



Programs and Projects Committee (PPC) Meeting Agenda Monday, June 15, 2026, 10:00 AM

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.

Committee Chair:	Elisa Márquez	Executive Director:	Tony Tavares
Vice Chair:	Carroll Fife	Staff Liaison:	Vivek Bhat
Members:	Jack Balch Marilyn Ezzy Ashcraft Nikki Fortunato Bas Juan González Michael Hannon David Haubert Gary Singh Terry Taplin Joel Young	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

Union City - City Hall
City Council Conference Room
34009 Alvarado-Niles Road
Union City, CA 94587

Zoom Link:

<https://us06web.zoom.us/j/87601740888?pwd=OEFrRzYoVUpmVHh1TU1YYjJWVGdaZz09>

Dial-in Information: 1 (669) 900 6833
Webinar ID: 876 0174 0888
Password: 435122

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

- 4.1 Approve the May 11, 2026 Programs and Projects Committee Meeting Minutes
Action

[4.1_PPC_Minutes_20260511.pdf](#)

- 4.2 I-580 and I-680 Express Lanes Quarterly Operations Update
Information

[4.2_PPC_I-580_680_Ops_FY25-26_Q3_20260615.pdf](#)

- 4.3 Approve an Administrative Amendment to Extend Agreement Expiration Date
Action

[4.3_PPC_Admin_Amendment_20260615.pdf](#)

5. Regular Matters

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

[5.1_PPC_DLD_Compliance_Summary_20260615.pdf](#)

[5.1_PPC_DLD_Compliance_Summary_Presentation_20260615.pdf](#)

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

[5.2_PPC_RSEP-A_Construction_Award_20260615.pdf](#)

[5.2_PPC_RSEP-A_Construction_Award_Presentation_20260615.pdf](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:

July 13, 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.



Programs and Projects Committee Meeting Minutes Monday, May 11, 2026, 10:00 a.m.

4.1

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 Balch and Singh.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1 Approve the April 13, 2026 Programs and Projects Committee Meeting Minutes

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

Yes: Ezzy Ashcraft, Fife, Fortunato Bas, González, Hannon, Haubert, Márquez, Taplin, Young
No: None
Abstain: None
Absent: Balch, Singh

5. Regular Matters

5.1 Approve the 2026 Comprehensive Investment Plan Update

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

This item received one verbal public comment.

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

Yes: Ezzy Ashcraft, Fife, Fortunato Bas, González, Hannon, Márquez, Taplin, Young
No: None
Abstain: None
Absent: Balch, Haubert, Singh

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

John Nguyen recommended the Commission approve Alameda CTC's 2028 Comprehensive Investment Plan and the One Bay Area Grant Cycle 4 Program Guidelines.

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

Yes: Ezzy Ashcraft, Fife, Fortunato Bas, González, Hannon, Márquez, Taplin, Young

No: None

Abstain: None

Absent: Balch, Haubert, Singh

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

Jhay Delos Reyes recommended the Commission approve an amendment related to the Rail Safety Enhancement Program – Phase B Project.

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

Yes: Ezzy Ashcraft, Fife, Fortunato Bas, González, Hannon, Márquez, Taplin, Young

No: None

Abstain: None

Absent: Balch, Haubert, Singh

5.4 Approve Action to Facilitate Advancement of the San Pablo Avenue Program Projects

Matthew Bomberg recommended the Commission approve a set of actions to facilitate delivery of the San Pablo Avenue Multimodal Corridor Projects.

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

Yes: Ezzy Ashcraft, Fife, González, Hannon, Márquez, Taplin, Young

No: None

Abstain: None

Absent: Balch, Fortunato Bas, Haubert, Singh

5.5 Approve Amendment No. 3 to Agreement No. A 23-0003 with Mark Thomas for Construction Phase Services Related to the East Bay Greenway Multimodal Project

Matthew Bomberg recommended the Commission approve an amendment to services related to the East Bay Greenway Multimodal Project.

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

Yes: Ezzy Ashcraft, Fife, González, Hannon, Márquez, Taplin, Young

No: None

Abstain: None

Absent: Balch, Fortunato Bas, Haubert, Singh

6. Committee Member Reports

There was one committee member report.

7. Staff Reports

There was one staff report.

8. Adjournment



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 8, 2026

TO: Programs and Projects Committee

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

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

Recommendation

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

Summary

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

Background

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

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

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

Fiscal Impact

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

Attachment:

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

Attachment A

I-580 FY 2025-2026 Q3 Operations Update:

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

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

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

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

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

I-680 FY 2025-2026 Q3 Operations Update:

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

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

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

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

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



Memorandum

4.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 8, 2026

TO: Programs and Projects Committee

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

SUBJECT: Approve an Administrative Amendment to Extend Agreement
Expiration Date

Recommendation

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

Summary

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

Background

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

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

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

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

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

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

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

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

Attachment:

- A. Administrative Amendment Summary

Table A: Administrative Amendment Summary

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

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



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 8, 2026

TO: Programs and Projects Committee

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

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

Recommendation

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

Summary

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

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

Background

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

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

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

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

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

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

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

FY 2024-25 DLD Performance Summary

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

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

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

- **Pavement Condition Index:** Alameda CTC's performance metric for LSR DLD recipients requires a minimum PCI of 60 (fair condition) for local roadways. Recipients are meeting this threshold or have committed to action plans to rehabilitate deteriorated roadways and achieve compliance. Jurisdictions continue to invest in maintenance and repairs to sustain and improve roadway conditions. A summary of PCI by jurisdiction is provided in Table 1 of Attachment C.
- **Equity Priority Community Investments:** DLD recipients are utilizing DLD funds to serve disadvantage community areas known as Equity Priority Communities (EPCs) as defined by the Metropolitan Transportation Commission or local definitions. Approximately 72 percent of the total DLD expenditures in FY 2024-25 are reported to be made within one-mile of these communities.
- **High Injury Network Investments:** Alameda CTC has identified a High Injury Network (HIN) based on severity and frequency of collisions. DLD recipients report approximately 81 percent of the total DLD bike/pedestrian and LSR expenditures in FY 2024-25 are located within a half-mile of Alameda CTC's HIN.
- **Transit Performance:** For transit performance, Alameda CTC monitors a transit operator's annual adopted on-time performance goals to actual on-time performance achieved. Four of the five transit operators have reached or exceeded their agency's goal. The 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 Encumbrance	Total Remaining (Bal. - Encumbered)	% Remaining Balance
AC Transit	\$15,131,179	\$15,131,179	\$0	0%
BART	\$0	\$0	\$0	0%
LAVTA	\$0	\$0	\$0	0%
WETA	\$6,450,943	\$6,450,943	\$0	0%
ACE	\$4,986,855	\$0	\$4,986,855	100%
Alameda County	\$21,278,518	\$4,040,065	\$17,238,453	81%
City of Alameda	\$5,280,791	\$3,921,221	\$1,359,570	26%
City of Albany	\$5,080,421	\$4,245,592	\$834,829	16%
City of Berkeley	\$17,588,552	\$4,653,038	\$12,935,514	74%
City of Dublin	\$3,378,185	\$3,378,185	\$0	0%
City of Emeryville	\$1,235,381	\$247,345	\$988,036	80%
City of Fremont	\$13,314,784	\$6,859,964	\$6,454,820	48%
City of Hayward	\$20,902,573	\$13,616,267	\$7,286,306	35%
City of Livermore	\$13,159,783	\$8,608,000	\$4,551,783	35%
City of Newark	\$8,150,875	\$603,173	\$7,547,702	93%
City of Oakland	\$43,351,757	\$26,827,073	\$16,524,684	38%
City of Piedmont	\$3,001,876	\$2,853,355	\$148,521	5%
City of Pleasanton	\$5,551,809	\$4,488,720	\$1,063,089	19%
City of San Leandro	\$7,628,432	\$2,613,857	\$5,014,575	66%
City of Union City	\$2,538,148	\$0	\$2,538,148	100%
	\$198,010,862	\$108,537,977	\$89,472,885	45%

Notes:

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

Measure BB Local Streets and Roads Requirement

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

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

Notes:

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

DLD Performance Summary

Fiscal Year 2024-25 Performance Monitoring

Table 1: Pavement Condition Index

LSR Metric: Alameda CTC's performance metric for DLD Local Streets and Road (LSR) recipients requires a minimum PCI of 60 (Fair Condition) for local roadways.

	FY 22/23	FY 23/24	FY 24/25
Alameda County	72	72	73
City of Alameda	67	66	65
City of Albany	57	58	59
City of Berkeley	56	56	56
City of Dublin	80	79	78
City of Emeryville	76	78	78
City of Fremont	72	71	71
City of Hayward	69	71	73
City of Livermore	78	77	75
City of Newark	72	72	71
City of Oakland	54	57	58
City of Piedmont	63	63	62
City of Pleasanton	78	77	76
City of San Leandro	55	56	57
City of Union City	73	70	67

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

Table 2: Transit On-time Performance

Transit Metric: Alameda CTC monitors the reported transit operator's annual adopted on-time performance goals to actual on-time performance achieved as reported by the jurisdictions.

		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.

Jurisdiction:	FY 22/23			FY 23/24			FY 24/25		
	Passenger Trips	Total MB/BB Cost	Total Cost	Passenger Trips	Total MB/BB Cost	Total Cost	Passenger Trips	Total MB/BB Cost	Total Cost
AC Transit	30,105,176	\$2.55	\$18.40	35,450,325	\$1.96	\$16.19	36,063,942	\$1.91	\$16.14
ACE	134,068	\$11.61	\$322.31	196,259	\$31.52	\$199.99	244,783	\$15.78	\$192.82
BART	15,800,000	\$0.12	\$57.10	20,200,000	\$0.09	\$49.46	18,300,000	\$0.10	\$58.01
LAVTA	1,145,515	\$1.66	\$15.03	1,353,810	\$1.34	\$14.01	1,337,497	\$1.38	\$15.05
Union City Transit	242,472	\$3.91	\$26.38	273,213	\$3.33	\$23.16	280,544	\$3.29	\$26.47

Notes

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

Table 4: Paratransit 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
East Bay Paratransit*	419,288			480,098	\$46.02	\$115.63	519,603	\$42.39
AC Transit	289,309	\$63.53	\$105.48	331,268	\$50.22	\$115.50	358,526	\$45.97
BART	129,979	\$43.81	\$105.21	148,830	\$36.66	\$115.91	161,077	\$34.43
LAVTA	26,892	\$35.35	\$68.17	31,902	\$27.34	\$62.73	33,873	\$26.95
Pleasanton							9,168	\$21.73
Union City	16,624	\$31.60	\$91.49	16,329	\$28.63	\$102.05	21,784	\$19.91
*AC Transit and BART ADA Mandated Paratransit services are through the East Bay Paratransit Consortium								
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
Emeryville	3,600	\$16.89	\$30.77	3,600	\$21.41	\$35.30	4,122	\$24.77
Fremont	8,010	\$44.33	\$44.33	4,287	\$118.34	\$118.34	5,015	\$121.39
Newark	3,027	\$39.18	\$39.18	1,099	\$108.28	\$108.28		
Oakland	21,552	\$29.48	\$31.24	10,032	\$45.95	\$49.73	197	\$889.04
Pleasanton	5,376	\$56.51	\$56.51	6,726	\$46.56	\$46.56	9,728	\$52.39
							6,871	\$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
Alameda	800	\$55.16	\$55.16	1,176	\$44.89	\$44.89	2,016	\$29.76
Albany	533	\$18.28	\$18.28	785	\$11.53	\$12.86	453	\$17.00
Berkeley	15,330	\$34.32	\$34.32	18,312	\$38.26	\$38.26	29,326	\$28.93
Emeryville	250	\$9.88	\$9.88	200	\$12.64	\$12.64	52	\$71.81
Fremont	19,354	\$14.06	\$14.06	29,093	\$13.13	\$13.13	36,196	\$12.84
Hayward	6,021	\$45.28	\$45.28	8,233	\$33.11	\$33.11	18,811	\$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
San Leandro	3,746	\$17.34	\$17.34	5,569	\$15.64	\$15.64	5,990	\$15.50
Union City	3,589	\$13.17	\$13.17	5,932	\$12.03	\$12.03	7,582	\$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
Alameda	78,611	\$1.36	\$1.36	182,687	\$1.09	\$1.09	219,410	\$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
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
Alameda	1,020	\$8.50	\$8.50	1,020	\$5.14	\$5.14	1,400	\$2.14
Albany	3,636	\$1.87	\$1.87	1,460	\$1.38	\$10.14	2,898	\$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
Pleasanton	8	\$1,012.13	\$1,012.13	36	\$393.06	\$393.06	26	\$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
Oakland	642	\$61.43	\$61.43	2,175	\$49.77	\$49.77	1,481	\$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
Emeryville	5	\$11.80	\$11.80					
Fremont	57,935	\$1.33	\$1.33	58,548	\$1.32	\$1.32	69,291	\$1.36
Hayward	86,470	\$1.04	\$1.04	92,817	\$1.08	\$1.08	81,639	\$1.22
Newark	18,000	\$0.78	\$0.78					
Oakland				285,635	\$0.60	\$0.60	258,823	\$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

Measure B, Measure BB, and Vehicle Registration Fee

Direct Local Distributions

Program Compliance Report Summary

Reporting Fiscal Year 2024-25



A presentation to the Programs and Projects Committee

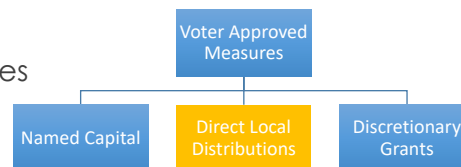
Alameda CTC Staff

June 15, 2026

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 (14 cities, 5 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)

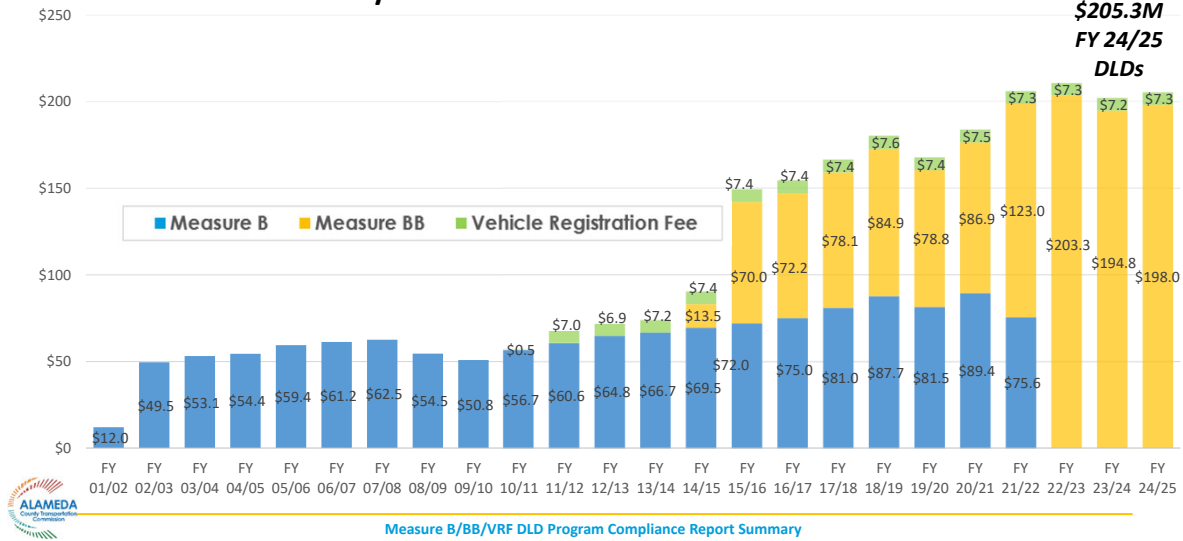


Measure B/BB/VRF DLD Program Compliance Report Summary

2

Measure B/BB/VRF DLD Historical Revenue

\$2.4 Billion in DLDs



3

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

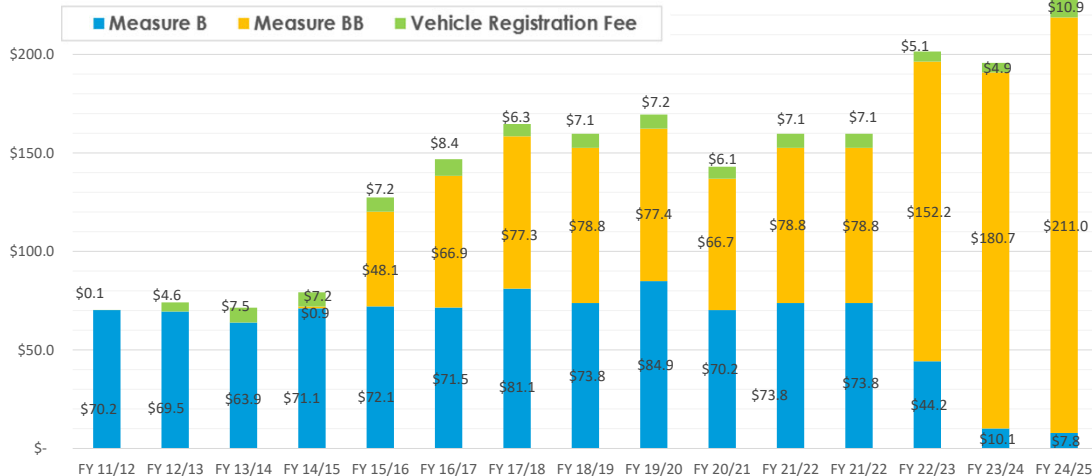


Measure B/BB/VRF DLD Program Compliance Report Summary

4

DLD Expenditure History

**\$229.7M Total
FY 24-25 Expenditures**



Measure B/BB/VRF DLD Program Compliance Report Summary

5

Compliance Requirements and Review Process

1. Submit Compliance Report and Financial Statement

(Due end of December)

Compliance Purpose & Requirements

- 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

2. Review Process

Alameda CTC and Independent Watchdog Committee
(January to April)

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

3. Compliance Determination

Commission receives Summary Report
(June)

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



Measure B/BB/VRF DLD Program Compliance Report Summary

6

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

*Quantity completed as reported by the jurisdictions, and represent a rounded value.
*Not all improvement types or activities are shown.



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



City of Hayward – Street Rehabilitation

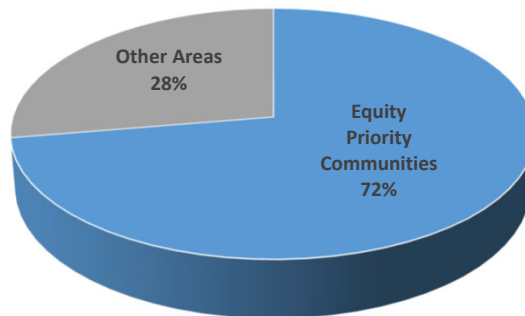
Measure B/BB/VRF DLD Program Compliance Report Summary

7

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)



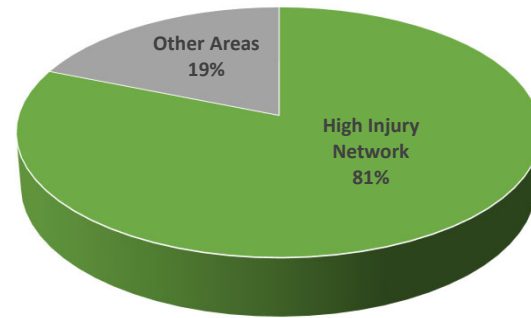
Measure B/BB/VRF DLD Program Compliance Report Summary

8

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)



Measure B/BB/VRF DLD Program Compliance Report Summary

9

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

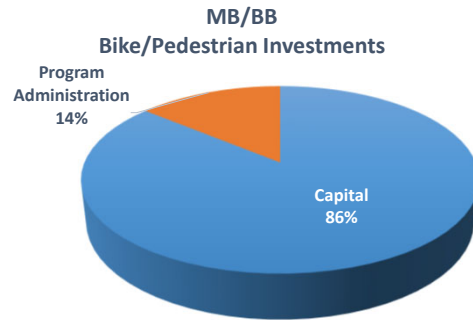
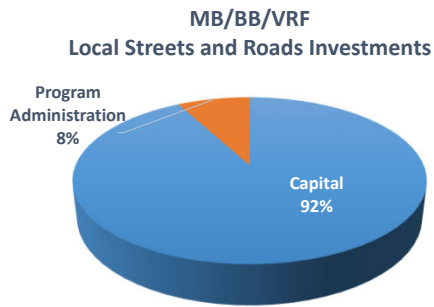


Measure B/BB/VRF DLD Program Compliance Report Summary

10

Capital Project and Program Administration Investment Metric

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



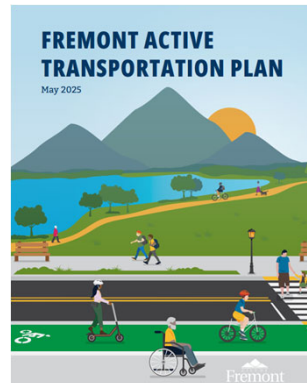
Measure B/BB/VRF DLD Program Compliance Report Summary

11

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.



Measure B/BB/VRF DLD Program Compliance Report Summary

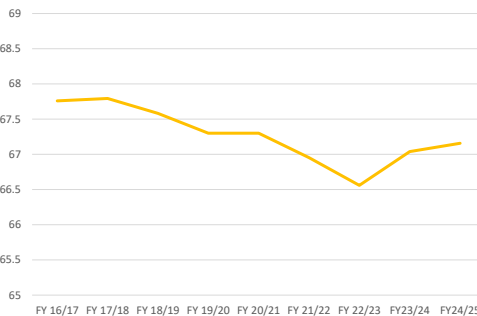
12

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

Alameda County Weighted Average Pavement Condition Index



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.



Oakland



City of Dublin



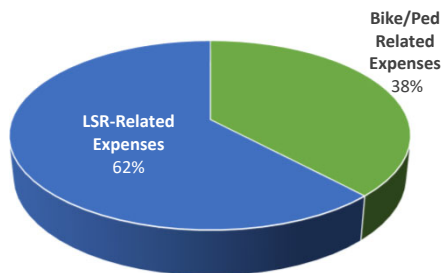
Measure B/BB/VRF DLD Program Compliance Report Summary

13

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.

Measure BB LSR Expenditures on Bike/Pedestrian Improvements



Jurisdiction:	Total LSR Expenditures to Date	Total LSR Expenditures on Bike/Ped to Date	Percentage of LSR Expenditures on Bike/Ped over 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



Measure B/BB/VRF DLD Program Compliance Report Summary

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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%

- Notes:
- 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.
 - Cost per trip varies from agency to agency based on local needs, services provided, program administration, and DLD implementation.
 - WETA reported no expenditures on service operations.



Cost Effectiveness: Maintain operating cost per passenger

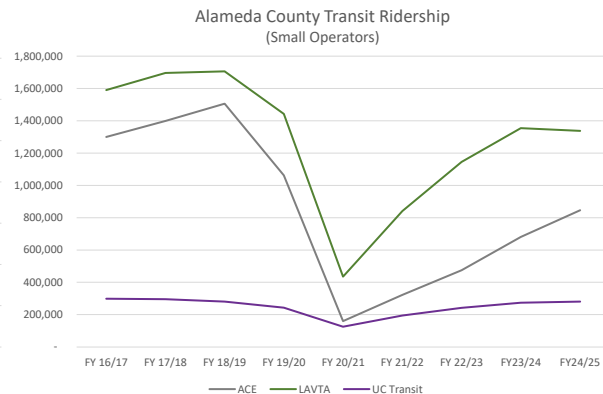
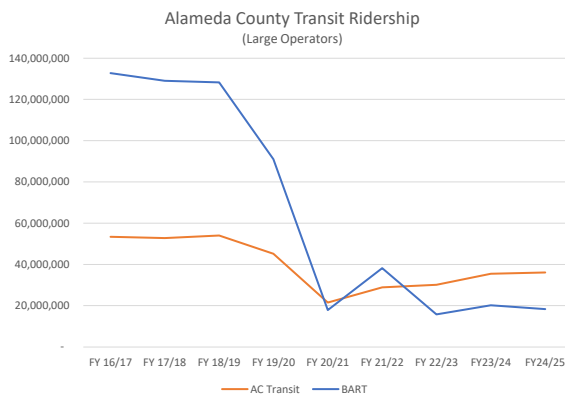
Jurisdiction:	FY 22/23		FY 23/24		FY 24/25	
	Total MB/BB Cost	Total Cost	Total MB/BB Cost	Total Cost	Total MB/BB Cost	Total Cost
AC Transit	\$2.55	\$18.40	\$1.96	\$16.19	\$1.91	\$16.14
ACE	\$11.61	\$322.31	\$31.52	\$199.99	\$15.78	\$192.82
BART	\$0.12	\$57.10	\$0.09	\$49.46	\$0.10	\$58.01
LAVTA	\$1.66	\$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



Measure B/BB/VRF DLD Program Compliance Report Summary

15

Transit Program Performance Measures



Measure B/BB/VRF DLD Program Compliance Report Summary

16

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

Agency	FY 22/23			FY 23/24			FY 24/25		
	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

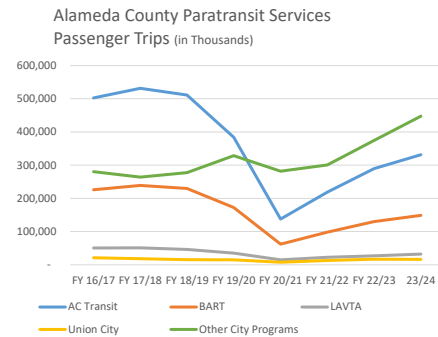
AC Transit and BART ADA Mandated services are through the East Bay Paratransit Consortium

City-Based Door to Door Program

Agency	FY 22/23			FY 23/24			FY 24/25		
	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



Measure B/BB/VRF DLD Program Compliance Report Summary



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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



Measure B/BB/VRF DLD Program Compliance Report Summary

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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
	\$108,010,862	\$108,537,977	\$89,472,885



Measure B/BB/VRF DLD Program Compliance Report Summary

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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
- Expedient 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/>

Measure B/BB/VRF DLD Program Compliance Report Summary

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Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 8, 2026

TO: Programs and Projects Committee

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

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

Recommendation

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

Summary

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

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

Background

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

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

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

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

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

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

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

Levine Act

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

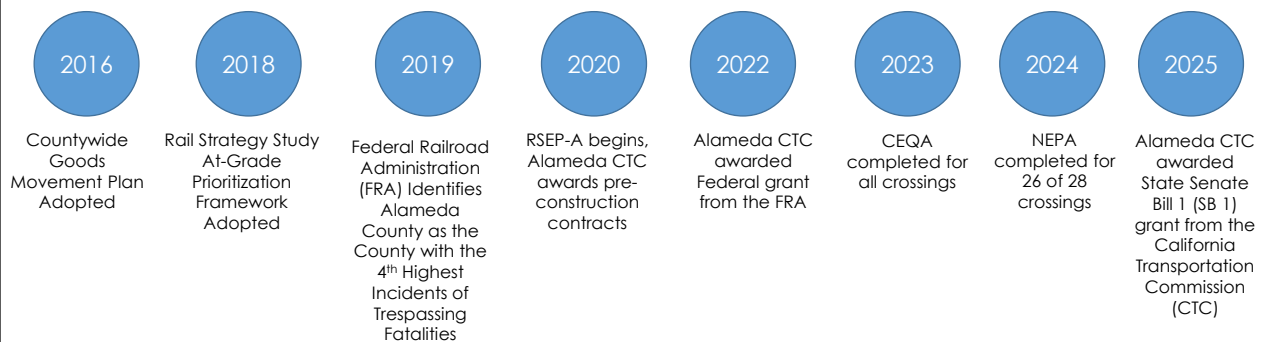
Fiscal Impact

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



A presentation to the Programs and Projects Committee
June 15, 2026

Background



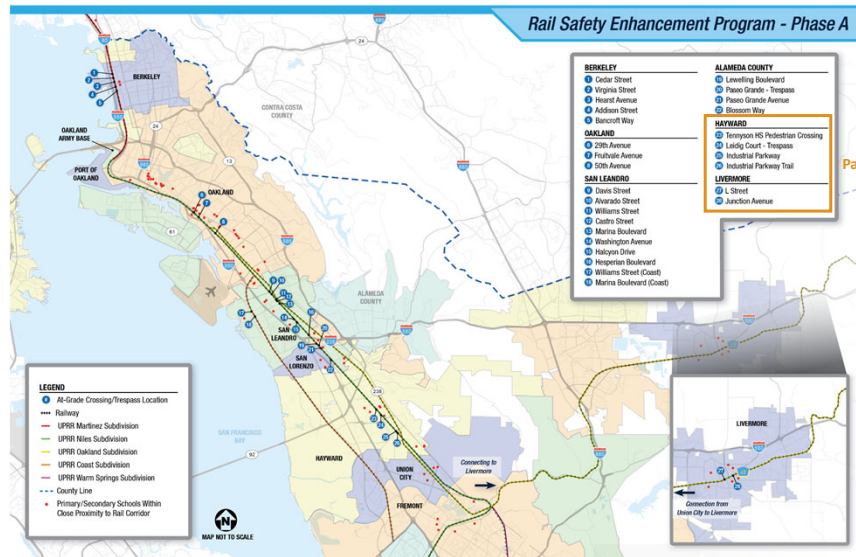
Project Overview

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

Project Partners



Project Stakeholders



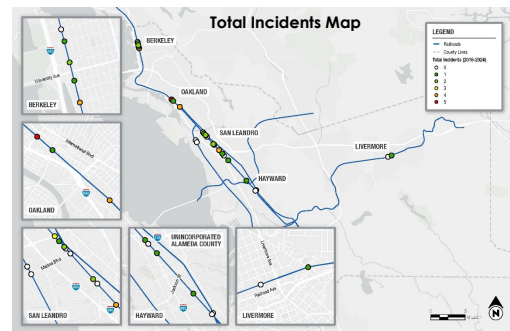
Package 1

Rail Safety Enhancement Program - Phase A

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Program Benefits

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



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



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



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

Rail Safety Enhancement Program - Phase A

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RSEP-A Livermore and Hayward Status

➤ December 2025

- CEQA Addendum
- Obtained pre-award authority approval for \$22.4 million of Federal construction funds from the FRA

➤ January 2026

- NEPA Re-evaluation
- City of Livermore Council approval of Construction and Maintenance (C&M) Agreements and construction Memorandum of Understanding (MOU)

➤ February 2026

- City of Hayward Council approval of C&M Agreements and construction MOU

➤ March 2026

- Final design completion
- Right-of-way certification
- Ready-to-list (RTL)

➤ May 2026

- Secured \$5.4 million of construction funding from the California Transportation Commission
- Secured \$25 million of construction funding from the Metropolitan Transportation Commission



CM/GC Contract Process

➤ Two phases of work:

1) **Pre-construction services – Agreement No. A26-0001 with Clark**

- Construction staging evaluation
- Construction phasing
- Constructability
- Risk Management
- Detailed construction cost estimates
- Negotiations to get to a Guaranteed Maximum Price

2) **Construction services – Agreement No. A26-0067 with Clark (this agenda item)**

- ~\$10.5 million for RSEP-A Livermore and Hayward
- Construct improvements for 5 crossings and 1 trespass location



Construction Work

➤ Performed by UPRR

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

➤ Performed by Clark

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

➤ Performed by Others

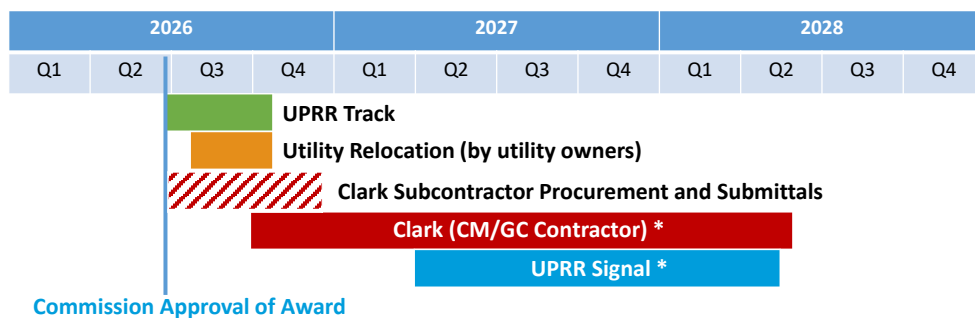
- Utility relocations



Rail Safety Enhancement Program – Phase A

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Construction Schedule



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



Rail Safety Enhancement Program – Phase A

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Remaining Packages

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



Recommended Action

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





Thank You

For more information, visit
www.AlamedaCTC.org

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