filed against Alameda CTC and its predecessors over the years, and many of these claims were erroneously filed, and should have been filed with other agencies. As staff moves forward with the implementation of Measure BB, Alameda CTC may experience an increase in claims against the agency as Alameda CTC puts more projects on the streets and highways of Alameda County and as Alameda CTC’s name is recognized as a funding agency on these projects. Staff works directly with the agency’s insurance provider, the Special District Risk Management Authority (SDRMA), when claims are received so that responsibility may be determined promptly and they might be resolved expediently or referred to the appropriate agency. This saves Alameda CTC money because when working with the SDRMA directly, much of the legal costs to address these claims are covered by insurance.

Fiscal Impact: There is no fiscal impact. This item is presented only for information purposes.



Memorandum

6.3

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• 510.208.7400

• www.AlamedaCTC.org

DATE: September 18, 2025

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration
Lily Balinton, Director of Finance

SUBJECT: Approve an update to the Alameda CTC Investment Policy

Recommendation

It is recommended that the Commission review and approve an update to the Alameda CTC investment policy.

Summary

An update to the Alameda CTC investment policy is attached in markup format to show the recommended changes to the investment policy since the policy was last reviewed and adopted in September 2024. The changes proposed are simply to clarify policy language that allows for the investment in Joint Powers Authority (JPA) investment pools in alignment with the California Government Code.

Background

Per the California Government Code Section 53600.5 states, "... the primary objective of a trustee shall be to safeguard the principal of the funds under its control. The secondary objective shall be to meet the liquidity needs of the depositor. The third objective shall be to achieve a return on the funds under its control." These objectives are also reflected in Alameda CTC's investment policy, in the order of priority demonstrated in the Code. Staff reviewed the investment policy in consultation with investment advisors, and staff made the recommended changes to ensure that the original intent of Section VIII. Authorized Investments 15. Joint Powers Authority (JPA) Pools is reflected throughout the policy.

The attached investment policy (Attachment A) was developed in accordance with the Code in order to define parameters and guide staff and investment advisors in managing Alameda CTC's investment portfolio; however, the Alameda CTC policy is slightly more restrictive than the Code. The policy formalizes the framework for Alameda CTC's investment activities that

must be exercised to ensure effective and prudent fiscal management of Alameda CTC's funds. The guidelines are intended to be broad enough to allow staff and the investment advisors to function properly within the parameters of fiscal responsibility and authority, yet specific enough to adequately safeguard the investment assets.

The primary objectives of the investment activities within the policy are to safeguard Alameda CTC assets by mitigating credit and interest rate risk, provide adequate liquidity to meet all operating requirements of Alameda CTC, and attain a market rate of return on investments taking into account the investment risk constraints of safety and liquidity needs.

Through the proposed investment policy, the Commission appoints the Executive Director and the Deputy Executive Director of Finance and Administration as Investment Officers who are responsible for the investment program of Alameda CTC and will act responsibly as custodians of the public trust. The policy requires the Investment Officers to design internal controls around investments that would prevent the loss of public funds from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets or imprudent actions by employees and officers of Alameda CTC. It also allows the Investment Officers to periodically reset performance benchmarks to reflect changing investment objectives and constraints.

Fiscal Impact: There is no fiscal impact to the approval of this investment policy.

Attachment:

- A. Draft Alameda CTC Investment Policy September 2025 (Markup)

Alameda County Transportation Commission
Investment Policy
September 2024~~5~~

I. Introduction

The intent of the Investment Policy of the Alameda County Transportation Commission (Alameda CTC) is to define the parameters for investing funds and identifies the investment objectives, preferences or tolerance for risk, constraints on the investment portfolio, and how the investment program will be managed and monitored. The policy formalizes the framework for Alameda CTC's investment activities that must be exercised to ensure effective and prudent fiscal and investment management of Alameda CTC's funds. The guidelines are intended to be broad enough to allow Alameda CTC's Investment Officers (as defined below) to function properly within the parameters of responsibility and authority, yet specific enough to adequately safeguard the investment assets.

II. Governing Authority

The investment program shall be operated in conformance with federal, state, and other legal requirements, including the California Government Code.

III. Scope

This policy applies to activities of Alameda CTC with regard to investing the financial assets of all funds (except bond funds and retirement funds). In addition, any funds held by trustees or fiscal agents are excluded from these rules; however, all such funds are subject to regulations established by the State of California.

Note that any excluded funds such as employee retirement funds, proceeds from certain bond issuances and Other Postemployment Benefits (OPEB) trust assets are covered by separate policies.

IV. General Objectives

The primary objectives, in order of priority, of investment activities shall be:

1. *Safety*

Safety of principal is the foremost objective of the investment program. Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The goal will be to mitigate credit and interest rate risk.

2. *Liquidity*

The investment portfolio shall remain sufficiently liquid to meet all operating requirements that may be reasonably anticipated.

3. *Return*

The investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into account the investment risk constraints of safety and liquidity needs.

V. Standard of Care

1. Prudence

The standard of prudence to be used by investment officials shall be the "prudent investor" standard (California Government Code Section 53600.3) and shall be applied in the context of managing an overall portfolio. Investment Officers acting in accordance with written procedures and the investment policy and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.

"When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. Within the limitations of this section and considering individual investments as part of an overall strategy, investments may be acquired as authorized by law."

2. Delegation of Authority and Responsibilities

Responsibilities of the Commission - The Commission, in its role as Alameda CTC's governing body, will retain ultimate fiduciary responsibility for the portfolios. On an annual basis, at a minimum, they will receive reports for review, designate Investment Officers and review and adopt the investment policy.

The Commission hereby designates the Executive Director and the Deputy Executive Director of Finance and Administration, as Treasurer, as the Investment Officers.

Responsibilities of the Investment Officers - The Investment Officers are jointly responsible for the operation of the investment program. The Investment Officers shall act in accordance with written procedures and internal controls for the operation of the investment program consistent with the Investment Policy. All participants in the investment process shall seek to act responsibly as custodians of the public trust. No officer may engage in an investment transaction except as provided under the terms of this policy and supporting procedures.

Responsibilities of the Investment Advisor - Alameda CTC may engage the services of one or more external investment advisors to assist in the management of the investment portfolio in a manner consistent with Alameda CTC's objectives. Investment advisors may be granted discretion to purchase and sell investment securities in accordance with this Investment Policy and the California Government Code and must be registered under the Investment Advisors Act of 1940 or be a bank, regulated by the Office of the Comptroller of the Currency (OCC) or Federal Reserve operating under the fiduciary exemption from the Security and Exchange Commission. Any investment advisor shall be required to prepare and provide

comprehensive reports on Alameda CTC's investments on a monthly and quarterly basis, and as requested by Alameda CTC's Investment Officers. At no time shall the investment advisor maintain custody of Alameda CTC cash or assets.

Responsibilities of the Custodian - A third party bank custodian shall hold Alameda CTC cash and assets under management by any investment advisor in the name of Alameda CTC. The custodian shall receive direction from the investment advisor on settlement of investment transactions.

VI. Selection of Financial Institutions and Broker/Dealers

Alameda CTC's procedures are designed to encourage competitive bidding on transactions from an approved list of broker/dealers in order to provide for the best execution on transactions.

The Investment Officer, or the investment advisors, shall maintain a list of authorized broker/dealers and financial institutions that are approved for investment purposes. This list will be developed after a process of due diligence confirming that the firms qualify under the Securities and Exchange Commission Rule 15C3-1 (uniform net capital rule). Alameda CTC shall purchase securities only from authorized institutions or firms.

The Investment Officer, or the investment advisor, shall obtain competitive offers on all purchases of investment instruments purchased on the secondary market whenever possible. A competitive bid can be executed through a bidding process involving at least three separate brokers/financial institutions or through the use of a nationally recognized trading platform. A competitive solicitation wherein only one bid or offer price is received shall satisfy the requirements of this Investment Policy. In such circumstances where offered securities are unique to one dealer and/or competitive price comparisons are not available, best efforts will be made to document quotations for comparable or alternative securities.

VII. Safekeeping and Custody

1. Delivery vs. Payment

All trades of marketable securities will be executed on a delivery vs. payment (DVP) basis to ensure that securities are deposited in Alameda CTC's safekeeping institution prior to the release of funds.

2. Third-Party Safekeeping

Securities will be held by an independent third-party safekeeping institution selected by Alameda CTC's Investment Officers. All securities will be evidenced by safekeeping receipts in Alameda CTC's name. The safekeeping institution shall annually provide a copy of its most recent report on internal controls – Service Organization Control Reports (formerly SAS 70) prepared in accordance with the Statement on Standards for Attestation Engagements (SSAE) No. 16 (effective June 15, 2011.)

3. Internal Controls

The Investment Officers are responsible for establishing, maintaining and documenting an internal control structure designed to ensure that the assets of Alameda CTC are protected from loss, theft or misuse. The controls shall be designed to prevent the loss of public funds arising from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets, or imprudent actions by employees and officers of Alameda CTC.

VIII. Authorized Investments

The following investments will be permitted by this policy and are those authorized in the California Government Code. In the event a discrepancy is found between this policy and the California Government Code, the more restrictive parameters will take precedence.

1. United States Treasury notes, bonds, bills, certificates of indebtedness, or other government obligations for which the full faith and credit of the United States are pledged for the payment of principal and interest.
 - a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 100%
2. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.
 - a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 100%
 - c. Type: Senior and fully guaranteed debt obligations
 - d. Maximum per issuer: 35%
 - e. Maximum callable securities: 20%
3. Repurchase Agreements used solely as short-term investments.

The following collateral restrictions will be observed: Only U.S. Treasury securities or Federal Agency securities, as described in VIII 1 and 2 above, will be acceptable collateral. All securities underlying Repurchase Agreements must be delivered to Alameda CTC's custodian bank versus payment or be handled under a tri-party repurchase agreement. The total of all collateral for each Repurchase Agreement must equal or exceed, on the basis of market value plus accrued interest, 102 percent of the total dollar value of the money invested by Alameda CTC for the term of the investment. Since the market value of the underlying securities is subject to daily market fluctuations, the investments in repurchase agreements shall be in compliance if the value of the underlying securities is brought back up to 102 percent no later than the next business day. For any Repurchase Agreement with a term of more than one day, the value of the underlying securities must be reviewed on a regular basis.

Market value must be calculated each time there is a substitution of collateral.

Alameda CTC or its trustee shall have a perfected first security interest under the Uniform Commercial Code in all securities subject to Repurchase Agreement.

Alameda CTC may enter into Repurchase Agreements with (1) primary dealers in U.S. Government securities who are eligible to transact business with, and who report to, the Federal Reserve Bank of New York, and (2) California and non-California banking institutions having assets in excess of \$25 billion and having debt rated in the highest short-term rating category as provided by a nationally recognized statistical rating organization.

Alameda CTC will enter into a Master Repurchase Agreement, substantially in the form approved by the Securities Industry and Financial Markets Association (SIFMA) and by Alameda CTC's counsel, with each firm with which it enters into Repurchase Agreements.

- a. Maximum maturity: 90 days
 - b. Maximum percent of portfolio: 20%
4. Municipal Securities that are obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency.
- a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 30% in Municipal Securities
 - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
 - d. Maximum per issuer: 5%
5. Municipal Securities that are registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or by a department, board, agency or authority of any of the other 49 states, in addition to California.
- a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 30% in Municipal Securities
 - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
 - d. Maximum per issuer: 5%

6. Bankers' Acceptances, otherwise known as bills of exchange or time drafts which are drawn on and accepted by a commercial bank.
 - a. Maximum maturity: 180 days
 - b. Maximum percent of portfolio: 40%
 - c. Minimum credit quality: A-1 (S&P); or P-1 (Moody's); or F-1 (Fitch)
 - d. Maximum per issuer: 5%
7. Commercial paper rated in the highest two short-term rating categories, as provided by a nationally recognized statistical rating organization. The entity that issues the commercial paper shall meet all of the following conditions: (a) is organized and operating in the United States as a general corporation; (b) has total assets in excess of five hundred million dollars (\$500,000,000); and (c) has debt other than commercial paper, if any, that is rated a rating category "A" or higher by a nationally recognized statistical-rating organization.
 - a. Maximum maturity: 270 days
 - b. Maximum percent of portfolio: 40%
 - c. Minimum credit quality: A-1 (S&P); or P-1 (Moody's); or F-1 (Fitch)
 - d. Maximum per issuer: 5%

No more than 40% of the total portfolio may be invested cumulatively in commercial paper or asset-backed commercial paper as defined in Section 8 below. No more than 10% of the outstanding commercial paper of any single issuer may be purchased. No more than 10% of the total portfolio may be invested in the commercial paper and medium-term notes of a single issuer.

8. Asset-backed commercial paper of "prime" quality and issued by an entity organized within the United States as a special purpose corporation, trust, or limited liability company. The entity that issues the asset-backed commercial paper must meet all of the following conditions: (a) is rated "A-1" (or the equivalent) or higher by at least one nationally recognized statistical rating organization; and (b) has programwide credit enhancements including, but not limited to, overcollateralization, letters of credit, or a surety bond.
 - a. Maximum maturity: 270 days
 - b. Maximum percent of portfolio: 40%
 - c. Minimum credit quality: A-1 (S&P); or P-1 (Moody's); or F-1 (Fitch)
 - d. Maximum per issuer: 5%

No more than 40% of the total portfolio may be invested cumulatively in asset-backed commercial paper or commercial paper as defined in Section 7 above. No more than 10% of the outstanding commercial paper of any single issuer may be purchased. No more than 10% of the total portfolio may be invested in the commercial paper and medium-term notes of a single issuer.

9. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S. Medium-term corporate notes shall be rated a minimum of "A" or its equivalent by a nationally recognized statistical rating organization.
 - a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 30%
 - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
 - d. Maximum per issuer: 5%

No more than 10% of the total portfolio may be invested in the medium-term notes and commercial paper of a single issuer.
10. Asset-backed securities, including any consumer receivable pass-through certificate, equipment lease-backed certificate, consumer receivable backed bond, or other pay-through bond with a maximum maturity of five years or less. Asset-backed securities shall be rated "AAA" or its equivalent by a nationally recognized statistical rating organization.
 - a. Maximum Maturity: 5 years
 - b. Maximum percent of portfolio: 20%
 - c. Minimum credit quality: AAA (S&P); or Aaa (Moody's); or AAA (Fitch)
 - d. Maximum per issuer: 5%
11. FDIC insured or fully collateralized time certificates of deposit in financial institutions located in California.
 - a. Maximum maturity: 1 year
 - b. Maximum percent of portfolio: 10%
 - c. Maximum per issuer: 5%
12. Collateralized Bank Deposits. Alameda CTC's deposits with financial institutions will be collateralized with pledged securities per California Government Code, Section 53651. There are no limits on the dollar amount or percentage that Alameda CTC may invest in collateralized bank deposits.
13. Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank, a savings association or a federal association, a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank.
 - a. Maximum maturity: 3 years
 - b. Maximum percent of portfolio: 30%
 - c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
 - d. Maximum per issuer: 5%

14. State of California Local Agency Investment Fund (LAIF)

Although LAIF may invest in securities not permitted in the Alameda CTC's Investment Policy, such investments shall not exclude LAIF from the Alameda CTC's list of eligible investments, provided that LAIF's periodic reports allow the Investment Officer to adequately assess the risk inherent in LAIF's portfolio. Funds invested in LAIF will follow LAIF policies and procedures.

- a. Maximum dollar limit: as determined by LAIF

The LAIF portfolio shall be reviewed annually in order to monitor its continuing suitability as an investment option for the Alameda CTC.

15. ~~The California Asset Management Program (CAMP) and other~~ Joint Powers Authority (JPA) Pools

Shares of beneficial interest, issued by a joint powers authority organized pursuant to Section 6509.7 that invests in securities authorized by California Government Code Section 53601 subdivisions (a) to (r), inclusive, and that has retained an investment advisor that is registered or exempt from registration with the Securities and Exchange Commission having not less than five years of experience investing in the securities and obligations authorized by California Government Code Section 53601 and having at least five hundred million dollars (\$500,000,000) under management.

- a. Maximum dollar limit: double the LAIF limit

~~The CAMP and other~~ JPA Pools shall be reviewed annually in order to monitor ~~its~~ continuing suitability as an investment option for Alameda CTC. Funds invested in CAMP JPA Pools will follow the CAMP JPA Pools' policies and procedures.

16. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, et seq.). To be eligible for investment pursuant to this subdivision, these companies shall either: (1) attain the highest ranking or the highest letter and numerical rating provided by not less than two nationally recognized statistical rating organizations; or (2) retain an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years experience managing money market mutual funds with assets under management in excess of five hundred million dollars (\$500,000,000).

- a. Maximum percent of portfolio: 20%

- b. Maximum per Prime Money Market Fund: 5%
 - c. Maximum per Government Money Market Fund: 10%
 - d. Minimum credit quality: AAAm (S&P); or Aaa-mf (Moody's); AAAmmf (Fitch)
17. United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank and eligible for purchase and sale within the United States.
- a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 30%
 - c. Maximum per issuer: 10%
 - d. Minimum credit quality: AAA (S&P); or Aaa (Moody's); or AAA (Fitch)

Important Notes:

- a) The percentage limitation for all categories of investments and individual issuers refers to the percentage in the overall Alameda CTC portfolio on the date the security or shares are purchased as measured by the settlement date.
- b) The individual security term to maturity restrictions of this Investment Policy shall be based upon the settlement date.
- c) The credit rating requirements of this Investment Policy shall apply at the time of purchase. If the credit rating of a security is downgraded below the minimum required rating level for a new investment of that security type subsequent to its purchase, the investment advisor shall promptly notify the Investment Officer. The Investment Officer shall evaluate the downgrade on a case-by-case basis in order to determine if the security should be held or sold. The Investment Officer will apply the general objectives of safety, liquidity, yield and legality to make the decision.

IX. Ineligible Investments

Any security type or structure not specifically approved by this policy is hereby specifically prohibited. Security types which are thereby prohibited include, but are not limited to:

- 1. "Complex" derivative structures such as range notes, dual index notes, inverse floaters, leveraged or de-leveraged floating-rate notes, or any other complex variable-rate or structured note;
- 2. Interest-only strips that are derived from a pool of mortgages, or any security that could result in zero interest accrual if held to maturity except for the purchase of securities issued or backed by the United States government in the event of, and for the duration of, a period of negative market interest rates;

3. Non-agency mortgage-backed pass-through securities;
4. Other non-agency mortgage-backed securities;
5. Non-agency collateralized mortgage obligations;
6. Reverse repurchase agreements;
7. Securities lending or other forms of borrowing or leverage; and
8. Securities with a forward settlement date exceeding 45 days from the time of purchase.

X. Investment Parameters

1. Credit Risk – Credit risk is the risk that a security or a portfolio will lose some or all of its value due to a real or perceived change in the ability of the issuer to repay its debt. The diversification requirements included in Section VIII are designed to mitigate credit risk. Alameda CTC shall additionally mitigate credit risk by adopting the following diversification strategies:
 - a. Avoiding overconcentration in any one issuer or business sector;
 - b. Limiting investments in securities with higher credit risks; and
 - c. Maintaining a portion of the portfolio in a highly liquid investment such as LAIF
2. Market Risk - Market risk is the risk that the portfolio will fluctuate due to changes in the general level of interest rates. Alameda CTC recognizes that, over time, longer-term portfolios have the potential to achieve higher returns. On the other hand, longer-term portfolios have higher volatility of return. Alameda CTC shall mitigate market risk by providing adequate liquidity for short-term cash needs, and by making some longer-term investments only with funds that are not needed for current cash flow purposes. Alameda CTC further recognizes that certain types of securities, including variable rate securities, securities with principal paydowns prior to maturity, and securities with embedded options, will affect the market risk profile of the portfolio differently in different interest rate environments. Alameda CTC, therefore, adopts the following strategies to control and mitigate its exposure to market risk:
 - a. Alameda CTC shall invest in securities with varying maturities, maintaining a minimum of three months of budgeted operating expenditures in short term investments to provide sufficient liquidity for expected disbursements;
 - b. The maximum percent of federal agency callable securities in the portfolio shall be 20%;

- c. The maximum stated final maturity of individual securities in the portfolio shall be five years, except as otherwise stated in this policy;
 - d. Liquidity funds will be held in collateralized bank deposits, LAIF, ~~CAMP~~ JPA Pools or in money market instruments maturing within one year or less or held in securities with maturities matched to anticipated expenditures;
 - e. Longer term/Core funds will be defined as the funds in excess of liquidity requirements. The investments in this portion of the portfolio will have maturities between 1 day and 5 years and will only be invested in higher quality and liquid securities; and
 - f. The duration of the Core or benchmarked portion of the portfolio shall at all times be approximately equal to the duration of a Market Benchmark Index selected by Alameda CTC based on Alameda CTC's investment objectives, constraints and risk tolerances, plus or minus 25%.
3. Maximum percentages for a particular issuer or investment type may be exceeded at a point in time subsequent to the purchase of a particular issuer or investment type. Securities need not be liquidated to realign the portfolio; however, consideration should be given to this matter when future purchases are made to ensure that appropriate diversification is maintained.

XI. Performance and Program Evaluation

The investment portfolio will be managed in accordance with the parameters specified within this policy. The portfolio should obtain a market average rate of return during a market/economic environment of stable interest rates. A series of appropriate benchmarks shall be established against which portfolio performance shall be compared on a regular basis. The benchmarks shall be reflective of the actual securities being purchased and risks undertaken and the benchmarks shall have a similar weighted average maturity and credit profile commensurate with investment risk constraints and liquidity needs of Alameda CTC.

Alameda CTC may periodically update the performance benchmarks to reflect current investment objectives and constraints and shall communicate such changes to the investment advisor.

Appendix I

AUTHORIZED INVESTMENTS SUMMARY TABLE

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
U.S. Treasury Notes, Bonds, Bills or Certificates of Indebtedness	100%	100%	None	5 years	5 years	NA	NA
Federal or U.S. Sponsored Obligations fully guaranteed by Federal Agencies or U.S. Government Sponsored Enterprises	100%	100%	Max 35% per issuer, Max 20% Agency Callable Securities	5 years	5 years	NA	Senior and Fully Guaranteed Debt
Repurchase Agreements	NA	20%	Strict collateral requirements; Master Repurchase Agreement	1 year	90 days	NA	NA
Municipal Securities: State of California and California Local Agency Bonds	NA	30% Aggregate Municipal Securities	Max 5% per issuer	5 years	5 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)
Municipal Securities: Bonds of any of the other 49 states in addition to California	NA	30% Aggregate Municipal Securities	Max 5% per issuer	5 years	5 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
Bankers' Acceptances	40%	40%	Max 5% per issuer	180 days	180 days	NA	A-1 (S&P) or P-1 (Moody's) or F-1 (Fitch)
Commercial paper of U.S. corporations with total assets exceeding \$500,000,000	40%	40%	Max 10% of outstanding paper of any single issuer & max 5% of portfolio of any one issuer	270 days	270 days	A-1 or P-1 or F-1	A-1 (S&P) or P-1 (Moody's) or F-1 (Fitch)
Asset-backed commercial paper issued by entities organized in the U.S.	40%	40%	Max 10% of outstanding paper of any single issuer & max 5% of portfolio of any one issuer	270 days	270 days	A-1 or P-1 or F-1	A-1 (S&P) or P-1 (Moody's) or F-1 (Fitch)
Medium Term Corporate Notes of U.S. Corporations	30%	30%	Max 5% per issuer	5 years	5 years	A	A (S&P) or A2 (Moody's) or A (Fitch)
Asset-Backed Securities	20%	20%	Max 5% per issuer	5 years	5 years	AAA	AAA (S&P) or Aaa (Moody's) or AAA (Fitch)
California Collateralized Time Deposits	NA	10%	Max 5% per issuer	NA	1 year	NA	NA

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
Collateralized Bank Deposits	100%	100%	None	NA	NA	NA	NA
Negotiable Certificate of Deposits	30%	30%	Max 5% per issuer	5 years	3 years	NA	A (S&P) or A2 (Moody's) or A (Fitch)
State of California- Local Agency Investment Fund (LAIF)	NA	NA	As limited by LAIF	NA	NA	NA	NA
California Asset Management Program and other Joint Powers Authority Pools	NA	NA	Double the LAIF limit	NA	NA	NA	NA
Shares of Beneficial Interests (Money Market Funds)	20%	20%	Max 5% per Prime fund, Max 10% per Government fund	NA	N/A	AAA	AAAm (S&P) or Aaa-mf (Moody's) or AAAmf (Fitch)
Obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank	30%	30%	Max 10% per issuer	5 years	5 years	AAA	AAA (S&P) or Aaa (Moody's) or AAA (Fitch)



Memorandum

6.4

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• www.AlamedaCTC.org

DATE: September 18, 2025

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 is to provide the Commission with an update on the operation of the I-580 Express Lanes and I-680 Sunol Express Lanes for the fourth quarter of fiscal year 2024-2025. This item is for information only.

Summary

The purpose of this item is to provide the Commission with a quarterly operations update for the existing I-580 Express Lanes and the I-680 Sunol Express Lanes for the fourth quarter of fiscal year 2024-2025 (April through June 2025). 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 is the project sponsor of the I-580 Express Lanes and I-680 Sunol Express Lanes. The I-580 Express Lanes are located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, and opened to traffic in February 2016. The I-580 Express Lanes extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction.

The I-680 Sunol Express Lanes spans approximately 14 miles in the southbound direction, from State Route (SR) 84 near Pleasanton to SR 237 in the City of Milpitas, and 9 miles in the northbound direction, from just south of Auto Mall Parkway to SR 84. The I-680 Sunol Southbound Express Lane originally opened to traffic in September 2010 as a controlled access express lane. Construction began in 2018 on a new northbound express lane and to convert the southbound express lane to a continuous access configuration. Tolling resumed in the southbound lane, concurrent with tolling commencement on the new northbound lane on March 31, 2023.

Motorists using the express lanes facilities benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, motorcycles, and transit vehicles using a FasTrak® Flex toll tag may enjoy the benefits of toll-free travel in the express lanes. Eligible single-occupant clean-air vehicles (CAV) currently receive a 50% toll discount consistent with other express lanes in the region. However, federal legislation that authorizes the California CAV decal program will expire on September 30, 2025. After the expiration date, single-occupant CAV users will no longer receive toll discounts on express lanes and will no longer be eligible to travel in High-Occupancy Vehicle (HOV) lanes.

An All-Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on traffic conditions (speed and volume) in express and general-purpose lanes, and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services, and the California Department of Transportation (Caltrans) provides some roadway maintenance services through reimbursable service agreements. Alameda CTC maintains contracts to provide operations and maintenance services on the electronic toll system and associated civil infrastructure.

I-580 FY 2024-2025 Q4 Operations Update:

Performance of the I-580 Express Lane for the fourth quarter (Q4) of fiscal year 2024-2025 is highlighted below.

- Motorists made over 2,225,000 express lane trips during operational hours in Q4. Daily express lane trips averaged 34,800, a 0.3% increase from the same quarter of the prior fiscal year.
 - Paid trips totaled 980,000, or 15,300 trips per day, a 0.9% decrease from the same quarter of the prior fiscal year.
 - Toll-free trips made up 56% of all trips, a 1% increase over the 55% observed in the same quarter of the prior fiscal year.
- Generally, express lane users experienced better traffic conditions than the general-purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) speeds averaged 66 miles per hour (mph) in the express lane, versus 58 mph in the general-purpose lanes.
 - Eastbound peak period (3 PM - 6 PM) speeds averaged 61 mph in the express lanes, versus 54 mph in the general-purpose lanes.
- Solo drivers carrying CAV tags receive a 50% toll discount through September 30, 2025.
 - Single-occupant CAVs were 1.9% of total single-occupancy trips taken during the quarter.
- The average assessed toll for SOV motorists was \$3.26 and \$3.64 for westbound and eastbound, respectively.
- CHP performed 474 hours of enforcement services and made 580 enforcement contacts during Q4.

I-680 FY 2024-2025 Q4 Operations Update:

Performance of the I-680 Sunol Express Lanes for the fourth quarter (Q4) of fiscal year 2024-2025 are highlighted below.

- Motorists made over 2,074,000 express lane trips during operational hours in Q4. Daily express lane trips averaged 32,000 a day, a 3% increase from the same quarter of the prior fiscal year.
 - Paid trips totaled 936,000, or 15,000 trips per day, an 8% increase from the same quarter in the previous fiscal year.
 - Toll-free trips made up 55% of all trips, a 1% decrease over the 56% observed in the same quarter of the prior fiscal year.
- On average, express lane users experienced better traffic conditions compared to all lanes, particularly during peak commute hours.
 - Southbound peak period (6 AM - 9 AM) speeds averaged 10 mph faster in the express lane versus in the general-purpose lanes.
 - Northbound peak period (3 PM - 6 PM) speeds averaged 5 mph faster in the express lane versus in the general-purpose lanes.
- Solo drivers carrying CAV tags receive a 50% toll discount through September 30, 2025.
 - Single-occupant CAVs were 5.3% of total single-occupancy trips taken during the quarter.
- The average assessed toll for SOV motorists was \$2.46 and \$3.85 for southbound and northbound, respectively.
- CHP performed 809 hours of enforcement services and made 1,242 enforcement contacts during Q4.

Fiscal Impact: There is no fiscal impact. This is an information item only.



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 18, 2025

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Director of Project Delivery and Construction
Matt Bomberg, Principal Transportation Engineer

SUBJECT: San Pablo Avenue Multimodal Corridor Projects (PNs 1475.001-003):
Approve actions to facilitate advancement for various projects

Recommendation

It is recommended that the Commission receive project updates and approve the following contracting actions to facilitate the delivery of the San Pablo Avenue Multimodal Corridor Projects:

1. Authorize the Executive Director or designee to execute Amendment 7 to Professional Services Agreement A17-0073 with Kimley Horn and Associates (KHA) for Design Services During Construction (DSDC) for the San Pablo Avenue Parallel Bike Project (PN 1475.003) with no change to the contract not-to-exceed and a time extension of 30 months;
2. Authorize the release of a Request for Proposals (RFP) for the Project Approvals and Environmental Document (PA/ED) phase of the San Pablo Avenue Bus Lanes and Bike Lanes project (PN 1475.001).

Summary

Alameda CTC is the Project Sponsor for three San Pablo Avenue Multimodal Corridor Projects that improve safety for vulnerable users and make transit a more competitive option in this key interjurisdictional corridor. Following the completion of an extensive corridor planning process in 2022, staff initiated project specific development work for the three projects. The Safety Enhancements (PN 1475.002) and Parallel Bike Improvements projects are both fully funded for construction through a combination of local funds and several external grants, have completed major PA/ED and Plans, Specification and Estimate (PS&E) phase milestones, and are anticipated to be ready to advertise for construction in 2026. Staff recommends amending the professional services agreement with KHA, who was previously procured through a competitive process, to add DSDC services to support the project as the engineer of record (EOR).

The Bus and Bike Lanes project (PN 1475.001) has experienced significant scope expansion based on stakeholder and public input during the scoping/project initiation document (PID) phase, which has increased project costs, lengthened the schedule, and resulted in a more robust Caltrans project approval process. Staff recommends releasing a RFP for the PA/ED phase of the Bus Lane and Bike Lanes project.

Background

San Pablo Avenue Multimodal Corridor Projects Overview

The San Pablo Avenue corridor is a critical interjurisdictional corridor that traverses the cities of Oakland, Emeryville, Berkeley, and Albany in Alameda County. San Pablo Avenue is the second highest ridership bus transit corridor in the county; has the third highest rate of severe and fatal traffic crashes; and is lined with Priority Development Areas and Equity Priority Communities. The corridor is also a state route (SR 123) and provides regional connections into Contra Costa County.

Alameda CTC is leading three San Pablo Avenue Multimodal Corridor projects to improve safety for vulnerable users and make transit a more viable option in this key interjurisdictional corridor. The projects originated with a corridor planning effort that included multiple rounds of community engagement and technical analysis from 2017-2021. Based on community feedback and technical considerations, three projects were selected to move into project-specific PID, PA/ED and PS&E:

- Safety Enhancements Project (Berkeley and Albany). This project will improve the safety for pedestrians and bicyclists crossing San Pablo Avenue and improve transit speed by installing high visibility crosswalks, flashing beacons, pedestrian signals, median refuge islands, upgraded lighting, accessible curb ramp upgrades, bulb outs at Rapid bus stops, and bus stop relocations.
- Parallel Bike Improvements Project (Berkeley, Albany, and Oakland). This project will implement improvements along bike boulevard/neighborhood bikeway routes that run along and connect to San Pablo Avenue, including traffic calming, crossing treatments at busy streets, and signage/wayfinding.
- Bus Lanes and Bike Lanes Project (Oakland, Emeryville, and Berkeley). This project will improve transit speed and reliability by converting one vehicle travel lane in each direction to a dedicated bus lane and provide new cycling connections by converting parking lanes to protected bike lanes. The project will also include intersection safety improvements, bus stop consolidation, new loading zones, and side street parking management measures.

Current Projects Status

Alameda CTC adopted an overall corridor plan and initiated project development work for each of the three San Pablo Avenue projects in 2022. The Safety Enhancements and Parallel Bike Improvements projects were conceptually designed and community outreach to share and refine these designs with the public was performed in 2022-23. Both the

Albany and Berkeley councils took actions in support of the project's concept designs in 2023.

The Safety Enhancements Project is fully funded for construction through a mix of federal Safe Streets for All, state Active Transportation Program and State Highway Operations and Preservation Program, and local funds. Caltrans is the lead agency clearing the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental documents and a Project Report are anticipated by October 2025. The project team has advanced the final design to a 95% PS&E level. Caltrans will administer the construction phase of this project, which is anticipated to begin in Summer 2026.

The Parallel Bike Improvements Project is fully funded for construction through a mix of federal One Bay Area Grant (OBAG) and local funds. CEQA is complete and NEPA clearance, to use the OBAG funds, is anticipated by January 2026. The project team has advanced the PS&E to the 100% milestone, and the project construction phase is anticipated to begin in Spring 2026.

The Bus and Bike Lanes Project has experienced significant scope evolution in response to both agency and community input. Since beginning project-level scoping work in 2022, Alameda CTC staff have developed conceptual designs, held numerous workshop meetings with project partners to work through key design issues, and completed an extensive round of public outreach to share proposed designs. The project was initially envisioned as a quick-build project using primarily striping and low-cost materials that would minimally impact curblines, intersections, drainage and utilities to enable construction to occur sooner. Based on local experience with other quick build projects, feedback from staff at all stakeholder agencies (Caltrans, AC Transit, and cities) and elected leadership, public input, and new regulatory requirements, the scope has evolved to feature more permanent and durable improvements. This includes new features such as pedestrian-scale lighting, additional hard-scape intersection safety improvements, more upgraded pedestrian crossings, more transit boarding islands, curb and sidewalk adjustments to eliminate most bike-right turn mixing zones, pavement resurfacing, careful consideration of loading zones which require curblin adjustments to meet business needs, storm water infrastructure treatments, and measures to deter illegal usage of bus lanes. These changes have significantly affected overall project cost and schedule. The project team has culminated the PID phase efforts into a Project Study Report/Project Development Study (PSR/PDS) which is anticipated by September 2025.

Contract Amendment

Through a previous competitive procurement process, Alameda CTC entered into agreement A17-0073 with KHA in July 2017 for PID, PA/ED and PS&E services for the San Pablo Avenue projects. KHA is the EOR for both Safety Enhancements and Parallel Bike Projects as Alameda CTC received several grants in Summer 2022 requiring more immediate completion of projects to meet grant deadlines. Given the current milestone of project development of the Parallel Bike Improvements Project, staff recommends amending the KHA agreement to add DSDC services which include support for

advertisement and award, support during construction to respond to requests for information and prepare contract change orders due to unforeseen conditions. This amendment would result in a time extension of 30 months due to the anticipated construction time frame. There is no change requested to the contract not-to-exceed amount as staff is also recommending revising KHA contract efforts for only PID phase services for the Bus Lanes and Bike Lanes Project (additional discussion regarding project delivery for the next phase is in the Procurement Request). KHA's efforts still meet Alameda CTC's Local Contract Business Equity goal requirements. See Attachment D for a summary of all actions related to this contract.

Procurement Request

The scope expansion of the Bus Lane and Bike Lane Project has also required a change in Caltrans project delivery process. The Bus Lane and Bike Lane Project was initially defined as a "demonstration project" and pursued a concurrent PID and PA/ED phase effort through a Project Study Report-Project Report. Due to the more complex and expanded project scope, with recommendation from Caltrans, staff will complete these phases sequentially. As previously mentioned, the PSR/PDS completes the PID phase and allows Caltrans staff to work in the PA/ED phase of the project.

Staff recommends release of a RFP for the PA&ED phase of the Bus Lanes and Bike Lanes project. The new procurement would align consultant resources with the revised, expanded scope of the Bus Lanes and Bike Lanes Project. The new agreement resulting from this procurement will be funded from existing funds programmed to the Bus and Bike Lanes project.

Levine Act Statement: The KHA team did not report a conflict in accordance with the Levine Act.

Fiscal Impact: There is no fiscal impact with approval of Amendment 7 for A17-0073 as the funding is already included in the Project Funding plan for the Parallel Bike Project (1475.003). This is already included in the Fiscal Year 2025-2026 Capital Project Budget. A future commission action will encumber funds to award the PA/ED services contract for the Bus Lanes and Bike Lanes Project (PN 1475.001).

Attachments:

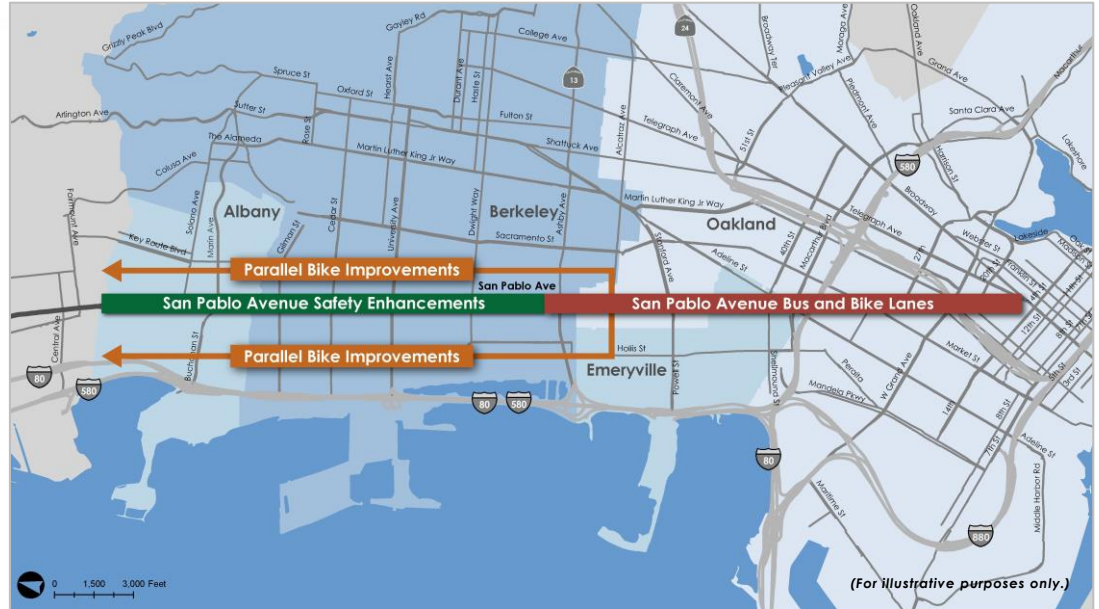
- A. San Pablo Avenue Safety Enhancement Project Fact Sheet
- B. San Pablo Avenue Parallel Bike Fact Sheet
- C. San Pablo Avenue Bus Lanes and Bike Lanes Fact Sheet
- D. A17-0073 Amendment Summary

San Pablo Avenue Corridor Safety Enhancements

AUGUST 2025

PROJECT OVERVIEW

The San Pablo Avenue Safety Enhancements project proposes to construct improvements to make it easier for pedestrians and cyclists to cross the street along San Pablo Avenue within the cities of Berkeley and Albany. The project would extend three miles along San Pablo Avenue between Oregon Street and the Albany city limit. The project scope also includes bus bulb-outs at AC Transit Rapid Bus stops, lighting upgrades, Americans with Disabilities Act curb ramp and traffic signal upgrades, and bus stop relocations to improve safety. The project was identified based on the first phase of San Pablo Avenue corridor planning and outreach from 2017-2020 and is part of a package of three discrete projects being advanced along San Pablo Avenue within Alameda County.



PROJECT NEED

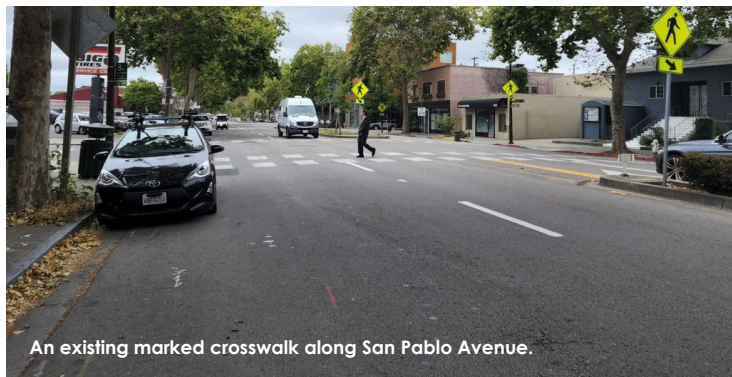
- San Pablo Avenue is identified as a high injury route with the third highest number of collisions in Alameda County
- San Pablo Avenue is one of AC Transit's highest ridership corridors serving more than 10,000 riders per day, but buses experience delay and are unreliable due to traffic congestion
- Crossings of San Pablo Avenue frequently require pedestrians and cyclists to cross a high-traffic, high-speed street with only a marked crosswalk to ensure that drivers yield
- The San Pablo Avenue corridor is an Equity Priority Community and a Priority Development Area, which is planned for growth and increased density. Improved multimodal options are needed to accommodate growth and better serve residents that may rely on alternatives to driving.

PROJECT BENEFITS

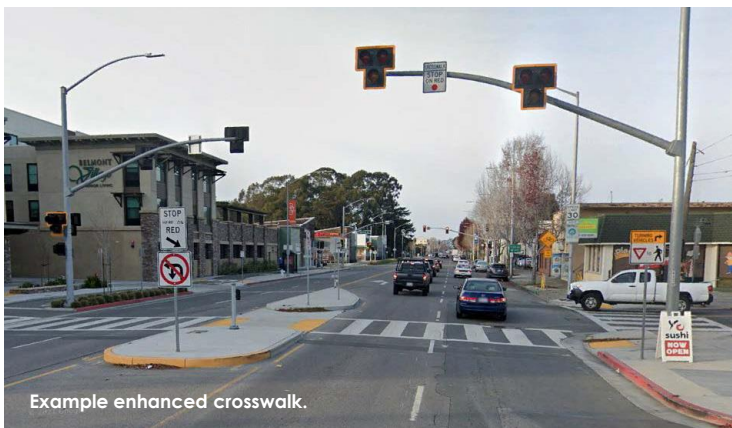
- Safer crossings along a busy, higher speed arterial street
- Faster, more reliable bus service along a high ridership corridor
- Environmental sustainability and equity benefits from improving non-driving options



Current AC Transit Rapid bus along San Pablo Avenue.



An existing marked crosswalk along San Pablo Avenue.



Example enhanced crosswalk.

STATUS

The project is currently in the environmental clearance/final design phase. This phase includes securing necessary approvals from the California Department of Transportation, which owns portions of San Pablo Avenue (State Route 123).

PARTNERS AND STAKEHOLDERS

Cities of Berkeley and Albany, AC Transit and the California Department of Transportation

Note: Information on this fact sheet is subject to periodic updates.

COST ESTIMATE BY PHASE (\$ x 1,000)

PE/Environmental	\$1,415
Final Design	\$2,362
Right-of-Way	\$500
Construction	\$29,000
Total Expenditures	\$33,277

FUNDING SOURCES (\$ x 1,000)

Local - Measure BB	\$4,277
State (ATP) ¹	\$9,000
Federal (SS4A) ²	\$15,000
State (SHOPP) ³	\$5,000
Total Expenditures	\$33,277

¹ Active Transportation Program.
² Safe Streets and Roads for All Grant Program.
³ State Highway Operations and Preservation Program

SCHEDULE BY PHASE

	Begin	End
Planning/Scoping	2017	Spring 2022
Design/Environmental	Winter 2022	Summer 2026
Construction	Winter 2026	Winter 2028

Note: Public outreach occurs at each phase of the project.

FOR MORE INFORMATION OR TO GET INVOLVED

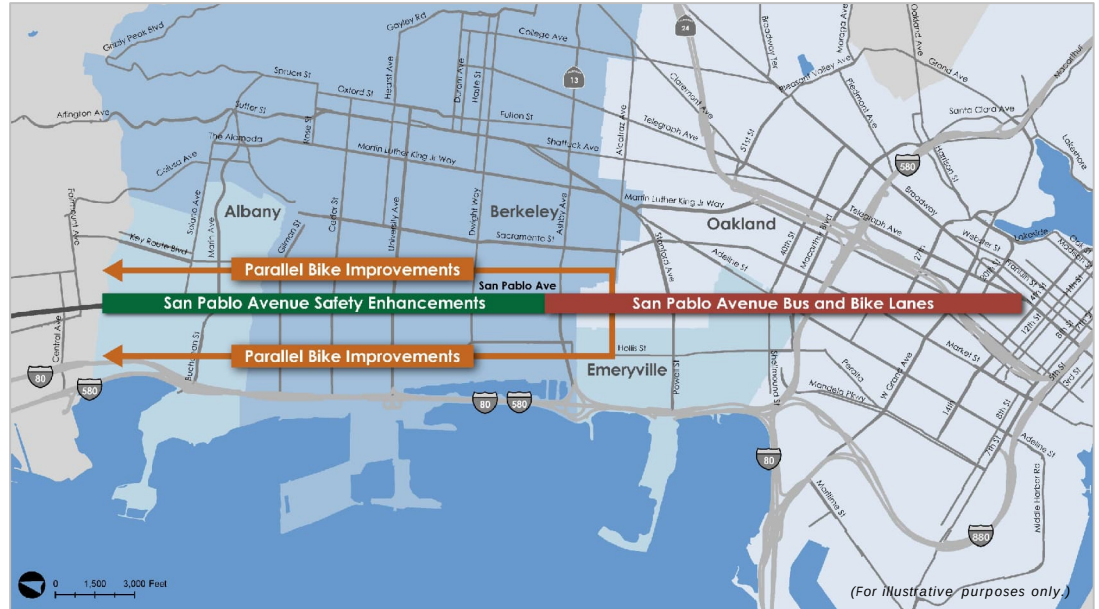
- Visit our project website at: www.alamedactc.org/sanpablo
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San Pablo Avenue Corridor Parallel Bike Improvements

SUMMER 2025

PROJECT OVERVIEW

The San Pablo Avenue Parallel Bike Improvements project proposes to construct improvements to neighborhood street bicycle routes parallel and connecting to San Pablo Avenue within North Oakland, Berkeley and Albany. The project would extend along various streets within the three cities, including Kains and Adams streets, Ninth Street, Mabel Street and others. The project scope also includes crossing upgrades at major street crossings, traffic calming, such as diverters and traffic circles, and improved wayfinding. The project was identified based on the first phase of San Pablo Avenue corridor planning and outreach from 2017-2020. It is now part of a package of three discrete projects being advanced along San Pablo Avenue within Alameda County.



PROJECT NEED

- San Pablo Avenue is identified as a high injury route with the third highest number of collisions in Alameda County
- Within Berkeley and Albany, San Pablo Avenue lacks bicycle facilities, but the corridor has a strong network of parallel neighborhood streets. While many of these streets are existing bicycle boulevards, prior community outreach identified the need for improvements to make them feel safe and comfortable for people of all ages and ability levels.
- San Pablo Avenue is identified as an Equity Priority Community and a Priority Development Area, which is planned for growth and increased density. Improved multimodal options are needed to accommodate growth and better serve residents that may rely on alternatives to driving.

PROJECT BENEFITS

- Improved safety and comfort for bicyclists
- Improved neighborhood livability from traffic calming improvements
- Environmental sustainability and equity benefits from improving non-driving options



STATUS

The project is currently in the environmental clearance/final design phase.

PARTNERS AND STAKEHOLDERS

Cities of Berkeley and Albany

Note: Information on this fact sheet is subject to periodic updates.

COST ESTIMATE BY PHASE (\$ X 1,000)

PE/Environmental	\$971
Final Design	\$1,096
Right-of-Way	\$250
Construction	\$15,000
Total Expenditures	\$17,317

FUNDING SOURCES (\$ X 1,000)

Local - Measure BB	\$4,259
Federal (OBAG) ¹	\$13,058
Total Expenditures	\$17,317

¹ One Bay Area Grant 3.

SCHEDULE BY PHASE

	Begin	End
Planning/Scoping	2017	Summer 2022
Environmental/Design	Fall 2022	Winter 2025
Construction	Spring 2026	Fall 2027

Note: Public outreach occurs at each phase of the project.

FOR MORE INFORMATION OR TO GET INVOLVED

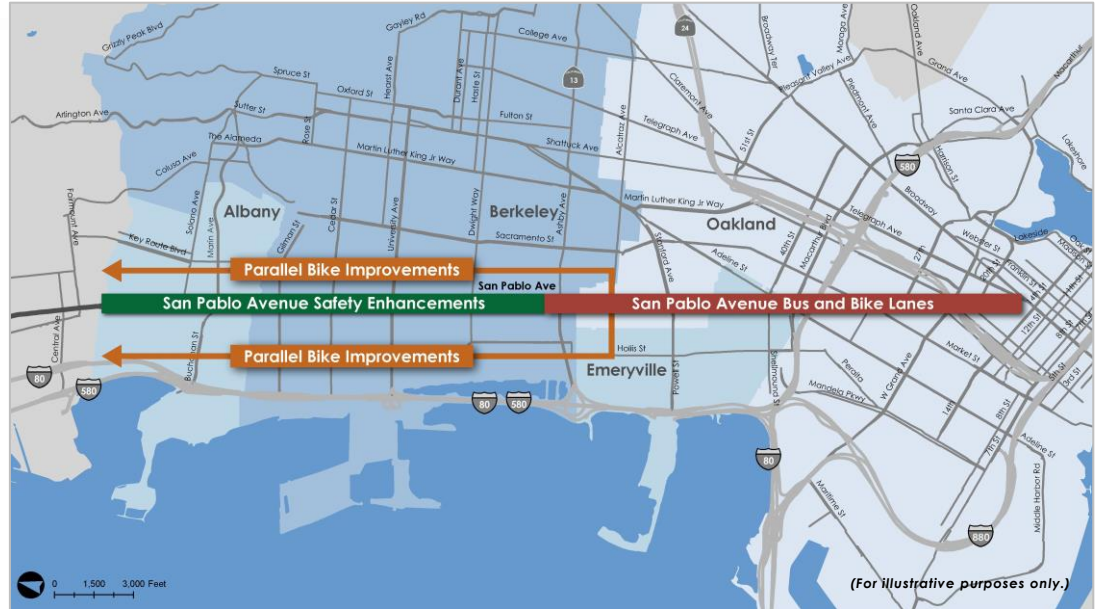
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San Pablo Avenue Corridor Bus-Bike Lanes Project

AUGUST 2025

PROJECT OVERVIEW

The San Pablo Avenue Bus-Bike Lanes Project proposes to construct side-running bus only lanes and protected bike lanes along San Pablo Avenue within Oakland, Emeryville, and South Berkeley. The project will extend 3.5 miles along San Pablo Avenue between 16th Street in Downtown Oakland and Heinz Avenue in South Berkeley. The project scope also includes improvements to make it easier for people walking and biking to cross San Pablo Avenue, bus stop spacing optimization and bus stop amenities/streetscape improvements. The project will convert one travel lane in each direction to a bus-only lane and convert the on-street parking lanes to protected bike lanes. Parking and loading activity will be relocated to side streets, existing off-street facilities and a limited number of new loading zones on San Pablo where alternatives are not available. The project was identified based on the first phase of San Pablo Avenue corridor planning and outreach from 2017-2020. It is one of three discrete projects being advanced along San Pablo Avenue within Alameda County.



PROJECT NEED

- San Pablo Avenue is identified as a high injury route with the third highest number of collisions in Alameda County
- San Pablo Avenue is one of AC Transit's highest ridership corridors serving more than 10,000 riders per day but buses experience delay and are unreliable due to traffic congestion
- San Pablo Avenue has no dedicated bike facilities and there are no parallel facilities through West Oakland and Emeryville
- The San Pablo Avenue corridor is an Equity Priority Community and a Priority Development Area, which is planned for growth and increased density. Improved multimodal options are needed to accommodate growth and better serve residents that rely on alternatives to driving

PROJECT BENEFITS

- Safer crossings along a busy, higher speed arterial street
- Faster, more reliable bus transit service that is more competitive with driving
- Bicycle network gap closures
- Environmental sustainability and equity benefits from improving non-driving options

FUNDING SOURCES (\$ X 1,000)

Local - Measure BB	\$8,076
Federal (OBAG) ¹	\$15,900
Regional	\$200
TBD	\$230,631
Total Expenditures	\$254,807

¹ One Bay Area Grant 3

COST ESTIMATE BY PHASE (\$ X 1,000)

Scoping	\$657
PE/Environmental	\$3,400
Final Design	\$15,100
Right-of-Way	\$5,650
Construction	\$230,000
Total Expenditures	\$254,807



AC Transit bus along San Pablo Avenue.

STATUS

The project is currently in the planning, preliminary design, and environmental clearance phase. This phase includes securing necessary approvals from Caltrans, which owns portions of San Pablo Avenue (State Route 123). The local jurisdictions have adopted resolutions in support of the concept of dedicated bus and bike lanes along San Pablo Avenue.

FOR MORE INFORMATION OR TO GET INVOLVED

- Visit our project website at: www.alamedactc.org/sanpablo
- For questions on the project, to request a presentation to your community group, or to be added to the project email list and learn about upcoming opportunities to provide input, please contact sanpabloave@alamedactc.org
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PARTNERS AND STAKEHOLDERS

Cities of Oakland, Emeryville and Berkeley, AC Transit, and the California Department of Transportation

Note: Information on this fact sheet is subject to periodic updates.

SCHEDULE BY PHASE

	Begin	End
Scoping	Spring 2022	Fall 2025
Environmental	Winter 2025	Winter 2027
Design/Right-of-Way	Winter 2027	Summer 2030
Construction	Spring 2030	Spring 2033

Note: Public outreach occurs at each phase of the project.

RENDERING OF PROPOSED IMPROVEMENTS



Attachment D: A17-0073 Amendment Summary

Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with Kimley Horn and Associates, Inc. <i>A17-0073 July 2017</i>	Planning and engineering services for the San Pablo Avenue Multimodal Corridor Project	\$3,650,000	\$3,650,000
Amendment No. 1 <i>March 2019</i>	Time Extension from 4/30/2019 to 4/30/2020	\$0	\$3,650,000
Amendment No. 2 <i>April 2020</i>	Update contract terms. Time Extension from 4/30/2020 to 4/30/2021	\$ 0	\$3,650,000
Amendment No. 3 <i>June 2020</i>	Update contract terms	\$ 0	\$3,650,000
Amendment No. 4 <i>April 2021</i>	Update contract terms. Add additional scope and provide additional budget. Time extension from April 30, 2021 to April 30, 2025.	\$6,022,128	\$9,672,128
Amendment No. 5 <i>February 2022</i>	Add additional scope and provide additional budget. Time extension from 4/30/2025 to 12/31/2026.	\$2,841,470	\$12,513,598
Amendment No. 6 <i>July 2023</i>	Add additional scope and provide additional budget.	\$3,302,899	\$16,013,598
Amendment No. 7 September 2025 (Action request)	Modify scope to add Design Services During Construction for 1475.003. Time extension from 12/31/2026 to 6/30/2029.	\$ 0	\$16,013,598
Total Amended Contract Not-to-Exceed Amount			\$16,013,598



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2025

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Senior Director of Programming and Projects
Jacki Taylor, Assistant Director of Programming and Allocations

SUBJECT: Approve Concurrence Action in Support of the City of Oakland's Regional Measure 3 Allocation Request

Recommendation

It is recommended that the Commission approve a concurrence action in support of the City of Oakland's allocation request to the Metropolitan Transportation Commission (MTC) for \$29.62 million of Regional Measure 3 (RM3) funds for a Martin Luther King Jr. Way Streetscape Improvements Project.

Summary

MTC and Alameda CTC are identified as the project sponsors of the RM3 Goods Movement and Mitigation Program (RM3 Project #3), which includes \$160 million in toll funds to "reduce truck traffic congestion and mitigate its environmental effects."

In November 2022, MTC programmed \$160 million of the RM3 Project #3 funds and identified City of Oakland as the sponsor of \$55 million for a Neighborhood and Railroad Safety Improvements Project near the Port of Oakland. On July 15, 2025, the Oakland City Council approved a \$29.62 million allocation request (Attachment A) for the construction phase of the Martin Luther King Jr. Way Streetscape Improvements Project (Project), a component of the Neighborhood and Railroad Safety Improvements Project.

Per the RM3 guidelines, all listed co-sponsors are required to provide concurrence in support of allocation requests ahead of MTC's approval. Staff have coordinated with Oakland and MTC staff on the development of this allocation request and recommends the Commission provide its concurrence so that MTC may consider approving the allocation.

Background

RM3 was approved by voters in the nine county San Francisco Bay Area in June 2018. The measure provides \$4.45 billion in transportation funding, with an estimated \$1 billion

eligible for Alameda County projects. The measure includes a plan to build projects that support better goods movement and economic development, highway and express lane improvements, major transit investments in operations and capital projects, and active transportation, funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge.

MTC and Alameda CTC are named sponsors for the Goods Movement and Mitigation programmatic category, and statute dictates that “MTC shall consult and coordinate with Alameda CTC to select projects for the program.” In November 2022, MTC, in consultation with Alameda CTC, fully programmed the \$160 million for RM3 Project #3 and identified City of Oakland as the sponsor of \$55 million for Neighborhood and Railroad Safety Improvements near the Port of Oakland.

Per RM3 guidance, MTC requires Alameda CTC, as a co-sponsor of RM3 Project #3, to provide its concurrence with Oakland’s allocation requests prior to MTC’s approval. Over the past few months, Oakland staff have been coordinating with Alameda CTC and MTC staff regarding the use of these RM3 funds on the Project and on July 15, 2025, the Oakland City Council approved a \$29.62 million RM3 allocation request (Attachment A).

The Project will construct a cycle track on Martin Luther King Jr. Way from 2nd to 14th streets, to separate people on bikes/scooters from motor vehicle and truck traffic and include improvements for pedestrians at all intersections, supporting efficient and safe transportation around the Port of Oakland on city-designated truck routes leading to the Port and adjacent neighborhoods. Project construction is scheduled to start in early 2026. See Attachment B for before and after views.

As mentioned in Attachment A, the City of Oakland anticipates submitting a separate allocation request for the \$25.38 million RM3 #3 balance later this fiscal year for a second component project, the Embarcadero West Rail Safety and Access Improvements Project. Concurrence with the future allocation request will be considered separately by Alameda CTC at a future date.

Staff recommends Commission approval of a concurrence action for the City of Oakland’s \$29.62 million RM3 allocation request. MTC is scheduled to approve the request at its October 2025 Commission meeting. Following MTC’s approval, Oakland staff will work directly with MTC to access the allocated funds.

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

Attachments:

- A. City of Oakland July 15, 2025, staff report, adopted resolution and RM3 allocation request package
- B. Project graphics (before and after)



AGENDA REPORT

TO: Jestin D. Johnson
City Administrator

FROM: Josh Rowan
Director, Oakland Department
of Transportation

SUBJECT: Allocation Request for Regional
Measure 3 Goods Movement and
Mitigation Funds

DATE: June 24, 2025

City Administrator Approval


Jestin Johnson (Jul 1, 2025 17:19 PDT)

Date: **Jul 1, 2025**

RECOMMENDATION

Staff Recommends That City Council Adopt The Following Pieces Of Legislation:

- 1) A Resolution Authorizing The City Administrator To Execute And Submit A Funding Allocation Request For The Construction Phase Of The Martin Luther King Jr. Way Streetscape Improvements Project Component Of The Neighborhood And Railroad Safety Improvements Near the Port Of Oakland Project With The Metropolitan Transportation Commission For Regional Measure 3 Goods Movement and Mitigation Programmatic Category Funds In The Amount Of Twenty-Nine Million, Six Hundred and Sixteen Thousand, and Five Dollars (\$29,616,005); And Making California Environmental Quality Act Findings
- 2) A Resolution Authorizing The Acceptance And Appropriation Of Twenty-Nine Million, Six Hundred and Sixteen Thousand, and Five Dollars (\$29,616,005) From The Metropolitan Transportation Commission Regional Measure 3 Goods Movement and Mitigation Programmatic Category To Implement The Martin Luther King Jr. Way Streetscape Improvements Project Component Of The Neighborhood And Railroad Safety Improvements Near the Port Of Oakland Project, Pending Final Allocation Request Approval From The Metropolitan Transportation Commission; And Making California Environmental Quality Act Findings

EXECUTIVE SUMMARY

Approval of the first proposed resolution would fulfill a Regional Measure 3 funding allocation request requirement for implementing agencies to submit a City resolution recording that the City of Oakland authorizes its City Administrator, or their designee, to execute and submit an allocation request for the construction phase of the Martin Luther King Jr. Way Streetscape Improvements project component of the Neighborhood And Railroad Safety Improvements Near the Port Of Oakland with the Metropolitan Transportation Commission (MTC) for Regional

City Council
July 15, 2025

Measure 3 (RM3) funds in the amount of twenty-nine million, six hundred and sixteen thousand, and five dollars (\$29,616,005).

Approval of the second proposed resolution would fulfill routine requirements for the City of Oakland Department of Transportation (OakDOT) to accept and appropriate twenty-nine million, six hundred and sixteen thousand, and five dollars (\$29,616,005) for the implementation of the Martin Luther King Jr. Way Streetscape Improvements project component of the Neighborhood And Railroad Safety Improvements Near the Port Of Oakland project from MTC, pending the final approval of the allocation request approval from MTC. The RM3 funding source from MTC is detailed in the Background/Legislative History section.

The awarded external funds will support OakDOT's delivery of the Martin Luther King Jr. Way Streetscape Improvements, a priority project in the Fiscal Year 2025-2027 Oakland Capital Improvement Program.

These first set of recommendations focuses on the funding allocation request for the Martin Luther King Jr. Way Streetscape Improvements project component of the Neighborhood And Railroad Safety Improvements Near the Port Of Oakland for the amount of twenty-nine million, six hundred and sixteen thousand, and five dollars (\$29,616,005).

It is anticipated that OakDOT will return to City Council by May 2026 to request authorization to 1) execute and submit an allocation request for the construction phase of the Embarcadero West Rail Safety and Access Improvements project component of the Neighborhood and Railroad Safety Improvements Near the Port of Oakland with MTC for RM3 funds and 2) accept and appropriate twenty-five million, three hundred and eighty-three thousand and nine hundred and ninety-six dollars (\$25,383,966) for the implementation the Embarcadero West Rail Safety and Access Improvements project component of the Neighborhood and Railroad Safety Improvements Near the Port of Oakland. Together, these combined actions will support the delivery of two priority projects with a total amount of fifty-five million dollars (\$55,000,000) in RM3 funds.

BACKGROUND / LEGISLATIVE HISTORY

Through the City of Oakland Fiscal Year 2023-25 budget process, the City Council approved Resolution No. [89804 C.M.S.](#), granting authorization to apply for, accept, and appropriate grant funding for identified priority projects in the City's Capital Improvement Program without additional Council action. Additionally, the City Council approved Resolution No. [89519 C.M.S.](#), granting authorization to the City Administrator, or their designee, to negotiate and execute documents and take all other actions necessary to implement commitments from the Memorandum of Understanding executed by the City and Port for the use of California State Transportation Agency grant funds per Assembly Bill 128, related to the Martin Luther King Jr. Way Streetscape Improvements and Embarcadero West Rail Safety and Access Improvements projects. Furthermore, the City Council approved Resolution No. [89039 C.M.S.](#), granting authorization to take all necessary steps to apply for and receive additional funds necessary to meet the matching requirement for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant award with the respect to the implementation the Martin Luther King

Jr. Way Streetscape Improvements project. Adoption of the resolutions proposed in this Agenda Report will fulfill additional grant administration requirements to accept funding in Fiscal Year 2025-26 from MTC's RM3 Goods Movement and Mitigation programmatic category.

In 2018, Bay Area voters approved RM3, a phased three-dollar toll increase for vehicles traveling on state-owned bridges in the San Francisco Bay Area. In October 2022, the Port of Oakland sent a Letter of Support for the programming of \$55,000,000 of RM3 Goods Movement and Mitigation funds for the implementation of the Neighborhood and Railroad Safety Improvements Near the Port of Oakland that will contribute to community impact reductions related to freight and create opportunities for transportation efficiency and safety upgrades in and around the Oakland seaport. In November 2022, both the Alameda County Transportation Commission and MTC approved amendments to the RM3 Goods Movement and Mitigation programmatic category and the programming of \$55,000,000 for the implementation of the Neighborhood and Railroad Safety Improvements Near the Port of Oakland. The proposed resolutions will support the requests for allocation of funding to implement the projects and will also support the acceptance and appropriation of up to \$55,000,000 to the City for the implementation of the projects.

ANALYSIS AND POLICY ALTERNATIVES

This funding will support the implementation of the City's Capital Improvement Program and promote equitable and safe transportation. The RM3 grant funding will be used to construct the Martin Luther King Jr. Way Streetscape Improvements and Embarcadero West Rail Safety and Access Improvements projects:

A. Martin Luther King Jr. Way Streetscape Improvements

On Martin Luther King Jr. Way between 2nd Street and 14th Street, this project will construct a cycle track on Martin Luther King Jr. Way to separate people on bikes/scooters from motor vehicle traffic, in particular truck traffic, and include improvements for pedestrians at all intersections. This project is anticipated to start construction in early 2026.

B. Embarcadero West Rail Safety and Access Improvements

This project will install a suite of rail safety enhancements on Embarcadero West, between Middle Harbor Road and Oak Street, including fencing, new railroad gate arms and other intersection safety improvements at at-grade crossings from Market Street to Oak Street and upgrade the overweight truck route from Middle Harbor Road to Market Street to move overweight trucks from a temporary route along 7th Street in the West Oakland community back to their original route. This project is anticipated to start construction by the end of 2026.

Construction of bicycle and pedestrian facilities, improvements to rail corridor safety and access, and promoting the co-existence of people and goods movement is consistent with the goals of the City's General Plan, Bicycle Plan, Pedestrian Plan, and the Citywide Capital Improvement Program. The selection of projects is also consistent with the Council-adopted criteria set forth in Resolution No. [87376 C.M.S.](#), adopted September 20, 2018. This year,

projects/programs were prioritized for funding based on [OakDOT's Geographic Equity Toolbox](#), readiness for implementation, funding needs, and staff's ability to timely deliver.

By maintaining City streets and sidewalks in a state of good repair, supporting essential operations of City street lighting and traffic control devices, and implementing traffic safety and goods movement capital improvements, the proposed projects will help advance the following Citywide priorities: holistic community safety and vibrant, sustainable infrastructure.

FISCAL IMPACT

Acceptance of the external funding will help the City fill funding gaps in its capital budget, and more specifically, will support the implementation of the Martin Luther King Jr. Way Streetscape Improvements and Embarcadero West Rail Safety and Access Improvements projects. Maintenance responsibilities of the capital improvements are expected to be similar to today's conditions, as standard, and are not expected to significantly increase maintenance costs.

Adoption of the proposed resolutions will authorize the appropriation of twenty-nine million, six hundred and sixteen thousand, and five dollars (\$29,616,005) for the construction of the Neighborhood and Railroad Safety Improvements Near the Port of Oakland project components including the Martin Luther King Jr. Way Streetscape Improvements (1006954) and Embarcadero West Rail Safety and Access Improvements (1007091) into MTC Reimbursable Program Grants Fund (2163).

The total of grant funding and other grant funds secured by the project is shown in **Table 1**. A local match is not required for RM3 grant funds. Other grant funding secured is summarized in **Table 2**.

Table 1. Project Funding Summary

Project Title	Project Number	Total Project Cost	Proposed RM3 Award	Other Grant Funds Secured
Martin Luther King Jr. Way Streetscape Improvements	1006954	\$59,232,009	\$29,616,005	\$29,616,004
Embarcadero West Rail Safety and Access Improvements	1007091	\$170,798,048	\$25,383,995	\$145,414,053
Sub-Total		\$230,030,057	\$55,000,000	\$175,030,057

Table 2. Other Grant Funding Secured Summary

Project Title	CalSTA	Transit Corridor Enhancement Program	Transit and Intercity Rail Capital Program	Developer Contribution (Brooklyn Basin)	Other Grant Funds Secured Total
Martin Luther King Jr. Way Streetscape Improvements	\$29,616,004	\$0	\$0	\$0	\$29,616,004
Embarcadero West Rail Safety and Access Improvements	\$114,383,477	\$30,200,000	\$100,000	\$730,576	\$145,414,053
Sub-Total	\$143,999,481	\$30,200,000	\$100,000	\$730,576	\$175,030,057

PUBLIC OUTREACH / INTEREST

Martin Luther King Jr. Way Streetscape Improvements

Prior engagement about improvements to the Martin Luther King Jr. Way corridor through Jack London and Old Oakland was completed through the City's Bike Plan, 2020 Draft Transportation Plan for the previously proposed development at the Howard Terminal site, and the 2024 Downtown Oakland Specific Plan. Building on this engagement, OakDOT picked engagement back up in 2023 and in 2024 to ensure that the project scope was in line with current stakeholder needs and to inform early designs. Stakeholders included residents, visitors, business, modal and neighborhood related advocacy groups, maritime stakeholders, the Bay Area Rapid Transit (BART), the Alameda Contra-Costa Transit District (AC Transit), and the Port of Oakland. Feedback was collected through multiple channels, including a citywide open house, pop-up events, stakeholder meetings, public presentations, emails, corridor walks with local businesses, and survey responses. A summary of the 2023-2024 engagement is available on the project's webpage here: <https://www.oaklandca.gov/projects/martin-luther-king-jr-way-streetscape-improvements>. Key priorities that resonated with the community include pedestrian safety, bicycle access and safety, and traffic calming, such as designing improvements to reduce the speed of cars. Community feedback has informed the project designs for improvements and enhancements. The project's design phase is nearly complete, and the project anticipates advertising the opportunity to bid on the construction contract in Summer 2025 and start construction in the first quarter of 2026. The next phase of engagement will begin this summer and focus on preparing the community for contracting opportunities and construction.

Embarcadero West Rail Safety and Access Improvements (EWRSAI)

In Spring and Summer 2024, OakDOT launched a comprehensive community engagement initiative to guide the early draft design of Embarcadero West Rail Safety and Access Improvements. The engagement process was designed to foster meaningful dialogue and capture a diverse range of perspectives. Stakeholders included residents, visitors, business, modal and neighborhood related advocacy groups, maritime stakeholders, the Alameda Contra-Costa Transit District (AC Transit), the Port of Oakland, California Public Utilities Company, and Union Pacific Railroad. Feedback was collected through multiple channels, including a Community Design Workshop, pop-up events, stakeholder meetings, public presentations, emails, corridor walks with local businesses, and survey responses. Approximately 600 individuals were engaged, 231 surveys were submitted, and 885 comments were recorded, analyzed, and summarized in the EWRSAI Spring & Summer 2024 Community Engagement Report found at <https://www.oaklandca.gov/projects/embarcadero-railroad-safety-project>. Key priorities that resonated with the community include safe bike connections, establishing a quiet zone, landscaping and green space, public art, and pedestrian safety and accessibility. Community feedback has informed the project designs for improvements and enhancements for the mile long Embarcadero West corridor that are currently between 35% and 65% complete. The next phase of engagement is starting up in early Summer 2025 and will continue through the end of the year.

COORDINATION

Implementation of these projects will be coordinated with internal departments, community stakeholders, utility partners, and partner agencies, including AC Transit, ACTC, Caltrans, BART, the California Public Utilities Commission, and Union Pacific Railroad. The Office of the City Attorney and Budget Bureau were also consulted in the preparation of this report.

SUSTAINABLE OPPORTUNITIES

Economic: Making walking, biking, and goods movement, and transit service safer, more accessible, and more reliable through investments in capital improvements and improved traffic management can improve Oaklanders' access to jobs and other economic opportunities.

Environmental: Walking and biking are energy efficient, zero emission forms of transportation. Accessible pedestrian infrastructure and increased active transportation options support the City's goal to reduce greenhouse gas emissions and support climate equity. Increased transit use can also reduce emissions and improve air quality when substituted for drive-alone vehicle trips.

Race & Equity: The funded projects will provide accessibility and safety benefits for all road users, but with an emphasis on pedestrians, bicyclists, and transit users experiencing the most disparate outcomes.

Martin Luther King Jr. Way Streetscape Improvements

The MLK Jr. Way Streetscape Improvements project aims to improve safety for all road users and promote equity. The project will help to improve connections between West Oakland, Old Oakland, and the Jack London district. The project team conducted a Racial Equity Impact Analysis (REIA) on the MLK Jr. Way project. This REIA outlines how history has shaped the project area communities. The REIA describes the existing disparities and how the project addresses these disparities. The REIA for this project can be found on the project's web page at <https://www.oaklandca.gov/projects/martin-luther-king-jr-way-streetscape-improvements>.

Embarcadero West Rail Safety and Access Improvements (EWRSAI)

The EWRSAI project is consistent with several ongoing City efforts to support public safety and health citywide and in the Jack London and West Oakland neighborhoods. The project corridor had experienced nearly 500 reported incidents, all between 2016 and 2024. Incidents can result in injuries, deaths, property damage, and/or hours of delay to system-wide passenger and freight rail. Of note, 11 of the incidents were crashes that resulted in injuries. In addition to these crashes, there were 435 incidents. The project lies in a census tract that has a 55% CalEnviroScreen 4.0 percentile rating and a 72% pollution burden percentile rating, which indicates that people living and working in the project area are disproportionately burdened by multiple sources of pollution and have population characteristics that make them more vulnerable to the negative impacts of pollution. The project would support public health objectives to reduce emissions from motor vehicles by designing for more controlled access and safer vehicle speeds on the corridor and slower. Once completed project's development of the overweight vehicle corridor on Embarcadero West between Middle Harbor Road to

Market Street will reroute heavy trucks and their emissions away from residential neighborhoods along 7th Street where overweight trucks are temporarily routed today.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The MLK Jr. Way Streetscape Improvements project is exempt under CEQA on the basis of the following exemptions: Public Resources Code Section 21080.25(b) (Pedestrian and Bicycle), 15301(c) (Existing Facilities, Highways and Streets), 15302(c) (Replacement or Reconstruction), 15303(d) (Small Structures), and 15304(h) (minor alterations to land). Each of the above exemptions provides a separate and independent basis for CEQA compliance. The City filed a Notice of Exemption with Alameda County and the Office of Planning and Research's State Clearing House on March 8, 2024, for the MLK Jr. Way Streetscape Improvements.

The Embarcadero West Rail Safety and Access Improvements project is exempt under CEQA on the basis of the following exemptions: Public Resources Code Section 21080.25(b)(1) (Pedestrian and bicycle facilities, including new facilities); Public Resources Code Section 21080.20 (bicycle, pedestrian, and transit facilities); CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning); CEQA Guidelines Section 15301(c) (Existing Facilities, Highways and Streets); CEQA Guidelines Section 15302 (Replacement or Reconstruction); CEQA Guidelines Section 15303 (Small Structures), CEQA Guidelines Section 15304(h) (minor alterations to land); and/or CEQA Guidelines Section 15061(b)(3) (No Significant Effect on the Environment).

In addition, the projects were analyzed in previous environmental review documents under CEQA including: the West Oakland Specific Plan Environmental Impact Report ("EIR") (2014); the Land Use and Transportation Element of the General Plan EIR (1998); the Oakland Master Bicycle Plan EIR (2007); the updated Let's Bike Oakland Bicycle Plan Addendum (2019); and the Oakland Waterfront Ballpark District at Howard Terminal EIR (2022). Under Public Resources Code section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164, no new significant information or possibility for impacts exists that were not already studied by the aforementioned documents.

ACTION REQUESTED OF THE CITY COUNCIL

Staff Recommends That City Council Adopt The Following Pieces Of Legislation:

- 1) A Resolution Authorizing The City Administrator To Execute And Submit A Funding Allocation Request For The Construction Phase Of The Martin Luther King Jr. Way Streetscape Improvements Project Component Of The Neighborhood And Railroad Safety Improvements Near the Port Of Oakland Project With The Metropolitan Transportation Commission For Regional Measure 3 Goods Movement and Mitigation Programmatic Category Funds In The Amount Of Twenty-Nine Million, Six Hundred and Sixteen Thousand, and Five Dollars (\$29,616,005); And Making California Environmental Quality Act Findings

- 2) A Resolution Authorizing The Acceptance And Appropriation Of Twenty-Nine Million, Six Hundred and Sixteen Thousand, and Five Dollars (\$29,616,005) From The Metropolitan Transportation Commission Regional Measure 3 Goods Movement and Mitigation Programmatic Category To Implement The Martin Luther King Jr. Way Streetscape Improvements Project Component Of The Neighborhood And Railroad Safety Improvements Near the Port Of Oakland Project, Pending Final Allocation Request Approval From The Metropolitan Transportation Commission; And Making California Environmental Quality Act Findings

For questions regarding this report, please contact Audrey Harris, Major Projects Division Planning Manager, at aharris2@oaklandca.gov.

Respectfully submitted,



Josh Rowan (Jun 30, 2025 18:43 PDT)

Josh Rowan
Director, Department of Transportation

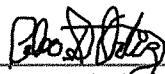
Reviewed by:
Jamie Parks
Assistant Director
Department of Transportation

Emily Ehlers
Transportation Manager
Department of Transportation

Prepared by:
Audrey Harris
Supervising Transportation Planner
Department of Transportation

2025 JUL 15 AM 9:37
 FILED
 OFFICE OF THE CITY CLERK
 OAKLAND

APPROVED AS TO FORM AND LEGALITY


 Celso Ortiz (Jul 15, 2025 15:57 PDT)

CITY ATTORNEY'S OFFICE

OAKLAND CITY COUNCIL

RESOLUTION NO. 90798 C.M.S.

RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR TO EXECUTE AND SUBMIT A FUNDING ALLOCATION REQUEST FOR THE CONSTRUCTION PHASE OF THE MARTIN LUTHER KING JR. WAY STREETSCAPE IMPROVEMENTS PROJECT COMPONENT OF THE NEIGHBORHOOD AND RAILROAD SAFETY IMPROVEMENTS NEAR THE PORT OF OAKLAND WITH THE METROPOLITAN TRANSPORTATION COMMISSION FOR REGIONAL MEASURE 3 GOODS MOVEMENT AND MITIGATION PROGRAMMATIC CATEGORY FUNDS IN THE AMOUNT OF TWENTY-NINE MILLION, SIX HUNDRED AND SIXTEEN THOUSAND, AND FIVE DOLLARS (\$29,616,005) ; AND MAKING CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, the City of Oakland is an eligible sponsor of transportation project(s) in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Neighborhood and Railroad Safety Improvement Projects Near the Port of Oakland is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, the Neighborhood and Railroad Safety Improvement Projects Near the Port of Oakland consists of two City project components. The first project component is the Martin Luther King Jr. Way Streetscape Improvements (1006954) and the second project component is the Embarcadero West Rail Safety and Access Improvements (1007091); and

WHEREAS, the Martin Luther King Jr. Way Streetscape Improvements project is exempt under CEQA Public Resources Code Sections 21080.25(b) (Pedestrian and Bicycle), 15301(c) (Existing Facilities, Highways and Streets), 15302(c) (Replacement or Reconstruction), 15303(d) (Small Structures), and 15304(h) (minor alterations to land); and

WHEREAS, the Embarcadero West Rail Safety and Access Improvements project is exempt under CEQA Public Resources Code Sections Public Resources Code Section 21080.25(b)(1) (Pedestrian and bicycle facilities, including new facilities); Public Resources Code Section 21080.20 (bicycle, pedestrian, and transit facilities); CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning); CEQA Guidelines Section 15301(c) (Existing Facilities, Highways and Streets); CEQA Guidelines Section 15302 (Replacement or Reconstruction); CEQA Guidelines Section 15303 (Small Structures), CEQA Guidelines Section 15304(h) (minor alterations to land); and/or CEQA Guidelines Section 15061(b)(3) (No Significant Effect on the Environment); and

WHEREAS, both projects were analyzed in previous environmental review documents under CEQA including: the West Oakland Specific Plan Environmental Impact Report (“EIR”) (2014); the Land Use and Transportation Element of the General Plan EIR (1998); the Oakland Master Bicycle Plan EIR (2007); the updated Let’s Bike Oakland Bicycle Plan Addendum (2019); and the Oakland Waterfront Ballpark District at Howard Terminal EIR (2022); and under Public Resources Code section 21166 and CEQA Guidelines Sections 15162, 15163 and 15164, no new significant information or possibility for impacts exist that were not already studied by the aforementioned documents; and

WHEREAS, the Regional Measure 3 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which City of Oakland is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED: That the City of Oakland, and its agents shall comply with the provisions of the Metropolitan Transportation Commission’s Regional Measure 3 Policies and Procedures; and be it further

FURTHER RESOLVED: That the City of Oakland certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it

FURTHER RESOLVED: That the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it

FURTHER RESOLVED: That the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it

FURTHER RESOLVED: That the City of Oakland approves the allocation request and updated Initial Project Report, attached to this resolution; and be it

FURTHER RESOLVED: That the City of Oakland approves the cash flow plan, attached to this resolution; and be it

FURTHER RESOLVED: That the City of Oakland has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated Initial Project Report, attached to this resolution; and be it

FURTHER RESOLVED: That the City of Oakland is an eligible sponsor of projects in the Regional Measure 3 Expenditure Plan, in accordance with California Streets and Highways Code 30914.7(a); and be it

FURTHER RESOLVED: That the City of Oakland is authorized to submit an application for Regional Measure 3 funds for the Martin Luther King Jr. Way Streetscape Improvements (1006954) project component of the Neighborhood and Railroad Safety Improvement Projects Near the Port of Oakland, in accordance with California Streets and Highways Code 30914.7(a); and be it

FURTHER RESOLVED: That the City of Oakland certifies that the projects and purposes for which Regional Measure 3 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it

FURTHER RESOLVED: That there is no legal impediment to the City of Oakland making allocation requests for Regional Measure 3 funds; and be it

FURTHER RESOLVED: That there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the City of Oakland to deliver such project; and be it

FURTHER RESOLVED: That the City of Oakland agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it

FURTHER RESOLVED: That the City of Oakland indemnifies and holds harmless MTC, the Bay Area Toll Authority (BATA), and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the City of Oakland, its officers,

employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of Regional Measure 3 funds. The City of Oakland agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of Regional Measure 3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it

FURTHER RESOLVED: That the City of Oakland shall, if any revenues or profits from any nongovernmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it

FURTHER RESOLVED: That assets purchased with Regional Measure 3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it

FURTHER RESOLVED: That the City of Oakland shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it

FURTHER RESOLVED: That the City of Oakland authorizes its City Administrator, or his/her designee, to execute and submit an allocation request for the construction phase of the Neighborhood and Railroad Safety Improvements Near the Port of Oakland, Martin Luther King Jr. Way Streetscape Improvements (1006954) project component, with MTC for Regional Measure 3 funds in the amount of \$29,616,005, for the project, purposes and amounts included in the project application attached to this resolution; and be it

FURTHER RESOLVED: That the City Administrator, or their designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate; and be it

FURTHER RESOLVED: That the MLK Jr. Way Streetscape Improvements project is exempt under CEQA on the basis of the following exemptions: Public Resources Code Section 21080.25(b) (Pedestrian and Bicycle), 15301(c) (Existing Facilities, Highways and Streets), 15302(c) (Replacement or Reconstruction), 15303(d) (Small Structures), and 15304(h) (minor alterations to land); and that each of the above exemptions provides a separate and independent basis for CEQA compliance; and be it

FURTHER RESOLVED: That the Embarcadero West Rail Safety and Access Improvements project is exempt under CEQA Public Resources Code Sections Public Resources Code Section 21080.25(b)(1) (Pedestrian and bicycle facilities, including new facilities); Public Resources Code Section 21080.20 (bicycle, pedestrian, and transit facilities); CEQA Guidelines Section 15183 (Projects Consistent with a Community Plan, General Plan or Zoning); CEQA Guidelines Section 15301(c) (Existing Facilities, Highways and Streets); CEQA Guidelines Section 15302 (Replacement or Reconstruction); CEQA Guidelines Section 15303 (Small Structures), CEQA Guidelines Section 15304(h) (minor alterations to land); and/or CEQA Guidelines Section 15061(b)(3) (No Significant Effect on the Environment); and be it

FURTHER RESOLVED: That both projects were analyzed in previous environmental review documents under CEQA including: the West Oakland Specific Plan Environmental Impact Report (“EIR”) (2014); the Land Use and Transportation Element of the General Plan EIR (1998); the Oakland Master Bicycle Plan EIR (2007); the updated Let’s Bike Oakland Bicycle Plan Addendum (2019); and the Oakland Waterfront Ballpark District at Howard Terminal EIR (2022); and that under Public Resources Code section 21166 and CEQA Guidelines Sections 15162, 15163 and 15164, no new significant information or possibility for impacts exist that were not already studied by the aforementioned documents; and be it

FURTHER RESOLVED: That the City Administrator is hereby authorized to file a Notice of Exemption with Alameda County and the Office of Planning and Research’s State Clearing House on March 8, 2024 and the Clerk of the County of Alameda for the MLK Jr. Way Streetscape Improvements; and be it

FURTHER RESOLVED: That the City Administrator, or their designee, is authorized on behalf of the City of Oakland to execute and submit all documents, payment requests, and related actions consistent with the authorizations set forth in this Resolution; and be it

FURTHER RESOLVED: That a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the City of Oakland application referenced herein; and be it

FURTHER RESOLVED: That a copy of this resolution will be placed on file with the City Clerk.

IN COUNCIL, OAKLAND, CALIFORNIA, JUL 15 2025

PASSED BY THE FOLLOWING VOTE:

AYES - BROWN, FIFE, GALLO, HOUSTON, RAMACHANDRAN, UNGER, WANG, AND
PRESIDENT JENKINS - 8

NOES - 0

ABSENT - 0

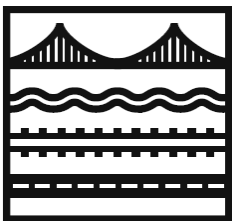
ABSTENTION - 0

ATTEST:



ASHA REED

City Clerk and Clerk of the Council of the
City of Oakland, California



Regional Measure 3 Allocation Request

RM3 Project Information

Project Number	3
Project Title	Neighborhood and Railroad Safety Improvements Near the Port of Oakland
Project Funding Amount	\$55,000,000

Subproject Information (if different from overall RM3 project)

Subproject Number	N/A
Subproject Title	Martin Luther King Jr. Way Streetscape Improvements
Subproject Funding Amount	\$29,616,005

RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

Total: \$

Current Allocation Request:

Request submittal date	Amount	Phase
July 18, 2025	\$29,616,005	Construction

I. RM3 Allocation Request Information

- Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.

This project has no federal funding allocated to it, however, the project was included as part of a larger project that received Rebuilding Americas Infrastructure with Sustainability and Equity federal funding for the construction of the City's Broadway Streetscape Improvements project. As a result, the Martin Luther King Jr. Way Streetscape Improvements project is federalized, requires an E-76 approval from Caltrans and is required to be federally procured.

The project is wrapping up the Right-of-Way certification now and anticipates an E-76 approval by July 2025, advertising the opportunity to bid on the construction contract in August 2025, and awarding a contract by the end of 2025 for a start to construction in early 2026.

- b. **Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

The City of Oakland requests RM3 Goods Movement and Mitigation funding to support a network of multimodal infrastructure projects that improve access to the Port of Oakland and mitigate the environmental and multi-modal safety impacts on surrounding communities. The City is requesting support for two projects overall; this IPR requests funding for the following:

Martin Luther King (MLK), Jr. Way (between 2nd and 14th Street): Construct a cycle track on MLK to separate people on bikes/scooters from motor vehicle traffic, in particular truck traffic, and include improvements for pedestrians at all intersections.

The MLK project is one of numerous projects that supports efficient and safe transportation around the Port of Oakland on City designated truck routes leading to the Port and adjacent neighborhoods. This suite of projects includes surface street improvements that separate freight transportation from other modes, along with improvements to parallel corridors that mitigate the negative impacts of Port traffic on safety and environmental health.

The MLK project is located on the border between industrial, residential and commercial uses and is part of the Downtown Oakland Specific Plan's Green Loop. The Green Loop is a series of streetscape and mobility improvements that connect downtown and surrounding neighborhoods with waterfront, cultural and entertainment areas. The MLK project will provide a safe and separated facility for people to access destinations in the area using all modes, including walking, biking and driving (cars and trucks), with an emphasis on separating modes through physical barriers and signal timing upgrades.

- c. **Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

See Excel version of this allocation request.

- d. **Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.**

The project is wrapping up the Right-of-Way certification now and anticipates an E-76 approval by July 2025, advertising the opportunity to bid on the construction contract in August 2025, and awarding a contract by the end of 2025 for a start to construction in early 2026.

With a start to construction in early 2026, the City anticipates completing construction within 36 months of the awarded construction contract, by the end of 2028.

- e. **If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)**

N/A

- f. **Request Details**

Amount being requested	\$29,616,005
Project phase being requested	Construction
Are there other fund sources involved in this phase?	☒ Yes ☐ No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	July 15, 2025
Month/year being requested for MTC commission approval of allocation	September 2025

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

- g. **List any other planned bridge toll allocation requests in the next 12 months**

N/A

Regional Measure 3
Allocation Request
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	Goods Movement and Mitigation	
Subproject Title	Neighborhood and Railroad Safety Improvements Near the Port of Oakland - Martin Luther King Jr.	
Project/Subproject Number:	3	
Total RM3 Funding:	\$	29,616,005

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount	Amount Expended	Amount Remaining
ENV												
CalSTA	\$ 919									\$ 919	\$ 634	\$ 285
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
ENV Subtotal	\$ 919	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 919	\$ 634	\$ 285
PSE												
CalSTA	\$ 8,456									\$ 8,456	\$ 3,630	\$ 4,826
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
PSE Subtotal	\$ 8,456	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,456	\$ 3,630	\$ 4,826
ROW - N/A												
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
ROW Subtotal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CON												
CalSTA	\$ 20,241									\$ 20,241		\$ 20,241
RM3			\$ 29,616							\$ 29,616		\$ 29,616
										\$ -		\$ -
										\$ -		\$ -
										\$ -		\$ -
CON Subtotal	\$ 20,241	\$ -	\$ 29,616	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,857	\$ -	\$ 49,857
RM-3 Funding Subtotal	\$ 29,616	\$ -	\$ -	\$ -	\$ -				\$ -	\$ 29,616	\$ 4,264	\$ 25,352
Capital Funding Total	\$ 29,616	\$ -	\$ 29,616	\$ -	\$ -				\$ -	\$ 59,232	\$ 4,264	\$ 54,968

Regional Measure 3
Allocation Request
Cash Flow Plan

Project Title:	Goods Movement and Mitigation
Subproject Title:	Neighborhood and Railroad Safety Improvements Near the Port of Oakland - Martin Luther King Jr. Way Streetscape Improvements
Project/Subproject Number:	3
Total RM3 Funding:	\$ 29,616,005

(please include all planned funding, add rows as necessary)

Please update the columns below based on your allocation month. The first six months of cash flow are monthly, followed by quarterly, then annually as long as you can reasonably estimate projected expenditures

RM3 Cash Flow Plan for Deliverable Segment - Funding by requested expenditure period																																
Funding Source(s)											2026 Q4	2027 Q1	2027 Q2	2027 Q3	2027 Q4	2028 Q1	2028 Q2	2028 Q3	2028 Q4	2029 Q1	2029 Q2	2029 Q3	2029 Q4	2030 Q1	2030 Q2	2030 Q3	2030 Q4	Future committed (if applicable)	Total Amount (\$ millions)	Amount Expended (\$ millions)	Amount Remaining (\$ millions)	
List all funding sources besides RM3	Prior	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	(April - June 2026)	(July- Sept 2026)	(Oct- Dec 2026)	(Jan- March 2027)	(April - June 2027)	(July- Sept 2027)	(Oct- Dec 2027)	(Jan- March 2028)	(April- June 2028)	(July- Sept 2028)	(Oct- Dec 2028)	(Jan- March 2029)	(April- June 2029)	(July- Sept 2029)	(Oct- Dec 2029)	(Jan- March 2030)	(April- June 2030)							
ENV																																
CalSTA	\$	634	\$ 24	\$ 24	\$ 24	\$ 24	\$ 24	\$ 48	\$ 48	\$ 71																		\$	919	\$ -	\$ 919	
																													\$	-	\$ -	
																													\$	-	\$ -	
																													\$	-	\$ -	
ENV Subtotal	\$	634							\$ 71	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-	\$ -	\$ -	
PSE																																
CalSTA	\$	3,630	\$ 402	\$ 402	\$ 402	\$ 402	\$ 402	\$ 804	\$ 804	\$ 1,207																			\$	8,456	\$ -	\$ 8,456
																													\$	-	\$ -	
																													\$	-	\$ -	
																													\$	-	\$ -	
PSE Subtotal	\$	3,630							\$ 1,207	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	1,207	\$ -	\$ 8,456	
ROW - N/A																																
																													\$	-	\$ -	\$ -
																													\$	-	\$ -	\$ -
																													\$	-	\$ -	\$ -
																													\$	-	\$ -	\$ -
ROW Subtotal	\$	-							\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-	\$ -	\$ -	\$ -
CON																																
CalSTA		\$	253	\$ 253	\$ 253	\$ 253	\$ 253	\$ 506	\$ 506	\$ 759	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 506	\$ 506	\$ 506	\$ 506	\$	20,241	\$ -	\$ 20,241	
RM3		\$	370	\$ 370	\$ 370	\$ 370	\$ 370	\$ 740	\$ 740	\$ 1,111	\$ 1,851	\$ 1,851	\$ 1,851	\$ 1,851	\$ 1,851	\$ 1,851	\$ 1,851	\$ 1,851	\$ 1,851	\$ 1,851	\$ 1,851	\$ 1,851	\$ 1,851	\$ 740	\$ 740	\$ 740	\$ 740	\$	29,616	\$ -	\$ 29,616	
																													\$	-	\$ -	\$ -
																													\$	-	\$ -	\$ -
																													\$	-	\$ -	\$ -
																													\$	-	\$ -	\$ -
CON Subtotal	\$	-							\$ 1,870	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 1,246	\$ 1,246	\$ 1,246	\$ 1,246	\$	44,248	\$ -	\$ 49,857	
RM 3 Funding Subtotal	\$	4,264							\$ 2,037	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 1,265	\$ 506	\$ 506	\$ 506	\$ 506	\$	23,506	\$ -	\$ 29,616	
Capital Funding Total	\$	4,264							\$ 3,147	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 3,116	\$ 1,246	\$ 1,246	\$ 1,246	\$ 1,246	\$	49,790	\$ -	\$ 59,232	

Notes: RM3 funds should be drawn down approximately proportionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

Regional Measure 3

Initial Project Report - Subproject Report

Estimated Budget Plan

Total RM3 Funding:

Goods Movement and Mitigation	
Neighborhood and Railroad Safety Improvements Near the Port of Oakland - Mar	
3	
\$	29,616,005

This info to be completed at time of allocation request

1. Direct Labor of Implementing Agency (specify by name and job function)			
	Estimated Hours	Rate/Hour	Total Estimated cost
Transportation Manager	647	\$96.74	\$62,573
Senior Transportation Planner	893	\$79.59	\$71,044
Transportation Planner III	1672	\$62.35	\$104,229
Transportation Planner II	1674	\$53.87	\$90,162
Supervising Civil Engineer (Design)	1253	\$88.58	\$110,998
Civil Engineer (Design)	5193	\$73.78	\$383,173
Assistant Engineer II (Design)	4116	\$64.64	\$266,056
Supervising Civil Engineer (Construction)	1422	\$88.58	\$125,982
Civil Engineer (Construction)	5895	\$73.78	\$434,899
Supervising Construction Inspector	4609	\$62.96	\$290,175
Direct Labor Subtotal			\$ 1,939,290
2. Overhead and direct benefits (specify)		Rate	x Base
Transportation Manager	\$164.74	\$106,557	
Senior Transportation Planner	\$135.53	\$120,977	
Transportation Planner III	\$106.18	\$177,498	
Transportation Planner II	\$91.73	\$153,529	
Supervising Civil Engineer (Design)	\$150.84	\$189,015	
Civil Engineer (Design)	\$125.63	\$652,453	
Assistant Engineer II (Design)	\$110.08	\$453,086	
Supervising Civil Engineer (Construction)	\$117.15	\$166,615	
Civil Engineer (Construction)	\$97.58	\$575,188	
Supervising Construction Inspector	\$89.23	\$411,250	
Overhead and Benefit Subtotal			\$ 3,006,168
3. Direct Capital Costs (include engineer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per unit	Total Estimated cost
Construction Capital Costs			\$ 40,849,661
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ -
			\$ 40,849,661
4. Consultants (Identify purpose and/or consultant)			Total Estimated cost
Technical Project Management			\$ 601,838
Design, incl. community engagement + preparing bid package			\$ 6,768,932
Construction Management			\$ 6,066,175

BEFORE

Martin Luther King Jr. Way and 10th Street

AFTER

Martin Luther King Jr. Way and 10th Street

BEFORE

Martin Luther King Jr. Way and 8th Street

AFTER

Martin Luther King Jr. Way and 8th Street



Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 18, 2025

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Director of Project Delivery and Construction

SUBJECT: I-80/Gilman Street Interchange Improvements Project – Approve actions to facilitate project closeout

Recommendation

It is recommended that the Commission approve the following actions to facilitate closeout efforts related to the Interstate 80 (I-80)/Gilman Interchange (I/C) Improvements (Project) (Project Number 1381.000):

- 1) Authorize the release of an Invitation for Bid for the Plant Establishment Period for the Project;
- 2) Authorize the Executive Director or designee to execute all agreements related to the closeout of the Project.

Summary

The Alameda County Transportation Commission (Alameda CTC) is the project sponsor for the Project located in the City of Berkeley and the California Department of Transportation (Caltrans) is the implementing agency for construction. Construction of the Project is divided into two phases. Phase 1 constructs a Pedestrian/Bicycle bridge over I-80 which was completed in August 2023, and Phase 2 constructs two roundabouts at the Gilman I/C with associated local road and bikeway connections where a ribbon cutting ceremony was held in April 2025.

Currently, the contractor for Phase 2 has been completing work on punch list items in order to be relieved of maintenance responsibilities by September 2025 for the civil work and their subcontractor would remain onboard for the contract's 12-month Plant Establishment Period (PEP) work which began in May 2025. The Project is required to provide 36 months of PEP in total, 12-months performed by Caltrans/contractor and the next 24-months done by Alameda CTC. Both Alameda CTC and Caltrans, during construction agreed to add the 24-months by Contract Change Order (CCO), but subsequently other factors prevented execution of the 24-month PEP CCO. Staff is recommending a release of an invitation for bid for PEP work for the Project and potentially reduce the 12-month period performed by Caltrans and the contractor to allow Caltrans to closeout the construction contract sooner.

This item does not request additional funding.

Background

Alameda CTC is the project sponsor for the Project located in northwest Berkeley. Caltrans is the Implementing Agency of both phases of construction and is responsible for the Advertisement, Award, and Administration of the construction contracts with the general contractors.

The Project is being constructed in two phases. Phase 1 of the Project features a new pedestrian/bicycle bridge over I-80, the project completed construction in November 2023. Phase 2 of the project aims to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that safety is increased, congestion is reduced, queues are shortened, and merging and turn conflicts are minimized. In addition to improving mobility through the Gilman Street corridor, the Project will close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange; provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley/Albany; and improve safety for all modes of transportation. Phase 2 of the Project also incorporates two partnership elements: a City of Berkeley sewer line and an East Bay Municipal Utility District (EBMUD) recycled water line. A ribbon cutting ceremony was held on April 25, 2025 as most of the improvements and final striping were put into place.

Phase 2 Construction – Remaining activities and PEP

Remaining work performed by the contractor, since the ribbon cutting, involved completion of punch list items such as: ensuring proper placement of signs, ensuring paint placed isn't chipping, verification of ADA compliant slopes at crosswalks and traffic safety checks prior to relieving the contractor of their maintenance responsibilities. This is a significant milestone as it represents the completion of bid item work on the contract with the exception of PEP.

Based on the dollar value of the Project, landscaping is required to be incorporated with the Project. It was determined early-on, during project development, that the landscaping be installed with the construction contract rather than after completion of the construction contract work. This was due to the limited spaces available for planting and the complexity of installing irrigation systems and service connections in the Project area once construction was complete. The PEP work ensures future survival of the planting with minimal maintenance, and a 36 month period is required.

Prior to advertisement of the Phase 2 construction contract, Alameda CTC and Caltrans agreed that the contractor would perform the first 12 months and the next 24 months would be performed by Alameda CTC. The contractor performed PEP work began on May 2025; which means the contractor would remain on-board with the their landscaping subcontractor performing the PEP work and the final payment to the contractor would not occur until May 2026. To satisfy the remaining 24 months of PEP, Alameda CTC initially recommended that Caltrans execute a CCO to add this period of time. Unfortunately based on the funding sources used on the Project, this option would not work based on the timely use of funds requirements with the California Transportation Commission and contracting procurement requirements with Caltrans. Staff is now requesting that Commission approve a release of an Invitation For Bid for PEP for the Project. Funding for this effort was already included in the construction costs and funding plan for the project and initially to be provided to Caltrans, those funds would be retained by Alameda CTC. Additionally, in an effort to reduce the amount of time Caltrans and the contractor would be working on the Project related to PEP,

approval of this item would accelerate Caltrans' ability to closeout the contract with the Contractor and complete their efforts supporting construction of the project.

Fiscal Impact: There is no fiscal impact. A future Commission action would encumber funds to award the contract to the PEP Contractor.

Attachment:

- A. I-80 Gilman Interchange Fact Sheet

Interstate 80/Gilman Street Interchange Improvement Project

APRIL 2025

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Albany, proposes to reconfigure the Interstate 80 (I-80)/Gilman interchange, located in northwest Berkeley near the City of Albany. The main components of this project are a pair of roundabouts at Gilman Street intersections on both sides of I-80, as well as new pedestrian and bicycle facilities at and near the interchange.

The purpose of the project is to increase safety and improve navigation, mobility and traffic operations on Gilman Street between West Frontage Road and 5th Street through the I-80 interchange. The project will reduce congestion, shorten queues and minimize merging and turning conflicts. In addition to the roundabouts, the project provides:

- A pedestrian and bicycle overcrossing over I-80
- An at-grade pedestrian/bicycle path through the interchange
- A two-way cycle track on Gilman Street, from the interchange to Fourth Street
- A new traffic signal at Gilman and 4th Streets
- A Bay Trail gap closure at the foot of Gilman Street

This project will be constructed in two phases:

Phase 1: Pedestrian and Bicycle Overcrossing

Phase 2: Interchange Improvements and Local Street Improvements; pedestrian and bicycle Improvements through interchange; Bay Trail gap closure; safety improvements at the Gilman/Union Pacific Railroad at-grade crossing



PROJECT NEED

- Higher than average rates of injury collisions
- Significant roadway deficiencies
- Excess left turn vehicle queue lengths on Gilman Street
- Gap in the San Francisco Bay Trail
- Lack of safe pedestrian and bicycle routes to access recreation areas west of I-80

PROJECT BENEFITS

- Improves safety by reducing turn conflicts, improving merging and enhancing at-grade rail crossings
- Separates and provides direct connectivity for non-vehicle travelers across I-80, linking residential communities with regional recreation facilities and commercial areas
- Improves access and mobility for all road users
- Reduces congestion and queuing by simplifying traffic operations at the interchange.



Overlay of the roundabouts at the project location.



Bicycle and pedestrian overcrossing that is Phase 1 of the I-80 Gilman Interchange Improvements project.

STATUS

Implementing Agency: Caltrans

Current Phase: Construction

- Contract was awarded for Phase 1 in early 2021 and Phase 2 in early 2022.
- Phase 1 construction began in July 2021.
- Phase 2 construction began in July 2022.

PARTNERS AND STAKEHOLDERS

Caltrans, Alameda CTC, cities of Berkeley and Albany, East Bay Regional Park District, East Bay Municipal Utility District (EBMUD), Bay Area Air Quality Management District (BAAQMD), and various bicycle groups.

COST ESTIMATE BY PHASE¹ (\$ x 1,000)

Planning/Scoping	\$794
PE/Environmental	\$4,809
Final Design (PS&E)	\$8,106
Right-of-Way/Utility	\$7,015
Construction	\$79,608
Total Expenditures	\$100,332

FUNDING SOURCES (\$ x 1,000)

Measure BB	\$34,352
Federal	\$3,077
Senate Bill 1 (SB1)	\$4,152
State (STIP) ¹	\$53,815
Other (Local, State, EBMUD and BAAQMD) ²	\$4,936
Total Revenues	\$100,332

¹ State Transportation Improvement Program.

² City of Berkeley, East Bay Municipal Utility District (EBMUD) and Bay Area Air Quality Management District (BAAQMD).

SCHEDULE BY PHASE⁴

	PHASE 1		PHASE 2	
	Begin	End	Begin	End
Scoping	Spring 2012	Fall 2014	Spring 2012	Fall 2014
Preliminary Engineering/Environmental	Fall 2015	Summer 2019	Fall 2015	Summer 2019
Final Design	Fall 2018	Fall 2020	Fall 2018	Fall 2021
Right-of-Way	Fall 2018	Fall 2020	Fall 2018	Fall 2021
Construction	Spring 2021	Summer 2023	Summer 2022	Spring 2025

⁴ Schedule subject to funding availability.

Note: Information on this fact sheet is subject to periodic updates.



Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 18, 2025

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Senior Director of Programming and Projects
Jacki Taylor, Assistant Director of Programming and Allocations
Seon Joo Kim, Senior Program Analyst

SUBJECT: 2026 State Transportation Improvement Program Update

Recommendation

Receive an update on the development of the 2026 State Transportation Improvement Program (STIP), including the Fund Estimate (FE), Guidelines, and a list of candidate projects received through the Request for Information (RFI). This item is for information only.

Summary

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other State and federal funding sources administered by the California Transportation Commission (CTC). The 2026 STIP will cover Fiscal Years (FYs) 2026-27 through 2030-31. Alameda County's share of the CTC-adopted 2026 STIP FE that is available for programming to projects is \$10.256 million. On August 1, 2025, Alameda CTC released an RFI for jurisdictions to provide information for 2026 STIP-eligible projects. By the due date of August 19, 2025, a total of six (6) candidate projects were submitted for consideration, with requests totaling \$23.541 million (Attachment A). Staff will evaluate the projects in accordance with the Commission-adopted 2026 STIP Principles (Attachment B) and bring programming recommendations to the Commission in October 2025.

Background

As part of the overall STIP programming process, the County Transportation Agencies (CTAs) for the Bay Area, including Alameda CTC for Alameda County, are to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2026 Regional Transportation Improvement Program (RTIP). As the Regional Transportation Planning Agency (RTPA) for the nine-county Bay

Area, MTC is responsible for developing and approving the regional priorities for the RTIP and submitting it to CTC for inclusion in the STIP.

The STIP is composed of two sub-elements, with 75% of the STIP funds reserved for the RTIP and 25% for the Interregional Transportation Improvement Program (ITIP). Each STIP cycle, the Bay Area CTAs adopt and forward their respective county's program of STIP projects to MTC. MTC approves the region's RTIP, which incorporates the county project lists, and submits it to CTC for inclusion in the STIP. Caltrans is responsible for developing the ITIP.

Development of the 2026 STIP

2026 STIP/RTIP FE and Guidelines

The STIP FE, as approved by CTC, serves as the basis for determining the county shares and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding available for programming in the last two years of the new STIP period. According to the 2026 STIP FE and Guidelines adopted at the August 2025 CTC meeting, new programming capacity available for Alameda County in FYs 2029-30 and/or 2030-31 is \$10.256 million, approximately \$3.7 million lower than the Draft FE shared last month.

MTC's 2026 RTIP FE and Policies, anticipated to be released in early September 2025 and adopted in late September 2025, could potentially adjust the available funding.

Alameda County 2026 STIP RFI

On July 24, 2025, the Commission approved the 2026 STIP principles (Attachment B) and schedule. Based on the approved item and draft 2026 STIP FE, Alameda CTC released an RFI on August 1, 2025, for jurisdictions to provide preliminary information for 2026 STIP-eligible projects. By the due date of August 19, 2025, a total of six (6) candidate projects were submitted for consideration, with requests totaling \$23.541 million (Attachment A). In accordance with the STIP principles, staff is assessing the proposed projects' readiness to meet applicable STIP eligibility and potential to leverage external funds, as well as the extent of the remaining funding needs for the existing STIP commitments, to maximize the ability to advance projects.

Next Steps

Due to the CTC's condensed programming schedule for the 2026 STIP, the Alameda County STIP project list will need to be adopted by the Commission and submitted to MTC in October 2025, and MTC will need to submit an approved 2026 RTIP (a regional list of STIP projects) to CTC in December 2025.

For projects recommended for the 2026 STIP, complete applications will be due to Alameda CTC in late October. The supporting documentation required by MTC is expected to include: MTC Complete Streets Checklist, STIP Electronic Project Programming Request (ePPR) form, project performance measures analysis, Final Project Study Report

(PSR) or PSR Equivalent, governing-body approved Resolution of Local Support (in MTC's template), and STIP Certification of Assurances form. MTC's deadline for CTAs to submit a final Commission-adopted 2026 STIP project list and complete application packages with the required supporting documentation is expected to be no later than October 31, 2025. See Attachment C for the complete 2026 STIP schedule.

The final 2026 STIP is scheduled for the CTC adoption in March 2026.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. 2026 STIP – Summary of RFI Responses Received
- B. Principles for the Development of the Alameda County 2026 STIP Project List, approved July 2025
- C. 2026 STIP Development Schedule, revised August 2025

Alameda County 2026 State Transportation Improvement Program (2026 STIP)
Summary of Requests Received

				(\$ in millions)			
Index	Sponsor	Project Title	Phase	Total Project Cost	Existing STIP funds	Requested STIP funds	Requested FY
1	AC Transit	Zero Emission Bus Fleet Procurement	CON	\$ 4.516	\$ -	\$ 4.000	29/30
2	Alameda CTC	I-80/Ashby (SR-13) Interchange Improvements - Phase 1 (Bicycle and Pedestrian Overcrossing)	CON SUPP	\$ 49.877	\$ 0.050	\$ 4.000	27/28
3	Fremont	Decoto Road Multimodal Complete Streets Project, Phase 1	CON	\$ 16.095	\$ -	\$ 4.000	29/30
4	Oakland	42nd Ave and High St I-880 Access Improvements	CON	\$ 23.940	\$ 6.990	\$ 4.000	29/30
5	Pleasanton	I-680/Sunol Boulevard Interchange Improvements	CON	\$ 33.420	\$ 6.000	\$ 4.000	29/30
6	San Leandro	Dutton Avenue Road Rehabilitation	CON	\$ 4.780	\$ -	\$ 3.541	29/30
Total 2026 STIP requests received				\$ 132.628	\$ 13.040	\$ 23.541	

New 2026 STIP funding available for projects	\$ 10.256
Difference (amount oversubscribed)	\$ 13.285

**Principles for the Development of the Alameda County
2026 State Transportation Improvement Program (STIP) Project List**
(approved 7/24/25)

- It is anticipated that any new funding programmed in the 2026 STIP will be made available in Fiscal Years (FYs) 2029-30 and/or 2030-31.
- Previously-approved county and/or regional commitments for STIP programming will be considered during the development of the 2026 STIP project list.
- Sponsors of currently programmed STIP projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan (CTP) and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines, including federal requirements.
- Consideration of the following are proposed for the required project prioritization for the development of the 2026 STIP project list:
 - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
 - Projects that can leverage funds from other federal, Senate Bill 1 (SB1) and Regional programs;
 - Previous commitments for STIP programming approved by Alameda CTC, which may include existing STIP projects with remaining funding needs eligible for additional STIP funding;
 - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by Alameda CTC, achieves or advances the goals and objectives included in the CTP; and
 - The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
 - Readiness for the current/requested project delivery phase;
 - The status of environmental clearance, including federal National Environmental Policy Act (NEPA).
 - The project cost/funding plan by phase, including demonstration of a complete funding plan for the phase for which STIP funding is requested;
 - The potential for phasing of initial segment(s) that are fully funded and provide independent benefit; and
 - Potential impediments and risks to successful project implementation in accordance with the proposed project delivery schedule.

2026 State Transportation Improvement Program (STIP) Development Schedule

(approved July 2025; revised August 2025)

(subject to change per CTC's Final Guidelines and MTC's Regional Guidelines)

Alameda CTC Activity	Date	MTC/ CTC Activity
• Request updates for existing STIP projects	June 2025	• CTC releases Draft 2026 STIP Fund Estimate and Guidelines
• Approve 2026 STIP Principles	July 2025	• CTC holds Fund Estimate and Guidelines Workshop
• Request project nominations / information	August 2025	• CTC adopts Final Fund Estimate and Guidelines
• Develop Draft 2026 STIP program recommendation	September 2025	• MTC releases and approves Draft Regional STIP (RTIP) Policies and Procedures
• Submit Draft 2026 STIP Project List & Complete Streets Checklists to MTC by October 1 • Draft 2026 STIP recommendation to Committees and Commission • Submit Final, Commission-adopted Project List and required supporting documentation, including resolutions of local support, to MTC by October 31	October 2025	
	December 2025	• MTC releases Draft 2026 RTIP • MTC approves and submits 2026 RTIP to CTC
	March 2026	• CTC adopts 2026 STIP



Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2025

TO: Alameda County Transportation Commission

FROM: Colin Dentel-Post, Principal Transportation Planner
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: Congestion Management Program (CMP): Summary of the Alameda County Transportation Commission's (Alameda CTC) Review and Comments on Environmental Documents and General Plan Amendments

Recommendation

This item is to provide the Commission with a 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 (NOP) and Drafts Environmental Impacts Reports (DEIRs) fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program. As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on the potential impact of proposed land development on the regional transportation system.

Between June 16 and August 15, 2025, Alameda CTC has not submitted comments on any Notices of Preparation (NOPs) or Draft Environmental Impact Reports (DEIRs).

Fiscal Impact: There is no fiscal impact. This is an information item only.



Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE:	September 18, 2025
TO:	Alameda County Transportation Commission
FROM	Patricia Reavey, Deputy Executive Director of Finance and Administration
SUBJECT:	Approve an update to the Independent Watchdog Committee Bylaws

Recommendation

Staff recommends approval of an update to the Independent Watchdog Committee (IWC) bylaws to incorporate their recommended edits reflected in Attachment A.

Summary

On March 14, 2024, Alameda CTC's Independent Watchdog Committee (IWC) established a subcommittee tasked with reviewing the IWC bylaws and proposing edits as needed. The edits proposed by the Bylaws Review Subcommittee were reviewed and approved by the full IWC during their July 17, 2025, meeting. Staff and legal counsel reviewed the proposed changes and modified the currently adopted IWC bylaws in the attached redlined draft to incorporate the edits proposed by the IWC (Attachment A).

Per Article 5.1 of Alameda CTC's Administrative Code, the Commission is responsible for adopting and amending the bylaws for the IWC, as deemed necessary. Staff do not foresee any issues with the edits proposed by the IWC, which are administrative in nature. Staff recommends approval by the Commission of the updates to the IWC bylaws as shown in Attachment A.

Background

The IWC, as defined in the 2014 Transportation Expenditure Plan (TEP), is the same committee as the Citizens Watchdog Committee, as defined in the 2000 TEP. The required composition of the IWC is defined in the 2000 and 2014 TEPs. The IWC is a 17-member committee that reports directly to the public and is charged with reviewing all Measure B expenditures and Measure BB expenditures and performance measures. The members are Alameda County residents who are not elected officials at any level of government, nor

individuals in a position to benefit personally in any way from the Measure B or Measure BB sales tax.

Fiscal Impact: There is no fiscal impact related to the approval of this item.

Attachment:

- A. Independent Watchdog Committee Bylaws (redlined)



Independent Watchdog Committee Bylaws

Article 1: Definitions

1.1 2000 Transportation Expenditure Plan. The plan for expending transportation sales tax (Measure B) funds, implementation of which was authorized by presented to the voters through the approval of Measure B in 2000, and implemented in 2002 as subsequently amended.

1.2 2014 Transportation Expenditure Plan. The plan for expending transportation sales tax (Measure BB) funds, implementation of which was authorized by presented to the voters through the approval of Measure BB in 2014, and implemented in 2015 as subsequently amended.

1.3 Agency. ~~A business or government organization established to provide a particular service.~~

1.34 Alameda County Transportation Commission (Alameda CTC). Alameda CTC is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Alameda CTC Commission ("Commission") is comprised of the following representatives:

1.34.1 All five Alameda County Supervisors.

1.34.2 Two City of Oakland representatives.

1.34.3 One representative from each of the other 13 incorporated cities in Alameda County.

1.34.4 A representative from Alameda-Contra Costa Transit District ("AC Transit").

1.34.5 A representative from San Francisco Bay Area Rapid Transit District ("BART").

1.54 Alameda County Transportation Improvement Authority (ACTIA). The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for administration of the sales tax.

1.56 Appointing Party. A person or group designated to appoint committee members as described in Section 3.7 below.

1.67 At-Large Member. One of the 10 Independent Watchdog Committee (IWC) members representing supervisorial districts as described in Section 3.1.1 below.

~~**1.8 Bicycle and Pedestrian Advisory Committee (BPAC).** The Alameda CTC Committee that involves interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling and walking.~~

1.79 Brown Act. California's open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 et seq.

1.810 Expenditures. Costs incurred and ~~paid for funded~~ with ~~funds revenue~~ generated from the Measure B and ~~or~~ Measure BB sales taxes.

1.911 Fiscal Year. July 1 through June 30.

1.102 Independent Watchdog Committee (IWC or "Committee"). The Alameda CTC Committee of individuals created by the Commission as required by Measure BB. This Committee was originally created by the ACTIA Board and called the Citizens Watchdog Committee as required by Measure B, and was continued by the Commission subsequent to the passage of Measure BB as the Independent Watchdog Committee. The Committee has the same composition as the Citizens Watchdog Committee required by Measure B. The Committee reports directly to the public and has the responsibility of reviewing all Measure B expenditures and reviewing and overseeing all Measure BB expenditures and performance measures of the agency, ~~as appropriate~~. IWC members are Alameda County residents who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax.

1.113 Local Newspapers. Periodical publications typically published weekly or daily that serve a city, cities or unincorporated communities within Alameda County, whereby the contents are reasonably accessible to the public. On-line publications of these periodicals are included in this definition.

1.142 Measure B. The measure approved by the voters authorizing the half-cent sales tax for transportation ~~services now~~ projects and programs previously collected and administered by the Alameda CTC and governed by the 2000 Transportation Expenditure Plan. Collections for the sales tax authorized by Measure B began on April 1, 2002 and extends through March 31, 2022.

1.135 Measure BB. The measure approved by the voters authorizing the sales tax for transportation ~~services~~ projects and programs collected and administered by the Alameda CTC and governed by the 2014 Transportation Expenditure Plan. Measure BB ~~augments~~ augmented the half-cent Measure B sales tax by a half cent, beginning with collections from April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by Measure BB ~~will begin began~~ April 1, 2022 and will extend through March 31, 2045.

1.146 Measure B Program. Transportation or transportation-related program specified in the 2000 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

September 2025

1.1~~57~~ Measure BB Program. Transportation or transportation-related program specified in the 2014 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.1~~68~~ Measure B Project. Transportation and transportation-related capital projects specified in the 2000 Transportation Expenditure Plan for funding in the amounts allocated in the 2000 Transportation Expenditure Plan.

1.1~~97~~ Measure BB Project. Transportation and transportation-related capital projects specified in the 2014 Transportation Expenditure Plan for funding in the amounts allocated in the 2014 Transportation Expenditure Plan.

1.2~~180~~ Monitor. To observe, track, or keep a record of Measure projects, programs, and expenditures.

1.1~~920~~ Organizational Meeting. An organizational meeting of the IWC ~~will be~~ held annually, usually in July, to elect officers, ~~and~~ adopt the annual calendar/work plan, and review the Alameda CTC budget related to IWC.

1.2~~02~~ Organizational Member. One of the seven IWC members representing organizations as described in Section 3.1.2 below.

1.2~~13~~ Oversee. To watch over Measure BB expenditures and performance measures.

~~**1.24 Paratransit Advisory and Planning Committee (PAPCO).** The Alameda CTC Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be Alameda County residents and eligible users of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a Paratransit Technical Advisory Committee comprised of Measure B and Measure BB-funded paratransit providers in Alameda County.~~

1.2~~25~~ Performance Measures. Quantifiable methods and metrics, adopted by the Commission, used to assess how well ~~the~~ Alameda CTC is achieving its adopted objectives for Measure BB projects and programs.

1.2~~36~~ Planning Area. Geographic groupings of cities and Alameda County for planning and funding purposes. North County includes: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County includes: Hayward, San Leandro, unincorporated county (near Hayward); South County includes: Fremont, Newark, Union City; East County includes: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

~~**1X.245XX Review.** A viewing of the past, contemplation or consideration of past events, circumstances, or facts.~~

1.2~~57~~ Subcommittee. A subset of the IWC, less than a quorum, usually organized for a certain purpose.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The Committee is appointed pursuant to Measure B and Measure BB: 1) to review all expenditures of the Measure B transportation sales tax; 2) to review and oversee all expenditures and performance measures, ~~as appropriate,~~ of the Measure BB transportation sales tax; 3) to monitor Measure B and Measure BB funded projects and programs; and 4) to report directly to the public.

2.2 Committee Roles and Responsibilities from Expenditure Plan. As defined by the Measure B and Measure BB Transportation Expenditure Plans, the roles and responsibilities of the Committee include:

2.2.1 Hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents about how the sales tax funds are being spent. The hearings will be open to the public and must be held in compliance with the Brown Act, California's open meeting law, with information announcing the hearings well-publicized and posted in advance.

2.2.2 Have full access to Alameda CTC's independent auditor and have the authority to request and review specific information regarding use of the sales tax funds and to comment on the auditor's reports.

2.2.3 Publish an independent annual report, including any concerns the committee has about audits it reviews. The report will be published in local newspapers and will be made available to the public in a variety of forums to ensure access to this information.

2.2.4 Provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.

2.3 Additional Responsibilities. Additional IWC responsibilities are to:

2.3.1 Communicate ~~from time to time to the~~ with Alameda CTC, ~~as needed, in writing via paper or email, regarding~~ suggestions and concerns pertinent to the administration and expenditure of Measure B and Measure BB funds, and relative to the roles and responsibilities of the IWC.

2.3.2 Communicate ~~as necessary~~ to recommend that an appointing party appoint a new member when there is a vacancy or upcoming end of term.

Article 3: Members

3.1 Number of Members. The IWC will consist of 17 members.

3.1.1 Ten members shall be at-large, two each representing the five supervisorial districts in Alameda County, one of the two nominated by a member of the Board of Supervisors and one of the two selected by the Alameda County Mayors' Conference.

3.1.2 Seven of the members shall be nominated by the seven organizations specified in the 2014 Transportation Expenditure Plan: East Bay Economic Development Alliance; Alameda County Labor Council; Alameda County Taxpayers' Association; Alameda County Paratransit Advisory and Planning Committee; Bike East Bay, formerly known as East Bay Bicycle Coalition; League of Women Voters; and Sierra Club.

3.2 Appointment. Nominations, as discussed in Section 3.1 above, are subject to approval by the Commission. The Commission will make appointments in the following manner:

3.2.1 Each member of the Alameda County Board of Supervisors shall ~~select~~ nominate one At-Large Member to represent their supervisorial district.

3.2.2 The Alameda County Mayors' Conference shall ~~select~~ nominate one At-Large Member to represent each of the five supervisorial districts.

3.2.3 Each organization listed in Section 3.1.2 above shall ~~subject to approval by the Commission, select~~ nominate one organizational member.

3.3 Membership Qualification. Each IWC member shall be an Alameda County resident. An IWC member shall not be an elected official at any level of government; or be a public employee of any agency that oversees or benefits from the proceeds of Measure B and Measure BB transportation sales taxes; or have any economic interest in any project or program.

3.4 Membership Term. Appointments for at-large members shall be for two-year terms. There is no maximum number of terms a member may serve. Appointments for Organizational Members continue at the option of the appointing body. Members may serve until the Commission appoints their successor at the discretion of the appointing body.

3.5 Attendance. Members ~~will~~ are expected to regularly attend meetings. Accordingly, more than three consecutive absences ~~is~~ should be considered cause for removal from the Committee.

3.6 Termination. A member's term shall terminate on the occurrence of any of the following:

3.6.1 The member voluntarily resigns by written notice to the chair and ~~or~~ Alameda CTC staff.

3.6.2 The member fails to continue to meet the qualifications for membership, including attendance requirements.

3.6.3 The member becomes incapable of continuing to serve.

3.6.4 The appointing party or the Commission removes the member from the Committee.

3.7 Vacancies. An appointing party shall have the right to appoint (subject to approval by the Commission) a person to fill the vacant member position. Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4: Officers

4.1 Officers. The IWC shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the IWC.

4.1.1 Duties. The chair shall preside at all meetings and will represent the IWC before the Commission to report on IWC activities. The chair may, but is not obligated to, serve as a voting ex-officio member of all subcommittees except a nominating subcommittee (when the IWC discusses the chair position). The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair.

4.2 Office Elections. Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume office at that meeting following the election. In the event of multiple nominations, the vote shall be by ballot. Officers shall be eligible for re-election indefinitely.

Article 5: Meetings

5.1 Open and Public Meetings. All IWC meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all IWC meetings. The time allotted for comments by a member of the public in the general public comment period or on any agenda item shall be up to 3 minutes per speaker at the discretion of the chair. Written comments may be submitted prior to the meeting. The number of IWC meetings, including regular meetings, sub-committee meetings, special meetings and public hearings, will be limited to the number of meetings approved in Alameda CTC's annual overall work program and budget, as approved by the Commission.

5.2 Regular Meetings. The IWC shall have a regular meeting at least once per quarter. ~~Prior to each Organizational Meeting, the outgoing chair shall cause all members to be canvassed as to their available meeting times and shall recommend the day and time that best accommodates the schedules of all members, giving due regard to accommodating the schedule of any continuing member who has missed meetings due to a conflict in the prior year.~~ Annually, at the Organizational Meeting, IWC shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed and additional regular meetings scheduled during the year by action of the IWC.

5.3 Quorum. A majority of the appointed members of the Committee constitutes a quorum ~~for the transaction of business of the Committee, except that less than a quorum may adjourn from time to time.~~ The Committee may discuss, and distribute information on, any item on the Committee's agenda even if a quorum is not present, but may not take any action until or unless a quorum is present.

5.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members requesting the same in writing given to the chair, with copies to the vice chair and the Executive Director, specifying the matters to be considered at the special meeting. The chair or vice chair shall cause notice of a special meeting stating the matters to be considered to be given to all IWC members and posted and published in accordance with the Brown Act.

5.5 Public Hearing. At least annually, prior to approval and publication of IWC's annual report, IWC shall conduct a public hearing on a draft of the IWC annual report. Each public hearing shall be conducted as part of a regular meeting.

5.6 Agenda. All meetings shall have a published agenda. Items for a regular meeting agenda may be submitted by any member to the chair and Alameda CTC staff. The Commission and/or Alameda CTC staff may also submit items for the agenda. Agenda planning meetings are held approximately ~~four~~ three weeks prior to each IWC meeting. Alameda CTC staff will notify all IWC members when this meeting is established and remind members to submit any agenda item requests to the chair at least one day prior to the agenda planning meeting date. At the agenda planning meeting, the chair and Alameda CTC staff will discuss any agenda items submitted to the chair. Every agenda shall include a provision for members of the public to address the Committee. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be distributed mailed to members and any other interested parties who request it. The agenda shall be posted on the Alameda CTC website and in the Alameda CTC office and provided at the meeting, all in accordance with the Brown Act. Presentation materials from staff shall be posted on Alameda CTC's website, and IWC members will be provided with a link to the materials by noon at least one day prior to the meeting.

5.7 Roberts Rules of Order. ~~The rules contained in the latest edition of "Roberts Rules of Order Newly Revised" shall govern the proceedings of the IWC and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process, and to the extent that these actions are consistent with these bylaws.~~ All proceedings shall be governed by Robert's Rules of Order unless otherwise specifically provided in these bylaws or the Alameda CTC Administrative Code with formality determined at the discretion of the Chair.

5.8 Place of Meetings. IWC meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee or the Commission. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated thereunder, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

5.9 Meeting Conduct. IWC members shall conduct themselves during meetings in a manner that encourages respectful behavior and provides a welcoming and safe environment for each member and staff member characterized by an atmosphere of mutual

trust and respect. Members shall work with each other and staff to respectfully, fairly, and courteously deal with conflicts if they arise.

Article 6: Subcommittees

6.1 Establishment. The IWC may establish subcommittees when advisable and as necessary subject to the approved Alameda CTC overall work program and budget as approved by the Commission to conduct an investigation or to draft a report or other document within the authority of the IWC or for other purposes within the IWC's authority.

6.2 Membership. IWC members will be appointed to subcommittees by the IWC or by the chair. No subcommittee shall have fewer than three members, nor will a subcommittee have sufficient members to constitute a quorum of the IWC.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office. Alameda CTC staff will prepare and include full minutes in meeting packets prior to each regular IWC meeting.

7.2 Attendance Roster. A member roster and a record of member meeting attendance shall be ~~kept on file at the~~ maintained by Alameda CTC ~~office staff and included as an~~ agenda item on the Alameda CTC website as part of each meeting packet and posted as a link on the IWC webpage.

7.3 Brown Act. All meetings of the IWC will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. Members of the public may address the IWC on any matter not on the agenda and on each matter listed on the agenda, in compliance with the Brown Act and time limits, up to three minutes per speaker, set at the discretion of the chair.

7.4 Meeting Notices. Meeting notices shall be in writing and shall be issued via U.S. Postal Service, Alameda CTC website, personal delivery, and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

Article 8: General Matters

8.1 Per Diems. Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such direct interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse themselves from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

8.3 Amendments to Bylaws. These bylaws will be reviewed ~~annually, at least every five years or as the Committee may determine is needed,~~ and may be amended, repealed, or altered, in whole or in part, by a vote taken at a duly constituted Committee meeting at which a quorum is present, as a recommendation to the Commission for approval.

8.4 Public Statements. No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in their place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC. This does not include presentations about the Committee to city councils, board of supervisors, and/or the municipal advisory councils which all Committee members have a responsibility to make. Unless authorized by the IWC to report on behalf of the committee, members must specify that they are speaking solely on their own behalf.

8.5 Conflict with Governing Documents. In the event of any conflict between these bylaws and the ~~July~~ 2000 Transportation Expenditure Plan, the ~~January~~ 2014 Transportation Expenditure Plan, California state law, or any action lawfully taken by ACTIA or the Alameda CTC, the Transportation Expenditure Plans, state law or the lawful action of ACTIA or the Alameda CTC shall prevail.

8.6 Staffing. Alameda CTC will provide staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; tracking of attendance; and stipend administration.

8.7 Economic Interest. ~~Each Committee member shall, no later than March 15 of every year or such date as requested by Alameda CTC, prepare and file with Alameda CTC a statement of economic interest in the form required by law, currently Form 700 which can be found on the California Fair Political Practices Commission website, <http://www.fppc.ca.gov/index.php?id=500>.~~ **Compliance Requirement.** IWC Members are required to submit a statement of financial disclosure annually, and membership is restricted to individuals with no economic interest in any of Alameda CTC's projects or programs. Each Committee member shall, no later than July 31 of every year or such date as requested by Alameda CTC, prepare and file with Alameda CTC a Continuing Compliance Certification and Statement of Financial Disclosure form which can be found at the following link: <https://www.alamedactc.org/wp-content/uploads/2024/09/IWC-Continuing-Compliance-Certification-Final.pdf> to ensure continued compliance with membership requirements.



Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: September 18, 2025

TO: Alameda County Transportation Commission

FROM: Colin Dentel-Post, Principal Transportation Planner
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: 2026 Countywide Active Transportation Plan Update

Recommendation

This item provides an update and opportunity for input on the development of the 2026 Countywide Active Transportation Plan (ATP).

Summary

The Countywide ATP complements local active transportation plans by establishing an overarching vision and goals, countywide priorities, and recommendations to improve walking, biking, and rolling. It is being updated in close collaboration with the ongoing Countywide Transportation Plan (CTP) update and will focus on specific action areas to advance active transportation. Both plan updates are guided by the goals of the Policy Blueprint the Commission adopted in October 2024: safety, equity, climate, and economic vitality. Stakeholder input during the Policy Blueprint phase emphasized the importance of improving access, safety, and equity with a focus on the most vulnerable. Based on the Policy Blueprint goals and stakeholder engagement, as well as discussion at the first meeting of the partner agency staff Active Transportation Working Group (ATWG), Attachment A includes draft goals and action areas for initial Commissioner input.

Background

Safe and convenient places for walking and biking are critical for vibrant, sustainable, and livable communities. Alameda CTC develops and updates an ATP to establish countywide active transportation goals and policies, identify pedestrian and bicycle needs of countywide importance, and develop strategies to address those needs. The ATP informs Alameda CTC's active transportation priorities while also aiding local agencies' planning and project implementation by providing technical resources and knowledge-sharing opportunities.

Alameda County's planning and support for active transportation is consistent with plans at the state, regional, and local levels. At the state level, the 2025 Climate Action Plan for Transportation Infrastructure (CAPTI) 2.0 includes a guiding principle of investing in

networks of safe and accessible bicycle and pedestrian infrastructure, particularly along state highways, while Caltrans District 4, covering the Bay Area, has developed more specific pedestrian and bicycle plans for its right-of-way within the region. At the regional level, in 2023 the Metropolitan Transportation Commission (MTC) adopted a Regional ATP, which included an updated Complete Streets Policy, identification of a Regional Active Transportation Network, and an implementation plan. Alameda CTC coordinates with MTC and Caltrans to ensure that regional priorities and recommendations are aligned with priorities in the Countywide ATP.

Alameda CTC adopted its current ATP in 2019. It established an active transportation vision and identified priority criteria for capital investments, priority programs and policies, and performance measures to track progress. Based on its recommendations, Alameda CTC has substantially advanced bicycle and multimodal safety initiatives since 2019:

- Alameda CTC adopted the [Countywide Bicycle Network](#) (CBN) which establishes a vision for more than 400 miles of safe, connected, and comfortable bike facilities across the county and facilitates tracking progress toward network completion. This ATP will include a CBN progress update.
- The Commission adopted an All Ages and Abilities (AAA) policy and design expectations for the CBN.
- The new policy and design expectations were shared with jurisdictions through a two-year Bikeways Academy that provided training to support the development of AAA bikeways in Alameda County.
- Alameda CTC produced a comprehensive Design Guide and additional resources, including two white papers and documentation from the Bikeways Academy trainings, all of which are available on the agency's [Active Transportation webpage](#).
- The CTP Policy Blueprint adopted an updated active transportation [High-Injury Network \(HIN\) and a new Proactive Safety Network \(PSN\)](#), which is being refined through this plan, for elevating safety in transportation planning.
- Provided the Commission with annual Performance Reports tracking metrics including bicycle and pedestrian counts, commute patterns, and collisions, as well as annual evaluations of Alameda CTC programs including for Safe Routes to School.

Through the engagement and development of the CTP Policy Blueprint last year, staff heard a strong desire to elevate pedestrian safety and access considerations in transportation planning and project development. In response to this feedback and recent agency advancements for bicycle planning, this ATP will be mainly focused on development of a new pedestrian element while incorporating the Countywide Bicycle Network and associated design policy. The pedestrian element will cover all aspects of the pedestrian realm, including street cross-section, sidewalks, crossings, transit stops, and street amenities like urban greening and lighting. In addition, the update will account for changes in active transportation since 2019, including travel pattern shifts through the pandemic and subsequent recovery as well as updates to best practices and design guidance.

Countywide ATP Elements

The 2026 ATP update will identify, develop, and refine key transportation policies and recommendations of countywide significance that advance the CTP's Policy Blueprint. Key elements of the 2026 ATP include the following:

- Policy Framework: The Plan will identify key policy action areas related to walking, biking and rolling in Alameda County within each of the CTP's four goals. It will also consider current active transportation plans and practices at the regional and local levels. The initial draft list of action areas is included in Attachment A for Commissioner input. The action areas will be further refined and developed based on input from Commissioners, partner agency staff and community engagement.
- Pedestrian Needs Assessment: The Plan will identify pedestrian needs in the county with a focus on implementing the Safe System Approach, addressing the PSN, improving access to priority pedestrian destinations such as Transit Oriented Communities and schools, and addressing barriers. As part of this needs assessment, the Plan will gather information on jurisdictions' sidewalk maintenance practices and the status of the county's Three Major Trails. The assessment will also include a general categorization of street typologies to inform pedestrian design principles appropriate for different street contexts.
- Recommendations and Implementation Tools: Based on the needs assessment and stakeholder engagement, the Plan will develop recommendations, including strategies and near-term actions to implement them. These will include pedestrian design principles, particularly within areas of countywide pedestrian significance such as transit priority areas, school vicinities, activity centers, and other priority land uses. The design principles will provide best practice guidance to develop projects aligned with countywide needs and priorities.

The bicycle component will primarily incorporate the existing CBN and AAA Policy into the ATP to create a cohesive plan with both pedestrian and bicycle recommendations. The plan will also update and expand the existing Bicycle Master Plan Guidelines for local jurisdictions, replacing them with new Active Transportation Master Plan Guidelines to guide local jurisdictions in their planning for pedestrian and bicycle infrastructure in line with current policies and best practices.

- Safe System Academy: Similar to the Bikeways Academy training sessions and materials that focused on design and implementation of safe bicycle infrastructure over the last two years, the Safe System Academy will create a suite of resources to help member agencies solve complex pedestrian and multimodal facility design and implementation challenges. Local agency

representatives have expressed strong interest in several potential topics for the Academy, including sidewalk maintenance best practices, fire department coordination, and design approaches for shared spaces among bicycles, pedestrians, and people with disabilities.

Equity and Public Engagement

Interagency engagement for the ATP is occurring primarily through an Active Transportation Working Group (ATWG) comprised of bicycle and pedestrian planning staff from local agencies. The ATWG, which has previously helped guide development of the Countywide Bikeways Network, meets approximately quarterly and had its first meeting in July. In addition to the ATWG, Alameda CTC will engage with land use planning and economic development representatives to consider how active transportation strategies and design can best support development priorities and a vibrant economy as well as engage with the CTP's working group of community-based organizations.

Development of the ATP includes three rounds of public engagement beginning with the outreach conducted in partnership with the CTP this summer. A second round of engagement focused on sharing recommended active transportation strategies and priorities is planned for early 2026. A final round of engagement to share the draft ATP is anticipated in summer 2026.

Schedule and Next Steps

The 2026 ATP is expected to conclude in summer 2026. Alameda CTC staff will continue to provide the PPLC with regular updates on the ATP including information on key milestones and public engagement opportunities.

Fiscal Impact: No fiscal impact is associated with this update.

Attachment:

- A. Draft Goals and Initial Action Areas for the Active Transportation Plan

Attachment A. Draft Goals and Initial Action Areas for the Active Transportation Plan (ATP)

Draft ATP Goals

The 2026 Countywide ATP is guided by four goals, which are consistent with the adopted CTP Policy Blueprint but specific to active transportation:

- **Safety:** Apply the Safe System approach to eliminate fatalities and severe injuries by deterring unsafe speeds and emphasizing investments at the highest-need locations for people walking, biking and rolling.
- **Equity:** Prioritize facility improvements in underserved communities to enhance equitable and universal access to safe, comfortable active transportation, reducing transportation cost and time burdens for low-income residents and enhancing community health.
- **Climate:** Promote positive environmental and public health outcomes by investing in connected active transportation networks that reduce car dependence, support sustainable land use, and make biking and walking more convenient and enjoyable for all trip types.
- **Economic Vitality:** Support a vibrant economy by improving walking, biking and rolling access to commercial districts, employment centers, and regional transportation networks, and by promoting design that integrates active transportation and urban design principles to create lively, connected places.

Draft ATP Action Areas by Goal

Safety

- Design roadways for safe target speeds for walking, biking, and rolling
- Maintain pedestrian and bicycle infrastructure, especially sidewalks
- Separate users consistent with Safe System Approach
- Create comfortable walking and bikeable places
- Utilize the HIN and PSN to direct safety investments

Equity

- Include universal design for people of different abilities
- Increase active transportation connections for low-income and underserved communities to employment, commercial areas, transit, health centers, and recreation
- Design for safer speeds on streets in underserved communities
- Foster community partnerships to understand needs, expand access, and enhance community health

Climate

- Connect active transportation networks with places and transit
- Increase access to micromobility options (e-bike/e-scooter) for longer trips
- Integrate networks with climate adaptation strategies

Economic Vitality

- Plan for vibrant, walkable and bikeable downtowns and commercial districts
- Create comfortable and high-quality public places
- Integrate active transportation infrastructure and end-of-trip facilities with development

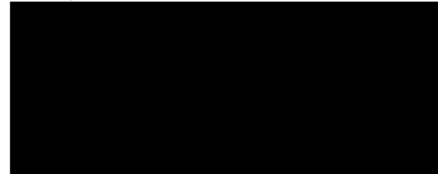
**Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Nate Miley, Alameda County, District 4**

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or have already expired, or to appoint new members.

Bicycle and Pedestrian Advisory Committee (BPAC)

☒ **Reappoint**
(action required)

Matt Turner



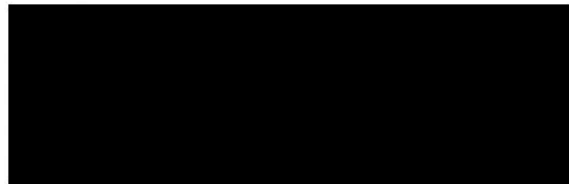
Term Began: September 2023

Term Expires: September 2025

Paratransit Advisory and Planning Committee (PAPCO)

☒ **Reappoint**
(action required)

Sandra J. Johnson



Term Began: September 2023

Term Expires: September 2025

7/29/25
Date

Supervisor Nate Miley, Alameda County, District 4

To re-appoint a member, please date and sign the form and return it to Alameda CTC Clerks (clerk@alamedactc.org).

Immediate Past President
JOHN MARCHAND
Mayor of Livermore

President
MARK SALINAS
Mayor of Hayward

Vice President
UAN GONZÁLEZ
Mayor of San Leandro

Alameda County Mayors' Conference

Alameda
Marilyn Ezzy Ashcraft

September 11, 2025

Albany
Robin López

Angie Ayers
Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Berkeley
Adena Ishii

Dublin
Sherry Hu

Dear Ms. Ayers,

Emeryville
David Moura

At its September 10, 2025, meeting, the Alameda County Mayors' Conference appointed Kevin Seavers, [REDACTED] as the District 4 representative to the Alameda County Transportation Commission Bicycle and Pedestrian Advisory Committee for a two-year term ending in September 2027. Please advise if this term is incorrect so that I can update my records accordingly.

Fremont
Raj Salwan

Please contact Kevin directly for additional information regarding processing his reappointment. A copy of his application is attached for your information.

Hayward
Mark Salinas

Livermore
John Marchand

Please contact me if you have any questions regarding this matter.

Newark
Michael Hannon

Oakland - Interim
Kevin Jenkins

Sincerely,

Piedmont
Betsy Andersen

Steven Bocian

Pleasanton
Jack Balch

Steven Bocian
Executive Director, Alameda County Mayors' Conference
sbocian@acmayorsconference.org
[Alameda County Mayors' Conference](#)

San Leandro
Juan González

c. Kevin Seavers
Aleida Aadrino-Chavez

Union City
Gary Singh

Executive Director
Steven Bocian

ALAMEDA COUNTY MAYORS' CONFERENCE

Application for Consideration of Appointment to a Regional Board

Position Applying For: Alameda CTC Bicycle and Pedestrian Committee (BPAC) District 4

Applicant's Name: Kevin Seavers

Applicant's Address: [REDACTED]

Applicant's Zip Code: 94605

Applicant's Phone: [REDACTED]

Applicant's Email: [REDACTED]

Are you able to attend daytime and/or evening meetings?

Yes

Please describe your participation with civic or community organizations and activities:

I have only lived in Oakland for the past 2 years, but I participated in community clean up events with the Oakland 68s. When my family and I first moved here, we: my son Hendrix, my wife Nancy, and I helped clean up on Earth with the Oakland 68s and Oaklandish. That's when I started to get involved. Since that day we have participated in a variety of Oakland clean up events. In fact, I am organizing a clean up with the Oakland 68s and the Oakland Roots in East Oakland. I think this town is beautiful and needs a little touch up here and there, so that's why I try to focus my efforts on things that I am passionate about like clean up services, biking, walking, and public transportation, and anything else that I have time to participate in. Last week I volunteered at the Alameda County Community Food Bank along with the Oakland 68s, where we bagged food items such as potatoes, yams, and other food items for the community at-large.

Please explain your interest in becoming a member of this Regional Board:

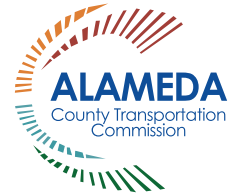
One of my interests in becoming a regional board member is that I am a cyclist and I live in East Oakland. Personally, I feel that the biking infrastructure in various parts of Oakland and Alameda County are subpar, and therefore, dangerous for non-motorist. Everyone throughout Alameda County should be able to travel safely whether by walking, biking, using public transportation, or driving. To give two examples of the lack of safety in East Oakland, I'd like to mention two areas of concern. In my opinion, MLK Shoreline Park is the bell of the ball in East Oakland. However, accessing it today requires a vehicle. Taking a bike across 66th Street is dangerous and would require a brave cyclist or pedestrian with quick feet and strategic timing to get across the thoroughfare. In other words, it's not accessible for all members of the community, which isn't just. The second example is arriving at the Coliseum BART station. The Coliseum is very important for the community because not only can you access multiple BART stations throughout Alameda County, but you can also access the airport. But accessing it by bike is again, dangerous.

Date Submitted: 07/17/2025

Email Completed Form to: Steven Bocian, Executive Director at sbocian@acmayorsconference.org

File must be saved with new file name before emailing

Application for the Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC)



Alameda CTC invites Alameda County residents to serve on its **Bicycle and Pedestrian Advisory Committee**, which meets quarterly on the second Thursday of the month from 5:30 to 7:30 p.m. Each member is appointed for a two-year term.

Name: Kevin Seavers

Home Address: [REDACTED]

Mailing Address (if different): _____

Phone: (home) [REDACTED] (work) _____ (fax) _____

Email: [REDACTED]

Please respond to the following sections on a separate attachment:

- I. Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on BPAC and why you are qualified for this appointment.
- III. Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. Specific Bicycle and/or Pedestrian Experience:** List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues.

To avoid a conflict of interest:

Members may not be public agency employees responsible for bicycle and pedestrian projects and/or programs, and work for an agency that is eligible and likely to submit an application for the Countywide Discretionary Fund.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature [Signature] Date July 5, 2025

Return the application to your appointing party for signature (see www.alamedactc.org/app_pages/view/8), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party:

Signature: _____

Date: _____

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

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires
1	Ms.	Marleau, Chair	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14	May-23	May-25
2	Mr.	Turner, Vice Chair	Matt	Castro Valley	Alameda County Board of Supervisors, District 4	Apr-14	Sep-23	Sep-25
3	Mr.	Gould	Ben	Oakland	Transit Agency (Alameda CTC)	Dec-21	Feb-24	Feb-26
4	Mr.	Greenberg	Sam	Berkeley	Alameda County Board of Supervisors, District 5	Jun-25		Jun-27
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Mar-24	Mar-26
6	Mr.	Pilch	Nick	Albany	Alameda County Mayors' Conference, D-5	Jan-21	Feb-25	Feb-27
7	Mr.	Purdy	Jason	Alameda	Alameda County Board of Supervisors, District 3	Jun-25		Jun-27
8	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Feb-25	Feb-27
9	Ms.	Toy	Kendra	Fremont	Alameda County Board of Supervisors, District 1	Jul-24		Jul-26
10		Vacancy			Alameda County Board of Supervisors, District 2			
11		Vacancy			Alameda County Mayors' Conference, D-4			



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, April 24, 2025, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted and all members were present with the exception of Kendra Toy.

3. Public Comment

There was one verbal public comment regarding the Bicycle and Pedestrian Advisory Committee Bylaws.

4. Consent Calendar

4.1. Approve the October 17, 2024 Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

Howard Matis made a motion to approve the Consent Calendar. Nick Pilch seconded the motion. The motion passed with the following vote:

Yes: Gould, Hill, Johansen, Marleau, Matis, Pilch, Schweng, Turner

No: None

Abstain: None

Absent: Toy

5. Regular Matters

5.1. 2026 Countywide Transportation Plan and Active Transportation Plan Update

Alameda CTC staff presented an update on the Countywide Transportation Plan and the Active Transportation Plan. Howard Matis asked that the BPAC be notified of any public outreach event in the County.

This item received one verbal public comment.

This was an information and input item.

6. Organizational Meeting

6.1. Approve the Election of the BPAC Chair and Vice Chair for Fiscal Year (FY) 2025-26

Nick Pilch nominated Kristi Marleau as the BPAC Chair and Matt Turner as the BPAC Vice Chair. The nominations were approved by acclimation.

5.2. Approve the FY 2025-26 BPAC Calendar

Jeremy Johansen made a motion to approve the Calendar. Ben Gould seconded the motion. The motion passed with the following vote:

*Yes: Gould, Hill, Johansen, Marleau, Matis, Pilch, Schweng, Turner
No: None
Abstain: None
Absent: Toy*

7. Committee Member Reports

7.1. BPAC Roster

The BPAC roster was provided in the agenda packet for information purposes.

7.2. BPAC Member Reports

Ben Schweng discussed the Fruitvale corridor project and the removal of the railroad crossings.

Matt Turner noted that he would like to add the BPAC bylaws as a future meeting topic.

8. Staff Reports

Aleida Andrino-Chavez reported that the 2026 Countywide Transportation is in progress, and informed the BPAC that they would receive updates about key milestones.

9. Adjournment

The next meeting was scheduled for Thursday, July 31, 2025, at 5:30 p.m. at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607.

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

7.2

	Title	Last	First	City	Appointed By	Term Began	Re- Apptmt.	Term Expires
1	Mr.	Park, Chair	Damian	Berkeley	Alameda County Mayor's Conference, D-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, D-4	Jun-21	May-23	May-25
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.	Tabjulu	Vamsi	San Leandro	Alameda County Mayor's Conference, D-3	Jan-24		Jan-26

**Alameda County Transportation Commission
Independent Watchdog Committee**

12		Vacancy			Alameda County Board of Supervisors District 1			
13		Vacancy			Alameda County Board of Supervisors District 2			
14		Vacancy			Alameda County Board of Supervisors District 4			
15		Vacancy			Alameda County Mayor's Conference, D-1			
16		Vacancy			Alameda County Mayor's Conference, D-2			
17		Vacancy			East Bay Economic Development Alliance			



Independent Watchdog Committee Meeting Minutes Thursday, March 13, 2025, 2:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

Independent Watchdog Committee (IWC) Chair Damian Park called the meeting to order.

2. Roll Call

A roll call was conducted, and all members were present, with the exception of Vamsi Tabjulu and Esther Waltz.

Subsequent to Roll Call:

Vamsi Tabjulu arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the January 16, 2025 IWC Meeting Minutes

Pat Piras moved to approve the Consent Calendar. Brendan Adams seconded the motion. The motion passed with the following vote:

Yes: Adams, Brown, Buckley, Exner, Henn, Park, Piras, Rubin

No: None

Abstain: None

Absent: Tabjulu, Waltz

5. Annual Compliance Review

5.1. Orientation/Workshop on Measure B and Measure BB Direct Local Distribution Audit and Compliance Reports

Christine Shin provided IWC members with an orientation on the Fiscal Year 2023-24 Measure B and Measure BB Direct Local Distribution (DLD) Audit and Compliance Reports review process. He requested that members submit comments to Alameda CTC via email by March 28, 2025.

This item was for information only.

5.2. Measure B and Measure BB FY2023-24 Direct Local Distribution Audit and Program Compliance Reports Link to Reports

Christine Shin noted that this item is in association with item 5.1 and informed the IWC that the DLD recipient's compliance reports and audited financial statements are available on the Alameda CTC website for IWC members to review and

comment on. The members selected and reviewed the audited financial statements and compliance reports for specific DLD recipients based on their areas of interest.

This item was for information only.

6. Regular Matters

6.1. City of Berkeley Direct Local Distribution Program Expenditures Related to Concrete Bus Pads

John Nguyen introduced Catherine Clark from the City of Berkeley to provide an update on the City of Berkeley's Bus Pad Program to address a request for more information on the program development from the Independent Watchdog Committee. The program includes installing concrete bus pads improvements at various citywide locations funded through the City's Measure B/BB Direct Local Distribution program.

This item is for information only.

6.2. Establish IWC Annual Report Subcommittee to create and finalize IWC Annual Report

Chair Park recommended that he, Vice Chair Piras, and Members Brendan Adams, Curtis Buckley, and Thomas Rubin serve on the IWC Annual Report Subcommittee. Yoana Navarro stated that the staff would propose dates and times for the first subcommittee meeting to the volunteers.

Curtis Buckley moved to approve the recommended subcommittee membership. Tom Rubin seconded the motion. The motion passed with the following roll call vote:

Yes: Adams, Brown, Buckley, Exner, Henn, Park, Piras, Rubin, Tabjulu
No: None
Abstain: None
Absent: Waltz

6.3. Annual Report Picture Format Discussion and/or Take Picture for Annual Report

IWC members discussed the picture format for the IWC Annual Report and opted to use a new photo for the report.

6.4. Bylaws Review Update

Chair Park facilitated a discussion of the IWC Committee Bylaws and asked if there were any comments on the submitted Bylaws. Yoanna Navarro informed the committee that the Bylaws will go to staff for review and will be discussed with the Bylaws Subcommittee.

Pat Piras moved to approve the recommended subcommittee membership. Tom Rubin seconded the motion. The motion passed with the following roll call vote:

Yes: Adams, Brown, Buckley, Exner, Henn, Park, Piras, Rubin, Tabjulu
No: None
Abstain: None
Absent: Waltz

6.5. Projects and Programs Watchlist (Sign up to monitor projects and programs)

Pat Piras informed the committee that signing up on the watchlist allows IWC members to monitor projects and programs of interest to them, with an annual letter sent to project sponsors requesting that they notify the IWC members who have signed up to monitor specific projects or programs whenever there is a public meeting regarding the project or program. Chair Park requested that staff email the projects and programs watchlist to the members and have them return their selections to Angie Ayers.

7. Committee Member Reports

7.1. IWC Member Reports

IWC Chair Damian Park stated that he had no additional items to report.

7.2. IWC Issues Identification Process and Form

Pat Piras informed the committee that the Issues Identification Process and Form is a standing item on the IWC agenda, which keeps members informed of the process required to submit issues or concerns that they wish to have considered by the committee.

8. Staff Reports

8.1. Staff Responses to IWC Member Requests for Information

There were no staff reports.

8.2. IWC FY 2024-25 Calendar/Work Plan

The Calendar/Work Plan was included in the agenda packet for informational purposes.

8.3. IWC Roster and Attendance Summary

The IWC Roster Attendance Summary was provided in the agenda packet for informational purposes.

9. Adjournment

The next meeting is scheduled for July 17, 2025, at 2:00 p.m. and will be held in person at 1111 Broadway, Suite 800, Oakland, CA 94607.



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 18, 2025

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Senior Director of Programming and Projects
Jhay Delos Reyes, Director of Project Delivery and Construction
Matt Bomberg, Principal Transportation Engineer

SUBJECT: East Bay Greenway Multimodal North Segment Project (PN 1587.001) –
Approve actions to facilitate project delivery

Recommendation

It is recommended that the Commission receive a project update and approve the following actions to facilitate the delivery of the East Bay Greenway Multimodal North Segment Project:

1. Approve a conceptual funding plan for the East Bay Greenway Multimodal North Segment Project
2. Approve a transfer of \$15.9 M in federal One Bay Area Grant funds from the San Pablo Avenue Bus and Bike Lanes Project (1475.001) to the East Bay Greenway Multimodal North Segment Project
3. Authorize Executive Director or designee to execute all necessary agreements for the delivery of the Construction phase related tasks of the East Bay Greenway Multimodal North Segment Project

Summary

The East Bay Greenway Multimodal North Segment Project (Project) is a regionally significant active transportation project that extends approximately 10.6 miles through the cities of Oakland and San Leandro along the BART corridor. Since initiating the development of this project in 2022, Alameda CTC has completed a number of key project delivery milestones including securing local support actions for project concept designs, completing state environmental clearance, advancing the project to a 95% design level, and substantially completing federal environmental clearance.

The current estimated total cost for the Project is \$196.7 million. Alameda CTC has secured more than \$120 million in state, federal, and regional competitive grants towards

the construction of the project and continues to explore additional funding opportunities and strategies to complete the project's funding plan.

Staff recommends the Commission's approval of a conceptual funding plan for the Project to provide a framework for addressing remaining construction funding needs. In addition, staff recommends a fund transfer of \$15.9 million in One Bay Area Grant (OBAG) Cycle 3 funds from the San Pablo Avenue Bus and Bike Lanes Project to the Project, which is aligned with OBAG program goals and requirements, and funding deadlines. The San Pablo Avenue Bus and Bike Lanes Project, when construction ready, is proposed to be delivered with alternative funding sources.

Background

East Bay Greenway Multimodal North Segment Project Overview and Status

The East Bay Greenway Multimodal North Segment Project is a regionally significant active transportation project that extends approximately 10.6 miles through the cities of Oakland and San Leandro along the BART corridor, connecting five different BART station areas between Lake Merritt and Bayfair. Nearly the entire project alignment traverses regionally designated equity priority communities and priority development areas and the project also includes substantial portions along the Alameda CTC High Injury Network. The project goals include bicycle and pedestrian network connectivity, improved access to regional transit, schools, downtown areas, and other destinations, creating accessible and comfortable biking and walking facilities, improved safety, and promoting multimodal travel. Project improvements include new shared use paths and separated bikeways, new signals and crossing beacons, curb ramp upgrades, bulbouts, median refuges, protective railings and fencing, lighting upgrades, transit stop improvements, and urban greening features. The Project fulfills a long-standing vision for a regional trail type facility along the BART corridor in Northern and Central Alameda County that is reflected in numerous local and regional planning documents.

The Project includes distinct streets and project sections that extend through various right-of-way owners, including City of Oakland, City of San Leandro, Caltrans, and BART right-of-way. Because of the distinct segments, and to adhere to local design standards and specifications and facilitate more competitive construction bidding, the Project is being designed and will be advertised and constructed as four separate construction packages. Alameda CTC will administer construction for three of the four packages while Caltrans will administer construction for the portion within the state right-of-way. The construction packages include:

- Oakland North (Lake Merritt BART to Fruitvale BART)
- Oakland South (54th Avenue to San Leandro City Limit/W Broadmoor Avenue)
- San Leandro (Oakland City Limit/W Broadmoor Avenue to E 14th Street)
- Caltrans/State Route 185 (San Leandro Boulevard to Bayfair Drive)

Alameda CTC initiated work on the Project after the Commission provide new direction at the end of 2021. Since then, staff have substantially completed a number of key project delivery milestones, including:

- Developing conceptual designs in partnership with local staff
- Completing robust community engagement to review conceptual designs and refine design details based on community input. This engagement included focus groups co-hosted with community-based organizations, door-to-door outreach to property owners and businesses fronting the project, pop-up events at major destinations along the corridor, mailers, digital outreach, and presentations to advisory committees.
- Securing local resolutions in support of the concept design from City of San Leandro and Oakland
- Certifying a California Environmental Quality Act (CEQA) Common Sense Exemption
- Obtaining more than \$120 million in competitive external funds
- Advancing three of the four design packages to a 95% Plans, Specifications, and Estimates (PS&E) level of design; the fourth will achieve a 95% design level by November 2025
- All environmental technical studies are complete, and National Environmental Policy Act (NEPA) clearance is anticipated by September 2025

East Bay Greenway Multimodal North Segment Project Conceptual Funding Plan

The Project's current estimated total cost from inception to construction completion is \$196.7 million. The Project has leveraged significant external funding including major federal, state, and regional grants. These include funding from:

- State Senate Bill 1 (SB1) Solutions for Congested Corridors Program (SCCP)
- State Active Transportation Program (ATP)
- Federal Reconnecting Communities and Neighborhoods (RCN)
- Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trails

Currently, the need to complete the funding plan is approximately \$65.5 million, as listed in the table below.

East Bay Greenway Multimodal North Segment Project Costs and Conceptual Funding Plan by Phase							
Phase	Costs	Funding (\$ x 1,000)					
		MBB	State SCCP	State ATP	Federal RCN	Regional RM3	TBD Future Funds
PA/ED	\$1,158	\$1,158	-	-	-	-	-
PS&E	\$16,164	\$16,164	-	-	-	-	-
CON	\$179,332	-	\$39,375	\$19,500	\$30,000	\$25,000	\$65,457
Total	\$196,654	\$17,322	\$39,375	\$19,500	\$30,000	\$25,000	\$65,457

In addition to the grants already received and programmed to the Project, Alameda CTC staff continues to monitor and apply for external grant funding opportunities that align with the eligibility and construction timeline to address the remaining funding need and to establish a committed funding plan. Alameda CTC staff currently has one pending grant application for the Affordable Housing and Sustainable Communities (AHSC) Cycle 9 for \$9 million in transportation funds submitted in partnership with an affordable housing developer in May 2025. The results for this grant application are anticipated to be announced in December 2025.

Based on the outcome of these grant funding applications and prior to the implementation of the construction phase, Alameda CTC staff will return to the Commission for any additional programming recommendations required to meet project delivery milestones and funding delivery deadlines.

One Bay Area Grant (OBAG) Cycle 3 Fund Transfer Request

The One Bay Area Grant (OBAG) program is the Metropolitan Transportation Commission's (MTC) policy and programming framework for investing regional shares of certain federal discretionary funding sources such as Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) throughout the region. MTC administers the OBAG program, in coordination with the 9-county Bay Area County Transportation Agencies.

Currently, \$15.9 million in federal OBAG Cycle 3 funds are programmed to the San Pablo Avenue Bus and Bike Lanes Project (PN 1475.001) and MTC's regional deadline for project sponsors to obligate OBAG Cycle 3 funding is by federal fiscal year 2026-27. If this obligation timeline is not met, MTC could choose to de-program the funds and reprogram to any other OBAG eligible project within the 9-County Bay Area Region. As described in a companion staff report (item 6.5) the scope of the San Pablo Avenue Bus and Bike Lanes has expanded as a result of significant stakeholder and community feedback during the project's scoping phase and has resulted in revised delivery timelines. Thus, the San Pablo Avenue Bus and Bike Lanes Project will not be able to meet MTC's timely use of funds requirements.

Alameda CTC and MTC staff have been working on solutions to preserve this funding within Alameda County. Based on our continued collaboration, MTC staff have indicated that the OBAG funds programmed to the San Pablo Avenue Bus and Bike Lanes project could be included on the East Bay Greenway Multimodal North Segment Project through a fund transfer, provided that both projects are implemented. The East Bay Greenway Multimodal North Segment Project is currently federalized and meets OBAG program goals such as improving multimodal access to PDAs and benefitting EPCs and can comply with MTC's OBAG Cycle 3 schedule requirements. As a part of this proposed fund transfer, Alameda CTC would need to continue to advance the San Pablo Avenue Bus Lanes and Bike Lanes project, including identifying other funding sources for the project in the future.

Staff recommends the Commission approve the above requested actions to facilitate the delivery of the East Bay Greenway Multimodal North Segment Project.

Fiscal Impact: There is no fiscal impact associated with this staff report.

Attachments:

- A. Project Map
- B. Project Fact Sheet

East Bay Greenway Multimodal Project – North Segment

Lake Merritt to Bayfair – Construction Packages





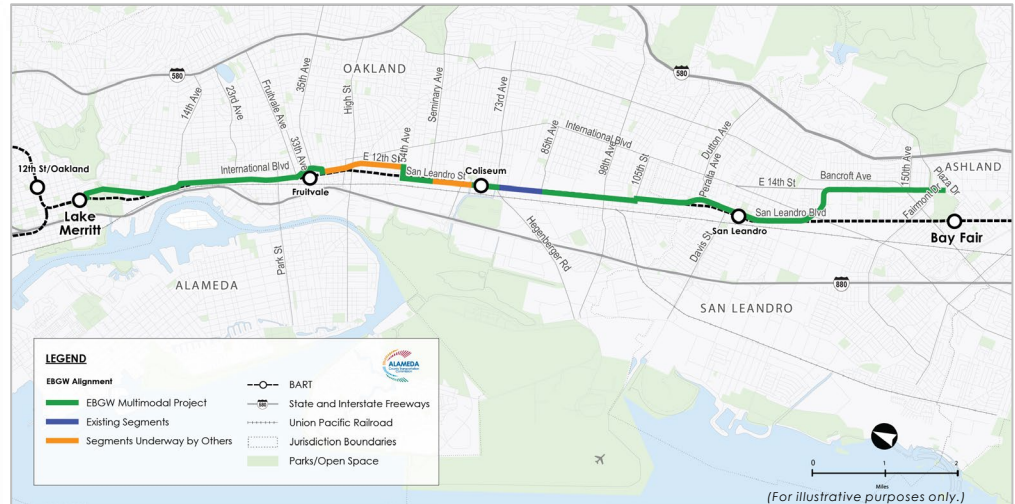
8.1B East Bay Greenway Multimodal (Phase 1) – Lake Merritt to Bayfair

SPRING 2025

PROJECT OVERVIEW

The Alameda County Transportation Commission (Alameda CTC) is the implementing agency for the East Bay Greenway multimodal project that will construct a regional active transportation facility along the BART corridor from Lake Merritt BART to the Bayfair area in San Leandro. The project will follow major arterials to connect five BART stations in Oakland and San Leandro. Project improvements will include Class I pathways, Class IV separated bikeways, pedestrian crossing enhancements, bus stop upgrades, raised medians, protected intersections, new and upgraded traffic signals, safety lighting, curb ramp upgrades, and opportunities for stormwater treatment features, street trees, and amenities.

The project forms a segment of the East Bay Greenway Multimodal (Phase 1) which focuses on implementing near term safety and multimodal access improvements in the project corridor in a three to five-year horizon.

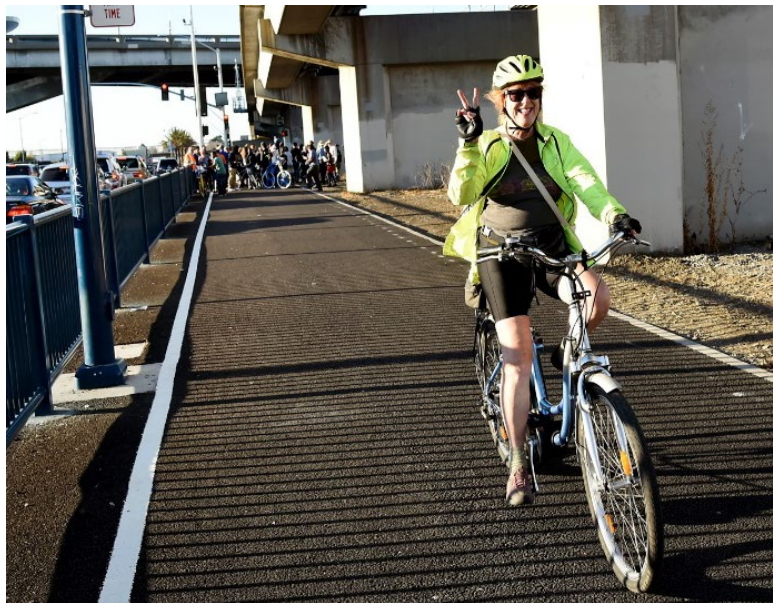


PROJECT NEED

- The existing county bikeway network does not provide a continuous and comfortable route connecting along the BART corridor.
- Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic and have established histories of collisions involving bicyclists and pedestrians.
- The East Bay Greenway jurisdictions have adopted land use plans, calling for thousands of additional residents and jobs in the East Bay Greenway corridor. Improved last-mile transit access to regional transit and destinations is essential to accommodating planned growth along the East Bay Greenway corridor.

PROJECT BENEFITS

- **Improves safety** for everyone
- **Improves access** to regional transit, schools, affordable housing, commercial districts, employment centers, and other destinations
- **Improves bicycle and pedestrian network connectivity** in densely populated neighborhoods home to many families along the BART line
- **Creates a facility that is accessible and comfortable** to families with children, and bicyclists and pedestrians of all ages and abilities
- **Improves transit service reliability** in the corridor
- **Makes area travel more efficient** by promoting various transportation methods to support existing communities and future development.



Initial East Bay Greenway segment from Coliseum BART to 85th Avenue (funded by Measure WW, TIGER and BAAQMD).



Rendering of East Bay Greenway.

STATUS

Implementing Agency: Alameda CTC

Current Phase: Final Design

PROJECT DOCUMENTS

For more information on the project, please visit:
www.alamedactc.org/eastbaygreenway.

PARTNERS AND STAKEHOLDERS

Cities of Oakland, San Leandro, AC Transit, Bay Area Rapid Transit and the California Department of Transportation

Note: Information on this fact sheet is subject to periodic updates.

COST ESTIMATE BY PHASE (\$ x 1,000)

PE/Environmental	\$1,158
Final Design	\$16,164
Construction	\$179,333
Total Phase 1 Expenditures	\$196,655

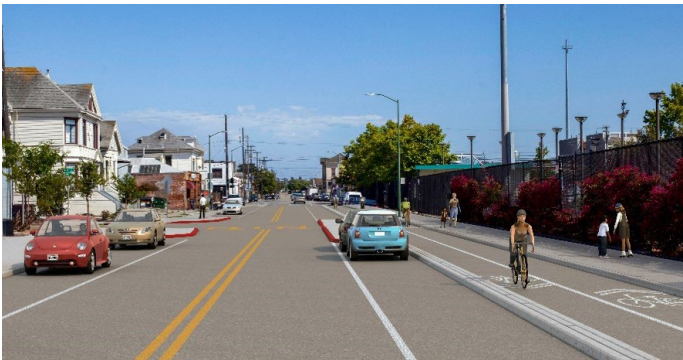
FUNDING SOURCES (\$ x 1,000)

Local	\$17,322
State (ATP) ¹	\$19,500
State (SCCP) ²	\$39,375
Regional (RM3) ³	\$25,000
Federal (RCN) ⁴	\$30,000
Other/TBD	\$65,458
Total Phase 1 Revenues	\$196,655

¹Active Transportation Program.
²Solutions for Congested Corridor Program.
³Regional Measure 3
⁴Reconnecting Communities and Neighborhoods.

SCHEDULE BY PHASE

	Begin	End
PE/Environmental	Spring 2022	Summer 2023
Final Design (PS&E)	Summer 2023	Winter 2025
Construction	Summer 2026	Winter 2028



Rendering of East Bay Greenway.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

East Bay Greenway Multimodal North Segment Project



A Presentation to the Alameda County Transportation Commission
September 25, 2025

East Bay Greenway Multimodal Project

- Safer pedestrian and bicycle improvements along Alameda County high injury network
- Multimodal connectivity with new facilities in Equity Priority Communities
- 16 miles of regional trail/complete street facility
- Connects 7 BART stations from Lake Merritt to South Hayward



— North Segment
(Oakland/San Leandro)
— County & Hayward Segments



East Bay Greenway Multimodal Project

East Bay Greenway Multimodal North Segment Project Features



Class I paths



Class IV separated bikeways



Enhanced Pedestrian Crossings



Transit loading islands



Streetscape improvements



Lighting



Raised medians



New traffic signals

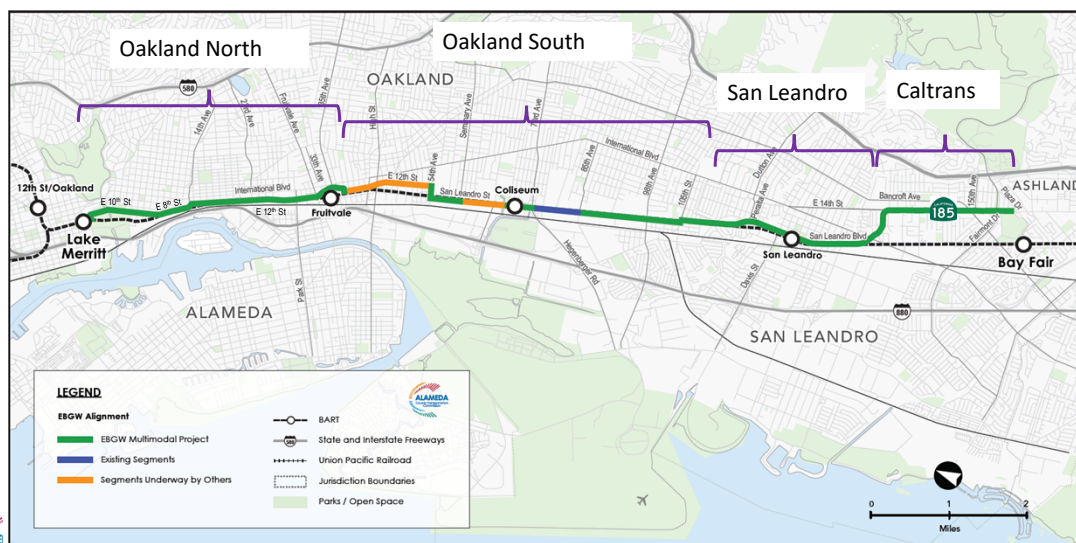
Image sources: NACTO, Alta, Google Images, FHWA



East Bay Greenway Multimodal Project

3

Project Construction Phase Delivery



East Bay Greenway Multimodal Project

4

Project Implementing Agency Responsibilities

Construction Segment	CAPITAL PHASE			
	PAED	PSE	ROW	CON
Oakland North	Alameda CTC			Alameda CTC
Oakland South	Alameda CTC			Alameda CTC
San Leandro	Alameda CTC			Alameda CTC
E 14 th (SR-185)	Alameda CTC			Caltrans



Project Schedule



NOTE – schedule milestone dates reflect San Leandro and Oakland North construction packages



Conceptual Funding Plan (\$ x 1,000)

Phase	Total Costs	Local Measure BB	State SCCP	State ATP	Federal RCN	Regional RM3	Future TBD	Total Funding
PAED	\$1,158	\$1,158	-	-	-	-	-	\$1,158
PS&E	\$16,164	\$16,164	-	-	-	-	-	\$16,164
CON	\$179,332	-	\$39,375	\$19,500	\$30,000	\$25,000	\$65,457	\$179,332
Total	\$196,654	\$17,322	\$39,375	\$19,500	\$30,000	\$25,000	\$65,457	\$196,654

Notes:

ATP = Active Transportation Program (state funds)*

SCCP = Solutions for Congested Corridors Program (state funds)*

RCN = Reconnecting Communities and Neighborhoods program (federal funds)

RM3 = Regional Measure 3 (regional funds)

*Requires allocation from California Transportation Commission



One Bay Area Grant (OBAG) Program Fund Transfer Proposal

- \$15.9 M in OBAG Cycle 3 funds currently programmed to the Construction Phase of the San Pablo Avenue Bus and Bike Lanes Project (PN 1475.001).
- Per MTC's regional obligation deadline, funds need to be obligated / allocated by January 31, 2027.
- San Pablo Project's expanded scope has revised delivery timelines.
- Developed proposal to transfer OBAG Cycle 3 funds to East Bay Greenway Multimodal Project.
- Requires approval action by MTC.



Proposed Conceptual Funding Plan (\$ x 1,000) with OBAG3 funds

Phase	Total Costs	Local Measure BB	State SCCP	State ATP	Federal RCN	Regional RM3	Federal OBAG	Future TBD	Total Funding
PAED	\$1,158	\$1,158	-	-	-	-	-	-	\$1,158
PS&E	\$16,164	\$16,164	-	-	-	-	-	-	\$16,164
CON	\$179,332	-	\$39,375	\$19,500	\$30,000	\$25,000	15,941	\$49,516	\$179,332
Total	\$196,654	\$17,322	\$39,375	\$19,500	\$30,000	\$25,000	15,941	\$49,516	\$196,654

Notes:

ATP = Active Transportation Program (state funds)*

SCCP = Solutions for Congested Corridors Program (state funds)*

RCN = Reconnecting Communities and Neighborhoods program (federal funds)

RM3 = Regional Measure 3 (regional funds)

OBAG = One Bay Area Grant

*Requires allocation from California Transportation Commission



East Bay Greenway Multimodal Project

9

Future Anticipated Actions

- Programming and Allocation of Measure BB funds to fully fund construction phase
- Request funding allocations from California Transportation Commission for SCCP and ATP grants
- Request funding Allocations from Metropolitan Transportation Commission for the RM3 funds
- Award of construction contracts for Oakland North, Oakland South, and San Leandro construction packages



East Bay Greenway Multimodal Project

10

Recommended Actions

1. Approve a conceptual funding plan for the East Bay Greenway Multimodal North Segment Project (PN 1587.001)
2. Approve a transfer of \$15.9 M in federal One Bay Area Grant funds from the San Pablo Avenue Bus and Bike Lanes Project (PN 1475.001) to the East Bay Greenway Multimodal North Segment Project (PN 1587.001)
3. Authorize Executive Director or designee to execute all necessary agreements for the delivery of the Construction phase related tasks of the East Bay Greenway Multimodal North Segment Project



Questions?





Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 18, 2025

TO: Alameda County Transportation Commission

FROM: Remy Goldsmith, Assistant Director of Policy and Government Affairs

SUBJECT: Federal, state, regional, and local legislative activities update

Recommendation

This item will provide the Commission with an update on federal, state, regional, and local legislative activities.

Background

The Commission approved the 2025 Legislative Program in December 2024. The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative and policy updates. Attachment A is the Alameda CTC 2025 adopted Legislative Program.

Federal Update

Over the summer, the U.S. Department of Transportation (DOT) began the process for reauthorizing the Bipartisan Infrastructure Law (IIJA), which authorizes federal surface transportation programs through September 30, 2026. Activities included DOT Secretary Duffy hosting a stakeholder kickoff to begin shaping priorities for the next long-term surface transportation bill.

Over the next year, DOT will develop its formal recommendations, with congressional committees expected to hold hearings and release draft legislation in 2026. The goal is for the House and Senate to negotiate and pass a new long-term

surface transportation bill before the current authorization expires at the end of September 2026. Updates will be provided as the legislation develops.

State Update

State Legislation

The state legislature extended the deadline for bills to be passed out of both chambers to September 13, 2025. Any measures not passed by that date are dead for the year but may be eligible for action in 2026, the second year of California’s current legislative session. Bills that did pass now move to the Governor, who has until October 12, 2025, to sign or veto. Staff will provide a comprehensive legislative update in October.

Table 1. Summary of Existing Bill Positions

Bill	Summary	Analysis	Position
Existing Positions with No Changes Recommended			
SB 63 (Wiener, Arreguín)	SB 63 authorizes a regional public transportation operations sales tax measure on the November 2026 ballot in specified Bay Area counties to provide critical funding for transit agencies with major operations shortfalls. Specifically, SB 63 authorizes a sales tax measure of ½-cent in Alameda, Contra Costa, San Mateo and Santa Clara counties, and a 1-cent rate in San Francisco County.	Alameda CTC’s Legislative Program specifically includes to “advocate for sustainable funding to support transit agencies in their continued recovery”. Given the ongoing discussions regarding SB 63, staff will provide a verbal update at your meeting. Status as of 9/15/2025: Approved and passed by both houses.	Support
SB 707 (Durazo D) Open meetings: meeting and	Would reform the Ralph M. Brown Act, the existing law guiding public meeting	Extends teleconferencing participation to most subsidiary bodies; late	Watch; Letter of Concern sent in August.

Bill	Summary	Analysis	Position
teleconference requirements.	requirements to include certain teleconferencing provisions and would require a city council or a county board of supervisors to comply with additional meeting requirements, including that all open and public meetings include an opportunity for members of the public to attend via a two-way telephonic option or a two-way audiovisual platform that a system is in place for requesting and receiving interpretation services for public meetings, as specified, and that good faith efforts are made to encourage residents to participate in public meetings.	bill amendments require significant review and analysis from staff. With recent amendments, Alameda CTC's community committee members who participate remotely would be able to receive their per diem. Status as of 9/15/2025: Approved and passed by both houses.	
Senate Bill 71 (Wiener) Environmental Streamlining for Sustainable Transportation	Removes the statutory sunset in current law that exempts certain transit, bicycle and pedestrian projects from California Environmental Quality Act (CEQA) requirements and makes other minor updates.	Alameda CTC's Legislative Program supports multimodal improvements and safety, as well as efficient project delivery. Alameda CTC supported SB 288, the bill that allowed streamlining for a limited duration: this bill would remove	Support

Bill	Summary	Analysis	Position
		the sunset date for the exemption. The California Transit Association is sponsoring the bill and SPUR and the Bay Area Council are co-sponsors. MTC has taken a support position on the bill. Status as of 9/15/2025: Approved and passed by both houses.	
Senate Bill 239 (Arreguín) Ralph M. Brown Act Teleconferencing Reform	Expands remote meeting options for non-decision-making local legislative bodies - including advisory boards - that do not take final action.	Alameda CTC's Legislative Program supports legislation that provides flexibility for remote meetings for advisory bodies. Previously, the Commission supported AB 817, which would have provided similar options for remote meetings. MTC and the California State Association of Counties have co-sponsored the bill. Status as of 8/22/2025: Referred	Support

Bill	Summary	Analysis	Position
		to Senate Inactive File.	

Fiscal Impact: There is no fiscal impact.

Attachment:

A. Alameda CTC 2025 Legislative Program

2025 Legislative Program

The Alameda County Transportation Commission’s 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.

“Alameda County residents, businesses, and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting safety, equity, sustainability, access, transit operations, public health, and economic opportunities.”

- Policy Blueprint Vision

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 through grants and partnerships with regional, state and federal agencies. Advocate for sustainable funding to support transit agencies in their continued recovery. Advocate for efforts to reauthorize California’s Cap-and-Trade Program that benefit transit and sustainable transportation.
Equity: Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation opportunities and elevate the needs of equity priority communities. Prioritize and advance racial and socio-economic equity and environmental justice throughout the legislative program.
Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure, prioritizes the safety of all users, and advances policies and strategies to further Vision Zero, a transportation safety initiative aimed at eliminating all traffic fatalities and serious injuries. Support opportunities for local jurisdictions to advance initiatives to increase safety in their communities.
Sustainability: Support legislation, strategies and investments that reduce greenhouse gas emissions to create sustainable and healthy communities and increase the resiliency of our transportation system and communities, especially for equity communities; support investments and funding for alternative fuels, vehicles and supportive infrastructure to reduce emissions.
Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective operations of the transportation system including Express Lane and HOV operations and governance, and support innovative project delivery.

Core Legislative Priorities in Depth

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 through grants and partnerships with regional, state and federal agencies. Advocate for sustainable funding to support transit agencies in their continued recovery. Advocate for efforts to reauthorize California's Cap-and-Trade Program that continue to benefit transit and sustainable transportation.

- 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 as part of any regional transportation measure.
- Support transit agencies as they seek to recover from the lingering impacts of the pandemic on 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 enhance the economy, local communities, and the environment.
- Support policies and programs that improve transportation services and infrastructure and do not create unfunded mandates.

Equity: Advocate for resources, legislation, and initiatives that provide accessible, affordable and equitable transportation opportunities and elevate the needs of equity priority communities. Prioritize and advance racial and socio-economic equity and environmental justice throughout the legislative program.

- Support accessible, affordable and equitable transportation resources throughout each policy area of this legislative program.
- Support investments in transportation for transit-dependent communities that provide enhanced 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 those historically disenfranchised such as women and minority owned businesses.

Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users and advances Vision Zero policies and strategies. 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.
- Support advocacy of cooperation and partnership with railroads to advance projects, with a particular interest in rail safety projects.

Sustainability: Support legislation, strategies and investments that reduce greenhouse gas emissions (GHG) to create sustainable and healthy communities and increase the resiliency of our transportation system and communities, especially for equity communities which are or have historically been underserved; support investments and funding for alternative fuels, vehicles and supportive infrastructure to reduce emissions.

- 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 zero-emission transportation system.
- Support emerging technologies such as alternative fuels and technology to reduce GHG emissions and prioritize 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 multi-modal performance monitoring.
- Support efforts to increase transit priority throughout the transportation system, such as on freeway corridors and bridges.
- Support efforts to address sea level rise adaptation 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.
- Support legislation that increases flexibility and reduces barriers for infrastructure improvements that support the linkage between transportation, housing and jobs and leverage opportunities for implementing Transportation-oriented Development (TOD) and Priority Development Areas (PDA), the latter which are places near public transit that are planned for new homes, jobs and community amenities. This includes transportation corridor investments that link PDAs.

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

- Advance innovative and cost-effective project delivery.
- Advance efficient and effective operations and governance of the Express Lane and 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 for 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 lead to congestion and decreased efficiency.



Memorandum

8.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 18, 2025

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy

SUBJECT: Approve Proposed Amendment and the Initiation of Comment Period for 2014 Measure BB Transportation Expenditure Plan Amendment

Recommendation

It is recommended that the Commission approve a proposed amendment and the initiation of the 45-day comment period on a proposed amendment to the 2014 Measure BB Transportation Expenditure Plan (TEP). The proposed amendment applies to the BART, Bus, Senior, and Youth Transit section of the TEP, within the Rapid Bus Project and Transit Improvements investment category.

The proposed amendment, as requested by the City of Alameda (Attachment A) and AC Transit (Attachment B), would replace the “Alameda to Fruitvale BART Rapid Bus” project with a “City of Alameda Transit Priority and Improvement Program.” The amount of \$9 million remains unchanged.

Approval of the proposed amendment would initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then be returned to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

Background

The 2014 Measure BB Transportation Expenditure Plan (TEP) is guided by principles (“Implementation Guidelines”) that ensure that the revenue generated by the sales tax is spent only for the purposes outlined in the Plan, in the most efficient and effective manner possible, consistent with serving the transportation needs of Alameda County. The Implementation Guidelines include strict project delivery deadlines to ensure that the projects promised in the plan can be completed in a timely manner, and requirements for how funds be reallocated should the need arise. Implementation Guideline 8 establishes that *“each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.”* (2014 TEP, page 38)

Each year, Alameda CTC requests project sponsors of those projects that have not yet met the deadlines requirement to submit project status updates, including a description of their efforts to obtain environmental clearance approval and a full funding plan, anticipated milestones schedules, and any requests for a time extension. In December 2024, the Commission, with the support of the City of Alameda, did not extend the project deadline requirements for the Alameda to Fruitvale BART Rapid Bus project. Through discussions with the City of Alameda and AC Transit, it was determined that no specific bus rapid transit project was advancing as originally planned in the TEP. Instead, the City of Alameda and AC Transit identified a set of transit related improvements to support transit. The Commission directed staff to work with the City of Alameda and AC Transit to define a program of projects, determine TEP eligibility and return to the Commission with a recommendation to reprogram Measure BB funds in 2025.

On June 16, 2025, Alameda CTC received a request from the City of Alameda and supported by the AC Transit Board of Directors to amend the TEP, to replace the Alameda to Fruitvale BART Rapid Bus project with a program of transit priority and transit improvement projects.

TEP Amendment Process

In approving Measure BB and the accompanying TEP in 2014, it was anticipated that amendments would be needed over the life of the measure. Implementation Guideline 22 of the TEP details how funds may be reallocated should the need arise over the course of the measure.

Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be reallocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of the Alameda CTC.” (2014 TEP, page 39)

The Alameda to Fruitvale BART Rapid Bus project is part of the BART, Bus, Senior, and Youth Transit section of the TEP, within the Rapid Bus and Transit Improvements Project investment category. The proposed amendment is consistent with TEP Implementation Guideline 22 as the funds will remain within the BART, Bus, Senior, and Youth Transit section of the TEP, and maintain the geographic equity of the TEP. In addition, the proposed amendment will ensure improvements are delivered in a timely fashion to benefit the voters of Alameda County.

Proposed TEP Amendment

As of 2016, the City of Alameda planned to use the \$9 million identified in the TEP for the Alameda to Fruitvale BART Rapid Bus project for dedicated bus lanes on Ralph Appezzato Memorial Parkway. The City of Alameda was at that time anticipating high frequency AC

Transit service to the planned development at Alameda Point. Since that time, AC Transit has conducted an extensive overhaul of service through the agency's Realign Plan, which is currently being implemented. This restructuring of service results in reduced bus service to the corridor, with one-hour frequencies along Appezzato Memorial Parkway. This level of service is not sufficient to justify dedicated bus lanes.

The City of Alameda worked closely with AC Transit to identify a program of transit improvements in the City of Alameda that, while not a full bus rapid transit project, are consistent with the description of the Rapid Bus and Transit Improvements category of the TEP and will enhance transit reliability and service. The TEP states that \$35 million in *“sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects,”* including \$9 million specifically identified for the Alameda to Fruitvale BART Rapid Bus. Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors.

While the proposed program of projects is not anticipated to directly improve bus operations or increase ridership at the same level as a rapid bus project would, AC Transit has determined that it does not have the resources available to operate rapid bus service along the originally intended corridor in the near-term. Given the lack of progress on this project since the approval of Measure BB in 2014, and that there is no Rapid Bus/BRT project proposed or in development between Alameda and the Fruitvale BART station, the project as originally intended in the TEP is considered undeliverable or infeasible, as described in Guideline 22. It is recommended that the Commission therefore approve initiating the comment period on the proposed amendment, which will enable these funds to be spent on transit reliability and enhancement projects that match AC Transit's current service plan and need, including lines serving Alameda Point, and support the delivery of transit improvements to benefit the public. The proposed amendment is fully consistent with Implementation Guideline 22 of the TEP details which how funds may be reallocated should the need arise over the course of the measure.

City of Alameda Transit Priority and Improvement Program

The City of Alameda is currently advancing a number of multimodal projects that include substantial transit priority and transit improvement elements. Funding in this program will be used for elements of the projects that directly benefit and improve transit service in Alameda.

The City of Alameda Transit Priority and Improvement Program will increase transit service reliability and provide bus stop amenities and access improvements to support transit priority elements of multimodal projects, such as those on Lincoln Avenue/Marshall Way/Pacific Avenue, Stargell Avenue, and Westline Drive.

- Lincoln/Marshall/Pacific Corridor Improvements: enhances transit service and safety on a three-mile corridor in Alameda, including bus stop enhancements (i.e.,

new bus islands, bus stop consolidations, and bus stop amenities). Serves AC Transit lines 96, 631, and 663.

- Stargell Avenue Roundabout and Transit Improvements: pedestrian safety and transit operational improvements along Willie Stargell Avenue between Main Street and Mariner Square Loop/East Campus Drive, including four new bus stops following Realign implementation. Serves AC Transit lines 19 and 96.
- Westline Drive Bus Queue Jump Lane: northbound transit-only lane along Westline Drive/Eighth Street between Otis Drive and Portola Avenue. Serves AC Transit lines 30, 663 and W.

The City of Alameda coordinated with AC Transit to present the program of projects to various local committees for review and feedback, including presentations and discussions at the AC Transit/City of Alameda Interagency Liaison Committee (ILC) in January 2025, and the City of Alameda's Transportation Commission, which endorsed the program of projects in February 2025. The City of Alameda City Council approved the recommendation on May 6, 2025, and the AC Transit Board approved the proposal at its June 11, 2025, Board meeting.

Recommended Proposed Amendments

The TEP amendment process requires approval of the proposed amendment by the Commission and a 45-day comment period for jurisdictions in Alameda County. This recommended action would authorize the approval of the proposed amendment and the initiation of the 45-day comment period. Staff will then return to PPLC and the Commission after the completion of the comment period for a final action on the proposed TEP amendment, which requires a 2/3 vote by the Commission per the TEP Implementing Guidelines number 4 (page 37 of the 2014 TEP).

A draft Commission Resolution is provided in Attachment C. Please note that this Resolution is not proposed for approval at the September Commission meeting; only after the completion of the comment period will the Commission take the final action in the form of approving a Commission Resolution in the form provided in Attachment A. The recommended proposed amendment includes the following elements, which are documented in track changes in Attachment D:

Recommended Proposed Amendment

*Existing TEP Language to be Amended as noted in **red** and ~~strikethrough~~:*

Amend the BART, Bus, Senior, and Youth Transit references in the TEP as follows:

TEP Table 1 (List of Investments) on Page 3

~~Alameda to Fruitvale BART Rapid Bus~~ **City of Alameda Transit Priority and Improvement Program**

Delete the third bullet under the discussion of AC Transit's BRT Projects as described above and as shown below:

- ~~• The Alameda to Fruitvale BART Rapid Bus service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.~~

Add a new Program as detailed below:

City of Alameda Transit Priority and Improvement Program

The City of Alameda Transit Priority and Improvement Program will increase transit service reliability and provide bus stop amenities and access improvements to support transit priority elements of multimodal projects such as on Lincoln Avenue/Marshall Way/Pacific Avenue, Stargell Avenue, and Westline Drive.

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Remove "City of Alameda to Fruitvale BART Bus Rapid Transit" from the legend next to item **C** as shown on the map. Replace with "**City of Alameda Transit Priority and Improvement Program**"

Next Steps

Upon Commission approval of the proposed amendment and the authorization of the initiation of the TEP 45-day comment period for jurisdictions in Alameda County, staff will provide the required notice to jurisdictions. Should the full Commission authorize initiating the comment period, the comment period will begin on September 29, 2025, and end on November 12, 2025. Staff will return to the Commission to report on the comments received and to recommend final action by the Commission, including approval of a final Commission Resolution, in early 2026.

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

Attachments:

- City of Alameda Amendment Request Letter
- AC Transit Letter of Support
- Draft Resolution for 2014 TEP Amendment
- Proposed 2014 Measure BB Expenditure Plan Amendment Redline Markups and Technical Amendments



June 16, 2025

Alameda County Supervisor David Haubert, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Request to Amend 2014 Measure BB Transportation Expenditure Plan

Dear Chair Haubert:

The purpose of this letter is to request the Alameda County Transportation Commission (Alameda CTC) to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). On May 6, 2025, the City of Alameda's City Council authorized this request for "The Alameda to Fruitvale BART Rapid Bus" project on page 16 of the TEP, which totals \$9 million, to be replaced with "a program of transit-focused multimodal projects." This request was developed in coordination with AC Transit, which approved the proposal on June 11, 2025, at its Board meeting.

Background

In November 2014, Alameda County voters passed Measure BB authorizing an extension and augmentation of a preexisting transportation sales tax (Measure B) for transportation projects and programs, which is administered by Alameda CTC. The 2014 Measure BB TEP includes four named rapid bus investments, including a bus corridor project within the City of Alameda titled "The Alameda to Fruitvale BART Rapid Bus" for \$9 million. According to the TEP, these named rapid bus projects must:

"...enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects on some of the busiest corridors in the AC Transit system... Funds may be used for project development, design, construction, access, and enhancement of the rapid transit corridors."

For "The Alameda to Fruitvale BART Rapid Bus" project, the TEP states that the project:

"will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda."

City of Alameda
Mayor's Office
2263 Santa Clara Avenue, Room 320
Alameda, California 94501
510.747.4700

In 2016, the City of Alameda planned to use the \$9 million in Measure BB funds for dedicated bus lanes on Ralph Appezzato Memorial Parkway (Appezzato Pkwy), anticipating high-frequency AC Transit service due to the planned development at Alameda Point. In 2017, the City of Alameda included the project in its Capital Improvement Plan and requested Alameda CTC to program the \$9 million in Measure BB funds to the project.

By 2023, AC Transit's draft Realign Plan omitted the anticipated new bus service along Appezzato Pkwy, prompting discussions with AC Transit, including at the AC Transit/City of Alameda Interagency Liaison Committee (ILC), on alternative transit projects. Although AC Transit adjusted its final 2024 Realign Plan to include Line 19 serving Appezzato Pkwy at one-hour frequency, this infrequent level of service did not justify dedicated bus lanes.

The TEP requires projects to complete delivery milestones by a certain deadline to demonstrate project feasibility and progress. Projects may request annual time extensions from Alameda CTC. In fall 2024, as part of the annual time extension request, the City of Alameda noted the change in project status. Consequently, on December 5, 2024, Alameda CTC declined a time extension for the Alameda to Fruitvale BART Rapid Bus/Appezzato Pkwy Bus Lanes project due to no near-term bus rapid transit implementation as originally intended in the TEP. Thus, Measure BB funds would need to be reprogrammed towards eligible transit improvements.

In early 2025, City of Alameda staff, working closely with AC Transit staff, proposed a program of transit-focused multimodal projects elsewhere in Alameda as alternative uses of the \$9 million in Measure BB funds. The AC Transit/City of Alameda ILC discussed this proposal in January 2025, which was well received with positive support. The City of Alameda's Transportation Commission endorsed this recommendation in February 2025 and Alameda's City Council approved the proposal on May 6, 2025. As mentioned, the AC Transit Board approved the proposal on June 11, 2025.

TEP Amendment Request

The City of Alameda requests to amend the TEP's "Alameda to Fruitvale BART Rapid Bus" project on page 16 of the TEP to be replaced with "a program of transit-focused multimodal projects." This proposal focuses on reducing bus travel time and on continuing the momentum of the City's high-priority projects with **a program of transit-focused multimodal projects** on Lincoln Avenue/Marshall Way/Pacific Avenue, Stargell Avenue, and Westline Drive as described below.

Lincoln/Marshall/Pacific Corridor Improvements: This project enhances safety on a three-mile High Injury Corridor, as identified in the Vision Zero Action Plan. Funds would support a bus island at the Academy of Alameda (on Pacific Avenue at Fourth Street), consolidated bus stops between Fifth Street and Webster Street for improved efficiency, bus stop amenities, and intersection improvements to make bus stops safer and easier to access. The project will serve Alameda Point via Line 96. Project webpage: www.alamedaca.gov/LincolnMarshallPacific

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Alameda, California 94501
510.747.4700

Stargell Avenue Roundabout and Transit Improvements (Phase 1): The project will add transit-focused improvements to Willie Stargell Avenue between Main Street and Mariner Square Loop/East Campus Drive. The project includes access enhancements and amenities at four new bus stops on the corridor that will serve the newly re-routed Line 19 with implementation of AC Transit's Realign plan. Single-lane roundabouts at Fifth Street and Mariner Square Loop/East Campus Drive will support pedestrian safety and transit operations for Lines 19 and 96 serving Alameda Point. The proposed roundabout at Stargell Avenue/Fifth Street is prioritized for Phase 1 implementation. The proposed roundabout at Stargell Avenue/Mariner Square Loop/East Campus Drive is Phase 2 and is unfunded. Project webpage: www.alamedaca.gov/Stargell

Westline Bus Queue Jump Lane: As stated in the Transportation Choices Plan, the Westline Drive Bus Queue Jump Lane project would identify a transit-only lane along Westline Drive/Eighth Street between Otis Drive and Portola Avenue, in the northbound direction. A dedicated bus lane would allow buses traveling northbound to Central Avenue to bypass general traffic queues. As part of a multimodal concept design process, the project also would identify bikeways on or adjacent to Westline Drive/Eighth Street to help close the Westline Drive/Shoreline Drive and Central Avenue bike lane gap. The project would serve future South Shore development via Line 20.

The City of Alameda can fully comply with the requirements for Measure BB recipients, including but not limited to, annual audits and compliance reporting, separate accounting funds for Measure BB, Independent Watchdog Committee reviews, performance measures, environmental clearance, timely use of funds, contracting requirements, public reviews, and approvals.

On behalf of the City of Alameda, I would like to express my appreciation to Alameda CTC for considering this request to amend the 2014 Measure BB TEP.

Thank you to your esteemed staff for their time and prompt attention to this matter.

Best regards,



Marilyn Ezzy Ashcraft
Mayor, City of Alameda

Cc: Tony Tavares, Executive Director, Alameda CTC
Salvador Llamas, General Manager, AC Transit
Jennifer Ott, City Manager, City of Alameda
Allen Tai, Planning, Building and Transportation Director, City of Alameda
Erin Smith, Public Works Director, City of Alameda

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Alameda-Contra Costa Transit District

Carolyn Clevenger
Deputy Executive Director of Planning and Policy
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: AC Transit Support for City of Alameda Measure BB Transportation Expenditure Plan Amendment

Dear Carolyn Clevenger and the Alameda County Transportation Commission,

The Alameda-Contra Costa Transit District (AC Transit) staff is supportive the City of Alameda's proposed amendment to Measure BB to repurpose \$9 million from the Alameda to Fruitvale BART Rapid Bus" project to a program of three transit-focused multimodal projects elsewhere in Alameda.

Further, at its June 11th meeting, the AC Transit Board of Directors approved Board Item 25-322 in support of the City of Alameda's proposed Measure BB Transportation Expenditure Plan Amendment.

Attached is the full approved item.

Sincerely,

A handwritten signature in black ink, appearing to read 'Chris Andrichak'.

Chris Andrichak
Chief Financial Officer
Alameda Contra Costa Transit District

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT



STAFF REPORT

MEETING DATE: 6/11/2025

Staff Report No. 25-322

TO: AC Transit Board of Directors
 FROM: Salvador Llamas, General Manager/Chief Executive Officer
 SUBJECT: Proposed Repurposing Measure BB Project Funding

ACTION ITEM

AGENDA PLANNING REQUEST: ☐RECOMMENDED ACTION(S):

Consider approving the City of Alameda's proposal to repurpose \$9 million from the "Alameda to Fruitvale BART Rapid Bus" project in the 2014 Measure BB Transportation Expenditure Plan to a program of three transit-focused multimodal projects elsewhere in Alameda.

Staff Contact:
 Ramakrishna Pochiraju, Executive Director of Planning & Engineering

STRATEGIC IMPORTANCE:

Goal - Convenient and Reliable Service
 Initiative - Service Quality

These Measure BB funds will provide funds for three transit-focused multimodal projects that enhance the reliability of bus service in Alameda, including lines serving Alameda Point.

BUDGETARY/FISCAL IMPACT:

There are no budgetary/fiscal impacts to the District. The Measure BB funding for these projects comes from Alameda County Measure BB funds that were committed to the City of Alameda for enhancing the reliability and speed of bus transit service between the City of Alameda and the Fruitvale BART Station.

BACKGROUND/RATIONALE:

Alameda County voters passed the Measure BB sales tax in 2014, including the 2014 Transportation Expenditure Plan (2014 TEP) which guides the investment of Measure BB funds towards transportation projects and programs. The Alameda County Transportation Commission (ACTC) administers the 2014 TEP (Attachment 1).

One of the named projects in the 2014 TEP is the "Alameda to Fruitvale BART Rapid Bus" project for \$9 million which was intended to "provide a fast and reliable connection between the city of Alameda and the Fruitvale BART Station, providing service to new development proposed for the city of Alameda". The 2014 TEP also states that "funds may be used for project development, design, construction, access and enhancement of the

rapid transit corridors.”

The City of Alameda intended to use the \$9 million for dedicated bus lanes on Ralph Appezato Memorial Parkway (RAMP) with the expectation of high-frequency AC Transit service along RAMP due to planned development at Alameda Point. However, the District’s Realign plan does not include rapid bus service along this corridor and only includes Line 19 service along RAMP at 60-minute headways, which does not justify dedicated bus lanes.

The TEP requires that named projects complete project delivery milestones by a certain deadline to demonstrate project feasibility and progress. While projects could request annual time extensions from ACTC, this project did not receive a time extension from ACTC in December 2024. The City of Alameda is required to return to ACTC in 2025 with proposed strategies to use the committed Measure BB funding.

The City of Alameda coordinated with District staff and ACTC staff to identify alternative projects for the Measure BB funds that would maintain the focus on enhancing transit reliability and service. The current proposal is to repurpose the funds towards a program of three transit-focused multimodal projects that still meet the 2014 TEP objectives:

- Lincoln/Marshall/Pacific Corridor Improvements, \$4 million: enhances safety on a three-mile corridor in Alameda, including bus stop enhancements (i.e., new bus islands, bus stop consolidations, and bus stop amenities). Serves AC Transit lines 96, 631, and 663.
- Stargell Avenue Roundabout and Transit Improvements, \$4 million: pedestrian safety and transit operational improvements along Willie Stargell Avenue between Main Street and Mariner Square Loop/East Campus Drive, including four new bus stops following Realign implementation. Serves AC Transit lines 19 and 96.
- Westline Drive Bus Queue Jump Lane, \$1 million: northbound transit-only lane along Westline Drive/Eighth Street between Otis Drive and Portola Avenue. Serves AC Transit lines 20 and W.

Further information on the project background and the City’s proposed program of projects is detailed in Attachments 2 through 4. City staff brought this proposal for discussion at the January 30, 2025 City of Alameda - AC Transit Interagency Liaison Committee (ILC) meeting. The proposal was also endorsed by the City of Alameda’s Transportation Commission in February 2025 and will be going to the City Council for approval in May 2025. As a beneficiary of this expenditure item, the AC Transit Board must also approve the amendment request, which is the request before the Board today. Following City Council and District approval, the proposal will go to ACTC for final consideration and approval.

ADVANTAGES/DISADVANTAGES:

Alameda’s proposal will enable these funds to be spent on transit reliability and enhancement projects that match the current service plan and need, including lines serving Alameda Point. While the proposed program of three projects is not expected to directly improve bus operations or increase ridership at the same level as a rapid bus project would, the District does not have the resources available to operate rapid bus service along the RAMP corridor in the near term. The proposed projects allow the City to move forward on three high-priority multimodal projects that would also improve safety and access to bus stops and enhance the reliability of bus service in Alameda.

MEETING DATE: 6/11/2025**Staff Report No. 25-322**

ALTERNATIVES ANALYSIS:

There are limited alternatives to approving this action. The District could decide not to approve the City's proposal to repurpose \$9 million in Measure BB funds from the "Alameda to Fruitvale BART Rapid Bus" to the proposed program of three transit-focused multimodal projects. However, this option would potentially endanger the availability of these funds for transit projects due to the deadlines for Measure BB funds to be used for named projects.

Similarly, while the District could propose other projects, the deadlines for Measure BB funding require projects to move quickly. These projects have been identified as high-priority projects for the City and are able to improve transit service in the required timelines.

PRIOR RELEVANT BOARD ACTION/POLICIES:

There are no prior relevant Board actions/policies.

ATTACHMENTS:

1. 2014 Alameda County Transportation Expenditure Plan
2. City of Alameda City Council Item - May 6, 2025
3. City of Alameda Proposed Project Memo
4. City of Alameda Westline Bus Queue Jump Lane Project Sheet

Prepared by:

Crystal Wang, Senior Transportation Planner

In Collaboration with:

Emily Heard, Capital Planning and Grants Manager

Robert del Rosario, Director of Service Development and Planning

Approved/Reviewed by:

Ramakrishna Pochiraju, Executive Director of Planning & Engineering

Chris Andrichak, Chief Financial Officer

Aimee L. Steele, General Counsel/Chief Legal Officer

2014 ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN



January 2014



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INTRODUCTION

New transportation investments are needed throughout Alameda County.

Over the term of this Plan, Alameda County's population will grow by almost 30%, and the senior population will double. This means more demand on our streets, highways and transit. Without new funding, Alameda County will lose job opportunities, experience increased traffic on degraded streets and highways, suffer potential service cuts on buses and BART and see more costly transportation services for youth, seniors and people with disabilities.

Transportation projects create jobs. For over 25 years, the Alameda County Transportation Commission (Alameda CTC) has successfully delivered projects that create good quality, local jobs while delivering transportation solutions. It is funding BART to the Oakland Airport and an extension toward Silicon Valley, local street maintenance, bicycle and walking safety programs for youth and seniors, bus operations and maintenance, and highway efficiency projects to relieve traffic and provide commuter choices. Alameda CTC combined agencies, saving millions of dollars per year, and earned AAA financial credit ratings—the highest possible—and 100% of its annual audits have been verified by independent auditors and a citizens watchdog committee made up of Alameda County residents.

This Plan benefits people who live in Alameda County. This detailed Plan will expand BART, bus, and rail services within Alameda County, keep transit fares affordable for youth, seniors, and people with disabilities, provide traffic relief on city streets and highways using new technology, improve air quality, and create good quality, local jobs. It supports an environmentally sustainable future, transforming our transportation network over the coming decades to meet our growing needs, while supporting jobs as our local economy continues to recover. This Plan will:

- **Expand BART, bus and commuter rail for reliable, safe and fast services,** including BART expansion and improvements within Alameda County, bus service expansion, and commuter rail service improvements.
- **Keep fares affordable for seniors, youth and people with disabilities,** including affordable senior shuttles, vans and services that help keep seniors independent, and critical funding for student transit passes to ensure youth can affordably get to school. It also funds reliable and inexpensive transportation for people with disabilities.
- **Provide traffic relief,** including funds to every city in the County to repave streets, fill potholes, and upgrade local transportation infrastructure. It also invests in aging highway corridors to upgrade on and off ramps, using modern technology to manage traffic and improve safety.
- **Improve air quality and provide clean transportation** by reducing pollution using innovative technology and expanding bike and pedestrian paths, and BART, bus and commuter rail expansion and operations.
- **Create good jobs within Alameda County** by requiring local contracting that supports residents and businesses in Alameda County.

Strict accountability and performance measures ensure delivery. The 30-year Plan includes strict accountability measures to ensure all \$8 billion for County transportation improvements are spent on approved projects. It requires open and transparent public processes to allocate funds, annual independent audits, an independent watchdog committee made up of people who live in Alameda County, and annual compliance reports distributed to the public that detail costs and how specific performance measures are met.

INTRODUCTION

ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN SUMMARY

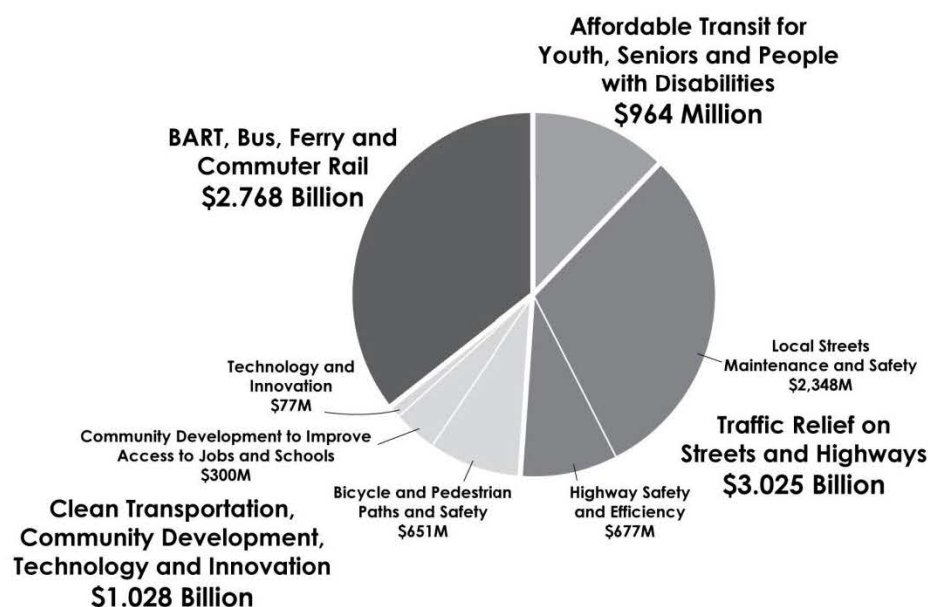
Summary of Investments	FUNDS ALLOCATION* (\$ x million)
BART, Bus, Ferry and Commuter Rail for Reliable, Safe and Fast Services	\$2,768
BART Expansion and Maintenance	\$749
Bus Operations, Maintenance and Rapid Bus Projects	\$1,548
Commuter Rail Improvements	\$432
Ferry Services in Alameda County	\$39
Affordable Transit for Youth, Seniors and People with Disabilities	\$964
Affordable Youth Transit to School and Transit Innovation	\$190
Affordable Transit for Seniors and People with Disabilities	\$774
Traffic Relief on Streets and Highways	\$3,025
City and County Streets*	\$2,348
Highway Safety and Efficiency	\$677
Clean Transportation, Community Development, Technology and Innovation	\$1,028
Bicycle and Pedestrian Paths and Safety Projects and Educational Programs*	\$651
Community Development Projects to Improve Access to Jobs and Schools	\$300
Technology and Innovation	\$77
TOTAL INVESTMENTS (YEAR 2015 TO 2045)**	\$7,785

Notes:

*15% of city and county streets funding will support bicycle and pedestrian paths and safety improvements on local streets.

**Estimated funds from 2015 to 2045 are anticipated to be almost \$8 billion.

\$7,785 in Total Investments Year 2015 to 2045



See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments				
Type	Investment Category	Project/Program	Amount (\$ x millions)	% of Total Funds
 BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,455.15	18.8%
		Altamont Commuter Express	\$77.40	1.0%
		BART Maintenance	\$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	\$38.70	0.5%
		Livermore Amador Valley Transit Authority	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	\$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	\$15.00	0.19%
		Subtotal	\$1,857.63	24%
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	\$232.20	3.0%
		East Bay Paratransit - AC Transit	\$348.31	4.5%
		East Bay Paratransit - BART	\$116.10	1.5%
		Coordination and Service Grants	\$77.40	1.0%
		Subtotal	\$774.01	10%
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	\$10.0	14%
		Alameda to Fruitvale BART Rapid Bus	\$9.0	
		Grand/MacArthur BRT	\$6.0	
		College/Broadway Corridor Transit Priority	\$10.0	
		Subtotal	\$35.0	
	BART System Modernization and Expansion	Irvington BART Station	\$120.0	
		Bay Fair Connector/BART METRO	\$100.0	
		BART Station Modernization and Capacity Program	\$90.0	
		BART to Livermore	\$400.0	
		Subtotal	\$710.0	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	\$120.0	
		Union City Intermodal Station	\$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	\$110.0	
		Oakland Broadway Corridor Transit	\$10.0	
		Capitol Corridor Service Expansion	\$40.0	
		Subtotal	\$355.0	
	TOTAL		\$3,731.64	48%

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.

BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

INTRODUCTION

Table 1: List of Investments				
Type	Investment Category	Project/Program	Amount (\$ x millions)	% of Total Funds
 Local Streets Maintenance and Safety (30%)	Congestion Relief, Local Bridge Seismic Safety	North County Example Projects		10%
		Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route (SR) 13/Ashby Avenue Corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street, and Fruitvale Bridge Replacement; Powell Street Bridge widening at Christie; East 14th Street; Oakland Army Base transportation infrastructure improvements		
		Central County Example Projects		
		Crow Canyon Road safety; San Leandro streets*; Lewelling Blvd./Hesperian Blvd.; Tennyson Road Grade Separation		
		South County Example Projects		
		East-West Connector in North Fremont and Union City; I-680/I-880 cross connectors; widen Fremont Boulevard from I-880 to Grimmer Boulevard; upgrades to relinquished Route 84 in Fremont; Central Avenue overcrossing; Thornton Ave widening; Newark streets		
		East County Example Projects		
		El Charro road improvements; Dougherty Road widening; Dublin Boulevard widening; Greenville Road widening; Bernal Bridge Construction		
		Subtotal	\$639.00	
		Countywide Freight Corridors		
		Outer Harbor Intermodal Terminal; 7th Street Grade Separation and Roadway Improvement; Truck Routes serving the Port of Oakland		
		Subtotal	\$161.00	
	Direct Allocation to Cities and County	Local streets maintenance and safety program	\$1,548.03	20%
	TOTAL		\$2,348.03	30%

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

*This includes \$30 million for San Leandro local streets maintenance and safety improvements.

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount (\$ x millions)	% of Total Funds
 Traffic Relief on Highways (9%)	I-80 Improvements	I-80 Gilman Street Interchange improvements	\$24.00	8%
		I-80 Ashby Interchange improvements	\$52.00	
		Subtotal	\$76.00	
	SR-84 Improvements	SR-84/I-680 Interchange and SR-84 Widening	\$122.00	
		SR-84 Expressway Widening (Pigeon Pass to Jack London)	\$10.00	
		Subtotal	\$132.00	
	I-580 Improvements	I-580/I-680 Interchange improvements	\$20.00	
		I-580 Local Interchange Improvement Program: Interchange improvements – Greenville, Vasco, Isabel Avenue (Phase 2); Central County I-580 spot intersection improvements	\$28.00	
		Subtotal	\$48.00	
	I-680 Improvements	I-680 High Occupancy Vehicle/Toll (HOV/HOT) Lane between SR-237 and Alcosta	\$60.00	
		Subtotal	\$60.00	
	I-880 Improvements	I-880 NB HOV/HOT Extension from A St. to Hegenberger	\$20.0	
		I-880 Broadway/Jackson multimodal transportation and circulation improvements	\$75.0	
		Whipple Road/Industrial Parkway Southwest Interchange improvements	\$60.0	
		I-880 Industrial Parkway Interchange improvements	\$44.0	
		I-880 Local Access and Safety: Interchange improvements at Winton Avenue; 23rd/29th Ave., Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation; Oak Street	\$85.00	
		Subtotal	\$284.00	
	Highway Capital Projects	Subtotal	\$600.00	
	Freight & Economic Development	Freight and economic development program	\$77.40	1%
	TOTAL		\$677.40	9%

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

INTRODUCTION

Table 1: List of Investments

Type	Investment Category	Project/Program	Amount (\$ x millions)	% of Total Funds
 Bicycle and Pedestrian Paths and Safety (8%)	Bicycle and Pedestrian Infrastructure & Safety	Gap Closure on Three Major Trails: Iron Horse, Bay Trail, and East Bay Greenway/UPRR Corridor	\$264.00	3%
		Bicycle and pedestrian direct allocation to cities and Alameda County	\$232.20	3%
		Bicycle and pedestrian grant program for regional projects and trail maintenance	\$154.80	2%
	TOTAL		\$651.00	8%
 Community Development Investments (4%)	Community Investments That Improve Transit Connections to Jobs and Schools	North County Example Projects*		4%
		Broadway Valdez Priority Development Area; Eastmont Mall Priority Development Area; BART station areas: Oakland Coliseum; Lake Merritt; West Oakland; 19th St; MacArthur; Ashby; Berkeley Downtown		
		Central County Example Projects		
		Downtown San Leandro Transit Oriented Development (TOD); Bay Fair BART Transit Village; San Leandro City Streetscape Project; South Hayward BART Station Area		
		South County Example Projects		
		BART Warm Springs West Side Access Improvements; Fremont Boulevard Streetscape Project; Union City Intermodal Infrastructure Improvements; Dumbarton TOD Infrastructure Improvements		
		East County Example Projects		
		West Dublin BART Station and Area Improvements; Downtown Dublin TOD; East Dublin/Pleasanton BART Station and Area Improvements		
		Subtotal	\$300.00	
	TOTAL		\$300.00	4%
Technology (1%)	Technology, Innovation, and Development	Technology, Innovation, and Development program	\$77.40	1%
TOTAL NEW NET FUNDING (2015-45)			\$7,785	

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

* Preliminary allocation of North County Funds subject to change by Alameda CTC: Coliseum BART Area (\$40 M), Broadway Valdez (\$20 M), Lake Merritt (\$20 M), West Oakland (\$20 M), Eastmont Mall (\$20 M), 19th Street (\$20 M), MacArthur (\$20 M), Ashby (\$18.5 M), Berkeley Downtown (\$20 M). These funds may also be used to fund shuttles that serve Alameda County residents and businesses.



BACKGROUND

THE 2014 ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN

The 2014 Alameda County Transportation Expenditure Plan (referred to throughout this document as the Plan) responds to the county's continued transportation needs through the extension and augmentation of a locally generated and protected funding stream. These funds cannot be used for any purpose other than local transportation needs. It cannot be taken by the State or by any other governmental agency under any circumstance, and over the life of this Plan can only be used for the purposes described in the Plan, or as may be amended.

The 2014 ballot measure supported by this Plan augments and extends the existing Alameda County Measure B half-cent transportation sales tax by a half-cent to April 1, 2045. It is anticipated that the sales tax extension and augmentation in this ballot measure would generate about \$8 billion for essential transportation improvements in every city and throughout Alameda County.

The 2014 Transportation Expenditure Plan funds critical improvements that will:

- **Expand BART, bus and commuter rail for reliable, safe and fast services.** The Plan includes expansions and improvements to BART within Alameda County, bus service expansion and commuter rail service improvements.
- **Keep fares affordable for seniors, youth and people with disabilities.** The Plan funds affordable senior shuttles, vans and services that expand transportation choices and help keep seniors independent. The Plan provides critical funding for student transit passes to ensure youth can affordably get to school. It also expands funding for reliable and inexpensive transportation for people with disabilities.

- **Provide traffic relief.** The Plan provides critical funds to every city in the County to repave streets, fill potholes, and upgrade local transportation infrastructure. The Plan also invests in key aging highway corridors to upgrade on and off ramps and uses modern technology to manage traffic and improve safety.
- **Improve air quality and clean transportation.** The Plan reduces pollution by using innovative technology and investing in alternatives to driving, including significant improvements in bike and pedestrian facilities and BART, bus and commuter rail expansion and operations.
- **Create good jobs within Alameda County.** The expenditure plan requires local contracting to create good quality jobs that support residents and businesses in Alameda County.

TAXPAYER SAFEGUARDS

The commitments in this expenditure plan are underpinned by a set of strong taxpayer safeguards to ensure that they are met. These include:

- An annual independent audit and report to the taxpayers on expenditures and performance measures;
- Ongoing monitoring and review by an Independent Watchdog Committee; and
- Strict limits on administrative expenses charged to these funds.

BACKGROUND

LOCAL FUNDS SPENT LOCALLY

The revenue generated through this transportation sales tax will be spent exclusively on projects and programs in Alameda County. All of the projects and programs included in the expenditure plan are considered essential for the transportation needs of Alameda County.

THE 2014 TRANSPORTATION EXPENDITURE PLAN WAS DEVELOPED WITH FULL PUBLIC INVOLVEMENT

This expenditure plan was developed in conjunction with the Alameda Countywide Transportation Plan (CWTP), the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County. A Steering Committee and two working groups (technical and community) were established to guide development of both the CWTP and this Plan.

Public engagement and transparency were the foundations of the development of these plans. A wide variety of stakeholders, including businesses, technical experts, environmental and social justice organizations, and seniors and people with disabilities, helped shape the plan to ensure that it serves the county's diverse transportation needs. Thousands of Alameda County residents participated through public workshops and facilitated small group dialogues; a website allowed for online questionnaires, access to all project information, and submittal of comments; and advisory committees that represent diverse constituencies were integrally involved in the plan development process from the beginning.

The 2014 Plan benefited from a performance-based project evaluation process undertaken for the CWTP. This allowed policies and goals to be expressed in quantifiable terms and competing transportation investments to be compared to one another objectively. This led to a more systematic and analytical selection process for effective investment priorities.

City councils in the county and the County Board of Supervisors each held public meetings and voted to approve this Plan and recommended submission of the sales tax measure to the voters.

VISION AND GOALS

The development of the Countywide Transportation Plan and the Transportation Expenditure Plan began by establishing a vision and set of goals for the County's transportation system:

Vision: Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities.

The vision recognizes the need to maintain and operate the County's existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Transportation in Alameda County will be guided by transparent decision-making and measureable performance indicators, and will be supported by these goals:

Goals: Alameda County's transportation system will be:

- Multimodal (BART, bus, train, ferry, bicycle, walking and driving)
- Accessible, affordable and equitable for people of all ages, incomes, abilities and geographic locations
- Integrated with land use patterns and local decision-making
- Connected across the county, within and across the network of streets, highways, transit, bicycle and pedestrian routes
- Reliable and efficient
- Cost effective
- Well maintained
- Safe
- Supportive of a healthy and clean environment

WHY EXTEND AND AUGMENT A MEASURE NOW?

While the existing measure will remain intact through 2022, the 2014 Plan has been developed for several reasons:

- **Most capital projects in the existing measure have been completed ahead of schedule.**
Without a new plan, the County will be unable to fund any new major projects to address pressing mobility needs.
- **Bus services in Alameda County have been cut significantly, and the gap between road maintenance needs and available funding is at an all-time high.** The 2014 Plan will allow local funding to fill in the gaps created by declining state and federal revenue, keep needed services in place and restore service cuts for many providers.
- **The demand on Alameda County's roads, highways, BART and buses is increasing.** Alameda County's population is growing, and as the economy improves, more people and goods are moving on roads and transit. Investments are needed to maintain and improve the current transportation system to ensure it can effectively accommodate current and future growth.

STATUS OF THE 2000 MEASURE B EXPENDITURE PLAN—FULFILLING THE PROMISE TO VOTERS

Voters in Alameda County have always recognized the need to provide stable and local funding for the County's transportation needs. In 1986, Alameda County voters authorized a half-cent transportation sales tax to finance improvements to the county's overburdened transportation infrastructure. An even wider margin of voters reauthorized this tax in 2000, with over 81.5% support. Detailed expenditure plans have guided the use of these funds. The 2000 Plan provides over \$120 million each year for essential operations, maintenance and construction of transportation projects. It authorized the expenditure of funds for the extension of BART to Warm Springs, transit operations, rapid bus improvements throughout the county, bicycle and pedestrian trails and bridges, a countywide Safe Routes to School Program, and affordable transportation services for seniors and people with disabilities. It has also

provided congestion relief throughout Alameda County by widening Interstate (I) 238, constructing the I-680 express lane, improving I-580 and I-880, and upgrading surface streets and arterial roadways.

Most of the 27 major projects in the 2000 Plan have been completed or are under construction, many ahead of schedule. Annual audits by independent certified public accountants have verified that 100% of the public funds authorized in the 2000 Plan have been spent as promised.

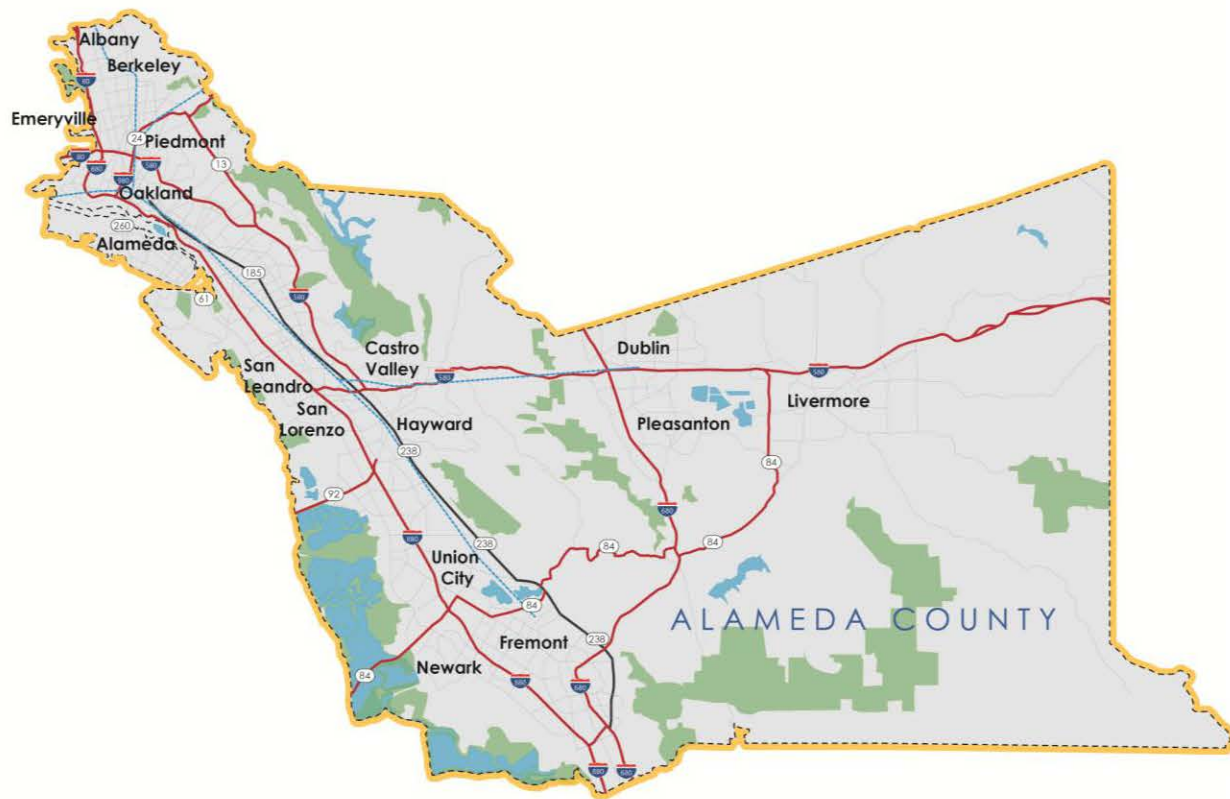
BENEFITS FROM THE 2000 MEASURE B EXPENDITURE PLAN

The 2000 Plan local transportation sales tax has provided a substantial share of the total funding available for transportation projects in Alameda County, far exceeding annual state and federal commitments. State and federal sources have diminished over time, and local sources have come to represent over 60% of the money available for transportation in the county. The 2000 measure has been indispensable in helping to meet the county's growing needs in an era of shrinking resources.

The county's ability to keep up with street maintenance needs, such as filling potholes and repaving roadways, is fundamentally dependent on these local funds. Targeted improvements funded through the 2000 Plan such as the new express lane on I-680 and the widening of I-238 have relieved congestion on critical county commute corridors. A new Warm Springs BART station will open soon in the southern part of the county as the beginning of a new connection to Silicon Valley. The 2000 Plan has supported transit operations, improved the safety of children getting to schools throughout the county and funded special transportation services that provide over 900,000 trips for seniors and people with disabilities every year.

These local funds have also allowed the county to compete effectively for outside funds by providing a local match fund source. The 2000 Plan has attracted over \$3 billion of additional funds from outside sources for Alameda County transportation investments.

BACKGROUND





TRANSPORTATION INVESTMENTS

This Transportation Expenditure Plan includes almost \$8 billion in funding over 30 years. The investments described in this Plan will be made from 2015 to 2045, if voters approve the ballot measure in 2014. These improvements are necessary to address current and projected transportation needs in Alameda County, current legislative mandates, and reflect the best efforts to achieve consensus among varied interests and communities in Alameda County.

The projects in this Plan are designed to strengthen the economy and improve quality of life in Alameda County, reduce traffic congestion, improve air quality and create jobs. They include maintenance of existing infrastructure, targeted investments to improve highway safety, remove bottlenecks on major commute corridors, enhance rail, bus and ferry transit systems, and make it safer and easier to bike and walk throughout the county.

Two types of investments are funded in this Plan: capital investments which are allocated specific dollar amounts in the Plan, and operations and maintenance investments which are allocated a percentage of net revenues to be distributed on a monthly or periodic basis. Capital investments will be made based upon clearly defined project descriptions and limits resulting from the outcomes of environmental analyses, as applicable. Examples of operations and maintenance investments include providing funds to local jurisdictions to complete ongoing operations and maintenance tasks such as transit operations and local street maintenance. The following summarizes total expenditures by type including both capital and operations and maintenance investments.

BART, BUS, SENIOR AND YOUTH TRANSIT (48%)

Increasing the number of people that can be served by BART, buses, commuter rail, and senior and youth transit is critical to all residents of Alameda County to provide transportation choices, relieve congestion and support a vibrant economy. The investments identified in this Plan were guided by the principles of enhancing safety, convenience and reliability to maximize the number of people who can make use of the transit system. This Plan represents a major investment in Alameda County's transit system to increase transit services and expand access to transit throughout the County, and to help avoid further service cuts and preserve affordability of transit.

LOCAL STREETS MAINTENANCE AND SAFETY (30%)

Local streets are the essential building blocks of Alameda County's transportation system. Virtually every trip begins or ends on a local street. Alameda County has more than 3,400 miles of aging streets and roads, many of which are in need of repair: intersections need to be reconfigured, traffic lights need to be synchronized and potholes need to be filled. Most importantly, these streets are essential to every mode of transportation from cars and trucks, to buses, bikes and pedestrians.

TRAFFIC RELIEF ON HIGHWAYS (9%)

Aging highway systems continue to operate under substantial pressure as travel patterns become more diverse and the demand for moving goods and people increases. While the era of major highway construction has come to an end in the Bay Area, there are many opportunities to increase the safety and efficiency of highway corridors in Alameda County. The highway investments included in this Plan focus on improving safety, relieving bottlenecks at interchanges, closing gaps and improving

TRANSPORTATION INVESTMENTS

efficiency with carpool and high occupancy vehicle infrastructure, and increasing safety on major truck route corridors. In highway corridors where sales tax investments will be made to implement high occupancy toll (HOT) or express lanes, the net toll revenues generated will be used to fund additional improvements within those corridors, including transit capital projects and operations.

In addition to focusing on highway efficiencies, this Plan recognizes the need to move goods safely and effectively. Recognizing the economic importance of the Port of Oakland, highways must provide connections between goods and market, and do so with minimal impacts to residential neighborhoods.

BICYCLE AND PEDESTRIAN PATHS AND SAFETY (8%)

Most trips begin or end on foot. Alameda County's bicycle and pedestrian infrastructure is the "glue" that holds the network together by extending the reach of transit service, providing a non-polluting and sustainable travel mode, and contributing to public health and quality of life. A particular focus is on the County's youth to encourage adoption of safe and healthy habits through Safe Routes to Schools.



COMMUNITY DEVELOPMENT INVESTMENTS (4%) AND TECHNOLOGY AND INNOVATION (1%)

Transportation investments in local communities are strengthened when development focuses on bringing together transportation choices, housing and expanded access to jobs and schools. This Plan includes investments in every part of the County,

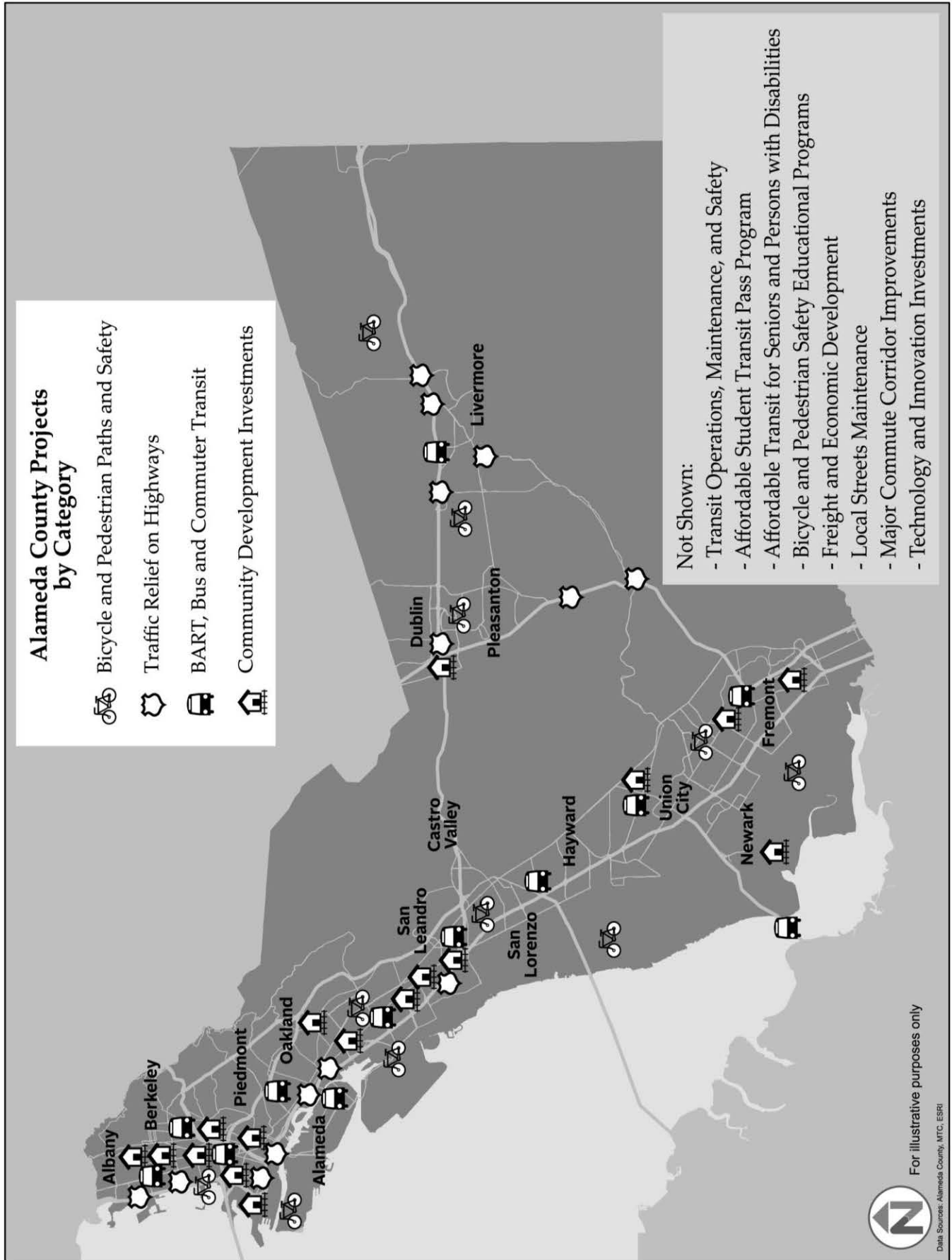
enhancing areas around BART stations and bus transfer hubs that are slated for new development, and supporting communities where biking, walking and transit riding are all desirable options.



For transportation projects funded in this Plan to promote the development of housing and jobs near transit areas, project sponsors will mitigate direct displacement as a result of projects.

In addition, a Technology, Innovation and Development Program will support technological advances in transportation management and information.

The map on the following page shows the investments planned in all areas of the County.



BART, BUS, SENIOR AND YOUTH TRANSIT



A total of 48% of net revenue will be dedicated to BART, bus, commuter rail, and senior and youth transit investments. Funds for operations and maintenance will be

provided to transit operators in the county (AC Transit, BART, Union City Transit and Livermore Amador Valley Transit Authority (LAVTA)) as well as to ferries and the Altamont Commuter Express (ACE) rail service. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and people with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support affordable transportation access to schools. Major capital investments include upgrades to the existing BART system and BART extensions, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements serving the Dumbarton Corridor Area.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, \$1,857 M)

This program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

This funding will support the following:

Transit Operations and Maintenance Program (21.55% of net revenue, estimated at \$1.668 M)

Funds are disbursed to AC Transit, BART, ACE, the Water Emergency Transportation Authority (WETA), LAVTA and Union City Transit. The relative

percentage of net revenue being allocated to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2015-2045 (est.) \$Millions
AC Transit	18.8%	\$1,455
ACE	1.0%	\$77
BART Maintenance	0.5%	\$39
WETA (ferries)	0.5%	\$39
LAVTA (WHEELS)	0.5%	\$39
Union City Transit	0.25%	\$19
Total Transit Operations	21.55%	\$1,668

Affordable Youth Transit Pass Program (\$15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at \$175 M)

These grant funds, administered by Alameda CTC, will be used for the purposes of funding innovative and emerging transit projects, including implementing successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County. Successful models will receive the first priority for funding from this category.

Funds will be periodically distributed by Alameda CTC for projects and programs with proven abilities to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience
- Enhance rider safety and security

- Enhance rider information and education about transit options
- Enhance affordability for transit riders
- Implement recommendations for transit service improvements from Community Based Transportation Plans and the County's transit plan

These funds will be distributed periodically by Alameda CTC. Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

AFFORDABLE TRANSIT FOR SENIORS AND PEOPLE WITH DISABILITIES (10% OF NET REVENUE, \$774 M)

This program provides funds for local solutions to the growing transportation needs of older adults and people with disabilities. Funds will be provided to transit operators to provide specialized transportation service mandated by the Americans with Disabilities Act (ADA). In addition, funds will be provided to each part of the County based on its population of residents over age 70 for local programs aimed at improving mobility for seniors and people with disabilities. The program includes three components.

Funding for East Bay Paratransit Consortium (6% of net revenue, estimated at \$464 M)

This funding will assist the East Bay Paratransit Consortium in meeting the requirements of the ADA. These funds will be disbursed to and directed by the two agencies that operate the East Bay Paratransit Consortium:

- AC Transit will receive 4.5% of net proceeds annually, estimated at \$348 M from 2015 to 2045, towards meeting its responsibilities under the ADA.
- BART will receive 1.5% of net proceeds annually, estimated at \$116 M from 2015 to 2045, towards meeting its responsibilities under the ADA.

City and local Transit Operator funding (3% of net revenue, estimated at \$232 M)

Funding provided to each of the four subareas of the County will be used for implementation of locally developed solutions to address the mobility challenges of older adults and people with

disabilities. Funds will be distributed monthly based on the percentage of the population over age 70 in each of four planning areas for city-based and mandated paratransit services of local bus transit providers:

- North County – including the cities of Albany, Alameda, Berkeley, Emeryville, Oakland and Piedmont.
- Central County – including the cities of Hayward and San Leandro or unincorporated areas.
- South County – including the cities of Fremont, Union City, and Newark, as well as Union City Transit.
- East County – including the cities of Livermore, Dublin, Pleasanton, unincorporated areas, and LAVTA.

Funds can be further allocated to individual cities within each planning area based on a formula refined by Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO), a group of seniors and people with disabilities that advises Alameda CTC. In East County, funding provided to Livermore and Dublin will be assigned to LAVTA for their ADA-mandated paratransit program. In Central County, funding will be provided to Hayward to serve the unincorporated areas.

Coordination and Service Grants (1% of net revenue, estimated at \$77 M)

These funds, administered by Alameda CTC, will be used for the purposes of coordinating services across jurisdictional lines or filling gaps in the system to meet the mobility needs of seniors and people with disabilities. These funds will be periodically distributed by Alameda CTC for projects and programs with proven ability to:

- Improve mobility for seniors and people with disabilities by filling gaps in the services available to this population.
- Provide education and encouragement to seniors and people with disabilities who are able to use standard public transit to do so.
- Improve the quality and affordability of transit and paratransit services for those who are dependent on them.
- Improve the efficiency and effectiveness of ADA-mandated and local services.

BART, BUS, SENIOR AND YOUTH TRANSIT

RAPID BUS AND TRANSIT IMPROVEMENTS (\$35 M)

A total of \$35 M in sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects on some of the busiest corridors in the AC Transit system.

AC Transit East Bay Bus Rapid Transit (BRT) Projects (\$25 M)

Bus Rapid Transit is a technology that reduces bus travel times, improves the efficiency of transit service and reduces conflicts between bus service and auto travel on major streets. Three BRT corridors are proposed:

- **The Telegraph Avenue/East 14th/International Boulevard project** will provide enhanced transit service connecting the Cities of San Leandro and Oakland with potential improved rapid bus services to UC Berkeley.
- **The Grand/MacArthur BRT project** will enhance transit service and allow for significant reliability improvements in this critical corridor as well as enhancing access to regional services at the MacArthur BART station.
- **The Alameda to Fruitvale BART Rapid Bus service** will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.

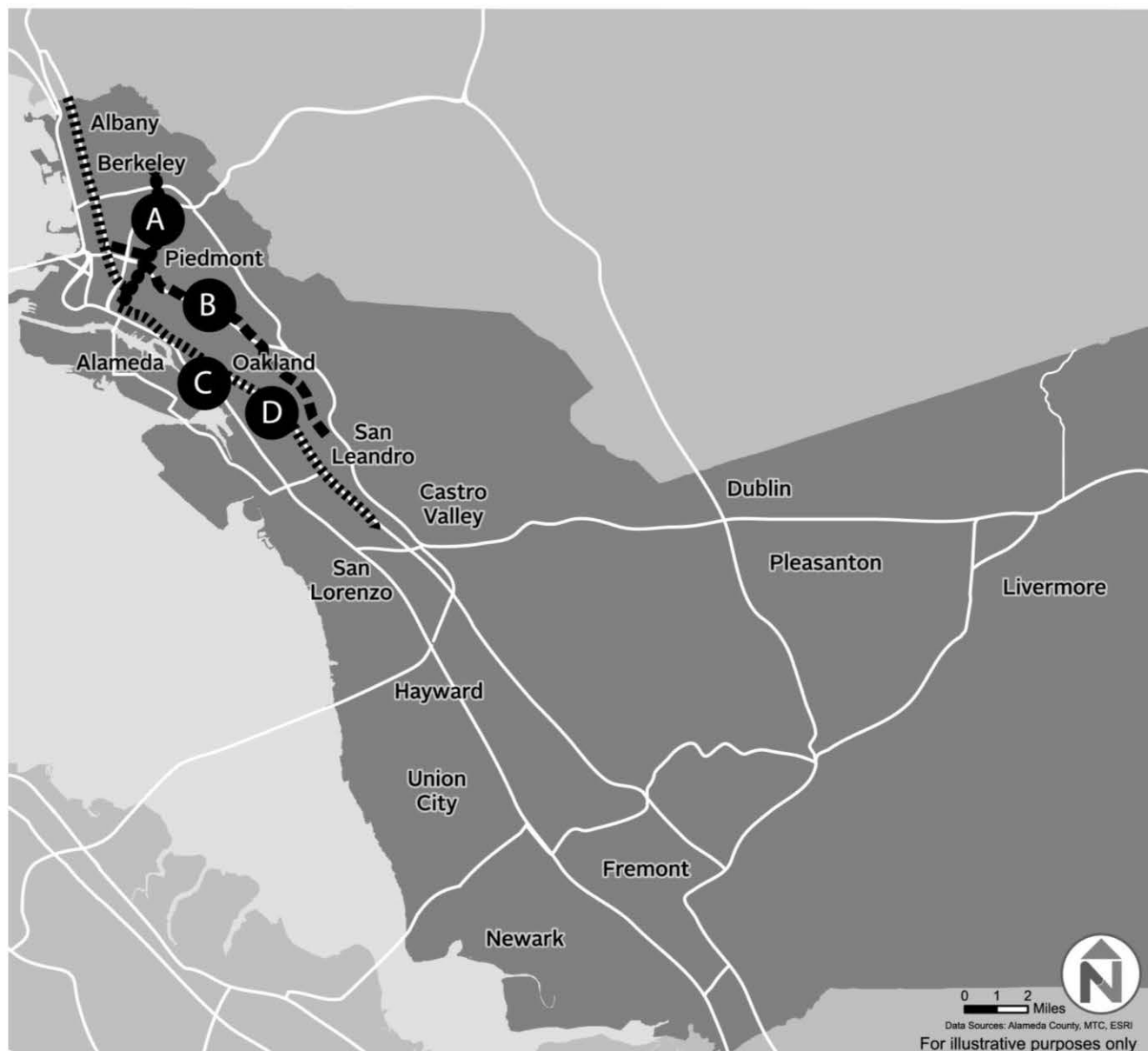
Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors. These sales tax funds will allow the Telegraph/East 14th/International project to be completed and will provide the needed leverage as local matching funds to attract outside funds to the other corridors which are currently under development.

College/Broadway Corridor Transit Priority (\$10 M)

Funding will be provided for the implementation of transit priority treatments to improve transit reliability, reduce travel times and encourage more transit riders on the well-utilized College/Broadway corridor.



RAPID BUS TRANSIT INVESTMENTS



- | | | | |
|-------------------|---|-------------------|--|
| A ●●●●●●●● | College/Broadway Corridor:
Transit Priority | C ——— | City of Alameda to Fruitvale
BART Bus Rapid Transit |
| B ■■■■■■ | AC Transit Grand MacArthur
Bus Rapid Transit | D ●●●●●●●● | AC Transit Telegraph Ave/ East 14th/
International Blvd Project |

Not Shown:

- Affordable Transit for Seniors and Persons with Disabilities
- Innovative grants including an affordable youth transit pass program
- Transit Operations, Maintenance and Safety Investments

BART, BUS, SENIOR AND YOUTH TRANSIT

BART EXTENSION AND SYSTEM IMPROVEMENTS (\$710 M)

The capital projects funded as part of the BART System Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as provide local funding for a proposed BART extension in the eastern part of the county.

BART to Livermore (\$400 M)

This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BART Station Upgrades and System Improvements (\$310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this Plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

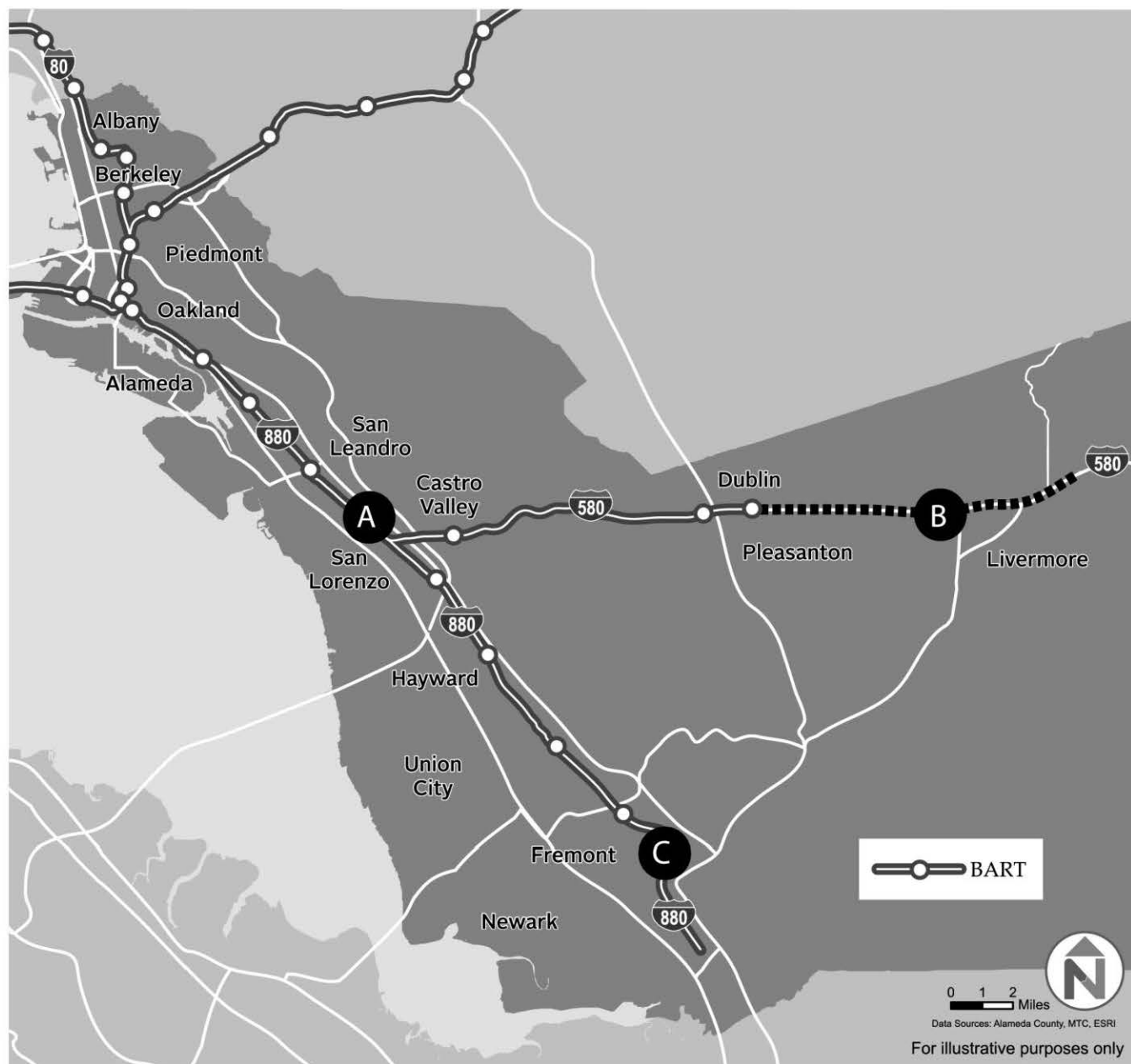


- **The Bay Fair Connector/BART METRO project will receive \$100 M** in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the

southern part of the county and beyond as Santa Clara County builds its own BART extension.

- **The BART Station Modernization and Capacity Program will receive \$90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation and wayfinding, air conditioning, lighting and ambient environment, station reliability upgrades, and other station equipment replacement/upgrades.
- **The Irvington BART Station will receive \$120 M** to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

BART INVESTMENTS



- A** Bay Fair Connector / BART METRO
- B** BART Extension to Livermore (within the I-580 corridor)
- C** Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Affordable Transit for Seniors and People with Disabilities

BART, BUS, SENIOR AND YOUTH TRANSIT

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS (\$355 M)

Investments include maintenance and service enhancements on existing rail lines and the development of transportation investments serving the Dumbarton Corridor Area. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Corridor Area Transportation Improvements (\$120 M)

Dumbarton Corridor Area Transportation Improvement projects will support express bus services in the Dumbarton Corridor connecting southern Alameda County and the Peninsula. The projects will also support transit oriented development and priority development areas, and improve local streets and bicycle and pedestrian infrastructure within the cities of Fremont, Newark and Union City.

Union City Intermodal Station (\$75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Corridor services, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.



Capitol Corridor Service Expansion (\$40 M)

This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase daily round trips, matching frequencies between Sacramento and Oakland.

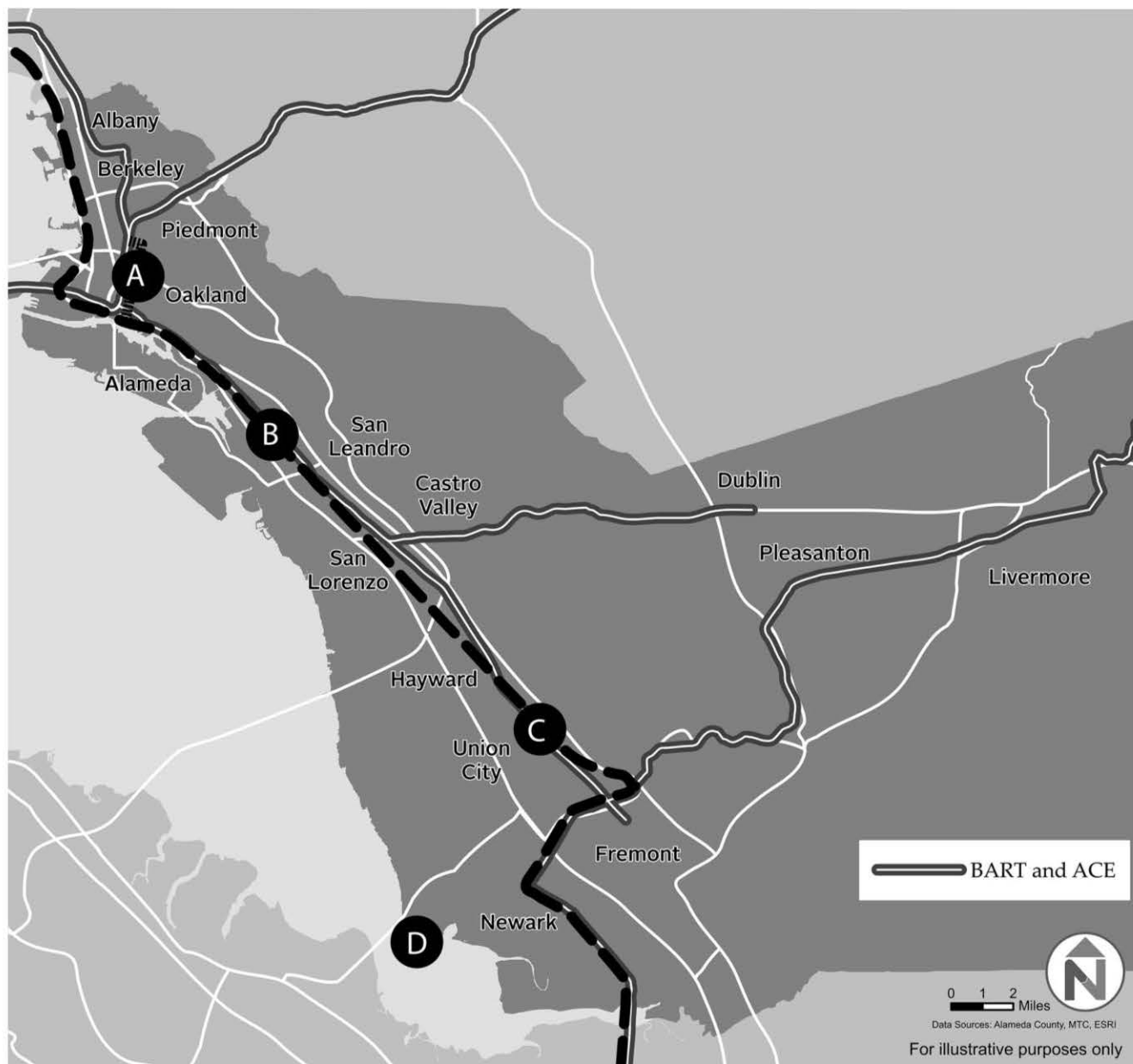
Railroad Corridor Right of Way Preservation and Track Improvements (\$110 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for regional rail as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

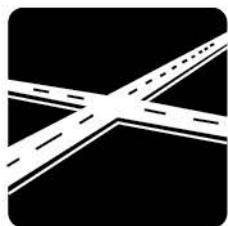
Oakland Broadway Corridor Transit (\$10 M)

This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

MAJOR TRANSIT CORRIDOR AND COMMUTER RAIL IMPROVEMENTS



LOCAL STREETS MAINTENANCE AND SAFETY



A total of 30% of the net revenue is dedicated to the improvement of local streets. These investments include two major components: a program that provides funding for

local jurisdictions to maintain streets and a capital program that is focused on improving the performance of major commute routes and bridges throughout the County, including enhancing seismic safety.

The Local Streets program in this Plan involves shared responsibility – local cities and the County will set their local priorities within a framework that requires complete streets to serve all users and types of transportation, honors best practices and encourages agencies to work together. More specifically, streets expenditures will be designed to benefit all modes of travel by improving safety, accessibility, and convenience for all users of the street right-of-way. The plan also focuses on important commute corridors that carry the majority of the driving public and cross city boundaries, ensuring enhanced cooperation and coordination between agencies.

LOCAL STREETS MAINTENANCE AND SAFETY PROGRAM (20% OF NET REVENUES, \$1,548 M)

In recognition that local streets are the backbone of our transportation system, this program provides funds to local cities and Alameda County for maintaining and improving local infrastructure. Funds may be used for any local transportation need based on local priorities, including street maintenance, bicycle and pedestrian projects, bus stops, and traffic calming. All projects implemented with these funds will support a “complete streets philosophy” where all types of transportation and users are considered in the development of the local street system. A minimum of 15% of all local streets funds will be spent on project elements directly benefitting bicyclists and pedestrians.

The Local Streets Maintenance and Safety program provides funds directly to local jurisdictions to be used on locally determined priorities. Twenty percent of net revenues will be allocated to local cities and the county based on a formula that includes population and road miles for each jurisdiction, weighted equally, consistent with the 2000 Measure B formula. The formula will be revisited within the first five years of the plan to ensure overall geographic equity in the Plan. This program is intended to augment, rather than replace, existing transportation funding.

MAJOR COMMUTE CORRIDORS, LOCAL BRIDGE AND SEISMIC SAFETY INVESTMENTS (\$800 M)

Major commute routes, illustrated on the map on page 26, serve a high percentage of the daily commuters in Alameda County and the majority of trips for other purposes. These roads are crucial for the movement of goods to stores and consumers, transit riders and motorists, and bicyclists and pedestrians. Concentrating improvements in these corridors will improve access and efficiencies, increase safety and reduce congestion.

This program focuses funding on improvements to major roads, bridges, freight improvements and railroad grade separations or quiet zones. Examples of commute corridors eligible for funding include, but are not limited to, the following:

- **North County Major Roadways:** Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale Bridge replacements; Powell Street Bridge widening at Christie; East 14th Street improvements and Oakland Army Base transportation infrastructure improvements.
- **Central County Major Roadways:** Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian Boulevard improvements and Tennyson Road grade separation.
- **South County Major Roadways:** East-west connector in North Fremont and Union City, I-680/I-880 cross connectors, Fremont Boulevard improvements, upgrades to the relinquished

Route 84 in Fremont, Central Avenue Overcrossing, Thornton Avenue widening, Mowry Avenue and Newark local streets.

- **East County Major Roadways:** Greenville Road widening, El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening and Bernal Bridge construction.
- **Countywide Freight Corridors:** Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvement in Oakland, as well as truck routes serving the Port of Oakland.

Projects will be developed by local agencies working in cooperation with neighboring jurisdictions and Alameda CTC to reduce congestion, remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in these corridors. Projects will be funded based on project readiness, constructability, geographic equity, and cost effectiveness as determined by Alameda CTC working with local jurisdictions as part of the Alameda CTC Capital Improvement Program which is updated every two years.



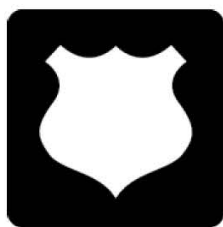
LOCAL STREETS MAINTENANCE AND SAFETY



Examples of Major Commute Corridor Improvements:

- North County:** Solano Ave., San Pablo Ave., Ashby Ave., Marin Ave., Gilman Railroad Crossing, Park St., High St., Fruitvale Bridge, Powell St. Bridge, East 14th St., and Oakland Army Base transportation improvements
- Central County:** Crow Canyon Rd., Hesperian Blvd., Lewelling Blvd., Tennyson Rd., and San Leandro local streets
- South County:** East-west connector, I-680/I-880 cross connectors, Fremont Blvd., Route 84 in Fremont, Central Ave. Overcrossing, Thornton Ave., Mowry Ave., and Newark local streets
- East County:** Greenville Rd., El Charro Rd., Dougherty Rd., Dublin Blvd., and Bernal Bridge
- Countywide Freight Corridors:** Truck routes serving the Port of Oakland, Outer Harbor Intermodal Terminal and 7th St. Improvements

TRAFFIC RELIEF ON HIGHWAYS



The County's aging highway system requires safety, access and gap closure improvements to enhance efficiencies and reduce traffic on a largely built-out system. Funding

has been allocated to each highway corridor in Alameda County for needed improvements. Specific projects have been identified based on project readiness, local priority and the ability to leverage current investments and funds. A number of additional eligible projects have been identified as candidates for corridor improvements, which will be selected for funding based on their contribution to the overall goals of improving system reliability, maximizing connectivity, improving the environment and reducing congestion. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by Alameda CTC every two years.

Most of the projects that have been identified for funding are designed to improve the efficiency of and access to existing investments and to close gaps and remove bottlenecks.

A total of 9% of the net revenue is allocated to the highway system, including 1%, or approximately \$77 M, allocated specifically to goods movement and related projects.

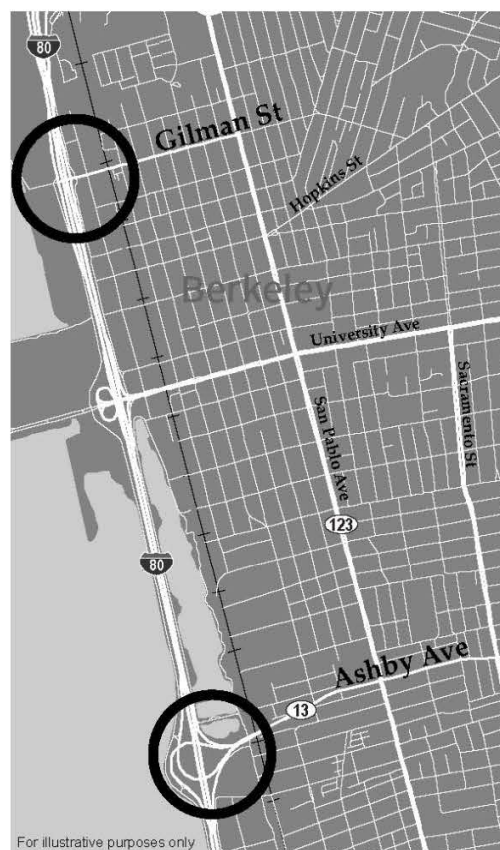
I-80 CORRIDOR INVESTMENTS FROM THE CONTRA COSTA COUNTY LINE TO THE BAY BRIDGE (\$76 M)

I-80 in the northern part of the County is the most congested stretch of freeway in the Bay Area. Investments in the interchanges on this route were selected to relieve bottlenecks, improve safety and improve conditions for cars, buses, trucks and bicyclists and pedestrians. Key investments will be made at the Ashby and Gilman interchanges in

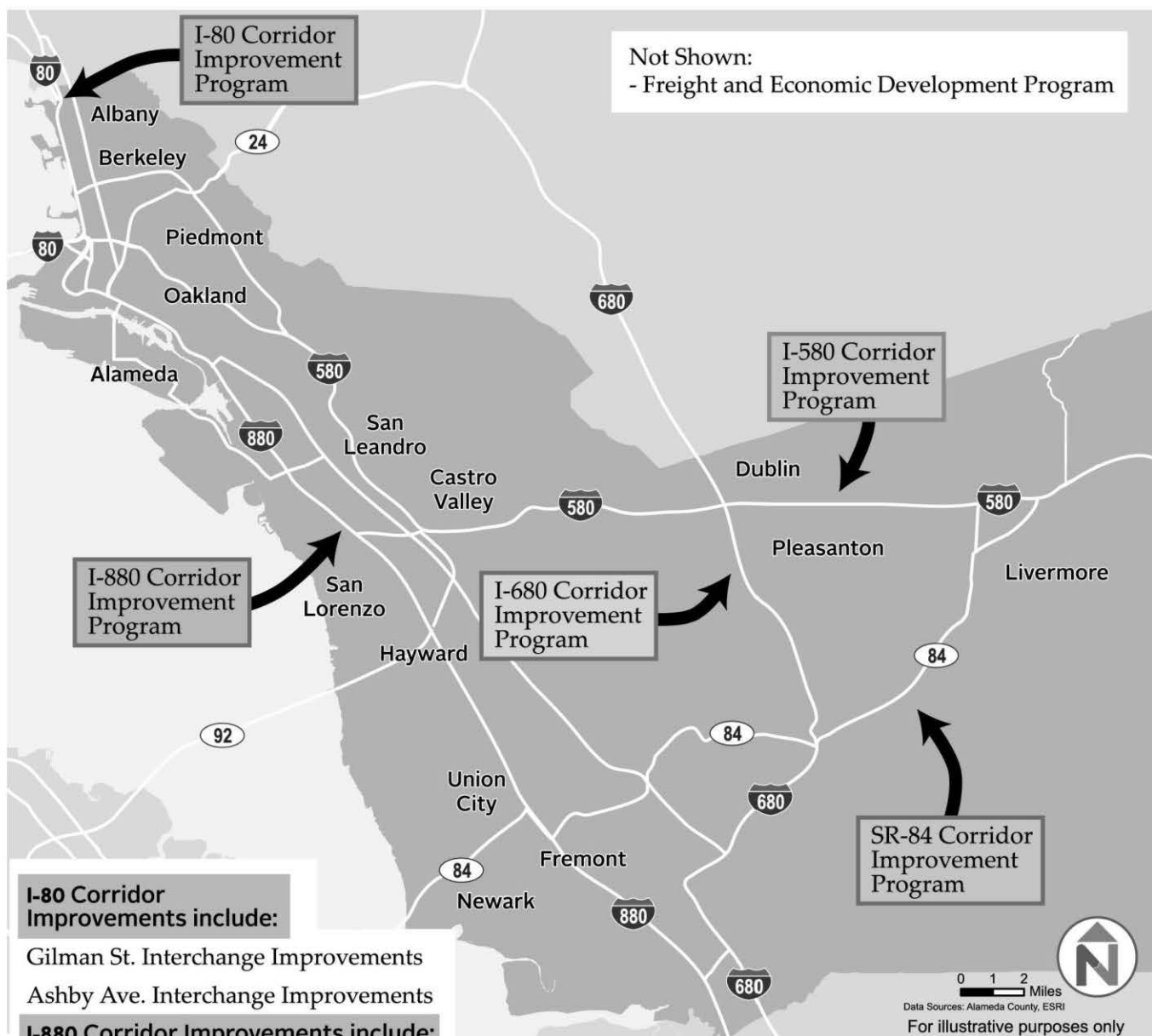
Berkeley, which will improve conditions for all modes in both Emeryville and Berkeley.

The I-80 Gilman project will receive funding to relieve a major bottleneck and safety problem at the I-80 Gilman interchange. The project includes both a major reconfiguration of the interchange and grade separation of the roadway and the railroad crossing which currently crosses Gilman at-grade impeding traffic flow to and from the freeway. Improvements will also be made for pedestrians and bicyclists crossing this location and accessing recreational opportunities west of the freeway, making this a true multimodal improvement.

The Ashby Avenue corridor will receive funding to fully reconstruct the Ashby Avenue Interchange by eliminating the substandard eastbound on-ramp in Berkeley's Aquatic Park. The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80, will reduce local traffic congestion in Berkeley and Emeryville, and will improve bicycle and pedestrian access. The project includes associated corridor improvements on Ashby Avenue.

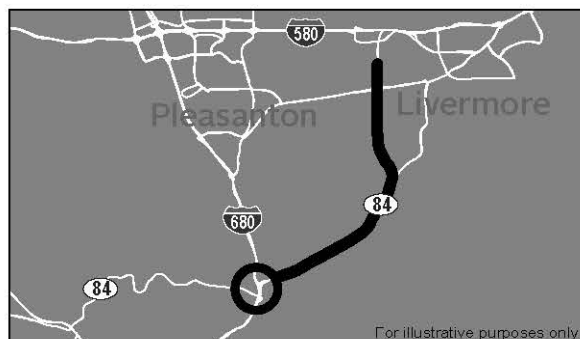


TRAFFIC RELIEF ON HIGHWAYS



STATE ROUTE 84 FROM I-580 TO I-680 (\$132 M)

Two significant improvements are planned for this corridor to complete improvements at the State Route (SR) 84 and I-680 interchange and widening SR 84 to support safety, connectivity and efficiency.



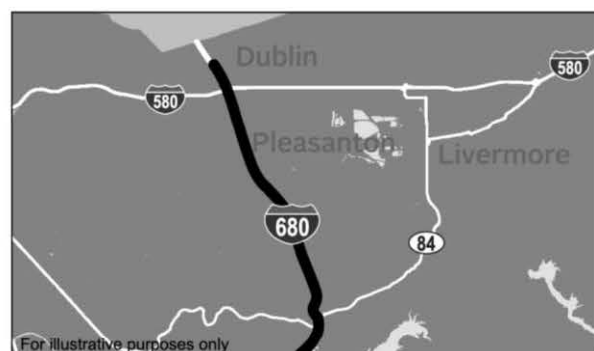
I-580 CORRIDOR INVESTMENTS FROM DUBLIN TO SAN JOAQUIN COUNTY LINE (\$48 M)

Investments in the I-580 corridor include improvements to the I-580/I-680 Interchange to provide traffic relief on one of the most significant bottlenecks on the freeway system. Additional funding is for interchange improvements in both East and Central County, including improvements at Vasco Road, Greenville Road and Isabel Avenue, which are needed for major transit investments in the Livermore area, as well as interchange improvements in Central County, focusing on bottleneck relief and safety improvements.



I-680 FROM CONTRA COSTA COUNTY LINE TO THE SANTA CLARA COUNTY LINE (\$60 M)

Implementation of the I-680 high occupancy vehicle/toll (HOV/HOT) lane in both directions from SR 237 to Alcosta Boulevard is the centerpiece of the improvements planned for this heavily traveled corridor. This project will receive \$60 M to construct carpool/HOT lanes on I-680 between Alcosta Boulevard and SR 237 in both directions.



I-880 CORRIDOR INVESTMENTS FROM OAKLAND TO UNION CITY (\$284 M)

I-880 corridor improvements include projects to upgrade and improve key interchanges throughout the corridor beginning with the Broadway/Jackson interchange and Oak Street interchange in Oakland and Alameda to the Whipple/Industrial Parkway Southwest interchange in Hayward and to the County line. Many other interchange projects are also candidates for funding to relieve congestion and improve safety.



Funds are included for I-880 Broadway-Jackson multimodal transportation and circulation improvements for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square.

TRAFFIC RELIEF ON HIGHWAYS

Funds for interchange improvements at Whipple Road and Industrial Parkway in the Central part of the County are also included, as well as making other improvements on I-880. The goals of these improvements are to remove bottlenecks and enhance safety at these critical interchanges, serving motorists, other road users, and goods movement in Central and Southern Alameda County.

In addition, funding will support completion of the HOV/HOT carpool lanes on I-880 from A Street in Hayward to Hegenberger Road in Oakland, filling in this important gap in the HOV lane system.

Additional funding on I-880 includes a number of critical access and interchange improvements in the north and central parts of the county including grade separations, bridge improvements and interchange enhancements.

FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM (1% OF NET REVENUE, \$77 M)

These discretionary funds will be administered by Alameda CTC for the purposes of developing innovative approaches to moving goods in a safe and healthy environment in support of a robust economy. Eligible expenditures in this category include planning, development and implementation of projects that:

- Enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other types of transportation.
- Reduce greenhouse gas production in the transport of goods.
- Mitigate environmental impacts of freight movement on residential neighborhoods.
- Enhance coordination between the Port of Oakland, the Oakland Airport and local jurisdictions for the purposes of improving the efficiency, safety, and environmental and noise impacts of freight operations while promoting a vibrant economy.

These funds will be distributed by Alameda CTC to eligible public agencies within Alameda County, including local jurisdictions such as cities, Alameda County, the Port of Oakland and the Oakland Airport.



BICYCLE AND PEDESTRIAN PATHS AND SAFETY



Key investments in bicycle and pedestrian paths and safety include completion of the major trails in the County. Funding will allow for the completion of three key trails: the

County's East Bay Greenway, which provides a viable commute and community access route for many cyclists and pedestrians from Oakland to Fremont, and the Bay Trail and Iron Horse Trail in Alameda County which provide important off street routes for both commute and recreational trips. Funding for priority projects in local and countywide Bicycle and Pedestrian plans will also allow for investments that support the use of these modes.

A total of 8% of the funds available in this plan are devoted to improving bicycle and pedestrian infrastructure as well as providing programs to encourage people to bike and walk when possible and to support accessibility for seniors and people with disabilities. It is important to note that in addition to these dedicated funds, local bicycle and pedestrian projects will also be funded through the Local Streets Maintenance and Safety and Community Development Investments funding categories.

COMPLETION OF MAJOR TRAILS – IRON HORSE TRAIL, BAY TRAIL AND EAST BAY GREENWAY (\$264 M)

This project provides for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on these three major trails pictured on page 32. These projects have the potential to generate extensive and varied community benefits beyond creating infrastructure for bicycle and pedestrian travel including improving neighborhood connectivity, improving access to transit, reducing traffic, improving safe access to schools, supporting community health and reducing

greenhouse gas emissions. Funds may be applied to the construction and maintenance of the three major trails, as well as local connectors and access routes.

LOCAL BICYCLE AND PEDESTRIAN PATHS AND SAFETY (5% OF NET REVENUE, \$387 M)

This program is designed to fund projects and provide operating funds that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on projects that complete the County's bicycle and pedestrian infrastructure system. The program consists of two components:

Bicycle and Pedestrian Direct Allocations to Cities and Alameda County (3% of net revenue, estimated at \$232 M)

Funding will be provided on a monthly basis to the cities and to Alameda County for planning, construction and maintenance of bicycle and pedestrian projects and programs, focusing on completing the high-priority projects described in their Bicycle and Pedestrian Master Plans. Funds will be provided to each city within the county and to Alameda County based on their share of the population. Jurisdictions will be expected to implement, operate and maintain projects from the County's bicycle and pedestrian plans and to commit to a complete streets philosophy in their project design and implementation.



Bike and Pedestrian Grant Program (2% of net revenue, estimated at \$154 M)

These funds, administered by Alameda CTC, will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities

BICYCLE AND PEDESTRIAN PATHS AND SAFETY

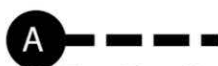
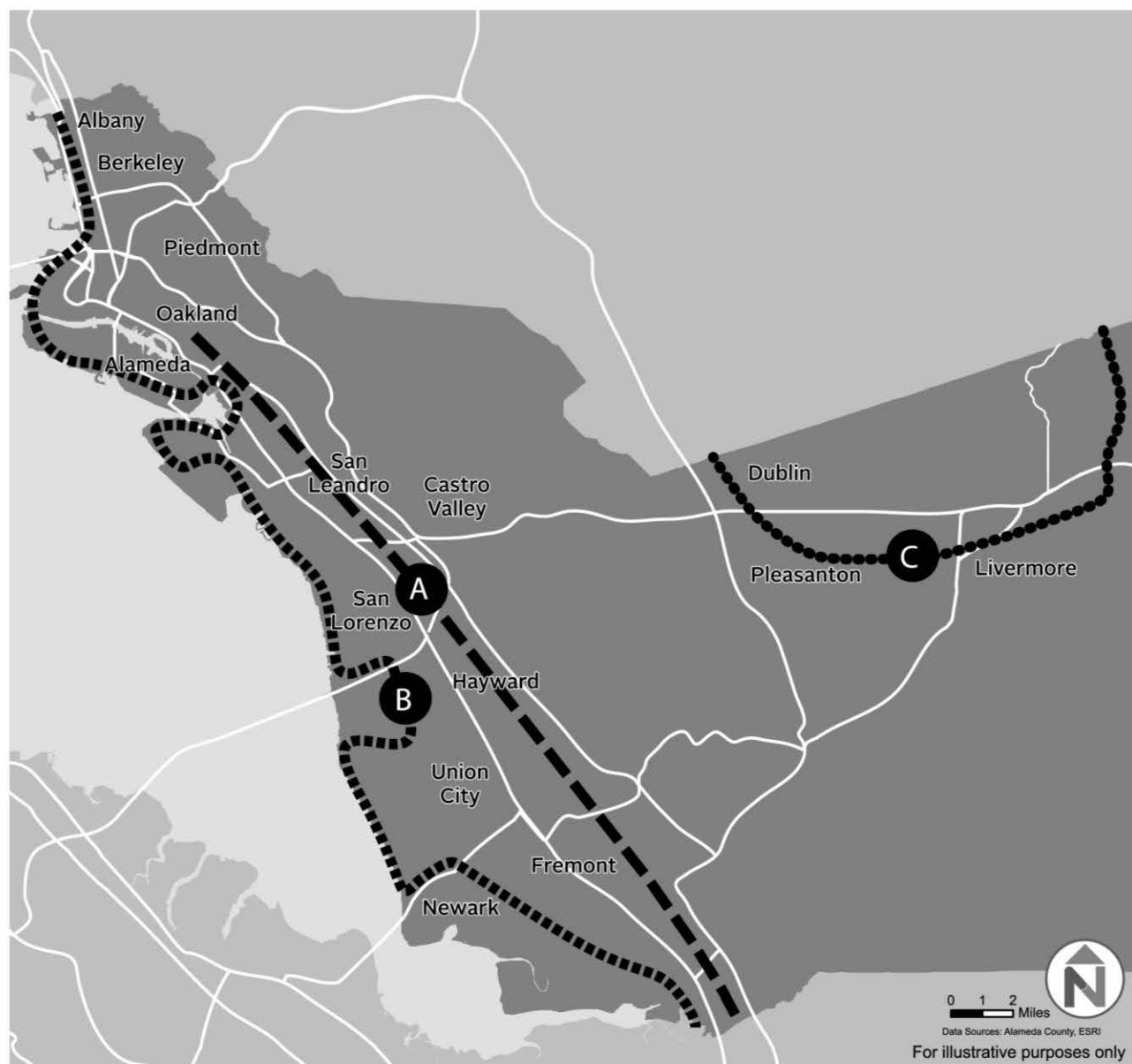
and increasing safe bicycling. These funds will be periodically distributed by Alameda CTC for projects and programs that:

- Provide bicycle education and training
- Increase the number of trips made by bicycle and on foot
- Improve coordination between jurisdictions
- Maintain existing trails
- Implement major elements of the Alameda County Bicycle Master Plan and Pedestrian Master Plan
- Implement bicycle and pedestrian elements of Community Based Transportation Plans
- Support Safe Routes to Schools
- Support school crossing guards
- Provide bicycle and pedestrian infrastructure within and connecting to developments in priority development areas
- Leverage other sources of funding

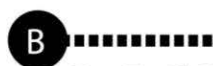
Funds in this category will be used for a Countywide Bicycle and Pedestrian Coordinator position.



BICYCLE AND PEDESTRIAN PATHS AND SAFETY



East Bay Greenway
from Oakland to Fremont



Bay Trail Gap Closure
and Access projects



Iron Horse Trail Gap Closure
and Access projects

Not Shown:

- Completion of other priority projects in local and countywide bicycle and pedestrian plans
- Funding to cities and County
- Grant program for regional projects and trail maintenance.

COMMUNITY DEVELOPMENT INVESTMENTS



Investments in sustainable transportation that improve transit connections to jobs and schools recognize the need to plan our transportation system

along with the land uses that are going to serve the growing demand for housing and jobs in Alameda County. A total of 4% of net revenue or about \$300 M is dedicated to improvements that link our transportation infrastructure with areas identified for new development. One percent of net revenue, or about \$77 M, is dedicated to investments in new technology, innovation and development.

COMMUNITY DEVELOPMENT INVESTMENTS (\$300 M)

These investments target immediate term opportunities for enhancing access, improving safety and creating new infrastructure and supporting construction at BART stations, as well as station area development and transit oriented development at sites identified for early implementation throughout the County. Funds in this category may be spent on project development, design, and environmental clearance, as well as construction, operations and maintenance of new infrastructure in these areas. Funds may also be allocated to operate shuttles that serve Alameda County residents and local businesses. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by Alameda CTC every two years. Examples of eligible station areas to be included in this category are:

North County Station Areas and Priority Development Areas

- Broadway Valdez Priority Development Area (PDA)
- Coliseum BART Station Enhancements
- Lake Merritt BART Station and Area Improvements
- West Oakland BART Station Area
- Eastmont Mall PDA

- 19th Street BART Station Area
- MacArthur BART Station Area
- Ashby BART Station Area
- Berkeley Downtown Station Area

Central County Station Areas and Priority Development Areas

- Downtown San Leandro Transit Oriented Development (TOD)
- Bay Fair BART Transit Village
- San Leandro City Streetscape Project
- South Hayward BART Station Area

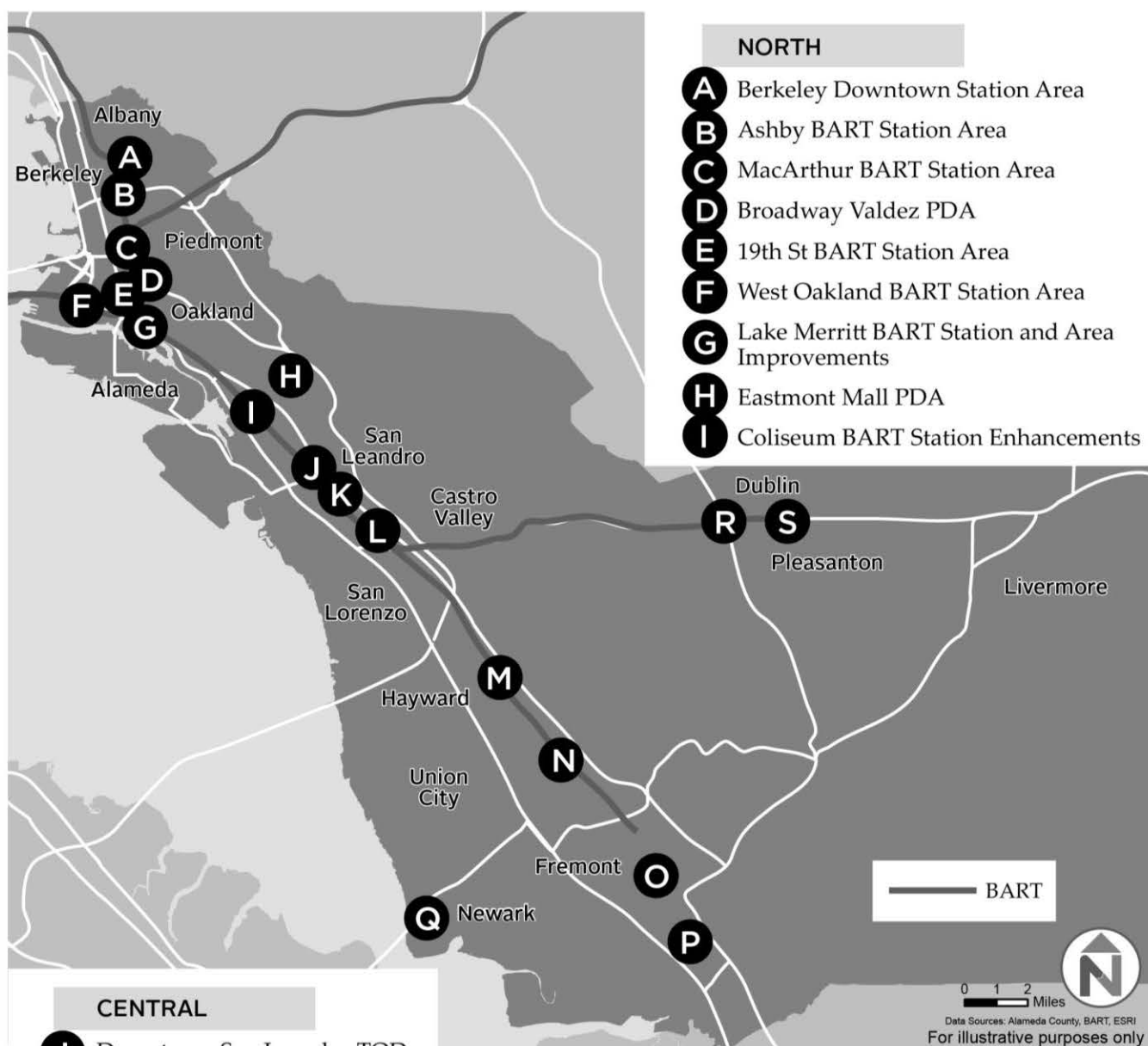
South County Station Areas and Priority Development Areas

- BART Warm Springs Westside Access Improvements
- Fremont Boulevard Streetscape Project
- Union City Intermodal Infrastructure Improvements
- Dumbarton TOD Infrastructure improvements

East County Station Areas

- West Dublin BART Station and Area Improvements
- Downtown Dublin TOD
- East Dublin / Pleasanton BART Station and Area Improvements

COMMUNITY DEVELOPMENT INVESTMENTS



COMMUNITY DEVELOPMENT INVESTMENTS

INVESTMENTS IN NEW TECHNOLOGY, INNOVATION AND DEVELOPMENT (1% OF NET REVENUE, \$77 M)

These discretionary funds are designed to be administered by Alameda CTC to develop innovative approaches to meet the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Eligible expenditures in this category include planning, development, implementation and maintenance of technology to:

- Increase utilization of non-auto types of transportation or to increase the occupancy of autos with the goal of reducing congestion, air pollution and greenhouse gas production.
- Reduce transportation-related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels and/or locally produced energy.
- Use demand management strategies designed to reduce congestion, increase use of non-auto transportation, manage existing infrastructure and reduce greenhouse gas emissions.
- Inform consumers of their transportation choices and improve the efficiency or effectiveness of the County's transportation system.
- Manage parking supply to improve availability, utilization and to reduce congestion and greenhouse gas production.
- Support environmental mitigation for transportation projects including land banking.

These funds will be distributed periodically by Alameda CTC to eligible public agencies within Alameda County.





GOVERNING BODY AND ORGANIZATIONAL STRUCTURE

Implementation of this sales tax is authorized under the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. In enacting this ordinance, voters will authorize Alameda CTC to have the responsibility to administer the tax proceeds in accordance with all applicable laws and with the Plan. Funds collected for this tax may be spent only for the purposes identified in the Plan, as it may be amended as described in the implementation guidelines. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency.

GOVERNING BODY AND ADMINISTRATION

Alameda CTC is governed by a Commission composed of 22 members, with the following representation:

- Representatives from each city in Alameda County
- All five Alameda County Supervisors
- BART
- AC Transit

The Commission is assisted by staff dedicated to implementation and monitoring of sales tax projects and programs. The total cost assigned for salaries and benefits for administrative employees shall not exceed 1% of the net revenues generated by the sales tax. The total cost of administration of this tax, including all rent, supplies, consulting services and other overhead costs will not exceed 4% of the net proceeds of the sales tax. Repayment of election costs to put the measure on the ballot is included in this Plan.

INDEPENDENT WATCHDOG COMMITTEE

The Independent Watchdog Committee will have the responsibility of reviewing and overseeing all expenditures of sales tax funds by Alameda CTC. The Independent Watchdog Committee reports directly to the public and has the following responsibilities:

- The Independent Watchdog Committee must hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents about how the sales tax funds are being spent. The hearings will be open to the public and must be held in compliance with the Brown Act, California's open meeting law, with information announcing the hearings well-publicized and posted in advance.
- The Independent Watchdog Committee will have full access to Alameda CTC's independent auditor and will have the authority to request and review specific information regarding use of the sales tax funds and to comment on the auditor's reports.
- The Independent Watchdog Committee will publish an independent annual report, including any concerns the committee has about audits it reviews. The report will be published in local newspapers and will be made available to the public in a variety of forums to ensure access to this information.

Independent Watchdog Committee members are private citizens who are not elected officials at any level of government, nor public employees from agencies that either oversee or benefit from the proceeds of the sales tax. Membership is limited to individuals who live in Alameda County. Members are required to submit a statement of financial disclosure annually, and membership is restricted to individuals with no economic interest in any of Alameda CTC's projects or programs.

GOVERNING BODY AND ORGANIZATIONAL STRUCTURE

The Independent Watchdog Committee is designed to reflect the diversity of Alameda County.

Membership is as follows:

- Two members are chosen at-large from each of the five supervisorial districts in the county (total of 10 at-large members). One member is nominated by each member of the Board of Supervisors and one additional member in each supervisorial district is selected by the Alameda County Mayors' Conference.
- Seven members are selected to reflect a balance of viewpoints across the county. These members are nominated by their respective organizations, and each has one representative:
 - League of Women's Voters
 - Alameda County Taxpayer's Association
 - Sierra Club
 - Alameda County Labor Council
 - East Bay Economic Development Alliance
 - Alameda County Paratransit Advisory and Planning Committee (PAPCO)
 - East Bay Bicycle Coalition

The members of the Independent Watchdog Committee are expected to provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county. The Independent Watchdog Committee is the same committee as the Citizens Watchdog Committee, as defined in the 2000 Plan.

ADVISORY COMMITTEES

Alameda CTC is assisted by the advice of technical and public advisory committees. These committees, described below, meet regularly and are charged with carrying out important functions on behalf of Alameda CTC.

Alameda County Technical Advisory Committee (ACTAC)

ACTAC is the technical advisory committee to Alameda CTC made up of representatives from Alameda County jurisdictions. ACTAC members

provide technical expertise, analysis and recommendations related to transportation planning, programming and funding with the Alameda CTC Executive Director functioning as Chair.

Paratransit Advisory and Planning Committee (PAPCO)

PAPCO addresses funding, planning, and coordination issues regarding specialized transportation services for seniors and persons with disabilities in Alameda County. PAPCO has the responsibility of making direct recommendations to the Alameda CTC Commission on funding transportation services for seniors and people with disabilities. PAPCO is supported by a Technical Advisory Committee comprised of paratransit providers in Alameda County funded by local transportation sales tax funds.

Bicycle and Pedestrian Advisory Committee (BPAC)

BPAC reviews and provides input on updates to the Alameda Countywide Pedestrian and Bicycle Plans and makes recommendations to Alameda CTC. The BPAC also provides input on countywide educational and promotional programs and other projects of countywide significance.

Other Committees

Alameda CTC may establish other community and technical advisory committees as necessary to implement the projects and programs in the Plan and to inform and educate the public on the use of funds for projects and programs in the Plan.



IMPLEMENTING GUIDELINES

This Transportation Expenditure Plan (Plan) is guided by principles that ensure that the revenue generated by the sales tax is spent only for the purposes outlined in this Plan, in the most efficient and effective manner possible, consistent with serving the transportation needs of Alameda County.

DURATION OF THE PLAN

The duration of the Plan will be 30 years from April 2015 through March 31, 2045.

ADMINISTRATION OF THE PLAN

1. **Funds only Projects and Programs in the Plan:**
Funds collected under this measure may be spent only for the purposes identified in the Plan, as it may be amended by the Alameda CTC governing body.
2. **All Decisions Made in Public Process:**
Alameda CTC is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the Plan. Activities of the Alameda CTC Commission will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of Alameda CTC, strategic plans and annual reports will all be prepared for public review. The interests of the public will be further protected by an Independent Watchdog Committee, described previously in this Plan.
3. **Salary and Administration Cost Caps:**
Alameda CTC will have the authority to hire professional staff and consultants to deliver the projects and programs included in this Plan in the most efficient and cost-effective manner. The salaries and benefits for administrative staff hired by Alameda CTC for this tax will not exceed 1% of the net proceeds of the sales tax.

The total of all administrative costs for this tax including overhead costs such as rent and supplies will be limited to no more than 4% of the net proceeds of this sales tax.

The allocated cost of Alameda CTC staff who directly implement specific projects or programs are not included in administrative costs.

4. **Amendments Require 2/3 Support:** To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed Plan amendment.
5. **Augment Transportation Funds:** Pursuant to California Public Utilities Code 180001 (e), it is the intent of this Plan that funds generated by the transportation sales tax be used to supplement and not replace existing local revenues used for transportation purposes.

TAXPAYER SAFEGUARDS, AUDITS AND ACCOUNTABILITY

Accountability is of utmost importance in delivering public investments with public dollars. Alameda CTC is committed to transparency and accountability as a public agency along with its many jurisdictional partners. Many safeguards are built into this measure to ensure voter accountability in expenditure of funds.

6. **Annual Audits and Independent Watchdog Committee Review:** Alameda CTC's financial reports are subject to an independent audit by a Certified Public Accountant (CPA) firm, on an annual basis. Expenditures are also subject to an annual review by an Independent Watchdog Committee.

IMPLEMENTING GUIDELINES

The Independent Watchdog Committee will prepare an annual report on spending and progress in implementing the Plan that will be published and distributed throughout Alameda County. On a periodic basis, the Independent Watchdog Committee will review the performance and benefit of projects and programs based on performance criteria established by Alameda CTC as appropriate.

7. **Performance and Cost-Effectiveness:** To maximize transportation investments in the Plan, Alameda CTC will evaluate performance and cost-effectiveness of programs and projects, as they are being implemented.
8. **Strict Project Deadlines:** To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.
9. **Timely Use of Funds:** Jurisdictions receiving funds for transit operations, ongoing street maintenance, services for seniors and people with disabilities, and bicycle and pedestrian safety projects and programs must expend the funds expeditiously and report annually on the expenditure, their benefits and future planned expenditures. These reports will be made available to the public at the beginning of each calendar year.
10. **Annual Budget and Strategic Plan:** Each year, Alameda CTC will adopt an annual budget that projects expected sales tax receipts, other anticipated revenues and planned expenditures for administration, programs and projects. Alameda CTC will also prepare a strategic plan which will identify the priority for projects and dates for project implementation based on project readiness, ability to generate leveraged funds and other relevant criteria. Both the budget and the strategic plan will be adopted at a public meeting of the Alameda CTC Commissioners.

11. **Commitments from Fund Recipients:** All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, which details their roles and responsibilities in spending sales tax funds and includes local hiring requirements. Funding agreements will include performance and accountability measures. All funds will be allocated through open and transparent public processes. In addition, fund recipients will be required to have an annual audit conducted by an independent CPA to ensure that funds are managed and spent according to the requirements of this Plan.
12. **Capital Improvement Program Updates:** Project descriptions will be detailed and fully defined for inclusion in the Alameda CTC Capital Improvement Program which will be updated every two years and will provide for geographic equity in overall funding allocations. All allocations will be made through a public process.
13. **Geographic Equity:** Funding formulas for all programs will be revisited within the first five years of the Plan implementation to ensure overall geographic equity based on population and/or other equity factors. Funding for capital projects will be evaluated through the biennial capital improvement planning process which will include an evaluation of geographic equity by planning area.

RESTRICTIONS ON FUNDS

14. **No Expenditures Outside of Alameda County:** Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.
15. **Environmental and Equity Reviews:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state and local government, including but not limited to the requirements of the California Environmental Quality Act (CEQA), and

Title VI of the Civil Rights Act, as applicable. All projects and programs funded in this Plan will be required to conform to the requirements of these regulations, as applicable. All projects that go through environmental review analyses will select the most efficient and effective project alternative and technology for implementation to meet the objective of the project, and will have clearly defined project descriptions, limits and locations as a result of the environmental process.

16. **Complete Streets:** It is the policy of Alameda CTC that all transportation investment decisions shall consider the needs of all types of transportation and all users. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all transportation types and users are considered in the expenditure of funds so that there are appropriate investments that fit the function and context of facilities that will be constructed.
17. **Local Contracting and Good Jobs:** Alameda CTC will develop a policy supporting the hiring of local contractors, businesses and residents from Alameda County as applicable in the expenditure of these funds.
18. **New Agencies:** New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan may be considered as eligible recipients of funds through a Plan amendment.

PROJECT FINANCING GUIDELINES AND MANAGING REVENUE FLUCTUATIONS

19. **Fiduciary Duty:** By augmenting and extending the transportation sales tax, Alameda CTC is given the fiduciary duty of administering the proceeds of this tax for the benefit of the residents and businesses of Alameda County. Funds may be accumulated by Alameda CTC or by recipient agencies over a period of time to pay for larger and longer-term projects pursuant to the policies adopted by Alameda CTC. All interest income generated by these proceeds will be used for the purposes

outlined in this Plan and will be subject to audits.

20. **Project and Program Financing:** Alameda CTC will have the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The bonds will be repaid with the proceeds of this sales tax. The costs associated with bonding, including interest payments, will be borne only by the capital projects or any programs included in the Plan that utilize bond proceeds. The costs and risks associated with bonding will be presented in Alameda CTC's strategic plan and will be subject to public comment before any bond sale is approved.
21. **Programming of Funds:** Actual revenues may, at times, be higher than expected in this Plan due to changes in receipts and additional funds may become available due to increased opportunities for leveraging or project costs less than expected. Revenue may be lower than expected as the economy fluctuates. Estimates of actual revenue will be calculated annually by Alameda CTC during its annual budget process. Any excess revenue will be programmed in a manner that will accelerate the implementation of the projects and programs described in this Plan, at the direction of the Alameda CTC Commission.
22. **Fund Allocations:** Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be reallocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of Alameda CTC.
23. **Leveraging Funds:** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.

PLAN APPROVALS

The Alameda CTC Commissioners unanimously approved this Plan on January 23, 2014:

COMMISSIONERS

Commission Chair, Supervisor Scott Haggerty

Commission Vice Chair, Councilmember
Rebecca Kaplan

Supervisor Richard Valle

Supervisor Wilma Chan

Supervisor Nate Miley

Supervisor Keith Carson

Mayor Marie Gilmore

Mayor Peggy Thomsen

Councilmember Laurie Capitelli

Mayor Tim Sbranti

Vice Mayor Ruth Atkin

Mayor Bill Harrison

Councilmember Marvin Peixoto

Mayor John Marchand

Councilmember Luis Freitas

Vice Mayor Larry Reid

Mayor John Chiang

Mayor Jerry Thorne

Councilmember Michael Gregory

Mayor Carol Dutra-Vernaci

Director Elsa Ortiz

Director Thomas Blalock

COUNTY/CITIES/TRANSIT AGENCIES

Alameda County District 1

City of Oakland

Alameda County District 2

Alameda County District 3

Alameda County District 4

Alameda County District 5

City of Alameda

City of Albany

City of Berkeley

City of Dublin

City of Emeryville

City of Fremont

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City of Livermore

City of Newark

City of Oakland

City of Piedmont

City of Pleasanton

City of San Leandro

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Details

File #: 2025-4971

Type: Consent Calendar Item

Body: [City Council](#)

On agenda: 5/6/2025

Title: Recommendation to Authorize the City Manager to Execute All Necessary Documents with the Alameda County Transportation Commission to Replace the Ralph Appezato Memorial Parkway Bus Lanes Project with Transit-Focused Multimodal Projects on Lincoln Avenue/Marshall Way/Pacific Avenue, Stargell Avenue and Westline Drive, as the Named Measure BB Bus Project in the 2014 Transportation Expenditure Plan. The proposed projects are categorically exempt pursuant to California Environmental Quality Act Guidelines section 15301(c) Existing Facilities (Minor alterations to existing facilities including bicycle facilities) and Section 15304(h) Minor Alterations to Land and the creation of bicycle lanes on existing public rights of way. Under the National Environmental Policy Act, this project is a Categorical Exclusion under 23 Code of Federal Regulations 771.117(c): activity (c) (3) Construction of bicycle and pedestrian lanes, paths and facilities. (Planning Building and Transportation 24462742)

Attachments: [1. Exhibit 1: Measure BB Transportation Expenditure Plan](#), [2. Exhibit 2: Proposed Project Memo](#), [3. Exhibit 3: Westline Bus Queue Jump Lane Project Sheet](#)

Text

Title

Recommendation to Authorize the City Manager to Execute All Necessary Documents with the Alameda County Transportation Commission to Replace the Ralph Appezato Memorial Parkway Bus Lanes Project with Transit-Focused Multimodal Projects on Lincoln Avenue/Marshall Way/Pacific Avenue, Stargell Avenue and Westline Drive, as the Named Measure BB Bus Project in the 2014 Transportation Expenditure Plan.

The proposed projects are categorically exempt pursuant to California Environmental Quality Act Guidelines section 15301(c) Existing Facilities (Minor alterations to existing facilities including bicycle facilities) and Section 15304(h) Minor Alterations to Land and the creation of bicycle lanes on existing public rights of way. Under the National Environmental Policy Act, this project is a Categorical Exclusion under 23 Code of Federal Regulations 771.117(c): activity (c) (3) Construction of bicycle and pedestrian lanes, paths and facilities. (Planning Building and Transportation 24462742)

Body

To: Honorable Mayor and Members of the City Council

From: Jennifer Ott, City Manager

EXECUTIVE SUMMARY

Alameda County Transportation Commission (Alameda CTC) administers the 2014 Measure BB Transportation Expenditure Plan (2014 TEP), which includes a commitment of \$9 million to the City of Alameda (City) for Bus Rapid Transit and transit priority projects that enhance the reliability and speed of bus transit services. Staff recommends replacing the 2014 TEP's commitment from the Ralph Appezato Memorial Parkway (Appezato Pkwy) Bus Lanes project with a program of transit-focused multimodal projects. This proposal focuses on reducing bus travel time and on continuing the momentum of the City's high-priority projects. This recommendation was developed in coordination with AC Transit. AC Transit must also submit a letter of concurrence approved by their Board of Directors in order for Alameda CTC to consider amending the 2014 TEP. This amendment will require approval by the Alameda CTC Commission.

BACKGROUND

In 2014, Alameda County voters passed the 2014 TEP, a one cent sales tax for transportation projects and programs which is administered by Alameda CTC. The 2014 TEP for Measure BB includes four named rapid bus projects. One of them is for a bus corridor project within the City titled "Alameda to Fruitvale BART Rapid Bus" for \$9 million. As stated in Exhibit 1, these named rapid bus projects must:

"...enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects on some of the busiest corridors in the

AC Transit system.... Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors.”

For the “Alameda to Fruitvale BART Rapid Bus” project, the TEP states that the project:

“will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.”

In 2016, the City initially planned to use the \$9 million in Measure BB funds for dedicated bus lanes on Appezzato Pkwy, anticipating high-frequency AC Transit service due to the planned development at Alameda Point. In 2017, the City included the project in its Capital Improvement Plan and requested Alameda CTC to program the \$9 million in Measure BB funds to the project.

By 2023, AC Transit’s draft Realign plan omitted the anticipated new bus service along Appezzato Pkwy, prompting discussions with AC Transit, including at the AC Transit/City Interagency Liaison Committee (ILC), on alternative transit projects. Although AC Transit adjusted its final 2024 Realign plan to include Line 19 serving Appezzato Pkwy at one-hour frequency, this infrequent level of service does not justify dedicated bus lanes.

As part of the 2014 TEP requirements, projects in the TEP must complete project delivery milestones by a certain deadline to demonstrate project feasibility and progress. Projects may request consideration of annual time extensions to those deadlines from Alameda CTC. In fall 2024, as part of the annual time extension request, the City noted the change in project status. Consequently, Alameda CTC declined a time extension for the Appezzato Pkwy Bus Lanes in December 2024. Due to no near-term bus rapid transit implementation, Measure BB funds would need to be reprogrammed to eligible transit improvements.

In early 2025, City staff, working closely with AC Transit staff, proposed a program of transit-focused multimodal projects elsewhere in Alameda as alternative uses of the \$9 million in Measure BB funds. The AC Transit/City ILC discussed this proposal at the January 2025 meeting, which was well received with positive support. The City’s Transportation Commission endorsed this recommendation in February 2025. The proposal is now coming before the City Council and AC Transit Board for approval prior to final consideration by Alameda CTC.

DISCUSSION

City staff and the Kittelson consultant team worked with AC Transit to develop the project proposal to direct the \$9 million to other bus projects in Alameda that meet the original TEP objectives (Exhibit 2). The proposal prioritizes a program of three such projects (Table 1). This proposal focuses on reducing bus travel time and on continuing the momentum of the City’s high-priority projects, which is important due to the lack of funding reserves. While the final alignment of the future Line 19 runs on Appezzato Pkwy, its low frequency does not require bus-only infrastructure. The program of transit-focused multimodal projects and their transit-supportive features are described below.

Proposed Projects (Table 1)

Project	Total Project Cost	Bus Lines Served
Lincoln/Marshall/Pacific	\$4 million (\$20 million)	96
Stargell Avenue	\$4 million (\$4 million)	19, 96
Westline Drive bus queue jump lane	\$1 million (\$1 million)	20, W
Total	\$9 million	19, 20, 96 and W

- Lincoln/Marshall/Pacific Corridor Improvements:** This project enhances safety on a three-mile High Injury Corridor, as identified in the Vision Zero Action Plan. Funds would support a bus island at the Academy of Alameda (on Pacific Avenue at Fourth Street), consolidated bus stops between Fifth Street and Webster Street for improved efficiency, bus stop amenities, and intersection improvements to make bus stops safer and easier to access. The project will serve Alameda Point via Line 96. Project webpage: www.alamedaca.gov/LincolnMarshallPacific <<http://www.alamedaca.gov/LincolnMarshallPacific>>
- Stargell Avenue Roundabout and Transit Improvements (Phase 1):** The project will add transit-focused improvements to Willie Stargell Avenue between Main Street and Mariner Square Loop/East Campus Drive. The project scope includes access enhancements and amenities at four new bus stops on the corridor that will serve the newly re-routed Line 19 with implementation of AC Transit’s Realign plan. Single-lane roundabouts at Fifth Street and Mariner Square Loop/East Campus Drive will support pedestrian safety and transit operations for Lines 19 and 96 serving Alameda Point. The proposed roundabout at Stargell Avenue/Fifth Street is prioritized for Phase 1 implementation. The proposed roundabout at Stargell Avenue/Mariner Square Loop/East

Campus Drive is Phase 2 and is unfunded. Project webpage: www.alamedaca.gov/Stargell
[<http://www.alamedaca.gov/Stargell>](http://www.alamedaca.gov/Stargell)

- **Westline Bus Queue Jump Lane:** The Westline Drive Bus Queue Jump Lane project would identify a transit-only lane along Westline Drive/Eighth Street between Otis Drive and Portola Avenue, in the northbound direction. A dedicated bus lane would allow buses traveling northbound to Central Avenue to bypass general traffic queues. As part of a multimodal concept design process, the project also would identify bikeways on or adjacent to Westline Drive/Eighth Street to help close the Westline Drive/Shoreline Drive and Central Avenue bike lane gap. The project would serve future South Shore development via Line 20. For more information, refer to the project sheet in the Transportation Choices Plan (Exhibit 3).

After City Council and AC Transit Board approval, Alameda CTC will consider amending the TEP with the proposed program of projects. Construction would be anticipated to begin in late 2026 for the Lincoln/Marshall/Pacific corridor pending federal funding, by 2027/28 for the Stargell Avenue corridor, and in 2028 for the Westline Drive bus queue jump lane.

ALTERNATIVES

- Approve replacing the Appezzato Pkwy Bus Lanes with transit-focused multimodal projects on Lincoln/Marshall/Pacific, Stargell Avenue and Westline Drive, as described above.
- Approve and provide direction on minor modifications.
- Direct staff to make specific modifications, pending AC Transit approval of the specific modifications, and in time for returning to Alameda CTC with proposed strategies to reprogram the Measure BB funds in 2025.

FINANCIAL IMPACT

City staff recommends that the program of transit-focused multimodal projects be funded by the Measure BB Named Bus project in the 2014 TEP for \$9 million. Alameda County’s transportation sales tax is administered by the Alameda CTC. Alameda CTC will need to approve the City’s proposal to replace the Named Bus Project to the program of transit-focused multimodal projects. If approved, the Appezzato Pkwy Bus Lanes project (C65400) will shift to the capital projects as follows:

Lincoln/Marshall/Pacific corridor improvements (C65700):	\$4 million
Stargell Avenue complete streets (C65100):	\$4 million
Westline queue jump lane:	<u>\$1 million</u>
Total:	\$9 million

MUNICIPAL CODE/POLICY DOCUMENT CROSS REFERENCE

The recommended projects are consistent with the General Plan (2021) and make progress towards meeting the four goals of the **Mobility Element**, which are equity, safety, choices and sustainability.

Vulnerable users are supported in the Mobility Element under ME-6 with a policy that prioritizes transportation improvements for vulnerable users including youth, seniors, people with disabilities, and underserved communities.

Roundabouts are supported in the Mobility Element under ME-7 by prioritizing use of roundabouts to improve safety and access while lowering maintenance costs.

Transit is supported in the Mobility Element under ME-16 to ensure community members have access to safe, reliable and high-quality transit. The Westline Drive Bus Lanes project is in the City’s Transportation Choices Plan (2018) with the project sheet shown in Exhibit 3.

This proposal supports the City’s Strategic Plan priority to Invest in Alameda’s Transportation, Infrastructure, and Economy.

ENVIRONMENTAL REVIEW

The proposed projects are categorically exempt pursuant to California Environmental Quality Act (CEQA) Guidelines section 15301(c) Existing Facilities (Minor alterations to existing facilities including bicycle facilities) and Section 15304(h) Minor Alterations to Land and the creation of bicycle lanes on existing public rights of way.

Because the Stargell Avenue Complete Street Project and the Lincoln/Marshall/Pacific Corridor Improvement Project may receive federal funds, these projects were reviewed under the National Environmental Policy Act and determined to be eligible for Categorical Exclusion under 23 Code of Federal Regulations 771.117(c): activity (c) (3) Construction of bicycle and pedestrian lanes, paths and facilities.

CLIMATE IMPACT

The Climate Action and Resiliency Plan found that transportation accounts for 70% of the City's GHG emissions, and that moving people out of automobiles is paramount to reducing transportation-related emissions.

RECOMMENDATION

1. Find the proposed projects are categorically exempt under CEQA Guidelines section 15301(c) and 15304(h) and qualify for a NEPA Categorical Exclusion under 23 Code of Federal Regulations 771.117(c): activity (c) (3) Construction of bicycle and pedestrian lanes, paths and facilities; and
2. Authorize the City Manager to execute all necessary documents with the Alameda CTC to replace the Appezato Pkwy Bus Lanes project with transit-focused multimodal projects on Lincoln/Marshall/Pacific, Stargell Avenue and Westline Drive, as the Named Measure BB Bus Project in the 2014 TEP.

Respectfully submitted,
Allen Tai, Planning, Building and Transportation Director

By,
Gail Payne, Project Manager
Susie Hufstader, Senior Transportation Coordinator

Financial Impact section reviewed,
Ross McCarthy, Acting Finance Director

Exhibits:

1. Measure BB Transportation Expenditure Plan
2. Proposed Project Memo
3. Westline Bus Queue Jump Lane Project Sheet

March 13, 2024
Measure BB Bus Project Repurposing

Item 6C Exhibit 2
Transportation Commission Meeting
February 26, 2025

Page 1

MEMORANDUM

March , 2024

Project# 248460.005

To: Gail Payne, Project Manager
City of Alameda
From: Mike Alston, TE, RSP1, Kittelson & Associates, Inc.

RE: Named Measure BB Bus Project Repurposing

PROJECT PURPOSE

The City of Alameda, AC Transit, and Alameda County Transportation Commission will determine how to allocate project money from the Measure BB named bus project titled "Alameda to Fruitvale BART Rapid Bus project #14". The expressly stated purpose of that allocation is to "provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda." The allocation totals \$9 million.

There are many potential projects that could meet this goal, and some projects provide co-benefits with other City goals. This memo provides a list of potential projects and asserts a priority ranking and proposed allocation among those projects. Staff expects that these priority projects may evolve in subsequent coordination conversations with AC Transit as the Realign Plan takes shape, which is why multiple projects are listed beyond the \$9 million project budget. The AC Transit Realign draft service scenario was presented to the AC Transit Board of Directors (BOD) in early 2024, but the BOD directed staff to refine a draft plan and return in six months (fall 2024). Therefore, any changes from the Realign project have been postponed to 2025.

PROPOSED REPURPOSING PROJECTS

Table 1 shows the proposed projects organized by priority tier. The project priorities align with the citywide high-priority projects as listed in the 2023 Annual Report on Transportation for grant applications and are explained in the below section.

Table 1 Repurposing Projects Organized by Priority Tier

Project	Proposed Allocation (Total Project Cost)	Grant Application Priority in 2023 Annual Report
Tier 1 Projects		
1A Lincoln/Marshall/Pacific corridor improvements	\$4M (\$20M)	Y
1B Stargell/Alameda Point multimodal improvements	\$4M (\$9M)	Y
1C Westline Bus Queue Jump Lane	\$1M	Y
Tier 2 Projects		
2A Park Street Bus Transit Efficiencies	\$1M	N
2B Citywide Roundabout Projects	\$4M each	Y
2C Fernside, Tilden to High, bus transit access improvements	\$1M	Y

Tier 1 Projects

1A. LINCOLN/MARSHALL/PACIFIC CORRIDOR IMPROVEMENTS

The Lincoln/Marshall/Pacific corridor project is a high priority project for the City along a high-injury corridor as identified in the City's [Vision Zero Action Plan](#). The project concepts are designed but currently are unfunded for construction. The project includes a roadway reconfiguration to support multimodal safety and access. Transit amenities west of Webster Street include a bus island at the Academy of Alameda, consolidated bus stops between Fifth Street and Webster Street for improved efficiencies, bus stop amenities, and intersection improvements at bus stops to make bus stops easier and safer to access. This project provides access to Alameda Point and to one of the City's two Priority Development Areas (PDAs) per Plan Bay Area 2050. The project would also serve some of the City's most vulnerable communities, according to Bay Conservation and Development Commission's (BCDC's) Community Vulnerability map.

The following sites provide more information about the project:

The following sites provide more information about the project:

- The project’s webpage is www.alamedaca.gov/LincolnMarshallPacific.
- The City Council approved concept design for the west end of the corridor with bus operations between Main Street and Webster Street is shown here:
<https://www.alamedaca.gov/files/assets/public/v/1/departments/alameda/transportation/lincoln-marshall-pacific/lincoln-ave-strip-maps-202303016-1.pdf>

Existing Bus Lines : 96 (30-min. frequency)

Proposed Realign Bus Lines: DA20 (30-min. frequency), DA96 (30-min. frequency)

Project Funding Plan: The City of Alameda will resubmit the \$20 million grant application in May 2024 to the Safe Streets for All (SS4A) federal request for projects. The \$4 million bus repurposing Measure BB monies will pay for the transit-related improvements and will fulfill part of the local match requirements for the SS4A grant. If the City is not successful in obtaining federal or state corridor funding, the \$4 million transit-related improvements could be completed as a standalone project. With or without corridor funding, the City expects the project to follow the below schedule.

Schedule:

Tasks	Completion
Final Plans, Specifications and Estimates	Sept 2025
Publish "Notice Inviting Construction Bids"	Oct 2025
Pre-bid meeting, Site Tour	Nov 2025
Construction Bid Opening	Dec 2025
City Council Bid Award/Authorization	Feb 2026
Issue Notice to Proceed	March 2026
Estimated Construction Completion	March 2027
Project Close-out	Sept 2027

1B. STARGELL/ALAMEDA POINT MULTIMODAL IMPROVEMENTS

This project would enhance the current Willie Stargell Avenue Complete Street project with additional transit-focused improvements. The Complete Street Project will construct improvements by building both walking and bicycling paths in the vacant right-of-way north of the roadway, slowing speeding traffic along the corridor, and making intersection safety and access improvements. The project has been advanced to conceptual design and will be submitted for Active Transportation Program (ATP) funds for the second time in 2024. This project provides access to Alameda Point, and is within the Naval Air Station PDA, one of the City's two PDAs per Plan Bay Area 2050. The project is located along the border of an area of high social vulnerability, and connects to Alameda Point, an area of highest social vulnerability, according to [BCDC's Community Vulnerability map](#).

Transit-focused improvements would add to the Complete Street bike/pedestrian project by incorporating bus efficiencies, transit stop improvements (with the addition of new transit lines per Realign), and enhanced pedestrian and bicycle crossings to access the new bus stops. Additionally, the Stargell corridor project would identify a vision for the corridor with two or three roundabouts (Main, Fifth and East Campus/Mariner Loop) and then would fund one of the roundabouts. The potential roundabout locations in this project area are described in more detail in item 2B and include:

- Willie Stargell Avenue/Mariner Square Loop/East Campus Drive
- Willie Stargell Avenue/Fifth Street
- Willie Stargell Avenue/Main Street

Existing Bus Lines: 96 (30-minute frequency) - only for Mariner Sq. Loop/E. Campus Dr. intersection

Proposed Realign Bus Lines : DA19 (45-min. frequency), DA20 (30-min. frequency) and DA96 (30-min. frequency)

Project Funding Plan: The City of Alameda will resubmit its \$5 million grant application in June 2024 to the state and regional Active Transportation Program Cycle 7 request for projects. The \$4 million bus repurposing Measure BB monies will pay for the transit-related improvements and will fulfill a portion of the local match requirements for the ATP grant. If the City is not successful in obtaining the ATP funding or other grant monies, the \$4 million transit-related improvements would be completed as a standalone project, or a Tier 2 project could be delivered. The City expects the project to follow the schedule below.

Schedule:

Tasks	Completion
ATP Award Announced	June 2025
ATP Executed Agreement	Oct 2025
Project Approvals and Environmental Documentation	Jul 2026
Final Plans, Specifications and Estimates	Jul 2027
Caltrans approval of CON phase	Oct 2027
Award, Execute Contractor Agreement	Feb 2028
Issue Notice to Proceed	March 2028
Estimated Construction Completion	March 2029
Project Close-out	Sept 2029

1C. WESTLINE DRIVE BUS QUEUE JUMP LANE

The Westline Drive Bus Queue Jump Lane project would identify a transit-only lane along Westline Drive/Eighth Street between Otis Drive and Portola Avenue. A dedicated bus lane would allow buses traveling northbound to Central Avenue to bypass general traffic queues. As part of a multimodal concept design process, the project would also identify a separated bike path on the west side of Westline Drive/Eighth Street to close the Westline/Shoreline and Central Avenue bike lane gap.

The project was identified in the City’s [Transportation Choices Plan](#) as a Medium Priority project and in the [Active Transportation Plan](#) as a project with an expected completion date of 2027.

Existing Bus Lines: W (20-min. frequency), 20 (30-min. frequency), 663 (school service)

Proposed Realign Bus Lines : DA20 (30-min. frequency), DAW (20-min. frequency)

Project Funding Plan: The repurposed Measure BB funds will cover developing a multimodal concept design that includes dedicated spaces for all modes including a bus queue jump lane and a bikeway and completing the bus queue jump lane including design and construction.

Schedule:

Tasks	Completion
Concept Design/Community Outreach for Multimodal Corridor Concept	2025
Final Plans, Specifications and Estimates	March 2026
Publish "Notice Inviting Bids"	April 2026
Pre-bid meeting, Site Tour	May 2026
Bid Opening	May 2026
City Council Bid Award/Authorization	July 2026
Issue Notice to Proceed	August 2026
Estimated Construction Completion	February 2027
Project Close-out	June 2027

Tier 2 Projects

2A. PARK STREET EFFICIENCIES

Park Street is a key corridor for AC Transit buses in the City. AC Transit has identified an opportunity to improve transit service by modernizing traffic signals along Park Street to allow for transit signal priority (TSP) where it currently does not exist. AC Transit has requested funding for this project through MTC's BusAID funding program. Pending the results of that funding award, the City could allocate some repurposed funding to this effort. AC Transit's BusAID proposal involves installing GPS-tracking TSP technology and optimizing signals at four intersections: Alameda Avenue/Park Street, Encinal Avenue/Park Street, San Jose Avenue/Park Street, and Otis Drive/Park Street. It is focusing on these intersections because the City of Alameda implemented TSP technology and signal optimization along the rest of the Park Street corridor from Blanding Avenue to Central Avenue. This project aims to complete the TSP network along the remainder of the Park Street corridor.

Existing Bus Lines : 20 (30-min. frequency), 21 (30-min. frequency), 663 (school service)

Proposed Realign Bus Lines : DA20 (30-min. frequency), DA21 (30-min. frequency)

2B. CITYWIDE ROUNDABOUT PROJECTS

Through its citywide screening analysis, the City/Kittelson consultant team has identified top roundabout locations for implementation. Some of the top locations include intersections that serve AC Transit lines and provide access to and from the City's priority development areas, including:

- **Mariner Square Drive/Marina Village Parkway.** This intersection serves the existing 19 and 96 lines and would serve the proposed DA19, DA20, and DA96 lines.
- **Willie Stargell Avenue/Mariner Square Loop/East Campus Drive.** This intersection serves the existing 19 and 96 lines and would serve the proposed DA19, DA20, and DA96 lines.
- **Willie Stargell Avenue/Fifth Street.** This intersection serves the existing 96 line and would serve the proposed DA19, DA20, and DA96 lines.
- **Willie Stargell Avenue/Main Street.** This intersection provides access to the Alameda Point development and would serve the proposed DA19 and DA20 lines.

The roundabout project activities would include:

- Traffic analysis including bus operations, access, and mobility
- Conceptual design (advancing scaled sketches)
- Community engagement
- Environmental clearance
- Design
- Construction

2C. FERNSIDE, TILDEN TO HIGH

The City's Fernside Boulevard Traffic Calming and Bikeways Projects (more information is available on the [City's website](#)) will create an updated design concept for Fernside Boulevard from Tilden Way to San Jose Avenue to increase safety and mobility for all users and to implement the City's Active Transportation Plan recommendations. The project is still in the early stages and could incorporate transit efficiencies for buses as well as improvements to make bus stop access easier and safer.

Existing Bus Lines: O (30-min. frequency), W (20-min.), School 663 route

Proposed Realign Bus Lines : DAO (30-min. frequency weekdays; 60-min. frequency Saturdays and Sundays)

AC TRANSIT PRELIMINARY DRAFT REALIGN

The preliminary draft AC Transit Realign routes are under staff consideration for potential revision later this year. Any changes are set to take effect 2025, so the City has an opportunity to identify improvements to intersections and roadways for existing and newly proposed lines. Table 2 shows the most recently proposed routes (presented January 2024) with the major corridors they serve. The project descriptions above note which lines each project would serve along with the draft proposed frequencies.

Table 2 AC Transit Preliminary Draft Realign Proposed Bus Lines

Line #	Existing	Proposed	On/Off Alameda via...	Corridors
<u>DA6</u>	No	Yes	Tubes and Miller-Sweeney	Broadway, Santa Clara / Pacific, Tilden, Webster
<u>DA19</u>	Yes	Yes	Tubes and Miller-Sweeney	Atlantic, Buena Vista, Main, Marina Village Pkwy, Mariner Square Loop, Tilden, Willie Stargell
<u>DA20</u>	Yes	Yes	Tubes and Park Street	Central, Eighth / Westline, Grand, Lincoln / Marshall / Pacific, Main, Otis, Park, Shoreline, Willow, Webster, Willie Stargell
<u>DA21</u>	Yes	Yes	Park Street	Island, Mecartney, Otis, Park, Robert Davey Jr.
<u>DA51A</u>	Yes	No	Tubes, Miller-Sweeney	none – DA6 will cover current Line 51A in Alameda
<u>DA96</u>	Yes	Yes	Tubes	Lincoln / Marshall / Pacific, Main, Mariner Square Loop, Monarch, Orion, Webster, West Atlantic, West Midway, West Tower, Willie Stargell
<u>DA851</u>	Yes	Yes	Tubes, Miller-Sweeney	Broadway, Santa Clara, Tilden, Webster
<u>DAO</u>	Yes	Yes	Tubes, Miller-Sweeney	Broadway, Encinal, Fernside, High, Santa Clara, Tilden, Webster
<u>DAOX</u>	Yes	No	Extending W instead	none
<u>DAW</u>	Yes	Yes	Tubes, Bay Farm	Webster, Central, Eighth / Westline, Grand, Island, Otis, Island, Mecartney, Robert Davey Jr, Shoreline, Willow

17. Westline Drive Bus Lane

The quality of bus service in Alameda can be negatively affected by congestion along major roadways. A bus lane allows buses to bypass traffic backed up before busy intersections and to be first in-line at the traffic signal. This project would include the installation of a bus lane at Eighth Street/Westline Drive between Otis Drive and Portola Avenue.

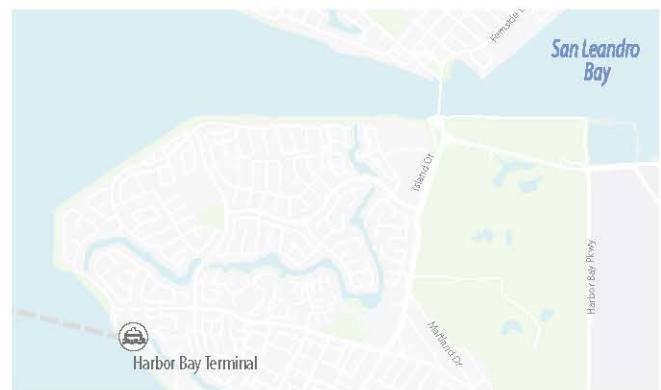
The bus lane on Eighth Street/Westline Drive, between Otis Drive and Portola Avenue in the northbound direction, will provide about one minute of travel time savings for the AC Transit Line 20 and Line W buses. The Westline Drive bus lane will be accommodated by removing the northbound on-street parking on the east side of the street south of Portola Avenue. No travel lanes will be eliminated for this project. The time savings that this improvement offers is significant and will be an incentive to those driving on these routes to use transit. In addition, the time savings represents a potential annual operating costs savings to AC Transit as well as the benefit of increased ridership and reduced drive-alone auto travel.

This project will:

- Improve travel time and reliability for bus service along the corridor
- Create incentives for bus usage over driving alone
- Add capacity in the northbound direction so as not to negatively impact car traffic.

Community Input

- 58 percent of telephone survey respondents "Strongly Agree" or "Agree" that Alameda should make it easier to walk, bicycle, or take transit to destinations rather than relying on a car.
- One in three of those interviewed said lack of frequent, fast, and reliable transit service is a "Major Issue" or an "Issue".
- A frequent web survey comments about buses is that respondents want more reliable and faster buses, which also was stated at community meetings.



Estimated Costs

- Westline Drive: \$340,000 for design, engineering, and construction

Status

- This is a new project identified in this planning process. The City of Alameda's Transportation Element of the General Plan supports the implementation of upgraded facilities to improve transit. The project is consistent with 4.3.1.j, "implement queue jump lanes and other strategies for improving transit operations".

Benchmarks

- 2-year: Work with key stakeholders to determine if further study is needed; Apply for grant funding
- 5-year: Design and construction

Assessment: Medium Priority

Lead: City of Alameda

Time Frame	Goal 1: To/From Alameda	Goal 2: Within Alameda	Drive Alone Trip Reduction	CO ₂ Reductions	Equity Improvement	Safety Improvement
Near-Term Completion	✓	✓	+	+	N/A	N/A



**ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 25-005**

**Resolution of the Alameda County Transportation Commission
Amending the 2014 Transportation Expenditure Plan**

Commission Chair

Supervisor David Haubert,
Alameda County, District 1

Commission Vice Chair

Mayor Marilyn Ezzy Ashcraft,
City of Alameda

Alameda County

Supervisor Elisa Márquez, District 2
Supervisor Lena Tam, District 3
Supervisor Nate Miley, District 4
Supervisor Nikki Fortunato Bas, District 5

AC Transit

Director - District At-Large Joel B.
Young

BART

Director Melissa Hernandez

City of Albany

Councilmember Preston Jordan

City of Berkeley

Councilmember Terry Taplin

City of Dublin

Mayor Sherry Hu

City of Emeryville

Councilmember Matthew Solomon

City of Fremont

Mayor Raj Salwan

City of Hayward

Mayor Mark Salinas

City of Livermore

Mayor John Marchand

City of Newark

Mayor Michael K. Hannon

City of Oakland

Councilmember Carroll Fife
Councilmember At-Large Rowena
Brown

City of Piedmont

Vice Mayor Conna McCarthy

City of Pleasanton

Mayor Jack Balch

City of San Leandro

Mayor Juan González, III

City of Union City

Mayor Gary Singh

Executive Director

Tony Tavares

WHEREAS, by action of the governing body (“Commission”) of Alameda County Transportation Commission (“Alameda CTC”) at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan (“2014 TEP”), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated \$3.73 billion to projects and programs to support BART, Bus, Senior, and Youth Transit as one of the Project Types in the TEP.

WHEREAS, the 2014 TEP included Implementing Guideline 8, Strict Project Deadlines, providing each project a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan.

WHEREAS, on December 5, 2024 the Commission did not approve a time extension to the deadlines under Implementing Guideline 8, Strict Project Deadlines, for the Alameda to Fruitvale BART Rapid Bus project.

WHEREAS, this project has not demonstrated progress in project development milestones necessary to meet the deadlines set forth in Implementing Guideline 8, Strict Project Deadlines.

WHEREAS, Implementing Guideline 22 included in the 2014 TEP details how funds may be reallocated during implementation of the 2014 TEP, stating that should a planned project become undeliverable, infeasible or unfundable, funding for that project will be reallocated to another project or program of the same type at the discretion of Alameda CTC.

WHEREAS, the 2014 TEP and Public Utilities Code section 180207 together provide that the 2014 TEP may be modified if an amendment is approved by a two-thirds vote of the Commission, with Alameda CTC’s member jurisdictions being provided with a minimum of 45 days to comment on any proposed Plan amendment.

WHEREAS, at the Commission’s regular meeting on September 25, 2025, the Commission gave initial approval by at least a two-thirds majority to the amendment to the 2014 TEP to address the project referenced above, and Alameda CTC thereafter provided notice to its member jurisdictions on September 26, 2025, of the commencement of the 45-day comment period for each of the proposed amendments.

WHEREAS, at the Commission's regular meeting on XXXX, xxxx following the completion of the 45-day comment period, the Commission considered all comments from its member jurisdictions and from members of the public, and gave final approval by at least a two-thirds majority to the three proposed amendments to the 2014 TEP.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended with respect to the project identified above as set forth in Exhibit A attached hereto and by this reference incorporated herein.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on XXXX, xxxx in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Attest:

David Haubert,
Chair, Alameda CTC

Elizabeth (Liz) Lake,
Clerk of the Commission

Exhibit A
Text of Amendments to the 2014 Transportation Expenditure Plan

*Existing TEP Language to be Amended as noted in **red** and ~~strikethrough~~:*

Amend the BART, Bus, Senior, and Youth Transit references in the TEP as follows:

TEP Table 1 (List of Investments) on Page 3

~~Alameda to Fruitvale BART Rapid Bus~~ **City of Alameda Transit Priority and Improvement Program**

BART, Bus, Senior and Youth Transit, Rapid Bus and Transit Improvements, Page 16

Delete the third bullet under the discussion of AC Transit's BRT Projects as described above and as shown below:

- ~~The Alameda to Fruitvale BART Rapid Bus service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.~~

Add a new Program as detailed below:

City of Alameda Transit Priority and Improvement Program

The City of Alameda Transit Priority and Improvement Program will increase transit service reliability and provide bus stop amenities and access improvements to support transit priority elements of multimodal projects such as on Lincoln Avenue/Marshall Way/Pacific Avenue, Stargell Avenue, and Westline Drive.

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Remove "City of Alameda to Fruitvale BART Bus Rapid Transit" from the legend next to item C as shown on the map. Replace with **"City of Alameda Transit Priority and Improvement Program"**

See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments				
Type	Investment Category	Project/Program	Amount (\$ x millions)	% of Total Funds
 BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,455.15	18.8%
		Altamont Commuter Express	\$77.40	1.0%
		BART Maintenance	\$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	\$38.70	0.5%
		Livermore Amador Valley Transit Authority	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	\$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	\$15.00	0.19%
		Subtotal	\$1,857.63	24%
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	\$232.20	3.0%
		East Bay Paratransit - AC Transit	\$348.31	4.5%
		East Bay Paratransit - BART	\$116.10	1.5%
		Coordination and Service Grants	\$77.40	1.0%
		Subtotal	\$774.01	10%
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	\$10.0	14%
		Alameda to Fruitvale BART Rapid Bus City of Alameda Transit Priority and Improvement Program	\$9.0	
		Grand/MacArthur BRT	\$6.0	
		College/Broadway Corridor Transit Priority	\$10.0	
		Subtotal	\$35.0	
	BART System Modernization and Expansion	Irvington BART Station	\$120.0	
		Bay Fair Connector/BART METRO	\$100.0	
		BART Station Modernization and Capacity Program	\$90.0	
		BART to Livermore	\$400.0	
		Subtotal	\$710.0	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	\$120.0	
		Union City Intermodal Station	\$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	\$110.0	
		Oakland Broadway Corridor Transit	\$10.0	
		Capitol Corridor Service Expansion	\$40.0	
		Subtotal	\$355.0	
	TOTAL		\$3,731.64	48%

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.

BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

RAPID BUS AND TRANSIT IMPROVEMENTS (\$35 M)

A total of \$35 M in sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects on some of the busiest corridors in the AC Transit system.

AC Transit East Bay Bus Rapid Transit (BRT) Projects (\$25 M)

Bus Rapid Transit is a technology that reduces bus travel times, improves the efficiency of transit service and reduces conflicts between bus service and auto travel on major streets. Three BRT corridors are proposed:

- **The Telegraph Avenue/East 14th/International Boulevard project** will provide enhanced transit service connecting the Cities of San Leandro and Oakland with potential improved rapid bus services to UC Berkeley.
- **The Grand/MacArthur BRT project** will enhance transit service and allow for significant reliability improvements in this critical corridor as well as enhancing access to regional services at the MacArthur BART station.
- ~~The Alameda to Fruitvale BART Rapid Bus service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.~~

Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors. These sales tax funds will allow the Telegraph/East 14th/International project to be completed and will provide the needed leverage as local matching funds to attract outside funds to the other corridors which are currently under development.

College/Broadway Corridor Transit Priority (\$10 M)

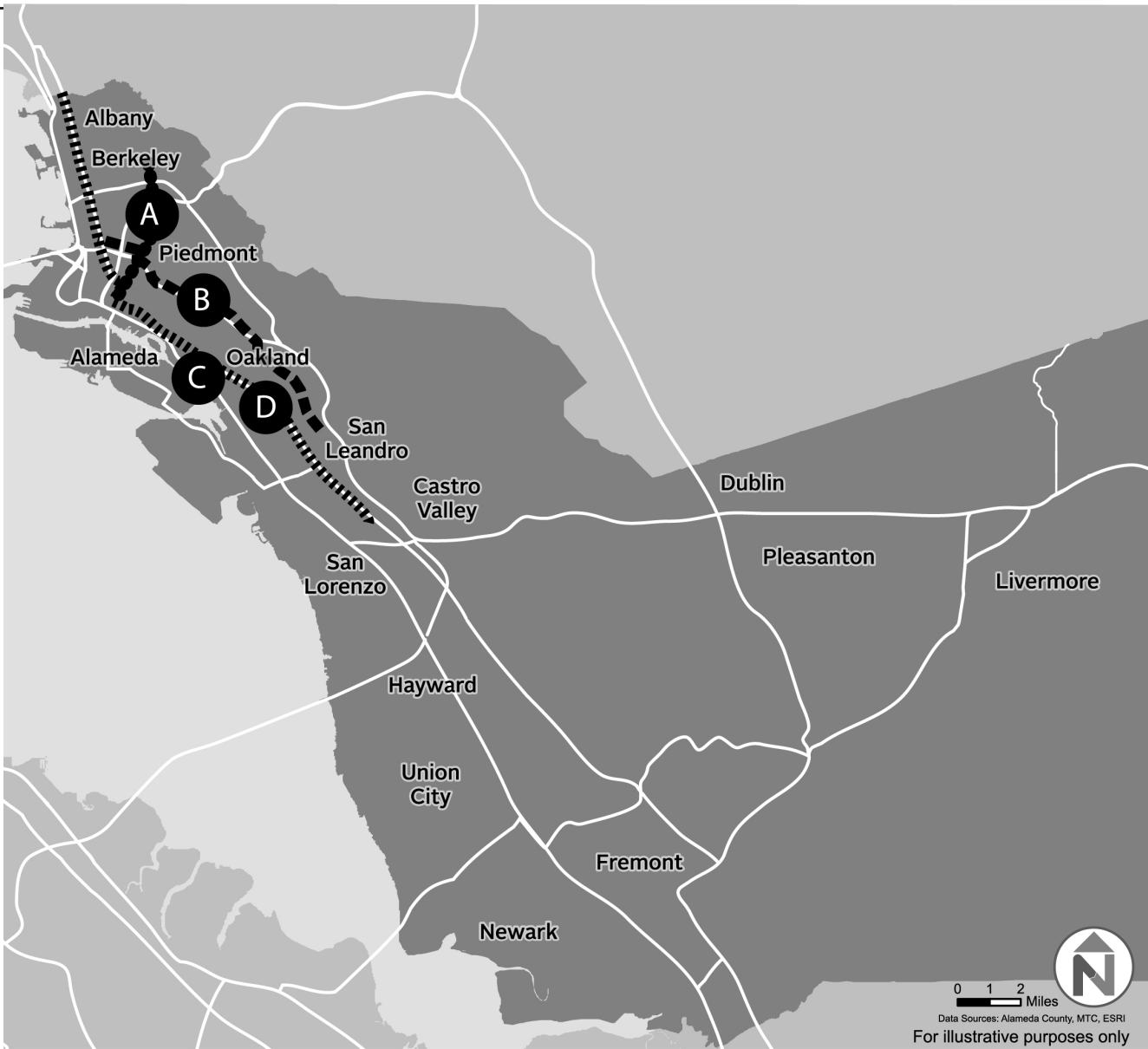
Funding will be provided for the implementation of transit priority treatments to improve transit reliability, reduce travel times and encourage more transit riders on the well-utilized College/Broadway corridor.

City of Alameda Transit Priority and Improvement Program (\$9 M)

The City of Alameda Transit Priority and Improvement Program will increase transit service reliability and provide bus stop amenities and access improvements to support transit priority elements of multimodal projects such as on Lincoln Avenue/Marshall Way/Pacific Avenue, Stargell Avenue, and Westline Drive.



RAPID BUS TRANSIT INVESTMENTS



- A** College/Broadway Corridor: Transit Priority
- B** - - - - - AC Transit Grand MacArthur Bus Rapid Transit
- C** ——— City of Alameda to Fruitvale BART Bus Rapid Transit
- D** AC Transit Telegraph Ave/ East 14th/ International Blvd Project

Not Shown:

- Affordable Transit for Seniors and Persons with Disabilities
- Innovative grants including an affordable youth transit pass program
- Transit Operations, Maintenance and Safety Investments



ALAMEDA COUNTY TRANSPORTATION COMMISSION

2014 Transportation Expenditure Plan Proposed Amendment

A presentation to the Alameda County Transportation Commission

September 25, 2025

Overview

- 2014 Transportation Expenditure Plan
 - Implementing Guidelines
- Proposed Amendment
- Next steps
 - Amendment process
 - Action item to initiate a 45-day comment period by jurisdictions in Alameda County on the proposed Measure BB Transportation Expenditure Plan amendment



2014 Transportation Expenditure Plan

- Implementing Guidelines

- Implementation Guideline 8: Strict Project Deadlines

- *each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project (TEP, page 38)*

- Implementation Guideline 22: Fund Allocations

- *Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be reallocated to another project or program of the same type (TEP, page 39)*



Background

- Each year, Alameda CTC requests project sponsors of those projects that have not yet met the deadlines requirement to submit project status updates
- In December 2024, Commission did not provide a time extension for the Alameda to Fruitvale BART Rapid Bus project (\$9 million)
- Commission directed staff to work with the City of Alameda and AC Transit to define a program of projects, determine TEP eligibility and return to the Commission with a recommendation to reprogram the Measure BB funding



Analysis of Project Status

- There is no Rapid Bus/BRT project proposed or in development between Alameda and the Fruitvale BART station
- AC Transit has determined it does not have the resources available to operate rapid bus service along the originally intended corridor in the near-term; service was reduced along this corridor as part of Realign Plan
- The project as originally intended in the TEP is considered undeliverable or infeasible, as described in Guideline 22



New Program

- The City of Alameda worked closely with AC Transit to identify a program of transit improvements in the City of Alameda that, while not a full bus rapid transit project, are consistent with the description of the Rapid Bus and Transit Improvements category of the TEP and will enhance transit reliability and service.
 - *“sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects”*
- Funding in this program will be used for elements of the projects that directly benefit and improve transit service in Alameda.



City of Alameda Transit Priority and Improvement Program

- Projects that increase transit service reliability and provide bus stop amenities and access improvements to support transit priority elements of multimodal projects such as on:
 - Lincoln/Marshall/Pacific Corridor Improvements: enhances transit service and safety on a three-mile corridor, including bus stop enhancements (i.e., new bus islands, bus stop consolidations, and bus stop amenities). Serves AC Transit lines 96, 631, and 663.
 - Stargell Avenue Roundabout and Transit Improvements: pedestrian safety and transit operational improvements along Willie Stargell Avenue between Main Street and Mariner Square Loop/East Campus Drive, including four new bus stops following Realign implementation. Serves AC Transit lines 19 and 96.
 - Westline Drive Bus Queue Jump Lane: northbound transit-only lane along Westline Drive/Eighth Street between Otis Drive and Portola Avenue. Serves AC Transit lines 30, 663 and W.
- Funding level remains \$9 million



Amendment Development

- City of Alameda and AC Transit coordinated closely to develop the proposed amendment
 - AC Transit/City of Alameda Interagency Liaison Committee, January 2025
 - City of Alameda's Transportation Commission, February 2025
 - City of Alameda City Council, May 2025 approved submitting amendment request
 - AC Transit Board of Directors, June 2025 approved support for amendment request
- Formal request for a TEP amendment submitted to Alameda CTC on June 16, 2025



Proposed Amendment (Attachment D)

*Existing TEP Language to be Amended as noted in **red** and ~~strikethrough~~:*

Amend the BART, Bus, Senior, and Youth Transit references in the TEP as follows:

TEP Table 1 (List of Investments) on Page 3

~~Alameda to Fruitvale BART Rapid Bus~~ **City of Alameda Transit Priority and Improvement Program**



Proposed Amendment, cont. (Attachment D)

BART, Bus, Senior and Youth Transit, Rapid Bus and Transit Improvements, Page 16

Delete the third bullet under the discussion of AC Transit's BRT Projects as described above and as shown below:

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Add a new Program as detailed below:

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Proposed Amendment, cont. (Attachment D)

Page 17

Remove “City of Alameda to Fruitvale BART Bus Rapid Transit” from the legend next to item **C** as shown on the map. Replace with “**City of Alameda Transit Priority and Improvement Program**”



TEP Amendment Process

- Amendments Require 2/3 Support: To modify and amend this Plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Commissioners
- Comment Period: All jurisdictions within the County will be given a minimum of 45 days to comment on any proposed Plan amendment
 - If approved by full Commission, comment period will end on November 12, 2025
- Staff to return to Commission to report on the comments received and recommend final action by Commission



Recommendation

- Approval of this item will initiate a 45-day comment period by jurisdictions in Alameda County on the proposed amendment, which would then return to the Committee and Commission for final action. This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

