



Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, October 23, 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

Fremont City Hall
3300 Capitol Avenue
Fremont, CA 94538

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 - October 2025 Information

6. Consent Calendar

6.1 Approve the September 25, 2025 Commission Meeting Minutes Action

[6.1_COMM_Minutes_20250925.pdf](#)

6.2 Approve the Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates Action

[6.2_COMM_Admin_Amendment_20251023.pdf](#)

6.3 Approve the Alameda County Fiscal Year 2025-26 Transportation Fund for Clean Air Program and \$891,000 of Alameda CTC VRF Funds for Expanded Oakland-Alameda Water Shuttle Service Action

[6.3_COMM_FY26_TFCA_Program_20251023.pdf](#)

6.4 Approve Amendment No. 8 to Agreement No. A17-0070 with Electronic Transaction Consultants, LLC for Operations and Maintenance of the I-580 Express Lanes Action

[6.4_COMM_A17-0070_A8_ETC_20251023.pdf](#)

6.5 Introduction of an Amendment to the Alameda CTC Express Lanes Toll Enforcement Ordinance Action

[6.5_COMM_Toll_Ordinance_20251023.pdf](#)

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

[6.6_COMM_Env_Docs_20251023.pdf](#)

6.7 Approve the 2025 Congestion Management Program Action

[6.7_COMM_2025_CMP_Approval_20251023.pdf](#)

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

Information/Action

[6.8_COMM_October_Leg_Update_20251023.pdf](#)

6.9 Approve Amendment No. 1 to the Professional Services Agreement (A23-0023) with Kittelson & Associates, Inc. for Multimodal Performance Monitoring

Action

[6.9_COMM_A23-0023_Amendment_20251023.pdf](#)

7. Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee (BPAC) Update

Information

7.2 Independent Watchdog Committee (IWC) Update

Information

7.3 Paratransit Advisory and Planning Committee (PAPCO)

Information

8. Regular Matters

8.1 Approve the Alameda County 2026 State Transportation Improvement (STIP) Program

Action

[8.1_COMM_2026_STIP_20251023.pdf](#)

8.2 Approve Release of a Request for Proposals (RFP) for the Countywide Ramp Intersection Safety Plan

Action

[8.2_COMM_Ramp_Intersection_Safety_Plan_RFP_20251023.pdf](#)

9. Adjournment

Next Meeting:

December 4, 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 Meeting Minutes Thursday, September 25, 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, Fife, Hu, Miley, and Solomon.

Commissioner Bowen attended as an alternate for Commissioner Tam.
Commissioner Eicher attended as an alternate for Commissioner Balch.

Subsequent to the roll call:

Commissioners Bowen and Solomon arrived during item 4.1

Commissioner Hu arrived during 5.1.

Commissioner Young left during item 8.1 and returned during item 8.2.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

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

5. Executive Director's Report

Executive Director Tony Tavares shared several updates with the Commission during his report.

6. Consent Calendar

6.1 Approve the July 24, 2025 Commission Meeting Minutes

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

6.3 Approve an update to the Alameda CTC Investment Policy

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

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

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

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

6.8 2026 State Transportation Improvement Program Update

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

6.10 Approve an update to the Independent Watchdog Committee Bylaws

6.11 2026 Countywide Active Transportation Plan Update
6.12 Approve the Community Committee Appointments

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

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

7. Committee Member Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

BPAC Chair Kristi Marleau provided a report from the July BPAC meeting.

7.2. Independent Watchdog Committee (IWC)

There was no report.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

PAPCO Chair Sandra J. Johnson provided a report from the July PAPCO meeting.

8. Regular Matters

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

Vivek Bhat and Matt Bomberg recommended that the Commission receive a project update and approve a set of actions to facilitate the delivery of the East Bay Greenway Multimodal North Segment Project.

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

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

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

Carolyn Clevenger provided the Commission with an update on federal, state, regional, and local legislative activities.

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

Carolyn Clevenger 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).

Commissioner Ezzy Ashcraft moved to approve the item. Commissioner Hannon seconded the motion. The motion passed with the following roll call vote:

Yes: Bowen, Brown, Eicher, Ezzy Ashcraft, Fortunato Bas, González, Hannon, Haubert, Hernandez, Hu, Jordan, Marchand, Márquez, McCarthy, Salinas, Salwan, Singh, Solomon, Taplin, Young

No: None

Abstain: None

Absent: Fife, Miley

9. Adjournment



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 16, 2025

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Director of Project Delivery and Construction
John Nguyen, Assistant Director of Programming and Project Controls
Angelina Leong, Principal Program Analyst

SUBJECT: Approve the Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates

Recommendation

It is recommended that the Commission approve administrative amendments to various Alameda County Transportation Commission (Alameda CTC) agreements, in support of Alameda CTC and project sponsor implemented projects and programs.

Summary

Staff recommends that the Commission approve and authorize the administrative amendment requests as listed in Attachment A: Administrative Amendment Summary for Professional Service Agreements and Attachment B: Administrative Amendment Summary for Project Funding Agreements.

These amendments include time extension requests to various agreement expiration dates due to schedule delays associated with extended environmental and design review, construction delays, and extended closeout activities.

Background

Alameda CTC directly implements capital projects and provides funding to project sponsors to facilitate the delivery of capital projects and programs throughout Alameda County. Alameda CTC enters into agreements under two categorical types 1) Professional Service Agreements for Alameda CTC implemented projects and 2) Project Funding Agreements with project sponsors receiving Alameda CTC administered funds. All agreements are entered into based upon estimated known project needs for scope, cost and schedule.

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

Professional Service Agreements Amendments

Alameda CTC enters into Professional Services Agreements (PSAs) with consultants, local, regional, state, and federal entities, as required, to provide the services necessary to meet the Alameda CTC's Capital Projects program delivery commitments.

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

Alameda CTC enters into PSAs with consultants based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension. The most common justifications for a time extension include (1) project delays; and (2) extended phase and/or project closeout activities. Additional information related to the request is provided in Table A.

The administrative amendment requests identified in Attachment A - Administrative Amendment Summary for Professional Service Agreements have been evaluated and are recommended for approval.

Project Funding Agreements Amendments

Alameda CTC enters into Project Funding Agreements with project sponsors receiving Alameda CTC administered funds such as Measure B, Measure BB, Vehicle Registration Fee, and Transportation Fund for Clean Air Program funds. These funding agreements establish an agreed upon project scope, funding and cost sharing arrangements, a project delivery schedule, reporting requirements, and associated funding deadlines.

Project sponsors may encounter unanticipated challenges and delays in areas such as procurement processes, funding, extended interagency coordination, additional plan review, construction delays, and extended project closeout activities that require an amendment to the agreement terms and expiration deadlines.

The administrative amendment requests identified in Attachment B –Administrative Amendment Summary for Project Funding Agreements have been reviewed and are recommended for approval.

Levine Act Statement: HNTB Corporation (A15-0030), H.T. Harvey & Associates Ecological Consulting (A17-0010), Kittelson & Associates, Inc. (A18-0024), WMH Corporation (A18-0035), Kimley-Horn and Associates, Inc. (A18-0048), VSCE, Inc. (A19-0007), and its subconsultants did not report any conflicts in accordance with the Levine Act.

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

Attachments:

- A. Administrative Amendment Summary for Professional Service Agreements
- B. Administrative Amendment Summary for Project Funding Agreements

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Current Amendment Justification
1	HNTB Corporation	East Bay Greenway: Lake Merritt BART to South Hayward BART Project (PN 1457.001) – Preparation of the Project Approval and Environmental Document	A15-0030	A1: Update Contract agreement terms A2: 1-year time extension from 12/31/2018 to 12/31/2019 A3: 1-year time extension from 12/31/2019 to 12/31/2020 A4: Modify indemnification and insurance provisions in Contract A5: Update Contract agreement terms and 9-month time extension from 12/31/2020 to 9/30/2021 A6: 14-month time extension from 9/30/2021 to 11/30/2022 A7: Budget increase A8: Budget increase and 13-month time extension from 11/30/2022 to 12/31/2023 A9: Budget increase and 2-year time extension from 12/31/2023 to 12/31/2025 A10: 30-month time extension from 12/31/2025 to 6/30/2028 (current request)	1	It was initially assumed that the scoping and environmental documentation phases would occur concurrently. However, based on the initial feedback from the community on project tradeoffs, especially the loss of street parking, it was determined that the project team would need to conduct additional community outreach and perform design iterations prior to reaching consensus on conceptual level project improvements. Therefore, it was decided to delay the environmental documentation phase activities until the scoping phase activities are complete. The scoping phase activities are currently expected to be completed by early 2026.

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Current Amendment Justification
2	H.T. Harvey & Associates Ecological Consulting	Route 84 Expressway - South Segment Project (PN 1210.002) – Ecological Consulting Services to Implement Mitigation, Monitoring, and Reporting (Murray Ranch Mitigation Site)	A17-0010	A1: Budget increase and 3-year time extension from 12/31/2019 to 12/31/2022 A2: Budget increase A3: Modify indemnification and insurance requirement provisions A4: Update Contract agreement terms, budget increase, and 2-year time extension from 12/31/2022 to 12/31/2024 A5: 1-year time extension from 12/31/2024 to 12/31/2025 A6: 1-year time extension from 12/31/2025 to 12/31/2026 (current request)	2	The Project has satisfied California Department of Fish and Wildlife mitigation requirements in 2021. The Wetland Mitigation site requires a Conservation Easement (CE) recorded by the Chabot-Las Positas Community College District. Until the CE is recorded H.T. Harvey remains on contract for informational needs.
3	Kittelson & Associates, Inc.	E. 14th/Mission and Fremont Blvd. Multimodal Corridor Project (PN 1476.000) – Professional Services	A18-0024	A1: Modify indemnification and insurance provisions in Contract and 1-year time extension from 12/31/2019 to 12/31/2020 A2: Modify indemnification and insurance provisions in Contract A3: 1-year time extension from 12/31/2020 to 12/31/2021 A4: Budget increase and 2-year time extension from 12/31/2021 to 12/31/2023 A5: Budget increase A6: Budget increase and 2-year time extension from 12/31/2023 to 12/31/2025	2	In October 2024, the City of Hayward Infrastructure and Airport Committee requested extended outreach to the community and schools along the project corridor that extended the current scoping phase activities. The requested time extension is required to close out the current scoping phase activities and support the environmental phase activities.

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Current Amendment Justification
				A7: 2-year time extension from 12/31/2025 to 12/31/2027 (current request)		
4	WMH Corporation	I-880 Southbound HOV Lane - South Segment Project (PN 1376.001) – Highway Planting Design and Support Services	A18-0035	A1: Budget increase and 1-year time extension from 6/30/2020 to 6/30/2021 A2: Modify indemnification and insurance requirement provisions A3: Update Contract agreement terms and 1-year time extension from 6/30/2021 to 6/30/2022 A4: Update Contract agreement terms and 1-year time extension from 6/30/2022 to 6/30/2023 A5: Budget increase and 30-month time extension from 6/30/2023 to 12/31/2025 A6: 1-year time extension from 12/31/2025 to 12/31/2026 (current request)	2	The Plant Establishment Period (PEP) is anticipated to be completed in December 2025. The requested time extension is required to update the as-builts to reflect changes during the PEP and complete all closeout activities.
5	Kimley-Horn and Associates, Inc.	I-880 Interchange Improvements (Winton Ave./A St.) Project (PN 1471.000) – Project Initiation Document and Project Approval and Environmental Document (PA/ED) Phase Services	A18-0048	A1: Modify indemnification and insurance requirement provisions A2: Update Contract agreement terms and 1-year time extension from 6/30/2022 to 6/30/2023	2	PA/ED phase delays were due to a delay in a commitment of full funding for the design phase. The final environmental document and the Project Report were on hold until funding was provided by the City of Hayward to

Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Current Amendment Justification
				A3: 1-year time extension from 6/30/2023 to 6/30/2024 A4: 6-month time extension from 6/30/2024 to 12/31/2024 A5: 1-year time extension from 12/31/2024 to 12/31/2025 A6: 1-year time extension from 12/31/2025 to 12/31/2026 (current request)		participate with Alameda CTC's previously programmed funds. The City of Hayward committed their needed funding with a City Council Action on September 2, 2025.
6	VSCE, Inc.	Construction Management Services	A19-0007	A1: Modify indemnification and insurance requirement provisions A2: Update Contract agreement terms and 3-year time extension from 6/30/2021 to 6/30/2024 A3: Budget increase A4: Update Contract agreement terms and budget increase A5: Budget increase and 18-month time extension from 6/30/2024 to 12/31/2025 A6: Budget increase A7: 1-year time extension from 12/31/2025 to 12/31/2026 (current request)	2	The PEP for the I-880 Southbound HOV Lane - South Segment Project is anticipated to be completed in December 2025. The requested time extension is required to ensure all closeout activities are completed and in compliance.

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

Administrative Amendment Summary for Project Funding Agreements

No.	Agency	Project	Agreement No.	Agreement Amendment History / Request	Amendment History and Request Justification
1	AC Transit	Student Transit Pass Program	A24-0010	A1: 30-month extension from 06/30/26 to 12/31/28 (current request)	This amendment is required to incorporate additional scope and program operations for fiscal years 2026-27 and 2027-28. The amendment will include 30 months of additional time to implement the two added years of operations, a budget shift of existing Measure BB funds, and citation of estimated State Transit Assistance Funds to support the program. These actions do not change the overall amount of Alameda CTC funding obligated to the Sponsor in this agreement.
2	Alameda County	Mission Blvd. Phase III Corridor Improvements	A22-0021	A1: 1-year TFCA expenditure extension from 11/22/25 to 11/22/26. (current request)	This amendment request is for extending the expenditure deadline of TFCA funds obligated by this agreement only.
3	City of Alameda	Cross Trail Gap-Closing Connectors	A22-0019	A1: A1: 1-year time extension from 12/31/2023 to 12/31/2024 A2: 1-year TFCA expenditure extension from 11/22/2024 to 11/22/2025 and 2-year agreement time extension from 12/31/2024 to 12/31/2026 A3: 1-year TFCA expenditure extension from 11/22/25 to 11/22/26. (current request)	This amendment request is for extending the expenditure deadline of TFCA funds obligated by this agreement only.
4	Ava Energy	Ride Electric Program	A23-0021	A1: 18-month extension from 06/30/26 to 12/31/27 (current request)	For this amendment request, Sponsor notes a delay in securing a vendor and launching program operations as originally scheduled in 2024. The Sponsor launched the program in

Administrative Amendment Summary for Project Funding Agreements

No.	Agency	Project	Agreement No.	Agreement Amendment History / Request	Amendment History and Request Justification
					July 2025 and requires additional time to fully implement the program. These actions do not change the overall amount of Alameda CTC funding obligated to the Sponsor in this agreement.
5	BART	Dublin/Pleasanton BART Station Access Improvements Project	A23-0037	A1: 1-year TFCA expenditure extension from 12/12/25 to 12/12/26. <i>(current request)</i>	For this amendment request, Sponsor notes project has experienced delays due to required NEPA activities expected to be completed in the Fall. The Sponsor anticipates construction award in January 2026 and project completion by the current agreement expiration date of December 31, 2027. This amendment request is for extending the expenditure deadline of TFCA funds obligated by this agreement only.
6	City of Dublin	Tassajara Rd Improvements (North Dublin Ranch to Quarry Lanes)	A23-0038	A1: 1-year TFCA expenditure extension from 12/12/25 to 12/12/26. <i>(current request)</i>	For this amendment request, Sponsor notes a Golden Eagle nest was discovered within the project limits that delayed the start of the construction phase. The Sponsor anticipates construction award in January 2026 and project completion by the current agreement expiration date of June 30, 2027. This amendment request is for extending the expenditure deadline of TFCA funds obligated by this agreement only.
7	City of Emeryville	Doyle Bicycle Improvements Project – Phase 3	A23-0041	A1: 24-month extension from 12/25/25 to 12/31/27 <i>(current request)</i>	Sponsor notes delays in design and construction schedules as the City is coordinating phasing the project construction schedule with a 2024 Sustainable Streetscapes project that has experienced unforeseen delays as well. The Doyle bicycle improvements are slated to be constructed in the next phase of the 2024 Sustainable Streetscapes construction once the currently under construction for the Hollis Street phase is complete. A time extension is required to

Administrative Amendment Summary for Project Funding Agreements

No.	Agency	Project	Agreement No.	Agreement Amendment History / Request	Amendment History and Request Justification
					accommodate the current construction schedule.
8	City of Fremont	Former State Route 84 Pavement Rehabilitation Project	A19-0051	A1: 2-year time extension from 12/31/2022 to 12/31/2024. A2: 1-year time extension from 12/31/2024 to 12/31/2025. A3: 1-year time extension from 12/31/2025 to 12/31/2026. (current request)	On September 22, 2022, the Commission approved a time extension for Amendment No. 1 at the sponsor's request due to schedule delays associated with the extensive community engagement process and meetings. On May 5, 2024, the Commission approved a time extension for Amendment No. 2 at the sponsor's request due to schedule delays associated with the right-of-way recertification process that were unexpected. For this amendment request, Sponsor notes construction was advertised on September 2024, and City Council awarded the construction contract in December 2024. After months of contract review and execution, and project kickoff efforts, the groundbreaking began in Spring 2025. Given the planned 250 working days for the project, as well as the long lead time for traffic signal poles and other signal related equipment, project construction is scheduled to be completed in late Spring/early Summer of 2026. A time extension is required to accommodate the current construction schedule.
9	LAVTA	Student Transit Pass Program	A24-0012	A1: 30-month extension from 06/30/26 to 12/31/28 (current request)	This amendment is required to incorporate additional scope and program operations for fiscal years 2026-27 and 2027-28. The amendment will include 18 months of additional time to implement the two added years of operations, a budget shift of existing Measure BB funds, and citation of estimated State Transit Assistance Funds to support the program.

Administrative Amendment Summary for Project Funding Agreements

No.	Agency	Project	Agreement No.	Agreement Amendment History / Request	Amendment History and Request Justification
					These actions do not change the overall amount of Alameda CTC funding obligated to the Sponsor in this agreement.
10	City of Livermore	Vasco Road/I-580 Interchange Project	A21-0034	A1: 2-year time extension from 12/31/2023 to 12/31/2025. A2: 2-year time extension from 12/31/2025 to 12/31/2027.	On October 23, 2023, the Commission approved a time extension for Amendment No. 1 at the sponsor's request due to schedule delays associated with extended coordination with Caltrans on the Project Approval and Environmental Document (PA/ED). For this amendment request, Sponsor notes the project schedule has been impacted due to new studies requested by Caltrans and required coordination with the other projects in the project's vicinity. A time extension is required to accommodate the current schedule to complete the environmental phase.
11	City of Oakland	Laurel Access to Mills, Maxwell Park, Seminary (LAMMPS) Phases 2 & 3	A23-0047	A1: 1-year time extension from 12/31/2025 to 12/31/2026.	For this request, Sponsor notes a change to the design phase is required due to a change in the delivery approach which captures the future construction of Phase 2 and a new Phase 3 scope. The Phase 2 limits include Richards Road to Seminary Avenue and Phase 3 limits include Seminary Road from MacArthur Blvd. These phases will be implemented under one construction package. An amendment is required to accommodate the current schedule and scope to complete the design phase. These actions do not change the overall amount of Alameda CTC funding obligated to the Sponsor in this agreement.
12	City of Pleasanton	West Las Positas Boulevard Multimodal Reconstruction	A23-0049	A1: 2-year time extension from 12/31/2026 to 12/31/2028, and 3-year TFCA expenditure	For this amendment request, Sponsor notes delays during the design phase associated with the complexity of the project and additional studies requested by Caltrans that are required by a Federal component of the project have

Administrative Amendment Summary for Project Funding Agreements

No.	Agency	Project	Agreement No.	Agreement Amendment History / Request	Amendment History and Request Justification
				extension from 11/22/25 to 11/22/28.	resulted in delays to the start of the construction phase. An amendment is required to accommodate the current construction schedule, which is expected to achieve ready-to-list status in late 2026, and construction to occur between 2027 through late 2028. These actions do not change the overall amount of Alameda CTC funding obligated to the Sponsor in this agreement.
13	City of San Leandro	Class IV Protected Bike Lanes on Hesperian Boulevard and Fairmont Drive	A22-0035	A1: 2-year time extension from 12/31/2024 to 12/31/2026 and 2-year TFCA expenditure extension from 11/22/23 to 11/22/25. A2: 1-year time extension from 12/31/2026 to 12/31/2027 and 1-year TFCA expenditure extension from 11/22/25 to 11/22/26. (current request)	On October 24, 2024, the Commission approved a time extension for Amendment No. 1 at the sponsor's request due to schedule delays associated with lengthy review, approval, and permitting of the work within the Union Pacific Railroad right-of-way, particularly the crossings at Hesperian Boulevard. For this amendment request, Sponsor notes required Union Pacific Railroad (UPRR) design review for project has taken longer than anticipated and the construction phase was delayed by a year. A time extension and exemption to allow for a second time extension is required to accommodate the current construction schedule.
14	City of San Leandro	Fairway Drive Traffic Calming	A23-0050	A1: 2-year time extension from 12/31/2024 to 12/31/2026. A2: 1-year time extension from 12/31/2026 to 12/31/2027. (current request)	On October 24, 2024, the Commission approved a time extension for Amendment No. 1 at the sponsor's request due to schedule delays associated staffing/resource issues delaying the start of the project. For this amendment request, Sponsor notes the design phase is delayed due to required

Administrative Amendment Summary for Project Funding Agreements

No.	Agency	Project	Agreement No.	Agreement Amendment History / Request	Amendment History and Request Justification
					Union Pacific Railroad (UPRR) design review for project impacts and improvements near/at grade crossing DOT 749885N. The review time by UPRR will take 18 months and go through mid-2027. A time extension and exemption to allow for a second time extension is required to accommodate the current design schedule.
15	Union City	Student Transit Pass Program	A24-0011	A1: 30-month extension from 06/30/26 to 12/31/28 <i>(current request)</i>	This amendment is required to incorporate additional scope and program operations for fiscal years 2026-27 and 2027-28. The amendment will include 30 months of additional time to implement the two added years of operations, a budget shift of existing Measure BB funds, and citation of estimated State Transit Assistance Funds to support the program. These actions do not change the overall amount of Alameda CTC funding obligated to the Sponsor in this agreement.



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 16, 2025

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the Alameda County Fiscal Year 2025-26 Transportation Fund for Clean Air Program and \$891,000 of Alameda CTC VRF Funds for Expanded Oakland-Alameda Water Shuttle Service

Recommendation

Approve the following actions related to the Alameda County Fiscal Year (FY) 2025-26 Transportation Fund for Clean Air (TFCA) Program:

1. Approve the Alameda County FY 2025-26 TFCA Program (Attachment A),
2. Approve programming and allocation of \$891,000 of Alameda CTC Vehicle Registration Fee (VRF) Transit funds for the expanded operation of Oakland Alameda Water Shuttle; and
3. Authorize the Executive Director or designee to execute project funding agreements, as necessary, for the awarded funding.

Summary

TFCA County Program Manager funding is generated by a four-dollar vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund projects that result in the reduction of motor vehicle emissions. The Air District annually approves the program's policies and expenditure plan. For the FY 2025-26 cycle, approximately \$4.163 million was available for programming to projects in Alameda County. In May 2025, \$3.374 million of these funds were programmed as part of the Commission's approval of the 2026 Comprehensive Investment Plan (CIP). Upon a subsequent standalone TFCA call for projects, staff recommends Commission approval of a final FY 2025-26 TFCA program that incorporates an additional \$705,000 for projects, totaling \$4.079 million. The remaining unprogrammed balance of \$84,098 is to be returned to the Air District to program at its discretion. The Air District will attempt to program returned funds to projects within Alameda County, but it is not guaranteed.

Additionally, staff recommends the programming and allocation of \$891,000 of Alameda CTC Vehicle Registration Fee (VRF) Transit funds for the expanded operation of the Oakland Alameda Water Shuttle to support the expanded operations during the Oakland Alameda Access Project construction to encourage mode shift and provide additional non-auto travel options.

Background

As the designated TFCA County Program Manager for Alameda County, Alameda CTC is responsible for programming 40 percent of the TFCA revenue generated in Alameda County. An annual TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration, based on the Air District's Department of Motor Vehicles revenue estimates for the same period. The Air District requires TFCA County 40% funds to be programmed annually, and funds remaining unprogrammed after the established deadline are to be returned to the Air District.

Projects proposed for TFCA funding this cycle are to be consistent with the Air District's FY 2025-26 TFCA County Program Manager Fund Policies (TFCA Policies), including cost-effectiveness requirements to achieve surplus motor vehicle emissions reductions beyond what's already required through other commitments or obligations. Projects typically funded with TFCA include bicycle facilities, shuttles, transportation demand management programs, alternative fuel vehicles and infrastructure, and transit signal priority. Other project types that are identified in the authorizing legislation but not in the current TFCA policies, such as traffic signal timing, need to receive special approval on a case-by-case basis from the Air District Board.

FY 2025-26 TFCA Program Development

Alameda CTC's FY 2025-26 TFCA Expenditure Plan Application, approved by the Commission in February 2025 and by the Air District Board in May 2025, identified \$4.163 million of funding available for programming to projects. The available TFCA funding was incorporated into Alameda CTC's 2026 CIP process, through which staff recommended \$3.374 million in the TFCA funding to projects based on their eligibility and cost-effectiveness evaluation for TFCA, and the Commission approved the initial draft FY 2025-26 TFCA Program as part of the overall 2026 CIP in May 2025, which left an unprogrammed balance of \$789,000 with a deadline to program by November 2025.

On June 13, 2025, Alameda CTC released a standalone call for projects for the remaining balance. Staff fielded questions, discussed candidate project ideas with potential applicants and provided estimates for the amount of TFCA funding projects would likely qualify. However, due to various reasons (see the Future Considerations section for more details), only nine out of eighteen project ideas were deemed eligible and cost effective for TFCA with a commitment for the sponsor agencies to provide the local matching funds needed for a full funding plan. The nine new awards are included in the recommended final FY 2025-26 TFCA program (Attachment A).

Attachment A also reflects the following recommended revisions to the initial draft FY 2025-26 TFCA Program:

- Oakland Alameda Water Shuttle Operations: Programming of an additional \$40,000 in TFCA funds and \$891,000 in Alameda CTC VRF Transit funds to support the expanded operations during the Oakland Alameda Access Project construction to encourage mode shift and provide additional non-auto travel options.
- For certain projects previously awarded a mix of TFCA and other Alameda CTC-administered funds (MBB and/or VRF) through the 2026 CIP in May 2025, updates to the awarded fund source(s) and/or amount(s) by fund source in order to maximize the amount of TFCA, without changing the total amount of 2026 CIP funding previously awarded to the projects.
- Administrative updates to project information, such as the project title, total cost, or adjustments to the cost-effectiveness value.

In summary, the recommended final FY 2025-26 TFCA Program of \$4.079 million includes:

- 1) \$596,000 in new TFCA programming,
- 2) \$109,000 in additional TFCA funds to a few projects previously approved through the Commission-adopted 2026 CIP (with corresponding reduction of \$109,000 to other Alameda CTC-administered fund sources), and
- 3) \$3.374 million of TFCA previously approved through the 2026 CIP.

Following Commission approval of the final FY 2025-26 TFCA Program, staff will provide the adopted program and supporting documentation to the Air District by the November 7, 2025 deadline, enter into funding agreements with project sponsors, and incorporate the approved programming into the 2026 CIP Update, scheduled for May 2026. Per the Air District's TFCA Policies, the unprogrammed balance of \$84,098 will be returned to the Air District for programming at its discretion. The Air District will attempt to program returned funds to projects within Alameda County, but it is not guaranteed. Staff will coordinate with Air District staff as needed to help facilitate the investment of these funds within Alameda County.

Future Considerations

Historically, fully programming TFCA funds each year has been a challenge for TFCA County Program Managers and project sponsors for various reasons, including but not limited to the Air District's strict cost-effectiveness thresholds which often results in relatively small amounts of TFCA funding for eligible projects, readiness requirements (e.g., to complete environmental clearance prior to the funding agreement execution and complete projects in two years), extra hurdles for certain project types (e.g., traffic signal timing projects to obtain Air District Board approval on a case-by-case basis), and a short

programming timeline (to program the TFCA funds within six months of the Air District Board approval of the County's annual Expenditure Plan Application).

The Air District is undertaking a major update of the TFCA Policies, commencing Fiscal Year Ending (FYE) 2027, to merge policies for the 60 percent regional funding that is administered directly by the Air District and the 40 percent funding that is administered by the County Program Managers into one policy document. One of the Air District's stated goals for the update, or "program revamp", was to provide the counties with more opportunities to tailor their own programs. Air District staff shared initial ideas and sought feedback from the County Program Managers via monthly meetings throughout the first half of 2025. Some of Alameda CTC staff's suggestions and comments were incorporated in the initial draft, released for public comment late July 2025.

Staff submitted additional comments during the public comment period which ended August 22, 2025. Suggestions included increasing the cost effectiveness limits (and consequently the qualifying funding levels) for the various project categories, especially for projects in AB 617 Communities, state-designated areas most impacted by air pollution; eliminating the extra step for traffic signal timing projects to obtain a special approval from the Air District Board; and allowing for more administrative flexibility related to time extensions. The Air District has yet to release the updated TFCA policies document, which is scheduled to be released in time for the Air District Board's consideration in October 2025. The adopted TFCA Policies Commencing FYE 2027 will be in effect for the next cycle of TFCA funding, which will have a programming deadline of November 2026.

In addition to coordinating with the Air District on the revised TFCA Policies, staff is reviewing how Alameda CTC administers the county element of the TFCA program, including how TFCA funding is coordinated with the Alameda CTC's CIP process, and will be developing options for future consideration for discussion with member agencies. Staff may bring proposed updates to the Commission as part of the FY 2026-27 TFCA Expenditure Plan Application, tentatively scheduled for February 2026.

Fiscal Impact: TFCA County Program Manager funding is made available by the Air District and has been included in the Alameda CTC's FY 2025-26 budget.

Attachment:

- A. Alameda County FY 2025-26 TFCA Program

TFCA County Program Manager Fund, FY 2025-26 Program

Sponsor	Project Name	Project Description	Amount Requested	Total Project Cost	TFCA Cost-effectiveness (\$ TFCA/ton)	Awarded FYE26 TFCA (May 2025)	Additional Recommended FYE26 TFCA	Total Recommended FYE26 TFCA	Notes
70% Cities/County Share - New Recommendations									
Alameda	Citywide Bike Rack Parking Program	Install 100 bicycle racks throughout the City of Alameda in business districts, near schools, libraries, parks, and other community destinations.	\$ 60,000	\$ 95,000	\$ 247,706	\$ -	\$ 37,000	\$ 37,000	
Alameda	Jean Sweeney Open Space Park EV Charger	Install an EV charging station at a public-accessible parking lot in Jean Sweeney Open Space Park.	\$ 136,247	\$ 270,309	\$ 307,079	\$ -	\$ 136,000	\$ 136,000	
Alameda County	Improvements of Meekland Avenue from Blossom Way to E. Lewelling Boulevard	Install a Class 2 bike lane on Meekland Ave. from Blossom Way to E. Lewelling Blvd. to close the gap in the bike facility as part of the larger Meekland Avenue Corridor Improvement project.	\$ 87,000	\$ 15,951,618	\$ 492,776	\$ -	\$ 87,000	\$ 87,000	
Alameda CTC	East Bay Greenway, Phase 1 Multimodal	Install Class 1 shared use paths, Class 4 protected bikeways, and Class 3 neighborhood bikeways on various streets in Oakland and San Leandro, from Lake Merritt BART Station to the Bayfair BART Station. Other (non-TFCA) scope includes protected intersections, ped x-ings, bus stop enhancements, and placemaking features.	\$ 95,000	\$ 196,654,000	\$ 498,052	\$ -	\$ 95,000	\$ 95,000	See Note 1
Alameda CTC	Oakland Alameda Access Project	Bike facility scope of the larger access project, includes: 1) Class 1 bike facility on Harrison St. (6th St. - entrance to Posey Tube); 2) Class 2 bike facility on 5th St. (Oak St. - Jackson St.); and 3) Class 4 cycle track (6th St., Oak St - Washington St.)	\$ 69,000	\$ 175,665,740	\$ 499,585	\$ -	\$ 69,000	\$ 69,000	See Note 2
Livermore	Arroyo Road Trail	Install a Class 1 bike/ped path along Arroyo Rd. from Wetmore Rd. to the Arroyo Del Valle Regional Trail to improve safety and connect neighborhoods, trail network, and regional open spaces.	\$ 100,000	\$ 6,100,000	\$ 492,000	\$ -	\$ 41,000	\$ 41,000	
Livermore	ATP Implementation Projects - Olivia Avenue Bike Lanes	Install new Class 2, 3, and 4 bike lanes on Olivina Ave. from Tanager Rd. and P St. to enhance bicycle safety and expand access to downtown and schools.	\$ 200,000	\$ 1,500,000	\$ 496,119	\$ -	\$ 58,000	\$ 58,000	
Union City	Dyer Street Pavement Rehabilitation Project Phase 2	Install a Class 2 buffered bike lane (TFCA scope) as part of pavement rehabilitation on Dyer St. (Union City Blvd. - Deborah Dr.) connecting residential and commercial areas, and to regional bike route.	\$ 50,000	\$ 750,000	\$ 214,116	\$ -	\$ 50,000	\$ 50,000	
Union City	Arizona Street Bicycle Improvements	Install a Class 2 buffered bike lane (TFCA scope) on Arizona St. between Hop Ranch Rd. and Royal Ann Rd., as well as other pedestrian improvements.	\$ 100,000	\$ 485,000	\$ 481,209	\$ -	\$ 23,000	\$ 23,000	See Note 3

TFCA County Program Manager Fund, FY 2025-26 Program

Sponsor	Project Name	Project Description	Amount Requested	Total Project Cost	TFCA Cost-effectiveness (\$ TFCA/ton)	Awarded FYE26 TFCA (May 2025)	Additional Recommended FYE26 TFCA	Total Recommended FYE26 TFCA	Notes
70% Cities/County Share - Project Awards Approved May 2025 and Recommended Revisions									
Alameda	<i>Oakland Alameda Water Shuttle Operations, FYs 2026-27 & 2027-28</i>	Continue operations of the free Shuttle, across the estuary between west Alameda and Oakland's Jack London Square (July 2026 – June 2028), 4 or 5 days per week. <i>Expanded service: April '26 to July '27, six days/week and longer hours Fri, Sat, and Sun.</i>	\$ 775,000	\$ 3,861,000	\$245,192 - \$245,329	\$ 196,000	\$ 40,000	\$ 236,000	See Note 4
Alameda CTC	Countywide TDM Program, FY 2026-27	70% of the total TFCA award for Countywide TDM Program FY 2026-27 operations is assigned to Cities/County share.	\$ 419,000	\$ 800,000	\$ 123,362	\$ 293,300	\$ -	\$ 293,300	See Note 5
EBRPD	Oakland Bay Trail	In Oakland, construction of a .1-mile paved Class 1 multi-use trail connection from East Oakland to the new Brooklyn Basin development and closing a gap in the SF Bay Trail.	\$ 1,100,000	\$ 2,500,000	\$ 429,732	\$ 175,000	\$ -	\$ 175,000	See Note 5
Hayward	Downtown Loop	Downtown Hayward, construct separated bike lanes for cyclists as an alternative to the Hayward Loop: on 2nd St, City Center Dr - E St; B St, Grand Ave - Watkins Ave; C St, Main St - 2nd St; D St, Watkins Ave - 2nd St; & Watkins Ave, B St - Jackson St.	\$ 675,000	\$ 1,000,000	\$ 499,588	\$ 332,000	\$ 24,000	\$ 356,000	See Note 6
MTC	West Oakland Link	Install new Class 1 bike and pedestrian path along West Grand Ave in Oakland, from Mandela Parkway to the Class 1 path along the eastern span of Bay Bridge.	\$ 307,000	\$ 109,538,000	\$ 498,411	\$ 307,000	\$ -	\$ 307,000	See Note 5
Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington)	On Fremont Blvd, Country Dr - Walnut Ave, construct new Class 4 elevated bikeway; and a two-way, grade-separated Class 4 cycle track along east side, Country Dr - Mowry Ave (TFCA-funded scope). Larger project extends from Country Dr. to Eugene St.	\$ 369,000	\$ 12,174,000	\$ 499,108	\$ 372,000	\$ 45,000	\$ 417,000	See Notes 6, 8
Newark	Old Town PDA Complete Streets	Install 0.3 miles of new Class 2 bike lanes on Thorton Ave between Olive and Ash Streets (TFCA scope). Project includes a road diet and other complete streets & safety improvements.	\$ 68,000	\$ 3,347,000	\$ 436,025	\$ 68,000	\$ -	\$ 68,000	See Notes 5, 8
Oakland	Martin Luther King Jr. Way Complete Streets	The Martin Luther King Jr Way Complete Streets Project provides bicycle, pedestrian, transit, and traffic calming improvements on MLK Jr Way (47th - 61st Sts). TFCA is for the Class 1 bike lane scope.	\$ 2,000,000	\$ 12,747,000	\$ 498,985	\$ 227,000	\$ -	\$ 227,000	See Note 5
San Leandro	LINKS Shuttle Operations, FYs 2026-27 & 2027-28	The LINKS Shuttle provides free peak-commute-period service from San Leandro BART station to West San Leandro, providing "first and last" mile transit connections to residential, commercial, & employment corridors.	\$ 386,000	\$ 1,323,000	\$ 242,290	\$ 46,000	\$ -	\$ 46,000	See Notes 5, 8
Union City Transit	Zero Emission Bus and Charging Infrastructure	Purchase and install the electric vehicle charging equipment necessary to support 14 purchased zero-emission, battery-electric (ZEB) buses, scheduled to be in service in early 2026.	\$ 1,500,000	\$ 10,617,660	\$ 428,577	\$ 483,000	\$ -	\$ 483,000	See Notes 7, 8
Subtotal Cities/County (70%) Requested			\$ 8,496,247	Amount Recommended	\$ 2,499,300	\$ 705,000	\$ 3,204,300		
								TFCA 70% Available to Program	\$ 2,240,605
								Balance	\$ (963,695)

TFCA County Program Manager Fund, FY 2025-26 Program

Sponsor	Project Name	Project Description	Amount Requested	Total Project Cost	TFCA Cost-effectiveness (\$ TFCA/ton)	Awarded FYE26 TFCA (May 2025)	Additional Recommended FYE26 TFCA	Total Recommended FYE26 TFCA	Notes
30% Transit Discretionary Share - Project Awards Approved May 2025 (no change)									
Alameda CTC	Countywide TDM Program, FY 2026-27	30% of the total TFCA award for Countywide TDM Program FY 2026-27 operations is assigned to transit share.	\$ 419,000	\$ 800,000	\$ 123,362	\$ 125,700	\$ -	\$ 125,700	See Note 5
Emeryville	EGR Shuttle Operations	Emery Go-Round is a free shuttle that runs between Emeryville and MacArthur BART. TFCA funds are for Hollis (weekday) and Shellmound (weekday and weekend) routes, for FYs 26-27 & 27-28 operations.	\$ 1,000,000	\$ 13,100,000	\$ 249,375	\$ 749,000	\$ -	\$ 749,000	See Note 5
		Subtotal Transit Discretionary (30%) Requested	\$ 1,419,000	Amount Recommended		\$ 874,700	\$ -	\$ 874,700	
TFCA 70% Available to Program								\$ 1,922,493	
Balance								\$ 1,047,793	

FYE26 Program Summary	FYE26 Fund Estimate	Prior Year Adjustments	Funds Available to Program	Amount Requested	Awarded FYE26 TFCA (May 2025)	Additional Recommended FYE26 TFCA	Total Recommended FYE26 TFCA	Unprogrammed Balance ⁹ (Available less Recommended)
Subtotal 70% Cities/County Share	\$ 1,557,737	\$ 682,868	\$ 2,240,605	\$ 8,496,247	\$ 2,499,300	\$ 705,000	\$ 3,204,300	\$ (963,695)
Subtotal 30% Transit Share	\$ 667,601	\$ 1,254,892	\$ 1,922,493	\$ 1,419,000	\$ 874,700	\$ -	\$ 874,700	\$ 1,047,793
Total FY 2025-26 Program	\$ 2,225,338	\$ 1,937,760	\$ 4,163,098	\$ 9,915,247	\$ 3,374,000	\$ 705,000	\$ 4,079,000	\$ 84,098

Program Notes:
1. The award augments \$535,000 in FY 22-23 TFCA funding awarded in October 2022. The updated cost and cost-effectiveness value are shown in <i>italics</i> .
2. The award augments \$311,000 in FY 23-24 TFCA funding awarded in October 2024. The updated cost and cost-effectiveness value are shown in <i>italics</i> .
3. TFCA award amount is contingent upon on the support of the proposed scope by the City's Bicycle and Pedestrian Advisory Committee (BPAC), anticipated in mid-September. <i>[October update: BPAC support was confirmed.]</i>
4. Awarding an additional \$40,000 (TFCA) and \$891,000 (ACTC VRF Transit) to fund expanded operations during FYS 25-26 and 26-27. The updated scope, cost, requested amount, and cost-effectiveness value are shown in <i>italics</i> .
5. The project was approved for FY 25-26 TFCA funding, along with other Alameda CTC-administered funds, in May 2025 through the 2026 CIP (no change to the award amount).
6. The additional TFCA amount reflects a change to maximize the TFCA programming and does not increase the total funding awarded to the project (from various Alameda CTC funding sources) through the 2026 CIP in May 2025.
7. Depending on the project's confirmed cost-effectiveness for TFCA, if the TFCA amount awarded to project needs to be revised, it may be replaced with other Alameda CTC-administered funds, such as VRF Transit, not to exceed the total \$1.5 million awarded to the project through 2026 CIP in May 2025. If the project scope is reduced, awarded Alameda CTC-administered funds to the project will be reduced proportionally.
8. Administrative updates to project information such as the project title, total cost, or TFCA cost-effectiveness value are shown in <i>italics</i> .
9. FY 25-26 revenue left unprogrammed as of November 7, 2025 may be programmed directly by the Air District. Committee-recommended draft programs submitted to the Air District by this date are considered to have met the programming deadline.



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 16, 2025

TO: Alameda County Transportation Commission

FROM: John Lowery, Director of Express Lane Operations
Ashley Tam, Principal Transportation Engineer

SUBJECT: Approve Amendment No. 8 to Agreement No. A17-0070 with Electronic Transaction Consultants, LLC for Operations and Maintenance of the I-580 Express Lanes

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 8 to Agreement A17-0070 with Electronic Transaction Consultants, LLC (ETC) for an additional amount of \$1,900,000 for a total not-to-exceed amount of \$19,400,000, and an eighteen-month time extension to June 30, 2027 for continued toll system Operations & Maintenance (O&M) services for the I-580 Express Lanes.

This action is necessary to continue operation, traffic management, and revenue collection while a separate project to upgrade the I-580 Express Lanes toll system is underway. Components of the current toll system have reached end-of-life and will be replaced in the next year. Until the new toll system is in place, the existing I-580 Express Lanes must continue to operate under the subject agreement.

Summary

Alameda CTC is the owner and operator of the I-580 Express Lanes, located in the Tri-Valley corridor through the Cities of Dublin, Pleasanton, and Livermore. After the express lanes opened to traffic in 2016, Agreement A17-0070 was approved with ETC to provide necessary O&M services, which includes all functions needed to keep the express lanes equipment and software operating properly. This includes fixed monthly fees for normal maintenance activities and on-call services for unforeseen replacements and updates. The current agreement will expire on December 31, 2025. The additional budget of \$1.9 million will allow for maintenance activities to continue for an additional eighteen months to keep the I-580 Express Lanes operational. A summary of all contract actions related to Agreement No. A17-0070 is provided in Table A.

The current I-580 Express Lanes toll system went into service in 2016 and is due for a replacement to ensure continued accuracy and reliability. The I-580 Upgrade Project is

underway to replace toll system components, but until the upgrade project is complete, the current toll system must be operated and maintained under Agreement No. A17-0070.

Background

Alameda CTC is the owner and operator of the I-580 Express Lanes, located in the Tri-Valley corridor through the Cities of Dublin, Pleasanton, and Livermore, which 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. An all-electronic toll collection system has been employed to collect tolls, consisting of toll tag readers, license plate cameras, pricing signs, CCTV cameras, and other hardware and software required to detect and identify vehicles for tolling. The toll system was implemented and is being operated and maintained by a Toll System Integrator (TSI).

ETC was selected through competitive processes in 2009 and 2013 as the TSI for the I-580 Express Lanes. Once a new toll system has begun revenue services, ongoing O&M is necessary to ensure toll collection is being performed accurately, toll equipment is being maintained, and all operations are in accordance with the agency's business rules. A TSI typically provides on-going O&M services for the life of the toll system because of the proprietary nature of the software involved in most aspects of the system. Agreement A17-0070 with ETC was approved in May 2017 to provide on-going O&M services for the I-580 Express Lanes and currently expires December 31, 2025. The contract includes fixed monthly fees for routine maintenance activities and on-call services for larger-scale maintenance and unforeseen events.

An amendment to Agreement No. A17-0070 is necessary to allow for continued operations of the legacy I-580 toll system while the I-580 Upgrade Project is underway. The I-580 Upgrade Project will implement new toll system equipment and software while the legacy I-580 toll system continues to operate. The I-580 Upgrade Project is expected to be completed in the latter half of 2026 but there are risks that may extend the project schedule and require the legacy toll system to continue to be in operation. Therefore, staff recommends an eighteen-month extension to Agreement No. A17-0070 with an additional budget of \$1,900,000 to provide sufficient contingency to ensure continued I-580 Express Lanes operations through June 30, 2027. The increase to the contract amount would result in a not-to-exceed total amount of \$19,400,000. If the I-580 Upgrade Project is completed sooner than June 30, 2027, Agreement No. A17-0070 will be closed, and remaining contract funds will not be spent. A summary of all contract actions related to Agreement No. A17-0070 is provided in Table A.

Staff anticipate returning to the Commission early next year with additional contract actions and approvals that will be required to transition from the legacy I-580 toll system to the upgraded toll system.

Table A: Summary of Agreement No. A17-0070			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with ETC (A17-0070) <i>Approved May 2017</i>	Toll System O&M Services for the I-580 Express Lanes.	\$7,500,000	\$7,500,000
Amendment No. 1 (Administrative Amendment) <i>Executed June 1, 2018</i>	Exercise option to extend Agreement for additional year of O&M Services	N/A	\$7,500,000
Amendment No. 2 (Administrative Amendment) <i>Executed June 30, 2019</i>	Exercise option to extend Agreement for additional year of O&M Services	N/A	\$7,500,000
Amendment No. 3 (Administrative Amendment) <i>Executed May 1, 2020</i>	One-year administrative amendment to continue O&M Services	N/A	\$7,500,000
Amendment No. 4 (Administrative Amendment) <i>Executed June 22, 2020</i>	Modification of indemnification and insurance requirement provisions	N/A	\$7,500,000
Amendment No. 5 <i>Approved June 2021</i>	6-month time extension to continue O&M Services	N/A	\$7,500,000
Amendment No. 6 <i>Approved December 2021</i>	2-year time extension to continue O&M services	\$5,000,000	\$12,500,000
Amendment No. 7 <i>Approved December 2023</i>	Provide additional budget and 2-year time extension to continue O&M Services	\$5,000,000	\$17,500,000
<i>Proposed Amendment No. 8 October 2025 – (This Agenda Item)</i>	<i>Provide additional budget and 18-month time extension to continue O&M Services</i>	<i>\$1,900,000</i>	<i>\$19,400,000</i>
Total Amended Contract Not-to-Exceed Amount			\$19,400,000

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

Fiscal Impact: There is no fiscal impact. The associated expenditures for FY 2025-26 were included in the adopted I-580 Express Lanes operations budget and future expenditures will be included in the future operations budgets adopted for subsequent fiscal years.



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 16, 2025

TO: Alameda County Transportation Commission

FROM: John Lowery, Director of Express Lane Operations

SUBJECT: Introduction of an Amendment to the Alameda CTC Express Lanes Toll Enforcement Ordinance

Recommendation

It is recommended that the Commission waive the reading and introduce an ordinance to amend Alameda CTC's Express Lanes Toll Enforcement Ordinance to update the limits of the I-680 Express Lanes and remove references to the Clean Air Vehicle (CAV) toll discount that will expire when authorization under existing federal law sunsets on September 30, 2025.

Summary

Alameda CTC's Express Lanes Toll Enforcement Ordinance establishes usage requirements for the agency's express lanes and civil penalties for toll evasion or noncompliance. The ordinance must be updated periodically to reflect changes in law, facility limits, and tolling policies. The following two updates are currently required:

Changes to I-680 Express Lane Limits. Alameda CTC is constructing the I-680 Southbound Express Lane Gap Closure Project between State Route (SR) 84 and Alcosta Boulevard, anticipated to commence tolling in mid-2026. The ordinance must be updated to incorporate the revised facility limits so that toll collection and enforcement may begin upon opening. In addition, following the dissolution of the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) in 2024, the southernmost limit of the southbound express lane needs to be updated to reflect that Alameda CTC's toll authority extends to the Alameda/Santa Clara County line.

Removal of Clean Air Vehicle Discount. Pursuant to federal law, the authorization for a toll discount program for single-occupant CAVs in express lanes will expire on September 30, 2025. After that date, single-occupant CAVs will no longer receive a 50 percent toll discount and will no longer be eligible to travel in high-occupancy vehicle (HOV) lanes. The ordinance will therefore remove all references to the CAV discount to ensure compliance and provide clarity for customers.

The process for adoption of the amended ordinance includes introduction and adoption at two separate Commission meetings, with a public hearing to be held at the second meeting following published notice.

Background

The Alameda CTC Express Lanes Toll Enforcement Ordinance provides the legal framework necessary for Alameda CTC to collect tolls and enforce compliance on the I-580 and I-680 Express Lanes in Alameda County. The ordinance defines the limits of the express lanes under the jurisdiction of Alameda CTC and sets the conditions for use of the express lanes, including the requirement to pay tolls through a valid FasTrak® account. The ordinance also defines eligibility for toll discounts and exemptions and establishes civil penalties and procedures for toll evasion.

This toll ordinance amendment will change the northern and southern limits of the southbound I-680 express lane to reflect new express lane construction and to reflect the limits of Alameda CTC's tolling authorization following the dissolution of the Sunol JPA last year. Construction is currently underway on the I-680 Southbound Express Lane Gap Closure Project, which will extend the northern limit of the southbound I-680 express lane from SR-84 to Alcosta Boulevard at the Contra Costa County line. This change to the toll ordinance is required to be in effect prior to tolling commencement, which is anticipated in the second or third quarter of 2026. The toll ordinance amendment also includes an update to change the southern limit of the I-680 southbound express lane from SR-237 in Santa Clara County to Scott Creek Road, which is the interchange just north of the Alameda/Santa Clara County line. This change is needed to conform the express lane limit with Alameda CTC's tolling authorization following the dissolution of the Sunol JPA and the transfer of responsibility for operating the I-680 Express Lanes from the Sunol JPA to Alameda CTC that took place last year.

The toll ordinance amendment also removes reference to the CAV discount that will expire when federal authorization sunsets on September 30, 2025. Under federal law, states can allow single-occupant CAVs to use HOV lanes and express lanes on federal-aid highways only until September 30, 2025. California law that authorizes the CAV decal program and allows CAVs to use HOV lanes and express lanes becomes inoperative when the federal authorization expires. As a result, after September 30, 2025, single-occupant CAVs will no longer receive a toll discount and will no longer be permitted to travel in HOV lanes throughout the state. Alameda CTC's current toll ordinance refers to the underlying federal and state authorization and therefore already allows for the discontinuation of the CAV discount after the sunset date. However, to provide clarity for express lane users, reference to the CAV discount is being removed entirely.

The process for adoption of the amended ordinance includes introduction and adoption at two separate Commission meetings. A public hearing will be held at the second meeting before the ordinance is considered for adoption. A notice of the public hearing along with a summary of the ordinance will be published in newspapers of general circulation prior to the second meeting. Following the introduction of the ordinance, a copy will also be posted on the

agency's website. Staff proposes that the public hearing be held at the Commission meeting scheduled for December 4, 2025. After the public hearing, the ordinance would be put forth for adoption and, once adopted, would go into effect after 30 days.

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

Attachment:

- A. Ordinance Amending Alameda CTC Express Lanes Ordinance for the Administration of Tolls and Enforcement of Toll Violations

ALAMEDA COUNTY TRANSPORTATION COMMISSION

**ORDINANCE AMENDING ALAMEDA CTC EXPRESS LANES ORDINANCE
FOR ADMINISTRATION OF
TOLLS AND ENFORCEMENT OF TOLL VIOLATIONS**

WHEREAS, Alameda County Transportation Commission’s (“Alameda CTC”) Express Lanes Toll Enforcement Ordinance (“Toll Ordinance”) was adopted in July of 2015 and last updated in April of 2024; and

WHEREAS, the Toll Ordinance establishes civil penalties for the evasion of tolls on the I-680 and I-580 Express Lanes and for noncompliance with other policies set forth in the Toll Ordinance; and

WHEREAS, the boundaries of the Alameda CTC Express Lanes need to be revised to reflect the change in operations due to the dissolution of the Sunol Smart Carpool Lane Joint Powers Authority and the impending completion of the I-680 gap closure project; and

WHEREAS, federal law authorizing a discount for Clean Air Vehicles operating in tolled lanes on Federal-aid Highways, and associated state law implementing the authorization, expired on September 30, 2025; and

WHEREAS, Alameda CTC’s Toll Ordinance must be amended to remove references to the expired Clean Air Vehicle discount and to reflect other changes to the boundaries of the Express Lanes effectuated through completion of the I-680 southbound express lane between State Route 84 (SR-84) and Alcosta Boulevard and dissolution of the Sunol Smart Carpool Lane Joint Powers Authority.

NOW, THEREFORE, THE ALAMEDA COUNTY TRANSPORTATION COMMISSION DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Findings

Alameda CTC finds that the foregoing recitals are true and correct and are incorporated into the Toll Ordinance by this reference.

SECTION 2. Amendments to the Toll Ordinance

- A. **Section 3 “Definitions”** of the Alameda CTC Toll Ordinance is amended as follows with additions in double-underline and deletions in ~~striketrough~~:

~~f. “CAV Transponder” means a Transponder associated with a FasTrak Account that either BATA or any other California toll operator agency abiding by CTOC interoperability guidelines has designated for use by an eligible Clean Air Vehicle.~~

- g. ~~“Clean Air Vehicle” means a motor vehicle referenced in Section (b)(5) of Section 166 of Title 23 of the United States Code that displays a valid decal, label, or other identifier issued pursuant to Vehicle Code Section 5205.5(a) or any other California law that enables toll free or reduced rate passage on the Alameda CTC Express Lanes.~~

B. **Section 5(d) “Exemptions from Tolls and Discount Tolls”** of the Alameda CTC Toll Ordinance is amended as follows with additions in double-underline and deletions in ~~strikethrough~~:

- d. ~~Motorists driving clean air vehicles shall be eligible to claim the Discounted Toll, if any, specified in Appendix A to this Ordinance. In order for a single-occupant Clean Air Vehicle Motorist to be eligible for a Discounted Toll, the Motorist must (i) use the properly mounted CAV Transponder issued for that Vehicle by the FasTrak Account managing agency and accurately declaring the number of occupants in the Vehicle (by switching the Transponder to the ‘1’, ‘2’, or ‘3+’ setting), or (ii) follow such other methods for indicating eligibility for the Discount as specified by the Alameda CTC in its adopted policies.~~

C. **Appendix A** of the Alameda CTC Toll Ordinance is amended as follows with additions in double-underline and deletions in ~~strikethrough~~:

APPENDIX A

SCHEDULE OF DISCOUNTS/SURCHARGES

Facilities and Tolls

Under the Alameda CTC Express Lanes Toll Enforcement Ordinance, discounts/exemptions applicable to two- and three-occupant Vehicles ~~and single-occupant Clean Air Vehicles~~ shall be as set forth in Table A-1.

D. **Appendix A, Table A-1** of the Alameda CTC Toll Ordinance is amended as follows with additions in double-underline and deletions in ~~strikethrough~~:

Table A-1

(as adopted by the Commission on ____ September 24, 2020 [**DATE OF ADOPTION**] ____.)

Vehicles Eligible for Discounts	Discounts based on HOV Requirements (Discounts may not be combined.)
---------------------------------	---

	Posted requirement: HOV-2 (Minimum of two- occupant requirement)	Posted requirement: HOV-3 (Minimum of three- occupant requirement)
Vehicle with two occupants	Meets minimum occupancy requirement. No Toll.	TBD (This discount will be set before HOV-3 lanes become operational)
Vehicle with three occupants	Meets minimum occupancy requirement. No Toll.	Meets minimum occupancy requirement. No Toll.
Single Occupant Clean Air Vehicle	50% Toll Discount	

E. **Appendix B** of the Alameda CTC Toll Ordinance is amended as follows with additions in double-underline and deletions in ~~striketrough~~:

Appendix B

Operational Alameda CTC Express Lanes Under Jurisdiction of Alameda CTC

(as adopted by the Commission on April 25, 2024 [**DATE OF ADOPTION**])

- Westbound I-580: Greenville Road to Interstate 680
- Eastbound I-580: Hacienda Drive to Greenville Road
- Southbound I-680 Sunol Express Lanes: Alcosta Boulevard ~~SR-84~~ to Scott Creek Road ~~SR-237~~
- Northbound I-680 Sunol Express Lanes: Auto Mall Parkway to SR-84

SECTION 3. Severability.

If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

The Commission hereby declares that it would have passed the Ordinance, and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of this Ordinance would be subsequently declared invalid or unconstitutional.

SECTION 4. Publication/Effective Date of Amended Ordinance.

A summary of this Ordinance shall be prepared by the General Counsel. At least five (5) days prior to the Commission meeting at which this Ordinance is scheduled to be adopted, the Clerk of the Commission shall (1) publish the summary, which will include a web address for access to the full version, in a newspaper of general circulation printed and published within the jurisdiction of the Alameda CTC, and (2) post in the Alameda CTC's Office a certified copy of this Ordinance. Within fifteen (15) days after the adoption of this Ordinance, the Clerk shall (1) publish the summary in a newspaper of general circulation, which will include a web address for access to the full version, printed and published within the jurisdiction of the Alameda CTC, and (2) post in the Alameda CTC Office a certified copy of the full text of this Ordinance along with the names of those Commission members voting for and against this Ordinance or otherwise voting. The Clerk of the Commission shall attest to such adoption and publication of this Ordinance. This Ordinance shall become effective thirty (30) days after adoption.

PASSED AND ADOPTED by the Alameda County Transportation Commission
on _____ by the following vote:

AYES:

NOES:

EXCUSED:

Date Published: _____ (Alameda County)

Attested to:

Dated: _____

Clerk of the Commission



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 16, 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 August 16 and September 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

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 16, 2025

TO: Alameda County Transportation Commission

FROM: Kristen Villanueva, Director of Planning
Shannon McCarthy, Senior Transportation Planner

SUBJECT: Approve the 2025 Congestion Management Program

Recommendation

It is recommended that the Commission approve the 2025 Congestion Management Program (CMP). Upon approval, the 2025 CMP will be sent to the Metropolitan Transportation Commission (MTC) to satisfy legislative requirements and complete the two-year cycle of the CMP work plan.

Summary of the 2025 CMP

As the state-designated Congestion Management Agency (CMA) for Alameda County, Alameda CTC is responsible for developing, updating, and implementing the county's CMP. Alameda County's CMP is a short-range plan that includes a variety of congestion and travel demand management (TDM) strategies, programs, and projects that support and contribute to the implementation of long-range plans such as the Countywide Transportation Plan (CTP) and MTC's Regional Transportation Plan (RTP).

State legislation requires CMAs to update and adopt the CMP every two years. A link to the 2025 CMP is included as Attachment A. It complies with all state mandates and regional guidance regarding the five required elements of a CMP: (1) congestion monitoring, (2) a multimodal performance element, (3) a travel demand element, (4) a land use analysis program, and (5) a capital improvement program.

Alameda County's 2025 CMP builds upon and is consistent with the program elements and methodologies established in previously adopted CMPs. The 2025 CMP builds upon the 2023 CMP to summarize work performed by Alameda CTC as well as incorporate new policies and plans, such as the 2026 CTP Policy Blueprint, that have been adopted since the last update and must be reflected in the CMP.

Chapter 1 of each CMP summarizes updates by chapter and details how the 2025 CMP fulfills the spirit, purpose, and intent of CMP legislation by both ensuring local agency

conformance with the CMP legislation and establishing that the CMP is regionally consistent per MTC's adopted guidelines for CMPs in the San Francisco Bay Area. Elements of the CMP, along with the 2025 CMP document, are available on [Alameda CTC's Congestion Management webpage](#).

Major elements of the 2025 CMP update cycle have been shared with the Commission over the past two years with specific presentations and approvals. Staff presented key findings from the 2024 Performance Report and multimodal monitoring cycle in April of this year, which fulfills the congestion monitoring and performance elements of the CMP. The agency's 2026 Comprehensive Investment Plan (CIP), which fulfills the CMP capital improvement program requirement, was presented to the Commission and adopted in May of this year. Listing projects nominated for the State Transportation Improvement Program, or STIP, is an additional requirement of the CMP. The 2024 STIP was adopted by the Commission in October 2023 and the 2026 STIP is underway. Finally, Commission packets include regular updates on environmental documents that are reviewed to comply with the CMP's land use analysis program.

The 2025 CMP is thus a summary of activities carried out over the last two years that fulfill the CMP workplan requirements for Alameda CTC. This CMP is considered a minor update that largely continues the methodology and processes of the 2023 CMP while incorporating text updates to reflect recently adopted plans and policies and better align with regional guidelines.

Following the adoption of the 2025 CMP by the Alameda CTC, staff will submit the 2025 CMP to MTC to meet the legislative requirement.

Fiscal Impact: No fiscal impact.

Attachment:

- A. [2025 Congestion Management Program](#)



Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 16, 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

The Department of Transportation is continuing activities to inform the next surface transportation reauthorization, with plans to develop formal recommendations over the next year. Concurrently, the House Transportation and Infrastructure Committee is also advancing activities in preparation for the reauthorization. Committee leaders have signaled a "back to basics" approach that emphasizes safety, core infrastructure repair, and greater flexibility for states while streamlining federal requirements. Congress has stated that 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 legislation develops.

State Update

State Legislation

The final deadline for state legislative bills to be passed out of both legislative chambers occurred in September. Bills that did pass moved to the Governor, who had until October 12, 2025, to sign or veto. Any measures that did not make it out of the legislative chambers are dead for this year but may be eligible for action in 2026, the second year of California’s current legislative session. Below is the final status of bills from this session that the Commission monitored or took positions on.

Table 1. Summary of Existing Bill Positions, Status as of October 2025

Bill	Summary	Analysis	Position	Status
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”.	Support	Signed into Law
SB 707 (Durazo D) Open meetings: meeting and teleconference requirements.	Reforms the Ralph M. Brown Act, the existing law guiding public meeting requirements to include certain teleconferencing provisions and would require a city council or a county board of supervisors to comply with additional	Extends teleconferencing participation to most subsidiary bodies. Alameda CTC’s community committee members who participate	Watch	Signed into Law

Bill	Summary	Analysis	Position	Status
	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.	remotely would be able to receive their per diem.		
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 the sunset date for the exemption. The California Transit Association is sponsoring the bill and SPUR and the Bay Area	Support	Signed into Law

Bill	Summary	Analysis	Position	Status
		Council are co-sponsors. MTC has taken a support position on the bill.		
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.	Support	Dead

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

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 16, 2025

TO: Alameda County Transportation Commission

FROM: Kristen Villanueva, Director of Planning
Shannon McCarthy, Senior Transportation Planner

SUBJECT: Approve Amendment No. 1 to the Professional Services Agreement (A23-0023) with Kittelson & Associates, Inc. for Multimodal Performance Monitoring

Recommendation

It is recommended that the Commission approve and authorize the Executive Director, or designee, to execute Amendment No. 1 to the Professional Services Agreement No. A23-0023 with Kittelson & Associates, Inc. (Kittelson) to provide multimodal monitoring services. The amendment will extend the contract by two years, to December 31, 2027, and add \$529,000 for services provided during those two years for a total not-to-exceed amount of \$1,050,000 for multimodal performance monitoring services.

Summary

State Congestion Management Program (CMP) legislation specifically requires Alameda CTC to monitor auto speeds and calculate Level of Service (LOS) on the county's adopted CMP Network on a biennial basis. To satisfy this requirement, Alameda CTC regularly contracts with consultant firms to provide technical monitoring services.

Staff recommend extending the current multimodal monitoring services contract and adding additional budget to conduct the 2026 multimodal monitoring cycle and associated performance reporting efforts over the course of the next two years. The negotiated agreement amendment meets Local Business Contract Equity Program goals of 70.0% for Local Business Enterprise (LBE) firms and 30.0% for Small Local Business Enterprise (SLBE) firms.

Background

Following a competitive procurement process, the Commission approved the execution of a contract with Kittelson in October 2023 for a not-to-exceed amount of \$521,000 for an initial term through December 2025, with the option to extend for an additional monitoring cycle.

The original contract of \$521,000 was utilized to implement the 2024 multimodal monitoring cycle and associated performance reporting efforts. Key monitoring findings are presented to the Commission each spring, with the last update provided in April 2025. Results from the 2024 multimodal monitoring cycle can be found on the agency's website for the [Congestion Management Program](#).

Over the 2024 cycle, the Kittelson team demonstrated expertise with a wide variety of data sources that support congestion monitoring, including significant work with INRIX speed data and exploration of new data sources for active transportation monitoring. The team provided both strategic input and technical support to maintain data continuity across cycles. Given successful implementation of the base agreement, staff are requesting an extension of the contract for two additional years to cover the upcoming 2026 multimodal monitoring cycle and performance reporting. Alameda CTC has negotiated a contract amendment with Kittelson for an additional \$529,000 over a 24-month extension, for a total not-to-exceed amount of \$1,050,000 that meets LBCE Program goals of 70.0% for LBE firms and 30.0% for SLBE firms.

Amendment Scope of Services

The original scope has been amended to add professional support services to deliver the 2026 multimodal monitoring cycle and performance reporting needs through December 2027. This timeline offers consultant support for the full duration of the 2026 multimodal monitoring cycle. The amended scope largely replicates the standard multimodal monitoring and performance analysis processes and methodologies established in previous cycles to ensure legislative conformance and facilitate data continuity and analyses over time.

Levine Act Statement: The Kittelson team did not report any conflicts in accordance with the Levine Act.

Fiscal Impact: The recommended contract amendment adds \$529,000 to the contract for a new total not to exceed contract of \$1,050,000. No new funding allocation is needed and funding for this item is included in the adopted fiscal year budget. Adequate funding will be included in subsequent fiscal year budgets.



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 16, 2025

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the Alameda County 2026 State Transportation Improvement (STIP) Program

Recommendation

It is recommended that the Commission approve Resolution 25-006 (Attachment A), which includes programming \$10.868 million of 2026 State Transportation Improvement Program (STIP) funds for Alameda County.

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 covers Fiscal Years (FYs) 2026-27 through 2030-31. Alameda County's share of the CTC-adopted 2026 STIP Fund Estimate (FE) includes \$10.256 million available for programming to projects and \$612,000 for STIP administration. Staff recommends Commission approval of the Alameda County 2026 STIP Project List (Attachment A).

Background

The STIP consists of two sub-elements with 75% reserved for the Regional Transportation Improvement Program (RTIP) and 25% for the Interregional Transportation Improvement Program (ITIP). As part of the overall STIP programming process, the County Transportation Agencies for the nine-county 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 RTIP. As the Regional Transportation Planning Agency for the Bay Area, MTC is responsible for approving the Bay Area's priorities for the RTIP, including the county project lists, and submitting it to CTC for inclusion in the STIP. Caltrans is responsible for developing the ITIP.

The STIP is one of the discretionary funding sources included in the Comprehensive Investment Plan (CIP), Alameda CTC's near-term strategic programming document. The CIP includes a five-year programming horizon and is updated annually to capture new programming and allocation recommendations. Programming approved for the 2026 STIP will be incorporated in the next annual update of the CIP, scheduled for May 2026.

Alameda County 2026 STIP Program of Projects

In July 2025, the Commission approved a set of principles to be used for the development of the Alameda County 2026 STIP project list (Attachment B). Following adoption of the 2026 STIP Principles, on August 1, 2025, Alameda CTC released a Request for Information for jurisdictions to provide preliminary information for 2026 STIP-eligible projects. By the due date of August 19, a total of six candidate projects were submitted for consideration, with requests totaling \$23.541 million.

The projects were evaluated in accordance with the 2026 STIP Principles, including the proposed projects' readiness to meet applicable STIP eligibility requirements, STIP funding and delivery timelines, and potential to leverage external funds. Projects were also evaluated to ensure they align with the goals and objectives of Alameda CTC's strategic planning and programming documents, such as the Countywide Transportation Plan and the CIP, as well as other Commission-approved policies, as applicable, such as Alameda CTC's Countywide Bikeways Network and All Ages and Abilities Policy. Attachment C summarizes the candidate projects and staff recommendations for the Alameda County 2026 STIP with key notes from the evaluation.

In addition, the 2026 STIP provides an opportunity for the sponsors of existing STIP projects to update their project cost, scope, and schedule. The proposed changes, summarized below, do not impact the previously awarded STIP amounts:

- BART Downtown Berkeley BART Station Elevator Modernization project, to change the 2024 STIP programming year from FY 2026-27 to FY 2028-29
- LAVTA Atlantis Facility Construction project, to update to reflect a phased approach for construction: the maintenance building (Phase 1, with previously awarded STIP and Alameda CTC local funds) and the administration and operations building (Phase 2, other TBD funding sources)

Next Steps

Due to CTC's condensed programming schedule for the 2026 STIP, the Alameda County STIP project list needs to be adopted by the Commission and submitted to MTC in October 2025. Following MTC Commission approval of the 2026 RTIP in December MTC will need to submit the approved 2026 RTIP to CTC in December 2025.

For projects recommended for the 2026 STIP, staff will continue to coordinate with project sponsors to ensure complete applications are received by October 24, 2025. The supporting documentation required by MTC for the STIP application includes MTC's Complete Streets Checklist, STIP Electronic Project Programming Request (ePPR) form,

project performance measures analysis, completed Final Project Study Report (PSR) or PSR Equivalent, and governing-body approved Resolution of Local Support (in MTC's template). MTC's deadline for Alameda CTC to provide a final Commission-adopted 2026 STIP project list and complete application packages with the required supporting documentation, as well as the updated ePPR's for the existing STIP projects, is October 31, 2025. The final 2026 STIP is scheduled for adoption by the CTC in March 2026.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Resolution 25-006, Alameda County 2026 STIP Program
- B. Principles for the Development of the Alameda County 2026 STIP Project List, approved July 2025
- C. Alameda County 2026 STIP Program Evaluation Summary

**Commission Chair**

Supervisor David Haubert,
Alameda County, District 1

Commission Vice Chair

Mayor Marilyn Ezzy Ashcraft,
City of Alameda

Alameda County

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Supervisor Nikki Fortunato Bas, District 5

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BART

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City of San Leandro

Mayor Juan González, III

City of Union City

Mayor Gary Singh

Executive Director

Tony Tavares

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 25-006

Approval of the Alameda County 2026 State Transportation Improvement Program

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Transportation Commission (Alameda CTC) is responsible for programming projects eligible for Regional Improvement Program (RIP) funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) for inclusion in the MTC Regional Transportation Improvement Program (RTIP) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, projects recommended for inclusion in the 2026 STIP are to be consistent with the Commission-approved 2026 STIP Principles and satisfy all STIP programming, allocation and delivery requirements; and

WHEREAS, the funding identified in the 2026 STIP Fund Estimate for Alameda County totals \$10.868 million, which includes \$612,000 of new STIP funding for Planning, Programming and Monitoring (PPM) and \$10.256 million of new STIP funding for projects.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2026 STIP program detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, October 23, 2025, 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

Alameda County 2026 STIP Program

Index	Project	2026 STIP Amount (\$ x 1,000)
2026 STIP Program of Projects		
1	Zero Emission Bus Fleet Procurement (Note 1)	\$4,000
2	Decoto Road Multimodal Complete Streets, Phase 1	\$4,000
3	42nd Ave and High St I-880 Access Improvements	\$2,256
STIP Planning, Programming and Monitoring (PPM)		
4	STIP Administration - Alameda CTC portion	\$612
Total		\$10,868
Note: 1. AC Transit's procurement may be delivered as a stand-alone project or combined with its 2024 STIP-funded bus procurement project		

**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.

Alameda County 2026 State Transportation Improvement Program (STIP)

Evaluation Summary

					(\$ in millions)						
Index	Sponsor	Project Title	Requested Phase	Requested FY	Requested Phase Total Cost	Requested STIP Funds	2026 STIP Recommendation	Sponsor Matching Funds	Mode	Planning Area	Evaluation Notes / Comments
Recommended for Full Funding of 2026 STIP Request											
1	AC Transit	Zero Emission Bus Fleet Procurement	CON	29/30	\$ 4.52	\$ 4.00	\$ 4.000	\$ 0.52	Transit	North, Central	• CTP - In Programmatic Category • NEPA not applicable for bus procurement • Funding plan secured / complete with STIP • Has potential to be combined with AC Transit's existing STIP ZEB procurement project
2	Fremont	Decoto Road Multimodal Complete Streets, Phase 1	CON	29/30	\$ 14.76	\$ 4.00	\$ 4.000	\$ 10.76	Multi-modal (LSR, bike, ped)	South	• CTP - On 10-year Priority list • Addresses multimodal / safety needs • Phase 1 of larger Complete Streets project • On Countywide Bikeways Network (CBN) and fully compliant with All Ages & Abilities (AAA) Policy • PSR equivalent pending; NEPA Est. 2028 • Adjacent to an existing STIP project (I-880/Decoto Interchange Improvements) • Match includes MBB TEP-21 (Secured); Future LATIP land sale proceeds anticipated mid-2027
Recommend for Partial Funding of 2026 STIP Request											
3	Oakland	42nd Ave and High St I-880 Access Improvements	CON	29/30	\$ 14.56	\$ 4.00	\$ 2.256	\$ 12.30	Multi-modal (LSR, bike, ped)	North	• CTP - On 10-year Priority list • Addresses multimodal / safety / access needs • High St is on CBN, not AAA • NEPA completed • Received prior STIP for PE and ROW • Funding plan complete with 2026 STIP (Sponsor has confirmed ability to fund difference between STIP request and STIP award)

Alameda County 2026 State Transportation Improvement Program (STIP)

Evaluation Summary

					(\$ in millions)						
Index	Sponsor	Project Title	Requested Phase	Requested FY	Requested Phase Total Cost	Requested STIP Funds	2026 STIP Recommendation	Sponsor Matching Funds	Mode	Planning Area	Evaluation Notes / Comments
Not Recommended for 2026 STIP Funding											
4	Alameda CTC	I-80/Ashby (SR-13) Interchange Improvements, Phase 1 (Bicycle and Pedestrian Overcrossing)	CON SUPP	27/28	\$ 38.31	\$ 4.00	\$ -	\$ 34.31	Bike/ped	North	- Named project in 2014 MBB Expenditure Plan - CTP - 10-year Priority list - Phase 1 of overall Interchange Improvements project - On CBN and fully compliant with AAA Policy - NEPA completed; currently in PSE phase - Received 2020 STIP (mid-cycle) for PSE phase - Uncommitted funding - Future ATP Cycle 8 application - Requested 2026 STIP programming in FY 2027-28 - Potential ROW delay due to needed coordination with local jurisdiction
5	Pleasanton	I-680/Sunol Boulevard Interchange Improvements	CON	28/29	\$ 26.10	\$ 4.00	\$ -	\$ 22.10	Multi-modal (LSR, bike, ped)	East	- CTP - On 10-year Priority list - Addresses multimodal / safety needs - On CBN and fully compliant with AAA Policy - NEPA completed - Existing 2024 STIP project, with no change to total CON cost or scope 2026 STIP request for additional STIP funds in lieu of prior local match commitments is not allowable under CTC guidances
6	San Leandro	Dutton Avenue Road Rehabilitation	CON	29/30	\$ 4.00	\$ 3.54	\$ -	\$ 0.46	LSR, ped	Central	- In CTP Programmatic Category - Primarily road repaving, some pedestrian improvements, no bicycle facilities (not on CBN, not AAA) - PSR equivalent pending; NEPA Est. 2028 - Uncommitted funding - Planned future action to commit MBB DLD
Total 2026 STIP requests					\$ 102.23	\$ 23.54	\$ 10.256	\$ 80.44			



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: October 16, 2025

TO: Alameda County Transportation Commission

FROM: Kristen Villanueva, Director of Planning
Colin Dentel-Post, Assistant Director of Planning

SUBJECT: Approve Release of a Request for Proposals (RFP) for the Countywide Ramp Intersection Safety Plan

Recommendation

It is recommended that the Commission approve the release of a Request for Proposals (RFP) for Professional Services for the Countywide Ramp Intersection Safety Plan (CRISP) and authorize the Executive Director, or designee, to negotiate with the top ranked firm.

Summary

The CRISP will identify and prioritize safety and active transportation needs at intersections where freeway ramps meet surface streets, supporting safety and health in communities adjacent to high traffic volumes and speeds at these locations. Stemming from recommendations of previous planning efforts by Caltrans and Alameda CTC, the Plan will prioritize on- and off-ramp intersections countywide and advance improvements at high-priority locations. Working with stakeholders including Caltrans, local jurisdictions, and community-based organization partners, the Plan will engage community members to develop concept designs, cost estimates, and implementation plans for these locations.

It is recommended that the Commission approve release of an RFP to solicit Professional Services for the Countywide Ramp Intersection Safety Plan and authorize the Executive Director or designee to negotiate with the top ranked firm. Staff would then return to the Commission to approve the contract award and execution.

Background

The CRISP will implement recommendations of the Countywide Transportation Plan Policy Blueprint and other local and regional plans focused on improving roadway safety and addressing barriers. Freeway ramp intersections are overrepresented among locations with the greatest safety needs across Alameda County. Of the estimated nearly 500 freeway ramp

terminals¹ in Alameda County, more than half are on the High Injury Network (HIN), Proactive Safety Network (PSN), or both. A freeway ramp terminal can include multiple ramp intersections. During the five-year period between 2018 and 2022, almost 300 bike and pedestrian collisions were recorded near ramp terminals. To address this need, the CTP Policy Blueprint included an objective to “support projects that improve safety and separate vulnerable users from high traffic volumes and speeds, and reduce or eliminate conflict points... around interchanges and freeway ramp terminals.”

The Policy Blueprint and previous Alameda CTC planning also identified freeways as among the major barriers that divide communities and restrict access to areas of existing and planned housing and commercial development, transit stations, and bus stops. In addition, about half the county’s freeway ramp terminals are in areas designated Equity Priority Communities (EPCs) by the Metropolitan Transportation Commission (MTC). The Countywide Bikeways Network (CBN), which is intended to create a continuous, barrier-free bicycle network for all ages and abilities, has many freeway crossings that need to be improved if the vision is to be realized. Therefore, addressing access and safety needs at freeway ramp intersections is key to achieving not only the Policy Blueprint’s safety objective, but also equity, climate, and economic vitality objectives.

Countywide Ramp Intersection Safety Plan RFP

The CRISP will coordinate with Caltrans and local agencies to evaluate and prioritize safety and active transportation needs at freeway ramp intersections countywide, then identify and advance improvements at a subset of locations. Work will begin by evaluating major issues and identifying and prioritizing needs at on- and off-ramp intersections based on recommendations of previous planning efforts by Caltrans, Alameda CTC and local jurisdictions.

The project team will select several high-priority locations and work with stakeholders including Caltrans, local jurisdictions, and community-based organization partners to develop concept designs for these locations. This process is anticipated to include two phases of public outreach: the first to identify community needs at each priority location and the second to seek feedback on proposed concept plans. Upon completion of the second round of engagement, the plan will refine proposed concept plans and develop cost estimates and implementation plans for each location.

Staff anticipate releasing the RFP following Commission approval in late 2025. The contract will be funded with local Congestion Management Agency fees. As such, the Alameda CTC Local Business Contract Equity Program requirements will not apply.

It is recommended that the Commission approve release of an RFP for Professional Services for the CRISP and authorize the Executive Director, or designee, to negotiate with the top-ranked firm.

¹ A freeway ramp terminal is the area where an exit ramp intersects with a roadway. Ramp terminals can coincide with a single intersection or can result in several intersections.

Fiscal Impact: Funding for the CRISP is included in Alameda CTC's FY 2025-26 budget. Adequate funding will be included in subsequent agency fiscal year budgets.