



Alameda County Technical Advisory Committee (ACTAC) Meeting Agenda Thursday, October 2, 2025, 1:30 PM

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

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

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

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

Chair:

Tony Tavares

Staff Liaison:

John Nguyen

Clerk:

Elizabeth (Liz) Lake

Location Information:

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

Zoom Link:

<https://uso6web.zoom.us/j/83823331010?pwd=QzRQSU43dUJJREt4bVdRQVc3Qo1ldzo9>

Dial-in Information: 1 (669) 900 6833

Webinar ID: 838 2333 1010

Passcode: 232121

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

- 4.1 Approve the September 4, 2025 Alameda County Technical Advisory Committee (ACTAC) Meeting Minutes

Action

[4.1_ACTAC_Minutes_20250904.pdf](#)

- 4.2 Alameda County Federal Inactive Projects Update

Information

[4.2_ACTAC_ALA_Federal_Inactive_20251002.pdf](#)

- 4.3 One Bay Area Grant (OBAG) Cycles 2 and 3 Qtrly Obligation Status Update

Information

[4.3_ACTAC_OBAG_Status_20251002_aa.pdf](#)

- 4.4 Approve the 2025 Congestion Management Program

Action

[4.4_2025_CMP_Approval_20251002.pdf](#)

- 4.5 2025 Alameda County Technical Advisory Committee Roster Update

Information

[4.5_ACTAC_2025_ACTAC_Roster_20251002_aa.pdf](#)

5. Regular Matters

- 5.1 Approve the Alameda County 2026 State Transportation Improvement Program

Action

[5.1_ACTAC_2026_STIP_20251002.pdf](#)

[5.1_ACTAC_2026_STIP_Presentation_20251002.pdf](#)

- 5.2 Approve the Alameda County Fiscal Year 2025-26 Transportation for Clean Air Program

Action

[5.2_ACTAC_FY26_TFCA_Program_20251002.pdf](#)

[5.2_ACTAC_FYE26_TFCA_Program_&_VRF_Presentation_20251002.pdf](#)

- 5.3 2026 Countywide Transportation Plan Update

Information

[5.3_ACTAC_CTP_Update_20251002_aa.pdf](#)

- 5.4 Metropolitan Transportation Commission Update on the Priority Conservation Area Program and Funding Opportunity

Information

[5.4_ACTAC_MTC_PCAs_20251002.pdf](#)

[5.4_ACTAC_Presentation_MTC_PCA_Presentation_20251002.pdf](#)

5.5 Caltrans District 4 Overview and Update on the Interstate 580 Truck Access Study

Information

[5.5_ACTAC_CaltransD4_I-580TAS_Update_20251002.pdf](#)

[5.5_ACTAC I-580 TAS_1_Presentation.pdf](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:

November 6, 2025

Notes:

- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda, submit a speaker card to the Clerk or follow remote instructions listed in the agenda preamble.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.
- For language assistance, please call (510) 208-7475. We request at least five working days' notice to accommodate your request.
 - Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
 - 如需语言协助, 请致电 (510) 208-7475. 请至少提前五个工作日通知, 以便满足您的要求。
 - Para sa tulong sa wika, tumawag sa (510) 208-7475. Mag-abiso nang limang araw na may pasok o mas maaga para mapagbigyan ang inyong kahilingan.
 - Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.
- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
- Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.



Alameda County Technical Advisory Committee Meeting Minutes Thursday, September 4, 2025, 1:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted, and all members were present with the exception of Steve Adams, Josie Aherns, Marilou Ayupan, Lt. Danmeier, Anthony Fournier, Michael Gougherty, Eric Hu, Joanna Liu, Matt Maloney, Gopika Nair, Dave Sorrell, Radiah Victor, Lucas Woodward, and John Xu.

Sai Midididdi attended as the alternate for Pratyush Bhatia.

Ben Matlaw attended as the alternate for Justin Fried.

Regina Tran attended as the alternate for Emily Heard.

Subsequent to the roll call:

Marilou Ayupan arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the July 10, 2025 Alameda County Technical Advisory Committee (ACTAC) Meeting Minutes

4.2. Alameda County Federal Inactive Projects Update

4.3. Metropolitan Transportation Commission's Fiscal Year 2025-26 Annual Obligation Plan and California Transportation Commission Allocation Plan

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

Yes: Ching, Clark, Hufstader, Maravilla, Matlaw, Meisner, Midididdi, Nguyen, Novenario, Raphael, Tran, Yang, Yeamans

No: None

Abstain: None

Absent: Adams, Aherns, Ayupan, Danmeier, Fournier, Gougherty, Hu, Liu, Maloney, Nair, Sorrell, Victor, Woodward, Xu

5. Regular Matters

5.1. 2026 State Transportation Improvement Program Update

Jacki Taylor provided the ACTAC with an update on the development of the 2026 State Transportation Improvement Program, including the fund estimate,

guidelines, and a list of candidate projects received through the Request for Information.

This item was for information only.

6. Committee Members Reports

Shelehia Meisner reported that BART's Next Generation Fare Gates project finished three months early and invited ACTAC members to join BART at their ribbon-cutting ceremony at the end of September.

7. Staff Reports

Grasielita Diaz provided an update on the Countywide Transportation Plan (CTP) outreach and noted that CTP survey responses will be collected by the end of October.

Kristen Villanueva advised ACTAC members that the September 8th Planning, Policy and Legislation Committee would include an informational item regarding the goals for the Active Transportation Plan.

Vivek Bhat reminded ACTAC members to continue monitoring the Federal Inactive list (a recurring item in the ACTAC Consent Calendar).

Christine Shin reminded ACTAC members that Alameda CTC will be hosting a DLD Compliance Workshop on September 18, 2025.

8. Adjournment

The next meeting is scheduled for October 2, 2025 and will be in person at the Alameda CTC offices at 1111 Broadway, Suite 800, Oakland, CA 94607.



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 25, 2025

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Alameda County Federal Inactive Projects Update

Recommendation

Review the current Caltrans Inactive Projects list (Attachment A), which identifies federal funding at risk for deobligation due to delayed invoicing, and take actions needed to keep funding obligations active. This item is for information only.

Summary

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

ACTAC members, in coordination with Single Points of Contact, are requested to review the latest inactive projects list (Attachment A, posted on 9/3/25 and reflective of sponsor updates as of 9/17/25). Project sponsors with inactive projects are to work directly with Caltrans Local Assistance to clear the inactive invoicing status and provide periodic status updates to Alameda CTC (via email to Seon Joo Kim, sjkim@alamedactc.org) until projects are removed from the Caltrans report.

Background

Federal and State Requirements

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

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

Regional Requirements

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

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

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

Attachment:

A. Alameda County Federal Inactive Projects List, as reported by Caltrans 9/3/25

Alameda County Inactive Obligations

(as reported by Caltrans, 9/3/25)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Latest Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
Unexpended Balance >\$50,000											
5933126	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Contract award expected by Dec. '25; invoice to be submitted afterwards]	Alameda County	MISSION BLVD BETWEEN EAST LEWELLING BLVD/I-238 AND ROSE STREET CLASS IV SEPARATED BIKEWAYS, PROTECTED INTERSECTIONS, PEDESTRIAN BYBRID BEACONS, CURB EXTENSIONS, MEDIAN REFUGES.	3/4/22	3/4/21	52	25,706,520	18,584,940	539,940	18,045,000.00
5178016	Inactive	Invoice returned to agency. Contact DLAE. 08/27/2025 [Project End Date expired; ext. req. submitted and approved. Invoice re-submittal in process]	Albany	SAN PABLO AVE BETWEEN BRIGHTON AVE AND PORTLAND AVE. PHASE 1 PEDESTRIAN IMPROVEMENTS INCLUDING MEDIANS. BULB OUT, SIGNAL MODIFICATION, STRIPING OF HIGH VISIBILITY CROSSWALK.	12/11/25	12/11/24	7	1,230,160	340,000	170,710	169,290.01
5057051	Inactive	Invoice under review by Caltrans. Monitor for progress. Invoice in District. 08/20/2025	Berkeley	DANA STREET FROM DWIGHT WAY TO BANCROFT WAY; BANCROFT WAY FROM MILVIA STREET TO PIEMONCE AVENUE; FULTON STREET FROM CHANNING WAY TO BANCROFT WAY, AND TELEGRAPH AVENUE FROM	1/23/26	1/23/25	6	13,061,622	8,335,000	7,107,885	1,227,115.15
5012152	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 08/28/2025 [Closeout package re-submitted on 8/29; final invoice re-submitted on 9/3]	Oakland	HIGH STREET FROM SAN LEANDRO STREET TO PORTER STREET CONSTRUCT CROSSING ENHANCEMENTS, SIGNAL PLACEMENT IMPROVEMENTS, AND NEW PED COUNTDOWN HEADS	9/13/25	9/13/24	9	1,700,064	1,580,570	1,334,440	246,129.52
5012158	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Invoice delayed due to contracting backlog. Bid opening planned for 11/13; invoice to be submitted in spring 2026]	Oakland	TWO INTERSECTIONS: OAKLAND AVENUE & MOSS AVENUE; AND 98TH AVENUE & C STREET INSTALL FLASHING BEACONS, PAVEMENT MARKINGS AND SIGNS; CONSTRUCT A MEDIAN ISLAND, CURB RAMPS AND BULB OUTS.	11/1/25	11/1/24	8	410,135	250,000	0	250,000.00
Unexpended Balance < or = \$1,000											
5933138	Inactive	Project is inactive. Funds at risk. Invoice immediately. [PE phase fully billed; project delayed due to the expiration of the federally-funded on-call consultant contract in Jun. '23 and internal staffing/priority; sponsor in process of awarding the next on-call consultant procurement. PED extended to 12/31/26]	Alameda County	ARROYO ROAD, 1/2 MILE SOUTH OF WETMORE ROAD AT DRY CREEK. (BR 33C0448) BRIDGE REPLACEMENT (TC)	n/a	4/11/23	27	430,000	430,000	430,000	0.00
6481001	Inactive	Project is inactive. Funds at risk. Invoice immediately. [In coordination with Caltrans to close out]	Alameda County Waste Management Authority	BAY AREA WIDE EDUCATION AND OUTREACH FOR CLIMATE ACTION	n/a	11/28/14	128	980,000	806,545	806,545	0.00

Alameda County Inactive Obligations

(as reported by Caltrans, 9/3/25)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Latest Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
6204124	Inactive	Project is inactive. Funds at risk. Invoice immediately.	Caltrans District 04	I-580 FROM SAN JOAQUIN COUNTY LINE TO STROBRIDGE AVENUE FREEWAY PERFORMANCE INITIATIVE(RAMP METERING) (TC)	n/a	5/19/20	62	4,749,900	4,749,900	4,749,900	0.00
5012137	Inactive	Project is inactive. Funds at risk. Invoice immediately. [PE phase was fully billed but must be returned unless CON funds are authorized in FY25-26. Sponsor is continuing to work with Caltrans towards meeting the FY 25-26 E-76 deadline and will resume invoicing after CON authorization.]	Oakland	TWO BRIDGE LOCATIONS: ON 98TH AVE BRIDGE NO. 33C0148 AND ON 23RD AVE. BRIDGE NO. 33C0218 TREAT BRIDGE DECK WITH METHACRYLATE AND PATCH SPALLS , REMOVE LOOSE CONCRETE, TREAT CORRODED REBAR, CLEAN AND REPLACE EXPANSION JOINTS, REPAIR DAMAGED CONCRETE RAILING POSTS AND PROVIDE SMOOTH TRANSITIONS AT AC APPROACHES.	n/a	9/1/20	58	181,000	160,239	160,239	0.00

Sorted by Sponsor > Project Number

NOTES: * Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA.

Potential Deobligation Date: Approaching and past dates are marked in **red**.

[sponsor status updates added in blue]

LEGEND

	Inactive projects require justification form. Justifications will be sent to FHWA.
	Project is inactive. Funds at risk. Invoice immediately.
	Invoice / Final invoice is under review
	Invoice is returned and agency needs to contact DLAE to resubmit the invoice.



Memorandum

4.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 25, 2025

TO: Alameda County Technical Advisory Committee

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

SUBJECT: One Bay Area Grant County Program Cycles 2 and 3 Obligation Status Update

Recommendation

Review One Bay Area Grant (OBAG) County Program Obligation Status Report (Attachment A). OBAG project sponsors are required to remain in compliance with OBAG program and project delivery requirements. This item is for information only.

Summary

In accordance with Metropolitan Transportation Commission (MTC) Resolutions 4202 (for OBAG Cycle 2) and 4505 (for OBAG Cycle 3), OBAG sponsors must comply with Regional Project Delivery requirements detailed in Resolution 3606 and its supplemental Annual Obligation Plan requirements, as well as various policy, assessment, and reporting requirements related to Complete Streets, pavement condition and needs, and housing.

As a County Transportation Agency (CTA), Alameda CTC is required by MTC to monitor the delivery of MTC discretionary funding, including OBAG, and as such provides periodic OBAG obligation status updates to ACTAC to help identify risks to timely funding delivery in order to avoid any loss of funding. ACTAC members with unobligated OBAG funds are requested to coordinate with their respective Single Point of Contacts (SPOCs) to take the actions needed to remain in compliance with MTC's requirements and email updates to Seon Joo Kim, sjkim@alamedactc.org.

Background

MTC Resolutions 4202 and 4505 established the programming policies and project delivery requirements for the Federal Highway Administration's (FHWA's) funds programmed through OBAG 2 and OBAG 3, respectively. Specifically, OBAG project sponsors must comply with Regional Project Delivery requirements in MTC Resolution 3606 and its supplemental Annual Obligation Plan Requirements, as well as various OBAG-specific policy, assessment, and reporting requirements related to Complete Streets, pavement condition and needs, and housing.

OBAG program requirements and compliance status are noted below:

- Complete Streets policy compliance and resolution (*all recipients are compliant*)
- Highway Performance Monitoring System traffic streets checklist (*by 4/30/25; all compliant*)
- Pavement Management Program certification (*deadline varies by sponsor; all compliant or will be pending completion of the latest Technical Assistance Program*)
- Local Streets and Roads Survey (*biennially by May 15; all compliant*)
- Housing Law Self-Certification (*by 12/31/24; all compliant*)
- Housing and Community Development (HCD) Annual Progress Report (*annually by April 1; all compliant*)
- HCD Housing Element Certification (*by 12/31/24, for the current Regional Housing Needs Allocation cycle for OBAG 3 sponsors; all compliant*)

OBAG project delivery requirements include deadlines for Field Review, Request for Authorization (RFA), FHWA Authorization to Proceed (E-76), and Contract Advertisement and Award, as well as invoicing frequencies, as established in MTC Resolution 3606.

MTC actively manages federal obligations in partnership with Caltrans by developing an Annual Obligation Plan (AOP), which consists of projects with certain funding requiring oversight by Caltrans Local Assistance and FHWA, such as OBAG funds. Once the AOP is provided to Caltrans, MTC continues to monitor the status of individual projects against those deadlines.

After the January 31 obligation deadline, sponsors who'd like to advance a project currently programmed in a future year and not included in the FY 2025-26 AOP can submit their RFAs to Caltrans without a TIP revision (subject to the remaining Obligation Authority for the region). Following the obligation, sponsors must submit the first invoice within 6 months, receive reimbursement from Caltrans within 9 months, and implement quarterly invoicing thereafter.

Key delivery deadlines for FY 2025-26 include:

- October 1, 2025 MTC's Final Obligation Plan due to Caltrans
- December 1, 2025 RFAs due to Caltrans (for projects in the AOP)
- January 31, 2026 Obligation deadline (for projects in the AOP)
Allocation request deadline for CTC-administered funds
- February 1, 2026 Unused Obligation Authority made available to projects that want to advance funding from a future year
- March 31, 2026 Allocation deadline for CTC-administered funds
- June 2026 RFAs due to Caltrans (for any remaining unobligated FY 2025-26 Funds, subject to the Obligation Authority capacity)

OBAG project delivery status, as shown in the OBAG County Program Obligation Status Report (Attachment A), indicates that all projects programmed in FY 2025-26 won't meet MTC's delivery deadlines and therefore were not included in the final draft AOP distributed by MTC on 9/17/25. These projects can access the OBAG funds after 1/31/26, which would still give the sponsors sufficient time to receive obligation in time to proceed with construction according to the current schedule.

FY 2026-27 is the final year of OBAG 3, and any OBAG 3 funds unobligated after the regional deadline of 1/31/27 may be reprogrammed by MTC to other projects.

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

Attachment: Alameda County OBAG County Program Obligation Status Report, September 2025

One Bay Area Grant (OBAG) County Program Obligation Status Report - Projects with Unobligated OBAG Funds

Project status updates received through 9/17/25 (changes from the prior report are highlighted in blue)

Index	Sponsor	Project	TIP ID	OBAG Cycle	Remaining Unobligated Balance	Unobligated Phase	Unobligated Prog Year ¹	Annual Obligation Deadline ²	Next Delivery Milestone	Design & ROW Cert Complete (RTL)	Submit Con RFA/ FTA Transfer Req	Con Start (award)	Project Completion (accept contract)	Housing Element Compliance	Rezoning Requirement Due	Delivery Status Notes / Risk
1	Alameda CTC	East Bay Greenway MM Phase 1 Lake Merritt-Bayfair	ALA230007	3	15,941,000	Con	2026 ¹	1/31/26	Complete Env	Apr. 2026	Apr. 2026	Oct. 2026	Dec. 2028	n/a	n/a	See notes for Projects #3 and #6
2	Alameda CTC	San Pablo Avenue Parallel Bike Network	ALA230010	3	13,059,000	Con	2026 ¹	1/31/26	Complete Env	Jan. 2026	Apr. 2026	Oct. 2026	Jun. 2028	n/a	n/a	See note for Project #3
3	Alameda CTC	San Pablo Avenue Safety Enhancement Improvements	ALA230009	3	-	Con	2026	1/31/26								\$5.941 million to be reprogrammed to Project #1 and \$4.059 million to Project #2 to streamline the funding plan of the overall San Pablo Ave. project packages and accommodate delays due to the expanded scope. Sponsor still committed to deliver the project with other funds.
4	Newark	Old Town Streetscape and Complete Streets	ALA230203	3	5,141,000	Con	2026 ¹	1/31/26	Complete Env	Feb. 2026	Mar. 2026	Jul. 2026	Mar. 2028	Yes	Completed	ROW cert. timeline pending the highway-rail crossing modification approval process
5	Alameda County	Upper San Lorenzo Creekway Trail	ALA230205	3	9,621,000	Con	2027	1/31/27	Complete Env	Sep. 2026	Oct. 2026	Jun. 2027	Dec. 2029	Yes	Completed	
6	Alameda CTC	San Pablo Avenue Bus and Bike Lanes	ALA230008	3	-	Con	2027	1/31/27								\$10 million to be reprogrammed to Project #1 to accommodate the delay due to the expanded scope. Sponsor still committed to deliver the project with other funds.
7	Alameda CTC / Albany	Jackson Street Parallel Bike Improvements	ALA230233	3	1,000,000	Con	2027	1/31/26	Complete Env	Jan. 2026	Sep. 2026	Feb. 2027	Dec. 2027	n/a	n/a	
8	MTC	West Oakland Link	ALA130030	3	4,200,000	Con	2027	1/31/27	Complete Design	Aug. 2026	Nov. 2026	Feb. 2027	Aug. 2029	n/a	n/a	Also has OBAG 3 Regional funds of \$1.9m

Sorted by Prog Year > Sponsor > Project

Total Unobligated 48,962,000

Total OBAG 2 Funds ²	Obligated to Date ³	Remaining Balance
88,409,000	100%	0%
Total OBAG 3 Funds ²	Obligated to Date ³	Remaining Balance
74,625,000	34%	66%

Notes:

- These projects, while shown as programmed in FY 2025-26, may be removed from the final FY 2025-26 Annual Obligation Plan as they won't meet MTC's regional delivery deadlines. The projects can access the OBAG funds after January 31, 2026.
- Total OBAG fund amounts include County Transportation Agency Planning/Programming funds (\$8.803M for OBAG 2 and \$7.505M for OBAG 3).
- Obligated projects and programming info are shown on the next page. Any OBAG 3 funds remaining unobligated after January 31, 2027, may be reprogrammed by MTC to other projects.

OBAG Obligation Status Report - Obligated OBAG Funding

 Obligated through 9/17/25 *(changes from the prior report are highlighted in blue)*

Index	Sponsor	Project	TIP ID	Cycle	OBAG 2 \$ (Original Program)	OBAG 2 \$ (2021 SSMQ)	OBAG 3	Obligated to Date	Project Completion (actual or planned)
1	AC Transit	AC Transit Quick Build Transit Lanes	ALA210018	2		\$ 954,000		\$ 954,000	7/7/25
2	AC Transit	Tempo Quick Build Transit Lane Delineation	ALA210017	2		\$ 300,000		\$ 300,000	2/28/25
4	Alameda	Alameda Grand Street Pavement Rehabilitation	ALA170074	2	\$ 827,000			\$ 827,000	12/31/26
5	Alameda	Central Avenue Safety Improvements	ALA170049	2, 3	\$ 3,487,000		\$ 2,325,000	\$ 5,812,000	6/30/26
6	Alameda	Clement Avenue Complete Streets	ALA170073	2	\$ 5,018,000			\$ 5,018,000	9/2/25
7	Alameda County	Alameda Co-Various Streets and Roads Preservation	ALA130018	2	\$ 3,950,000			\$ 3,950,000	12/31/23
8	Alameda County	Anita Ave Safe and Accessible Route to School & Transit	ALA190019	2		\$ 2,000,000		\$ 2,000,000	3/31/24
10	Alameda County	Meekland Avenue Corridor Improvement, Phase II	ALA190019	2	9,300,000			\$ 9,300,000	12/31/27
11	Alameda CTC	Alameda County Safe Routes to School	ALA110033	2	\$ 7,919,000	\$ 1,500,000		\$ 9,419,000	6/30/23
12	Alameda CTC	Alameda County Safe Routes to School	ALA110033	2, 3	\$ 1,267,000		\$ 8,883,000	\$ 10,150,000	6/30/26
13	Albany	San Pablo Ave & Buchanan St Pedestrian Imps.	ALA170088	2	\$ 340,000			\$ 340,000	tbd due to contractor issue
14	BART	BART Fare Collection Equipment (for East Bay Greenway Segment II)	ALA090065	2		\$ 1,000,000		\$ 1,000,000	7/30/25
15	Berkeley	Southside Complete Streets & Transit Improvement	ALA170067	2	\$ 8,335,000			\$ 8,335,000	10/30/25
16	Dublin	Dublin Blvd Rehabilitation	ALA170062	2	\$ 661,000			\$ 661,000	11/16/23
17	Emeryville	Frontage Rd, 65th St and Powell St Pavement Maint.	ALA170072	2	\$ -			\$ -	n/a
18	Fremont	City of Fremont Pavement Rehabilitation	ALA170069	2	\$ 2,760,000			\$ 2,760,000	7/21/20
19	Fremont	Fremont Boulevard/Grimmer Boulevard Protected Intersection	ALA210015	2		\$ 1,415,000		\$ 1,415,000	6/30/24
20	Fremont	Fremont Boulevard/Walnut Avenue Protected Intersection	ALA210014	2		\$ 1,271,000		\$ 1,271,000	6/30/24
21	Fremont	Centerville Complete Streets Upgrade of Relinquished SR84	ALA170076	2	\$ 7,695,000			\$ 7,695,000	4/30/26
22	Hayward	Winton Ave Complete Street	ALA170066	2	\$ 88,000			\$ 88,000	7/31/23
23	Hayward	Hayward - Main Street Complete Street	ALA170065	2	\$ 1,675,000			\$ 1,675,000	10/30/25
24	LAVTA	LAVTA Passenger Facilities Enhancements	ALA210016	2		\$ 2,000,000		\$ 2,000,000	12/31/25
25	Livermore	Livermore Pavement Rehabilitation - MTS Routes	ALA170068	2	\$ 1,382,000			\$ 1,382,000	2/15/22
26	Newark	Thornton Avenue Pavement Rehabilitation	ALA170061	2	\$ 592,000			\$ 592,000	9/30/26
27	Oakland	Oakland Various Streets Improvements	ALA170064	2	\$ 4,895,000			\$ 4,895,000	9/12/23
28	Oakland	Oakland 14th Street Complete Streets	ALA170043	2		\$ 1,000,000		\$ 1,000,000	2/13/27
29	Oakland	Lakeside Family Streets	ALA170063	2	\$ 4,792,000			\$ 4,792,000	7/31/27
30	Piedmont	Piedmont - Oakland Avenue Improvements	ALA170084	2	\$ 168,000			\$ 168,000	11/21/22
31	Pleasanton	Pavement Rehabilitation Hacienda Business Park	ALA170070	2	\$ 1,095,000			\$ 1,095,000	4/6/21
32	San Leandro	San Leandro Washington Avenue Rehabilitation	ALA170075	2	\$ 1,048,000			\$ 1,048,000	3/1/24
33	Union City	Union City-Dyer Street Pavement Rehabilitation	ALA170071	2	\$ 872,000			\$ 872,000	6/14/22

Sorted by Sponsor > Project

Total to Projects	\$ 68,166,000	\$ 11,440,000	\$ 18,158,000	\$ 97,764,000
CTA Planning/Programming	\$ 8,289,000	\$ 514,000	\$ 7,505,000	\$ 16,308,000
Total Obligated	\$ 76,455,000	\$ 11,954,000	\$ 25,663,000	\$ 114,072,000



Memorandum

4.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 25, 2025

TO: Alameda County Technical Advisory Committee

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

SUBJECT: Approve the 2025 Congestion Management Program

Recommendation

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

Summary of the 2025 CMP

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

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

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

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

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

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

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

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

Fiscal Impact: No fiscal impact.

Attachment:

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



Memorandum

4.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 25, 2025

TO: Alameda County Technical Advisory Committee

FROM: John Nguyen, Assistant Director of Programming and Project Controls
Angie Ayers, Assistant Clerk

SUBJECT: 2025 Alameda County Technical Advisory Committee Roster Update

Recommendation

This item is to provide the Alameda County Technical Advisory Committee (ACTAC) with the current 2025 ACTAC Roster. This item is for information only.

Summary

ACTAC members are requested to review the 2025 ACTAC Roster and ensure it contains the latest ACTAC representatives and contact information.

Background

The Alameda County Technical Advisory Committee (ACTAC) provides technical expertise, analysis and recommendations related to transportation planning, programming and funding. The Committee is comprised of:

- Two staff representatives from each agency represented on the Commission (each city in Alameda County, the county, AC Transit and BART).
- One staff representative from each of the following agencies: Altamont Corridor Express, Alameda CTC, Association of Bay Area Governments, Bay Area Air Quality Management District, the California Department of Transportation, the California Highway Patrol, Livermore Amador Valley Transit Authority, the Metropolitan Transportation Commission, Port of Oakland, San Francisco Bay Area Water Emergency Transportation Authority and Union City Transit.

In order to be eligible to represent an agency at an ACTAC meeting, representatives must be officially identified as either a Primary or Alternative representative on the ACTAC roster. A jurisdiction may elect to identify multiple Alternates. The current 2025 ACTAC Roster is included in Attachment A: 2025 Alameda County Technical Advisory Committee Roster.

ACTAC members are requested to review the 2025 ACTAC Roster and inform Alameda CTC at clerk@alamedactc.org if there are required updates to the listed representatives and the contact information.

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

Attachment:

- A. 2025 Alameda County Technical Advisory Committee Roster

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE (ACTAC) MEMBER ROSTER - 2025										
PRIMARY REPRESENTATIVES						ALTERNATES				
AGENCY	AGENCY ADDRESS	FIRST	LAST	TITLE/DEPARTMENT	EMAIL	FIRST	LAST	TITLE/DEPARTMENT	PHONE	EMAIL
AC Transit	1600 Franklin St. Oakland, CA 94612	Emily	Heard	Capital Planning & Grants Manager	ehheard@actransit.org	Chris	Andrichak	Chief Financial Officer		candrichak@actransit.org
						Regina	Tran	rtran@actransit.org		
Bay Area Rapid Transit (BART)	2150 Webster Street Oakland, CA 94612	Shelehia	Meisner	Principal Grants Officer	shelehia.meisner@bart.gov	Aileen	Hernandez	Manager of Grants and Funding Advocacy		GHernan@BART.GOV
City of Alameda	2263 Santa Clara Avenue Alameda, CA 94501	Susie	Hufstader	Senior Transportation Coordinator	shufstader@alamedaca.gov	Lisa	Foster	Acting Transportation Planning Manager	(510) 747-6883	lfoster@alamedaca.gov
City of Albany	1000 San Pablo Ave Albany, CA 94706	Justin	Fried	Transportation Planner	jfried@albanyca.org	Allison	Carrillo	CIP Manager	(510) 528-5737	ACarrillo@albanyca.org
						Ben	Matlaw	Associate Transportation Planner	(510) 528-5762	BMatlaw@albanyca.org
City of Berkeley	2181 Milvia St. Berkeley, CA 94704	Catherine	Clark	Associate Planner	cclark@berkeleyca.gov	Eric	Anderson	Principal Transportation Planner	(510) 981-7063	EAnderson@berkeleyca.gov
						Mark	Helmbrecht			MHelmbrecht@berkeleyca.gov
						Babak	Dorji	Senior Planner		bdorji@berkeleyca.gov
City of Dublin	100 Civic Plaza Dublin, CA 94568	Pratyush	Bhatia	Transportation & Operations Manager	pratyush.bhatia@dublin.ca.gov	Oliver	Castillo	Assistant Civil Engineer	(925) 833-6630	Oliver.Castillo@dublin.ca.gov
						Sai	Midididdi	Associate Civil Engineer (Traffic)	(925) 833-6630	Sai.Midididdi@dublin.ca.gov
City of Emeryville	1333 Park Avenue Emeryville, CA 94608	Ryan	O'Connell	Senior Civil Engineer	roconnell@emeryville.org	Philip	Toste	Associate Civil Engineer	(510) 596-4346	ptoste@emeryville.org
City of Fremont	39550 Liberty St. Fremont, CA 94538	Eric	Hu	Principal Transportation Engineer	ehu@fremont.gov	Hans	Larsen	Public Works Director	(510) 494-4700	hlarsen@fremont.gov
City of Hayward	777 B St. Hayward, CA 94541	Lucas	Woodward	Senior Transportation Engineer	Lucas.Woodward@hayward-ca.gov	Byron	Tang	Principal Transportation Engineer	(510) 583-4784	byron.tang@hayward-ca.gov
City of Livermore	1052 South Livermore Avenue Livermore, CA 94550	Joanna (X.J.)	Liu	Senior Transportation Engineer	xliu@LivermoreCA.gov	Mallika	Ramachandran	Assistant City Engineer, Community Development Department	(925) 960-4511	mramachandran@LivermoreCA.gov
City of Newark	37101 Newark Blvd. Newark, CA 94560	Jerrald	Yang		jerrald.yang@newark.org	Howard	Young	Public Works Director		howard.young@newark.org
City of Oakland	250 Frank Ogawa Plaza Oakland, CA 94612	Craig	Raphael	Senior Transportation Planner	CRaphael@oaklandca.gov	Yvonne	Chan	Transportation Planner	(510) 238-6607	YChan@oaklandca.gov
City of Piedmont	120 Vista Avenue Piedmont, CA 94611	Gopika	Nair	Associate Planner, Planning & Building Department	gnair@piedmont.ca.gov	Daniel	Gonzales	Public Works Director	(510) 420-3061	dgonzales@piedmont.ca.gov
City of Pleasanton	200 Old Bernal Avenue Pleasanton, CA 94566	Cedric	Novenario	Senior Traffic Engineer, Community Development	cnovenario@cityofpleasantonca.gov	Mike	Tassano	Deputy Director of Community Development, Transportation	(925) 931-5670	mtassano@cityofpleasantonca.gov
City of San Leandro	835 E 14th St. San Leandro, CA 94577	Erwin	Ching	Engineering Manager	eching@sanleandro.org	Nicole	Castelino	Senior Engineer	(510) 577-3429	nnoronha@sanleandro.org
						Sheila	Marquises	Engineering & Transportation Director	(510) 577-3433	smarquises@sanleandro.org
						Jayson	Imai	City Engineer		jimai@sanleandro.org

Alameda County Technical Advisory Committee (ACTAC)
Member Roster

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE (ACTAC) MEMBER ROSTER - 2025										
PRIMARY REPRESENTATIVES					ALTERNATES					
AGENCY	AGENCY ADDRESS	FIRST	LAST	TITLE/DEPARTMENT	EMAIL	FIRST	LAST	TITLE/DEPARTMENT	PHONE	EMAIL
City of Union City	34009 Alvarado-Niles Road Union City, CA 94587	Marilou	Ayupan	Public Works Director	MarilouA@UnionCity.org	Trieu	Tran	Engineer, Department of Public Works	(510) 675-5301	TrieuT@unioncity.org
County of Alameda	399 Elmhurst St. Hayward, CA 94544	Amber	Lo	Principal Civil Engineer, Alameda County Public Works Agency	amberl@acpwa.org	Maritoni	Maravilla	Senior Transportation Planner, Transportation Planning	(510) 670-6550	maritoni@acpwa.org
ACTAC Chair, Alameda County Transportation Commission	1111 Broadway, Suite 800 Oakland, CA 94509	John	Nguyen	Assistant Director of Programming and Project Controls	jnguyen@alamedactc.org	Vivek	Bhat	Acting Deputy Executive Director of Project Delivery	(510) 208-7430	ybhat@alamedactc.org
Association of Bay Area Governments (ABAG)	375 Beale Street, Suite 800 San Francisco, CA 94105	Vacant				Vacant				
Altamont Corridor Express (ACE Rail)	949 E. Channel St. Stockton, CA 95202	David	Sorrell	Senior Planner (Bay Area Region), Planning, Grants, & Programming Department - San Joaquin Regional Rail Commission	DSorrell@sjrrc.com	Andrew	Cook			acook@sjrrc.com
Bay Area Air Quality Management District (BAAQMD)	375 Beale St. #600 San Francisco, CA 94105	Anthony	Fournier	Technology Implementation Officer	afournier@baaqmd.gov	Vacant				
California Department of Transportation (Caltrans)	111 Grand Ave #300 Oakland, CA 94612	Zhongping "John"	Xu	Branch Chief - District 4, System Planning East Bay/Santa Clara	zxu@dot.ca.gov	Vacant				
California Highway Patrol (CHP)	Golden Gate Division 1551 Benicia Road Vallejo, CA 94591	Austin	Danmeier	Lieutenant	ADanmeier@chp.ca.gov	Vacant				
Livermore Amador Valley Transit Authority (LAVTA)	1362 Rutan Court, Suite 100 Livermore, CA 94551	Jennifer	Yeamans	Senior Grants & Management Specialist	jyeamans@lavta.org	Mike	Tobin	Director of Operations	(925) 455-7562	mtobin@lavta.org
						Tamara	Edwards	Primary ACTAC Alternate Director of Finance	(925) 455-7555	tedwards@lavta.org
Metropolitan Transportation Commission (MTC)	375 Beale Street, Suite 800 San Francisco, CA 94105	Matt	Maloney	Director of Regional Planning Program	mmaloney@bayareametro.gov	Vacant				
Port of Oakland	530 Water Street Oakland, CA 94607	Radiah	Victor	Senior Port Strategic Planner	rvictor@portoakland.com	Matt	Davis	Chief Public Engagement Officer	(510) 627-1430	mdavis@portoakland.com
						Ayaka	Habu	Port Associate Strategic Planner		ahabu@portoakland.com
Union City Transit	34009 Alvarado-Niles Road Union City, CA 94587	Steve	Adams	Transit Manager	stephena@unioncity.org	Vacant				
Water Emergency Transportation Authority (WETA)	Pier 9, The Embarcadero #111 San Francisco, CA 94111	Michael	Gougherty	Manager of Planning & Development	gougherty@watertransit.org	Vacant				



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 25, 2025

TO: Alameda County Technical Advisory Committee

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

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

Recommendation

Approve Resolution 25-006 (Attachment A), which includes programming \$10.868 million of 2026 State Transportation Improvement Program (STIP) funds for Alameda County.

Summary

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other State and federal funding sources administered by the California Transportation Commission (CTC). The 2026 STIP covers Fiscal Years (FYs) 2026-27 through 2030-31. Alameda County's share of the CTC-adopted 2026 STIP Fund Estimate (FE) includes \$10.256 million available for programming to projects and \$612,000 for STIP administration. Staff recommends Commission approval of the Alameda County 2026 STIP Project List (Attachment A).

Background

The STIP consists of two sub-elements with 75% reserved for the Regional Transportation Improvement Program (RTIP) and 25% for the Interregional Transportation Improvement Program (ITIP). As part of the overall STIP programming process, the County Transportation Agencies for the nine-county Bay Area, including Alameda CTC for Alameda County, are to adopt and forward a program of STIP projects to the Metropolitan Transportation Commission (MTC) for inclusion in MTC's 2026 RTIP. As the Regional Transportation Planning Agency for the Bay Area, MTC is responsible for approving the Bay Area's priorities for the RTIP, including the county project lists, and submitting it to CTC for inclusion in the STIP. Caltrans is responsible for developing the ITIP.

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

Alameda County 2026 STIP Program of Projects

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

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

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

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

Next Steps

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

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

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

Fiscal Impact: There is no fiscal impact.

Attachments:

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

**Commission Chair**

Supervisor David Haubert,
Alameda County, District 1

Commission Vice Chair

Mayor Marilyn Ezzy Ashcraft,
City of Alameda

Alameda County

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

AC Transit

Director - District At-Large Joel B.
Young

BART

Vice President Melissa Hernandez

City of Albany

Councilmember Preston Jordan

City of Berkeley

Councilmember Terry Taplin

City of Dublin

Mayor Sherry Hu

City of Emeryville

Councilmember Matthew Solomon

City of Fremont

Mayor Raj Salwan

City of Hayward

Mayor Mark Salinas

City of Livermore

Mayor John Marchand

City of Newark

Mayor Michael K. Hannon

City of Oakland

Councilmember Carroll Fife
Councilmember At-Large Rowena
Brown

City of Piedmont

Vice Mayor Conna McCarthy

City of Pleasanton

Mayor Jack Balch

City of San Leandro

Mayor Juan González, III

City of Union City

Mayor Gary Singh

Executive Director

Tony Tavares

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 25-006

Approval of the Alameda County 2026 State Transportation Improvement Program

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

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

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

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

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

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on Thursday, October 23, 2025, in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

David Haubert,
Chair, Alameda CTC

Elizabeth (Liz) Lake,
Clerk of the Commission

EXHIBIT A

Alameda County 2026 STIP Program

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

**Principles for the Development of the Alameda County
2026 State Transportation Improvement Program (STIP) Project List**
(approved 7/24/25)

- It is anticipated that any new funding programmed in the 2026 STIP will be made available in Fiscal Years (FYs) 2029-30 and/or 2030-31.
- Previously-approved county and/or regional commitments for STIP programming will be considered during the development of the 2026 STIP project list.
- Sponsors of currently programmed STIP projects will be required to provide updated project scope, status, schedule, cost and funding information.
- Any project considered for funding must be consistent with the Countywide Transportation Plan (CTP) and satisfy all STIP programming requirements.
- Projects recommended for STIP funding must demonstrate readiness to meet applicable STIP programming, allocation and delivery requirements and deadlines, including federal requirements.
- Consideration of the following are proposed for the required project prioritization for the development of the 2026 STIP project list:
 - The principles and objectives set forth in the Alameda CTC Comprehensive Investment Plan;
 - Projects that can leverage funds from other federal, Senate Bill 1 (SB1) and Regional programs;
 - Previous commitments for STIP programming approved by Alameda CTC, which may include existing STIP projects with remaining funding needs eligible for additional STIP funding;
 - The degree to which a proposed project, or other activity intended to be funded by transportation funding programmed by Alameda CTC, achieves or advances the goals and objectives included in the CTP; and
 - The degree to which a proposed project has viable project implementation strategies that are based on current project-specific project delivery information provided by applicants, including:
 - Readiness for the current/requested project delivery phase;
 - The status of environmental clearance, including federal National Environmental Policy Act (NEPA).
 - The project cost/funding plan by phase, including demonstration of a complete funding plan for the phase for which STIP funding is requested;
 - The potential for phasing of initial segment(s) that are fully funded and provide independent benefit; and
 - Potential impediments and risks to successful project implementation in accordance with the proposed project delivery schedule.

Alameda County 2026 State Transportation Improvement Program (STIP)

Evaluation Summary

					(\$ in millions)					
Index	Sponsor	Project Title	Requested Phase	Requested FY	Total Project Cost	Requested STIP funds	2026 STIP Recommendation	Mode	Planning Area	Evaluation Notes / Comments
Recommended for Full Funding of 2026 STIP Request										
1	AC Transit	Zero Emission Bus Fleet Procurement	CON	29/30	\$ 4.52	\$ 4.00	\$ 4.000	Transit	North, Central	• CTP - In Programmatic Category • NEPA not applicable for bus procurement • Funding plan secured / complete with STIP • Has potential to be combined with AC Transit's existing STIP ZEB procurement project
2	Fremont	Decoto Road Multimodal Complete Streets, Phase 1	CON	29/30	\$ 16.10	\$ 4.00	\$ 4.000	Multi-modal (LSR, bike, ped)	South	• CTP - On 10-year Priority list • Addresses multimodal / safety needs • Phase 1 of larger Complete Streets project • On Countywide Bikeways Network (CBN) and fully compliant with All Ages & Abilities (AAA) Policy • PSR equivalent pending; NEPA Est. 2028 • Adjacent to an existing STIP project (I-880/Decoto Interchange Improvements) • Match includes MBB TEP-21 (Secured); Future LATIP land sale proceeds anticipated mid-2027
Recommend for Partial Funding of 2026 STIP Request										
3	Oakland	42nd Ave and High St I-880 Access Improvements	CON	29/30	\$ 23.94	\$ 4.00	\$ 2.256	Multi-modal (LSR, bike, ped)	North	• CTP - On 10-year Priority list • Addresses multimodal / safety / access needs • High St is on CBN, not AAA • NEPA completed • Received prior STIP for PE and ROW • Funding plan complete with 2026 STIP (Sponsor has confirmed ability to fund difference between STIP request and STIP award)
Not Recommended for 2026 STIP Funding										
4	Alameda CTC	I-80/Ashby (SR-13) Interchange Improvements, Phase 1 (Bicycle and Pedestrian Overcrossing)	CON SUPP	27/28	\$ 49.88	\$ 4.00	\$ -	Bike/ped	North	• Named project in 2014 MBB Expenditure Plan • CTP - 10-year Priority list • Phase 1 of overall Interchange Improvements project • On CBN and fully compliant with AAA Policy • NEPA completed; currently in PSE phase • Received 2020 STIP (mid-cycle) for PSE phase • Uncommitted funding - Future ATP Cycle 8 application • Requested 2026 STIP programming in FY 2027-28 • Potential ROW delay due to needed coordination with local jurisdiction
5	Pleasanton	I-680/Sunol Boulevard Interchange Improvements	CON	28/29	\$ 33.42	\$ 4.00	\$ -	Multi-modal (LSR, bike, ped)	East	• CTP - On 10-year Priority list • Addresses multimodal / safety needs • On CBN and fully compliant with AAA Policy • NEPA completed • Existing 2024 STIP project, with no change to total CON cost or scope • 2026 STIP request for additional STIP funds in lieu of prior local match commitments is not allowable under CTC guidances
6	San Leandro	Dutton Avenue Road Rehabilitation	CON	29/30	\$ 4.78	\$ 3.54	\$ -	LSR, ped	Central	• In CTP Programmatic Category • Primarily road repaving, some pedestrian improvements, no bicycle facilities (not on CBN, not AAA) • PSR equivalent pending; NEPA Est. 2028 • Uncommitted funding - Planned future action to commit MBB DLD
Total 2026 STIP requests					\$ 132.63	\$ 23.54	\$ 10.256			

New 2026 STIP funding available for projects	\$ 10.256	
Difference	\$ 13.285	\$ -



ALAMEDA COUNTY TRANSPORTATION COMMISSION

2026 State Transportation Improvement Program (STIP)




A presentation to the Alameda County Technical Advisory Committee
 Alameda CTC staff
 October 6, 2025

1

STIP - Overview

- A multi-year capital improvement program of transportation projects on and off the State Highway System
- Administered by the California Transportation Commission (CTC)
- Funded with revenues from the State Highway Account and other State and federal funding sources, such as Senate Bill 1 (SB 1)
- 75% of STIP revenue programmed through the Regional Transportation Improvement Program (RTIP), administered by the Metropolitan Transportation Commission (MTC)
 - RTIP includes County shares



2026 State Transportation Improvement Program

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2026 STIP - Overview

- CTC-adopted Fund Estimate:
 - Alameda county share: \$10.256 million available for projects
- The 2026 STIP period: FYs 2026-27 through 2030-31
- New STIP programming capacity available in the last two years: FYs 2029-30 and 2030-31
- Each STIP cycle, Alameda CTC adopts and forwards a county-level program of projects to MTC for inclusion in the RTIP
- MTC submits to CTC for final, state-level approval



2026 STIP Principles

- Adopted by the Commission July 2025 (Attachment B)
- Key Principles include:
 - Consistency with the goals and objectives of the Countywide Transportation Plan (CTP) and the Comprehensive Investment Plan (CIP)
 - Priorities for the 2026 STIP project list, including:
 - Readiness to meet applicable STIP eligibility and delivery requirements
 - Potential to leverage external funding
 - A complete funding plan for the STIP-requested phase
 - Existing STIP commitments, including 2024 STIP projects with eligible costs



2026 STIP Development

Condensed development schedule, two main steps:

1. Review/confirm existing STIP projects:
 - Sponsors to reconfirm cost, scope, and schedule
2. Request new project nominations for 2026 STIP:
 - Limit one (1) project per agency, up to \$4M
 - Sponsors provided cost, scope, and schedule
 - Received six (6) candidate projects requesting approx. \$23M



2026 STIP Development

1. New 2026 STIP requests evaluated against the STIP Principles (Attachment C):
 - Consistency with Countywide Transportation Plan
 - Readiness to meet applicable STIP eligibility and delivery requirements
 - Potential to leverage external funding
 - A complete funding plan for the STIP-requested phase
2. Projects with existing 2024 STIP commitments:
 - Any with new STIP phases, costs, and/or scope?



Existing 2024 STIP Projects

Sponsor	Project Title	2024 STIP (in millions)
AC Transit	Purchase 10 Zero Emission Buses	\$13.125
BART	Downtown Berkeley BART Elevator Modernization	\$1.000
Dublin	Village Parkway Complete Streets	\$9.150
Fremont	I-880/Decoto Road Interchange Modernization	\$3.000
LAVTA	Atlantis Facility Construction	\$5.180
Pleasanton	I-680/ Sunol Blvd Interchange Modernization	\$6.000



2026 State Transportation Improvement Program

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2026 STIP Recommendation

Sponsor	Project Title	2026 STIP (in millions)
AC Transit	Zero Emission Bus Fleet Procurement (2 Buses)	\$4.000
Fremont	Decoto Road Multimodal Complete Streets, Phase 1	\$4.000
Oakland	42nd Ave and High St I-880 Access Improvements	\$2.256
Alameda CTC	STIP Administration (Planning, Programming and Monitoring)	\$0.612
Total 2026 STIP Recommendation		\$10.868



2026 State Transportation Improvement Program

8

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2026 STIP Recommendation

Next Steps:

- For the recommended projects, complete STIP applications are due to MTC by October 31, 2025
 - Includes Governing body-approved Resolutions of Local Support
- December 2025 - MTC to approve 2026 RTIP
- March 2026 - The CTC to approve 2026 STIP



2026 STIP Recommendation

Today's action:

The Commission is requested to approve Resolution 25-006 (Attachment A), which includes programming \$10.868 million of 2026 STIP funds for Alameda County





Thank You

For more information, visit
www.AlamedaCTC.org

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



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 25, 2025

TO: Alameda County Technical Advisory Committee

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

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

Recommendation

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

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

Summary

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

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

Background

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

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

FY 2025-26 TFCA Program Development

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

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

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

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

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

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

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

Future Considerations

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

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

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

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

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

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

Attachment:

- A. Alameda County FY 2025-26 TFCA Program

TFCA County Program Manager Fund, FY 2025-26 Program

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

TFCA County Program Manager Fund, FY 2025-26 Program

Sponsor	Project Name	Project Description	Amount Requested	Total Project Cost	TFCA Cost-effectiveness (\$ TFCA/ton)	Awarded FYE26 TFCA (May 2025)	Additional Recommended FYE26 TFCA	Total Recommended FYE26 TFCA	Notes
70% Cities/County Share - Project Awards Approved May 2025 and Recommended Revisions									
Alameda	<i>Oakland Alameda Water Shuttle Operations, FYs 2026-27 & 2027-28</i>	Continue operations of the free Shuttle, across the estuary between west Alameda and Oakland's Jack London Square (July 2026 – June 2028), 4 or 5 days per week. <i>Expanded service: April '26 to July '27, six days/week and longer hours Fri, Sat, and Sun.</i>	\$ 775,000	\$ 3,861,000	\$245,192 - \$245,329	\$ 196,000	\$ 40,000	\$ 236,000	See Note 4
Alameda CTC	Countywide TDM Program, FY 2026-27	70% of the total TFCA award for Countywide TDM Program FY 2026-27 operations is assigned to Cities/County share.	\$ 419,000	\$ 800,000	\$ 123,362	\$ 293,300	\$ -	\$ 293,300	See Note 5
EBRPD	Oakland Bay Trail	In Oakland, construction of a .1-mile paved Class 1 multi-use trail connection from East Oakland to the new Brooklyn Basin development and closing a gap in the SF Bay Trail.	\$ 1,100,000	\$ 2,500,000	\$ 429,732	\$ 175,000	\$ -	\$ 175,000	See Note 5
Hayward	Downtown Loop	Downtown Hayward, construct separated bike lanes for cyclists as an alternative to the Hayward Loop: on 2nd St, City Center Dr - E St; B St, Grand Ave - Watkins Ave; C St, Main St - 2nd St; D St, Watkins Ave - 2nd St; & Watkins Ave, B St - Jackson St.	\$ 675,000	\$ 1,000,000	\$ 499,588	\$ 332,000	\$ 24,000	\$ 356,000	See Note 6
MTC	West Oakland Link	Install new Class 1 bike and pedestrian path along West Grand Ave in Oakland, from Mandela Parkway to the Class 1 path along the eastern span of Bay Bridge.	\$ 307,000	\$ 109,538,000	\$ 498,411	\$ 307,000	\$ -	\$ 307,000	See Note 5
Fremont	Fremont Boulevard <i>Multimodal Corridor (Downtown to Irvington)</i>	On Fremont Blvd, Country Dr - Walnut Ave, construct new Class 4 elevated bikeway; and a two-way, grade-separated Class 4 cycle track along east side, Country Dr - Mowry Ave (TFCA-funded scope). Larger project extends from Country Dr. to Eugene St.	\$ 369,000	\$ 12,174,000	\$ 499,108	\$ 372,000	\$ 45,000	\$ 417,000	See Notes 6, 8
Newark	Old Town PDA Complete Streets	Install 0.3 miles of new Class 2 bike lanes on Thorton Ave between Olive and Ash Streets (TFCA scope). Project includes a road diet and other complete streets & safety improvements.	\$ 68,000	\$ 3,347,000	\$ 436,025	\$ 68,000	\$ -	\$ 68,000	See Notes 5, 8
Oakland	Martin Luther King Jr. Way Complete Streets	The Martin Luther King Jr Way Complete Streets Project provides bicycle, pedestrian, transit, and traffic calming improvements on MLK Jr Way (47th - 61st Sts). TFCA is for the Class 1 bike lane scope.	\$ 2,000,000	\$ 12,747,000	\$ 498,985	\$ 227,000	\$ -	\$ 227,000	See Note 5
San Leandro	LINKS Shuttle Operations, FYs 2026-27 & 2027-28	The LINKS Shuttle provides free peak-commute-period service from San Leandro BART station to West San Leandro, providing "first and last" mile transit connections to residential, commercial, & employment corridors.	\$ 386,000	\$ 1,323,000	\$ 187,820	\$ 46,000	\$ -	\$ 46,000	See Notes 5, 8
Union City Transit	Zero Emission Bus and Charging Infrastructure	Purchase and install the electric vehicle charging equipment necessary to support 14 purchased zero-emission, battery-electric (ZEB) buses, scheduled to be in service in early 2026.	\$ 1,500,000	\$ 10,617,660	\$ 428,577	\$ 483,000	\$ -	\$ 483,000	See Notes 7, 8
Subtotal Cities/County (70%) Requested			\$ 8,496,247	Amount Recommended		\$ 2,499,300	\$ 705,000	\$ 3,204,300	
TFCA 70% Available to Program								\$ 2,240,605	
Balance								\$ (963,695)	

TFCA County Program Manager Fund, FY 2025-26 Program

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

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

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



ALAMEDA COUNTY TRANSPORTATION COMMISSION

Alameda County FY 2025-26 Transportation Fund for Clean Air (TFCA) Program and Vehicle Registration Fee (VRF) Funding




A presentation to the Alameda County Technical Advisory Committee
 Alameda CTC staff
 October 2, 2025

1

Summary

- TFCA Program Overview
- Administration of TFCA Funds in Alameda County
- Development of Alameda County FY 2025-26 TFCA Program
- Recap Today's Actions

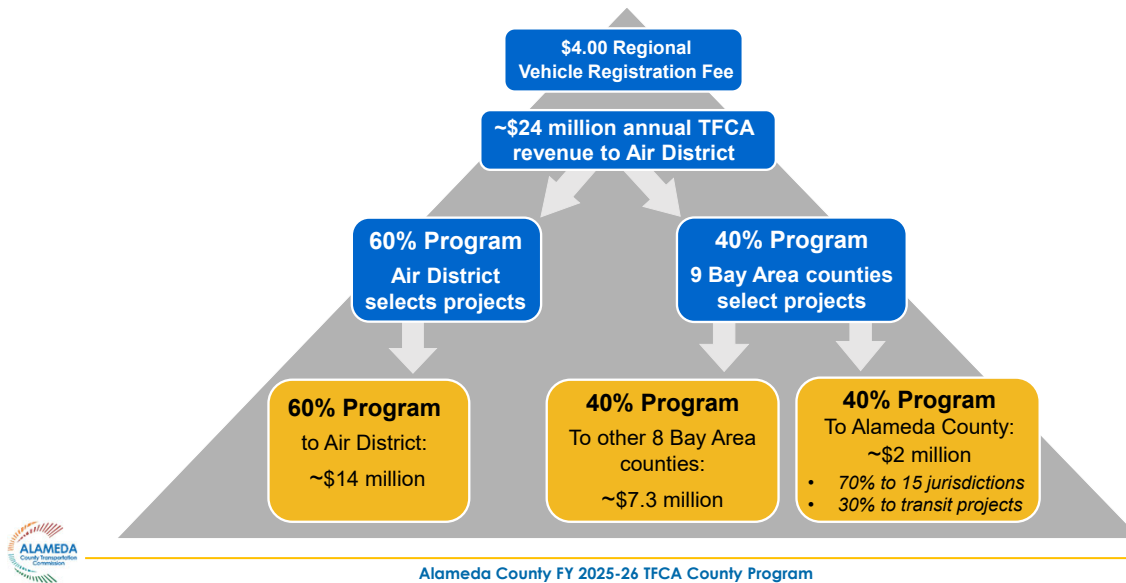


Alameda County FY 2025-26 TFCA County Program

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TFCA Program – Overview



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Administration of TFCA Funds in Alameda County

• Alameda CTC, annually:

- Approves the TFCA Expenditure Plan Application (February)
- Develops the County TFCA program in accordance with the Air District's policies and guidance (March – September):
 - Issues call for projects
 - Evaluates projects per the Air District's requirements
- Obtains Commission approval for projects **(one of today's actions)** and submits to Air District by November deadline
- Enters into funding agreements and reviews invoices (ongoing)



Alameda County FY 2025-26 TFCA County Program

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Today's Actions

• TFCA

- FY 2025-26 TFCA Fund Estimate: \$4.163M
- Previously approved (2026 CIP, May 2025): \$3.374 M (12 projects)
- New TFCA awards: \$705,000 (nine projects recommended)
- Total FY 2025-26 TFCA program: \$4.079M (Attachment A)
 - Remaining unprogrammed balance: \$84,000

• VRF Transit

- New VRF Transit award: \$891,000 to Oakland Alameda Water Shuttle
- Expanded service during Con phase of Oakland Alameda Access Project



Recommendation

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





Thank You

For more information, visit
www.AlamedaCTC.org

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Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 25, 2025

TO: Alameda County Technical Advisory Committee

FROM: Kristen Villanueva, Director of Planning
Chris Marks, Senior Transportation Planner
Grasi Diaz, Associate Transportation Planner

SUBJECT: 2026 Countywide Transportation Plan Update

Recommendation

Receive an update on the Countywide Transportation Plan (CTP). This item is for information only.

Summary

Alameda CTC updates the CTP approximately every four years to respond to changing conditions and evaluate new opportunities and demands placed on the transportation system. In October 2024, the Commission adopted the [Policy Blueprint](#), which sets the plan's vision, goals, and policy objectives and completed the first phase of work on the CTP. The Blueprint informs all aspects of CTP development and is organized around four goals: safety, equity, climate, and economic vitality, with policy objectives that detail how the plan will advance each goal. The Blueprint additionally described the community engagement approach for the CTP phase, including the establishment of a working group of leaders from community-based organizations (CBOs) to collaborate with and conduct public engagement.

During the first half of 2025, Alameda CTC staff worked with jurisdiction staff, agency partners, and CBOs to advance the technical phases of the CTP. At the July meetings of ACTAC and the Planning, Policy and Legislation Committee (PPLC), staff provided an update on CTP milestones, plans for public engagement, and a summary of key feedback from discussions with local jurisdictions and agencies. Last month, we provided a short update on community engagement, which is still underway through October. At this month's ACTAC, we will provide an update on the projects and programs partner agencies submitted to the CTP, as well as an initial assessment of how well these align with the Policy Blueprint. Staff will follow up with agencies to schedule a second round of Planning Area workshops to discuss this analysis and potential CTP recommendations in more detail.

CTP Project and Programs Update

In the spring, Alameda CTC staff held individual listening sessions with 23 jurisdictions and agencies throughout Alameda County. Each conversation covered the CTP development approach, engagement details, and project assessment methodology. After these listening sessions, local agency staff submitted Project Information Forms with information on projects and programs for the CTP update. From this request, Alameda CTC staff received over 200 projects and over 150 programs.

One of the first steps to organizing the submissions was to categorize projects and programs into the same set of categories. This will help with future submissions to the regional transportation plan that typically relies on large bundles of local projects as well to help identify recommendations in the CTP for categories or projects. Draft project and program categories for the 2026 CTP are included in Attachment A for ACTAC's consideration and input. Most submitted projects can be categorized as multimodal corridors. To help distinguish within this category, staff are proposing sub-categories based on the descriptions provided by jurisdictions in the initial information forms. The list of submitted projects and programs is included in Attachment B, organized by the draft categories. Staff will work with partner agencies to refine this list over the coming months before it is finalized in the CTP.

Over the summer, the CTP team mapped the projects that have physically defined extents and cost more than \$3 million and proceeded with a draft assessment of how well the projects advance the policies in the CTP Policy Blueprint. This was done using the rubric provided and discussed in the agency listening session meetings.

From this initial assessment, the team has generated the following findings:

- The submitted project list improves multimodal transportation in many of the county's priority geographies, including Priority Development Areas, Transit-Oriented Communities, and Equity Priority areas; and improves access or infrastructure in Priority Production Areas.
- The submitted projects make progress on advancing All Ages and Abilities (AAA) facilities on the Countywide Bikeway Network (CBN), transit priority projects on Major Transit Corridors, and safety projects on the agency's High-Injury Network (HIN) and Proactive Safety Network (PSN).
- Given the long-range nature of the plan, details on some submitted projects are not as defined as others and were difficult to assess. This was especially the case for the type of long-term bicycle facility on segments of the CBN or specific safety elements that might be included on the countywide HIN or PSN. This will likely be handled programmatically in the CTP and will be a key area for follow-up with jurisdictions later this year.

Advancing CTP Policies with Countywide Plans

Since the Commission adopted the Policy Blueprint, staff are advancing planning that further supports meeting the policy objectives. The following planning efforts are underway or will be initiated soon to advance specific policy objectives:

- Countywide Active Transportation Plan (ATP) update: As shared with ACTAC and PPLC, the ATP's focus areas are on needs identified in the Policy Blueprint such as advancing the Safe System Approach, improving safety and state of good repair in equity communities, addressing gaps and barriers for pedestrians and along the Countywide Bikeways Network, and improving transit access. An agency staff-level Active Transportation Working Group is providing input to this effort. In addition, CBOs, focus groups of active transportation advocacy organizations and economic development stakeholders, and ATP-specific community engagement will all provide input to the ATP. Considerations for the CTP project list related to the CBN, greenways/trails, and the PSN will be coordinated with this planning process.
- Countywide Ramp Intersection Safety Plan (CRISP): This month, staff are requesting authorization from the Commission to release an RFP for a new plan to address priority barriers for safety and active transportation around interchanges. The CRISP will assess ramp intersections around the county, prioritize based on safety and community needs, and develop safety concepts at the high priority ramp intersections. Safety around and through interchanges is a gap identified in the CTP, both physically and institutionally across jurisdictions. The plan is anticipated to kick off next year and we will solicit partner agency staff to participate in a Technical Advisory Committee or similar group as we move forward in 2026.

A third countywide effort, a Needs Assessment for Older Adults and People with Disabilities, is underway through early 2026 and will additionally inform the recommendations in the CTP, particularly related to equity. This effort is conducted through the agency's program on accessible transportation with input from the Paratransit Advisory and Planning Committee, a committee of users of transportation services for seniors and people with disabilities, and the Paratransit Technical Advisory Committee.

CTP Next Steps for Partner Agencies

Staff will hold another round of partner agency workshops to discuss high-level results of the analysis of projects and programs submitted by jurisdictions within Planning Areas and discuss what might be the most promising opportunities for complementing projects with strategies and actions. These meetings will also include discussion of priority projects at the Planning Area-level, rolling up the local priorities provided at individual agency meetings and incorporating findings from the policy assessment.

After the current engagement round is complete, the CTP team will evaluate input and bring key engagement findings to the CTP Working Group, the group of CBOs working on the CTP, in November and to ACTAC and PPLC in early 2026. Engagement results will also be shared at Planning Area meetings. Findings from engagement will identify community priorities among the Commission's adopted policy objectives as well as provide the source for any additional actions to consider recommending in the draft CTP.

The 2026 CTP will include the finalized set of projects, programs, strategies, and near-term actions that represent a comprehensive advancement of the CTP goals and policy objectives as its core recommendations, and the plan will undergo formal evaluation

against the goals before the Commission considers adoption later in 2026. There will be one more round of public outreach for the draft plan before finalizing.

Fiscal Impact

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

Attachments:

- A. 2026 CTP Draft Project and Program Categories
- B. 2026 CTP Initial Project and Program Submissions

Attachment A**2026 CTP Draft Project and Program Categories**

- Climate Adaptation and Resilience
- Goods Movement
- Interchange Modernizations and Express Lanes
- Multimodal Corridors – Active Transportation
- Multimodal Corridors – Bridges and Railway Crossings
- Multimodal Corridors – Complete Streets
- Multimodal Corridors – New or Expanded Roadways
- Multimodal Corridors – Transit
- Rail and Ferry Service
- Roadway Maintenance and Repair
- Small Projects (Less than \$3 million)*
- Technology
- Trails and Greenways
- Transit O&M Facilities
- Transit Station Access and Modernization
- Transportation Demand Management Programs*
- Planning Studies*
- Paratransit and Transit Pass Programs*

*Category will be treated as Program-only

Project Name:	Submitted by:
Climate Adaptation and Resilience	
Bay Farm Island Northern Shoreline Adaptation Project	City of Alameda
Estuary Adaptation Project	City of Alameda
South Shore Beach Adaptation Project	City of Alameda
Neptune Drive Flood Protection and Bridge Repair Project	City of San Leandro
Oakland International Airport Perimeter Dike Improvement Project (Phase 2)	Port of Oakland
Doolittle Drive Flood Hazard Improvements (SR-61)	Port of Oakland/Caltrans
Goods Movement	
7th Street Grade Separation West	Alameda CTC
Oakland Army Base Infrastructure Improvements	City of Oakland
Adeline Street Bridge Replacement	City of Oakland/Caltrans Port of Oakland
Overweight Corridor	City of Oakland/Port of Oakland
Inner & Outer Harbor Turning Basins Widening	Port of Oakland
Seaport Near & On-Dock Rail Enhancements	Port of Oakland
Wharf Infrastructure Modernization	Port of Oakland
Arterial Roadway Improvements Project	Port of Oakland
Electrification of Materials and Equipment Transport	Port of Oakland
Terminal Modernization Project	Port of Oakland
Interchange Modernizations and Express Lanes	
I-680 Express Lanes: NB SR-84 to Alcosta (Phase 2)	Alameda CTC
I-580/I-680 Interchange Safety Improvements	Alameda CTC
I-80/Ashby Avenue Interchange Modernization	Alameda CTC
I-80/Gilman Street Interchange Modernization	Alameda CTC
I-880/Whipple Rd./Industrial Pkwy SW Interchange Modernizations	Alameda CTC
I-880/Winton Avenue/A Street Interchange Modernization	Alameda CTC
SR-262 Safety and Interchange Improvements (Phase 1)	Alameda CTC
SR-262 Safety and Interchange Improvements (Phase 2)	Alameda CTC
I-580 Interchange Improvements at Hacienda	City of Dublin
I-580/Fallon/El Charro Interchange Modernization (Phase 2)	City of Dublin
Auto Mall Parkway Improvements Near I-680	City of Fremont
I-680/Mission Boulevard (North) Interchange Modernization	City of Fremont
I-680/Washington Boulevard Interchange Modernization	City of Fremont
I-880/Decoto Road Interchange Modernization	City of Fremont
Rt 92/Clawiter/Whitesell Interchange Modernization	City of Hayward
I-580 Greenville Road Interchange Improvements	City of Livermore
I-580 SR-84/Isabel Interchange Improvements Phase 2	City of Livermore
I-580/First Street Interchange Modernization	City of Livermore
I-580/Vasco Road Interchange Modernization	City of Livermore
42nd Avenue & High Street I-880 Access Improvements	City of Oakland
I-680 Overcrossing Widening and Improvements at Stoneridge Drive	City of Pleasanton
I-680 Sunol Interchange Modernization	City of Pleasanton
Santa Rita Road I-580 Overcrossing Widening	City of Pleasanton
I-880/Alvarado-Niles Interchange Multimodal Modifications	City of Union City
Whipple Road Multimodal Corridor Project	City of Union City
Multimodal Corridors	
Active Transportation	
Castro Valley Boulevard Corridor Improvements	ACPWA
Castro Valley Boulevard Streetscape Improvement Phase II	ACPWA
Center Street Corridor Improvement Project	ACPWA
Crow Canyon Road Roundabouts	ACPWA
Crow Canyon Road Safety Improvements	ACPWA
Hesperian Boulevard (Phase 2)	ACPWA
Patterson Pass Road Safety Improvements	ACPWA
Redwood Road Corridor Improvement Project	ACPWA
Tesla Rd. Safety Improvements (Phase 1)	ACPWA
5th Street Safety Project	City of Alameda
Bike and Ped improvements on commercial corridors: Park St and Webster St	City of Alameda

Project Name:	Submitted by:
Clement Ave. and Tilden Way Complete Streets	City of Alameda
Fernside Blvd Traffic Calming & Bikeways	City of Alameda
Grand Street Safety Improvements	City of Alameda
Lincoln Avenue/Marshall Way Safety Improvements	City of Alameda
Neighborhood Greenways	City of Alameda
Buchanan Streetscape	City of Albany
Solano Avenue Complete Streets	City of Albany
Kato Road Complete Street	City of Fremont
Mowry Ave. Complete Streets	City of Fremont
Peralta Ave. Complete Streets	City of Fremont
Vargas Road Safety Improvements	City of Fremont
Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA	City of Fremont
A St/B St Safety/Complete Streets	City of Hayward
Downtown Safe Streets	City of Hayward
Hayward Blvd Multi-modal Project	City of Hayward
Thornton Avenue Complete Streets Corridor	City of Newark
18th Street Bikeway	City of Oakland
7th Street Connection Project	City of Oakland
7th Street Paving Improvement Project	City of Oakland
8th Street Corridor Improvements Project	City of Oakland
9th Street Complete Streets Project	City of Oakland
Calm East Oakland Streets	City of Oakland
East 12th Street Bikeway	City of Oakland
Embarcadero West Rail Safety and Access Improvements	City of Oakland
Foothill Blvd Complete Streets Paving Project	City of Oakland
Franklin Street Paving Improvement Cycletrack Project	City of Oakland
Grand Avenue Complete Streets Paving Project	City of Oakland
HSIP 10 14th Street Pedestrian Crossing Improvements and Road Diet	City of Oakland
HSIP 10 98th Avenue	City of Oakland
HSIP 10 Systemic Improvements	City of Oakland
HSIP 11 Major Crossing Improvements	City of Oakland
Lake Merritt to Bay Trail Connection / 5th Avenue Complete Streets	City of Oakland
LAMMPS Phase II & Phase III	City of Oakland
Martin Luther King Jr Way Streetscape Improvements	City of Oakland
Foothill Road Complete Streets	City of Pleasanton
I-580 Overcrossing Bicycle and Pedestrian Improvements	City of Pleasanton
West Las Positas Bike Corridor Improvements	City of Pleasanton
Cross Town Class IV Corridors and Williams St. Pedestrian Improvements	City of San Leandro
Doolittle Drive Streetscape	City of San Leandro
Downtown San Leandro Pedestrian Lighting & Streetscapes	City of San Leandro
Fairway Drive Traffic Calming Project	City of San Leandro
Hesperina Class IV Bikeway Gap Closure Project	City of San Leandro
MacArthur Blvd Roundabout	City of San Leandro
Marina Boulevard Streetscape	City of San Leandro
Mission Blvd (SR 238) "Complete Street" Project	City of Union City
Quarry Lakes Parkway (Segment 5)	City of Union City
Quarry Lakes Parkway (Segments 1-2)	City of Union City
Quarry Lakes Parkway (Segments 3-4)	City of Union City
Union City Blvd. Complete Streets	City of Union City
Bridges and Railway Crossings	
Rail Safety and Connectivity	Alameda CTC
Railroad Crossing Upgrades - Near Term Safety Enhancements	Alameda CTC/City of San Leandro
Powell Street Bridge Widening	City of Emeryville
UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	City of Fremont
UPRR Quiet Zones: Other Fremont Locations	City of Fremont
Airway Blvd Culvert Replacement	City of Livermore
Central Avenue Overpass	City of Newark
UP At-Grade Crossing Safety Upgrades	City of Union City

Project Name:	Submitted by:
Complete Streets	
East Bay Greenway (Phase 1): Bayfair Drive to 162nd Avenue	ACPWA
San Pablo Avenue Corridor: Bus/Bike Lanes	Alameda CTC
San Pablo Avenue Corridor: Multimodal Corridor - Parallel Bike Improvements	Alameda CTC
San Pablo Avenue Corridor: Multimodal Corridor - Safety Enhancements	Alameda CTC
Willie Stargell Complete Street Corridor	City of Alameda
San Pablo Complete Streets	City of Albany
Adeline Street Corridor Transportation Improvements	City of Berkeley
Telegraph Avenue Multimodal Corridor	City of Berkeley
Decoto Road Complete Street: I-880 to Paseo Padre Parkway	City of Fremont
Fremont Boulevard Complete Street in Downtown and Irvington PDAs	City of Fremont
Fremont Boulevard Complete Streets in Warm Springs PDA	City of Fremont
Hesperian Safe Streets	City of Hayward
Jackson St Safe Streets	City of Hayward
Mission Blvd Safe Streets	City of Hayward
Tennyson Rd. Corridor PDA Complete Streets	City of Hayward
MacArthur Smart City Corridor Phase 2	City of Oakland
Martin Luther King Jr Way Complete Streets Project	City of Oakland
Upper Telegraph Avenue Paving Complete Streets Project	City of Oakland
Alvarado- Niles Road Rehab and Multimodal Corridor	City of Union City
New or Expanded Roadways	
Tesla Road Safety Improvements Phase II	ACPWA
Vasco Road Safety Improvement Phase II	ACPWA
Dublin Blvd. - North Canyons Pkwy Extension	City of Dublin
Fallon Road Widening Project	City of Dublin
Tassajara Road Realignment	City of Dublin
Tassajara Road Widening from N. Dublin Ranch Drive to Quarry Lanes	City of Dublin
Extension of El Charro Road from Stoneridge Drive to Stanley Blvd	City of Pleasanton
Transit	
Alameda Point Transit Network Improvements	AC Transit
Foothill Blvd Corridor Improvements (Phase 1)	AC Transit
Foothill Blvd Corridor Improvements (Phase 2)	AC Transit
Fruitvale Ave. Corridor Short Term Improvements	AC Transit
Grand Avenue Corridor Bus Lanes	AC Transit
Shattuck Ave./Martin Luther King Jr. Way Corridor	AC Transit
40th Street Transit-Only Lanes and Multimodal Enhancements	City of Emeryville
2nd Street Transit Hub & Bike Lane Connection	City of Oakland
Broadway Streetscape Improvements	City of Oakland
East Bay BRT Corridor Pedestrian Safety Improvements	City of Oakland
Decoto Road "Transit Priority" Project	City of Union City
Rail and Ferry Service	
BART Core Capacity	BART
Bay Fair Connection	BART
South Bay Connect	CCJPA
Oakland Alameda Water Shuttle	City of Alameda
Berkeley-San Francisco Ferry	City of Berkeley/SF Bay Ferry
Irvington BART Station	City of Fremont
Isabel/Valley Link Multimodal Improvements	City of Livermore
S. Front/Valley Link Multimodal Improvements	City of Livermore
Bayside TOD PDA Transit Station and Pedestrian Overcrossing	City of Newark
Redwood City-Oakland Ferry	SF Bay Ferry
ACE Medium-Term Service Increases	SJRRRC
Altamont Corridor Vision (ACE)	SJRRRC
Valley Link	TVSJVRRA
Roadway Maintenance and Repair	
Estuary Bridges Maintenance and Repairs	ACPWA
Marin Pavement & Curb Ramp Rehabilitation	City of Albany
Lake Chabot Road Stabilization Project	City of San Leandro

Project Name:	Submitted by:
Small Projects (Less than \$3 million)	
Westline Dr/8th St Low Stress Bike Facilities	City of Alameda
Buchanan Bridge Resurfacing	City of Albany
Cleveland Avenue Paving and Bikeway	City of Albany
Jackson Bikeway	City of Albany
Kains/Adams Bike Boulevard	City of Albany
Shared Use Path Pavement Renewal	City of Albany
Upper Solano Curb Ramps Project	City of Albany
Bluebell Dr Bridge Repair at Altamont Creek	City of Livermore
Stanley Blvd at Isabel Connector Ramp	City of Livermore
Fruitvale Connections	City of Oakland
HSIP 11 90th Avenue	City of Oakland
HSIP 11 Leading Pedestrian Interval Improvements	City of Oakland
HSIP 12 Neighborhood Bike Route Major Crossings Safety Improvements	City of Oakland
HSIP 12 Senior Safety Improvements	City of Oakland
Sobranite Park-to-Brookfield Village Neighborhood Bike Route	City of Oakland
Grand Ave/Rose Ave Ped Safety Project	City of Piedmont
Moraga Ave./Highland Ave pedestrian crossing safety improvements	City of Piedmont
Moraga Ave./Mesa Ave pedestrian crossing safety improvements	City of Piedmont
Oakland Ave/Grand Ave Ped Safety Project	City of Piedmont
Red Rock Rd./Moraga Ave. Intersection Safety Improvements	City of Piedmont
Iron Horse Trail - Spur Route	City of Pleasanton
Santa Rita Road Bicycle/Pedestrian Improvements	City of Pleasanton
98th Ave Left Turn Lane Conversion Project	Port of Oakland
East Oakland Air Quality Monitoring and Outreach	Port of Oakland
Maritime offshore wind supply chain technical feasibility study	Port of Oakland
Ron Cowan Off-Ramp Left Turn Project	Port of Oakland
Technology	
Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) Technology Upgrade	AC Transit
Enterprise Asset Management Software Upgrade	AC Transit
Trails and Greenways	
Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	ACPWA
Niles Canyon Trail (Phase 1)	ACPWA
Niles Canyon Trail (Phase 2)	ACPWA
San Lorenzo Creek Trail Project	ACPWA
East Bay Greenway (Phase 1): Bayfair BART to South Hayward BART	Alameda CTC
East Bay Greenway (Phase 1): Lake Merritt BART to Bayfair BART	Alameda CTC
East Bay Greenway (Phase 2): Urban Trail	Alameda CTC
Bay Farm Bike Bridge Access Upgrades/Bay Trail Adaptation	City of Alameda
Oakland-Alameda Estuary Bridge	City of Alameda
Pierce-Cleveland Bikeway Connection	City of Albany
Greenway and Mandela Connector	City of Emeryville
Dumbarton to Quarry Lakes Trail	City of Fremont
East Bay Greenway (Reach 6): Innovation District to Bay Trail	City of Fremont
East Bay Greenway: Irvington BART Station Area	City of Fremont
Grimmer Greenway Trail: Central Park to Fremont Boulevard	City of Fremont
Grimmer to Pacific Commons Trail	City of Fremont
Mission Creek Trail Gap Closure: Palm Avenue to Mission Boulevard	City of Fremont
Sabercat Trail: Irvington BART to Ohlone College	City of Fremont
Shinn Trail Connection to Niles	City of Fremont
Eden Greenway Active Trans Corridor	City of Hayward
Livermore Iron Horse Trail	City of Livermore
66th Avenue Coliseum BART to Bay Trail Project	City of Oakland
73rd Avenue Active Routes to Transit	City of Oakland
85th Avenue Pedestrian and Bicyclist Path	City of Oakland
Bancroft Avenue Greenway	City of Oakland
Oakland Waterfront Promenade: Bay Trail Gap Closure	City of Oakland/ Port of Oakland
Iron Horse Trail Improvements	City of Pleasanton

Project Name:	Submitted by:
San Leandro Creek Trail	City of San Leandro
Shoreline Park Project	City of San Leandro
Station District Pedestrian Bridge	City of Union City
Transit O&M Facilities	
Division 4 Replacement (Phase 1)	AC Transit
Zero Emission Bus Fueling and Charging Infrastructure Equipment and Construction	AC Transit
Hayward Maintenance Complex (Phase 1)	BART
Operations Control Center (OCC) Modernization	BART
Atlantis O&M Facility	LAVTA
Central Bay O&M Expansion and Electrification	SF Bay Ferry
Transit Station Access and Modernization	
19th Street Bike Station Plaza	BART
Dublin/Pleasanton BART Station Active Access Improvements	BART
West Oakland TOD	BART
Fremont BART Station Modernization	City of Fremont
Coliseum City Transit Hub/Coliseum City infrastructure	City of Oakland
San Leandro BART Station Area Safety Improvements	City of San Leandro
Alameda Main St. Electrification	SF Bay Ferry
Harbor Bay Terminal Modernization	SF Bay Ferry
Oakland Terminal Modernization	SF Bay Ferry
Seaplane Lagoon Electrification	SF Bay Ferry
Union Landing Transit Center Modifications	Union City Transit

Program Name:	Submitted by:
Climate Adaptation and Resilience	
BART Adaptation, Resilience, and Sustainability Investments	BART
Citywide Green Infrastructure and Stormwater Management Program	City of Alameda
Climate Action and Resiliency Plan Implementation	City of Alameda
Green Stormwater Infrastructure Implementation Plan	City of Dublin
Climate Action Plan Implementation	City of Emeryville
Green Infrastructure Projects Program	City of Emeryville
Lindsay Tract Green Infrastructure and Storm Drain Improvements	City of Newark
Green Stormwater Infrastructure in Transportation Program	City of Oakland
Climate Adaptation Planning for Neighborhood-led Resiliency	City of Oakland/Port of Oakland
Green Infrastructure Improvements	City of San Leandro
Sea Level Rise	City of San Leandro
Stormwater Trash Capture Device Installation Project	City of San Leandro
Goods Movement	
Goods Movement Improvements Program	City of Oakland
Hydrogen Fuel Cell Powered Port Equipment	CTE/Port of Oakland
ARCHES H2Hub Project	DOE
2022 Trade Corridor Enhancement Program (TCEP)	Port of Oakland
Oakland Alameda Estuary Marine Debris Removal and Regional Stewardship Project	Port of Oakland
Port of Oakland and UPS transition to Battery Electric Trucks	Port of Oakland
Port Wide EV Readiness Program (Aviation)	Port of Oakland
Powering the Future (2021)	Port of Oakland
Transforming the Port of Oakland to Zero Emissions	Port of Oakland
Multimodal Corridors	
Active Transportation	
Alameda County Pedestrian, Bicycle and Trail Master Plan Implementation Program	ACPWA
Safe Routes to School	Alameda CTC
Active Transportation Plan Implementation	City of Alameda
Citywide Roundabout Implementation	City of Alameda
Vision Zero Action Plan Implementation	City of Alameda
Active Transportation Program	City of Albany
Accessible Protected Bike Lane Streets	City of Berkeley
Citywide Bike Boulevard/Major Street Intersections Project	City of Berkeley
Street Trauma Prevention Program Implementation - Traffic Calming and Emergency Response Times	City of Berkeley
Vision Zero Action Plan Implementation	City of Berkeley
Downtown Dublin Streetscape Plan Implementation	City of Dublin
Dublin Bicycle and Pedestrian Plan Implementation	City of Dublin
Local Roadway Safety Plan Implementation	City of Dublin
SR2S Improvements	City of Dublin
Bicycle and Pedestrian Plan Implementation	City of Emeryville
Powell Street Traffic Safety Improvements	City of Emeryville
Active Transportation Infrastructure Maintenance	City of Fremont
Citywide Active Transportation Improvements	City of Fremont
Citywide ADA Sidewalk and Intersection Improvements	City of Fremont
Bicycle and Pedestrian Master Plan	City of Hayward
Local Road Safety Plan	City of Hayward
Safe Routes to Schools	City of Hayward
Speed Management Plan	City of Hayward
Livermore Bicycle, Pedestrian & Active Transportation Plan	City of Livermore
City of Newark Active Transportation Plan	City of Newark

Program Name:	Submitted by:
Citywide Bicycle Master Plan Implementation	City of Newark
Citywide Pedestrian Master Plan implementation	City of Newark
ADA 30-Year Curb Ramp Transition Plan	City of Oakland
Bike Plan Priority Corridors	City of Oakland
City-Wide Bike Plan Implementation Program	City of Oakland
Complete Streets Paving Infrastructure Program	City of Oakland
Implementation Program for Citywide Safe Routes to Schools and Traffic Calming Improvements	City of Oakland
Oakland 2024 High Injury Network Corridor Improvements	City of Oakland
Pedestrian Plan Implementation & Stairs/Paths Program	City of Oakland
Quick-Build Program	City of Oakland
Undercrossing Improvements Program	City of Oakland
City of Pleasanton Bicycle and Pedestrian Master Plan	City of Pleasanton
City of Pleasanton Travel Action Plan	City of Pleasanton
Citywide Bicycle and Pedestrian Plan & Sidewalk Program Implementation	City of San Leandro
Bridges and Railway Crossings	
Railroad Grade Separations across Alameda County	City of Oakland
Railroad Grade Separations across Alameda County	City of San Leandro
Complete Streets	
Webster/Posey Tubes Lifeline Replacement or New Transit/Bike/Pedestrian Lifeline Tube	Caltrans
Complete Streets, Vision Zero, & Transit Corridor Studies and Implementation	City of Berkeley
City of Oakland Capital Improvement Program (CIP) - Priority Unfunded List	City of Oakland
Downtown Oakland Specific Plan (DOSP) Mobility Implementation Projects	City of Oakland
East Oakland Community Based Transportation Plan (EOMAP) / East Oakland Neighborhoods Initiative (EONI) Plan Area Projects	City of Oakland
Grand Ave Mobility Plan Implementation	City of Oakland
Hegenberger Road Complete Streets Plan	City of Oakland
Oakland Chinatown Complete Streets Improvements	City of Oakland
Oakland Complete Streets Program	City of Oakland
West Oakland Community Based Transportation Plan Area Projects	City of Oakland
West Oakland, Jack London District, and Downtown Oakland Connectivity Projects	City of Oakland
Local Street Rehabilitation and Complete Streets Implementation including Green Streets Infrastructure	City of San Leandro
New or Expanded Roadways	
2035 General Plan Traffic Circulation Improvements	City of San Leandro
San Leandro Street Circulation and Capacity Improvements	City of San Leandro
Transit	
Delay Hotspot Correction Program	AC Transit
Fremont, Newark and Hayward Service Improvements	AC Transit
Intra East Bay Express Bus Service	AC Transit
Bus Infrastructure: Bus Stop Improvements (TCP #3), Transit Signal Priority (TCP #10), Westline Drive Bus Lane (TCP #17), Alameda Point Bus Rapid Transit (TCP #19) and Bikes in Buses through Posey Tube (TCP #31)	City of Alameda

Program Name:	Submitted by:
Bus Service (AC Transit) - Increased Service and Frequencies	City of Alameda
Transit Action Strategy / Transit Capital Program	City of Oakland / AC Transit
Paratransit and Transit Pass Programs	
Mobility for Seniors and People with Disabilities - Paratransit	Alameda CTC
Student Transit Pass Program	Alameda CTC
BART Means-Based Fare Discount Program	BART
Free Bus Pass Program for Seniors and People with Disabilities	City of Alameda
LAVTA Wheels Access Mobility Management	LAVTA
Para-Taxi Operations	LAVTA
Planning Studies	
Infrastructure Analysis and Upgrade Planning	AC Transit
Transit Planning Program	AC Transit
BART Strategic Initiatives	BART
2nd Transbay Crossing & I-980 Multimodal Boulevard Study	BART/Caltrans
Transportation Plan Updates	City of Alameda
San Antonio and Jingletown Neighborhood Connections Plan	City of Oakland
LAVTA Short Range Transit Planning	LAVTA
BART Metro Infill Station Study	TBD
Rail and Ferry Service	
Water Shuttle Operations	City of Alameda
Alameda/Oakland Ferry Frequency Increase	SF Bay Ferry
Harbor Bay Ferry Frequency Increase	SF Bay Ferry
Oakland Alameda Water Shuttle Operations	SF Bay Ferry
Seaplane Frequency Increase	SF Bay Ferry
SSF Frequency Increase	SF Bay Ferry
Roadway Maintenance and Repair	
Railroad Crossing Annual Maintenance	ACPWA
Sidewalk Repair Program	ACPWA
Annual Sidewalk Rehabilitation Program	City of Albany
Annual Street Rehabilitation Program	City of Albany
Dublin's Annual Street Resurfacing	City of Dublin
Citywide Pavement Rehabilitation	City of Fremont
Annual Pavement Maintenance	City of Livermore
Bridge Rehabilitation	City of Livermore
City Local Bridge Seismic Evaluation	City of Livermore
Citywide Bridge Retrofit & Preventive Maintenance Program	City of Oakland
City-Wide Paving Program	City of Oakland
Citywide Sidewalk Repairs	City of Oakland
Bridge Maintenance Program	City of San Leandro
Stormdrain Maintenance and Repair Program	City of San Leandro
Small Projects (Less than \$3 million)	
Citywide Streetlight Renewal	City of Albany
Technology	
All Door Boarding Pilot Program	AC Transit
New Technologies and Innovations	City of Alameda
Multimodal Corridor Signal Interconnect & Transit Signal Priority Upgrades	City of Berkeley
City-wide Traffic Signal Modernization	City of Dublin
Technology Enhancements to connect arterials with freeways for Connected and autonomous vehicles	City of Dublin
Traffic Signal Modernization Program	City of Emeryville
Citywide Traffic Signal Modernization	City of Fremont
Signal Master Plan	City of Hayward
City-Wide Traffic Signal System Management	City of Oakland

Program Name:	Submitted by:
Speed Camera Program Expansion	City of Oakland
City of Pleasanton Automated Traffic Signal Performance Expansion	City of Pleasanton
Traffic Signal Modernization	City of San Leandro
Annual Cloud-Based TSP Software License	LAVTA
AVL System Upgrade	LAVTA
Trails and Greenways	
Village Greens and Greenways	City of Emeryville
City-Wide Bay Trail Network	City of Oakland
City of Pleasanton Trails Master Plan	City of Pleasanton
Shoreline Bay Trail Maintenance and Improvement Program	City of San Leandro
Transit O&M Facilities	
Facility Campus State of Good Repair Program	AC Transit
Operator Restroom Planning and Construction	AC Transit
Service Critical Infrastructure Program	AC Transit
Zero Emission Bus Maintenance Bay Upgrades	AC Transit
BART Core Infrastructure and Systems Investments	BART
BART Fleet and Maintenance Facility Investments	BART
Airport Electric Shuttle Bus Fleet & Facility	Port of Oakland
Replacement Fleet Program	Union City Transit
Transit Station Access and Modernization	
Bus Stop Improvement Program	AC Transit
BART Stations and Access Investments	BART
Transit Stop Amenities	City of Berkeley
Go Tri-Valley Program Operations	LAVTA
LAVTA First-Mile/Last-Mile Microtransit Program	LAVTA
LAVTA Systemwide Passenger Facilities Rehabilitation and Enhancement	LAVTA
Airport Way Finding Signage	Port of Oakland
Transportation Demand Management Programs	
Alameda CTC Transportation Demand Management Program	Alameda CTC
Transportation Demand Management: Transit Pass Expansion (TCP #4), Public/Private Partnerships (TCP #12), TDM Ordinance (TCP #29) and Citywide TMA (TCP #32)	City of Alameda
Citywide Bicycle Parking	City of Berkeley
Parking Management Program	City of Hayward
City-Wide Parking Management & Mobility Program	City of Oakland



Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 25, 2025

TO: Alameda County Technical Advisory Committee

FROM: Kristen Villanueva, Director of Planning

SUBJECT: Metropolitan Transportation Commission Update on the Priority Conservation Area (PCA) Program and Funding Opportunity

Recommendation

ACTAC will receive an update from the Metropolitan Transportation Commission/ Association of Bay Area Governments (MTC/ABAG) on the Priority Conservation Area (PCA) program and funding opportunity. This is an information item only.

Background Summary

At the March meeting of ACTAC, staff from MTC/ABAG presented an update on the PCA amendment process and call for new PCA nominations. At the October meeting of ACTAC, MTC/ABAG staff will return with an update on the PCA designations and funding opportunity.

PCAs are designated geographic areas nominated by local jurisdictions and recognized by MTC/ABAG to support regional conservation, resilience and sustainability goals. In 2024, MTC/ABAG staff developed the [PCA Refresh](#) report that introduced a more robust planning framework for utilizing PCAs. This new framework addresses past deficiencies with data on conservation value, equity, and climate adaptation.

Over the past two years, local jurisdictions have amended existing PCAs to align with the PCA Refresh framework by redefining boundaries, updating types, and eliminating overlaps. More recently, jurisdictions responded with final amendments and new nominations that MTC/ABAG adopted in September 2025.

With the new designations, Alameda County now has 56 PCAs, significantly increasing PCAs in equity communities related to urban greening and more climate adaptation-related PCAs. Overall, Alameda County PCAs cover a wide variety of PCA typologies including natural lands, working lands, urban greening, recreation, and climate adaptation.

MTC/ABAG anticipates releasing \$8 million of One Bay Area Grant (OBAG) Cycle 3 funds for the PCAs, including the newly adopted additions. The call for projects is anticipated in October 2025.

Alignment with CTP Policy Blueprint

In October 2024, the Alameda County Transportation Commission adopted the Countywide Transportation Plan (CTP) Policy Blueprint. This Blueprint outlines a vision, goals, and policy objectives that guide transportation priorities across the county, including those related to Climate. Under the Climate goal, specific policy objectives define strategies for achieving sustainability, such as expanding clean transportation options and integrating climate resilient infrastructure. MTC/ABAG's PCA program supports these objectives by providing a regional framework for sustainability efforts, including designating areas for urban greening and adaptation that enhance climate resilience. By planning for PCAs, Alameda County jurisdictions help advance the CTP's Climate objectives to align climate resilience and transportation planning.

Fiscal Impact: There is no fiscal impact.



**PRIORITY
CONSERVATION
AREA**

2025 PCA Update

PRESENTATION TOPICS

1. PCA Background
2. PCA Amendments and Nominations
3. PCA Grant Opportunity

 Association of Bay Area Governments
  Metropolitan Transportation Commission

1

Background on the PCA Planning Framework

- **Why?** Priority Conservation Areas (PCAs) continue the Bay Area's commitment to resilience, parks, farmland, open space, and ecosystems. They **elevate local conservation priorities** to a regional framework, **address conservation gaps**, and provide eligibility for **PCA Grants**.
- **What?** The PCA Program identifies **locally nominated, regionally significant areas** for protection or improvement. Each PCA includes a mapped geography and one or more of **five PCA types**.
- **When?** Established in **2007** alongside Priority Development Areas (PDAs), PCAs are nominated every few years.
- **How?** Cities, counties, and park or open space districts **voluntarily nominate** PCAs, which are designated by the ABAG Executive Board.



Natural Lands
Recreation

Working Lands
Urban Greening
Climate Adaptation

2

The PCA Refresh

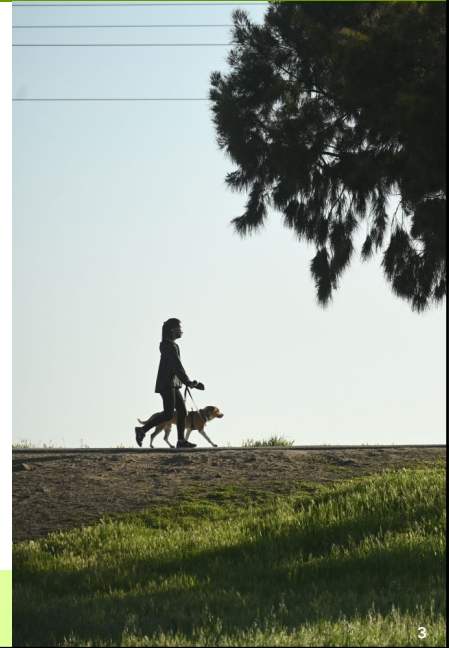
2022 - 2024 PCA Planning Framework **Refresh**

- First major update since 2007
- Goal: Address the framework's data and policy deficiencies to improve consistency and usefulness

Key Improvements from the Refresh

- **New data criteria** for regional consistency
- **Updated vision & goals** aligned with Plan Bay Area 2050, stronger focus on equity & climate resilience
- **Refined eligibility maps** for clearer nomination guidance
- **Clearer distinctions between PCA types** inside vs. outside community limits
- **Established Regionally-Identified PCAs**, which apply a regional perspective to fill gaps from the locally-nominated PCAs

Existing PCAs were then **amended** to match the Refresh framework



3

Amendments to Existing PCAs

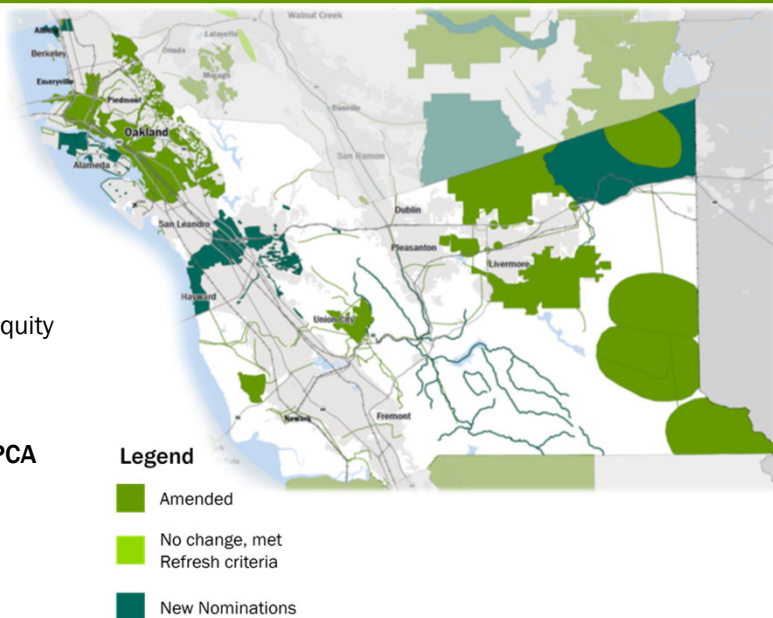
The ABAG Executive Board Approved Amendments & Nominations on September 18th, 2025.

Data

- **100% of 24 PCAs** that needed amendments were amended.
- **1 PCA** did not require amendments.
- **31%** of existing PCAs intersect with Equity Priority Communities.

Trends

- Many PCAs required a **narrowing of PCA types** to comply with new eligibility standards.
- **The most common PCA types** were Recreation and Climate Adaptation.



4

New PCA Nominations

Outreach, Tools & Resources

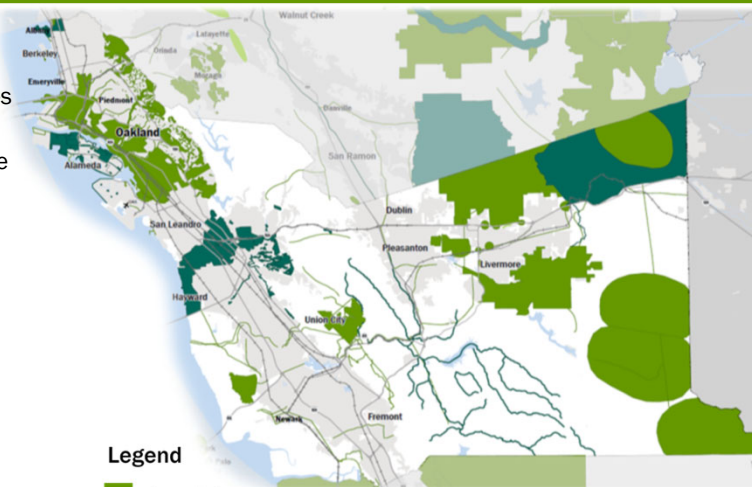
- Email blasts, targeted outreach, and updates at County Planning Director meetings
- Webinar to share opportunity & demonstrate online mapping tool
- 1:1 office hours and template materials provided

Data

- **31 new PCAs** nominated by **4 jurisdictions**
- **52%** of new PCAs intersect with Equity Priority Communities

Trends

- **Climate adaptation** was the most common PCA type, reflecting broad eligibility and support.
- New nominations included more **urban greening** type



Legend

- Amended
- No change, met Refresh criteria
- New Nominations

5

5

PCA Grants Background

Grant Program

- MTC and the Coastal Conservancy have awarded over **\$38 million** in support of **71 projects** (2014, 2019, 2024).
- This popular program advances **Plan Bay Area strategies** by promoting balanced land use, climate resilience, and equitable access to nature.
 - **Enhance Natural & Agricultural Lands:** Funding helps protect and restore landscapes critical to ecological health and food systems.
 - **Improve Park and Trail Access:** Funding expands recreational opportunities and urban greening, supporting livability and public health.
 - **Build Climate Resilience:** Funding supports nature-based solutions that mitigate climate impacts like flooding and extreme heat.
- **OBAG 3 PCA Grant Program** split into 2 phases:
 - Phase 1 (2024) awarded **\$8.5M** to **13 projects**
 - Phase 2 to incorporate **new PCA designations**



Tidewater Expansion at Martin Luther King Jr Regional Shoreline
PCA: Oakland
PCA Grant Total: \$1,000,000

6

6

2025 PCA Grant Round

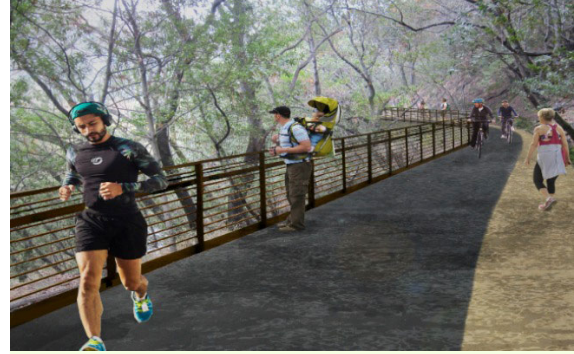


\$8 million Call for Proposals

- Maintain applicant and project-type eligibility from prior rounds
 - Locally-nominated PCAs eligible
 - Target 50+% of funding in North Bay counties
- Evaluate how projects advance PCA Refresh objectives
 - Support PCA-aligned planning efforts
 - *PCA designation type does not affect eligible project type*

Implementation

- **September 2025:** Finalize Grant Guidelines
- **October 2025:** Release Round 2 Call for Proposals
- **Summer 2026:** Recommend Round 2 grant awards



Niles Canyon Trail Project
PCA: Union City Hillside Area
PCA Grant Total: \$321,000



Memorandum

5.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 25, 2025

TO: Alameda County Technical Advisory Committee

FROM: Kristen Villanueva, Director of Planning

SUBJECT: Caltrans District 4 Overview and Update on the Interstate 580 Truck Access Study

Recommendation

ACTAC will receive an overview and update from Caltrans District 4 on their Interstate 580 Truck Access Study (TAS). This is an informational item only.

Summary

Caltrans District 4 is conducting the Interstate 580 Truck Access Study ([TAS](#)) to answer the following question: How would removing the truck weight restriction (aka truck ban) on I-580 affect safety, efficiency, reliability, and traffic speed along the I-880 and I-580 corridors, and how would this change impact public health equity for nearby communities? Caltrans will attend the October meeting of ACTAC to provide background on this study and present opportunities for engagement.

I-580 TAS Background

On March 24, 2025, Caltrans District 4 kicked off the I-580 TAS with the Bay Area Air District and the City of Oakland as study partners. The I-580 TAS will reexamine the long-standing truck ban along the I-580 corridor which begins at Foothill Boulevard in San Leandro and ends at Grand Avenue in Oakland. As shown in Figure 1, the study area also includes the parallel segment of I-880, other state arterials, and neighboring cities such as Piedmont, Berkeley, San Leandro that may be impacted if the ban was lifted.

The study scope has been divided into four elements including: Traffic Studies, an Air Quality and Noise Impact Assessment, a Racial Equity Assessment, and a Comprehensive Community Engagement Strategy that will guide public engagement through the duration of the study.

The study scope includes evaluating the current scenario with the truck ban in place and a scenario with the ban removed.

In collaboration with the Bay Area Air District, the study will develop an air pollution emissions estimate to assess which communities and demographics are overexposed and impacted by air quality issues, caused by proximity to the freeway.

The Air Quality Assessment will be led by the Air District and the Racial Equity Assessment will be modeled after the City of Oakland's procedures. The noise impact assessment will be conducted by the hired consultant.

The first public engagement event will be in November.

Figure 1. I-580 TAS Study Area Map



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



Interstate 580 Truck Access Study

John Xu

Office Chief, Multimodal System Planning

Caltrans District 4

Study Updates

Study Overview/Area

Study Goals and Existing Conditions

Public and Stakeholder Engagement

Upcoming Work and Events

I-580 Truck Access Study

- Originated from Owning Our Air - West Oakland Community Action Plan (WOCAP)
- Consists of 4 components:
 - Traffic studies
 - Air Quality & Noise Impact Assessments
 - Racial Equity Assessment
 - Comprehensive Community Engagement Strategy (CCES)

Trucks are Banned on Oakland's I-580. These Sixth Graders Wondered Why



By Laura Kline - Jul 5, 2021 Save Article



Join Alameda County Supervisor Nate Miley for a community townhall regarding the commercial truck ban along interstate 580.



SAVE THE DATE!
Thurs., Dec. 16, 2021
6:30 PM - 8:30 PM



Great Freeway Controversy

Truck Ban, People

Does the MacArthur Freeway trucking ban discriminate against trucks and people, or would lifting the ban discriminate against cars and people?

Both sides were expressed during a panel discussion on the truck ban at last night's Oakland Town Meeting at the Main Library.

Keeping trucks off the MacArthur on only discriminates against the trucks, according to two of the speakers, but it also discriminates against the people who live along the Nimitz Freeway, the principal alternative route for trucks banned from the MacArthur.

But permitting trucks to use the MacArthur, their attorney said, would discriminate against the people who live along its route and the cars that use it.

Speakers against the ban were Richard H. Sutter, assistant manager - director of the California Trucking Association, and Karl E. Sommer, proprietor of the American Rubber Manufacturing

take to ensure the health, safety and well-being of its citizens.

"The question of whether the truck ban is a reasonable use of police power," Brown said, "is something only the courts can decide."

However, according to Sutter, the matter is not before the courts. He said the ban, which requires Jan. 1, was made with the approval of the state and federal public works departments, and both agencies must agree to an extension before the expiration date.

Sommer and Sutter said the federal department has decided it would not override any decision by the state agency, which leaves the matter up to Senator D. Nimitz, director of the State Department of Public Works.

Nimitz is an opponent of Gov. Bill Brown.

Sutter said the trucking association's objection to the ban was "spurious," he said. "One third of the cost of this freeway was paid for by taxes

the state? Are the schools and hospitals more valuable?"

Sommer said there are as many people living along the Nimitz Freeway as the MacArthur, a statement challenged by Sutter, who said the Nimitz passes through industrial zoning for almost the entire distance that it is within the Oakland city limits, which is the only area that the MacArthur has against, whereas the MacArthur passes residential zoning for most of its length inside the city.

"Trucks have used the Nimitz ever since it was built," Sutter said. "Did they have never used the MacArthur — and did they use MacArthur Boulevard, where the route through general gear changes and quarter downs the other side of the highway."

"Now the trucks are asking for special privileges to use a route they have never had."

There are many more schools, churches and hospitals along the MacArthur than along the Nimitz, he said, "and they were there before the freeway was built. Those along the Nimitz came after the truck route was designated in 1965."

Sutter said it was "redundant" to say that the MacArthur ban could lead to similar bans on every highway. "The only reason the MacArthur ban was approved," he said, "was because there was an adequate alternative route available."

"The Nimitz freeway is flat, he said, whereas there are many grades on the MacArthur, and the more factor would be much greater as the trucks "grind up the hills through general gear changes and quarter downs the other side of the highway."

And, he said, "How economic will the extra costs of maintenance and repairs be, once we open the highway to the pending of constant use by heavy trucks?"



OWNING OUR AIR

The West Oakland Community Action Plan - Volume 1: The Plan

October 2019

I-580 TAS Study Area

- The study limits include the I-580 Truck Ban, beginning at Foothill Boulevard in San Leandro and ending at Grand Avenue in Oakland.
- Also include I-880, other State highways and major arterials
- Additional areas of Piedmont, Berkeley, San Leandro, and unincorporated Alameda County are also included.

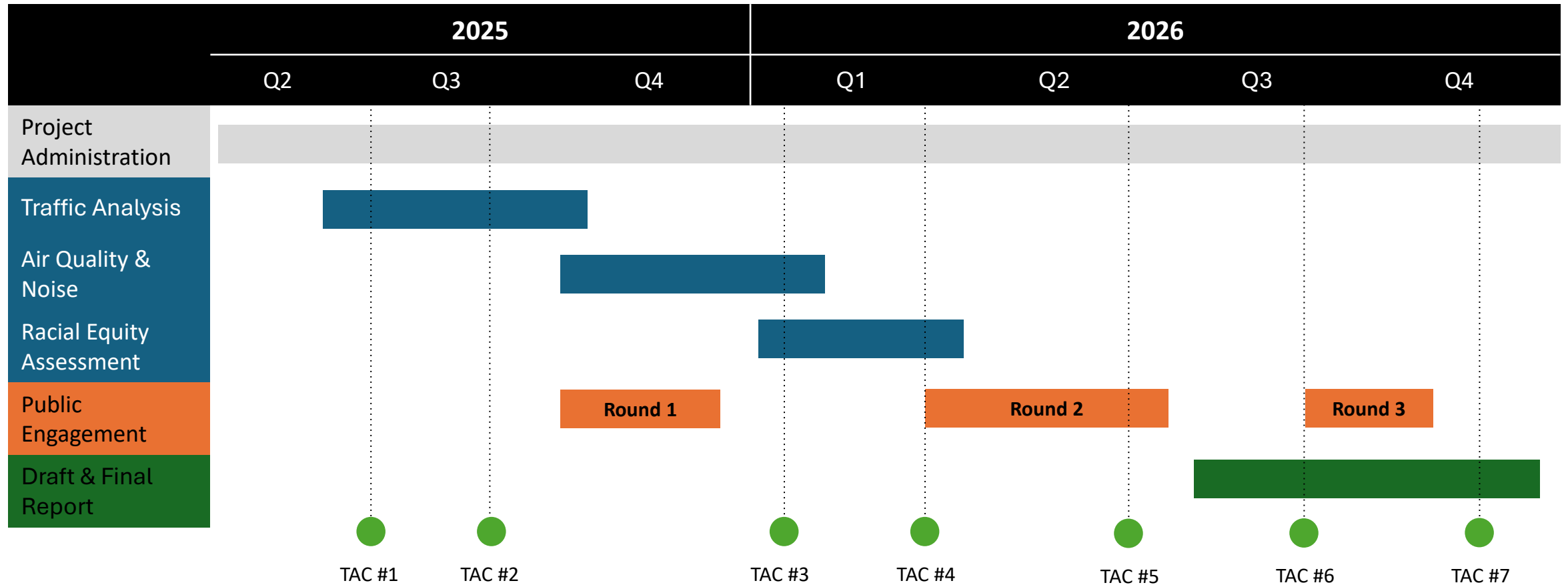


Technical Analysis and Forecasting

- Freight Technical Memos
 - Existing Conditions
 - Future Conditions (including a “no truck ban” scenario)
 - Recommended Strategies
- Air Quality & Noise Impact Assessments
 - Air Quality Assessment, to be completed by the Air District
 - Noise Impact Estimate Report



I-580 Truck Access Study Timeline



Note: Timing for TAC Meetings is approximate

I-580 TAS Goals

Goal	Description
1	Reduce exposure to air and noise pollution from trucks in the region, particularly for impacted communities
2	Reduce truck traffic on local streets, particularly for impacted communities
3	Reduce the frequency and severity of truck collisions, particularly in currently impacted communities.
4	Reduce roadway degradation and maintenance costs, particularly for impacted communities
5	Identify potential strategies and lead agencies to support reduced local truck traffic exposure
6	Balance travel conditions and safety between I-880 and I-580
7	Improve efficiency of goods movement through the study area

Existing Conditions

Socioeconomic Factors

- Income
- Race and ethnicity
- Equity Priority Communities

Freight Factors

- Industrial land uses
- Heavy Truck Trips
- Freeway Truck Volumes

Environmental Factors

- Environmental Burden
- Air Quality
- Asthma

Public and Stakeholder Engagement

- Public engagement:
 - 3 rounds of public engagement
 - Community workshops (in-person or virtual)
 - Surveys
 - Informational presentations
 - Social media / Constant Contact
- Stakeholder engagement: 7 TAC meetings



Source: West Oakland Community Action Plan

Public Agency TAC Members

State and Regional Partners



Bay Area Air District



Port of Oakland



California Highway Patrol



Metropolitan Transportation Commission



County Partners



Alameda County



Alameda County Transportation Commission



Alameda County Public Health Department



AC Transit

City Partners



City of Emeryville



City of Oakland



City of Piedmont



City of Alameda



City of San Leandro



City of Berkeley

Industry TAC Members



California Trucking Association



Harbor Trucking Association

Community Based Organization TAC Members



West Oakland
Environmental
Indicators Project



Communities For a
Better Environment



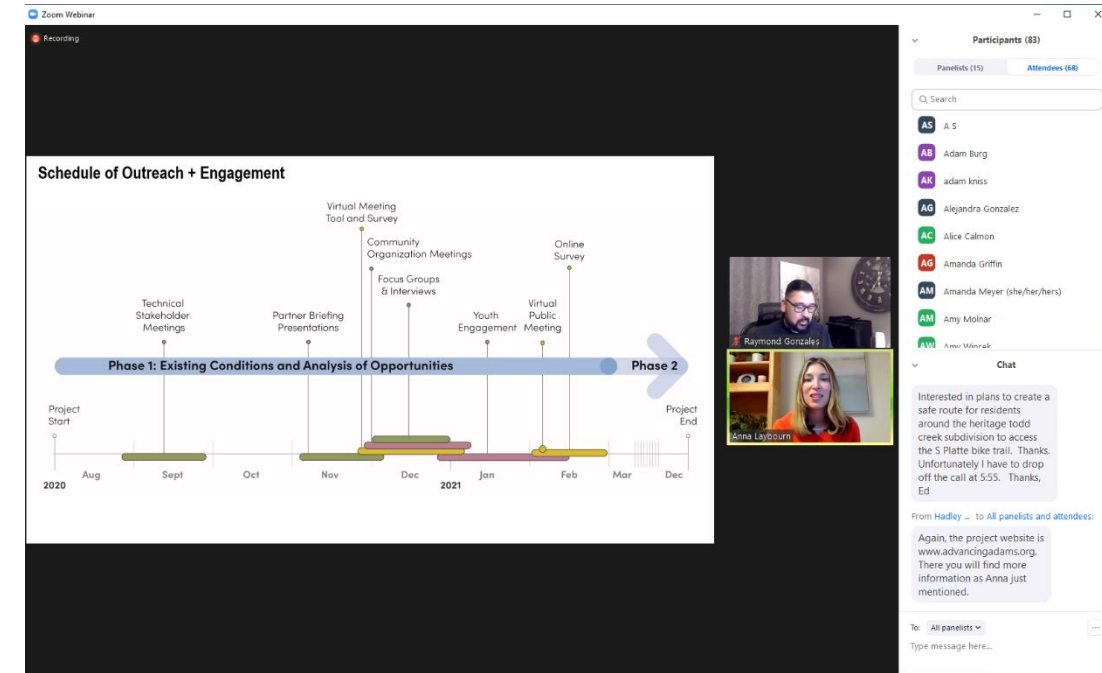
San Leandro 2050

*Also keeping Tiburcio Vasquez Health Center informed outside the TAC



Phase 1 Public Engagement

- **Virtual Public Kick-off Meeting**
 - **Format:** Virtual Zoom Webinar
 - **Date:** Wednesday, November 12, 2025
 - **Time:** 6:30pm
 - **Duration:** 1 hour
- **Promotion Plan**
 - Caltrans to share on communications channels
 - Attend pop-ins prior / agendize on upcoming committee meetings
 - Pass out flyers, table at community centers; meet people where they are



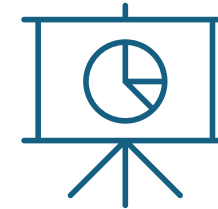
Upcoming Work and Events



**Phase 1 public engagement
– Virtual Open House on
November 12th at 6:30pm**



Traffic Analysis



Air Quality Analysis

Stay Updated!



- **Constant Contact:** <https://lp.constantcontactpages.com/sl/oX4UN69>
- **Website:** [Interstate 580 Truck Access Study | Caltrans](#)
- **StoryMap:** [I-580 Truck Access Study](#)
- **Email:** bayareafreight@dot.ca.gov
- **Contract Manager:** [Kelsey Rodriguez](#)



Constant Contact
Landing Page



I-580 Truck Access
Study Webpage