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

Alameda County Technical Advisory Committee (ACTAC) Meeting Agenda
Thursday, June 4, 2026, 1:30 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:	John Nguyen	Staff Liaison:	John Nguyen
		Clerk:	Elizabeth (Liz) Lake

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

Zoom Link:
https://us06web.zoom.us/j/83823331010?pwd=QzRQSU43dUJJREt4bVdRQVc3Q01ldz09

Dial-in Information: 1 (669) 900 6833
Webinar ID: 838 2333 1010
Passcode: 232121

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

4.1 Approve the May 7, 2026 Alameda County Technical Advisory Committee Meeting Minutes
Action
4.1_ACTAC_Minutes_20260507.pdf

5. Regular Matters

5.1 Approve Senate Bill 63 Connect Bay Area Funding Framework
Approve
5.1_ACTAC_SB63_Funding_Framework_20260604.pdf
5.1_ACTAC_SB63_Funding_Framework_Presentation_20260604.pdf

5.2 FY 2024-25 Direct Local Distribution Program Compliance Summary Report Update
Information
5.2_ACTAC_DLD_Compliance_Summary_20260604.pdf
5.2_ACTAC_DLD_Compliance_Summary_Presentation_20260604.pdf

5.3 Alameda County Federal Inactive Projects Update
Information
5.3_ACTAC_Federal_Inactive_Projects_Update_20260604.pdf

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:
July 9, 2026

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

- Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
- 如需语言协助，请致电 (510) 208-7475. 请至少提前五个工作日通知，以便满足您的要求。
- Para sa tulong sa wika, tumawag sa (510) 208-7475. Mag-abiso nang limang araw na may pasok o mas maaga para mapagbigyan ang inyong kahilingan.
- Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.

- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
- Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.

Alameda County Technical Advisory Committee Meeting Minutes
Thursday, May 7, 2026 1:30 p.m.

4.1

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1. **Call to Order**

2. **Roll Call**

   A roll call was conducted, and all members were present except for Steve Adams, Josie Aherns, Sai Midididdi, Erwin Ching, Lt. Austin Danmeier, Anthony Fournier, Michael Gougherty, Joanna Liu, Matt Maloney, Pierce McDonald, Dave Sorrell, Radiah Victor, and John Xu.

   Jesse Rosemore attended as the alternate for Emily Heard.
   Yvonne Chan attended as the alternate for Craig Raphael.
   George Foster attended as the alternate for Lucas Woodward.

3. **Public Comment**

   There were no public comments.

4. **Consent Calendar**

   4.1. **Approve the April 9, 2026 Alameda County Technical Advisory Committee (ACTAC) Meeting Minutes**

   4.2. **Alameda County Federal Inactive Projects Update**

   Shelehia Meisner made a motion to approve the Consent Calendar. Susie Hufstader seconded the motion. The motion passed with the following vote:

Yes:	*Ayupan, Clark, Fried, Rosemore, Hu, Hufstader, Lucchesi, Meisner, Nguyen, Novenario, Chan, Foster, Yang, Yeamans*
No:	*None*
Abstain:	*None*
Absent:	*Adams, Aherns, Midididdi, Ching, Danmeier, Fournier, Gougherty, Liu, Maloney, MacDonald, Sorrell, Victor, Xu*

5. **Regular Matters**

   5.1. **Approve the 2026 Comprehensive Investment Plan Update**

   John Nguyen recommended that the Commission approve a set of actions including approval of the 2026 Comprehensive Investment Plan Update.

   Jennifer Yeamans made a motion to approve the item. Susie Hufstader seconded the motion. The motion passed with the following vote:

Yes:	*Ayupan, Clark, Fried, Rosemore, Hu, Hufstader, Lucchesi, Meisner, Nguyen, Novenario, Chan, Foster, Yang, Yeamans*

No:	*None*
Abstain:	*None*
Absent:	*Adams, Aherns, Midididdi, Ching, Danmeier, Fournier, Gougherty, Liu, Maloney, MacDonald, Sorrell, Victor, Xu*

5.2. Approve the 2028 Comprehensive Investment Plan / One Bay Area Grant Cycle 4 Program Guidelines

John Nguyen recommended that the Commission approve Alameda CTC's 2028 Comprehensive Investment Plan (CIP) Guidelines and the Program Guidelines. This item received two verbal public comments.

Catherine Clark made a motion to approve the item. Susie Hufstader seconded the motion. The motion passed with the following vote:

Yes:	*Ayupan, Clark, Fried, Rosemore, Hu, Hufstader, Lucchesi, Meisner, Nguyen, Novenario, Chan, Foster, Yang, Yeamans*
No:	*None*
Abstain:	*None*
Absent:	*Adams, Aherns, Midididdi, Ching, Danmeier, Fournier, Gougherty, Liu, Maloney, MacDonald, Sorrell, Victor, Xu*

5.3. Local Business Contract Equity (LBCE) Program Update

Valerie Vijil provided an update on the Local Business Contract Equity Program. This was for information only.

6. Committee Members Reports

There was one member report.

7. Staff Reports

There was one staff report.

8. Adjournment

Memorandum

5.1

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DATE:	June 1, 2026
TO:	Alameda County Technical Advisory Committee
FROM:	Carolyn Clevenger, Deputy Executive Director of Planning and Policy John Nguyen, Director of Programming and Project Controls
SUBJECT:	Approve Senate Bill 63 Connect Bay Area Funding Framework

Recommendation

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

Summary

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

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

Background

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

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

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

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

Table 1. Estimated FY2028 Revenues

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

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

Alameda County Return to Source Funding

SB 63 identifies a small amount of return to source funding for Alameda CTC to support transit. The estimated annual return to source funding for Alameda County ranges from approximately $9.57m to $13.61m per year over the life of the measure. Eligible uses are limited to public transit capital and operating expenses, and roadway repavement projects on roads served by fixed-route transit. Alameda CTC recommends approving a framework to provide additional detail regarding the types of projects and programs that could be funded and delivered. Actual programming and allocation actions would be the subject of future Commission actions.

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

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

Table 2. Return to Source Framework

Investment Category	**Example Project Types**	**% of Total Return to Source Funds**
Fast, frequent and reliable service	• Improve transit reliability on major corridors (i.e. transit priority treatments, transit signal priority, etc.) • Transit elements of complete streets projects • Maintain or increase transit service • New transit services • State of good repair investments	80%
Accessible and affordable transit	• Continue or expand free and reduced fare programs (students, older adults, people with disabilities, low-income residents) • Accessibility improvements or paratransit	10%
Improved customer experience	• Safety, cleanliness, and accessibility improvements • Bus stops, shelters, lighting, BART stations and ferry terminal improvements	10%
	Total	**100%**

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

Small Operator Funding

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

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

Table 3. Illustrative Application of Small Operator Allocation Framework

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

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

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

Outreach Findings

To inform the recommendations, staff reviewed the findings from the extensive outreach and public engagement conducted for the 2026 Countywide Transportation Plan (CTP) and the Needs Assessment for Older Adults and People with Disabilities, both of which were presented to the Commission earlier this year. Outreach for both efforts took place in 2025 and 2026, and included countywide surveys, focus groups, partnerships with community-based organizations, and extensive discussions with partner agencies.

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

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

Fiscal Impact

There is no fiscal impact.

Attachment:

A. SB 63 Connect Bay Area Fact Sheet

SB 63: Connect Bay Area Act

5.1 A

Fact Sheet

March 2026

What is SB 63?

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

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

What is the purpose of SB 63?

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

Where would the money go?

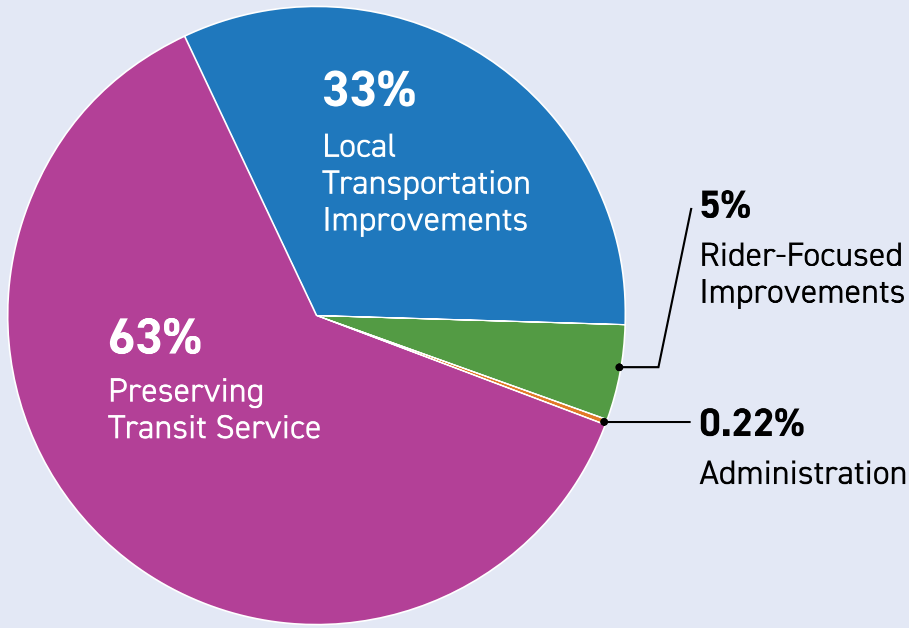
Approximately 63% of the money raised goes to the operation of buses, trains and ferries on BART, Muni, Caltrain, AC Transit, San Francisco Bay Ferry, East Bay bus agencies and Golden Gate Transit.

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

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

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

Connect Bay Area Act Expenditure Plan



Financial Efficiency Review and Oversight

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

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

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

Connect Bay Area Act Expenditure Plan

Annual Funding by Purpose and Recipient, Fiscal Year 2028 Estimate[1]

PRESERVING TRANSIT SERVICE

Money must be used to run and maintain transit service.

BART	**$310M**
Muni	**$155M**
Caltrain	**$70M**
AC Transit	**$50M**
East Bay Bus Agencies[2] and Golden Gate Transit/Ferry	**$20M**
San Francisco Bay Ferry	**$6M**

LOCAL TRANSPORTATION IMPROVEMENTS

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

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

RIDER-FOCUSED IMPROVEMENTS

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

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

ADMINISTRATION

Money must be used by the District and MTC to oversee and administer funding and programs under the measure.	**$2M**

Notes:

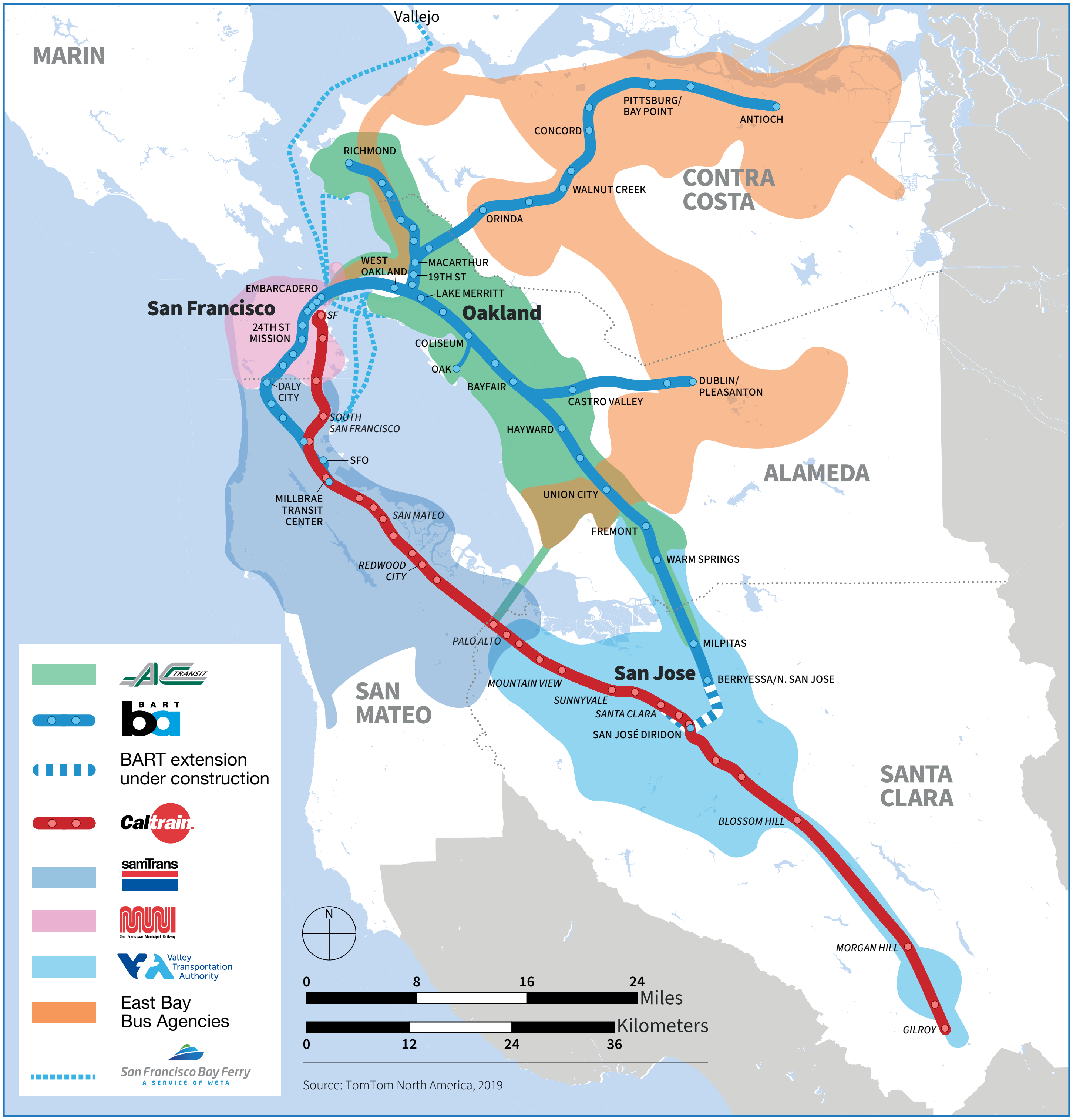
1 Amounts shown are net revenue after state administrative fees, estimated at $7 million in FY 2028. The fees are subject to change, but this forecast assumes the current California Department of Tax and Fee Administration rate of 0.82% for 1/2-cent counties and 0.41% for SF (1% rate). Amounts shown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

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

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

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

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



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

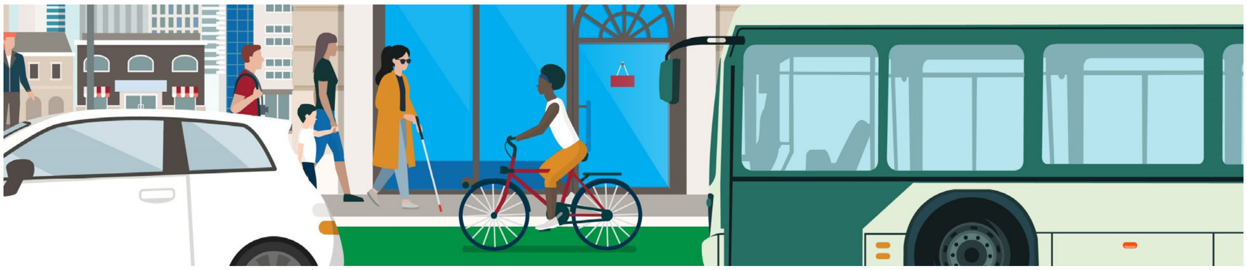
Funding for VTA and SamTrans is eligible for transit capital (i.e., infrastructure and vehicle costs), operations (i.e., costs needed to run the system) and local road repairs on roads served by regular transit service. Funding for all other agencies is available only for transit operating purposes (i.e.,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

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

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

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

SB 63 Connect Bay Area Funding Framework

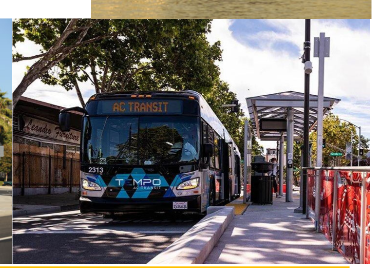


Alameda County Technical Advisory Committee

June 4, 2026

Today's Agenda

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



SB 63 Connect Bay Area Act

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

Connect Bay Area Funding Categories

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

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

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

Alameda County Return to Source Funding

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

Public and Stakeholder Engagement Approach

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

Key Transit Outreach Findings

Fast, Frequent, and Reliable Service

- **CTP outreach:** 58% of survey respondents prioritized frequency, reliability, safety, and comfort.
- **CTP draft project list**: transit service improvements, multimodal corridors, capital expansion projects.
- **PNA:** Identified service gaps, demand for expanded service coverage, and interest in new service options.

Accessible and Affordable Transit

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

Improved Customer Experience

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

Key Takeaways

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

Return to Source Framework

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

Investment Category	Example Project Types	% of Funds
Fast, frequent and reliable service	• Improve transit reliability on major corridors (i.e. transit priority treatments, transit signal priority, etc.) • Transit elements of complete streets projects • Maintain or increase transit service • New transit services • State of good repair investments	80%
Accessible and affordable transit	• Continue or expand free and reduced fare programs (students, older adults, people with disabilities, low-income residents) • Accessibility improvements or paratransit	10%
Improved customer experience	• Safety, cleanliness, and accessibility improvements • Bus stops, shelters, lighting, BART stations and ferry terminal improvements	10%
	Total	**100%**

Small Operator Funding

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

Small Operator Allocation Framework

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

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

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

Recommendation

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

Thank You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Memorandum

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DATE:	June 1, 2026
TO:	Alameda County Technical Advisory Committee
FROM:	John Nguyen, Director of Programming and Project Controls Christine Shin, Senior Program Analyst
SUBJECT:	FY 2024-25 Direct Local Distribution Program Compliance Summary Report Update

Recommendation

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

Summary

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

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

Background

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

From the inception of each program to the end of FY 2024-25, Alameda CTC has distributed over $2.4 billion in combined DLD funds to eligible recipients for local transportation (streets and roads), bicycle/pedestrian, transit, and paratransit programs. In FY 2024-25, Alameda CTC distributed approximately $205.3 million in DLD funds to eligible recipients which include 20 jurisdictions consisting of 14 cities, the County, and five transit agencies providing transportation improvements and services in Alameda County.

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

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

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

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

FY 2024-25 DLD Performance Summary

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

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

- **15% Measure BB LSR Requirement**: Alameda CTC monitors recipients' compliance with the 2014 Measure BB Transportation Expenditure Plan requirement that at least 15 percent of LSR DLD funds be spent on bicycle and pedestrian improvements. All recipients are in compliance. Collectively, recipients have exceeded this target, with approximately 37 percent of total Measure BB LSR expenditures to date spent on bicycle and pedestrian projects (see Attachment B).

- **Pavement Condition Index**: Alameda CTC's performance metric for LSR DLD recipients requires a minimum PCI of 60 (fair condition) for local roadways. Recipients are meeting this threshold or have committed to action plans to rehabilitate deteriorated roadways and achieve compliance. Jurisdictions continue to invest in maintenance and repairs to sustain and improve roadway conditions. A summary of PCI by jurisdiction is provided in Table 1 of Attachment C.

- **Equity Priority Community Investments**: DLD recipients are utilizing DLD funds to serve disadvantage community areas known as Equity Priority Communities (EPCs) as defined by the Metropolitan Transportation Commission or local definitions. Approximately 72 percent of the total DLD expenditures in FY 2024-25 are reported to be made within one-mile of these communities.

- **High Injury Network Investments**: Alameda CTC has identified a High Injury Network (HIN) based on severity and frequency of collisions. DLD recipients report approximately 81 percent of the total DLD bike/pedestrian and LSR expenditures in FY 2024-25 are located within a half-mile of Alameda CTC's HIN.

- **Transit Performance**: For transit performance, Alameda CTC monitors a transit operator's annual adopted on-time performance goals to actual on-time performance achieved. Four of the five transit operators have reached or exceeded their agency's goal. The San Francisco Rapid Transit District (BART) has indicated developing systemwide infrastructure improvements and rail coordination to improve on-time performance. Additionally, transit operators are reporting increased ridership resulting in improved cost-per-trip metrics. The transit on-time performance and cost effectiveness summaries are included in Table 2 and Table 3 of Attachment C.

- **Seniors and People with Disabilities Performance**: The Special Transportation for Seniors and People with Disabilities (Paratransit) Program contains specific performance measures based on the types of services provided by the DLD recipient. These transportation services include Americans with Disabilities Act-mandated paratransit services and city-based non-mandated paratransit programs. The paratransit performance summary is included in Table 4 of Attachment C.

Program Compliance Determination

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

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

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

Fiscal Impact

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

Attachments:

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

Direct Local Distribution Fund Balances and Encumbrances

Table 1 - Direct Local Distribution Fund Balances

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

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

Notes:

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

Table 2 - Direct Local Distribution Encumbrances and Balances

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

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

Notes:

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

Measure BB Local Streets and Roads Requirement

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

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

Notes:

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

DLD Performance Summary
Fiscal Year 2024-25 Performance Monitoring

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

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

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

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

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

Table 4: Paratransit Programs Operations									
Paratransit Metric: *Operating Cost per Passenger Trip or Service*									
ADA Mandated Paratransit	**FY 22/23**			**FY 23/24**			**FY 24/25**		
Agency	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**
*East Bay Paratransit**	*419,288*			*480,098*	*$46.02*	*$115.63*	*519,603*	*$42.39*	*$201.71*
AC Transit	289,309	$63.53	$105.48	331,268	$50.22	$115.50	358,526	$45.97	$237.96
BART	129,979	$43.81	$105.21	148,830	$36.66	$115.91	161,077	$34.43	$121.02
LAVTA	26,892	$35.35	$68.17	31,902	$27.34	$62.73	33,873	$26.95	$63.88
Pleasanton							9,168	$21.73	$21.73
Union City	16,624	$31.60	$91.49	16,329	$28.63	$102.05	21,784	$19.91	$80.57
**AC Transit and BART ADA Mandated Paratransit services are trhough the East Bay Paratransit Consorium*									
City Based Door-to-Door	**FY 22/23**			**FY 23/24**			**FY 24/25**		
Agency	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**
Emeryville	3,600	$16.89	$30.77	3,600	$21.41	$35.30	4,122	$24.77	$36.90
Fremont	8,010	$44.33	$44.33	4,287	$118.34	$118.34	5,015	$121.39	$121.39
Newark	3,027	$39.18	$39.18	1,099	$108.28	$108.28			
							197	$889.04	$889.04
Oakland	21,552	$29.48	$31.24	10,032	$45.95	$49.73	9,728	$52.39	$52.39
Pleasanton	5,376	$56.51	$56.51	6,726	$46.56	$46.56	6,871	$47.84	$47.84
Taxi Subsidy Program	**FY 22/23**			**FY 23/24**			**FY 24/25**		
Agency	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**
Alameda	800	$55.16	$55.16	1,176	$44.89	$44.89	2,016	$29.76	$29.76
Albany	533	$18.28	$18.28	785	$11.53	$12.86	453	$17.00	$17.00
Berkeley	15,330	$34.32	$34.32	18,312	$38.26	$38.26	29,326	$28.93	$28.93
Emeryville	250	$9.88	$9.88	200	$12.64	$12.64	52	$71.81	$71.81
Fremont	19,354	$14.06	$14.06	29,093	$13.13	$13.13	36,196	$12.84	$12.84
Hayward	6,021	$45.28	$45.28	8,233	$33.11	$33.11	18,811	$28.22	$28.22
Newark	479	$25.00	$25.00	595	$21.00	$21.00			
Oakland	15,543	$45.85	$51.31	13,109	$41.86	$41.86	17,151	$39.57	$39.57
San Leandro	3,746	$17.34	$17.34	5,569	$15.64	$15.64	5,990	$15.50	$15.50
Union City	3,589	$13.17	$13.17	5,932	$12.03	$12.03	7,582	$12.47	$12.47
Accessible Shuttle Service	**FY 22/23**			**FY 23/24**			**FY 24/25**		
Agency	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**
Alameda	78,611	$1.36	$1.36	182,687	$1.09	$1.09	219,410	$1.13	$1.13
Hayward				904	$82.96	$82.96			
San Leandro	6,474	$71.73	$71.73	7,381	$76.70	$76.70	7,903	$76.89	$76.89
Group Trips Service	**FY 22/23**			**FY 23/24**			**FY 24/25**		
Agency	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**
Alameda	1,020	$8.50	$8.50	1,020	$5.14	$5.14	1,400	$2.14	$2.14
Albany	3,636	$1.87	$1.87	1,460	$1.38	$10.14	2,898	$2.63	$2.63
Emeryville	100	$14.60	$14.60	150	$7.83	$7.83			
Oakland	10,880	$21.81	$22.45	15,208	$17.33	$17.33	15,157	$26.07	$26.07
Pleasanton	8	$1,012.13	$1,012.13	36	$393.06	$393.06	26	$407.77	$407.77
Volunteer Driver Program	**FY 22/23**			**FY 23/24**			**FY 24/25**		
Agency	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**	**Number of One-way Trips**	**MB/BB Cost Per Trip**	**Total Cost Per Trip**
Oakland	642	$61.43	$61.43	2,175	$49.77	$49.77	1,481	$48.22	$48.22
Meal Delivery (transportation only)	**FY 22/23**			**FY 23/24**			**FY 24/25**		
Agency	**Number of Meals Delivered**	**MB/BB Cost Per Meal**	**Total Cost Per Meal**	**Number of Meals Delivered**	**MB/BB Cost Per Meal**	**Total Cost Per Meal**	**Number of Meals Delivered**	**MB/BB Cost Per Meal**	**Total Cost Per Meal**
Emeryville	5	$11.80	$11.80						
Fremont	57,935	$1.33	$1.33	58,548	$1.32	$1.32	69,291	$1.36	$1.36
Hayward	86,470	$1.04	$1.04	92,817	$1.08	$1.08	81,639	$1.22	$1.22
Newark	18,000	$0.78	$0.78						
Oakland				285,635	$0.60	$0.60	258,823	$2.32	$2.32

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

ALAMEDA County Transportation Commission

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Measure B, Measure BB, and Vehicle Registration Fee

Direct Local Distributions Program Compliance Report Summary

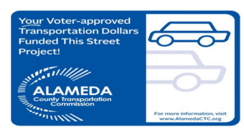
Reporting Fiscal Year 2024-25

A presentation to the Alameda County Technical Advisory Committee

Alameda CTC Staff

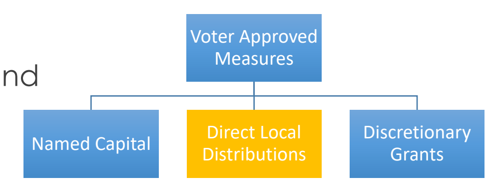
June 04, 2025

DLD Program Overview



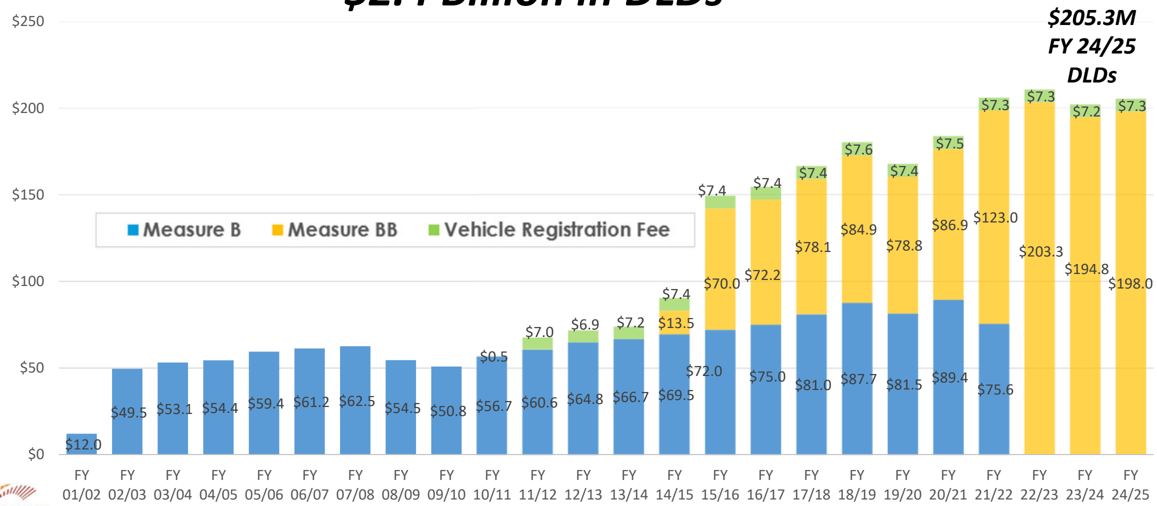
$400M Generated Through Voter-Approved Measures

- **Over 50% of net revenues** generated from the Sales Tax 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)



Measure B/BB/VRF DLD Historical Revenue

$2.4 Billion in DLDs

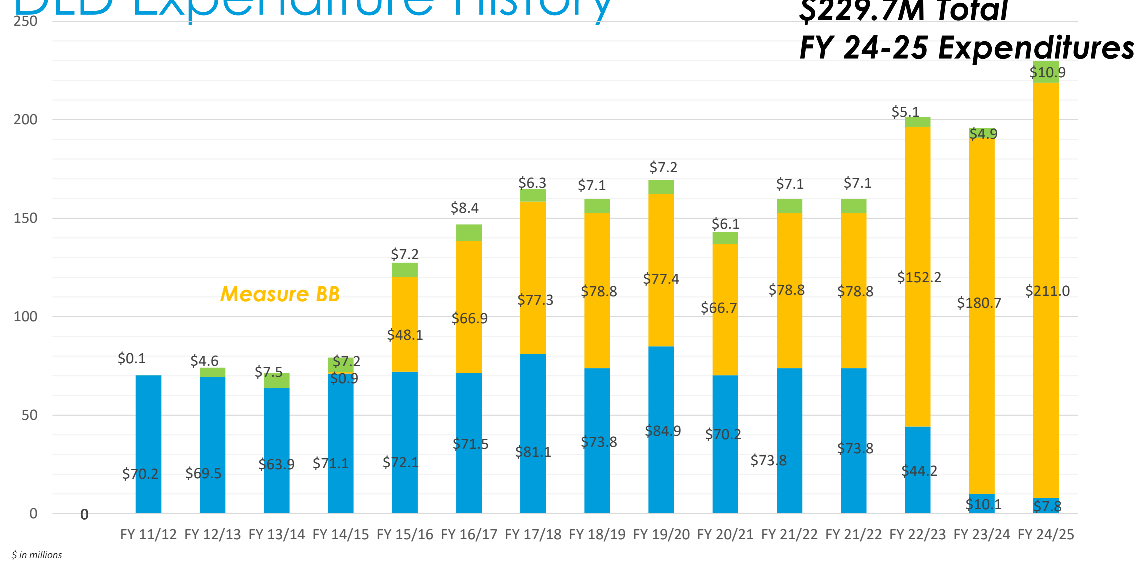


DLD Revenues

$205.3M Total DLD Revenues

Direct Local Distributions FY2024-25 *(dollars in millions)*			
DLD Programs	**Measure BB**	**VRF**	**Total Funds**
Local Streets and Roads *(Local Transportation for Measure B/BB)*	$ 74.0	$7.3	**$ 81.3**
Mass Transit	$ 79.7	$ -	**$ 79.7**
Special Transportation for Senior and People with Disabilities *(Paratransit)*	$ 33.3	$ -	**$ 33.3**
Bicycle and Pedestrian Safety	$ 11	$ -	**$ 11**
TOTAL	**$ 198.0**	**$7.3**	**$205.3**

DLD Expenditure History



Compliance Requirements and Review Process

1. Submit Compliance Report and Financial Statement
(Due end of December)

2. Review Process
Alameda CTC and Independent Watchdog Committee
(January to April)

3. Compliance Determination
Commission receives Summary Report
(June)

<u>Compliance Purpose & Requirements</u>
- Reports revenues & expenses
- Documents DLD performance
- Documents current pavement condition index
- Confirmation of Updated Bike and Pedestrian Master Plans
- Documents 15% of MBB LSR funds expended on bike/ped
- Documents completion of publicity requirements
- Monitors timely use of funds

- Reviews revenues & expenses
- Confirms compliance with reporting requirements
- Monitor Timely Use of Funds
- Monitors DLD investments
- May request additional information from recipients

- Receives Summary Report of Compliance Submittals
- Considers exemption requests for Timely Use of Funds.

FY24/25 DLD Performance & Accomplishments

$229.7M Total DLD Expenditures

MEASURE B/BB FUNDED IMPROVEMENTS *$218.8 million in MB & MBB expenditures*	
Total Transit Trips	56.2 million trips
Total ADA mandated trips	584,428 trips
Total Meal Delivery	409,753 meals
Total Street Rehabilitation	182 lane miles
Total Bike Lane and Sidewalks	41.6 lane miles

VRF FUNDED IMPROVEMENTS *$10.9 million in VRF expenditures*	
Total Street Rehabilitation	71.9 lane miles
Total Signal Improvements	251 signals improved (ITS, safety enhancements)

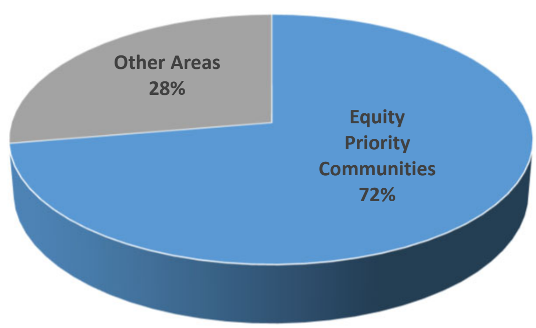
NOTES
[1]Quanity completed are as reported by the jurisdictions, and represent a rounded value.
[2]Not all improvement types or activities are shown.

City of Piedmont – Grand Avenue Bike/Ped and ADA Improvements

City of Hayward – Street Rehabilitation

Equity Priority Communities Investments

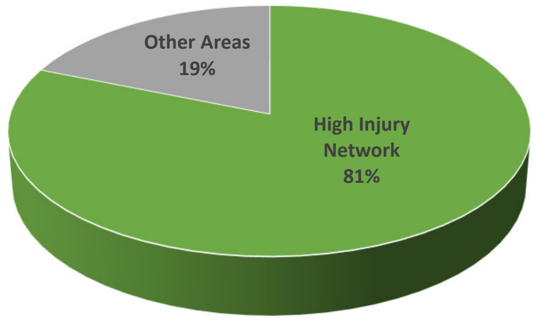
- **72%** of total DLD Program Expenditures ($153.4M of $212.0M) are benefiting and serving Equity Priority Communities
  (geolocated MTC/locally defined 1-mile radius)



High Injury Network Investments

- **81%** of total DLD Bike/Ped and LSR Expenditures ($86.0M of **$106.0M**) invested in improvements benefiting the High Injury Network

(geolocated to 1/2-mile radius)

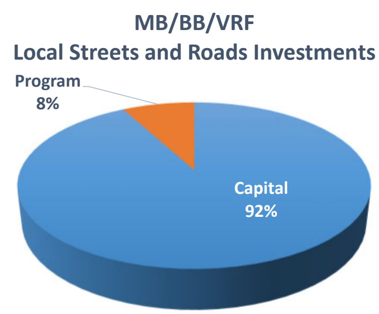


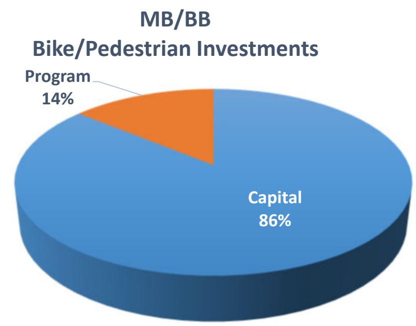
DLD Performance Measures

DLD Program	Performance Measure	Performance Metric and Standard
Bicycle/Pedestrian	Current Master Plans	Plan(s) no more than 5 years old, based on adoption date.
	Capital Project and Program Investment	Investment into capital projects and programs is greater than funding program administration
Local Streets and Roads	Capital Project and Program Investment	Investment into capital projects and programs is greater than funding program administration
	Pavement State of Repair	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above.
	Maintain 15% of Measure BB LSR investments on Bicycle/Pedestrian Improvements	Maintain a 15% minimum Measure BB LSR investment to support bicycling and walking.
Mass Transit	On-time Performance	Agencies are expected to maintain or increase on-time performance annually based on operator's adopted on-time performance target
	Cost Effectiveness • Operating Cost per Passenger	Maintain operating cost per passenger or per revenue vehicle hour/mile
Paratransit	Cost Effectiveness • Operating Cost per Passenger	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

Capital Project and Program Administration Investment Metric

Capital verses Program Administration Metric: *Investment into capital projects and programs is greater than program administration*





Bicycle/Pedestrian Program Performance Measures

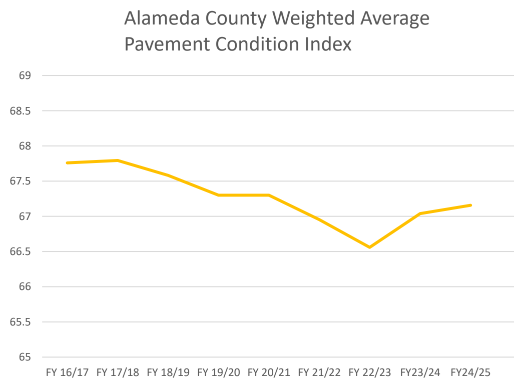
Current Master Plan: *Plan(s) no more than five years old, based on adoption date. Jurisdiction must indicate plans to update outdated plans.*

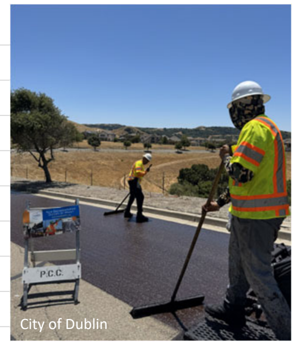
Bicycle and/or Pedestrian Master Plan Status (Adoption Year)				
Agency/ Jurisdiction:	**Bicycle Plan**	**Pedestrian Plan**	**Bicycle / Pedestrian**	**Anticipated Status**
Plan Update Underway				
ACPWA	N/A	N/A	2019	Approval in 2026
City of Albany	N/A	N/A	2019	Approval in 2026
City of Berkeley	N/A	N/A	2021	Approval in 2026
City of Newark	N/A	N/A	2017	Approval in 2026
City of Oakland	2019	2017	N/A	Approval in 2026
City of Pleasanton	N/A	N/A	2018	Approval in 2026
No Update Required: Plan current in the last five years				
City of Alameda	N/A	N/A	2022	No Update Required.
City of Dublin	N/A	N/A	2023	No Update Required.
City of Emeryville	N/A	N/A	2023	No Update Required.
City of Fremont	N/A	N/A	2025	No Update Required.
City of Hayward	N/A	N/A	2020	No Update Required.
City of Livermore	N/A	N/A	2024	No Update Required.
City of Piedmont	N/A	N/A	2021	No Update Required.
City of San Leandro	N/A	N/A	2024	No Update Required.
City of Union City	N/A	N/A	2021	No Update Required.

Local Street and Roads Program Performance Measure

Pavement Condition Index: Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above.

PCI Status	FY 24/25
Under 60 PCI threshold	
City of Albany	59
City of Berkeley	56
City of Oakland	58
City of San Leandro	57
Met 60 PCI threshold	
Alameda County	73
City of Alameda	65
City of Dublin	78
City of Emeryville	78
City of Fremont	71
City of Hayward	73
City of Livermore	75
City of Newark	71
City of Piedmont	62
City of Pleasanton	76
City of Union City	67

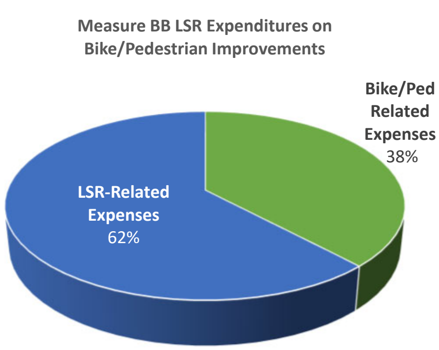




Source: MTC 2024 Pavement Condition of Bay Area Jurisdictions https://mtc.ca.gov/operations/programs-projects/streets-roads-arterials/pavement-condition-index
PCI scores are based on a three-year rolling average.

Local Street and Road Program Performance Measure

15% Measure BB LSR Requirement: Requires 15% of Measure BB Local Streets and Roads (LSR) DLD funds to be spent on improvements benefiting bicyclists and pedestrians.



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

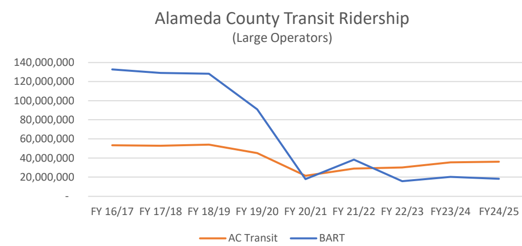
Transit Program Performance Measures

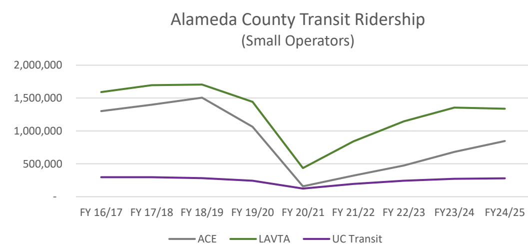
On-time Performance: Maintain performance annually based on operator's adopted on-time performance target

Jurisdiction:	On-Time Goal	FY 22/23	FY 23/24	FY 24/25	Under/ Over Goal for FY 24/25
AC Transit	72%	74%	75%	75%	3%
ACE	90%	87%	91%	90%	1%
BART	94%	85%	91%	88%	-6%
LAVTA	85%	88%	85%	82%	-3%
Union City Transit	90%	94%	91%	91%	1%
WETA	95%	97%	97%	96%	2%

Cost Effectiveness: Maintain operating cost per passenger

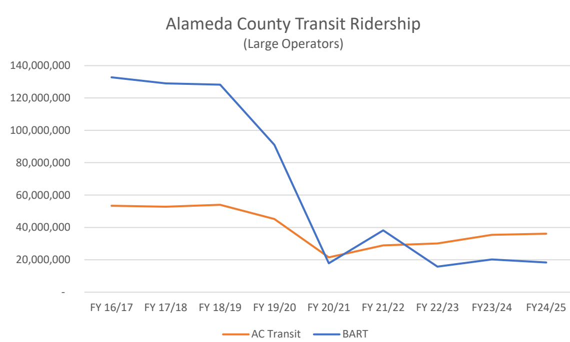
Jurisdiction:	FY 22/23		FY 23/24		FY 24/25	
	Total MB/BB Cost	Total Cost	Total MB/BB Cost	Total Cost	Total MB/BB Cost	Total Cost
AC Transit	$2.55	$18.40	$1.96	$16.19	$1.91	$16.14
ACE	$11.61	$322.31	$31.52	$199.99	$15.78	$192.82
BART	$0.12	$57.10	$0.09	$49.46	$0.10	$58.01
LAVTA	$1.66	$15.03	$1.34	$14.01	$1.38	$15.05
Union City Transit	$3.91	$26.38	$3.33	$23.16	$3.29	$26.47

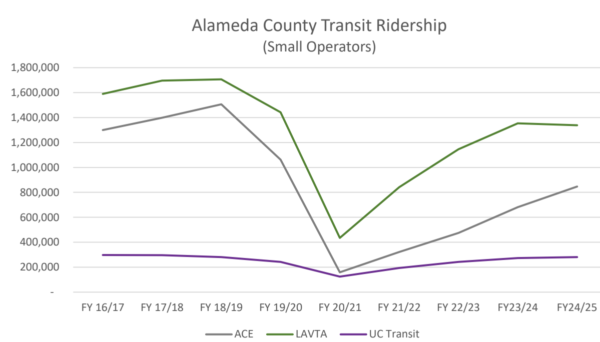




Notes:
1. Costs per trip includes the total Measure B/BB and other source costs (if provided) divided by number of passenger trips reported by the operator.
2. Cost per trip varies from agency to agency based on local needs, services provided, program administration, and DLD implementation.
3. WETA reported no expenditures on service operations;

Transit Program Performance Measures





Notes:
1. Costs per trip includes the total Measure B/BB and other source costs (if provided) divided by number of passenger trips reported by the operator.
2. Cost per trip varies from agency to agency based on local needs, services provided, program administration, and DLD implementation.
3. WETA reported no expenditures on service operations;

Paratransit Program Performance Measures

Cost Effectiveness of Services: Maintain cost per trip or per passengers
Service types such as ADA mandated paratransit, city-based door-to-door service, taxi programs, accessible van service, shuttle service, group trips

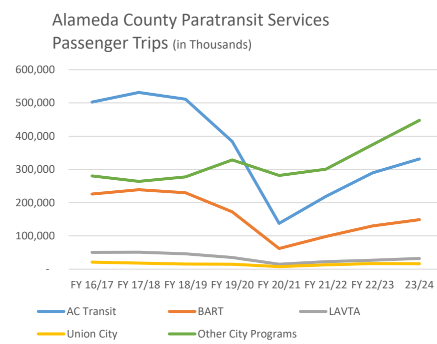
ADA Mandated Services

	FY 22/23			FY 23/24			FY 24/25		
Agency	No. of one-way Trips	MB/BB Cost Per Trip	Total Cost	No. of one-way Trips	MB/BB Cost Per Trip	Total Cost	No. of one-way Trips	MB/BB Cost Per Trip	Total Cost
East Bay Paratransit	419,288	$57.41	$105.40	480,098	$46.02	$115.63	519,603	$42.39	$201.71
LAVTA	26,892	$35.35	$68.17	31,902	$27.34	$62.73	33,873	$26.95	$63.88
Union City	16,624	$31.60	$91.49	16,329	$28.63	$102.05	21,784	$19.91	$80.57

AC Transit and BART ADA Mandated services are through the East Bay Paratransit Consortium

City-Based Door to Door Program

	FY 22/23			FY 23/24			FY 24/25		
Agency	No. of one-way Trip	MB/BB Cost Per Trip	Total Cost Per Trip	No. of one-way Trip	MB/BB Cost Per Trip	Total Cost Per Trip	No. of one-way Trip	MB/BB Cost Per Trip	Total Cost Per Trip
Emeryville	3,600	$16.89	$30.77	3,600	$21.41	$35.30	4,122	$24.77	$36.90
Fremont	8,010	$44.33	$44.33	4,287	$118.34	$118.34	5,015	$121.39	$121.39
Oakland	21,552	$29.48	$31.24	10,032	$45.95	$49.73	9,728	$52.39	$52.39
Pleasanton	5,376	$56.51	$56.51	6,726	$46.56	$46.56	6,871	$47.84	$47.84



DLD Balances

- Collective $198M in DLD Fund Balances.
- Recipients are in-compliance with Timely Use of Funds Policies:
  - Measure B Balances must be drawn down by June 30, 2027.
  - Measure BB/VRF maximum allowable balance is 4x the annual revenue.

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

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

DLD Fund Balance and Utilization

- Fund Balance represents accounting balance as of June 30, 2025.
- Recipients report actively expending balances with encumbrances towards ongoing projects and programs.
- Fund balances are also strategically planned and committed as a leveraging source for competitive opportunities.

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

Program Compliance Determination

Reporting Fiscal Year 2024/25

- **Nineteen out of Twenty Recipients In-Compliance**
  - Recipients complied with:
    - 2000 Measure B Transportation Expenditure Plan
    - 2014 Measure BB Transportation Expenditure Plan
    - 2010 Measure F (VRF) Expenditure Plan
    - Alameda CTC Policies and Program Compliance requirements
    - Met performance targets or provided corrective plans
- **Next Steps: Monitoring DLD Performance and Balances**
  - Pavement Condition Index (Albany, Berkeley, Oakland, San Leandro)
  - On-time Performance improvements for BART and LAVTA operations
  - Monitoring status of transit and paratransit program operational performance
  - Expeditious use of fund balances and adherence to Timely Use of Funds Policies

Program Compliance Reports Available: https://www.alamedactc.org/funding/reporting-and-grant-forms/.

Memorandum

5.3

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

DATE:	June 1, 2026
TO:	Alameda County Technical Advisory Committee
FROM:	John Nguyen, Director of Programming and Project Controls Seon Joo Kim, Senior Program Analyst
SUBJECT:	Alameda County Federal Inactive Projects Update

Recommendation

This item will provide the Alameda County Technical Advisory Committee with an update on the current Caltrans Inactive Projects list (Attachment A), which identifies federal funding at risk of deobligation due to delayed invoicing, and will request that Committee members take the necessary actions to keep funding obligations active. This item is for information only.

Summary

Federal regulations require local agencies receiving federal funds to regularly invoice against each obligation and close out projects in a timely manner. Caltrans maintains a list of inactive obligations with no invoice activity for the past six months. If Caltrans does not receive an invoice during the subsequent five-month period, the project's federal funds will be at risk for deobligation unless the local agency provides proper justification. To reduce the occurrence of inactive projects, MTC requires local agencies to implement quarterly invoicing, starting with the second invoice.

ACTAC members, in coordination with Single Points of Contact, are requested to review the latest inactive projects list (Attachment A, posted on 5/7/26 and reflective of sponsor updates as of 5/21/26). Project sponsors with inactive projects are to work directly with Caltrans Local Assistance to clear the inactive invoicing status and provide periodic status updates to Alameda CTC (via email to Seon Joo Kim at sjkim@alamedactc.org) until the projects are removed from the Caltrans report.

Background

Federal and State Requirements

In response to the Federal Highway Administration's (FHWA's) requirements for processing inactive obligations, Caltrans proactively manages federal obligations, as follows:

- If Caltrans has not received an invoice for obligated funds in over six months, the project will be deemed inactive and added to the list of Federal Inactive Obligations. The list is updated regularly on the Caltrans Inactive Projects website.
- If Caltrans does not receive an invoice within the following five months (or 11 months without invoicing), Caltrans will require local agencies to provide proper justification for inactivity (causes beyond the control of the agency, such as litigation, unforeseen utility relocations, or unforeseen environmental concerns) and establish a timeframe for invoicing.
- FHWA could deobligate the unexpended balances if the local agency does not provide justification or an invoice within the specified timeframe. The deobligation process is further detailed in FHWA's Obligation Funds Management Guide, which states that project costs incurred after deobligation are not considered allowable costs for federal participation and are therefore ineligible for future federal reimbursement.

Regional Requirements

MTC Regional Project Delivery Policy, Resolution 3606, states, *"Agencies with projects that have not been invoiced against at least once in the previous six months or have not received a reimbursement within the previous nine months have missed the invoicing/ reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project recieves a reimbursement."* Additionally, MTC may delay the obligation of currently programmed regional discretionary funding to a future year. Thus, agencies with inactive projects must resolve their inactive status promptly to avoid restrictions on federal funds.

MTC actively monitors inactive obligations, periodically contacts project sponsors for status updates, and requires sponsor agencies to update County Transportation Agencies (Alameda CTC for Alameda County) and MTC if they cannot award/encumber the federal funds within six months of obligation. MTC also encourages sponsors to consider including funds in the Construction Engineering phase so that eligible staff costs can be invoiced if the construction contract process gets delayed.

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

Attachment:

A. Alameda County Federal Inactive Projects List, as reported by Caltrans 5/7/26

Alameda County Inactive Obligations
(as reported by Caltrans, 5/7/26)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Last Paid or Authorized Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
Unexpended Balance >$50,000											
5014051	Inactive	Invoice under review by Caltrans. Monitor for progress. Invoice in District. 04/29/2026	Alameda	VARIOUS LOCATIONS CITYWIDE IMPLEMENT DEMAND RESPONSIVE PARKING PRICING IN PAID PARKING	9/2/26	9/2/25	7	277,560	222,000	0	222,000.00
5178016	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 04/22/2026	Albany	SAN PABLO AVE BETWEEN BRIGHTON AVE AND PORTLAND AVE. PHASE 1 PEDESTRIAN IMPROVEMENTS	12/11/25	12/11/24	15	1,230,160	340,000	170,710	169,290.01
5050046	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 04/09/2026	Hayward	MAIN STREET FROM MCKEEVER AVENUE TO D STREET REDUCE ROADWAY FROM 4 TO 3 LANES,	9/2/26	9/2/25	7	5,480,249	2,002,818	870,814	1,132,004.37
15J7107	Inactive	Invoice under review by Caltrans. Monitor for progress. Sent to LPA 05/04/2026	Livermore	PORTOLA AVE FROM 0.2 MILES SE OF TRANQUILITY CIRCLE TO 0.1 MILES NW OF TRANQUILITY CIRCLE.	6/26/26	6/26/25	9	526,406	475,402	0	475,401.85
15J9048	Inactive	Invoice under review by Caltrans. Monitor for progress. Sent to LPA 05/04/2026	Livermore	VASCO ROAD FROM 300 FEET SOUTH OF DALTON AVE TO DALTON AVE. PLACED SANDBAGS TO REROUTE	6/26/26	6/26/25	9	142,898	142,898	0	142,898.30
5012103	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 05/04/2026	Oakland	ADELINE STREET BRIDGE OVER UPRR AMTRAK, BRIDGE# 33C0028 SEISMIC RETROFIT	8/27/26	8/27/25	8	4,675,085	4,134,130	642,147	3,491,983.46
5012144	Inactive	Project is inactive. Funds at risk. Invoice immediately. [$0 final invoice and close-out forms to be submitted in August 2026. ATP post-project bike/ped counts to be collected in Jan. 2027.]	Oakland	IN OAKLAND ON 20TH ST. BETWEEN BROADWAY AND HARRISON ST. PEDESTRIAN IMPROVEMENT SIDEWALK WIDENING, BULB OUT PED CROSSWALK IMPROVE, BUFFERED CLASS 2 BIKE LANE NEW TRAFFIC SIGNAL STREET LIGHTS SIGNAGE AND MINOR LANDSCAPE. (TC)	6/18/26	6/18/25	10	7,797,062	4,157,000	4,098,327	58,672.55
5012147	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 04/13/2026	Oakland	ON BANCROFT AVE. FROM HAVENSCOURT BLVD AND 98TH AVE. INSTALL HAWKS AND RRFBS AT 11	5/16/26	5/16/25	10	3,738,863	3,595,300	3,262,267	333,033.41
5012158	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Invoice delayed due to contracting backlog. Contract award anticipated on 5/19/26. Sponsor to submit invoice in ~Nov. 2026, following the contract execution and first billable work. Inactive justification submitted to DLAE on 5/5/26]	Oakland	TWO INTERSECTIONS: OAKLAND AVENUE & MOSS AVENUE; AND 98TH AVENUE & C STREET INSTALL FLASHING BEACONS, PAVEMENT MARKINGS AND SIGNS; CONSTRUCT A MEDIAN ISLAND, CURB RAMPS AND BULB OUTS.	11/1/25	11/1/24	16	410,135	250,000	0	250,000.00
5101032	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Sponsor in communication with Caltrans to submit the invoice asap]	Pleasanton	WEST LAS POSITAS BLVD BETWEEN HOPYARD ROAD AND THE IRON HORSE TRAIL RECONSTRUCT A 1.4 MILE SEGMENT OF A LARGER PLANNED 3.8 MILE RECONSTRUCTION OF WEST LAS POSITAS BLVD. TO PROVIDE HIGH-QUALITY MULTIMODAL	9/2/26	9/2/25	7	2,875,000	1,700,000	0	1,700,000.00

Alameda County Inactive Obligations
(as reported by Caltrans, 5/7/26)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Last Paid or Authorized Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5041049	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Additional federal funds added to the project on 3/2026; Sponsor proceeding with final payments to the contractor and to submit the final invoice to Caltrans before the potential deobligation date]	San Leandro	THE INTERSECTION OF WICKS BLVD AND MANOR BLVD. INSTALL SOUTHBOUND AND NORTHBOUND LEFT-TURN SIGNALS; UPGRADE SIGNAL HEADS AND SIGNAL EQUIPMENT; INSTALL VIDEO DETECTION FOR CARS AND BIKES AND ADVANCE DETECTION; INSTALL ACCESSIBLE PEDESTRIAN SIGNAL (APS); UPGRADE WHEELCHAIR RAMPS	8/1/26	8/1/25	8	860,116	459,900	339,723	120,177.17
5041051	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Construction contract awarded recently; Sponsor to submit the invoice prior to the potential deobligation date]	San Leandro	SAN LEANDRO BLVD AND WASHINGTON AVE FROM WEST JUANA AVE TO LEWELLING BLVD IMPLEMENT AN INTEGRATED CORRIDOR MANAGEMENT SYSTEM (TC)	9/11/26	9/11/25	7	1,928,000	1,928,000	0	1,928,000.00
5041052	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Construction contract awarded recently; Sponsor to submit the invoice 5/2026]	San Leandro	BANCROFT AVE, FROM E 14TH ST TO NORTH CITY LIMIT (DURANT AVE); WILLIAMS ST, FROM SAN LEANDRO BLVD TO NEPTUNE DR INSTALL CLASS IV BIKE LANES, HIGH VISIBILITY CROSSWALKS, RAISED CROSSWALKS, TRAFFIC SIGNAL	8/19/26	8/19/25	8	4,518,243	4,000,000	0	4,000,000.00
Unexpended Balance $50,000 or less and > $1,000											
5012124	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 04/24/2026	Oakland	LEIMERT BLVD. BRIDGE OVER SAUSAL CREEK. BR. # 33C0215 SEISMIC RETROFIT.	10/16/26	10/16/25	6	8,550,645	5,829,037	5,789,037	40,000.00
5012142	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Project has no more reimbursable expenditures. Final $0 invoice and closeout package to be submitted by 6/15/26, pending certificate of completion and contract compliance documents.]	Oakland	TELEGRAPH AVENUE BETWEEN 29TH AND 45TH ST. STRIPING AND SIGN ROAD DIET WITH BUFFERED BIKE LANE, SIGNAL MODIFICATION, CROSSWALK ENHANCEMENTS, LADDER STRIPPING AND BULB-OUT	8/15/26	8/15/25	8	2,645,645	1,344,510	1,305,249	39,261.14
Unexpended Balance < or =$1,000											
5933138	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Project was being delayed due to the expiration of the federally-funded on-call consultant contract. The contract has now been executed, and Sponsor is working with Caltrans to move the remaining PE funds from FY 27-28 to FY 25-26 to resume work. PED extended to 12/31/26]	Alameda County	ARROYO ROAD, 1/2 MILE SOUTH OF WETMORE ROAD AT DRY CREEK. (BR 33C0448) BRIDGE REPLACEMENT (TC)	n/a	4/11/23	36	430,000	430,000	430,000	0.00

Alameda County Inactive Obligations
(as reported by Caltrans, 5/7/26)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Last Paid or Authorized Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
6481001	Inactive	Project is inactive. Funds at risk. Invoice immediately. [In coordination with Caltrans to close out]	Alameda County Waste Management Authority	BAY AREA WIDE EDUCATION AND OUTREACH FOR CLIMATE ACTION	n/a	11/28/14	137	980,000	806,545	806,545	0.00
6204124	Inactive	Project is inactive. Funds at risk. Invoice immediately.	Caltrans District 04	I-580 FROM SAN JOAQUIN COUNTY LINE TO STROBRIDGE AVENUE FREEWAY PERFORMANCE INITIATIVE(	n/a	5/19/20	71	4,749,900	4,749,900	4,749,900	0.00
5012037	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Funds deobligated on 5/27/25 and closeout documents submitted on 6/27/25. Project to be removed from the Inactive List (per Caltrans, 1/24/26).]	Oakland	LAKE MERRITT CHANNEL BRIDGE (BR.NO.33C-0030) REPLACE BRIDGE (PER SEISMIC STRATEGY)	n/a	5/14/25	11	31,446,836	26,662,114	26,662,114	0.00
5012137	Inactive	Project is inactive. Funds at risk. Invoice immediately. [PE phase was fully billed. CON funds were reprogrammed to FY 27/28. Sponsor is continuing to work with Caltrans and will resume invoicing after CON authorization.]	Oakland	TWO BRIDGE LOCATIONS: ON 98TH AVE BRIDGE NO. 33C0148 AND ON 23RD AVE. BRIDGE NO. 33C0218 TREAT BRIDGE DECK WITH METHACRYLATE AND PATCH SPALLS , REMOVE LOOSE CONCRETE, TREAT CORRODED REBAR, CLEAN AND REPLACE EXPANSION JOINTS, REPAIR DAMAGED CONCRETE RAILING POSTS AND PROVIDE SMOOTH TRANSITIONS	n/a	9/1/20	67	181,000	160,239	160,239	0.00

Sorted by Sponsor > Project Number

NOTES: * Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA.
Potential Deobligation Date: Approaching and past dates are marked in red.
[sponsor status updates added in blue]

LEGEND

(light blue)	**Inactive projects require justification form**. Justifications will be sent to FHWA.
(yellow)	Project is inactive. Funds at risk. Invoice immediately.
(orange)	Invoice / Final invoice is under review