



Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, February 26, 2026, 2:00 PM

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

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

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

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

Chair: David Haubert
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

Dial-in Information: 1 (669) 900 6833
Webinar ID: 818 2388 1400
Passcode: 758993
Zoom Link:
<https://us06web.zoom.us/j/81823881400?pwd=VoRnUUNTlNTQW02cog3aHVHeWRlZzo9>

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

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

3.1 Public Comment Information

4. Chair and Vice Chair Report

5. Executive Director's Report

5.1 Executive Director's Report - February 2026 Information

6. Consent Calendar

6.1 Approve the January 22, 2026 Commission Meeting Minutes Action

[6.1_COMM_Minutes_20250122.pdf](#)

6.2 Approve Commissioner Travel for Legislative Related Activities, California Association of Councils of Governments Meetings, Self Help Counties Coalition Focus on the Future Conference and Other Work Related Agency Travel Action

[6.2_COMM_Commission_Travel_Approval_20250226.pdf](#)

6.3 Approve the Alameda County Fiscal Year 26-27 Transportation Fund for Clean Air Expenditure Plan Application and Call for Projects Action

[6.3_COMM_TFCA_FY2627_ExpPlan_20260226.pdf](#)

6.4 Approve award of Contract A26-0054 to Yunex LLC for Express Lanes Maintenance Services Action

[6.4_COMM_Express_Lanes_Maintenance_20260226.pdf](#)

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

[6.5_COMM_CMP_Environmental_Docs_20260226.pdf](#)

6.6 Federal, State, Regional and Local Legislative Activities Update Information / Action

[6.6_COMM_February_Legislative_Update_20260226.pdf](#)

7. Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee Update

Information

[7.1_COMM_BPAC_Update_20260226.pdf](#)

7.2 Independent Watchdog Committee Update

Information

[7.2_COMM_IWC_Update_20260226.pdf](#)

7.3 Paratransit Advisory and Planning Committee Update

Information

[7.3_COMM_PAPCO_Update_20260226.pdf](#)

8. Regular Matters

8.1 Approve the Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distribution Master Programs Funding Agreements

Action

[8.1_COMM_DLD_MPFA_Performance_Measures_20260226.pdf](#)

[8.1_COMM_DLD_MPFA_Performance_Measures_Presentation_20260226.pdf](#)

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

Action

[8.2_COMM_I-580_Expenditure_Plan_20260226.pdf](#)

[8.2_COMM_I-580_Expenditure_Plan_Presentation_20260226.pdf](#)

8.3 2026 Countywide Active Transportation Plan Update

Information

[8.3_COMM_Active_Transportation_Plan_Update_20260226.pdf](#)

[8.3_COMM_CATP_Update_Presentation_20260226.pdf](#)

9. Adjournment

Next Meeting:

March 26, 2026

Notes:

- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda, submit a speaker card to the Clerk or follow remote instructions listed in the agenda preamble.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.
- For language assistance, please call (510) 208-7475. We request at least five working days' notice to accommodate your request.

- Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
- 如需语言协助，请致电 (510) 208-7475. 请至少提前五个工作日通知，以便满足您的要求。
- Para sa tulong sa wika, tumawag sa (510) 208-7475. Mag-abiso nang limang araw na may pasok o mas maaga para mapagbigyan ang inyong kahilingan.
- Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.
- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
- Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.



Alameda County Transportation Commission Meeting Minutes Thursday, January 22, 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 except Commissioners Fife, Fortunato Bas, Hernandez, Hu, Márquez, Miley, Solomon and Taplin.

Commissioner Bowen attended as the alternate for Commissioner Tam.

Subsequent to the roll call:

Commissioners Fife, Fortunato Bas, Miley, Solomon and Taplin arrived during item 4.

Commissioner Márquez arrived during item 5.

Commissioner Hernandez arrived during item 8.1.

3. Public Comment

There was one written public comment.

4. Chair and Vice Chair Report

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

5. Executive Director's Report

Executive Director Tony Tavares provided the Commission with several updates.

6. Consent Calendar

6.1 Approve the December 11, 2025 Commission Meeting Minutes

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

6.3 Federal, State, Regional and Local Legislative Activities Update

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

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

No: None

Abstain: None

Absent: Hernandez, Hu

7. Committee Member Reports

7.1 Bicycle and Pedestrian Advisory Committee Update

There was no report.

7.2 Independent Watchdog Committee Update

There was no report.

7.3 Paratransit Advisory and Planning Committee Update

There was no report.

8. Regular Matters

8.1 2026 Countywide Transportation Plan Engagement Update

Chris Marks provided the Commission with an update on engagement for the 2026 Countywide Transportation Plan. This item was for information only.

This item received one verbal public comment.

8.2 Approve an Amendment to the 2014 Measure BB Transportation Expenditure Plan

Carolyn Clevenger recommended that the Commission approve an amendment to the 2014 Measure BB Transportation Expenditure Plan.

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

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

No: None

Abstain: None

Absent: Hu

9. Adjournment



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 19, 2026

TO: Alameda County Transportation Commission

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

SUBJECT: Approve Commissioner Travel for Legislative Related Activities, California Association of Councils of Governments Meetings, Self Help Counties Coalition Focus on the Future Conference and Other Work Related Agency Travel

Recommendation

It is recommended that the Commission approve Commissioner travel for legislative activities to Sacramento and Washington DC, the California Association of Councils of Governments (CALCOG) meetings, Self-Help Counties Coalition (SHCC) Focus on the Future Conference and other work-related agency travel.

Summary

Per the adopted Commissioner Travel and Expenditure Policy, all travel for Alameda CTC Commissioners must be preapproved by the Finance and Administration Committee or the Commission to be eligible for reimbursement under this Policy. Approval of these items will authorize Commissioners to be reimbursed for all reasonable and necessary expenditures while traveling on authorized agency business.

Requests for reimbursement of expenditures incurred during these travel events must be submitted on the authorized Alameda CTC Expense Reimbursement Form within 30 calendar days after the conclusion of the trips along with required documentation per the adopted policy. Expenditures may include conference registration, transportation, hotel (when in line with policy), food (if not covered in the conference registration fee or by the agency during the trip), and other miscellaneous items.

Background

Alameda CTC staff and Commissioners generally travel to Sacramento and Washington D.C. every year and visit with federal and state legislators to inform the delegation about

the benefits of Alameda CTC projects and programs with the objective of obtaining support and attracting federal and state transportation funding for Alameda County and to pursue other legislative opportunities for the region. The Chair will appoint specific member attendance for these trips.

- The Chair, the Vice Chair, and up to six additional Commissioners, at the Chair's discretion, will join Alameda CTC staff on a legislative visit to Sacramento in March.
- The Chair, the Vice Chair, and up to three additional Commissioners, at the Chair's discretion, will join Alameda CTC staff on a legislative visit to Washington D.C. in June.

CALCOG is a 48-member nonprofit organization formed to serve regional governments. The Chair is appointed to serve as Alameda CTC's representative on CALCOG and will attend CALCOG meetings to represent Alameda CTC. In addition, CALCOG is hosting the 2026 Regional Leadership Forum, its annual statewide conference, in Long Beach, CA in March this year, and the Chair and one Commissioner, at the Chair's discretion, may attend.

The SHCC holds an annual Focus on the Future Conference in the Fall each year bringing together county agencies across the state that administer voter approved sales tax measures, along with state and federal partners to address policy, project delivery and partnership needs in California. The Commission Chair and one member appointed by the Chair will attend the conference in San Diego, CA in November 2026. The Chair will appoint specific member attendance for this conference.

The Chair may make one additional trip or attend an additional conference during 2026 representing Alameda CTC for agency related work.

Fiscal Impact

The fiscal impact for approving this item includes all reasonable and necessary expenditures incurred by Commissioners during travel. All trips planned during FY2025-26 were included in the approved budget for FY2025-26, so no budget adjustment is necessary. Expenditures for trips indicated in this staff report that will occur during FY2026-27 will be included in the proposed budget for FY2026-27 in the amount of \$5,000.



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 19, 2026

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the Alameda County Fiscal Year 26-27 Transportation Fund for Clean Air Expenditure Plan Application and Call for Projects

Recommendation

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

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

Summary

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

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

Background

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

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

FY 26-27 TFCA Program Development

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

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

Attachments:

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

**Commission Chair**

Supervisor David Haubert,
Alameda County, District 1

Commission Vice Chair

Mayor Marilyn Ezzy Ashcraft,
City of Alameda

Alameda County

Supervisor Elisa Márquez, District 2
Supervisor Lena Tam, District 3
Supervisor Nate Miley, District 4
Supervisor Nikki Fortunato Bas, District 5

AC Transit

Director - District At-Large Joel B.
Young

BART

President Melissa Hernandez

City of Albany

Councilmember Preston Jordan

City of Berkeley

Councilmember Terry Taplin

City of Dublin

Mayor Sherry Hu

City of Emeryville

Vice Mayor Matthew Solomon

City of Fremont

Mayor Raj Salwan

City of Hayward

Mayor Mark Salinas

City of Livermore

Mayor John Marchand

City of Newark

Mayor Michael K. Hannon

City of Oakland

Councilmember Carroll Fife
Councilmember At-Large Rowena
Brown

City of Piedmont

Vice Mayor Conna McCarthy

City of Pleasanton

Mayor Jack Balch

City of San Leandro

Mayor Juan González, III

City of Union City

Mayor Gary Singh

Executive Director

Tony Tavares

Alameda County Transportation Commission Resolution No. 26-002

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

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

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

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

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

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

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

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

David Haubert,
Chair, Alameda CTC

Elizabeth (Liz) Lake
Clerk of the Commission

Summary Information

Agency Name:

Alameda County Transportation Commission

Address:

1111 Broadway, Suite 800, Oakland, CA 94607

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

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

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

Executive Director Signature

Date

Provided for reference purposes

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

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

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

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

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

Notes:

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

Appendix D: Board-Approved Policies

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

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

ELIGIBLE RECIPIENTS:

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

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

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

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

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

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

ELIGIBLE PROJECTS:

5. **Basic Requirements:** Projects must conform to the provisions of [HSC sections 44220 et seq.](#) and these Policies. On a case-by-case basis, agencies that administer the 40% Fund may receive approval by the Air District for projects that are authorized by [HSC section 44241](#) and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
6. **Reduction of Air Pollution:** Only projects that result in the reduction of surplus on-road motor vehicle emissions within the Air District's jurisdiction are eligible. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

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

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

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

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

Table 1: Maximum Cost-Effectiveness for TFCA Projects

Eligible Project Category pursuant to HSC section 44241(b)(1)- 44241(b)(11)	Maximum C-E (\$/weighted ton)	
	Does NOT provide emission reductions in Priority Areas ¹	Provides emission reductions in Priority Areas ¹
Clean Air Vehicle: The following project categories encourage the introduction of zero-emission vehicle technologies and/or the retirement of older, more polluting vehicles.		
Purchase or lease of on-road zero-emissions vehicles (i.e., hydrogen fuel cell, battery electric)	\$522,000*	\$783,000*
Installation of alternative fuel infrastructure that supports zero emission vehicles.	\$500,000	\$750,000
Trip Reduction: The following project categories encourage the reduction of vehicle trips, vehicle use, and vehicle miles traveled.		
Implementation of existing ridesharing² programs and existing first- and last-mile connections⁴	\$300,000	\$450,000
Provision of pilots³: ridesharing² programs; first- and last-mile connections⁴; congestion pricing of highways, bridges, and public transit	\$500,000	\$750,000

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

¹ Priority Areas are communities identified through the Assembly Bill (AB) 617 process; and Priority Populations as defined by SB 535 disadvantaged communities and AB 1550 low-income communities.

² Ridesharing is defined as two or more persons traveling by any mode, including, but not limited to, carpooling, vanpooling, buspooling, taxipooling, jitney, and public transit.

³ Pilot projects are defined as projects that serve an area where no similar service was available within the past three years or that will result in significantly expanded service to an existing area.

⁴ The local feeder bus or shuttle service must provide direct connections between stations (e.g., rail stations, ferry stations, Bus Rapid Transit (BRT) stations, or airports) and a distinct commercial or employment location.

* The value for non-Priority Area projects may increase annually to align with adjustments made to the Carl Moyer Program Guidelines adopted by the California Air Resources Board (CARB). The value for Priority Area projects will be increased by 1.5 times.

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

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

¹ Maximum C-E for vehicle scrapping if entirely funded by TFCA. If TFCA is used as a match for state funds, all emissions reductions will be claimed by the state program.

² These projects provide electric vehicle charging and/or hydrogen refueling infrastructure to support emission reductions from electric and fuel cell electric vehicles. To maximize emissions reductions and public health benefits, projects will be competitively evaluated using objective criteria. Cost-effectiveness factors will include total project cost, the amount of funding eligible under program rules, and projected emissions reductions based on anticipated equipment usage. Other evaluation factors may include benefits to environmental justice communities and communities disproportionately impacted by air pollution. No maximum cost-effectiveness threshold will apply.

*These values may increase annually to align the limit with adjustments made to the Carl Moyer Program Guidelines adopted by CARB.

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

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

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

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

ADMINISTRATION:

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

INELIGIBLE USES OF TFCA FUNDS:

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



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 19, 2026

TO: Alameda County Transportation Commission

FROM: John Lowery, Director of Express Lane Operations

SUBJECT: Approve award of Contract A26-0054 to Yunex LLC for Express Lanes Maintenance Services

Recommendation

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

Summary

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

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

Background

Alameda CTC's express lanes on I-580 and I-680 include a significant inventory of infrastructure that requires ongoing maintenance to preserve safety, functionality, and performance. While express lane toll system equipment is maintained under Alameda CTC's Toll System Integration contract, Alameda CTC is also responsible for maintaining other roadway infrastructure that supports the toll system, including power infrastructure, fiber optic communications, conduit, pull boxes, signage, and other roadway infrastructure. Alameda CTC's express lanes system has expanded substantially

in recent years and includes infrastructure installed in the early 2010s on I-580, as well as newer assets associated with recent and ongoing construction on I-680. Given the scale, age, and diversity of these assets, staff identified the need to procure a contractor capable of providing comprehensive preventative and corrective maintenance services to ensure the express lanes remain in a state of good repair.

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

Fiscal Impact

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



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 19, 2026

TO: Alameda County Transportation Commission

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

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

Recommendation

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

Summary

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

Between December 16, 2025 and January 15, 2026, Alameda CTC did not submit comments on any NOPs or DEIRs.

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



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 19, 2026

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

It is recommended that the Commission receive an update on the federal, state, regional and local legislative activities. This item is for information only.

Summary

This item provides the Commission with an update on the state budget, potential implications for transportation funding, and efforts to reauthorize the next federal surface transportation bill, a critical funding source for state and local transportation improvement projects.

Background

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

State Update

The Legislature reconvened in January, for the second year of the two-year legislative session. The deadline to introduce new bills is February 20th. Staff are monitoring bills and will provide updates to the Commission on bills related to the agency's Legislative Program.

The Governor released his proposed State Budget in January, reflecting higher-than-anticipated revenues but still projecting a nearly \$3 billion shortfall in FY 2026–27, with significantly larger deficits in later fiscal years beginning in FY 2027–28. The budget forecasts lower-than-expected revenues from the State's Cap-and-Invest program, which funds many transit and climate-related investments. The shortfall is driven by Cap-and-Invest auction revenues forecasted to come in below statutory spending targets, which would reduce funding

for State Transit Assistance, the Low Carbon Transit Operations Program, and the Transit and Intercity Rail Capital Program.

The nonpartisan Legislative Analyst's Office (LAO), which advises the Legislature on fiscal matters, has cautioned that the Governor's budget may understate risks by relying on continued revenue strength and not fully accounting for the possibility of an economic or market downturn. Anticipated future shortfalls will continue to be a long-term concern, particularly for transportation capital programs and ongoing operational needs. Staff will monitor developments throughout the budget process and provide updates as appropriate.

Fiscal Impact

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

Attachment:

A. Alameda CTC 2026 Legislative Program

2026 Legislative Program

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

Core Legislative Priorities
<p>Transportation Funding: Advocate for increased transportation funding and protection of existing funding to support projects, programs, and operations and seek to leverage local funds to the maximum extent possible to implement transportation improvements and services in Alameda County through grants and partnerships with regional, state and federal agencies. Advocate for sustainable funding to support transit agencies. Support efforts to advance full implementation of Cap-and-Invest Program to ensure revenues effectively benefit transit, sustainable transportation, and community investments.</p>
<p>Safety: Advocate for resources and legislation that enable Alameda CTC to deliver safe, multimodal infrastructure that prioritizes the safety of all users. Support opportunities for local jurisdictions to advance initiatives to increase safety in their communities.</p>
<p>Economic Vitality: Advocate for policies and investments that strengthen Alameda County's economy by supporting an efficient, reliable transportation system that provides access to opportunity and sustains prosperity across the Northern California megaregion. Support modernization of goods movement infrastructure, improvements to safety and reliability, and integration of transportation and land use to promote a cleaner, more resilient economy.</p>
<p>Healthy Communities: Support legislation, strategies and investments that reduce pollution to create sustainable and healthy communities and increase the resilience of our transportation system and communities, especially for low-income communities and those historically underserved by high-quality transportation. Promote initiatives that increase resiliency of the transportation system and support funding and investments to reduce pollution and improve air quality.</p>
<p>Equity: Advocate for resources, legislation, and initiatives that expand access to safe, affordable, and reliable transportation options throughout Alameda County, with focused support for low-income and underserved communities. Advance inclusion, economic opportunity, and healthy communities throughout the legislative program.</p>
<p>Effective Project Delivery and Operations: Support policies that facilitate efficient and expedited project development and delivery processes, effective and efficient transportation system operations, and innovative and timely project delivery.</p>

In-depth Core Legislative Priorities

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7.2

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

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



Independent Watchdog Committee (IWC)
Meeting Minutes
Thursday, November 13, 2025, 2:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted, and all members were present except for Peter Gertler, Michael Henn, and Vamsi Tabjulu.

3. Public Comment

This item received one verbal public comment.

4. Consent Calendar

- 4.1. Approve the July 17, 2025 IWC Meeting Minutes**
- 4.2. IWC Issues Identification Process and Form**
- 4.3. IWC Roster and Attendance Summary**
- 4.4. IWC Fiscal Year 2025-26 Calendar/Work Plan**

Tom Rubin moved to approve the Consent Calendar. Herb Hastings seconded the motion. The motion with the following roll call vote:

Yes: Adams, Brown, Buckley, Exner, Hastings, Orrick, Park, Rubin
No: None
Abstain: None
Absent: Gertler, Henn, Tabjulu

There was one verbal public comment from Pat Piras.

5. Regular Matters

5.1. Annual Comprehensive Financial Report for the Year Ending June 30, 2025

Yoana Navarro and Whitney Crockett of Maze & Associates provided an overview of Alameda CTC's Annual Comprehensive Financial Report for the year ended June 30, 2025. This item was for information only.

5.2. Valley Link Presentation by Tom Rubin

Tom Rubin provided a presentation on the Valley Link Project. This item was for information only.

5.3. Measure B and Measure BB Capital Projects Update

(This item was presented after 7.1 and before 5.1)

Jhay Delos Reyes gave an update to the IWC on Alameda CTC's Measure B and Measure BB Capital Projects. This item was for information only.

5.4. IWC Annual Report Outreach Summary and Publication Cost Update

IWC Chair Damian Park provided an update on the IWC Annual Report outreach and publication efforts. This item was for information only.

5.5. Projects and Programs Watchlist Notifications

Staff provided an update on the Measure B and Measure BB projects and programs watchlist notifications. This item was for information only.

6. Committee Member Reports

6.1 IWC Chair's Report

There was no IWC Chair report.

6.2 IWC Issues Identification by Alfred Exner: Audit of Processes and Procedures for Expenses

(This item was presented during 5.1)

Alfred Exner expressed interest in the expense reporting process and proper internal controls. This item was for information only.

6.3 IWC Member Reports

There were no member reports.

7. Staff Reports

7.1. Staff Updates

(This item was presented before 5.1)

There were two verbal staff reports.

8. Adjournment

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

7.3

	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
1	Johnson, Chair	Sandra J.	Oakland	Alameda County Board of Supervisors, District 4	Sep-10	Jul-25	Jul-27
2	Suter, Vice Chair	John	Emeryville	City of Emeryville	May-21	Sep-23	Sep-25
3	Costello	Shawn	Dublin	City of Dublin	Sep-08	Jun-16	Jun-18
4	Hastings	Herb	Dublin	Alameda County Board of Supervisors, District 1	Mar-07	Oct-18	Oct-20
5	Lewis	Anthony	Alameda	City of Alameda	Jul-18		Jul-20
6	Marshall	Roger	Fremont	City of Fremont	Jan-24		Jan-26
7	Mital	Arun	Fremont	AC Transit	Jan-24		Jan-26
8	Pansino	Jeanne "Dede"	Albany	City of Albany	Mar-25		Mar-27
9	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton	Sep-09	Apr-19	Apr-21
10	Rousey	Michelle	Oakland	BART	May-10	Jan-16	Jan-18
11	Stadmire	Sylvia	Oakland	Alameda County Board of Supervisors, District 3	Sep-07	Jul-19	Jul-21
12	Van Slyke	Helen	Hayward	Alameda County Board of Supervisors, District 2	Apr-24		Apr-26
13	Waltz	Esther Ann	Livermore	LAVTA	Feb-11	Sep-23	Sep-25

	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
14	Vacancy			Alameda County Board of Supervisors, District 5			
15	Vacancy			City of Berkeley			
16	Vacancy			City of Hayward			
17	Vacancy			City of Livermore			
18	Vacancy			City of Newark			
19	Vacancy			City of Oakland			
20	Vacancy			City of Piedmont			
21	Vacancy			City of San Leandro			
22	Vacancy			City of Union City			
23	Vacancy			Union City Transit			



Paratransit Advisory and Planning Committee
(PAPCO) Meeting Minutes
Monday, October 27, 2025, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted, and all members were present except Sandra Johnson and Sylvia Stadmire.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1 Approve the June 23, 2025, PAPCO Meeting Minutes

4.2 Approve the Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee Meeting Minutes

4.3 Review the FY 2025-26 PAPCO Meeting Calendar

4.4 PAPCO Roster Update

Shawn Costello moved to approve the Consent Calendar. Michelle Rousey seconded the motion. The motion passed with the following vote:

Yes: Costello, Hastings, Lewis, Marshall, Mital, Pansino, Rivera-Hendrickson, Rousey, Suter, Van Slyke, Waltz

No: None

Abstain: None

Absent: Johnson, Stadmire

5. Regular Matters

5.1 Approve the Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities (Paratransit) Program for FY 2026-27

PAPCO members provided input and approved the Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities (Paratransit) Program for FY 2026-27.

Herb Hastings made a motion to approve the item with the edit to update the Implementation Guidelines to distinguish between the cost of On-Demand WAV trips and specialized accessible van service. Dede Pansino seconded the motion. The motion passed with the following roll call vote:

Yes: Costello, Hastings, Lewis, Marshall, Mital, Pansino, Rivera-Hendrickson, Rousey, Suter, Van Slyke, Waltz

No: None

Abstain: None

Absent: Johnson, Stadmire

5.2 Approve the Access for All (AFA) Grant Program Guidelines

Kristen Villanueva recommended that PAPCO approve the 2025 – 2026 Access for All Grant Program guidelines.

Shawn Costello made a motion to approve the item. Esther Waltz seconded the motion. The motion passed with the following roll call vote:

Yes: Costello, Hastings, Lewis, Marshall, Mital, Pansino, Rivera-Hendrickson, Rousey, Suter, Van Slyke, Waltz

No: None

Abstain: None

Absent: Johnson, Stadmire

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

PAPCO received an update on engagement and initial needs identified as part of the Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities. This item was for information only.

5.4 Regional Framework for County Mobility Managers Update

PAPCO received an update from MTC on their regional framework for county mobility managers. This item was for information only.

5.5 Equity Initiatives Update

There were no updates.

5.6 Mobility Management Update

Alameda CTC staff informed PAPCO that this item was included for informational purposes. This item was for information only.

6. Committee and Transit Reports

6.1 Alameda CTC Independent Watchdog Committee (IWC) Update

6.2 East Bay Paratransit Access Committee (EBPAC), formerly East Bay Paratransit's Service Review Advisory Committee (SRAC) Meeting Agenda Update

6.3 Other ADA and Transit Advisory Committee Updates

7. Committee Member Reports

PAPCO members to provide verbal updates at the next PAPCO meeting.

8. Staff Reports

There were no staff reports

9. Adjournment



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 19, 2026

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distribution Master Programs Funding Agreements

Recommendation

It is recommended that the Commission approve the following actions:

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

Summary

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

Background

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

In 2016, Alameda CTC entered into ten-year MPFAs with DLD recipients. The MPFA not only facilitates and authorizes the distribution of formula funds to the recipient but also establishes specific expenditure requirements. The MPFA states the DLD recipient's

obligations, reporting requirements, implementation guidelines, and performance measures for the DLD Programs. The current MPFA is set to expire on June 30, 2026.

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

MPFA Updates

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

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

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

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

DLD Performance Measures Update

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

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

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

San Francisco County Transportation Authority, and Contra Costa Transportation Authority.

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

On February 8, 2026, staff presented this item to the Programs and Projects Committee (PPC). The PPC sought clarification on staff's proposal to reduce the PCI metric from 60 PCI to 50 PCI and emphasized on the importance of DLD funds towards street maintenance (refer to Attachment E - Jurisdiction's Pavement Condition Index History). The Committee then recommended the PCI metric be set at 55 PCI which is 5 points above the staff recommendation. This change is reflected accordingly in the recommendation. In addition, Alameda CTC staff will continue to monitor all DLD metrics and report to the Commission as a part of the Annual program Compliance reporting process, including any notable issues and trends.

MPFA Development Schedule

The MPFA development schedule is as follows:

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

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

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

Attachments:

- A. [Measure BB/VRF MPFA Boilerplate Redline Changes](#)
- B. [Measure B MPFA Boilerplate Redline Changes](#)
- C. [DLD Implementation Guidelines Redline Changes](#)
- D. Performance Measures Change Summary
- E. Jurisdiction's Pavement Condition Index History

**DIRECT LOCAL DISTRIBUTION PROGRAM
PERFORMANCE MEASURES CHANGES**

BICYCLE AND PEDESTRIAN PROGRAM PERFORMANCE MEASURES

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

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

LOCAL TRANSPORTATION PROGRAM (Local Streets and Roads)
PERFORMANCE MEASURES

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

Performance Measure	Current Performance Metric	Revised Performance Metric
Pavement State of Repair Pavement Condition Index (PCI)	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above. Track PCI reported based on regional data: http://www.mtc.ca.gov/news/street_fight/	Maintain a PCI moving average rating of 55 or above. Average PCI based on latest available data from MTC's Pavement Condition Index Summary Report .
Equitable Investments Report on investments within equity communities	N/A	Identify LSR investments toward maintaining and improving roadways and transportation infrastructure, in equity communities, as the areas are defined in: <ul style="list-style-type: none"> - Equity Priority Communities as defined by MTC - Equity Areas as defined by Alameda CTC - Locally defined equity areas - Opportunity Zones as certified by the U.S. Department of the Treasury
Measure BB LSR 15% Requirement Expenditure of LSR funds on bicycle and pedestrian projects elements (for Measure BB funds only)	Maintain a 15% annual minimum LSR investment to support bicycling and walking.	No Change
Capital Project and Program Investment Report on capital and program administration costs	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, and administrative support).	No Change

**MASS TRANSIT PROGRAM
PERFORMANCE MEASURES**

Performance Measure	Current Performance Metric	Revised Performance Metric
Ridership/Service Utilization Number of people served or trips provided	Change in annual ridership and passenger trips per revenue vehicle hour/mile, and qualitative explanation for possible reasons.	Number of individuals served or trips provided by program (for service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery).
On-time Performance: Systemwide on-time performance	Average on-time performance based upon the mode of transit, with a target of 75% to 90%, or based on the transit agency's adopted performance goals and standards. Agencies are expected to maintain or increase on-time performance annually.	No Change
Cost Effectiveness Operating Cost Metrics	Maintain operating cost per passenger or per revenue vehicle hour/mile; percentage increase less than or equal to inflation as measured by CPI.	Operating Cost Metrics as reported to the National Transit Database (NTD) such as: <ul style="list-style-type: none"> - Operating cost per passenger, - Operating cost per vehicle mile, and - Operating cost per revenue vehicle hour
Travel Time Speed and reliability (peak vs non-peak) of key trunk lines (bus operators only)	Average speeds at least 50 percent of prevailing auto speed or maintain or increase speed annually.	Removed
Transit Fleet State of Good Repair Distance between breakdowns/service interruptions Missed trips Miles between road-calls	Maintain or increase the average distance between breakdowns or road calls. Maintain or reduce the number of missed trips.	Removed
Service Provision Frequency and service span on major corridors or trunk lines Revenue hours Revenue miles	15-minute or better frequencies on major corridors or trunk lines: 10-minute or better frequencies during weekday peak periods. Service span of 7 days/week, 20 hours per day. Maintain or increase revenue hours/miles.	Removed
Corridor-level Vehicle Speed and Reliability Historic trend of vehicle speed and reliability (V/C) during AM/PM peak hours on key corridors with Capital or Operational Investments	Speed and reliability trends should maintain or improve if corridor had capital or operational investments since the last Alameda CTC's Level of Service (LOS) Reporting period.	Removed

**PARATRANSIT PROGRAM
PERFORMANCE MEASURES**

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

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

Pavement Condition Index History
(Based on three-year rolling averages)

DLD Recipient	FY 20/21	FY 21/22	FY 22/23	FY23/24	FY24/25
Alameda County	71	72	72	72	73
Alameda	70	70	67	66	65
City of Albany	57	56	57	58	59
City of Berkeley	57	58	56	56	56
City of Dublin	85	84	80	79	78
City of Emeryville	74	74	76	78	78
City of Fremont	73	73	72	71	71
City of Hayward	70	70	69	71	73
City of Livermore	79	79	78	77	75
City of Newark	75	74	72	72	71
City of Oakland	53	52	54	57	58
City of Piedmont	64	64	63	62	62
City of Pleasanton	79	78	78	77	76
City of San Leandro	57	55	55	56	57
City of Union City	78	77	73	70	67

Source: MTC Pavement Condition Index <https://mtc.ca.gov/operations/programs-projects/streets-roads-arterials/pavement-condition-index>



ALAMEDA COUNTY TRANSPORTATION COMMISSION

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

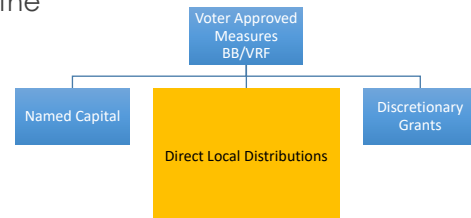


A presentation to the Alameda County Transportation Commission
Christine Shin, Senior Program Analyst
February 2026

DLD Program Overview

\$400M Generated Through Voter-Approved Measures

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



Direct Local Distribution Master Programs Funding Agreement

Master Programs Funding Agreement (MPFA)

- **Master Agreement:** Master Programs Funding Agreement (MPFA) required to facilitate distribution of DLD funding and includes provisions for:
 - Financial Reporting requirements
 - Implementation Guidelines - eligible use of funds
 - Performance and Expenditure Reporting requirements
- **Current MPFA Term:** July 1, 2016 to June 30, 2026.
- **Next MPFA:** A new MPFA is required that updates term duration, guidelines, and performance metric requirements.
 - Ten-year for Measure BB and VRF (July 1, 2026 to June 30, 2036)
 - One-year for Measure B (required if a DLD recipient has an existing Measure B DLD balance as of June 30, 2025)



Measure B DLD Balances

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

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



DLD Performance Measure

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



DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Local Street and Road Program		
Infrastructure Investment	Report on roadway improvements, pavement rehabilitation, striping, etc. completed or underway	No Change.
Safety Investments		Report on investments located on countywide priority networks (HIN, PSN, CBN)
Pavement State of Repair	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above annually.	Maintain a PCI moving average rating of 55 or above.
Equity Investments Report on investments within equity communities		Identify LSR investments toward maintaining and improving roadways and transportation infrastructure, in equity communities.
Maintain 15% of Measure BB LSR investments on Bicycle/Pedestrian Improvements	Maintain a 15% minimum Measure BB LSR investment to support bicycling and walking.	No Change.
Capital Project and Program Investment	Investment into capital projects and programs is greater than funding program administration	No Change.



Pavement Condition Index History

(Based on three-year rolling averages)

DLD Recipient	FY 20/21	FY 21/22	FY 22/23	FY23/24	FY24/25
Alameda County	71	72	72	72	73
Alameda	70	70	67	66	65
City of Albany	57	56	57	58	59
City of Berkeley	57	58	56	56	56
City of Dublin	85	84	80	79	78
City of Emeryville	74	74	76	78	78
City of Fremont	73	73	72	71	71
City of Hayward	70	70	69	71	73
City of Livermore	79	79	78	77	75
City of Newark	75	74	72	72	71
City of Oakland	53	52	54	57	58
City of Piedmont	64	64	63	62	62
City of Pleasanton	79	78	78	77	76
City of San Leandro	57	55	55	56	57
City of Union City	78	77	73	70	67



Source: MTC Pavement Condition Index <https://mtc.ca.gov/operations/programs-projects/streets-roads-arterials/pavement-condition-index>

Direct Local Distribution Master Programs Funding Agreement

7

DLD Performance Measures

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



Direct Local Distribution Master Programs Funding Agreement

8

DLD Performance Measures

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



MPFA Schedule and Milestones

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



Recommendation

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





Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 19, 2026

TO: Alameda County Transportation Commission

FROM: John Lowery, Director of Express Lane Operations
Jacki Taylor, Assistant Director of Programming and Allocations
Seon Joo Kim, Senior Program Analyst

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

Recommendation

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

Summary

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

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

Background

California Streets and Highways Code (SHC) Section 149.5 authorizes the Alameda County Transportation Commission (Alameda CTC) to administer and operate express lanes on the I-580 corridor and requires that toll revenues be used first to pay Direct Expenses

associated with the operation, maintenance, construction, and administration of the I-580 Express Lanes. Toll revenues remaining after payment of Direct Expenses are defined as Net Revenue and may be allocated for transportation purposes within the corridor pursuant to an adopted Expenditure Plan. The Commission adopted the original I-580 Express Lanes Expenditure Plan in 2018, which did not anticipate the availability of Net Revenue until early financial obligations were met.

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

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

Fiscal Impact

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

Attachments:

- A. [I-580 Express Lanes Expenditure Plan](#)
- B. Fiscal Year 2026-2027 Allocation of I-580 Express Lanes Net Revenue

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

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

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

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

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



ALAMEDA COUNTY TRANSPORTATION COMMISSION

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

Presentation to the Alameda County Transportation Commission
February 26, 2026

Item Overview

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

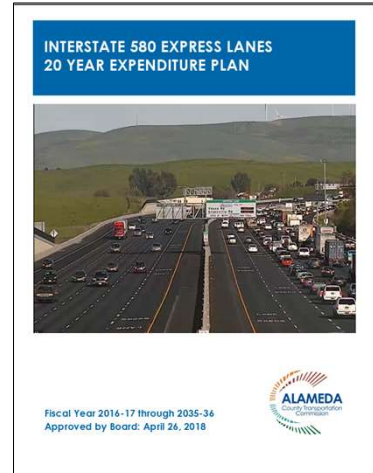


ALAMEDA COUNTY TRANSPORTATION COMMISSION

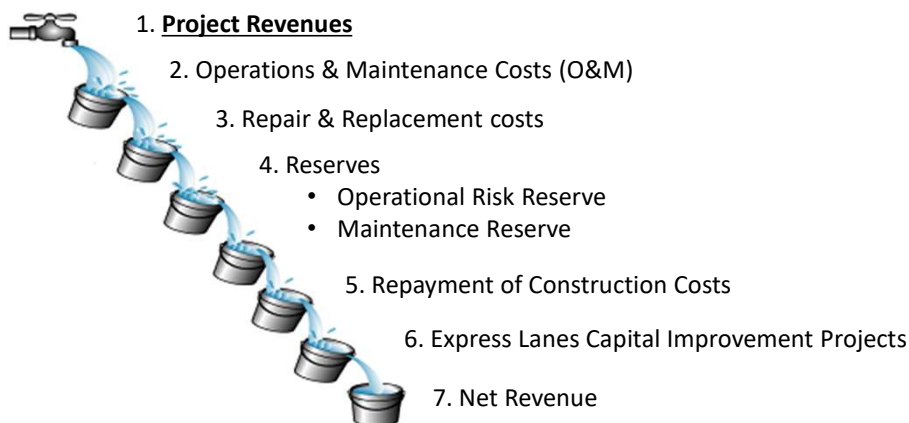
2

Expenditure Plan Background

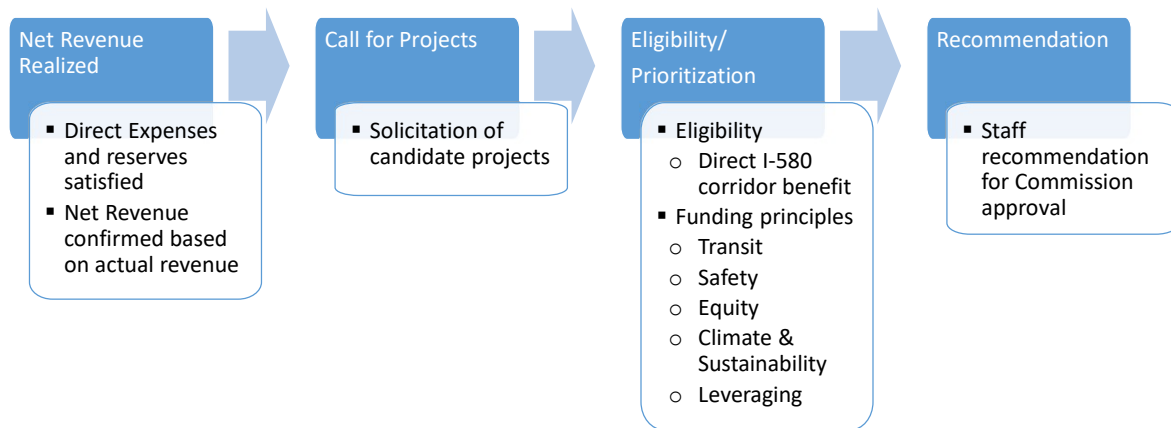
- Streets and Highways Code Section 149.5 authorizes Alameda CTC express lanes
 - Defines eligible uses of toll revenue
 - Requires Net Revenue to be allocated per an adopted Expenditure Plan
 - I-580 and I-680 express lanes are treated as separate programs
- Original I-580 Expenditure Plan adopted in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



Express Lanes Flow of Funds



Expenditure Plan: A Framework for Allocating Net Revenue



ALAMEDA COUNTY TRANSPORTATION COMMISSION

5

Initial Net Revenue Allocation: Requests Received

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



ALAMEDA COUNTY TRANSPORTATION COMMISSION

6

Initial Net Revenue Allocation: Staff Recommendation

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



Next Steps

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





Memorandum

8.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: February 19, 2026

TO: Alameda County Transportation Commission

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

SUBJECT: 2026 Countywide Active Transportation Plan Update

Recommendation

It is recommended that the Commission receive an update on the 2026 Countywide Active Transportation Plan (CATP). This item is for information only.

Summary

The CATP complements local active transportation plans by establishing an overarching vision and goals, countywide priorities, and recommendations to improve walking, biking, and rolling. It is being updated in close collaboration with the ongoing Countywide Transportation Plan (CTP) update and will focus on specific action areas to advance active transportation. Both plan updates are guided by the goals of the [Policy Blueprint](#) the Commission adopted in October 2024: safety, equity, climate, and economic vitality. Given Alameda CTC's substantial recent bicycle planning work, including developing the Policy Blueprint, this CATP focuses primarily on pedestrian safety and design.

Based on a technical needs analysis and engagement with stakeholders and the public in coordination with the CTP, the CATP will include detailed recommendations along five key need areas: 1) addressing speeding and conflict points to improve safety; 2) providing pedestrian and bicycle access to transit and other key destinations; 3) protecting vulnerable users; 4) investing in lighting, greenery, and public spaces; and 5) maintaining existing active transportation infrastructure. This memo also identifies potential CATP strategies for Commission input. Following further development of strategies and recommendations together with ongoing stakeholder engagement, completion of the CATP is anticipated in late 2026.

Background

In September 2025, the Commission received an update on the development of the 2026 CATP, including goals and potential action areas for the CATP, included in Attachment A. In brief, the four CATP goals are:

- Safety: Apply the [Safe System Approach](#) to eliminate fatalities and severe injuries.
- Equity: Prioritize facility improvements in underserved communities.
- Climate: Promote positive environmental and public health outcomes by investing in connected active transportation networks.
- Economic Vitality: Support a vibrant economy by improving active transportation access to commercial districts, employment centers, and regional transportation networks.

At its January meetings, the Commission discussed key findings from public engagement and potential priorities for the CTP. The CTP engagement informed the CATP needs assessment, together with disability community engagement conducted by the Paratransit Needs Assessment (PNA) and additional engagement with active transportation stakeholders. CATP-specific engagement included:

- Two meetings with an Active Transportation Working Group (ATWG) comprised of partner agency staff;
- A local jurisdiction survey on sidewalk maintenance practices;
- Two focus groups with economic development stakeholders; and
- One active transportation stakeholder focus group.

Movement and Place Framework

To support a more detailed understanding of needs and advance design guidance that aligns with evolving best practices, the CATP pulls in a new framework from the Institute of Transportation Engineers (ITE) called the Movement and Place Framework. This framework for planning and designing roadway networks balances the multiple needs and functions of streets. It has been used by agencies locally and nationally as an alternative to traditional approaches that prioritized vehicle movement over street livability¹. It relies on roadway types and adjacent land uses to categorize streets, recognizing that streets play dual roles as conduits to move people and goods and as places where people gather and visit.

The Movement and Place street typology includes four street types: Core, Place, Connector, and Neighborhood streets, which provide a basis for analysis and recommendations of the CATP. Core and Place streets, which have clusters of destinations that result in high pedestrian activity, are the focus of the CATP. Core streets also serve high vehicle volumes, which must be managed together with active transportation needs. See Attachment B for more on these typologies.

¹ Institute of Transportation Engineers (ITE), *Movement and Place: A Framework for More People-Centered Streets (Quick Bites)*, December 2025, available from: <https://www.ite.org/technical-resources/resources/>

Needs Assessment

The CATP needs assessment evaluated safety, access, and network connectivity to identify priority active transportation needs countywide. The analysis centered on established safety frameworks—such as the High Injury Network (HIN) and Proactive Safety Network (PSN) — and examined how safety needs intersect with Core and Place streets, transit access, and other key geographies. Additional analyses assessed walking and bicycling access to transit stations; major physical barriers such as freeways, rail lines, and waterways; and trail improvement needs, including intersections with safety networks and place-based street types.

Based on the technical analysis and public engagement, the CATP will develop recommendations related to five key need areas:

- 1. Addressing speeding and conflict points to improve safety.** A large share of pedestrian-priority streets, particularly Core Streets, are on the HIN, PSN, or both. Unsafe speeds are also a challenge at conflict points, such as freeway ramp intersections and midblock trail crossings.
- 2. Providing pedestrian and bicycle access** to transit and other key destinations. Freeways, rail corridors, and water bodies create major barriers to active transportation due to a lack of low-stress crossings to reach transit stations and other major destinations. Wide streets on priority safety networks can also act as access barriers to people walking and biking. In addition, major investments are needed to complete the three Major Trails (Bay Trail, East Bay Greenway, and Iron Horse Trail) and the Countywide Bikeways Network, which is envisioned to provide safe connectivity and access countywide.
- 3. Protecting vulnerable users** by focusing on safety for older adults, youth, and equity priority areas. Current networks that address pedestrian and safety needs, the HIN, PSN, and existing freeway crossings, are especially concentrated in equity communities. Safety and accessibility are especially important issues near schools and destinations for older adults and people with disabilities. For example, the 2026 Alameda CTC Safe Routes to School safety evaluation found that 75% of schools enrolled in the program are within ¼ mile of the HIN.
- 4. Investing in lighting, greenery, and public spaces** to improve safety, encourage active transportation, and promote community well-being. These are particularly important for Core and Place streets that serve important pedestrian and destination purposes.
- 5. Maintaining existing active transportation infrastructure**, including sidewalks, bike lanes, and trails. City officials have identified sidewalk maintenance as a priority need, and as cities invest in separated bikeways and quick-build infrastructure, the need for maintenance is a growing concern. Many older trail segments also need maintenance or updates to current design standards.

Potential CATP Strategies

As a next step and pending Commission input, the CATP will develop and recommend potential strategies to address the identified needs. Strategies could include:

- **Planning and Design Guidance:** Complementing Alameda CTC's existing [Countywide Bikeways Design Guide](#) for local jurisdictions, the CATP will develop best practice design guidance for pedestrian safety and comfort based on the Movement and Place framework. Additional education and knowledge-sharing opportunities could complement this guidance on topics such as design and maintenance best practices. The CATP will also update Alameda CTC's Bicycle Master Plan Guidelines to new Active Transportation Plan Guidelines to help local jurisdictions incorporate best practices for both bicycle and pedestrian planning.
- **Funding Strategies and Partnerships:** Meeting Alameda County's active transportation needs requires a diverse portfolio of projects and programs that can be funded through different levels of programs and partnerships. The CATP could refine policy around design expectations and identify and prioritize projects that address the CATP's five key need areas to support future project funding advocacy and implementation strategies. Alameda CTC could also strengthen its coordination role in high-priority multi-jurisdiction projects led by others. In addition, Alameda CTC's Safe Routes to School program includes School Site Assessments (SSAs) that identify potential improvements for infrastructure around schools. Based on the success of a previous mini-grant program to implement SSA recommendations, the CATP could recommend another round of similar grant funding.
- **Multimodal Corridor Development:** Alameda CTC advances high-priority multimodal projects that address active transportation needs, such as the San Pablo Corridor Projects, East Bay Greenway, and the Rail Safety Enhancement Program. Additional planning is underway to identify new projects that Alameda CTC or its partners could advance, such as the Countywide Ramp Intersection Safety Plan (CRISP) to identify and prioritize safety and active transportation needs at intersections where freeway ramps meet surface streets. The CATP could recommend identifying additional high-priority multimodal corridors that Alameda CTC could advance toward project delivery.

Next Steps

Alameda CTC will develop strategies and tools in consultation with partner agencies and other stakeholders. Continued engagement later this spring will include additional meetings with the agency staff ATWG, active transportation stakeholders, and economic development representatives. A final round of engagement will be conducted together with the draft CTP in summer 2026.

Fiscal Impact

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

Attachments:

- A. CATP Goals and Actions
- B. CATP Movement and Place Framework

Countywide Active Transportation Plan (CATP) Goals and Action Areas

CATP Goals

The 2026 Countywide ATP is guided by four goals, which are consistent with the adopted Countywide Transportation Plan (CTP) [Policy Blueprint](#) but specific to active transportation:

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

CATP Action Areas by Goal

Safety

- Design roadways for safe target speeds for walking, biking, and rolling.
- Maintain pedestrian and bicycle infrastructure, especially sidewalks.
- Separate users consistent with the Safe System Approach.
- Create comfortable walking and bikeable places.
- Utilize the High Injury Network (HIN) and Proactive Safety Network (PSN) to inform safety investments.

Equity

- Include universal design for people of different abilities.
- Increase active transportation connections for low-income and underserved communities to employment, commercial areas, transit, health centers, and recreation.

- Implement safety improvements on streets in historically underinvested communities.
- Foster community partnerships to understand needs, expand access, and enhance community health.

Climate

- Connect active transportation networks with places and transit.
- Increase access to micromobility options (e.g., an e-bike or e-scooter) for longer trips.
- Integrate climate adaptation strategies into active transportation infrastructure.

Economic Vitality

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

Countywide Active Transportation Plan (CATP) Movement and Place Framework

Movement and Place is a planning framework from the Institute of Transportation Engineers (ITE) that balances streets' roles as transportation corridors and as public places. Developed in the UK in the early 2000s as "Link and Place," it responded to road planning approaches that prioritized vehicle movement over community livability. It has been used by jurisdictions locally, nationally, and internationally.


For the CATP update, Alameda CTC developed a Movement and Place street typology based on roadway classification and surrounding land-use context. It identifies four street types:

- **Core Streets:** These streets are arterials that are located within Priority Development Areas (PDAs), Transit-Oriented Communities (TOCs), and commercial areas. They have both high concentrations of pedestrian destinations and high traffic volumes.
- **Connector Streets:** These streets are arterials that are located outside of commercial areas, PDAs, and TOCs. They have lower destination density and higher vehicle volumes.
- **Place Streets:** These streets are collectors and local streets that are located within commercial areas. They have high concentrations of pedestrian destinations and low traffic volumes.
- **Neighborhood Streets:** These streets are all other local streets that are located outside of commercial areas. Representing most streets in the county, they have low volumes of both pedestrians and vehicles.

The graphic below illustrates the Movement and Place typology.

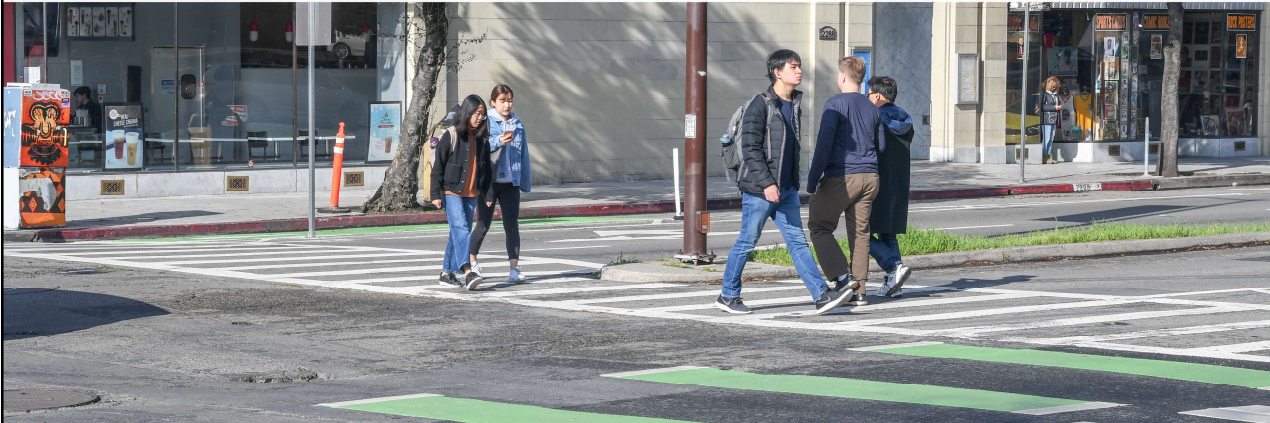
Movement and Place Framework





ALAMEDA COUNTY TRANSPORTATION COMMISSION

Countywide Active Transportation Plan Update



Alameda County Transportation Commission
February 26, 2026

What does this CATP do?

- Builds on **local** active transportation plans
- Updates the 2019 CATP to incorporate recent bicycle planning and add new **pedestrian safety and design focus**
- Coordinated with 2026 Countywide Transportation Plan (CTP), sets **active transportation vision and goals**
- Informs agency **policy and project priorities, planning initiatives, and advocacy platform**



2026 Alameda Countywide Transportation Plan
POLICY BLUEPRINT

PREPARED BY:
FEHR + PEERS



Public and Stakeholder Engagement



CTP Public
Engagement



Local Agency
Working Group



Sidewalk
Survey



Economic
Development
Focus Groups



Active Transportation
Stakeholder
Focus Group



Countywide Active Transportation Plan

3

Needs Analysis



Safety

- High Injury Network (HIN)-Approved in 2024
- Proactive Safety Network (PSN)- Approved in 2024
- Relationship to pedestrian priority streets and other needs



Barriers

- Freeway, rail, and water barriers
- Length and safety of crossings
- Access to transit and destinations



Transit
Access

- Pedestrian & bicycle access by station
- Access limitations: barriers, HIN, PSN



Trails

- Three major trails needs
- Other Countywide Bikeways Network (CBN) trail needs
- Trail crossings of the HIN, PSN



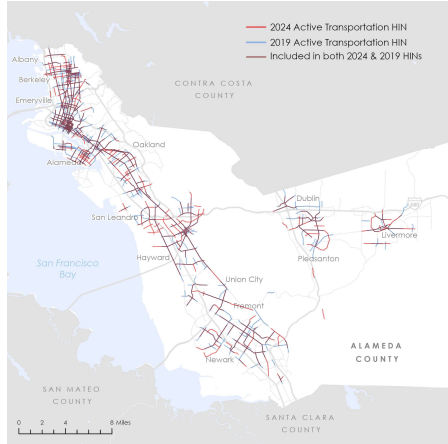
Countywide Active Transportation Plan

4

Priority Safety Networks

Commission adopted in 2024

Active Transportation High-Injury Networks



Proactive Safety Network



Countywide Active Transportation Plan

5

Movement + Place

Four street types based on roadway class and land use

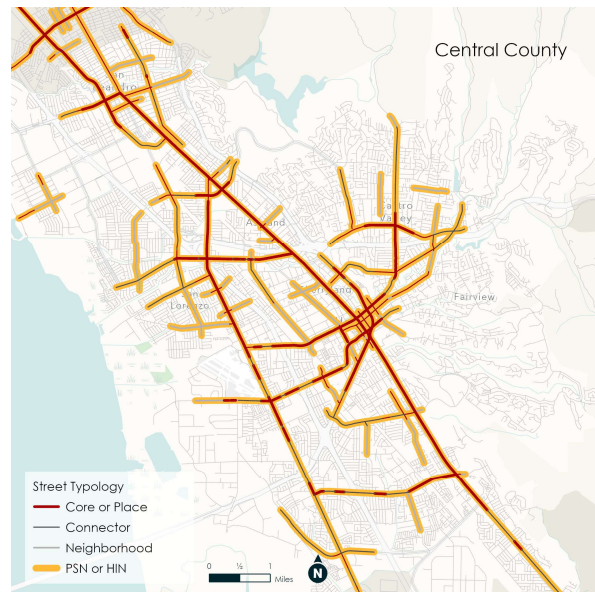


Countywide Active Transportation Plan

6

CATP Key Need Areas

1. Addressing speeding and conflict points to improve safety
 - Large share of pedestrian priority streets are on the HIN, PSN, or both
 - Speeds a concern at conflict points, e.g. with freeway ramps



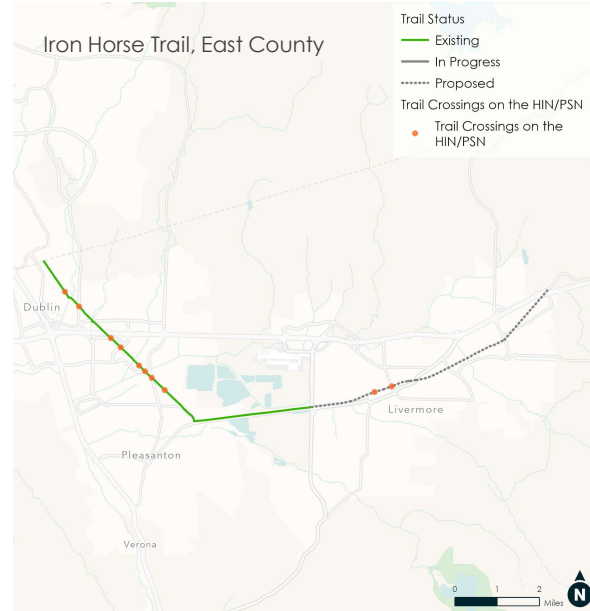
CATP Key Need Areas

2. Providing access to transit and key destinations
 - Freeways, rail, and water create barriers – need safe crossings
 - Wide streets on priority safety networks also act as barriers
 - Major investments needed to complete 3 major trails and CBN



CATP Key Need Areas

2. Providing access to transit and key destinations (cont'd)
 - Freeways, rail, and water create barriers – need safe crossings
 - Wide streets on priority safety networks also act as barriers
 - Major investments needed to complete 3 major trails and CBN



CATP Key Need Areas

3. Protecting vulnerable users
 - HIN, PSN, and freeway crossings especially concentrated in equity areas
 - Safety and accessibility are critical near schools and for older adults and people with disabilities

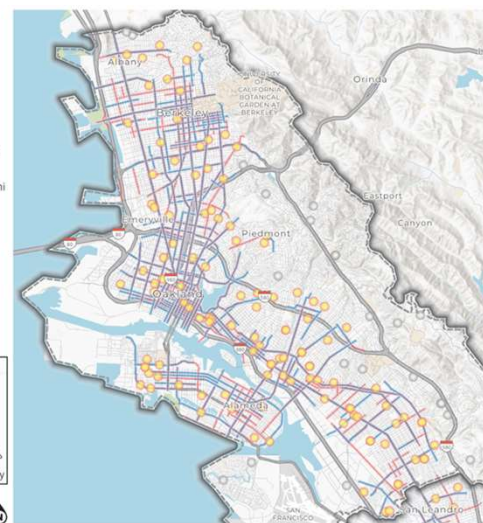
SCHOOLS WITHIN 0.25 MILES OF THE HIN NORTH PLANNING AREA
ALAMEDA COUNTY
SAFE ROUTES TO SCHOOL

LEGEND

- Schools within 0.25 mi of HIN
- Schools more than 0.25 mi from HIN
- 2019 HIN
- 2024 HIN
- 2019 and 2024 HIN
- North Planning Area



alta



CATP Key Need Areas

4. Investing in lighting, greenery, public spaces
 - Improve safety, encourage active transportation, and promote well-being
 - Especially important for pedestrian priority streets
5. Maintaining existing infrastructure
 - Sidewalks, bike lanes, and trails all need maintenance
 - Many older trail segments need upgrades to current standards



Sidewalk Maintenance Survey

- Surveyed all 15 jurisdictions on sidewalk maintenance and funding practices
 - Approaches to sidewalk maintenance and repair vary significantly
 - Combination of funding sources are used to support maintenance
 - Maintenance and accessibility needs intersect
- **Need for best practice knowledge-sharing on sidewalk repair, including ADA transition plans**



Potential CATP Strategies

Planning and Design Guidance

- Develop design guidance for pedestrian safety and comfort
- Provide education and knowledge-sharing opportunities (e.g. on sidewalk maintenance)
- Develop new Active Transportation Plan Guidelines for local jurisdictions

Funding Strategies & Partnerships

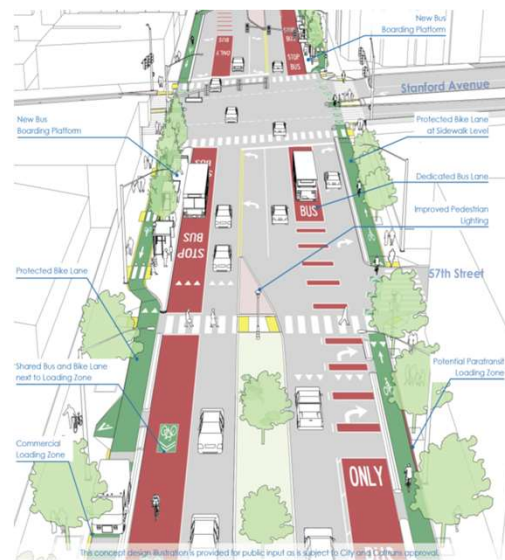
- Refine policy around design expectations
- Identify and prioritize projects that address the five key need areas
- Strengthen coordination role in high-priority multi-jurisdiction corridors
- Help jurisdictions implement Safe Routes to School infrastructure improvements



Potential CATP Strategies

Multimodal Corridor Development

- Continue to lead implementation of high-priority multimodal projects
- Identify new projects that Alameda CTC or partners could deliver
 - Ramp intersection improvements (CRISP)
 - Potentially additional multimodal corridors



Next Steps

