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

Alameda County Transportation Commission (Commission) Meeting Agenda
Thursday, September 24, 2026, 2:00 PM

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

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

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

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

Chair:	David Haubert	Executive Director:	Tony Tavares
Vice Chair:	Marilyn Ezzy Ashcraft	Clerk of the Commission:	Elizabeth (Liz) Lake

Location Information:

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

Alameda County Fairgrounds
Heritage House
4501 Pleasanton Drive
Pleasanton, CA 94566

Dublin City Hall
City Manager's Conference Room
100 Civic Plaza
Dublin, CA 94568

Fremont City Hall
3300 Capitol Avenue
Fremont, CA 94538

Hilton at Garden Grove
Business Center
11999 Harbor Blvd.
Garden Grove, CA

Marriott Anaheim
San Diego Conference Room
700 Convention Way
Anaheim, CA, 92802

Zoom Link:
https://us06web.zoom.us/j/81823881400?pwd=V0RnUUNTTlNTQW02c0g3aHVHeWRlZz09

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

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

3.1 Public Comment
Information
3.1_COMM_Public_Comments_20260917.pdf

4. Chair and Vice Chair Report

5. Executive Director's Report

5.1 Executive Director's Report - September 2026
Information

6. Consent Calendar

6.1 Approve the July 23, 2026 Commission Meeting Minutes
Action
6.1_COMM_Minutes_20260723.pdf

6.2 Fiscal Year 2025-26 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act Update
Information
6.2_COMM_Government_Claims_Act_FY2025-26_4th_Qtr_Report_20260924.pdf

6.3 Approve an Update to Alameda CTC's Conflict of Interest Code
Action
6.3_COMM_COI_Update_20260924.pdf

6.4 Approve an Update to the Alameda CTC Investment Policy
Action
6.4_COMM_Investment_Policy_20260924.pdf

6.5 I-580 and I-680 Express Lanes Quarterly Operations Update
Information
6.5_COMM_I-580_680_Ops_FY25-26_Q4_20260924.pdf

6.6 Approve Resolution 26-005 including Actions Associated with Allocation of Regional Measure 3 funds for the Port of Oakland Green Power Microgrid Project
Action
6.6_COMM_RM3_Port_of_Oakland_Allocation_Concurrence_20260924.pdf

6.7 Alameda CTC Fiscal Year 2026-27 Capital Program Update
Information
6.7_COMM_Capital_Program_Update_20260924.pdf

6.8 2028 Comprehensive Investment Plan Application Summary
Information
6.8_COMM_2028_CIP_Applications_20260924.pdf

6.9 Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update
Information
6.9_COMM_CMP_Environmental_20260924.pdf

6.10 Federal, State, Regional and Local Legislative Activities Update
Information
6.10_COMM_Legislative_Update_20260924.pdf

6.11 Community Committee Appointments Update
Information
6.11_COMM_CAC_Appointments_20260924.pdf

7. Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee Update
Information
7.1_COMM_BPAC_Update_20260924.pdf

7.2 Independent Watchdog Committee Update
Information
7.2_COMM_IWC_Update_20260924.pdf

7.3 Paratransit Advisory and Planning Committee Update
Information
7.3_COMM_PAPCO_Update_20260924.pdf

8. Regular Matters

8.1 Approve the East Bay Greenway Multimodal - North Segment, Oakland North Construction Package Construction Contract Award
Action
8.1_COMM_EBGW_Oakland_North_20260924.pdf
8.1_COMM_EBGW_Oakland_North_Presentation_20260924.pdf

8.2 Central County Community Connections Plan Update
Information
8.2_COMM_4CP_Plan_Update_20260924.pdf
8.2_COMM_4CP_Plan_Update_Presentation_20260924.pdf

9. Closed Session

9.1 CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (Pursuant to Government Code §54956.9(a) and (d)(4)) - ROCKY RIDGE LLC vs. ALAMEDA COUNTY TRANSPORTATION COMMISSION, and DOES 1 through 10, inclusive, (Alameda Superior Ct. Case No. 26CV175916)
Information / Action

10. Adjournment

Next Meeting:
October 22, 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.

Memorandum 3.1

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DATE:	September 17, 2026
TO:	Alameda County Transportation Commission
FROM:	Tony Tavares, Executive Director Elizabeth (Liz) Lake, Clerk of the Commission
SUBJECT:	Public Comment Submissions received for Agenda Item 3.1: Public Comment

Please find the written public comments received for the September 24, 2026 Alameda County Transportation Commission meeting for Agenda Item 3.1: Public Comment:

- Adam Zukauckas
- Gary Barranti
- Kerry and Claire Ricketts
- Susan Numair
- Jeff Reichelderfer
- Sharon Quan
- Patty Breslin
- Anonymous
- The No Big Rigs 580 Committee (Sandi Bethune, James Breeden, Judy Cain, Donald Duggan, Susan Gallardo, Janice Garrett, Terry Galvin Lee, Wendy Silvani)

From: Adam Zukauckas
To: Alameda CTC Clerk
Subject: Opposition to Project #13 - Lake Chabot Road
Date: Tuesday, August 18, 2026 10:22:44 AM

Hi, I am writing to express my opposition to reopening Lake Chabot Road. As a resident of San Leandro, this has been a highly debated topic within the community for several years now.

The city has spent millions of dollars on geotechnical surveys over the last 10-15 years, and all have reached the same conclusion - there is no guarantee that the road can be stabilized permanently. This is because the road is built on a hillside that sits directly on top of an earthquake fault line. 4-5 years ago the city estimated a $15M cost to repair this half mile stretch of road, which doesn't have a single home located on it. This is 20-30x the cost to rehabilitate a normal road, based on CalTrans data.

The road is already available to be used for emergency evaucations, and I think it makes sense to do minimal maintenance to ensure it's available for use during emergency evacuations, but rebuilding the entire road is a huge waste of money that neither the county nor city can afford.

The people who want the road re-opened are upset that they have traffic near their homes now. This is purely a traffic diversion campaign disguised as a safety measure.

Thank you,
Adam Zukauckas
San Leandro Resident

From:	Gary Barranti
To:	Alameda CTC Clerk
Subject:	ACTC - Countywide Transportation Plan
Date:	Tuesday, August 18, 2026 3:25:10 PM
Importance:	High

Dear Alameda County Transportation Commission,

My understanding is that the Alameda County Transportation Commission (ACTC) is preparing its **Countywide Transportation Plan**, which will help determine transportation priorities and investments throughout Alameda County. The City of San Leandro has submitted projects for consideration — but **repairing and reopening Lake Chabot Road, a critical evacuation route for Bay-O-Vista, San Leandro and Castro Valley, has not been given the priority it deserves. It is a life-safety issue.**

I respectfully request the Alameda County Transportation Commission to take the following immediate actions:

- **Make Project #13 — Lake Chabot Road — an urgent regional, high-priority public safety and transportation resilience project.**
- **Recognize Lake Chabot Road as a critical regional evacuation route** for Bay-O-Vista, San Leandro and Castro Valley.
- **Prioritize the repair and reopening of Lake Chabot Road**, which has been completely closed for more than three years.
- **Recognize that maintaining multiple evacuation routes is essential to protecting lives.** During a wildfire or other emergency, any single route can be blocked by fire, traffic, an accident, debris, or another unforeseen event.
- **Prioritize multiple, reliable evacuation routes for communities vulnerable to wildfire and other disasters.**

For your consideration, please note the following points below:

Public Safety, Resilience and Evacuation

- San Leandro and Alameda County Hazard Mitigation Reports identify Lake Chabot Road as an important evacuation route in the event of a disaster.
- The WUI-Go! Timed Evacuation Study found that keeping Lake Chabot Road closed significantly increases evacuation risk for the most vulnerable residents of Bay-O-Vista. **In a best-case evacuation scenario, 300 - 400 residents will be subject to toxic fire exposure in a wind-drive fire from Fairmont Ridge**. In a more realistic scenario, they may not be able to escape.
- If there is a fire on I-580 that jumps to Benedict Drive (similar to the Keller Fire or Oakland Zoo Fire), **the need for Lake Chabot Road as**

an evacuation route becomes even more critical.

- **Multiple evacuation routes are critical for a community surrounded by wildfire-prone hills. Recent national wildfire data show that communities with limited evacuation routes account for the majority of wildfire fatalities.** This concern is especially relevant to Bay-O-Vista, where evacuation challenges have been compounded by the closure of Lake Chabot Road. **Lake Chabot Road needs to be fixed and reopened.**

__Transportation Maintenance and Community Access__

- Before its closure in 2023, Lake Chabot Road carried **thousands of vehicles each day** and served as an important connector between San Leandro and Castro Valley.

- Older residents and others regularly used the road to reach medical appointments and other destinations because they preferred not to travel on the freeway.

- With Lake Chabot Road closed, residents and emergency vehicles are forced onto **steep, narrow and winding residential streets in Bay-O-Vista**, increasing congestion and creating additional safety concerns for pedestrians and bicyclists.

- **Lake Chabot Road needs to be repaired, reopened, and maintained as a permanent transportation and emergency route.**

Thank you in advance for your serious consideration of this request and the ensuing actions taken

Regards,

Gary Barranti
[redacted]
San Leandro, CA [redacted]

From:	KERRY RICKETTS
To:	Alameda CTC Clerk
Subject:	Lake Chabot road project #13
Date:	Tuesday, August 18, 2026 5:39:22 PM

Please support what ever is needed to get Lake Chabot road fixed.

-
- **Thank you,**

Kerry and Claire Ricketts

- **Make Project #13 — Lake Chabot Road — an urgent regional, high-priority public safety and transportation resilience project.**
- **Recognize Lake Chabot Road as a critical regional evacuation route** for Bay-O-Vista, San Leandro and Castro Valley.
- **Prioritize the repair and reopening of Lake Chabot Road**, which has been completely closed for more than three years.
- **Recognize that maintaining multiple evacuation routes is essential to protecting lives.** During a wildfire or other emergency, any single route can be blocked by fire, traffic, an accident, debris or another unforeseen event.

From:	Susan Numair
To:	Alameda CTC Clerk
Subject:	Make Project #13 Lake Chabot Road an Urgent Regional, HIgh-Priority Pubic Safety and Transportation project
Date:	Tuesday, August 18, 2026 6:36:32 PM

Make Project #13 — Lake Chabot Road — an urgent regional, high-priority public safety and transportation resilience project.

Lake Chabot Road is a critical regional evacuation route for Bay-O-Vista, all of San Leandro, Castro Valley,

Prioritize the repair and reopening of Lake Chabot Road, which has been completely closed for more than three years.

It is essential to protecting lives and public safety to maintain multiple evacuation routes during a wildfire or other emergency, any single route can be blocked by fire, traffic, an accident, debris or another unforeseen event.

Prioritize multiple, reliable evacuation routes for communities vulnerable to wildfire and other disasters.

San Leandro and Alameda County Hazard Mitigation Reports identify Lake Chabot Road as an important evacuation route in the event of a disaster.

The WUI-Go! Timed Evacuation Study found that keeping Lake Chabot Road closed significantly increases evacuation risk for the most vulnerable residents of Bay-O-Vista. In a best case evacuation scenario, 300 - 400 residents will be subject to toxic fire exposure in a wind-drive fire from Fairmont Ridge. In a more realistic scenario, they may not be able to escape. Multiple evacuation routes are critical for a community surrounded by wildfire-prone hills. Lake Chabot Road needs to be fixed and opened.

If there is a fire on I-580 that jumps to Benedict Drive (similar to the Keller Fire or Oakland Zoo Fire), a tanker explosion on the freeway, or other major event or fire below hwy 580 the need for Lake Chabot Road as an evacuation route becomes even more critical.

Lake Chabot's closure in 2023, Lake Chabot Road carried thousands of vehicles each day and served as an important connector between San Leandro and Castro Valley.

Susan Numair
Resident of San Leandro

From:	jeff reichelderfer
To:	Alameda CTC Clerk
Subject:	Urgent Public Safety Priority: Lake Chabot Road (Project #13)
Date:	Tuesday, August 18, 2026 10:36:40 PM

Dear Commissioners and Staff,

I am writing to ask ACTC to designate **Project #13 — Lake Chabot Road — as an urgent, high-priority public safety and transportation resilience project** in the Countywide Transportation Plan.

This is not simply a transportation issue. **For Bay-O-Vista, San Leandro and Castro Valley, Lake Chabot Road is a critical life-safety and evacuation route.** The road has been completely closed for more than three years, leaving a significant gap in the transportation and emergency-response network serving a community surrounded by wildfire-prone hills.

A critical evacuation route

San Leandro and Alameda County hazard mitigation plans identify Lake Chabot Road as an important evacuation route. The WUI-Go! Timed Evacuation Study highlights the consequences of keeping it closed: even in a best-case evacuation scenario, **300–400 residents could be exposed to toxic fire conditions in a wind-driven fire from Fairmont Ridge**. In a more realistic scenario, some residents may not be able to escape.

The need for Lake Chabot Road becomes even more critical if a fire originating near I-580 reaches Benedict Drive, as occurred during the Keller Fire and Oakland Zoo Fire.

Most importantly, **evacuation safety depends on redundancy**. During a wildfire or other emergency, any single route can become blocked by fire, traffic, an accident, debris or other unforeseen circumstances. A community surrounded by wildfire-prone hills needs multiple reliable ways out. Keeping Lake Chabot Road closed eliminates one of those critical options before an emergency even begins.

An important transportation connection

Before its closure in 2023, Lake Chabot Road carried **thousands of vehicles each day** and provided an important connection between San Leandro and Castro Valley. It was also a valuable alternative to I-580, particularly for older residents and others traveling to medical appointments and other destinations.

Today, those thousands of vehicles—and potentially emergency vehicles—are diverted onto **steep, narrow and winding residential streets in Bay-O-Vista**, increasing congestion and creating additional safety concerns for pedestrians, bicyclists and neighborhood residents.

Lake Chabot Road therefore serves both an everyday transportation need and a critical emergency function.

A regional resilience priority

I ask ACTC to evaluate Lake Chabot Road not simply as a local roadway repair, but as a **regional transportation resilience and public safety priority**.

Specifically, I ask ACTC to:

- **Make Project #13 — Lake Chabot Road — an urgent, high-priority public**

safety and transportation resilience project.

- **Recognize Lake Chabot Road as a critical regional evacuation route** for Bay-O-Vista, San Leandro and Castro Valley.
- **Prioritize its repair and reopening** after more than three years of complete closure.
- Recognize that **multiple reliable evacuation routes are essential** to protecting communities vulnerable to wildfire and other disasters.
- Prioritize transportation investments that provide **redundant, reliable evacuation routes and emergency access** throughout Alameda County.

Lake Chabot Road needs to be repaired, reopened and maintained as a permanent transportation and emergency route—before an emergency demonstrates why having another way out was so important.

Thank you for your consideration.

Sincerely,

Jeff Reichelderfer
San Leandro, CA

From: Sharon Quan
To: Alameda CTC Clerk
Subject: Request to prioritize project #13 - reopening Lake Chabot Road
Date: Wednesday, August 19, 2026 10:07:17 AM

Dear ACTC Committee Members,

I respectfully request that you designate **Project #13 – the repair and reopening of Lake Chabot Road – as a high-priority regional public safety and transportation resilience project.** Below are key reasons for your consideration.

Public Safety, Resilience, and Evacuation

- **Lake Chabot Road is a critical regional evacuation route** for Bay-O-Vista, San Leandro, and Castro Valley. Both the San Leandro and Alameda County Hazard Mitigation Reports identify it as essential during a disaster.
- The **WUI-Go! Timed Evacuation Study** found that keeping Lake Chabot Road closed significantly increases evacuation risk for the most vulnerable Bay-O-Vista residents. In a best-case scenario, **300–400 residents could face toxic smoke exposure** during a wind-driven fire from Fairmont Ridge. In more realistic conditions, evacuation may not be possible.
- If a fire on **I-580 were to jump to Benedict Drive**—as seen in the Keller Fire or Oakland Zoo Fire—the need for Lake Chabot Road as an alternate evacuation route becomes even more urgent.
- Communities surrounded by wildfire-prone hills **must maintain multiple, reliable evacuation routes**. Any single route can be blocked by fire, traffic, accidents, debris, or other unforeseen events. Reopening Lake Chabot Road is essential to protecting lives.

Transportation Maintenance and Community Access

- Prior to its closure in 2023, **Lake Chabot Road carried thousands of vehicles daily** and served as a vital connector between San Leandro and Castro Valley.
- Many older residents and others relied on this route to reach medical appointments and essential services, **preferring it over freeway travel** for safety and comfort.
- With the road closed, residents and emergency vehicles are forced onto **steep, narrow, winding residential streets in Bay-O-Vista**, increasing congestion and creating additional hazards for pedestrians

and bicyclists.

- Lake Chabot Road should be **repaired, reopened, and maintained as a permanent transportation and emergency access route** for the region.

Request

Given its importance for **public safety, wildfire resilience, emergency response, and everyday transportation**, I urge the committee to make **Project #13 – Lake Chabot Road – an urgent priority** for funding and action.

Thank you for your consideration and for your commitment to community safety.

Sincerely,

Sharon Quan
Bay-O-Vista resident

Dear ACTC Commissioners,

We recently learned that Mayor González is personally advancing Lake Chabot Road funding through the Alameda County Transportation where he serves as a commissioner, which we find concerning. Previously, the Mayor recused himself when the City Council considered this same road, yet the local newspaper now quotes him as saying, “I’m a commissioner and I’m in discussions with the team over there.” What changed? The Council’s action authorizes City staff to inquire about possible ACTC funding, and the request was discussed and approved publicly along with four other projects. But the Mayor’s statement makes it sound as though he is also personally discussing the project with ACTC. Given his previous recusal, the public deserves to know what discussions have already occurred, who participated, what funding or project concepts were discussed, and whether he will recuse himself from any ACTC discussion or decision involving Lake Chabot Road. A commissioner personally helping move forward a project in which he previously recused himself should have a clear explanation.

This funding inquiry risks becoming a de facto approval of a project that has never actually been defined or approved. Lake Chabot Road was placed alongside three specific projects with established purposes and estimated costs. But for Lake Chabot Road, there is no agreed-upon project, no cost, and no public decision that regular vehicle traffic should be restored. Once it is placed on a funding list, however, it begins to acquire the status and momentum of an approved project. Staff discussions begin, funding sources are identified, concepts are developed, and each small step makes the next one appear routine. The question gradually shifts from whether this project should happen to how it will be funded. **That is incremental decision-making, and it could allow the road’s reopening to become the assumed outcome without the Council ever directly and transparently approving it. Before Lake Chabot Road gets moved any further down the path toward funding, it is worth stepping back and looking at a few basic facts about the road, how the closure actually works:**

One thing to note is that a privately funded WUI-Go study was performed, and it does not establish that reopening Lake Chabot Road to regular traffic is necessary for wildfire evacuation. The study modeled certain fire locations, traffic conditions and assumptions about which roads would be available and those choices determine the outcome.

In the scenario involving a fire near Fairmont Ridge, next to the wildlands that have always been presented as the danger to Bay-O-Vista, closing Lake Chabot Road reportedly made only a modest difference. The dramatic result came from putting a fire near Benedict and Estudillo, right next to the neighborhood’s main western exit. ***But that does not demonstrate some special wildfire danger that only Bay-O-Vista faces***. ***Put a fire next to the main exit of almost any neighborhood, and, of course, an evacuation model will look bad.***

One example of exactly this, is the Melcher-Laura-Warden residential pocket in the Davis West. This area has only one public vehicle entrance and exit at Warden Avenue and Davis street. If you put a fire at that intersection in a model, residents have no way to drive out at all. That is a much more literal one-exit problem than Bay-O-Vista has. No one wants anyone in Bay-O-Vista -or anywhere else in San Leandro- to be unsafe. ***But reopening Lake Chabot Road to everyday traffic does not create another evacuation route. The road is already there and is maintained for emergency access. Its location, width and capacity in an evacuation do not change based on whether people are allowed to drive on it every day.***

The City's staff previously recommended using this section as a bicycle and pedestrian route while keeping it available to emergency and utility vehicles. City materials document that the closure was designed in consultation with police and fire to preserve emergency access.

We have a road that already works for walking and biking, costs relatively little to maintain that way, and can remain open for emergency and utility access. Yet instead of recognizing that opportunity, we are considering spending a large amount of public money to put regular vehicle traffic back onto it because some people want their old driving route restored. We say we want people to drive less, that we want safer places to walk and bike and to make decisions based on climate, safety and equity. But when an actual opportunity presents itself, we allow local traffic wanting convenience to be prioritized.

Alameda CTC is just completing a Countywide Transportation Plan focused on safety, equity and directing limited resources toward communities with the greatest needs. Spending millions of dollars to restore everyday vehicle access for one of San Leandro's wealthiest(and most politically influential) neighborhoods, while more serious transportation problems remain unfunded and an existing active-transportation route is lost, would show exactly the opposite.

Patty Breslin, Executive Director
San Leandro 2050
Sanleandro2050.org [redacted]

From: [redacted]
To: Alameda CTC Clerk
Subject: Lake Chabot Road
Date: Thursday, August 20, 2026 11:17:08 AM

Lake Chabot Road is a major evacuation route for thousands of people!
PLEASE allocate the funds needed or risk paying for this AFTER a major fire.

From:	NoBigRigs580.org
To:	Alameda CTC Clerk
Subject:	SUBJECT: PUBLIC COMMENT (SEPTEMBER 24 MEETING) Caltrans Truck Access Study Findings
Date:	Tuesday, September 8, 2026 7:21:53 AM
Attachments:	image001.png

Dear ACTC Commissioner:

Some findings of the Caltrans I-580 Truck Access Study were recently published and presented to the public. These findings were in the form of a Traffic Analysis memorandum and an Air Quality memorandum. Caltrans staff made a presentation of the findings to your commission on July 23. The Caltrans staff failed to be clear that the findings support retaining the truck ban on I-580. The Study found that benefits to residents along I-880 and I-238 are questionable and insignificant at best, compared to tremendous damage for people who live close to I-580 and SR-13, should the ban be lifted. We urge you, as a commissioner representing Alameda County, to help persuade Caltrans to abandon this misguided study which is intended to allow heavy trucks to cut through the residential heart of the County on I-580.

<u>Redirecting Efforts to Equity Priority Areas</u>

Instead of wasting effort on the truck ban, we recommend that Caltrans and the Bay Area Air District (BAAD) concentrate on how to help the Equity Priority Areas (EPAs) along the industrial corridor in a more meaningful way. BAAD has, through focused attention, achieved excellent results in West Oakland, as documented by the improvement in CalEnviroScreen scores and the West Oakland Environmental Indicators Project (WOEIP) 5-year progress report. The agencies should continue this attention on West Oakland and apply the same resources to East Oakland and other EPA's that have not been specifically addressed to date.

<u>Study Findings Support the Existing Truck Ban</u>

The Study's findings support leaving the truck ban in place for the following key reasons:

1. The people of Oakland, San Leandro, Berkeley and the unincorporated areas of Alameda County do not benefit – and in most cases, suffer costs that far outweigh any *potential* benefit. In fact, the only beneficiary is the trucking industry, which might see an improvement in truck travel times and speeds.

2. While the number of trucks on I-880 and I-238 may be reduced if the truck ban were repealed, there is no appreciable improvement to the nature of these corridors due to their proximity to major industrial hubs. At the same time, increasing the number of trucks on I-580 by 4,400%, on SR-13 by 125%, and on Ashby and Tunnel Road by 160% will massively impact these highways and adjacent communities.

3. Local streets identified in the Study will see significant truck traffic increases if the truck ban is repealed. This will impact not only the safety of local residents, bicyclists and pedestrians, but would require significant investments in roadway paving and ongoing maintenance. No city can afford this.

4. The health benefits that 'may' accrue to residents of East and West Oakland are so small as to be within the margin of error for this Study. In fact, most air pollution that contributes to cancer risk along these corridors does not come from highway traffic, and cancer risk due to air pollution is projected to continue to drop with or without the truck ban.

5. The noise analysis conducted for this Study was superficial, as acknowledged by Caltrans in its

July presentation to the ACTC. It would be irresponsible to base an evaluation of 'insignificance' on this, when it falls pathetically short of what is standard practice.

Removing the I-580 truck ban simply shifts some truck traffic from some Equity Priority Areas to others which are actually more densely populated. How is this good public policy?

Study Neglects Benefits of the Existing Truck Ban

Why do the Study findings not discuss the benefits of the truck ban? As one of the initial TAC members, Sharifa Taylor from Communities for a Better Environment, pointed out, "…*the weight restriction and truck ban has been good for East Oakland which is bisected by both 580 and 880. In East Oakland there are a lot of truck-attracting businesses. Having the ban on where trucks can go does limit the number of trucks in East Oakland communities. Last year CBE conducted a diesel truck study and 100 community members counted over 7,500 trucks over 10 days. It's likely there would be twice as many trucks in East Oakland if the ban were to be removed."*

Caltrans 'Spin' on Findings

We are concerned that the Caltrans 'spin' of the recently released findings appears to support a predetermined goal of lifting the decades-old ban on behalf of the freight industry. Indeed, Caltrans' public presentations and its Equity Toolkit minimize findings that recommend further study to more fully assess public safety, seismic, environmental, and roadway improvements needed, the severity of accidents and other critical elements. Caltrans has not acknowledged that modifications along I-580 could be needed; this issue was recognized in the 2019 West Oakland Community Action Plan, which states that re-engineering and re-construction would be required. Too, the Study's estimates of fewer trucks in the future are in direct contradiction of every freight industry projection, as well as every recent Bay Area and statewide corridor management Study and Plan. Neglecting to fully evaluate these and other conditions certainly doesn't benefit the communities this Study purports to 'help.'

Conclusion

In conclusion, we believe the Study findings released to date reconfirm that there is no sound justification for repealing the truck ban and that it should be kept in place to protect all Alameda County communities. We also advocate that further effort and evaluation related to repealing the truck ban be terminated and efforts continue to be focused on strategies that actually provide a benefit to those living along the I-880 corridor.

Sincerely,
The NoBigRigs580 Committee

Sandi Bethune	James Breeden
Judy Cain	Donald Duggan
Susan Gallardo	Janice Garrett
Terry Galvin Lee	Wendy Silvani

1. **Call to Order**

2. **Roll Call**
   A roll call was conducted. All members were present except Commissioners Hernandez, Taplin and Young.

   Commissioner Bowen attended as the alternate for Commissioner Tam.
   Commissioner Eicher attended as the alternate for Commissioner Balch.
   Commissioner Jenkins attended as the alternate for Commissioner Brown.
   Commissioner Lunaparra attended as the alternate for Commissioner Fortunato Bas.
   Commissioner McCorriston attended as the alternate for Commissioner Hu.
   Commissioner Plimier attended as the alternate for Commissioner McCarthy.

   Subsequent to Roll Call:
   Commissioner Young arrived during item 4.
   Commissioner Hernandez arrived during item 6.
   Commissioner Taplin arrived during item 8.1.
   Commissioners Hernandez and McCorriston left during item 8.1.
   Commissioners Bowen, Hernandez, Jenkins, Marchand, McCorriston, Plimier and Singh did not return to the meeting following item 9 for Closed Session.

3. **Public Comment**
   There were three verbal public comments and one written public comment.

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

5. **Executive Director's Report**
   Executive Director Tony Tavares provided the Commission with several updates.

6. **Consent Calendar**
   6.1 Approve the June 25, 2026 Commission Meeting Minutes
   6.2 Approve Actions to Facilitate the Delivery of the I-680 Northbound Express Lane Gap Closure Project
   6.3 Approve the East Bay Greenway Multimodal – North Segment, San Leandro Construction Package Construction Contract Award
   6.4 Community Committee Appointments Update

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

Yes: *Bowen, Eicher, Ezzy Ashcraft, Fife, González, Hannon, Haubert, Hernandez, Jenkins, Jordan, Lunaparra, Marchand, Márquez, McCorriston, Miley, Plimier, Salinas, Salwan, Singh, Solomon, Young*
No: *None*
Abstain: *None*
Absent: *Taplin*

7. Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee Update

Bicycle and Pedestrian Advisory Committee (BPAC) Chair Kristi Marleau provided a report from the July BPAC meeting.

7.2 Independent Watchdog Committee Update

There was no committee report.

7.3 Paratransit Advisory and Planning Committee Update

There was no committee report.

8. Regular Matters

8.1 Caltrans District 4 Interstate 580 Truck Access Study Update

Caltrans staff provided the Commission with an update from Caltrans District 4 on their Interstate 580 Truck Access Study. This item was for information only.

This item received 17 verbal public comments and 18 written public comments.

9. Closed Session

9.1 CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (Pursuant to Government Code §54956.9(a) and (d)(4)) - ROCKY RIDGE LLC vs. ALAMEDA COUNTY TRANSPORTATION COMMISSION, and DOES 1 through 10, inclusive, (Alameda Superior Ct. Case No. 26CV175916)

9.2 Report on Closed Session

With a unanimous vote of the members present, the Commission has authorized Alameda CTC legal counsel to file a bad faith lawsuit against its insurance company AIG to provide the required policy coverage for the ROCKY RIDGE LLC vs. ALAMEDA COUNTY TRANSPORTATION COMMISSION litigation matter.

10. Adjournment

Memorandum

6.2

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

DATE:	September 17, 2026
TO:	Alameda County Transportation Commission
FROM:	Patricia Reavey, Deputy Executive Director of Finance and Administration Elizabeth (Liz) Lake, Clerk of the Commission
SUBJECT:	Fiscal Year 2025-26 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act Update

Recommendation

This item will provide the Commission with an update on the Fiscal Year (FY) 2025-26 Fourth Quarter Report of Claims Acted Upon Under the Government Claims Act. This item is for information only.

Summary

There were no actions taken by staff under the Government Claims Act during the fourth quarter of FY2025-26.

Background

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

California Government Code Section 935.4 states:

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

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

On June 30, 2016, the Commission adopted a resolution that authorized the Executive Director to reject any claim filed with Alameda CTC, and to allow, settle, or compromise claims up to and including $50,000.

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

Fiscal Impact

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

Memorandum 6.3

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

DATE:	September 17, 2026
TO:	Alameda County Transportation Commission
FROM	Patricia Reavey, Deputy Executive Director of Finance and Administration
SUBJECT:	Approve an Update to Alameda CTC's Conflict of Interest Code

Recommendation

It is recommended that the Commission approve an update to Alameda CTC's Conflict of Interest Code.

Summary

State statute requires that every public agency adopt and promulgate a Conflict of Interest Code. The statute also requires that a review of the code be completed biennially to determine if any amendment is needed. Staff has reviewed the agency's Conflict of Interest Code and has determined a need to amend the code in two areas.

Approval of this item will satisfy Alameda CTC's statutory requirements and authorize the agency to forward the Commission-approved Code to the County Board of Supervisors for final approval.

The recommended changes to Alameda CTC's Conflict of Interest Code have been incorporated into the revised code in Attachment A and include the following:

- **Article II. Section 2. Campaign Contribution Disclosure; Levine Act.** Language in this section has been updated to include the new limit for accepting, soliciting, or directing contributions from $250 to $500 from any party who has a financial interest in any proceeding related to a license, permit, or other entitlement for use pending before the Commission as well as the new timeframe thereafter from 3 months to 12 months.
  Also in this Section 2.:
    - **Section 2. (c)(i) & (ii)**, Language in this subpart related to the contribution limit that would require an applicant or a participant to notify

Alameda CTC and the ban on contributions during a proceeding involving a license, permit, or other entitlement for use was updated from $250 to $500.

  - **Section 2. (d) Limitations on Receiving Contributions.** Language in this subpart related to limitations on Commission Members receiving contributions subsequent to a proceeding involving a license, permit, or other entitlement for use that came before the Commission was updated from three (3) months to 12 months, and the maximum contribution amount of which a Commission Members can accept, solicit, or direct was updated from $250 to $500.
  - **Section 2. (e) Disclosure of Conflict.** Language in this subpart related to the contribution limit which determines when a Commission Member must disclose to the Clerk of the Commission before the Commission renders a decision in a proceeding involving a license, permit, or other entitlement for use was updated from $250 to $500.
  - **Section 2. (f) Disqualification from Participating in a Proceeding.** Language in this subpart related to the contribution limit which determines when a Commission Member must not participate in making or influence a decision involving a license, permit, or other entitlement for use was updated from $250 to $500.

- **Appendix A** Language in this appendix has been updated to reflect required filers and currently approved staff titles.

Upon approval of this item, the amended code will be forwarded to the County for placement on the Board of Supervisors agenda and subsequent approval. Alameda CTC's updated Conflict of Interest Code will become effective as of the date of approval by the Board of Supervisors.

Background

The Political Reform Act (Government Code § 81000 et seq.) requires every local agency to review its Conflict of Interest Code (Code) for accuracy and to notify its code reviewing body on even numbered years whether it does or does not need to be amended. The County Board of Supervisors is the code reviewing body for any local agency whose jurisdiction is solely within the county and not under the jurisdiction of a city, including Alameda CTC.

Fiscal Impact: There is no fiscal impact.

Attachment:

A. Draft Conflict of Interest Code of the Alameda CTC (in tracked change format)

CONFLICT OF INTEREST CODE OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION (AS AMENDED ON _________~~May 26~~, ~~2022~~2026)

ARTICLE I: State Requirements Under The Political Reform Act

SECTION 1. Purpose. The Political Reform Act (Government Code Section 81000, *et seq.*) requires state and local government agencies to adopt and promulgate conflict of interest codes. The Fair Political Practices Commission ("FPPC") has adopted a regulation (2 California Code of Regulations Section 18730) that contains the terms of a standard conflict of interest code, which can be incorporated by reference in an agency's code. After public notice and hearing, the FPPC may amend this standard code to conform to amendments in the Political Reform Act. Therefore, the terms of 2 California Code of Regulations Section 18730 and any amendments to it duly adopted by the FPPC are hereby incorporated by reference. This regulation and the attached Appendix designating positions and defining disclosure categories shall constitute the Conflict of Interest Code ("Code") of the Alameda County Transportation Commission ("Alameda CTC").

SECTION 2. Designated Positions. The positions listed on Appendix A are designated positions. Officers, employees, members and consultants holding those positions are designated employees and are deemed to make, or participate in the making of, decisions which may foreseeably have a material effect on a financial interest of the designated employee. "Commission Member" for the purposes of this Code means any member or alternate of the Alameda CTC's governing body. "Consultant" for the purposes of this Code shall have the meaning set forth in 2 California Code of Regulations Section 18700.3 (see Appendix B for the current version of 2 CCR §18700.3, along with 2 CCR §18704, as referenced therein).

SECTION 3. Filing Statements of Economic Interests. Individuals holding designated positions shall file statements of economic interests annually disclosing that individual's business positions, income, investments, and interest in real property that are reportable pursuant to this Code. All such statements shall be filed in electronic form directly with the Clerk of the Alameda County Board of Supervisors, which shall be the filing officer, utilizing the electronic filing system established by Alameda County for such purpose. Commission Members are also responsible for separately filing a Form 700 for their home jurisdictions pursuant to the instructions provided by such jurisdiction. Commission Members who serve as Alameda County supervisors may file a single Form 700 covering both Alameda CTC and their position as supervisor.

SECTION 4. Disqualification. No designated employee may make, participate in the making, or in any way use or attempt to use his or her position with Alameda CTC to influence the making of any decisions which will foreseeably have a material financial effect, distinguishable from its effect on the public generally, on any reportable interest of that employee.

SECTION 5. Manner of Disqualification.

(a) Any Commission Member who is required to disqualify himself or herself from a decision-making process shall not participate in any way in the matter before the Commission or any committee of the Commission. Further, such Commission Member shall be subject to the requirements and procedures set forth in 2 California Code of Regulations Section 18707 if the Commission Member is seated as a member of the Commission or committee during a meeting thereof and a governmental decision on such a matter is listed on the meeting agenda (see Appendix B for the current version of 2 CCR §18707). As of the date hereof, such procedures include the obligation to publicly recuse himself or herself and leave the room after making the identification required by said regulation, subject to certain exceptions as set forth in such regulation.

(b) Any designated employee who is required to disqualify himself or herself from a decision-making process shall notify the Executive Director of Alameda CTC (if the Executive Director requires disqualification, such notification shall be made to the Commission Chair) in writing of the reason for the disqualification. A copy of this notice shall be filed with the Clerk of the Commission. Upon receipt of a designated employee's disqualification statement, the Executive Director shall immediately reassign the responsibility for the matter to another designated employee of the office.

SECTION 6. No Disqualification Required if Participation is Necessary. A designated employee may make or participate in the making of a decision when he or she has a financial interest which would otherwise require disqualification if his or her participation is legally required for the decision to be made as defined in California Code of Regulations Title 2, Division 6, Section 18701. The fact that the vote of a designated employee is needed to break a tie does not make his or her participation legally required for the purposes of this section.

SECTION 7. Assistance of the FPPC and Legal Counsel. Any Commission Member or designated employee who is unsure of his or her duties under this code may request assistance from the FPPC pursuant to Section 83314 and Regulations 18329 and 18329.5, or from Alameda CTC's Legal Counsel, provided that nothing in this section requires Legal Counsel to issue any formal or informal opinion.

SECTION 8. Violations. This Code has the force and effect of law. Designated employees violating any provision of this Code are subject to the administrative, criminal and civil sanctions provided in the Political Reform Act. In addition, if a court determines that a violation of the disqualification provisions of this Code has occurred and that the official action might not otherwise have been taken or approved, the decision in relation to which a violation has occurred may be set aside as void pursuant to Government Code Section 91003.

SECTION 9. Effective Date. This Conflict of Interest Code and ~~the~~ Appendix A shall become effective upon approval by the Alameda County Board of Supervisors, as the code reviewing body. The initial disclosure statements required under this Code shall be filed on April 1, ~~2023~~2027.

ARTICLE II: Additional Alameda CTC Requirements

SECTION 1. Purpose. Alameda CTC recognizes that certain conflict of interest issues may arise that are not governed by the Political Reform Act or the FPPC regulations referenced above. The provisions in this **Article II** are intended to address such issues.

SECTION 2. Campaign Contribution Disclosure; Levine Act. The Levine Act, Government Code Section 84308, prohibits Commission Members from accepting, soliciting, or directing contributions (as defined in Government Code §82015) of more than ~~Two Hundred Fifty Dollars ($250)~~ Five Hundred Dollars ($500) from any party who has a financial interest in any proceeding involving a license, permit, or other entitlement for use that is pending before the Commission and for ~~three~~ twelve (12) months following the date a final decision is rendered in the proceeding. A party has a financial interest in a decision if it is reasonably foreseeable that the decision will have a material financial effect, distinguishable generally, on the party, a member of the party's immediate family, or on income, investments, business positions or interests in real property that are described in Appendix A, Category 2. For purposes of this Section, "contribution" shall mean a political contribution to a person who is running for, or serving in, any elective office.

(a) Participants in Proceedings Pending Before the Commission. In the event Alameda CTC staff and/or independent members of a screening committee (which does not include Commission Members) evaluates and screens proposals submitted in response to a Request For Proposal or Qualifications and compiles a short list of firms to be considered by the Commission, only the proposals that the staff submits to Commission Members for consideration shall be considered a part of a proceeding pending before the Commission. Only persons or entities on the short list will be considered involved in a proceeding before the Commission or any committee of the Commission.

(b) Notice to Commission Members. To facilitate compliance with the Levine Act, the Commission staff shall include as part of the Commission Members' agenda packets for Commission Meetings and committee meetings information described in (i) and (ii) of this subsection regarding each application for a license, permit, or other entitlement for use that will be considered by the Board or such committee. "License, permit, or other entitlement for use" shall include all business, professional, trade and land use licenses and permits and all other entitlements for use, including all entitlements for land use, all contracts for goods or services (other than competitively bid, or labor, or personal employment contracts), and all franchises.

(i) The name of the persons or entities that submitted the application for a license, permit or other entitlement for use ("applicant"). The term "applicant" shall include any owner, manager or employee, who acts as an agent of the applicant with respect to the application;

(ii) To the extent known by staff, the name of each person who actively supports or opposes a decision in the proceeding before the Commission involving a license, permit, or other entitlement for use and who has a financial interest in the decision such persons are referred to herein as "participants" in a decision. The term "participant" shall include any owner, manager or employee who acts as an agent of the participant with respect to the application. Lobbying Commission Members or Alameda CTC staff by direct communication (either in person or in writing), testifying in person before the Commission, or otherwise acting to influence Commission Members shall constitute active support of or opposition to a decision pending before the Commission.

In the event Alameda CTC staff and/or independent committee compiles a short list of firms, the Proposal Data Form will contain information on only those firms that comprise the short list.

(c) **Notice to Applicants and Participants**. As part of any Request For Proposal or Qualification, or any other solicitation process, Alameda CTC staff shall provide all applicants and participants a statement that contains the information described in i) and ii) of subsection b). When a close corporation, as defined in Corporations Code Section 158, is an applicant or participant, the majority shareholder is subject to the Levine Act's disclosure and prohibition requirements. Generally, a close corporation is a corporation whose issued shares are owned by not more than ten (10) persons.

(i) All applicants and participants, and their respective agents, shall notify Alameda CTC, either in writing prior to a proceeding before the Commission involving a license, permit, or other entitlement for use or orally during said proceeding, of any contribution of more than ~~Two Hundred Fifty Dollars ($250)~~ Five Hundred Dollars ($500) made within the preceding twelve (12) months by the applicant or participant, or his or her agent, to any Commission Member.

(ii) Applicants and participants, and their agents, shall not make contributions of more than ~~Two Hundred Fifty Dollars ($250)~~ Five Hundred Dollars ($500) to any Commission Member during a proceeding involving a license, permit, or other entitlement for use pending before the Commission and for ~~three (3)~~ twelve (12) months following the date a final decision is rendered by the Commission in the proceeding.

(d) **Limitations on Receiving Contributions**. While a proceeding involving a license, permit, or other entitlement for use is pending before the Commission and for ~~three (3)~~ twelve (12) months following the date a final decision is rendered in the proceeding, Commission Members shall not accept, solicit, or direct a contribution of more than ~~Two Hundred Fifty Dollars ($250)~~ Five Hundred Dollars ($500) from any applicant or participant who has a financial interest in the decision. This prohibition shall apply regardless of whether the Commission Member accepts, solicits, or directs the contribution for ~~himself~~ themselves, or on behalf of any other Commission Member, or on behalf of any candidate for office or on behalf of any committee.

(e) Disclosure of Conflict. Before the Commission renders a decision in a proceeding involving a license, permit, or other entitlement for use, each Commission Member shall disclose orally at the time of the proceeding, or in a writing delivered to the Clerk of the Commission at any time prior to the proceeding, any contributions of more than ~~Two Hundred Fifty Dollars ($250)~~ Five Hundred Dollars ($500) that the Commission Member has received within the preceding twelve (12) months from any applicant or participant involved in the proceeding before the Commission.

(f) Disqualification from Participating in a Proceeding. No Commission Member shall make, participate in making, or in any way attempt to use his or her position in the Commission to influence a decision in a proceeding pending before the Commission or committee of the Commission involving a license, permit, or other entitlement for use if the Commission Member has received a contribution of more than ~~Two Hundred Fifty Dollars ($250)~~ Five Hundred Dollars ($500) within the preceding twelve (12) months from an applicant involved in the proceeding before the Commission or a participant who has a financial interest in the decision. A Commission Member who received a contribution which would otherwise require disqualification may participate in the proceeding if he or she returns the contribution within thirty (30) days from the time the Commission Member knows, or should have known, about both the making of the contribution or participant's participation in the proceeding involving the license, permit, or other entitlement for use.

(g) If a Commission Member is so disqualified from participation in any decision, that Commission Member shall not participate in any way in the matter before the Commission or any committee of the Commission. Further, such Commission Member shall be subject to the requirements and procedures set forth in 2 California Code of Regulations Section 18707 if the Member is seated as a member of the Commission or committee and a governmental decision on such a matter is listed on the agenda thereof (see Appendix B for the current version of 2 CCR §18707). As of the date hereof, such procedures include the obligation to publicly recuse himself or herself and leave the room after making the identification required by said regulation, subject to certain exceptions as set forth in such regulation.

SECTION 3. Alameda CTC Officers and Employees Running for Elected Office or Serving as an Elected Official. Pursuant to Government Code Section 3203, Alameda CTC is not permitted to restrict its officers and employees' political activities, except to the extent required by other applicable law. Accordingly, any officer or employee of Alameda CTC is permitted to run for elected office. However, Alameda CTC believes it is appropriate to impose certain reporting and recusal requirements upon such officers and employees, consistent with the requirements set forth above with respect to Commission Members' obligations under the Levine Act.

(a) Campaign Disclosures. If any Alameda CTC officer or employee is required under any applicable law to make any campaign-related filings with any City, County, or other governmental agency located completely or partially within Alameda County, and/or with the FPPC, the officer or employee shall simultaneously provide copies of any such filing(s) to the Clerk of the Commission. The foregoing obligation shall also apply with respect to campaign-related filings made by or on behalf of any committee controlled by an Alameda CTC officer or employee. The Clerk of the Commission shall make and retain a copy of any such campaign filings.

(b) Disqualification from Participating in a Proceeding. No Alameda CTC officer or employee shall participate in making, or in any way attempt to use his or her position with Alameda CTC to influence a decision in a proceeding pending before the Commission or committee of the Commission involving a license, permit, or other entitlement for use if the officer or employee has received a contribution of more than Two Hundred Fifty Dollars ($250) within the preceding twelve (12) months from an applicant involved in the proceeding before the Commission or a participant who has a financial interest in the decision.

APPENDIX A
DESIGNATED EMPLOYEES AND DISCLOSURE CATEGORIES

Designated Employees

The following positions entail the making or participating in the making of decisions which may foreseeably have a material effect on financial interests.

Position	Disclosure Categories
Commission Member	1 & 2
Executive Director	1 & 2
Chief Deputy Executive Director	1 & 2
Deputy Executive Director of Projects	1 & 2
Deputy Executive Director of Planning and Policy	1 & 2
Deputy Executive Director of Finance and Administration	1 & 2
Director of Contract Services and Operations	4 & 6
Director of Finance	4 & 6
Director of Programming and Project Controls	2, 3, 4 & 5
Director of Project Delivery ~~and Construction~~	2, 3, 4 & 5
Director of Express Lane Operations	3 & 4
~~Director of Budgets and Administration~~	~~4 & 6~~
Director of Planning and Programs	2, 3, 4 & 5
Director of Communications~~Policy~~ and Government Affairs ~~and Communications~~	4 & 5
Legal Counsel	1 & 2
Consultant*	as determined by the Executive Director

* Consultants, as defined in 2 California Code of Regulations §18700.3, shall be

included in the list of designated employees. Not all outside contractors are considered to be Consultants under this Regulation, since it depends on the contractor's particular scope of work. Further, the Executive Director may determine in writing that a particular Consultant is hired to perform a range of duties that is limited in scope and thus it may be appropriate to assign one or more of the limited disclosure requirements set forth below. The Executive Director's determination designating a specific contractor as a Consultant and assigning one or more specific disclosure categories, which determination may be made utilizing FPPC Form 805, is a public record and shall be retained for public inspection in the same manner and locator as this Code.

Disclosure Categories

The disclosure categories listed below identify the types of economic interests that the designated position must disclose for each disclosure category to which he or she is assigned. Such economic interests are reportable if they are either located in or doing business in the jurisdiction, are planning to do business in Alameda County, or have done business during the previous two years in Alameda County.

Category 1: All investments and business positions in business entities and sources of income (including gifts, loans and travel payments) that do business or own real property within Alameda County.

Category 2: All interests in real property which is located in whole or in part within, or not more than two miles outside, the boundaries of Alameda County.

Category 3: All investments and business positions in business entities and sources of income (including gifts, loans and travel payments) that are engaged in land development, construction or the acquisition or sale of real property within Alameda County.

Category 4: All investments and business positions in business entities and sources of income (including gifts, loans and travel payments) that provide services, products, materials, machinery, vehicles or equipment of a type purchased or leased by Alameda CTC.

Category 5: All investments and business positions in business entities and sources of income (including gifts, loans and travel payments), including income from nonprofits or similar organizations, if the source is of the type to receive grants or similar funding from or through Alameda CTC.

Category 6: All investments and business positions in business entities, and sources of income, including gifts, loans, and travel payments, if the source is of the type of firm in or with which Alameda CTC is empowered to invest its funds, or the source has during the reporting period filed a claim or currently has a claim pending with Alameda CTC.

APPENDIX B
EXCERPTS FROM FPPC REGULATIONS AS OF THE ADOPTION HEREOF

(Regulations of the Fair Political Practices Commission, Title 2, Division 6, California Code of Regulations.)

§ 18700.3. Consultant, Public Official Who Manages Public Investments: Definitions.

(a) For purposes of Sections 82019 and 82048, "consultant" means an individual who, pursuant to a contract with a state or local government agency:

(1) Makes a governmental decision whether to:

(A) Approve a rate, rule, or regulation;

(B) Adopt or enforce a law;

(C) Issue, deny, suspend, or revoke any permit, license, application, certificate, approval, order, or similar authorization or entitlement;

(D) Authorize the agency to enter into, modify, or renew a contract provided it is the type of contract that requires agency approval;

(E) Grant agency approval to a contract that requires agency approval and to which the agency is a party, or to the specifications for such a contract;

(F) Grant agency approval to a plan, design, report, study, or similar item;

(G) Adopt, or grant agency approval of, policies, standards, or guidelines for the agency, or for any subdivision thereof; or

(2) Serves in a staff capacity with the agency and in that capacity participates in making a governmental decision as defined in Regulation 18704(a) and (b) or performs the same or substantially all the same duties for the agency that would otherwise be performed by an individual holding a position specified in the agency's Conflict of Interest Code under Section 87302.

(b) For purposes of Section 87200, the following definitions apply:

(1) “Other public officials who manage public investments” means:

(A) Members of boards and commissions, including pension and retirement boards or commissions, or of committees thereof, who exercise responsibility for the management of public investments;

(B) High-level officers and employees of public agencies who exercise primary responsibility for the management of public investments, such as chief or principal investment officers or chief financial managers. This category shall not include officers and employees who work under the supervision of the chief or principal investment officers or the chief financial managers; and

(C) Individuals who, pursuant to a contract with a state or local government agency, perform the same or substantially all the same functions that would otherwise be performed by the public officials described in subdivision (b)(1)(B).

(c) “Public investments” means the investment of public moneys in real estate, securities, or other economic interests for the production of revenue or other financial return.

(d) “Public moneys” means all moneys belonging to, received by, or held by, the state, or any city, county, town, district, or public agency therein, or by an officer thereof acting in the officer's official capacity, and includes the proceeds of all bonds and other evidences of indebtedness, trust funds held by public pension and retirement systems, deferred compensation funds held for investment by public agencies, and public moneys held by a financial institution under a trust indenture to which a public agency is a party.

(e) “Management of public investments” means the following nonministerial functions: directing the investment of public moneys; formulating or approving investment policies; approving or establishing guidelines for asset allocations; or approving investment transactions.

Note: Authority cited: Section 83112, Government Code. Reference: Sections 82019, 82048, 87100, 87200 and 87302, Government Code.

HISTORY

1. New section filed 6-22-2015; operative 7-22-2015. Submitted to OAL for filing and printing only pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements and not subject to procedural or substantive review by OAL) (Register 2015, No. 26). For prior history, see Register 2015, No. 18.
2. Amendment of subsection (a)(2) filed 7-10-2015; operative 7-10-2015 pursuant to section 18312(e)(1)(A), title 2, California Code of Regulations. Submitted to OAL for filing pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements and not subject to procedural or substantive review by OAL) (Register 2015, No. 28).
3. Amendment of subsection (d) filed 5-12-2021; operative 6-11-2021 pursuant to Cal. Code Regs., tit. 2, section 18312(e). Submitted to OAL for filing pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements and not subject to procedural or substantive review by OAL) (Register 2021, No. 20).

(Regulations of the Fair Political Practices Commission, Title 2, Division 6, California Code of Regulations)

§ 18704. Making, Participating in Making, or Using or Attempting to Use Official Position to Influence a Government Decision, Defined.

(a) Making a Decision. A public official makes a governmental decision if the official authorizes or directs any action, votes, appoints a person, obligates or commits the official's agency to any course of action, or enters into any contractual agreement on behalf of the official's agency.

(b) Participating in a Decision. A public official participates in a governmental decision if the official provides information, an opinion, or a recommendation for the purpose of affecting the decision without significant intervening substantive review.

(c) Using Official Position to Attempt to Influence a Decision. A public official uses an official position to influence a governmental decision if the official:

(1) Contacts or appears before any official in the official's agency or in an agency subject to the authority or budgetary control of the official's agency for the purpose of affecting a decision; or

(2) Contacts or appears before any official in any other government agency for the purpose of affecting a decision, and the public official acts or purports to act within the official's authority or on behalf of the official's agency in making the contact.

(d) Exceptions. Making, participating in, or influencing a governmental decision does not include:

(1) Ministerial. Actions by a public official that are solely ministerial, secretarial, or clerical.

(2) Appearances as a Member of the General Public. An appearance by a public official as a member of the general public before an agency in the course of its prescribed governmental function if the official is appearing on matters related solely to the official's personal interests, including interests in:

(A) Real property owned entirely by the official, members of the official's immediate family, or the official and members of the official's immediate family;

(B) A business entity owned entirely by the official, members of the official's immediate family, or the official and members of the official's immediate family; or

(C) A business entity over which the official, members of the official's immediate family, or the official and members of the official's immediate family solely or jointly exercise full direction and control.

(3) Terms of Employment. Actions by a public official relating to compensation or the terms or conditions of the official's employment or consulting contract. However, an official may not make a decision to appoint, hire, fire, promote, demote, or suspend without pay or take disciplinary action with financial sanction against the official or the official's immediate family, or set a salary for the official's or the official's immediate family different from salaries paid to other employees of the government agency in the same job classification or position.

(4) Public Speaking. Communications by a public official to the general public or media.

(5) Academic Decisions.

(A) Teaching decisions, including an instructor's selection of books or other educational materials at the instructor's own school or institution, or other similar decisions incidental to teaching; or

(B) Decisions by a public official who has teaching or research responsibilities at an institution of higher education relating to the official's professional responsibilities, including applying for funds, allocating resources, and all decisions relating to the manner or methodology with which the official's academic study or research will be conducted. This exception does not apply to a public official who has institution-wide administrative responsibilities as to the approval or review of academic study or research at the institution unrelated to the official's own work.

(6) Architectural and Engineering Documents.

(A) Drawings or submissions of an architectural, engineering, or similar nature prepared by a public official for a client to submit in a proceeding before the official's agency if:

(i) The work is performed pursuant to the official's profession; and

(ii) The official does not make any contact with the agency other than contact with agency staff concerning the process or evaluation of the documents prepared by the official.

(B) An official's appearance before a design or architectural review committee or similar body of which the official is a member to present drawings or submissions of an architectural, engineering, or similar nature prepared for a client if:

(i) The review committee's sole function is to review architectural designs or engineering plans and to make recommendations to a planning commission or other agency;

(ii) The review committee is required by law to include architects, engineers or persons in related professions, and the official was appointed to the body to fulfill this requirement; and

(iii) The official is a sole practitioner.

(7) Additional Consulting Services: Recommendations by a consultant regarding additional services for which the consultant or consultant's employer would receive additional

income if the agency has already contracted with the consultant, for an agreed upon price, to make recommendations concerning services of the type offered by the consultant or consultant's employer and the consultant does not have any other economic interest, other than in the firm, that would be foreseeably and materially affected by the decision.

Note: Authority cited: Section 83112, Government Code. Reference: Sections 87100, 87101 and 87302, Government Code.

HISTORY

1. Change without regulatory effect renumbering former section 18702 to section 18704, including amendment of section heading and section, filed 4-27-2015. Submitted to OAL for filing pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements and not subject to procedural or substantive review by OAL) (Register 2015, No. 18). For prior history of section 18704, see Register 2015, No. 6.

2. Repealer and new section and amendment of Note filed 6-22-2015; operative 7-22-2015. Submitted to OAL for filing and printing only pursuant *to Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements and not subject to procedural or substantive review by OAL) (Register 2015, No. 26).

3. Amendment of subsections (a), (c)-(c)(2), (d)(2)-(d)(3) and (d)(5)(A)-(B) filed 5-12-2021; operative 6-11-2021 pursuant to Cal. Code Regs., tit. 2, section 18312(e). Submitted to OAL for filing pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil

C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements and not subject to procedural or substantive review by OAL) (Register 2021, No. 20).

(Regulations of the Fair Political Practices Commission, Title 2, Division 6, California Code of Regulations)

§ 18707. Disqualification Requirements.

(a) Public Meeting Decisions Involving Officials Specified in Section 87200. A public official in a position specified in Section 87200 and disqualified from a decision relating to an agenda item noticed for consideration at a public meeting subject to either the Bagley-Keene Act (Section 11120 et seq.) or the Brown Act (Section 54950 et seq.) must not take part in the decision. The official's recusal from the decision shall meet all of the following requirements:

(1) Form and Content of Public Identification. The official must publicly identify each type of financial interest held by the official that gives rise to the conflict of interest (i.e. business entity, real property, source of income, gift(s) or a personal financial effect).

(A) For each financial interest identified, the official must provide the following, as applicable:

(i) Name of the business entity, general description of the business' activity, and any position held.

(ii) Real property address, assessor's number, or identification that the property is the official's personal residence.

(iii) Name of the source of income.

(iv) Name of the source of a gift.

(v) The nature of the expense, liability, asset, or income affected.

(B) Identification must be oral and made part of the public record.

(2) Timing. Public identification of the financial interest must be made immediately prior to consideration of the agenda item. Partial absence from a meeting does not excuse the official's

public identification requirement. If an official leaves a meeting in advance of the agenda item in which the official is disqualified, the official must publicly identify the agenda item and the financial interest prior to leaving the meeting. An official first joining a meeting after the consideration of an agency item in which the official is disqualified must publicly identify the agenda item and the financial interest immediately upon joining the meeting.

(3) Recusal and Leaving the Room. The official must follow the recusal procedure, leave the room after the identification required by this regulation is made, and refrain from any participation in the decision. The official will not be counted toward achieving a quorum while the item is discussed.

(A) For an agenda item on a consent calendar (uncontested items), the official may remain in the room during the consent calendar.

(B) If an official has a personal interest in the agenda item as defined in Regulation 18704(d)(2) and wishes to speak or appear as a member of the general public, following the public identification of the financial interest and recusal the official may leave the dais and speak or observe from the area reserved for members of the public.

(4) Special Rules for Closed Session. The public identification must be made orally during the open session before the body goes into closed session and may be limited to a declaration that the official's recusal is because of a conflict of interest under Section 87100. The declaration will be made part of the official public record. The official must not be present when the decision is considered in closed session or knowingly obtain or review a recording or any other non-public information regarding the governmental decision.

(b) Other Decisions. A public official disqualified from any decision other than a decision under subdivision (a) must not take part in the decision, and the official's recusal from the decision must meet the following requirements:

(1) If an official determines not to act because of a financial interest, the official's determination may be accompanied by an oral or written disclosure of the financial interest.

(2) The official's presence will not be counted toward achieving a quorum.

(3) During a closed meeting of the agency, a disqualified official must not be present when the decision is considered or knowingly obtain or review a recording or any other nonpublic information regarding the governmental decision.

(4) An agency may adopt a local rule requiring the official to step down from the dais or leave the chambers.

(c) Confidential Information. Nothing in the provisions of this regulation is intended to cause an agency or public official to make any disclosure that would reveal the confidences of a closed session or any other privileged information as contemplated by law including, but not limited to, the recognized privileges found in Regulation 18740.

Note: Authority cited: Section 83112, Government Code. Reference: Sections 87100, 87101, 87103, 87105 and 87200, Government Code.

HISTORY

1. New section filed 6-22-2015; operative 7-22-2015. Submitted to OAL for filing and printing only pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking

requirements and not subject to procedural or substantive review by OAL) (Register 2015, No. 26). For prior history, see Register 2015, No. 21.

2. Repealer and new section filed 7-23-2020; operative 8-22-2020 pursuant to Cal. Code Regs., tit. 2, section 18312(e). Submitted to OAL for filing pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administraotive Procedure Act rulemaking requirements and not subject to procedural or substantive review by OAL) (Register 2020, No. 30).

3. Amendment of subsections (a), (a)(3) and (b) filed 5-12-2021; operative 6-11-2021 pursuant to Cal. Code Regs., tit. 2, section 18312(e). Submitted to OAL for filing pursuant to *Fair Political Practices Commission v. Office of Administrative Law*, 3 Civil C010924, California Court of Appeal, Third Appellate District, nonpublished decision, April 27, 1992 (FPPC regulations only subject to 1974 Administrative Procedure Act rulemaking requirements and not subject to procedural or substantive review by OAL) (Register 2021, No. 20).

Memorandum 6.4

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DATE:	September 17, 2026
TO:	Alameda County Transportation Commission
FROM:	Patricia Reavey, Deputy Executive Director of Finance and Administration Yoana Navarro, Director of Finance
SUBJECT:	Approve an Update to the Alameda CTC Investment Policy

Recommendation

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

Summary

An update to the Alameda CTC investment policy is attached in tracked changes format to show the recommended updates to the investment policy since the policy was last reviewed and adopted by the Commission in September 2025. The changes proposed include:

1. Update to VIII. Authorized Investments, 7, Commercial Paper - to change the maximum maturity days allowed from 270 days to 397 days, per SB 595 which became effective January 1, 2026, and clarify that there is a sunset date of January 1, 2031 to both the maximum maturity days and maximum percent of the portfolio allowed to be invested in commercial paper, which is 40 percent for agency's with investment assets greater than $100 million,
2. Update to VIII. Authorized Investments, 8, Asset-backed Commercial Paper - to change the maximum maturity days allowed from 270 days to 397 days, per SB 595 which became effective January 1, 2026, and clarify that there is a sunset date of January 1, 2031 to both the maximum maturity days and maximum percent of the portfolio allowed to be invested in asset-backed commercial paper, which is 40 percent for agency's with investment assets greater than $100 million,
3. Update to VIII. Authorized Investments, 10, Asset-backed Securities - to clarify that asset-backed securities have different requirements in this policy than government-sponsored mortgages which are addressed in VIII. Authorized Investments, 2,

4. Update to IX. Ineligible Investments, 2, Interest-only Strips – to clarify the sunset date of January 1, 2031, per SB 595, of the exception to this ineligible investment for securities issued or backed by the government, and
5. Update to the table in Appendix I, to change the maximum maturity days as noted in bullets 1 and 2 above.
6. Updates to VIII. Authorized Investments to include definitions of terms at the request of the Finance and Administration Committee.

Staff reviewed the investment policy in consultation with investment advisors and made the recommended updates to conform with SB 595 and provide clarity on asset-backed securities.

SB 595 was introduced by Senator Choi on February 20, 2025 and amended by the Senate on April 9, 2025. It updates local government investment limits which are applicable to Alameda CTC and financial reporting rules for cities, counties and the State Controller. Its key provisions include the following:

- **Commercial Paper Investments:** Revises the maximum maturity period for investments in commercial paper by local agencies from 270 days to 397 days.
- **Asset Caps and Rules:** Repeals prior percentage caps on commercial paper investments (which were 25% for local agencies with under $100 million in assets and 40% for agencies with over $100 million in assets) with these new rules effective through January 1, 2031.
- **Financial Reporting Deadlines:** Adjusts financial reporting timelines for cities and counties to submit annual financial transaction reports within 10 months after the fiscal year ends (or as prescribed by the Controller).
- **Controller Studies:** Requires the State Controller to evaluate whether certain financial transaction reports can transition to machine-readable audited financial statements.

Background

The California Government Code Section 53600.5 states, "… the primary objective of a trustee shall be to safeguard the principal of the funds under its control. The secondary objective shall be to meet the liquidity needs of the depositor. The third objective shall be to achieve a return on the funds under its control." These objectives are also reflected in Alameda CTC's investment policy, in the order of priority demonstrated in the Code. Alameda CTC safeguards assets by mitigating credit and interest rate risk, provides adequate liquidity to meet all operating requirements of Alameda CTC, and attains a market rate of return on investments taking into account investment risk constraints of safety and liquidity needs.

The attached investment policy (Attachment A) was developed in accordance with the Code to define parameters and guide staff and investment advisors in managing Alameda CTC's investment portfolio; however, the Alameda CTC policy is slightly more restrictive than the Code. The policy formalizes the framework for Alameda CTC's investment activities that must be exercised to ensure effective and prudent fiscal management of Alameda CTC's funds. The guidelines are intended to be broad enough to allow staff and investment advisors to function properly within the parameters of fiscal responsibility and authority, yet specific enough to adequately safeguard investment assets.

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

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

Attachment:

A. Draft Alameda CTC Investment Policy September 2026 (Markup)

Alameda County Transportation Commission
Investment Policy
September ~~2025~~2026

I. Introduction

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

II. Governing Authority

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

III. Scope

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

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

IV. General Objectives

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

1. *Safety*

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

2. *Liquidity*

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

3. *Return*

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

V. Standard of Care

1. *Prudence*

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

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

2. *Delegation of Authority and Responsibilities*

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

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

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

Responsibilities of the Investment Advisor - Alameda CTC may engage the services of one or more external investment advisors to assist in the management of the investment portfolio in a manner consistent with Alameda CTC's objectives. Investment advisors may be granted discretion to purchase and sell investment securities in accordance with this Investment Policy and the California Government Code and must be registered under the Investment Advisors Act of 1940 or be a bank, regulated by the Office of the Comptroller of the Currency (OCC) or Federal Reserve operating under the fiduciary exemption from the Security and Exchange Commission. Any investment advisor shall be required to prepare and provide comprehensive reports on Alameda CTC's investments on a monthly and quarterly basis, and as requested by Alameda CTC's Investment Officers. At no time shall the investment advisor maintain custody of Alameda CTC cash or assets.

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

VI. Selection of Financial Institutions and Broker/Dealers

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

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

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

VII. Safekeeping and Custody

1. *Delivery vs. Payment*

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

2. *Third-Party Safekeeping*

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

3. *Internal Controls*

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

VIII. Authorized Investments

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

1. United States Treasury notes, bonds, bills, certificates of indebtedness, or other government obligations for which the full faith and credit of the United States are pledged for the payment of principal and interest.

    a. Maximum maturity: 5 years
    b. Maximum percent of portfolio: 100%

2. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.

    a. Maximum maturity: 5 years
    b. Maximum percent of portfolio: 100%
    c. Type: Senior and fully guaranteed debt obligations
    d. Maximum per issuer: 35%
    e. Maximum callable securities: 20%

3. Repurchase Agreements

    Repurchase Agreements are short-term, secured financial transactions where one party sells securities to another and agrees to buy them back later at a slightly higher price.

    Repurchase Agreements used solely as short-term investments.

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

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

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

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

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

a. Maximum maturity: 90 days
b. Maximum percent of portfolio: 20%

4. Municipal Securities are debt instruments issued by states, cities, counties, and other government entities to raise money for public projects and day-to-day operations.

   Municipal Securities that are obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency.

   a. Maximum maturity: 5 years
   b. Maximum percent of portfolio: 30% in Municipal Securities
   c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
   d. Maximum per issuer: 5%

5. Municipal Securities that are registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or

operated by the state or by a department, board, agency or authority of any of the other 49 states, in addition to California.

a. Maximum maturity: 5 years
b. Maximum percent of portfolio: 30% in Municipal Securities
c. Minimum credit quality: A (S&P); or A2 (Moody's): or A (Fitch)
d. Maximum per issuer: 5%

6. Bankers' Acceptances

Bankers' acceptances are short-term credit and payment instruments guaranteed by a commercial bank, functioning like a post-dated, certified check for large international trade transactions.

Banker's Acceptances, otherwise known as bills of exchange or time drafts which are drawn on and accepted by a commercial bank.

a. Maximum maturity: 180 days
b. Maximum percent of portfolio: 40%
c. Minimum credit quality: A-1 (S&)); or P-1 (Moody's); or F-1 (Fitch)
d. Maximum per issuer: 5%

7. Commercial Paper

Commercial paper investments are unsecured, short-term debt instruments issued by large corporations and financial institutions to raise cash for immediate operational needs.

Commercial paper rated in the highest two short-term rating categories, as provided by a nationally recognized statistical rating organization. The entity that issues the commercial paper shall meet all of the following conditions: (a) is organized and operating in the United States as a general corporation; (b) has total assets in excess of five hundred million dollars ($500,000,000); and (c) has debt other than commercial paper, if any, that is rated a rating category "A" or higher by a nationally recognized statistical-rating organization.

a. Maximum maturity: ~~270~~397 days
b. Maximum percent of portfolio: 40%
c. Minimum credit quality: A-1 (S&P); or P-1 (Moody's); or F-1 (Fitch)
d. Maximum per issuer: 5%

No more than 40% of the total portfolio may be invested cumulatively in commercial paper or asset-backed commercial paper as defined in Section 8 below. Under a provision that will sunset on January 1, 2031, 40% of the total portfolio may be invested in Commercial Paper if the Agency's investment assets are greater than $100,000,000. No more than 10% of the outstanding commercial paper of any single issuer may be purchased. No more than 10% of the total portfolio may be invested in the commercial paper and medium-term notes of a single issuer.

8. Asset-Backed Commercial Paper

Asset-backed commercial paper is a short-term debt instrument that is collateralized by a package or pool of financial assets.

Asset-backed commercial paper of "prime" quality and issued by an entity organized within the United States as a special purpose corporation, trust, or limited liability company. The entity that issues the asset-backed commercial paper must meet all of the following conditions: (a) is rated "A-1" (or the equivalent) or higher by at least one nationally recognized statistical rating organization; and (b) has program-wide credit enhancements including, but not limited to, overcollateralization, letters of credit, or a surety bond.

a. Maximum maturity: ~~270~~397 days
b. Maximum percent of portfolio: 40%
c. Minimum credit quality: A-1 (S&P); or P-1 (Moody's); or F-1 (Fitch)
d. Maximum per issuer: 5%

No more than 40% of the total portfolio may be invested cumulatively in asset-backed commercial paper or commercial paper as defined in Section 7 above. Under a provision that will sunset on January 1, 2031, 40% of the total portfolio may be invested in Commercial Paper if the Agency's investment assets are greater than $100,000,000. No more than 10% of the outstanding commercial paper of any single issuer may be purchased. No more than 10% of the total portfolio may be invested in the commercial paper and medium-term notes of a single issuer.

9. Medium-Term Notes

Medium-term notes~~,~~ are defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S.

Medium-term corporate notes shall be rated a minimum of "A" or its equivalent by a nationally recognized statistical rating organization.

a. Maximum maturity: 5 years
b. Maximum percent of portfolio: 30%
c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
d. Maximum per issuer: 5%

No more than 10% of the total portfolio may be invested in the medium-term notes and commercial paper of a single issuer.

10. Asset-Backed Securities

Asset-backed securities are financial notes or bonds backed by a pool of receivables.

Asset-backed securities, from issuers not defined in Section 2, including any consumer receivable pass-through certificate, equipment lease-backed certificate, consumer receivable backed bond, or other pay-through bond with a maximum maturity of five years or less.

Asset-backed securities shall be rated "AAA" or its equivalent by a nationally recognized statistical rating organization.

a. Maximum Maturity: 5 years
b. Maximum percent of portfolio: 20%
c. Minimum credit quality: AAA (S&P); or Aaa (Moody's); or AAA (Fitch)
d. Maximum per issuer: 5%

11. Certificates of Deposit

Certificates of deposit are low-risk savings accounts offered by banks and credit unions that pay a fixed interest rate on lump-sum deposits for a set period. FDIC insured or fully collateralized time certificates of deposit in financial institutions located in California.

a. Maximum maturity: 1 year
b. Maximum percent of portfolio: 10%
c. Maximum per issuer: 5%

12. Collateralized Bank Deposits~~.~~

Collateralized bank deposits are cash deposits in banks that are backed by pledged assets or securities from the financial institution to protect the depositor from loss if the bank fails.

Alameda CTC's deposits with financial institutions will be collateralized with pledged securities per California Government Code, Section 53651. There are no limits on the dollar amount or percentage that Alameda CTC may invest in collateralized bank deposits.

13. Negotiable Certificates of Deposits or Deposit Notes

Negotiable certificates of deposit are large-denomination bank time deposits with a minimum face value of $100,000 that can be bought and sold on a secondary market.

Deposit Notes are medium-term debt securities issued by a bank that can pay a fixed or variable rate of interest.

Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank, a savings association or a federal association, a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank.

a. Maximum maturity: 3 years
b. Maximum percent of portfolio: 30%
c. Minimum credit quality: A (S&P); or A2 (Moody's); or A (Fitch)
d. Maximum per issuer: 5%

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

LAIF is an investment pool run by the California State Treasurer which allows local governments and special districts to pool idle cash in safe, short-term investments.

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

a. Maximum dollar limit: as determined by LAIF

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

15. Joint Powers Authority (JPA) Investment Pools

JPA Investment Pools are cooperative financial vehicles that allow public agencies to pool their idle cash and funds together for professional investment management.

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

a. Maximum dollar limit: double the LAIF limit

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

16. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, et seq.).

To be eligible for investment pursuant to this subdivision, these companies shall either: (1) attain the highest ranking or the highest letter and numerical rating provided by not less than two nationally recognized statistical rating organizations; or (2) retain an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years experience managing money market mutual funds with assets under management in excess of five hundred million dollars ($500,000,000).

a. Maximum percent of portfolio: 20%
b. Maximum per Prime Money Market Fund: 5%
c. Maximum per Government Money Market Fund: 10%
d. Minimum credit quality: AAAm (S&P); or Aaa-mf (Moody's); AAAmmf (Fitch)

17. United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank and eligible for purchase and sale within the United States.

The International Bank for Reconstruction and Development, International Finance Corporation, and Inter-American Development Bank guarantee public and publicly backed financial obligations extended to or backed by member governments.

a. Maximum maturity: 5 years
b. Maximum percent of portfolio: 30%
c. Maximum per issuer: 10%
d. Minimum credit quality: AAA (S&P); or Aaa (Moody's); or AAA (Fitch)

Important Notes:

a) The percentage limitation for all categories of investments and individual issuers refers to the percentage in the overall Alameda CTC portfolio on the date the security or shares are purchased as measured by the settlement date.

b) The individual security term to maturity restrictions of this Investment Policy shall be based upon the settlement date.

c) The credit rating requirements of this Investment Policy shall apply at the time of purchase. If the credit rating of a security is downgraded below the minimum required rating level for a new investment of that security type subsequent to its purchase, the investment advisor shall promptly notify the Investment Officer. The Investment Officer shall evaluate the downgrade on a case-by-case basis in order to determine if the security should be held or sold. The Investment Officer will apply the general objectives of safety, liquidity, yield and legality to make the decision.

IX. Ineligible Investments

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

1. "Complex" derivative structures such as range notes, dual index notes, inverse floaters, leveraged or de-leveraged floating-rate notes, or any other complex variable-rate or structured note;

2. Interest-only strips that are derived from a pool of mortgages, or any security that could result in zero interest accrual if held to maturity except for the purchase of securities issued or backed by the United States government that could result in ~~the event of, and for the duration of,~~ a ~~period of~~zero or negative ~~market~~ interest ~~rates~~accrual if held to maturity which are allowed under a provision that will sunset on January 1, 2031;

3. Non-agency mortgage-backed pass-through securities;

4. Other non-agency mortgage-backed securities;

5. Non-agency collateralized mortgage obligations;

6. Reverse repurchase agreements;

7. Securities lending or other forms of borrowing or leverage; and

8. Securities with a forward settlement date exceeding 45 days from the time of purchase.

X. Investment Parameters

1. Credit Risk – Credit risk is the risk that a security or a portfolio will lose some or all of its value due to a real or perceived change in the ability of the issuer to repay its debt. The diversification requirements included in Section VIII are

designed to mitigate credit risk. Alameda CTC shall additionally mitigate credit risk by adopting the following diversification strategies:

a. Avoiding overconcentration in any one issuer or business sector;

b. Limiting investments in securities with higher credit risks; and

c. Maintaining a portion of the portfolio in a highly liquid investment such as LAIF

2. Market Risk - Market risk is the risk that the portfolio will fluctuate due to changes in the general level of interest rates. Alameda CTC recognizes that, over time, longer-term portfolios have the potential to achieve higher returns. On the other hand, longer-term portfolios have higher volatility of return. Alameda CTC shall mitigate market risk by providing adequate liquidity for short-term cash needs, and by making some longer-term investments only with funds that are not needed for current cash flow purposes. Alameda CTC further recognizes that certain types of securities, including variable rate securities, securities with principal paydowns prior to maturity, and securities with embedded options, will affect the market risk profile of the portfolio differently in different interest rate environments. Alameda CTC, therefore, adopts the following strategies to control and mitigate its exposure to market risk:

a. Alameda CTC shall invest in securities with varying maturities, maintaining a minimum of three months of budgeted operating expenditures in short-term investments to provide sufficient liquidity for expected disbursements;

b. The maximum percent of federal agency callable securities in the portfolio shall be 20%;

c. The maximum stated final maturity of individual securities in the portfolio shall be five years, except as otherwise stated in this policy;

d. Liquidity funds will be held in collateralized bank deposits, LAIF, JPA Pools or in money market instruments maturing within one year or less or held in securities with maturities matched to anticipated expenditures;

e. Longer term/Core funds will be defined as the funds in excess of liquidity requirements. The investments in this portion of the portfolio will have maturities between 1 day and 5 years and will only be invested in higher quality and liquid securities; and

f. The duration of the Core or benchmarked portion of the portfolio shall at all times be approximately equal to the duration of a Market Benchmark Index selected by Alameda CTC based on Alameda CTC's investment objectives, constraints and risk tolerances, plus or minus 25%.

3. Maximum percentages for a particular issuer or investment type may be exceeded at a point in time subsequent to the purchase of a particular issuer or investment type. Securities need not be liquidated to realign the portfolio; however, consideration should be given to this matter when future purchases are made to ensure that appropriate diversification is maintained.

XI. Performance and Program Evaluation

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

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

Appendix I

AUTHORIZED INVESTMENTS SUMMARY TABLE

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

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	**Alameda CTC Policy**	**Alameda CTC Policy**	**Per Cal. Gov't Code**	**Alameda CTC Policy**	**Per Cal. Gov't Code**	**Alameda CTC Policy**
Bankers' Acceptances	40%	40%	Max 5% per issuer	180 days	180 days	NA	A-1 (S&P) or P-1 (Moody's) or F-1 (Fitch)
Commercial paper of U.S. corporations with total assets exceeding $500,000,000	40%	40%	Max 10% of outstanding paper of any single issuer & max 5% of portfolio of any one issuer	~~270~~397 days	~~270~~397 days	A-1 or P-1 or F-1	A-1 (S&P) or P-1 (Moody's) or F-1 (Fitch)
Asset-backed commercial paper issued by entities organized in the U.S.	40%	40%	Max 10% of outstanding paper of any single issuer & max 5% of portfolio of any one issuer	~~270~~397 days	~~270~~397 days	A-1 or P-1 or F-1	A-1 (S&P) or P-1 (Moody's) or F-1 (Fitch
Medium Term Corporate Notes of U.S. Corporations	30%	30%	Max 5% per issuer	5 years	5 years	A	A (S&P) or A2 (Moody's) or A (Fitch)
Asset-Backed Securities	20%	20%	Max 5% per issuer	5 years	5 years	AAA	AAA (S&P) or Aaa (Moody's) or AAA (Fitch)
California Collateralized Time Deposits	NA	10%	Max 5% per issuer	NA	1 year	NA	NA

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

Memorandum 6.5

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DATE:	September 17, 2026
TO:	Alameda County Transportation Commission
FROM:	Ashley Tam, Principal Transportation Engineer Nicholas Johnston, Associate Program Analyst
SUBJECT:	I-580 and I-680 Express Lanes Quarterly Operations Update

Recommendation

This item provides the Commission with an update on the operation of the I-580 Express Lanes and I-680 Sunol Express Lanes for the fourth quarter of fiscal year 2025-2026. 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 fourth quarter of fiscal year 2025-2026 (April through June 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 ten 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 nine 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 Fiscal Year 2025-26 Quarter 4 Operations Updates

I-580 Fiscal Year 2025-26 Quarter 4 Operations Update:

Performance of the I-580 Express Lanes for the fourth quarter (Q4) of fiscal year (FY) 2025-26 is summarized below.

Trips Taken			Year-over-year Change
Type	Total	Average Daily	
All Express Lane Trips	2,179,000	34,100	-2%
Paid Trips	998,000	15,600	+2%
Percentage of Toll-free Trips	54%		-2%

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	C	D	$3.35
Westbound (WB)	68	61	B	C	$2.11

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

CHP performed 899 hours of enforcement services and made 1,129 enforcement contacts during the quarter.

I-680 FY 2025-26 Q4 Operations Update:

Performance of the I-680 Express Lanes for Q4 of FY 2025-26 is summarized below.

Trips Taken			Year-over-year Change
Type	Total	Average Daily	
All Express Lane Trips	2,161,000	33,800	+4%
Paid (SOV) Trips	975,000	15,200	+4%
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)	61	55	C	C	$4.26
Southbound (SB)	66	57	B	C	$2.93

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

CHP performed 947 hours of enforcement services and made 1,197 enforcement contacts during the quarter.

Memorandum 6.6

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

DATE:	September 17, 2026
TO:	Alameda County Transportation Commission
FROM:	John Nguyen, Director of Programming and Projects Controls
SUBJECT:	Approve Resolution 26-005 including Actions Associated with Allocation of Regional Measure 3 funds for the Port of Oakland Green Power Microgrid Project

Recommendation

Approve Resolution 26-005 (Attachment A), which affirms the following actions associated with the Port of Oakland's Green Power Microgrid Project (Project):

1. Concurrence of reprogramming and allocation of $11 million in Regional Measure 3 (RM3) Funds awarded to the City of Oakland for the Neighborhood and Railroad Safety Improvements Project near the Port of Oakland to the Port of Oakland's Green Power Microgrid Project (Project).
2. Designation of the Port of Oakland as the Implementing Agency for the Project and RM3 Funds; and
3. Authorizes Port of Oakland to execute and submit an RM3 allocation request to the Metropolitan Transportation Commission (MTC).

Summary

The Metropolitan Transportation Commission (MTC) and the Alameda County Transportation Commission (Alameda CTC) are co-sponsors of the Regional Measure 3 (RM3) Goods Movement and Mitigation Program (RM3 Project #3), which provides $160 million in toll revenues to reduce truck traffic congestion and mitigate associated environmental impacts.

In November 2022, MTC programmed the full $160 million for RM3 Project #3, including $55 million awarded to the City of Oakland for the Neighborhood and Railroad Safety Improvements Project near the Port of Oakland. In coordination with the Port of Oakland (Port), the City of Oakland is now requesting that $11 million of these RM3 funds be reprogrammed and allocated to the Port of Oakland's Green Power Microgrid Project

(Project). The Port will be designated as the Implementing Agency of the Project and of the RM3 funds.

Consistent with RM3 program guidelines, all identified co-sponsors must provide concurrence on allocation requests before MTC can consider approval. It is recommended that Alameda CTC provide a Commission-adopted resolution to affirm its concurrence with the proposed RM3 reprogramming and the designation of the Port as the Implementing Agency of the RM3 funding.

Background

RM3 was approved by voters in the nine-county San Francisco Bay Area in June 2018. The measure provides $4.45 billion in transportation funding, with an estimated $1 billion eligible for Alameda County projects. The measure includes a plan to build projects that support better goods movement and economic development, highway and express lane improvements, major transit investments in operations and capital projects, and active transportation, funded by an increase in bridge tolls on all Bay Area toll bridges except the Golden Gate Bridge.

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

Per RM3 guidance, MTC requires Alameda CTC, as a co-sponsor of RM3 Project #3, to provide its concurrence with Oakland's allocation requests prior to MTC's approval. Over the past few months, the City of Oakland and Port of Oakland staff have been coordinating with Alameda CTC and MTC staff regarding the use of these RM3 funds on the Project.

On August 3, 2026, the City of Oakland and the Port of Oakland submitted a joint letter supporting the reprogramming and allocation of $11 million in RM3 funds from the Neighborhood and Railroad Safety Improvements Near the Port of Oakland Project to the Port of Oakland Green Power Microgrid Project (Attachment B).

The Port of Oakland Green Power Microgrid Project will construct 145 heavy-duty electric vehicle chargers at five locations within the Port's seaport facilities, along with the supporting electrical and site infrastructure necessary for operation. Improvements include new substations, substation upgrades such as switchgear and transformers, electrical conduit, charging pedestals, and associated civil site work, including foundations, paving, striping, and bollards. Construction is anticipated to occur between fall 2026 and spring 2029.

On September 10, 2026, the Port of Oakland's Board of Port Commissioners are anticipated to adopt a resolution in support of the $11 million reprogramming request and the designation of the Port of Oakland as the Implementing Agency of the RM3 funding. Attachment C includes the Port's Draft Resolution, RM3 Allocation Initial Project Report (IPR) and Allocation Request package.

Staff recommends that the Commission adopt a resolution to affirm its concurrence with the proposed RM3 reprogramming and the designation of the Port as the Implementing Agency of the RM3 funding. With the change, the RM3 Goods Movement and Mitigation Program of Projects is summarized in the Table below.

Regional Measure 3: Goods Movement and Mitigation Program of Projects		
Agency	**Project Title**	**RM3 Amount ($ millions)**
Alameda CTC	GoPort Suite of Projects at the Port of Oakland, including the 7th Street Grade Separation East Project	$80
Alameda CTC	Railroad Safety Enhancement Program (RSEP)	$25
City of Oakland	Neighborhood and Railroad Safety Improvements Near the Port of Oakland	$44
Port of Oakland	Port of Oakland Green Power Microgrid Project	$11
	Total	**$160**

As next steps, MTC is scheduled to consider the request at its October 21, 2026 Commission meeting. If approved, the Port of Oakland will work directly with MTC to access and administer the allocated funds.

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

Attachments:

A. Alameda CTC Resolution 26-005
B. City of Oakland and Port of Oakland - Joint Letter of Concurrence in the Reprogramming $11 million in RM3 Funds
C. Port of Oakland – Resolution, RM3 IPR and Allocation Request package

ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Alameda County Transportation Commission
Resolution No. 26-005

Resolution of the Alameda County Transportation Commission affirming concurrence of reprogramming and allocation of $11 million in Regional Measure 3 (RM3) Funds awarded to the City of Oakland for the Neighborhood and Railroad Safety Improvements Project near the Port of Oakland to the Port of Oakland's Green Power Microgrid Project and Designating the Port of Oakland as the Implementing Agency for a Subproject of the Goods Movement and Mitigation Program (RM3 Project #3)

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as

Sponsor Agency:	Alameda County Transportation Commission (Alameda CTC)
Implementing Agency:	Port of Oakland
Project Title:	Goods Movement and Mitigation Program (RM3 Project #3)
Subproject Title:	Port of Oakland Green Power Microgrid Project (RM3 Subproject #3.5)

Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

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

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

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

WHEREAS, Alameda CTC is a sponsor of RM3 Project #3, Goods Movement and Mitigation Program in the Regional Measure 3 Expenditure Plan; and

WHEREAS, Alameda CTC desires to designate the Port of Oakland ("Port") as an entity that is eligible to request Regional Measure 3 funds for the Project #3, Goods Movement and Mitigation Program; and

WHEREAS, Alameda CTC concurs with the reprogramming and allocation of $11 million in Regional Measure 3 (RM3) Funds awarded to the City of Oakland for the Neighborhood and Railroad Safety Improvements Project near the Port of Oakland to the Port of Oakland's Green Power Microgrid Project (Subproject #3.5); and

WHEREAS, the Port of Oakland Green Power Microgrid Project, Subproject #3.5, is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

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

WHEREAS, the Port Board of Commissioners will consider approval of the RM3 allocation request and the IPR at its September 10, 2026 meeting; now, therefore, be it

RESOLVED, that Alameda CTC concurs with the reprogramming and allocation of $11 million in Regional Measure 3 (RM3) Funds awarded to the City of Oakland for the Neighborhood and Railroad Safety Improvements Project near the Port of Oakland to the Port of Oakland's Green Power Microgrid Project; and be it further

RESOLVED, that Alameda CTC designates the Port as the implementing agency for the project; and be it further

RESOLVED, that Alameda CTC delegates responsibility for certifying the project and allocation request(s) comply with the requirements of MTC's Regional Measure 3 Policies and Procedures to the Port; and be it further

RESOLVED, that Alameda CTC confirms that the Port is required to comply with the provisions of MTC's Regional Measure 3 Policies and Procedures; and be it further

RESOLVED, that Alameda CTC certifies that the Port of Oakland Green Power Microgrid Project, Subproject 3.4, is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that Alameda CTC approves the allocation request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that the Port is authorized to request an allocation of up to $11.0 million in Regional Measure 3 funds for the Port of Oakland's Green Power Microgrid Project, Sub-project 3.5, and the purposes as described in the IPR attached to this resolution; and be it further

RESOLVED, that Alameda CTC indemnifies and holds harmless MTC, BATA, and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Alameda CTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM3 funds. Alameda CTC agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, BATA, and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Port's allocation request referenced herein.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on September 24, 2026, in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: Attest:

____________________________ ____________________________

David Haubert
Chair, Alameda CTC

Elizabeth (Liz) Lake
Clerk of the Commission

August 3, 2026

Tony Tavares
Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Andrew Fremier
Executive Director
Metropolitan Transportation Commission
375 Beale Street, Suite 800
San Francisco, CA 94105

Re: Joint Concurrence in the Reprogramming and Allocation of $11 million in Regional Measure 3 Funds from the City of Oakland Neighborhood and Railroad Safety Improvements Near the Port of Oakland Program to the Port of Oakland Green Power Microgrid Project

Dear Executive Director Tavares and Executive Director Fremier:

The City of Oakland and the Port of Oakland (collectively, the "Agencies") jointly submit this letter to affirm our mutual concurrence in the reprogramming and allocation of $11 million in Regional Measure 3 ("RM3") funds. These funds are currently programmed in part to support the City of Oakland's ("City") Neighborhood and Railroad Safety Improvements Near the Port of Oakland as part of RM3 Project #3 Goods Movement and Mitigation Program. With this letter, the Agencies jointly request that Alameda County Transportation Commission ("Alameda CTC") and the Metropolitan Transportation Commission ("MTC") approve reprogramming $11 million from the City of Oakland Neighborhood and Railroad Safety Improvements Near the Port of Oakland category to the Port of Oakland ("Port") Green Power Microgrid Project and an allocation of $11 million for the Port's Green Power Microgrid project for immediate project implementation.

The City's Neighborhood and Railroad Safety Improvements Near the Port of Oakland Program ("Program") includes a suite of subprojects serving the Port and adjacent neighborhoods that must be constructed by 2030. This $11 million reprogramming is possible for three reasons. First, prolonged negotiations with the Union Pacific Railroad have caused unanticipated schedule impacts and substantial scope reductions to the Embarcadero West Rail Safety and Access Improvements project. Second, the City has had extraordinary success securing additional grant funding not originally anticipated, including $14.6 million in Affordable Housing and Sustainable Communities funds and the preservation of $13.8 million in federal Rebuilding America's Infrastructure with Sustainability and Equity (RAISE) funds. Third, the bid environment has been more favorable than anticipated: recent construction contract awards for subprojects under the Program have come in 8–17% under the City's engineer's estimate. As a result, the $11 million in RM3 funds is not required to complete the Program in the near-term, and the City has determined it can be redirected to the Port's Green Power Microgrid project without delaying the City's safety and access improvements — ensuring these funds can be put to immediate use reducing the negative air quality and public health impacts of goods movement on surrounding Oakland communities.

The Port's Green Power Microgrid project supports the Port's pathway to decarbonized operations through the installation of nearly 150 heavy-duty/Class 8 electrical vehicle chargers at various locations throughout the seaport, as well as substation upgrades and improvements to the resiliency and reliability of the Port's local electrical distribution network. The project is supported by the California Transportation Commission through the Trade Corridor Enhancement Program, and also directly supports the related equipment decarbonization replacement efforts being undertaken by the Port and its tenants and customers through the Environmental Protection Agency's Clean Ports program, a nearly $600 million combined federal, port, and private investment in zero emissions cargo-handling equipment and on-road truck upgrades.

The City and Port have jointly determined that reprogramming these funds is consistent with the intent of the RM3 Expenditure Plan to reduce the negative air quality and public health impact of goods movement on surrounding communities. The reduction in funding for the City's Neighborhood and Railroad Safety Improvements Near the Port of Oakland category is consistent with the amended scope and goals of the project, and the inclusion of funding for the Port's Green Power Microgrid project addresses the cost increases that have occurred as the project has advanced through the design process and into the competitive bidding market.

The Port intends to bring to its next scheduled regular Board meeting on September 10, 2026, an allocation resolution for consideration and adoption by its Board of Port Commissioners in support of the $11 million reprogramming request and the designation of the Port of Oakland as the Implementing Agency of the RM3 funding.

We appreciate Alameda CTC's and MTC's partnership on this funding request and are available to provide any additional information needed to support your review. Please feel free to direct questions to Jason Garben, Acting Director of Maritime, Port of Oakland, (jgarben@portoakland.com; 510-627-1153.

Sincerely,

Betsy Lake (Aug 24, 2026 14:49:48 PDT)

Betsy Lake
Interim City Administrator
City of Oakland

Kristi McKenney (Aug 25, 2026 10:08:06 PDT)

Kristi McKenney
Executive Director
Port of Oakland

Josh Rowan (Aug 24, 2026 14:44:36 PDT)

Josh Rowan
Director of Transportation
City of Oakland

Memorandum

6.7

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

DATE:	September 17, 2026
TO:	Alameda County Transportation Commission
FROM:	Farid Javandel, Director of Project Delivery
SUBJECT:	Alameda CTC Fiscal Year 2026-27 Capital Program Update

Recommendation

This item will provide the Commission with a status update of Alameda CTC's Capital Program. This item is for information only.

Summary

Since 2014, Alameda CTC has been delivering a robust Capital Program totaling approximately $3.8 billion. This includes almost $2.49 billion in work actively underway, of which over $1.06 billion is for projects currently under construction in fiscal year 2026-27. The diverse portfolio of improvements is representative of the agency's mission and strategic vision, with projects that provide congestion relief, enhance multimodal travel and connectivity, and improve safety for all modes. The financing plan for the Capital Program leverages $1.6 billion in federal, state, regional, and other local grants to complement the $1.1 billion of investments from the 2000 Measure B and 2014 Measure BB funds.

Background

Alameda CTC's mission is to plan, fund, and deliver multimodal transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Through the Commission, Alameda CTC directly manages and delivers a Capital Program of projects that enhance safety, facilitate goods movement, implement improvements, and reduce congestion with the goal of providing an effective, efficient, and safe transportation network throughout Alameda County. Alameda CTC serves as the project sponsor and implementing agency responsible for development and delivery of these projects that originate from the 2000 Measure B and 2014 Measure BB Transportation Expenditure Plans and performs direct project management and delivery for these projects, often requiring complex multi-jurisdictional coordination.

Nine voter-approved capital improvement projects costing $718.81 million were named in Measures B and BB have been completed since 2014 with an additional three projects costing $625.59 million in the closeout phase for a combined total of $1.344 billion. Alameda CTC is currently directly managing an expanding set of capital projects that are in various stages of delivery, including scoping, preliminary engineering/ environmental, final design, right of way, construction and post-construction landscaping (Attachment B). These projects include port/rail projects, multimodal corridor improvement projects, arterials, interchange modernization projects, express lane infrastructure and landscaping with the goal of providing an effective, efficient, and safe transportation network throughout Alameda County in support of the Countywide Transportation Plan Policy Blueprint adopted by the Commission.

Highlights of Projects Sponsored by Alameda CTC

The active Capital Program totals approximately $2.49 billion and comprises 32 active, countywide and regionally significant projects spanning all phases of project delivery, from project initiation through construction (Attachment A). Of these, 24 projects, totaling more than $1.9 billion, are currently advancing through design and construction. Key highlights include:

- Three major capital projects—the Oakland Alameda Access Project (OAAP), 7th Street Grade Separation, and Rail Safety Enhancement Program (RSEP) Phase A (initial) – Hayward and Livermore)—are currently under construction.
- An additional four projects—East Bay Greenway (EBGW) – San Leandro, EBGW – Oakland North Segment, San Pablo Parallel Bike Facility, and the San Pablo Safety Enhancement Project—are anticipated to be advertised and awarded between July and December 2026, totaling $152.2 million
- In Spring/Summer 2027, Alameda CTC anticipates advertising and awarding five construction contracts—three additional Rail Safety Enhancement Program (RSEP) Phase A contracts and the remaining two East Bay Greenway (EBGW) Lake Merritt-to-Bay Fair contracts—totaling $199.6 million, including more than $143.6 million in secured external grant funding.
- Ten additional projects are expected to complete design and be ready for construction by the end of 2028, reflecting a strong and active pipeline of future transportation investments.

Alameda CTC continues to deliver and advance major projects and programs into construction throughout the County as promised to voters. Staff continues the implementation of the Commission's strategic grant and funding strategy. As noted in Attachment B, there remains a significant funding gap of just over 30% that remains to be filled for many projects in the environmental and designs phases of the pipeline. While it is common for funding plans not to be finalized until they are further along in the project development process, it is a reminder that we must remain diligent and persistent in ensuring that we are leveraging county Measure funds to the maximum extent possible. Over the next nine months, staff will be submitting approximately $250 million in grant applications for external Federal, State and Regional funds to address our Capital Program funding needs and leverage local Measure BB investments.

Fiscal Impact

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

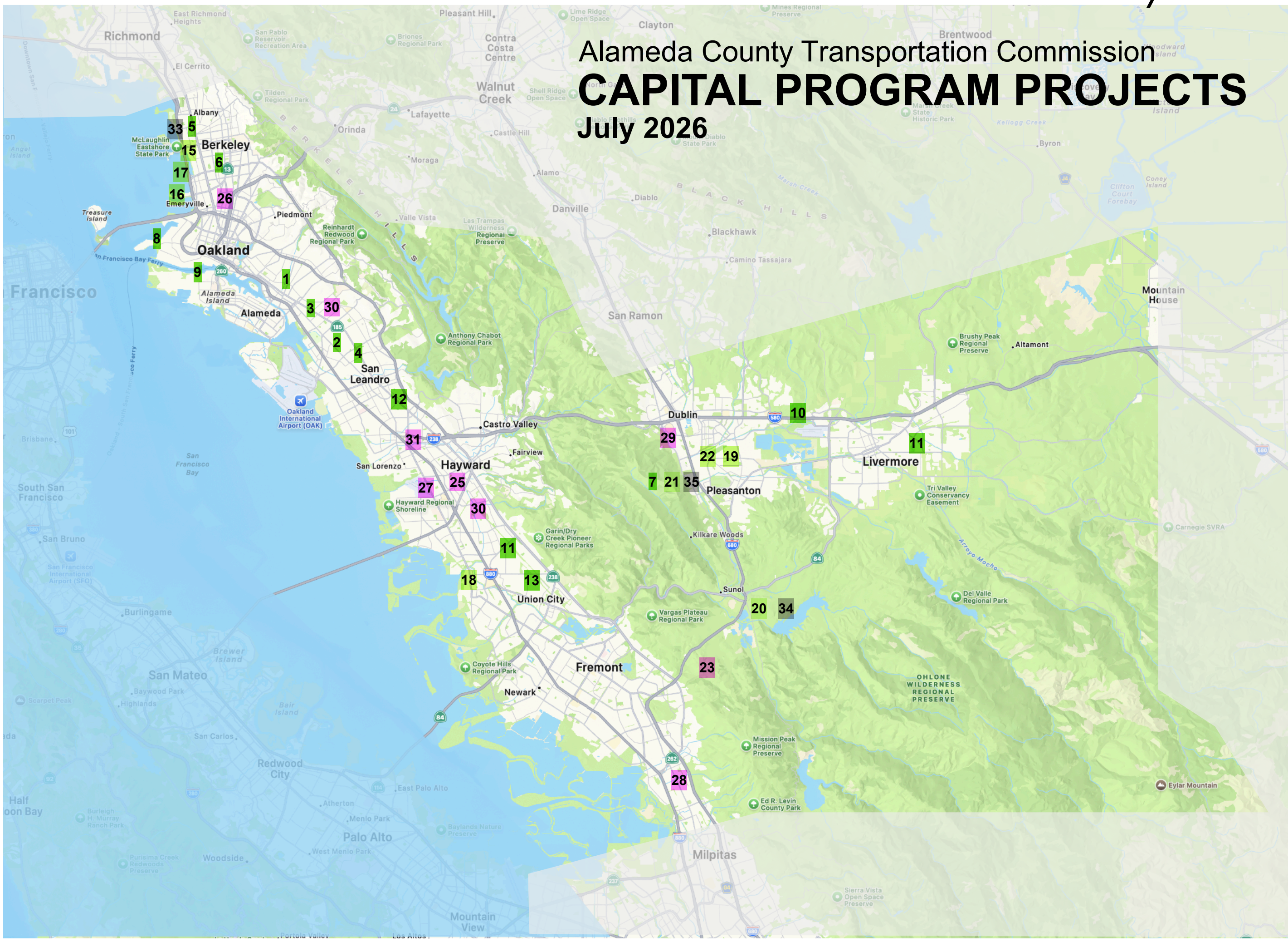
Attachments:

A. Alameda CTC Capital Projects Map
B. Alameda CTC Capital Projects Cost Summary Table

Alameda County Transportation Commission

CAPITAL PROGRAM PROJECTS

July 2026



Projects in Construction or Going to Construction

1 East Bay Greenway Multimodal North Segment (Oakland North)

2 East Bay Greenway Multimodal North Segment (San Leandro)

3 East Bay Greenway Multimodal North Segment (Oakland South)

4 East Bay Greenway Multimodal North Segment (E. 14th)

5 San Pablo Ave Multimodal Corridor Safety Enhancements

6 San Pablo Ave Multimodal Corridor Parallel Bike Improvements

7 I-680 SB Express lane SR84 to Alcosta Blvd - Toll System

8 7th Street Grade Separation East Port of Oakland

9 Oakland/Alameda Access Project

10 I-580 Toll System Upgrade

11 Rail Safety Enhancement Program Phase A — Livermore, Hayward

12 Rail Safety Enhancement Program Phase A — San Leandro

13 Rail Safety Enhancement Program Phase A — Alameda County

Projects in Design

14 Rail Safety Enhancement Program - Project Development

15 Rail Safety Enhancement Program Phase A - Berkeley

16 I-80 Ashby I/C Bike & Ped OC (Design and Construction Only)

17 I-80 Ashby I/C Interchange

18 I-880 Whipple/Industrial Parkway

19 I-680 NB Express Lane Landscaping

20 SR 84/I-680 I/C Improvements; Landscaping

21 I-680 SB Express Lane; Landscaping

22 I-680 NB Express Lane, SR 84 to Alcosta

23 I-680 SB Express Lane Conversion from County Line to SR 237 (DEER)

24 East Bay Greenway Project Development

Projects in Environmental

25 East Bay Greenway Multimodal Hayward Segment

26 San Pablo Ave Multimodal Corridor Bus and Bike Lanes

27 I-880 Interchanges Winton/ A Street

28 SR 262 (Mission Blvd) Connector

29 I-580/I-680 I/C Improvements

30 Rail Safety Enhancement Program Phase B — Oakland & Hayward

31 Central County Community Connections Plan (4CP Study Only)

32 Countywide Ramp Safety Improvement Plan (CRISP) Study Only

Projects in Closeout

33 I-80 Gilman I/C Improvements

34 SR 84/I-680 Interchange and SR 84 Widening

35 I-680 SB Express Lane, SR 84 to Alcosta

Alameda County Transportation Commission

CAPITAL PROGRAM UPDATE - MEASURE BB PROJECTS IMPLEMENTED BY ALAMEDA CTC

Attachment B

September 8, 2026

						Sales Tax		Leveraged Funds					
Index	AlaCTC Project No.	Projects in Construction FY 2026-2027	Start Construction (Ready to List)	Complete Construction	Total Project Cost ($ x 000)	2000 Meas B ($ x 000)	2014 Meas BB ($ x 000)	Federal ($ x 000)	State ($ x 000)	Regional ($ x 000)	Other/ Local ($ x 000)	Total Secured Funding ($ x 000)	Funding upcoming action ($ x 000)
1	1587.101	East Bay Greenway - Lake Merritt BART to BayFair- OAK North (Const only)	4/24/26	4/23/29	$ 61,514		$15,765		$39,375	$6,374	$	$61,514	$ -
2	1587.103	East Bay Greenway - Lake Merritt BART to BayFair SAN LEANDRO (Const only)	4/24/26	4/23/29	$ 33,004		$13,504		$19,500		$	$33,004	$ -
3	1587.102	East Bay Greenway - Lake Merritt BART to BayFair-OAK South (Const only)	3/8/27	3/7/30	$ 55,765		$612	$45,900			$	$46,512	$ 9,253
4	1587.104	East Bay Greenway - Lake Merritt BART to BayFair EAST 14th (Const only)	2/18/27	2/17/30	$ 40,088					25000	$	$25,000	$ 15,088
5	1475.002	San Pablo Avenue Near-Term Safety Enhancements. Ped/Bike Bus Bulbs Project	7/10/26	7/9/29	$ 39,602	85	$11,027	15000	$13,490		0	$ 39,602	$ -
6	1475.003	San Pablo Avenue Parallel Bike Improvements	6/30/26	6/29/28	$ 18,067	3251	$2,317	12499			0	$ 18,067	$ -
7	1490.003	I-680 SB Express Lane from SR 84 to Alcosta Boulevard-Toll System (Design Build)	10/27/22	8/19/27	$ 40,000						40000	$ 40,000	$ -
8	1442.001	7th Street Grade Separation (East)	12/2/22	9/6/30	$ 446,100		$146,420		$191,680	55000	20000	$ 413,100	$ 33,000
9	1196.000	Oakland Alameda Access Project	10/14/24	9/6/29	$ 202,473	$ 8,101	$ 121,945	$ -	$ 69,547	$ -	$ 2,880	$ 202,473	$ -
10	1486.003	I-580 Toll system Upgrade	7/15/26	5/7/27	$ 16,700						$ 16,700	$ 16,700	$ -
11	1392.111	Rail Safety Enhancement Program - Phase A Package 1(Hayward-3 locations & Livermore-2 locations (Const & R/W)	5/27/26	12/31/28	$ 21,227		$900	$7,451	$5,376	$7,500		$ 21,227	$ -
12	1392.112	Rail Safety Enhancement Program - Phase A Package 2 (San Leandro, 10 locations) (Const & R/W)	7/22/27	7/31/32	$ 66,257		$29,409	$11,817	$14,087	$10,944		$ 66,257	$ -
13	1392.114	Rail Safety Enhancement Program - Phase A Package 4 (Alameda Co, 4 locations)(Const & R/W)	7/22/27	11/30/29	$ 16,221		$612	$5,732	$3,321	$6,556		$ 16,221	$ -
		Constrution Phase Subtotal:			**$ 1,057,018**	**$ 11,437**	**$342,511**	**$ 98,399**	**$ 356,376**	**$ 111,374**	**$ 79,580**	**$ 999,677**	**$ 57,341**

						Sales Tax		Leveraged Funds					
Index	AlaCTC Project No.	Projects in Design Phase	Start Design	Complete Design	Total Project Cost ($ x 000)	2000 Meas B ($ x 000)	2014 Meas BB ($ x 000)	Federal ($ x 000)	State ($ x 000)	Regional ($ x 000)	Other/ Local ($ x 000)	Total Secured Funding ($ x 000)	Funding TBD ($ x 000)
14	1392.104	Rail Safety Enhancement Program - Phase A (Project Development Cost)	9/28/2023	12/3/27	$ 17,118		$ 17,118					$ 17,118	$ -
15	1392.113	Rail Safety Enhancement Program - Phase A Package 3 (Berkeley 5 locations & Oakland 3 locations) (Const & R/W)	9/6/24	12/3/27	$ 47,755		$2,027		$7,261	$ -		$ 9,288	$ 38,467
16	1445.001	I-80 Ashby Interchange Improvements-(BPOC) Design & Const Only	1/12/24	2/9/28	$ 61,000		$ 50,585	$ 50	$ 50	$ -		$ 50,685	$ 10,315
17	1445.000	I-80 Ashby Interchange Improvements (Interchange) PAED, PS&E & Const	1/12/24	5/1/30	$ 164,000		$ 10,242					$ 10,242	$ 153,758
18	1453.000	I-880 Interchanges (Whipple Road/Industrial Parkway) Improvements	10/3/22	9/18/28	$ 250,000		$ 104,000		$ 50			$ 104,050	$ 145,950
19	1369.001	Interstate 680 Northbound Express Lanes - Landscape	6/27/2024	11/15/28	$ 6,800		$ 5,957					$ 5,957	$ 843
20	1386.001	Landscaping along SR84 from south of Ruby Hill DR to SR84/I-680 and along I-680 from SR84/I-680 Interchange to north of Koopman RD	6/27/2024	9/15/26	$ 13,550	$ 6,000	$ 7,550					$ 13,550	$ -
21	1490.002	I-680 SB Express Lane from SR84 to Alcosta Blvd - Landscaping	6/27/2024	10/15/27	$ 15,800						$ 13,000	$ 13,000	$ 2,800
22	1490.004	I-680 NB Express Lane from SR84 to Alcosta Blvd	12/31/25	12/31/28	$ 250,000		$ 20,000					$ 20,000	$ 230,000
23	1408.006	I-680 SB Express Lane Conversion from County Line to SR 237 (DEER)	12/20/26	2/16/27	$ 3,000						$ 3,000	$ 3,000	$ -
24	1587.001	East Bay Greenway Corridor Planning and Design (Project Development Cost)	12/2/2021	2/18/27	$ 17,857		$ 17,322				$ 535	$ 17,857	$ -
		Design Phase Subtotal:			**$ 846,880**	**$ 6,000**	**$ 234,801**	**$ 50**	**$ 7,361**	**$ -**	**$ 16,535**	**$ 264,747**	**$ 582,133**

Index	AlaCTC Project No.	Projects in Environmental or Planning Phase	Start Phase	Complete Phase	Total Project Cost ($ x 000)	Sales Tax: 2000 Meas B ($ x 000)	Sales Tax: 2014 Meas BB ($ x 000)	Leveraged Funds: Federal ($ x 000)	Leveraged Funds: State ($ x 000)	Leveraged Funds: Regional ($ x 000)	Leveraged Funds: Other/ Local ($ x 000)	Total Secured Funding ($ x 000)	Funding TBD ($ x 000)
25	1587.003	East Bay Greenway - Hayward Segment	1/27/2026	9/1/27	$ 65,755		$3,255					$3,255	$ 62,500
26	1475.001	San Pablo Avenue Bus & Bike Lanes Project	12/31/25	11/1/27	$ 259,837		$ 9,577					$ 9,577	$ 250,260
27	1471.000	I-880 Interchanges (Winton /A Street) Improvements	10/3/2022	9/1/27	$ 102,000		$ 6,808		$ 50			$ 6,858	$ 95,142
28	1472.000	State Route 262 (Mission Boulevard) Connector	7/25/2025	10/30/27	$ 130,000		$ 9,000			$ 15,000		$ 24,000	$ 106,000
29	1630.000	I-580/680 Interchange Modernization (Env. Olny)	1/1/27	12/31/29	$ 17,440		$ 15,440				$ 2,000	$ 17,440	$ -
30	1618.000	Rail Safety Enhancement Program - Phase B (2 locations: High Street/Oak & H St in UC)	2/25/25	4/12/27	$ 3,914			$ 3,914				$ 3,914	$ -
31	1392.002	Central County Community Connections Plan (4CP) study only	4/1/25	9/30/31	$ 4,575				$ 564		$ 141	$ 705	$ 3,870
32	1392.501	Countywide Ramp Safety Imrovement Plan (CRISP) study only	6/1/2026	12/31/29	$ 2,000						2000	$ 2,000	$ -
		Environmental Phase Subtotal:			$ 585,521	$ -	$ 44,080	$ 3,914	$ 614	$ 15,000	$ 4,141	$ 67,749	$ 517,772
		ACTIVE PROJECTS TOTAL (Construction, Design, Environmental):			$ 2,489,419	$ 17,437	$ 621,392	$ 102,363	$ 364,351	$ 126,374	$ 100,256	$ 1,332,173	$ 1,157,246

Index	AlaCTC Project No.	Completed Since 2014	Status	Closeout Complete	Total Project Cost ($ x 000)	Sales Tax: 2000 Meas B ($ x 000)	Sales Tax: 2014 Meas BB ($ x 000)	Leveraged Funds: Federal ($ x 000)	Leveraged Funds: State ($ x 000)	Leveraged Funds: Regional ($ x 000)	Leveraged Funds: Other/ Local ($ x 000)	Total Secured Funding ($ x 000)
I	1381.000	I-80 Gilman Interchange Improvements	Closeout	Late 2028	$ 102,288		$ 36,352	$ 7,200	$ 53,800		$ 4,936	$ 102,288
II	1386.000	SR 84 Widening and SR 84 / I-680 Interchange Improvements	Closeout	Summer 2028	$ 248,100	$ 1,000	$ 126,200		$ 19,700	$ 85,000	$ 16,200	$ 248,100
III	1490.001	I-680 SB Express Lane from SR84 to Alcosta Blvd	Closeout	Fall 2026	$ 275,200	$ 13,400	$ 47,700		$ 134,100	$ 80,000		$ 275,200
IV	1210.001	Route 84 Expressway - North Segment	Complete	Summer 2014	$ 36,500	$ 20,500			$ 16,000			$ 36,500
V	1174.000	I-880 / SR-262 Interchange Improvements	Complete	Spring 2015	$ 165,420	$ 10,900	$ 70	$ 3,800	$ 66,550		$ 84,100	$ 165,420
VI	1376.001	I-880 Southbound High Occupancy Vehicle (Highway Improvements)	Complete	Summer 2016	$ 69,700	$ 900		$ 5,000	$ 52,800		$ 11,000	$ 69,700
VII	1210.002	Route 84 Expressway - South Segment (Highway Improvements)	Complete	Late 2019	$ 93,400	$ 23,300	$ 10,000		$ 47,000		$ 13,100	$ 93,400
VIII	1367.000	I-880 North Safety and Operational Improvements at 23rd and 29th	Complete	Summer 2023	$ 110,900	$ 4,000	$ 12,900	$ 77,600	$ 4,100	$ 12,300		$ 110,900
IX	1442.000	Freight Intelligent Transportation System (FITS)	Complete	Late 2023	$ 51,456		$ 29,300	$ 9,700	$ 12,456			$ 51,456
X	1369.000	I-680 Sunol Express Lanes - (Phase 1)	Complete	Late 2024	$ 186,700	$ 122,400	$ 5,700		$ 58,600			$ 186,700
XI	1376.001	I-880 Southbound High Occupancy Vehicle - Landscape	Complete	Late 2025	$ 2,700	$ 100	$ 400				$ 2,200	$ 2,700
XII	1210.002	Route 84 Expressway - South Segment Landscape	Complete	Summer 2026	$ 2,037	$ 1,687			$ 350			$ 2,037
		COMPLETED PROJECTS TOTAL:			$ 1,344,401	$ 198,187	$ 268,622	$ 103,300	$ 465,456	$ 177,300	$ 131,536	$ 1,344,401

		Sales Tax		Leveraged Funds				Secured	TBD
CAPITAL PROGRAM TOTAL (Since 2014)	$3,833,820	$215,624	$890,014	$205,663	$829,807	$303,674	$231,792	$2,676,574	$1,157,246
		$1,105,638		$1,570,936					$1,157,246
SOURCE OF TOTAL PROGRAM BY %		28.8%		41.0%					30.2%

Memorandum 6.8

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

DATE:	September 17, 2026
TO:	Alameda County Transportation Commission
FROM:	John Nguyen, Director of Programming and Project Controls Christine Shin, Senior Program Analyst Seon Joo Kim, Senior Program Analyst
SUBJECT:	2028 Comprehensive Investment Plan Application Summary

Recommendation

This item will provide the Commission with an update on the applications received for the 2028 Comprehensive Investment Plan (CIP). This item is for information only.

Summary

Alameda CTC released a 2028 CIP Call for Projects on May 28, 2026, seeking projects ready for delivery between FY 2027-28 and FY 2031-32. Approximately $200 million is available from local discretionary funds, federal One Bay Area Grant Cycle 4 (OBAG 4) funds, and Community Action Resource Empowerment (CARE) program funds.

Alameda CTC received (sixty-eight) 68 applications requesting about $272.9 million, exceeding available funding within specific fund programs based on their eligibilities. Projects will be evaluated using the Commission-approved CIP selection criteria and matched to eligible funding sources.

The CIP programming process will occur in two phases. The first key milestone is the Commission's consideration of OBAG 4 project nominations in October 2026 for submission to MTC. Following MTC's review and OBAG 4 program recommendation in early 2027, Alameda CTC will present the complete recommendation for the remaining available CIP funds as part of the 2028 CIP in May 2027.

Background

Alameda CTC programs and allocates transportation funding through its Comprehensive Investment Plan (CIP), a biennial programming process that coordinates multiple funding sources into a single programming cycle. The CIP strategically invests in projects that advance the goals of the Countywide Transportation Plan and voter-approved transportation expenditure plans, over a five-year programming horizon with funds allocated in the first two years.

On May 28, 2026, Alameda CTC released the 2028 CIP Call for Projects, which collective $200 million in available funding from local administered sources, federal OBAG 4, and CARE program funds. The 2028 CIP targets improvements related to bicycle/pedestrian, complete streets, and transit-related improvements within Alameda County that can be implemented from FYs 2027-28 through 2031-32.

On July 27, 2026, the 2028 CIP application period closed. Alameda CTC received sixty-eight (68) applications with funding requests totaling approximately $272.9 million.

Project sponsors are requested to review the 2028 CIP Summary of Applications Received (Attachment A) and to contact Christine Shin, cshin@alamedactc.org, to report any errors or omissions with the information presented.

Next Steps

The next step in developing the 2028 CIP is the review and evaluation of submitted applications. Applications will be evaluated using Commission-approved criteria, including project benefits and alignment with Countywide Transportation Plan, readiness, leveraging of other funding sources, and consistency with countywide and regional priorties.

To develop the 2028 CIP, Alameda CTC will consider project evaluation scores, funding source eligibility requirements, and the availability of funds to create a balanced and strategic program of investments.

The 2028 CIP programming and development schedule is as follows:

Milestone	**Date**
Summary of 2028 CIP Applications Received	September 2026
Commission Approval of OBAG 4 / CARE Nominations to MTC	October 2026
MTC's Approval of OBAG 4 / CARE Programs	Early 2027
Commission Approval of the 2028 CIP Program Recommendation	By May 2027

Fiscal Impact

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

Attachment:

A. 2028 CIP – Summary of Applications Received

2028 Comprehensive Investment Plan - Summary of Applications Received

No.	Project Sponsor	Project Title	Request Amount	Sponsor Priority	Federal OBAG Consideration?
1	Alameda County Public Works Agency	Niles Canyon Trail Phase 1	$ 1,785,000	1 of 2	-
2		East Bay Greenway Multimodal Project: Bayfair to 162nd Avenue	$ 8,900,000	2 of 2	-
3	Alameda County Transportation Commission	San Pablo Avenue Bus and Bike Lanes Project	$ 10,000,000	1 of 4	Yes
4		East Bay Greenway Multimodal Phase 1 Hayward	$ 10,000,000	2 of 4	Yes
5		Hesperian & Lewelling Complete Streets	$ 2,902,500	3 of 4	-
6		Countywide Technology Initiative	$ 750,000	4 of 4	-
7	Alameda-Contra Costa Transit District	International Boulevard Transit-Lane Delineation (Phase 2)	$ 8,252,000	1 of 4	Yes
8		Zero Emission Bus Maintenance Bay Upgrades Project	$ 5,000,000	2 of 4	Yes
9		State-of-the-Art Bus Lifts	$ 7,500,000	3 of 4	Yes
10		AC Transit Next Generation Digital Signage Pilot	$ 375,000	4 of 4	Yes
11	City of Alameda	Priority Plan Implementation with Paving: West End Corridors	$ 1,050,000	1 of 4	-
12		Neighborhood Greenways Phase 2 Implementation	$ 2,010,000	2 of 4	-
13		Grand Street Safety Improvements: Phase 3	$ 1,405,000	3 of 4	-
14		Wooden Bridge Replacement Feasibility Study	$ 300,000	4 of 4	-
15		Alameda High School SSA Implementation	$ 359,000	SR2S	-
16	City of Albany	Solano Access and Safety Improvements	$ 2,900,000	1 of 2	-
17		Pierce-Cleveland Connector Path	$ 6,618,000	2 of 2	Yes
18		Albany Safe Routes to Schools	$ 650,000	SR2S	-
19	City of Berkeley	Sacramento Crossings Improvement	$ 10,000,000	1 of 1	Yes
20		North and West Berkeley Safe Routes to Schools	$ 914,025	SR2S	-
21	City of Dublin	Dublin Boulevard Extension Phase 1A	$ 10,000,000	1 of 1	Yes
22		2027-2028 Pedestrian Improvements for Annual Street Resurfacing	$ 750,000	SR2S	-
23	City of Emeryville	Emery Go-Round Operating Expenses (FY 27/28 & 28/29)	$ 1,000,000	1 of 1	-
24	City of Fremont	Dumbarton Bridge to Quarry Lakes Trail - Segment C (I-880/Decoto Interchange)	$ 10,000,000	1 of 4	Yes
25		Centerville Equity Priority Community Safe and Smart Corridor Project	$ 10,000,000	2 of 4	-
26		East Bay Greenway Trail (Irvington BART to Fremont BART)	$ 5,000,000	3 of 4	Yes
27		Dumbarton Bridge to Quarry Lakes Trail - Segment A Project	$ 3,000,000	4 of 4	-
28		Fremont Blvd Active Transportation Improvement (Nicolet Avenue to Alder Ave)	$ 750,000	SR2S	-
29	City of Hayward	Safe Streets Hayward - Tennyson Corridor Project	$ 3,105,000	1 of 2	-
30		A Street Corridor Signal Interconnect & Advanced Traffic Management System	$ 3,738,000	2 of 2	-
31		Safe Routes to School Implementation	$ 1,000,000	SR2S	-
32	City of Livermore	Citywide Traffic Signal Upgrade and Dashboard	$ 4,566,000	1 of 3	Yes
33		SR-84 Trail Overcrossing and Connection	$ 3,188,000	2 of 3	Yes
34		East Avenue Improvements	$ 2,775,000	3 of 3	Yes
35	City of Newark	2027 Cedar Boulevard Pedestrian Improvements	$ 1,200,000	1 of 1	Yes
36	City of Oakland	8th Street Corridor Improvements	$ 10,000,000	1 of 4	Yes
37		73rd Avenue Active Routes to Transit	$ 9,294,000	2 of 4	Yes
38		Oakland Estuary Bay Trail Connections	$ 10,000,000	3 of 4	Yes
39		Quick Build Safety Treatments at Uncontrolled Crosswalks on Multilane Roadways	$ 10,000,000	4 of 4	Yes
40		San Leandro Street & 39th Avenue ASCEND School Safety Improvements	$ 1,000,000	SR2S	-
41	City of Piedmont	2027 Pedestrian Safety Improvements Project	$ 1,101,000	1 of 1	-
42	City of Pleasanton	I-680/Sunol Boulevard Interchange Modernization - Phase 1	$ 2,000,000	1 of 4	-
43		West Las Positas Multimodal Reconstruction - Phase 2	$ 7,050,000	2 of 4	-
44		I-580 Overcrossing Bicycle and Pedestrian Impovements	$ 4,462,500	3 of 4	-
45		City of Pleasanton Transortation Technology Update	$ 1,125,000	4 of 4	-

No.	Project Sponsor	Project Title	Request Amount	Sponsor Priority	Federal OBAG Consideration?
46	City of San Leandro	Regional Emergency Stabilization for Coastal Utility and Emergency Access	$ 3,749,000	1 of 4	Yes
47		LINKS Shuttle Operations	$ 489,000	2 of 4	-
48		Downtown Pedestrian Lighting	$ 862,500	3 of 4	-
49		Fairway Drive Traffic Calming	$ 1,394,250	4 of 4	-
50		SR2S Pedestrian Safety Enhancements	$ 495,000	SR2S	-
51	City of Union City	Union City Transit CNG Bus Procurement	$ 800,000	1 of 4	-
52		Union City Transit Facility Upgrades	$ 2,778,000	2 of 4	-
53		Alvarado Niles Road Complete Street Lighting Improvements Project Phase I	$ 2,100,000	3 of 4	-
54		Union City Bicycle & Pedestrian Master Plan Update	$ 125,000	4 of 4	-
55		Guy Emanuele Jr. Elementary School Pedestrian and Bicycle Safety Improvement	$ 300,000	SR2S	-
56	Livermore Amador Valley Transit Authority	Atlantis Facility Zero Emission Bus Infrastructure	$ 7,000,000	1 of 4	Yes
57		CAD/AVL System Replacement and Upgrade	$ 1,875,000	2 of 4	Yes
58		On-Board Security Enhancements	$ 1,050,000	3 of 4	Yes
59		Route 30R Operations FY28 & FY29	$ 500,000	4 of 4	-
60	Port of Oakland	Green Power Microgrid Project	$ 10,000,000	1 of 2	-
61		OAK Clean Community Connections: Cleaner Ways to Work, Greener Ways to Travel	$ 8,455,000	2 of 2	Yes
62	San Joaquin Regional Rail Commission	LAVTA Shuttle Operations	$ 289,000	1 of 3	-
63		ACE PIDS/Wayfinding/Signage	$ 1,337,000	2 of 3	-
64		Fremont Platform	$ 9,000,000	3 of 3	-
65	SF Bay Area Rapid Transit District	BART LED Lighting Upgrades	$ 1,875,000	1 of 3	-
66		BART Wayfinding Improvements	$ 4,631,000	2 of 3	Yes
67		Ashby TOD Mobility Enhancements	$ 10,000,000	3 of 3	-
68	Tri-Valley San Joaquin Valley Regional Rail Authority	Valley Link Rail Project - Phase 1A Design	$ 6,000,000	1 of 1	-

Sorted by Sponsor and Sponsor's Priority

Total Amount Requested **$ 272,879,775**

Applications Submitted by Category	Amount
2028 CIP Funding Consideration	$ 106,133,750
Federal OBAG Consideration (will also be considered for other funds if not selected)	$ 160,528,000
Safe Routes to School (SR2S) Program Consideration	$ 6,218,000

Total Requested by Category **$ 272,879,750**

Memorandum 6.9

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DATE:	September 17, 2026
TO:	Alameda County Transportation Commission
FROM:	Colin Dentel-Post, Assistant Director of Planning Aleida Andrino-Chavez, Associate Transportation Planner
SUBJECT:	Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

Recommendation

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

Summary

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

Between May 16, 2026, and August 15, 2026, Alameda CTC submitted comments on one DEIR and one NOP: the City of Newark's Harvest in Newark Project DEIR and the City of Oakland's General Plan Update NOP.

Fiscal Impact

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

Attachments:

A. Comments on the City of Newark's Harvest in Newark DEIR
B. Comments on the City of Oakland General Plan Update NOP

ALAMEDA County Transportation Commission
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July 10, 2026

Carmelisa Lopez, Senior Planner, carmelisa.lopez@newarkca.gov
City of Newark
37101 Newark Boulevard
Newark, CA 94560

SUBJECT: Response to the Notice of Preparation (NOP) of the ***Harvest in Newark Project***

Dear Ms. Lopez,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the ***Harvest in Newark Project Draft Environmental Impact Report.*** The project site is located in the southeastern portion of the Ohlone College Newark Center campus property at 39399 Cherry Street in the City of Newark, Alameda County, California. The project plot is roughly "L" shaped with an area of approximately 20.42 acres and is located within Area 3 of the Newark Areas 3 and 4 Specific Plan. The project site is bordered by the Ohlone College Newark Center Campus to the north, a flood control channel to the east, Union Pacific Railroad (UPRR) tracks to the south, and partially developed vacant land (gravel parking lot for the Newark Center Campus) owned by the Ohlone Community College District, and City-owned parkland to the west. The proposed project is situated approximately 0.2 mile south of Cherry Street, 0.35 mile east of Mowry Avenue, and 0.9 mile south of Interstate (I-) 880.

The proposed project would build 274 rental units in 84 two-story duplex buildings and 18 three-story, six-unit townhome buildings with a mix of two-, three-, and four-bedroom units, each with a private garage. In addition, the project would include a clubhouse building with leasing/management office, a resident lounge and business center, game room and fitness room. The project would also include a community swimming pool and spa, outdoor seating areas, a tot lot play area and dog park. The project would include construction of 718 on-site parking spaces, including 509 garage spaces and 39 covered spaces for residents, and 170 surface parking spaces for guests.

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the project sponsor to conduct a transportation impact analysis of the project. For information on the CMP, please visit: https://www.alamedactc.org/planning/congestion-management-program/. This transportation impact analysis should be submitted separately from the Environmental Impact Report as this analysis is no longer part of the CEQA requirements.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Newark and the Alameda CTC signed a Countywide Model Agreement on April 1st, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model was updated in October, 2025 to be consistent with the assumptions of Plan Bay Area 2050.

Use of the Alameda County Transportation Commission Vehicle Miles Traveled (VMT) Reduction Calculator Tool

- Alameda CTC has developed a VMT Reduction Calculator Tool to assist its member agencies in complying with the requirements of SB 743 for the analysis of traffic impacts of certain land use projects under CEQA. The Tool estimates reductions in VMT derived from the implementation of Transportation Demand Management (TDM) Strategies with the project. The proposed project is within an area with an average VMT per resident that is over 32% higher than the Alameda County average. According to CEQA Guidelines Section 15064.3(b)(1), the project is presumed to have a significant impact on the transportation network.

  Alameda CTC recommends considering potential multimodal transportation options to access the project that would reduce the VMT generated and associated adverse effects on the transportation network. The section below explains the anticipated impacts of the project in more detail.

Impacts

- Although SB 743 requires the use of VMT analyses rather than Level of Service (LOS) analyses to determine projects' transportation impacts under CEQA, since automobile delay cannot be deemed a significant environmental impact, Government Code Section 65089(b) and the Congestion Management Program (CMP) Land Use Analysis continue to require jurisdictions to analyze each project's potential impacts on the CMP roadway network. The required LOS analysis on the CMP roadway network may be included in an appendix to the project EIR or as a separate document.
  - CMP roadway facilities in the project area include:
    - I-880
    - Cherry Street
    - Mowry Avenue
    - Stevenson Boulevard
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
  - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts.

- The EIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
  - MTS transit operators potentially affected by the project include: Alameda Contra Costa Transit (AC Transit), Bay Area Rapid Transit (BART), Amtrak, and ACE
  - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix C of the 2025 CMP document for more details.

- The EIR should address potential impacts of the project to people biking and walking in and near the Project area, especially nearby roads included in the Countywide High-Injury Network (HIN), the Proactive Safety Network (PSN), and the Countywide Bikeways Network as well as the major barriers identified in the 2019 Countywide Active Transportation Plan.

- Impacts to consider on conditions for pedestrians and cyclists include effects of vehicle traffic on safety and conditions for people walking, bicycling, and rolling; site development; roadway improvements; and consistency with adopted plans. See Appendix C of the 2025 CMP document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
    - Adequate to sustain CMP transit service standards, and/or reduce VMT below the applicable level of significance;
    - Fully funded; and
    - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.

- The EIR should discuss the adequacy of proposed mitigation measures according to the criteria above. In particular, the EIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The EIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Project sponsors are encouraged to discuss multimodal tradeoffs associated with mitigation measures or project elements that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts on automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.

- The EIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7474, or Aleida Andrino-Chavez, Associate Transportation Planner, at (510) 208-7480, if you have any questions.

Sincerely,

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

ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

July 29, 2026

Daniel Finley, generalplan@oaklandca.gov
City of Oakland Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

SUBJECT: Case File Number GP21002-ER02
Response to the Notice of Preparation (NOP) of the ***Draft Environmental Impact Report for Phase 2 of the Oakland 2045 General Plan Update***

Dear Mr. Finley,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of ***the Draft Environmental Impact Report for Phase 2 of the Oakland 2045 General Plan Update (the Project).*** Phase 2 of the Oakland 2045 General Plan Update will comprehensively update the Land Use and Transportation Element (LUTE); Estuary Policy Plan (EPP), Open Space, Conservation and Recreation Element (OSCAR); and Noise Element and will establish a new Infrastructure and Capital Facilities Element.

The Project area encompasses the entire City of Oakland, which is located on the eastern shore of the San Francisco Bay and is the county seat of Alameda County and geographic center of the Bay Area. The City's jurisdictional boundaries extend from the San Francisco Bay and Oakland Estuary on the west and southwest, to the Berkeley-Oakland Hills on the east, bordered by Berkeley and Emeryville to the north and San Leandro to the south. The Project would establish the policy framework that guides future land use, transportation investments, zoning updates, infrastructure planning, and development decisions across Oakland through 2045. The Project emphasizes walkable neighborhoods, transit-oriented growth, environmental justice, economic opportunity, industrial compatibility, and equitable access to services and infrastructure.

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed Project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires Project sponsors to conduct a transportation impact analysis of the Project. For information on the CMP, please visit: https://www.alamedactc.org/planning/congestion-management-program/.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on November 19th, 1992. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the Project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide

Travel Demand Model was updated in October 2025 to be consistent with the assumptions of Plan Bay Area 2050.

Use of the Alameda County Transportation Commission Vehicle Miles Traveled (VMT) Reduction Calculator Tool

- Alameda CTC has developed a VMT Reduction Calculator Tool to assist its member agencies in complying with the requirements of SB 743 for the analysis of traffic impacts of certain land use projects under CEQA. The Tool estimates reductions in VMT derived from the implementation of Transportation Demand Management (TDM) Strategies with the Project. Since this is a general plan update that will impact the City of Oakland as a whole, there are certain areas along the eastern hills that may be presumed to have higher VMT per capita and per employee than the Alameda County average. If the Project would add land use capacity to these higher VMT areas, then, according to CEQA Guidelines Section 15064.3(b)(1), the project is presumed to have a significant impact on the transportation network.

  Alameda CTC recommends promoting potential multimodal transportation options, in particular in densely populated districts that would reduce the VMT generated and associated adverse effects on the transportation network. The section below explains the anticipated impacts of the project in more detail.

Impacts

- Although SB 743 requires the use of VMT analyses rather than Level of Service (LOS) analyses to determine projects' transportation impacts under CEQA, since automobile delay cannot be deemed a significant environmental impact, Government Code Section 65089(b) and the Congestion Management Program (CMP) Land Use Analysis continue to require jurisdictions to analyze each project's potential impacts on the CMP roadway network. The required LOS analysis on the CMP roadway network may be included in an appendix to the project EIR or as a separate document, such as a memorandum to Alameda CTC.
  - There are numerous CMP roadways within Oakland, including four interstates, I-80, I-580, I-880, and I-980; two State Routes (SR), SR-13 and SR-24; and many surface streets. Please refer to the 2025 Congestion Management Program to find a list of roadways subject to CMP analysis.
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
  - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts.

- The EIR should address potential impacts of the Project on Metropolitan Transportation System (MTS) transit operators.
  - MTS transit operators potentially affected by the Project include: Alameda Contra Costa Transit (AC Transit), Amtrak, the San Franscisco Bay Ferry, and the Bay Area Rapid Transit (BART).
  - Transit impacts for consideration include the effects of Project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix C of the 2025 CMP document for more details.

- The EIR should address potential impacts of the Project to people biking and walking in and near the Project area, especially nearby roads included in the Countywide High-Injury Network (HIN), the Proactive Safety Network (PSN), and the Countywide Bikeways Network as well as the major barriers identified in the 2019 Countywide Active Transportation Plan.

- Impacts to consider on conditions for pedestrians and cyclists include effects of vehicle traffic on safety and conditions for people walking, bicycling, and rolling; site development; roadway improvements; and consistency with adopted plans. See Appendix C of the 2025 CMP document for more details.

<u>Mitigation Measures</u>

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP transit service standards, and/or reduce VMT below the applicable level of significance;
  - Fully funded; and
  - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.

- The EIR should discuss the adequacy of proposed mitigation measures according to the criteria above. In particular, the EIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The EIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- Project sponsors are encouraged to discuss multimodal tradeoffs associated with mitigation measures or project elements that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts on automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but Project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.

- The EIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7474, or Aleida Andrino-Chavez, Associate Transportation Planner, at (510) 208-7480, if you have any questions.

Sincerely,

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

Memorandum

6.10

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DATE:	September 17, 2026
TO:	Alameda County Transportation Commission
FROM:	Remy Goldsmith, Assistant Director of Policy and Government Affairs
SUBJECT:	Federal, State, Regional and Local Legislative Activities Update

Recommendation

It is recommended that the Commission receive an update on federal, state, regional and local legislative activities.

Summary

This item provides an update on federal, state, regional and local legislative activities.

Background

Each month, staff brings items to the Commission guided by the priorities identified in Alameda CTC's 2026 Legislative Program, approved by the Commission in December 2025 and included as Attachment A. The Legislative Program informs Alameda CTC's legislative activities, including recommended positions on pending legislation and updates on relevant legislative and policy developments. A summary of recommended and current positions taken by the Commission is included in Table 1.

Federal Update

The current federal surface transportation bill, the Infrastructure Investment and Jobs Act (IIJA), runs through September 30, 2026. The House released its bipartisan five-year surface transportation reauthorization bill, Building Unrivaled Infrastructure and Long-term Development for America's 250th Act (BUILD America 250 Act), in May. The BUILD 250 Act was approved by the House Transportation and Infrastructure Committee but has not received a floor vote. The Senate Environmental and Public Works (EPW) Committee is not expected to release the Senate version prior to recessing in early October. They will return after elections in November.

In early September, Congress passed and the President signed a continuing resolution to keep government services funded through December 11 including funding the surface transportation program at established levels.

State Update

Budget: The Legislature approved AB/SB 193 which provides substantially reduced Cap and Invest funding for several transportation programs compared with prior statutory funding levels. Based on higher than projected auction proceeds, the agreement provides an estimated $48 million for the Low Carbon Transit Operations Program, $95 million for the Transit and Intercity Rail Capital Program, and $107 million for the Affordable Housing and Sustainable Communities Program in FY 2026-27. While these amounts provide some continued funding for transportation providers, they represent significant reductions from past levels. Funding for these programs is expected to remain an issue for the next administration, and staff will continue to monitor developments.

Legislation: August 31 was the last day for each chamber to pass bills, and September 30 is the last day for the Governor to sign or veto legislation.

Table 1. Summary of Current Bill Positions September 15, 2026

Bill	Summary	Analysis	Commission Position & Bill Status
SB 1087 (Cabaldon) Streamlines state transportation planning law.	Existing law requires metropolitan planning organizations to adopt Regional Transportation Plans (RTPs) every four years. Existing state law requires a Sustainable Communities Strategy (SCS) to achieve regional targets for the reduction of greenhouse gas emissions be included in each RTP. This bill would require the SCS element be included every eight years.	SB 1087 seeks to streamline the development and implementation process of RTP/SCSs to allow for more focus on implementation and better balance statewide and regional objectives. These goals directly support the work of Alameda CTC by refocusing staff resources and funding at the regional level with an emphasis on implementing projects, programs and policies.	Support Passed Legislature and with Governor for signature or veto.

Bill	Summary	Analysis	Commission Position & Bill Status
SB 830 (Arreguín and Wiener) Revises original legislation authorizing regional sales tax measure.	Existing law authorizes a sales tax applicable to Alameda, Contra Costa, San Mateo and Santa Clara counties and the City and County of San Francisco to support public transit to be placed on the November 2026 ballot. Existing law establishes specified procedures for that election. This bill revises election procedures by, among other things, requiring the measure to be identified on the ballot by the designation "Regional Transit Measure" and requiring each county elections official in the district to select arguments in favor of, and against, the measure to be included in the county voter information guide of each county, as specified.	SB 830 updates specific election procedures should a measure be placed on the November 2026 ballot. The updates will improve the clarity and transparency for voters should a measure qualify for the ballot by allowing county-specific arguments to be included in voter information guides. Assemblymember Wicks is a principal co-author, and Assemblymembers Bonta and Ortega are co-authors.	Support Approved by the Legislature and signed into law on July 16th. Chapter 101, Statutes of 2026
AB 2015 (Wicks) Department of Transportation: third-party navigation applications: study and report.	AB 2015 would require California Department of Transportation (Caltrans), in consultation with the California State Transportation Agency (CalSTA) and local authorities, to conduct a pilot study in a region or area of the state, as determined by the department, on the impact of third-party navigation	The study would analyze the impacts of third-party applications on the roadway network, including a focus on local congestion and neighborhood streets, safety, local infrastructure impact, and emergency response.	Support Signed into law on September 14th.

Bill	Summary	Analysis	Commission Position & Bill Status
	applications on the state highway system and local street and road networks. The pilot study would analyze how third-party navigation applications affect congestion displacement, local infrastructure, safety metrics, and emergency response. Caltrans must include policy recommendations for regulatory or legislative action to improve the alignment between third-party navigation applications and state and local traffic management goals. Caltrans must submit the study to the legislature on or before January 1, 2029.		
SB 1167 (**Blakespear**) Electric Bicycle Safety.	SB 1167 makes comprehensive revisions to definitions of e-bikes and electric cycle or e-motos or mopeds, including definitions of speeds and motor power, and updates labeling and disclosure requirements for manufacturers and sellers of these devices. It also expands prohibitions on false advertising related to e-bikes. The bill additionally establishes new operational and safety	SB 1167 takes a targeted approach to advancing safety by focusing on clarifying which electric devices qualify as e-bikes and establishing clearer rules for devices that are higher-speed or higher-powered, which are recognized as posing greater safety risks. This approach strengthens safety and oversight, without limiting	Support Passed Legislature and with Governor for signature or veto.

Bill	Summary	Analysis	Commission Position & Bill Status
	requirements, as specified, expands reckless driving provisions to include bicycles, and imposes additional reporting requirements on law enforcement.	access to the e-bikes that support sustainability, mobility, and accessibility goals.	
AB 1837 (González, Mark) Video imaging of parking violations.	Would extend until January 1, 2034 the expiration date of existing authorization allowing public transit operators to enforce parking violations in transit-only traffic lanes and transit stops through the use of video imaging. The current authorization is set to expire January 1, 2027.	Helps support transit operators' ability to operate on time schedules and encourage ridership while deterring traffic violations. AC Transit has taken a support position and is a co-sponsor of the bill. MTC has taken a support position on the bill.	Support Passed Legislature and with Governor for signature or veto.
AB 2788 (Assembly Transportation Committee) Transportation Omnibus bill.	Among its provisions, authorizes Alameda CTC to amend SR 238 Local Alternative Transportation Improvement Program to update with a new priority project list and funding allocations.	Allows participating local jurisdictions to update and approve the SR 238 LATIP for submission to the California Transportation Commission, allowing remaining SR 238 property-sale revenues to be directed to current transportation priorities.	Sponsor Signed into law on September 14th.

Fiscal Impact

There is no fiscal impact.

Attachment:

A. Alameda CTC 2026 Legislative Program

ALAMEDA County Transportation Commission

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2026 Legislative Program

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

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

In-depth Core Legislative Priorities

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Alameda CTC Community Advisory Committee Appointment Detail for Supervisor David Haubert, Alameda County, District 1

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

Bicycle and Pedestrian Advisory Committee (BPAC)

☑ **Reappoint**
(action required)

Kendra Toy
[redacted]
Fremont, CA [redacted]
Term Began: July 2024
Term Expires: July 2026

Paratransit Advisory and Planning Committee (PAPCO)

☑ **Reappoint**
(action required)

Herb Hastings
[redacted]
Dublin, CA [redacted]
Term Began: October 2018
Term Expired: October 2020

David G. Haubert

9/14/2026

Date

Supervisor David Haubert, Alameda County, District 1

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

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Member Roster Fiscal Year 2026-27

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

Alameda County Transportation Commission
Independent Watchdog Committee
Member Roster - Fiscal Year 2026-27

	Title	Last	First	City	Appointed By	Term Began	Reappt.	Term Expires
1	**Mr.**	**Park, Chair**	**Damian**	**Berkeley**	**Alameda County Mayor's Conference, District 5**	**Feb-23**		**Feb-25**
2	**Mr.**	**Rubin, Vice Chair**	**Thomas**	**Oakland**	**Alameda County Taxpayers Association**	**Jan-19**		**N/A**
3	Mr.	Adams	Brendan	Oakland	League of Women Voters	Dec-24		**N/A**
4	Mr.	Brown	Keith	Oakland	Alameda Labor Council (AFL-CIO)	Apr-17		**N/A**
5	Mr.	Buckley	Curtis	Berkeley	Bike East Bay	Oct-16		**N/A**
6	Mr.	Exner	Alfred	Pleasanton	Alameda County Mayor's Conference, District 4	Jun-21	Apr-26	**Apr-28**
7	Mr.	Farooq	Muhammad	Fremont	Alameda County Board of Supervisors, District 2	Apr-26		**Apr-28**
8	Mr.	Gertler	Peter	Oakland	Alameda County Board of Supervisors, District 3	Jun-25		**Jun-27**
9	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jun-25		**Jun-27**
10	Ms.	Orrick	Phyllis	Berkeley	Sierra Club	Jun-25		**N/A**
11	Mr.	Patino	Ángel	Oakland	Alameda County Board of Supervisors, District 4	Apr-26		**Apr-28**
12		**Vacancy**			**Alameda County Board of Supervisors, District 1**			
13		**Vacancy**			**Alameda County Board of Supervisors, District 5**			
14		**Vacancy**			**Alameda County Mayor's Conference, District 1**			
15		**Vacancy**			**Alameda County Mayor's Conference, District 2**			
16		**Vacancy**			**Alameda County Mayor's Conference, District 3**			
17		**Vacancy**			**East Bay Economic Development Alliance**			

Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Member Roster - Fiscal Year 2026-27

	Last	First	Appointed By	Term Began	Re apptmt.	Term Expires
1	**Johnson, Chair**	**Sandra J.**	**Alameda County Board of Supervisors, District 4**	**Sep-10**	**Jul-25**	**Jul-27**
2	**Suter, Vice Chair**	**John**	**City of Emeryville**	**May-21**	**Apr-26**	**Apr-28**
3	Costello	Shawn	City of Dublin	Sep-08	Mar-25	**Mar-27**
4	Hastings	Herb	Alameda County Board of Supervisors, District 1	Mar-07	Oct-18	**Oct-20**
5	Lewis	Anthony	City of Alameda	Jul-18	Apr-25	**Apr-27**
6	Marshall	Roger	City of Fremont	Jan-24		**Jan-26**
7	Mital	Arun	AC Transit	Jan-24		**Jan-26**
8	Pansino	Jeanne "Dede"	City of Albany	Mar-25		**Mar-27**
9	Rivera-Hendrickson	Carmen	City of Pleasanton	Sep-09	Apr-19	**Apr-21**
10	Rousey	Michelle	BART	May-10	Apr-26	**Apr-28**
11	Stadmire	Sylvia	Alameda County Board of Supervisors, District 3	Sep-07	Jul-19	**Jul-21**

	Last	First	Appointed By	Term Began	Re apptmt.	Term Expires
12	Van Slyke	Helen	Alameda County Board of Supervisors, District 2	Apr-24		**Apr-26**
13	Waltz	Esther Ann	LAVTA	Feb-11	Mar-26	**Mar-28**
14	**Vacancy**		**Alameda County Board of Supervisors, District 5**			
15	**Vacancy**		**City of Berkeley**			
16	**Vacancy**		**City of Hayward**			
17	**Vacancy**		**City of Livermore**			
18	**Vacancy**		**City of Newark**			
19	**Vacancy**		**City of Oakland**			
20	**Vacancy**		**City of Piedmont**			
21	**Vacancy**		**City of San Leandro**			
22	**Vacancy**		**City of Union City**			

	Last	First	Appointed By	Term Began	Re apptmt.	Term Expires
23	**Vacancy**		**Union City Transit**			

ALAMEDA County Transportation Commission

Memorandum 8.1

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

DATE:	September 17, 2026
TO:	Alameda County Transportation Commission
FROM:	Farid Javandel, Director of Project Delivery Mike Chan, Agency Construction Manager Matthew Bomberg, Principal Transportation Engineer
SUBJECT:	Approve the East Bay Greenway Multimodal - North Segment, Oakland North Construction Package Construction Contract Award

Recommendation

It is recommended that the Commission approve the Executive Director or his designee to award construction contract A27-0004 for $23,425,608.00 to Bay Cities Paving and Grading, Inc. as the lowest responsible and responsive bidder for construction of the East Bay Greenway Multimodal (EBGWMM) – North Segment, Oakland North Construction Package Project Number (PN) 1587.101.

Summary

Alameda CTC is the Project Sponsor of the EBGWMM Projects (Projects), a series of complete street corridor projects extending along the San Francisco Bay Area Rapid Transit District (BART) alignment from Oakland to Hayward. The North Segment of EBGWMM, from Lake Merritt BART to Bayfair has been split into four packages for design and construction, including the Oakland North Construction Package (Project), for which Alameda CTC is the implementing agency. All required funding approvals have been obtained to support the award of the construction package. The Project was advertised on July 7, 2026, bids were opened on August 20, 2026, and six bids were received. This action requests the Commission to authorize the Executive Director or designee to award Construction Contract A27-0004 to Bay Cities Paving and Grading, Inc. for construction of the Project.

Background

The EBGWMM Projects will construct complete street improvements parallel to the BART corridor in North and Central Alameda County. Project elements will include shared use paths, separated bikeways, bicycle and pedestrian crossing improvements, lighting upgrades, new traffic signals and warning beacons, transit stop improvements, and stormwater treatment features.

Alameda CTC environmentally cleared and secured approximately $130 million in external funding for the EBGWMM North Segment [$30 million of federal Reconnecting Communities and Neighborhoods, $19.5 million of state Active Transportation Program (ATP), $39.375 million of state Solutions for Congested Corridors Program (SCCP), $25 million of regional Safe Routes to Transit and Bay Trail, and $15.9 million of federal One Bay Area Grant funds].

The EBGWMM North Segment from Lake Merritt to Bayfair extends 10.6 miles, connects five BART station areas in the cities of Oakland and San Leandro, and was split into four construction packages for design and construction, as depicted in Attachment A:

- Oakland North (PN 1587.101) from Lake Merritt BART to Fruitvale BART
- Oakland South (PN 1587.102) from 54th Avenue to Oakland/San Leandro city limit
- San Leandro (PN 1587.103) from Oakland/San Leandro city limit to E 14th Street
- California Department of Transportation (Caltrans)/E 14th (PN 1587.104) from San Leandro Boulevard to Bayfair Drive

Alameda CTC, as the lead agency for the California Environmental Quality Act, cleared the EBGWMM North Segment through a Categorical Exemption in June 2023. Caltrans, as the lead agency for the National Environmental Policy Act, approved a Categorical Exclusion in September 2025.

The Oakland North Construction Package achieved the Ready to List milestone (final Plans, Specifications, and Estimates and right-of-way certification) in April 2026. In June 2026, the California Transportation Commission approved the SCCP funding for the Oakland North Construction Package.

The Commission approved release of an invitation for bid in June 2024 allowing staff flexibility to advertise the Project based on grant funding requirements. The Oakland North Construction Package was advertised on July 7, 2026, and was downloaded by at least 33 self-identified prime contractors and 42 self-identified subcontractors or suppliers. Bids were due on August 20, 2026, and six bids were received. The bidders (in alphabetical order) and amounts are listed in Table A below.

Table A: Bid Results

Contractor	Bid Amount
Bay Cities Paving & Grading, Inc.	$23,425,608.00
DeSilva Gates Construction	$24,654,654.00
FBD Vanguard Construction	$25,732,000.00
Ghilotti Construction Company, Inc	$25,998,648.70
McGuire and Hester	$24,514,075.00
Redgwick Construction Co	$24,979,146.50

The project team analyzed the bids received to confirm the lowest priced responsible and responsive bidder. Bidders were sent a Notice of Intent to Award letter on August 28, 2026. The invitation for bids provides five business days for a bid protest period and no protests were received. The staff recommendation is to award the construction contract for $23,425,608.00 to Bay Cities Paving and Grading, Inc. as the lowest responsible and responsive bidder.

Levine Act Statement: Bay Cities Paving and Grading, Inc. and their subconsultants did not report any conflicts in accordance with the Levine Act.

Fiscal Impact

The fiscal impact for approving this item is $23,425,608.00, which was included in the budget adopted for Fiscal Year 2026-27.

Attachment:

A. East Bay Greenway Multimodal: Lake Merritt to Bayfair Project Corridor Map

Alameda CTC East Bay Greenway Multimodal Project

North Segment: Lake Merritt to Bayfair – Construction Packages

ALAMEDA County Transportation Commission

ALAMEDA COUNTY TRANSPORTATION COMMISSION

East Bay Greenway Multimodal North Segment (Lake Merritt BART to Bayfair BART)- **Oakland North Construction Package Contract Award**

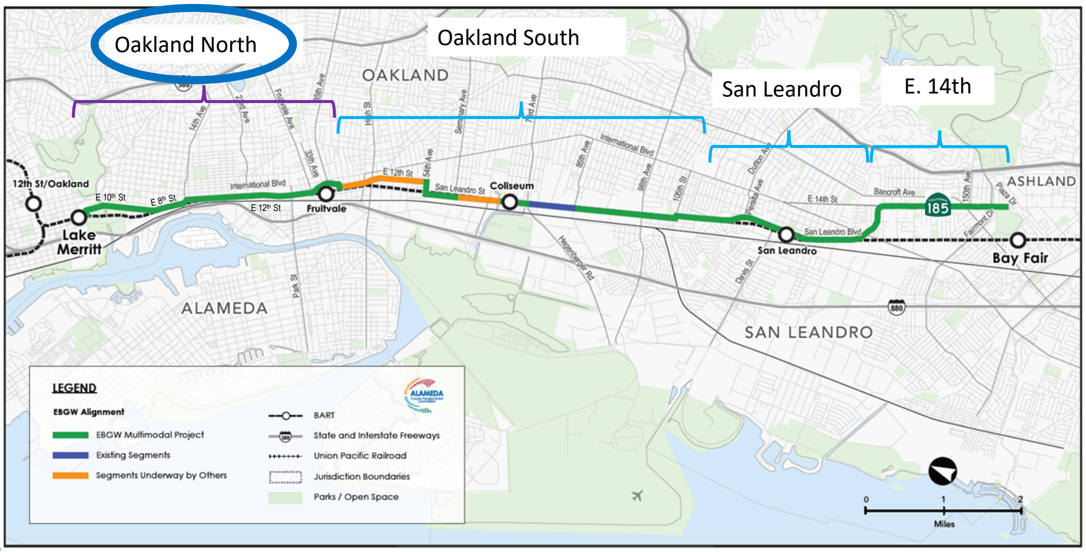
A Presentation to the Alameda County Transportation Commission
September 24, 2026

East Bay Greenway Multimodal Project Segments

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

North Segment (Oakland - San Leandro)
County and Hayward Segments

North Segment - Lake Merritt to Bayfair Construction Packages



Schedule by Construction Package (North Segment)

Construction Package	Environmental Clearance	Design Complete	Construction Contract Award	Complete Construction (est.)
Oakland North	**9/18/25**	**4/10/26**	9/24/26 (est.)	10/22/29
Oakland South	**9/18/25**	2/22/27 (est.)	9/6/27 (est.)	9/5/30
San Leandro	**9/18/25**	**4/3/26**	7/23/26 (A)	7/22/29
East 14th	**9/18/25**	2/18/27 (est.)	8/19/27 (est.)	8/18/30

- June 2026 – Active Transportation Program (ATP) and Solutions for Congested Corridors Program (SCCP) grant allocations approved by California Transportation Commission (CTC)

East Bay Greenway Oakland North – Project Improvements

Conceptual and for illustrative purposes only. Not to scale.

Oakland North Construction Package Bidding Results

Bidder No.	Company	Bid Amount
1	Bay Cities Paving & Grading, Inc.	$23,425,608.00
2	McGuire and Hester	$24,514,075.00
3	DeSilva Gates Construction	$24,654,654.00
4	Redgwick Construction Co	$24,979,146.50
5	FBD Vanguard Construction	$25,732,000.00
6	Ghilotti Construction Company, Inc	$25,998,648.70

- Contract Advertised July 7, 2026
- Bids opened August 20, 2026
- Notice of Intent to Award August 28, 2026
- Bid protest period ends September 4, 2026

Recommendation

It is recommended that the Commission approve the Executive Director or his designee to award construction contract A27-0004 for $23,425,608.00 to Bay Cities Paving and Grading, Inc. as the lowest responsible and responsive bidder for construction of the East Bay Greenway Multimodal (EBGWMM) – North Segment, Oakland North Construction Package Project Number (PN) 1587.101.

Thank You

For more information, visit
www.AlamedaCTC.org

Alameda County Transportation Commission • 1111 Broadway, Suite 800
Oakland, CA 94607 • 510.208.7400

Memorandum 8.2

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

DATE:	September 17, 2026
TO:	Alameda County Transportation Commission
FROM:	Colin Dentel-Post, Assistant Director of Planning Shannon McCarthy, Senior Transportation Planner
SUBJECT:	Central County Community Connections Plan Update

Recommendation

This item will provide the Commission with an update on the Central County Community Connections Plan (4CP). This is an informational item only.

Summary

The 4CP is a community-driven planning effort that aims to improve mobility and safety in communities in San Leandro, San Lorenzo, Ashland, Cherryland, and Castro Valley that are divided by significant freeway infrastructure. Initiated in 2025, the 4CP has identified community-prioritized corridors and areawide needs and will recommend strategies to advance near-term improvements focused on safety, access, and climate resilience. This item provides a summary of findings from the extensive community engagement and technical analysis to date. The Hesperian and Lewelling area emerged from the planning process as the highest priority for near-term advancement. Alameda CTC is developing a strategy to advance a Hesperian and Lewelling Complete Streets Project into more detailed project development. Staff will seek Commission approval of the final 4CP in early 2027.

Background

In 2024, Alameda CTC was awarded a Sustainable Transportation Planning Grant by the California Department of Transportation (Caltrans) to develop the I-580/I-238/I-880 Safe Access & Community Resilience Plan, now referred to as the 4CP. The study area extends along I-238 and I-580 from I-880 to Castro Valley BART, and is home to multiple racially and linguistically diverse, low-income, and equity-priority communities that are heavily impacted by extensive freeway and railroad infrastructure. This effort builds upon numerous local, county, and regional plans, all of which highlight the need for improved safety, multimodal access to transit, public health and climate resilience outcomes in central Alameda County.

Engagement

The 4CP is one of three Community-Based Transportation Plans (CBTPs) currently underway in central Alameda County; Alameda CTC is leading the 4CP in partnership with Caltrans and funded the BayFair and Hayward CBTPs. The 4CP relies on extensive community engagement to co-create plan recommendations. The 4CP project team is coordinating closely with the cities of San Leandro and Hayward, as well as Alameda County's Public Works and Community Development agencies, AC Transit, BART, and the Hayward Area Recreational District. Alameda CTC has also partnered with six community-based organizations (CBOs) to more effectively reach historically underserved communities.

4CP Progress Update

In 2025, the 4CP team completed a review of existing plans, a focused technical needs assessment, and the first round of stakeholder and public engagement to confirm needs and priority corridors. The review and assessment highlighted the need for: speed management; reducing conflict points at freeway ramp intersections; more connected, high-quality bicycle and pedestrian infrastructure; and more transit stop amenities, shade, and permeable surfaces.

<u>Public Outreach Round 1</u>

The first round of 4CP public engagement, between November 2025 and January 2026, included a CBO focus group, listening sessions hosted in partnership with CBOs, and an online webmap and survey. Alameda CTC received 47 surveys and 117 webmap comments in addition to comments documented through the focus group and listening sessions.

Community feedback confirmed the plan's goals and echoed needs assessment findings, with improved safety and access consistently rated the top two community priorities. Based on community support and technical needs analysis, Alameda CTC selected ten high-priority street segments that were not already being addressed through other planning efforts for focused planning through the 4CP. The 4CP then developed both areawide recommendations and two draft improvement ideas for each priority corridor.

<u>Public Outreach Round 2</u>

The second round of 4CP public outreach took place between April and May 2026. Alameda CTC partnered with CBOs to promote and hold 11 community outreach events as well as an online survey. In total, 430 community members provided over 700 comments on draft recommendations and priority corridor improvement ideas. Community members were asked to provide feedback on recommended improvements for all corridors in the study area (e.g. enhancing crosswalks, expanding bike facilities, and installing new bus stop amenities) as well as two potential improvement concepts for each of the 4CP priority corridors (e.g. one concept that showed wider sidewalks and separated bike lanes versus a second that depicted safety upgrades in a narrower footprint to preserve more auto lanes).

Across the 4CP study area, community members rated safer walking, safer biking, and slowing down cars as their top three priorities, consistent with findings from the first round of outreach. Many community members expressed support for bold safety improvements, particularly near schools and transit. However, some raised concerns around potential traffic impacts if vehicle lanes are reduced, especially in Cherryland and Castro Valley.

Hesperian and Lewelling Complete Streets Project

The study's needs analysis and community feedback identified Hesperian and Lewelling boulevards as two of the highest-priority corridors, with strong support for active transportation safety improvements. The Hesperian and Lewelling Complete Streets Project would implement pedestrian, bicycle, transit, and traffic calming improvements along Hesperian Boulevard between Springlake Drive and Grant Avenue and along Lewelling Boulevard from Washington Boulevard to Hesperian Boulevard, including safety improvements at several freeway ramp intersections and underpasses. Additional planning and technical work is underway for these two corridors as part of the 4CP. Meanwhile, Alameda CTC applied to the 2028 Comprehensive Investment Plan for funding to advance the project into project development.

Next Steps and Schedule

The 4CP will continue to develop and refine recommendations for each of the ten 4CP priority corridors and advance preliminary design concepts for Hesperian and Lewelling Boulevards based on public and stakeholder input. The draft plan and implementation strategy will be shared for the third and final round of public comment in late 2026. Staff will return to the Commission with the final plan and request approval of the 4CP in early 2027.

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

Central County Community Connections Plan (4CP) Update

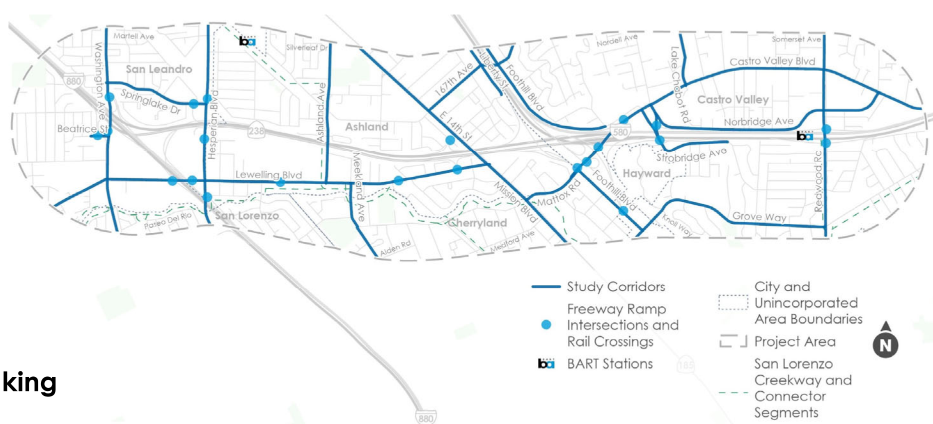
Alameda County Transportation Commission
September 2026

Agenda

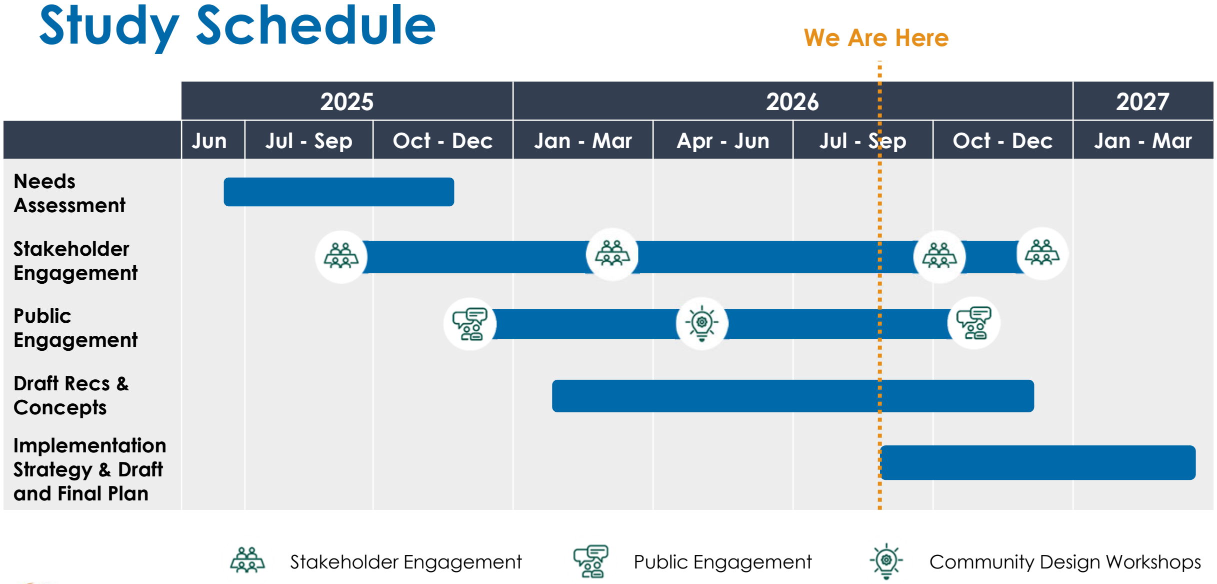
- 4CP Background
- Needs Assessment & Public Outreach Findings
- Draft Plan Recommendations
- Next Steps

Plan Goals and Study Area

- Safety
- Access
- Transit
- Climate
- Placemaking



Study Schedule



Stakeholders

Technical Advisory Committee

Community Based Organizations

Needs Assessment & Public Outreach

Needs Assessment Findings

Safety	• High speeds & conflicts at freeway ramp intersections
Access	• Freeways, rail lines, and street grid divide communities
Transit	• Buses travel slowly and bus stops lack amenities
Climate	• High flood risk and urban heat island effect on study area streets
Placemaking	• Most streets are designed to move high traffic volumes and serve many destinations, but lack elements such as seating and lighting

Public Engagement Summary

Method	Location	Reach
CBO Focus Group	1 per round	6 CBOs
Listening Sessions, Pop-Ups & Workshops	15 events	750 comments
Survey & Webmap	Online & Paper	135 survey responses 117 map comments
Total Community Members Engaged		500

4CP Spring Outreach Events

1. Padres Unidos de Cherryland Easter Event
2. Walk Audit & Design Workshop
   - *Hesperian & Lewelling Blvd*
3. Castro Valley Farmer's Market
4. Padres Unidos de Cherryland
   - *Spanish focus group*
5. San Lorenzo USD Wellness Committee
6. Edendale School Tabling
7. Design Workshop
   - *Redwood & Castro Valley Blvd*
8. Walk Audit
   - *Foothill Blvd & Grove Way*
9. BayFair Farmer's Market
10. San Leandro Boys & Girls Club Tabling

\+ Alameda CTC BPAC

4CP Priority Corridors

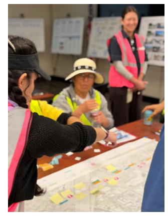
Focus for 4CP Concept Development

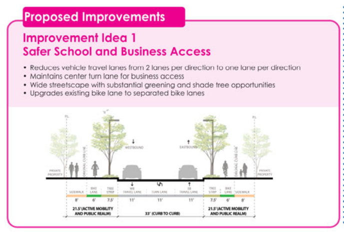
Corridor concepts are based on:

- Previous plans and outreach
- 4CP needs assessment
- 4CP TAC feedback
- 4CP community engagement

What We Heard This Spring

- Areawide recommendations in order of priority:
  - ➢ Improve safety for pedestrians
  - ➢ Slow down cars
  - ➢ Improve safety for bicyclists
  - ➢ More street trees & greening
  - ➢ More street lighting
- Feedback on corridor-specific ideas:
  - ➢ Support for bold safety improvements, especially near schools & transit
  - ➢ Some concern around potential traffic impacts of bigger moves, especially in Cherryland & Castro Valley





4CP design workshop (top left); 4CP pop-up event (top right)

Draft Plan Recommendations

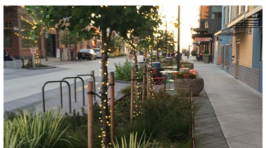
Areawide & Corridor-Specific Improvements


Speed Management and Road Diets


Pedestrian Safety Improvements


ADA/PROWAG Accessibility Upgrades


Context Appropriate Bike Facilities


Street Trees & Greening


Context Sensitive Lighting


Transit and Bus Stop Enhancements


Traffic Signal Coordination

Hesperian & Lewelling Complete Streets Project

- 4CP identified as high need, high community priority
  - On the county's Active Transportation HIN, PSN, CBN*
  - Addresses safety near six freeway ramp intersections, three underpasses, multiple schools, and a major commercial center
  - Benefits multiple Equity Priority Communities, two Priority Development Areas, and one Transit Oriented Community
  - Leverages recent/pipeline projects
- Recommending complete streets improvements
- Applied to 2028 CIP to advance into project development

Lewelling Blvd & I-880 NB on-ramp

Hesperian & Lewelling Complete Streets Project

*HIN: High Injury Network; PSN: Proactive Safety Network; CBN: Countywide Bikeways Network

Next Steps

4CP Next Steps

- **Fall**: Refine corridor concepts & round 3 engagement
- **Winter**: Finalize plan and implementation strategy
- **Early 2027**: Seek Commission adoption of final plan


Thank You
FREEWAY
ENTRANCE
NORTH
INTERSTATE
CALIFORNIA
880
14FT 5IN
100 FT
AHEAD
Oakland