



Programs and Projects Committee (PPC) Meeting Agenda Monday, May 11, 2026, 10:00 AM

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

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

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

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

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

Location Information:

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

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

Zoom Link:

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

Dial-in Information: 1 (669) 900 6833

Webinar ID: 876 0174 0888

Password: 435122

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

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

Action

[4.1_PPC_Minutes_20260413.pdf](#)

5. Regular Matters

- 5.1 Approve the 2026 Comprehensive Investment Plan Update

Action

[5.1_PPC_2026_CIP_Update_20260511.pdf](#)

[5.1_PPC_2026_CIP_Update_Presentation_20260511.pdf](#)

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

Action

[5.2_PPC_2028_CIP_OBAG_Program_Guidelines_20260511.pdf](#)

[5.2_PPC_2028_CIP_OBAG_Program_Guidelines_Presentation_20260511.pdf](#)

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

Action

[5.3_PPC_RSEP-B_20260511.pdf](#)

- 5.4 Approve Actions to Facilitate the Delivery of the San Pablo Avenue Multimodal Corridor Projects

Action

[5.4_PPC_SPA_20260511.pdf](#)

[5.4_PPC_SPA_Presentation_20260511.pdf](#)

- 5.5 Approve Action to Facilitate the Delivery of the East Bay Greenway Multimodal Projects

Action

[5.5_PPC_EBGW_20260511.pdf](#)

[5.5_PPC_EBGW_Presentation_20260511.pdf](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:

June 15, 2026

Notes:

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



Programs and Projects Committee
Meeting Minutes
Monday, April 13, 2026, 10:00 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present except Commissioners Fortunato Bas and Taplin.

Commissioner Shaw attended as the alternate for Commissioner Young.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1 Approve the March 9, 2026 Programs and Projects Committee Meeting Minutes

Commissioner González made a motion to approve the Consent Calendar.

Commissioner Haubert seconded the motion. The motion passed with the following roll call vote:

Yes: Balch, Ezzy Ashcraft, Fife, González, Hannon, Haubert, Márquez, Shaw, Singh

No: None

Abstain: None

Absent: Fortunato Bas, Taplin

5. Regular Matters

5.1 Approve Agreement 26R390000 with the California Highway Patrol for Express Lanes Enforcement Services

Ashley Tam recommended that the Commission approve an agreement for I-580 and I-680 Express Lanes enforcement services.

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

Yes: Balch, Ezzy Ashcraft, Fife, González, Hannon, Haubert, Márquez, Shaw, Singh

No: None

Abstain: None

Absent: Fortunato Bas, Taplin

5.2 Approve Amendment No 6. To Agreement A17-0021 with Novani, LLC for Information Technology Support Services of the I-580 Express Lanes

Ashley Tam recommended that the Commission approve an amendment for continued information technology support services of the I-580 Express Lanes.

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

Yes: Balch, Ezzy Ashcraft, Fife, González, Hannon, Haubert, Márquez, Shaw, Singh

No: None

Abstain: None

Absent: Fortunato Bas, Taplin

5.3 Approve Actions to Facilitate the Delivery of the Rail Safety Enhancement Program – Phase A Project and Construction Phase of Package 1

Angelina Leong recommended that the Commission approve a set of actions to deliver the Rail Safety Enhancement Program – Phase A Project construction phase.

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

Yes: Balch, Ezzy Ashcraft, Fife, González, Hannon, Haubert, Márquez, Shaw, Singh

No: None

Abstain: None

Absent: Fortunato Bas, Taplin

5.4 Approve Amendment No. 7 to Agreement A18-0048 with Kimley-Horn and Associates, Inc. for Interstate 880 Interchange Improvements (Winton Avenue and A Street)

Farid Javandel recommended that the Commission approve an amendment for Project Approval and Environmental Document phase services for Interstate 880 Interchange Improvements.

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

Yes: Balch, Ezzy Ashcraft, Fife, González, Hannon, Haubert, Márquez, Shaw, Singh

No: None

Abstain: None

Absent: Fortunato Bas, Taplin

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

There was one verbal staff report.

8. Adjournment



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 4, 2026

TO: Programs and Projects Committee

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

SUBJECT: Approve the 2026 Comprehensive Investment Plan Update

Recommendation

It is recommended the Commission approve the following actions:

1. Approve the 2026 Comprehensive Investment Plan (CIP) Update, which includes incorporating:
 - a. \$32.3 million in previously approved programming actions occurring after the current 2026 CIP was approved (May 22, 2025)
 - b. \$189.4 million in new programming and allocation recommendations
 - c. Technical adjustments to previously programmed and allocated funds
2. Authorize the Executive Director or designee to execute Project Funding Agreements related to CIP allocation recommendations.

Summary

The 2026 CIP Update includes the aforementioned adjustments to the programming and allocations of the current approved 2026 CIP. The resultant 2026 CIP Update recommended for approval includes an updated five-year programming total of approximately \$303.3 million, with \$285.9 million allocated in fiscal years (FYs) 2025-26 and 2026-27.

Background

Alameda CTC's CIP is a near-term strategic programming document which consolidates and programs the fund sources administered by Alameda CTC through a singular programming cycle. The CIP's purpose is to strategically program available funds toward transportation investments that support the vision and goals of Alameda CTC's

Countywide Transportation Plan, multimodal plans, and voter-approved transportation expenditure plans.

On May 22, 2025, the current 2026 CIP was approved by the Commission and included a five-year programming horizon from FYs 2025-26 through 2026-27, with a two-year allocation plan for the first two fiscal years of the CIP. The current 2026 CIP reflects approximately \$80.3 million in programming and \$65.43 million in allocations over the first two fiscal years of the CIP.

The CIP is updated on an annual basis to formally document programming and allocations actions undertaken since the prior CIP adoption, incorporate newly identified programming recommendations and technical revisions, and update associated programming guidelines, policies, and procedures.

The 2026 CIP Update includes the following items:

1. Previously Approved Programming - \$32.3 million

The 2026 CIP Update memorializes the separate Commission actions taken since the approval of the current 2026 CIP totaling approximately \$32.3 million. These previously approved programming actions are itemized on Attachment A: Summary of Programming Adjustments - Table 1: Previously Approved Programming.

2. New Programming and Allocation Recommendations – \$189.4 million

The 2026 CIP Update includes a total of \$189.4 million of new programming and allocation recommendations associated with furthering the delivery of Measure BB capital projects and new funding recommendations for the FY2026-27 Transportation Fund for Clean Air (TFCA) Program, as further described below.

a. New Programming and Allocation Recommendations - \$181.0 million

The 2026 CIP Update includes \$181.0 million in new programming and allocation recommendations from the 2014 Measure BB Program for Named Capital Projects identified in the 2014 Transportation Expenditure Plan.

The proposed recommendations include allocations to projects such as Alameda CTC's Eastbay Greenway Multimodal Phase 1 North Segment, Oakland Alameda Access Project, and the Rail Safety Enhancement Program, and Alameda's Stargell Avenue Roundabout and Transit Improvements Project, BART's Core Capacity: Traction Power Substation - East Bay Project, and Oakland's Broadway Streetscape and Transit Improvements.

The recommended programming and allocation will advance project development and design, support construction activities, and support the identification and delivery of countywide transportation needs. Additionally, the recommended programming will enable project sponsors to fulfill their Measure BB leveraging and fund matching commitments required of external funding secured from state, regional, and federal sources, including the Senate Bill 1 programs, Regional Measure 3, the Federal Safe Streets for All and the Federal Reconnecting Communities Programs.

b. *FY 2026-27 TFCA Program Recommendations* - \$8.4 million

On February 26, 2026, Alameda CTC released a call for projects for approximately \$8.4 million in FY 2026-27 TFCA County Program Manager funding for eligible projects and programs within Alameda County. Upon review of sponsor applications and determining the maximum eligibilities under the TFCA program and cost-effectiveness guidance, the 2026 CIP Update includes a program recommendation of \$8.4 million in TFCA funds to various sponsors.

These new programming and allocation recommendations are included in Attachment A: Summary of Programming Adjustments - Table 2: New Programming Recommendations. Additionally, the TFCA recommendations are included in Attachment B: FY2026-27 TFCA Program Recommendations.

3. Technical Adjustments

The 2026 CIP Update also includes technical adjustments to the existing programming and allocations to reflect changes such as phase allocation shifts, fund source changes, and deprogramming/deallocating balances of completed phases. These technical adjustments are itemized on Attachment A: Summary of Programming Adjustments - Table 3: Technical Adjustments.

The detailed itemization of all recommended updates to the previously approved 2026 CIP is shown in Attachment C: 2026 CIP Update - Changes to Current Programming.

With the aforementioned updates, the 2026 CIP Update includes a five-year programming total of approximately \$303.3 million, with \$285.9 million allocated in FYs 2025-26 and 2026-27. The final formal record for the 2026 CIP Update is shown in Attachment D: 2026 CIP Update Programming and Allocations.

Fiscal Impact

The fiscal impact of approving this item is the subsequent encumbrance and expenditure of the funds allocated through the 2026 CIP Update. The corresponding encumbrance amounts will be included in the annual budget of the Alameda CTC for the applicable fiscal year.

Attachments:

- A. Summary of Programming Adjustments
- B. FY2026-27 TFCA Program Recommendations
- C. 2026 CIP Update - Changes to Current Programming
- D. [2026 CIP Update - Programming and Allocations](#)

2026 Comprehensive Investment Plan Update**Summary of Programming Changes***Previously Approved Programming*

\$ x 1,000

Table 1: Previously Approved Programming - Actions occurring after the 2026 CIP approval (May 22, 2025)

No.	CIP ID	Project Sponsor	Project Title	Fund Source	Fund Type	Phase	Amount	Approval Date
1	00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	2010 VRF	Disc-Transit	Ops	\$ 891	10/23/2025
2	00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	TFCA	FYE26	Ops	\$ 40	10/23/2025
3	00502	Alameda	Jean Sweeney Open Space Park EV Charger	TFCA	FYE26	CON	\$ 136	10/23/2025
4	00501	Alameda	Citywide Bike Rack Parking Program	TFCA	FYE26	CON	\$ 37	10/23/2025
5	00503	Alameda County	Improvements of Meekland Avenue from Blossom Way to E. Jewelling Boulevard	TFCA	FYE26	CON	\$ 87	10/23/2025
6	00287	Alameda CTC	Oakland Alameda Access Project	TFCA	FYE26	CON	\$ 380	2/26/2026
7	00407	Alameda CTC	Alameda County Safe Routes to Schools	OBAG	STP/CMAQ	Planning / Scoping	\$ 3,953	12/11/2025
8	00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	I-580 Toll Revenue	Toll Revenue	PE/Env	\$ 2,000	2/26/2026
9	00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	OBAG	STP/CMAQ	CON	\$ 15,941	9/1/2025
10	00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	TFCA	FYE26	CON	\$ 630	2/26/2026
11	00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	TFCA	FYE26	CON	\$ 45	10/23/2025
12	00486	Hayward	Downtown Bike Loop	TFCA	FYE26	CON	\$ 24	10/23/2025
13	00508	LAVTA	Emergency Transit Operations for FY 26-27 and FY 27-28	I-580 Toll Revenue	Toll Revenue	Ops	\$ 4,000	2/26/2026
14	00504	Livermore	Arroyo Road Trail	TFCA	FYE26	CON	\$ 41	10/23/2025
15	00505	Livermore	ATP Implementation Projects - Olivia Avenue Bike Lanes	TFCA	FYE26	CON	\$ 58	10/23/2025
16	00509	TVSJVRRA	Valley Link Rail Project - Phase 1A	I-580 Toll Revenue	Toll Revenue	Final Design (PS&E)	\$ 4,000	2/26/2026
17	00506	Union City	Dyer Street Pavement Rehabilitation Project Phase 2	TFCA	FYE26	CON	\$ 50	10/23/2025
18	00507	Union City	Arizona Street Bicycle Improvements	TFCA	FYE26	CON	\$ 23	10/23/2025
Total							\$ 32,336	

2026 Comprehensive Investment Plan Update

Summary of Programming Changes

New Programming Recommendations for the 2026 CIP Update

\$ x 1,000

No.	CIP ID	Project Sponsor	Project Title	Fund Source	Fund Type	Phase	Amount
1	00510	Alameda	City of Alameda Bikeshare Pilot	TFCA	FY27	CON	\$ 163
2	00510	Alameda	City of Alameda Bikeshare Pilot	2014 MBB	TEP-44	CON	\$ 594
3	00511	Alameda	It's Electric Curbside Electric Vehicle Chargers	TFCA	FY27	CON	\$ 289
4	00511	Alameda	Lincoln/ Marshall/ Pacific Avenue Buffered Bike Lanes	TFCA	FY27	CON	\$ 149
5	00516	Alameda	Stargell Avenue Roundabout and Transit Improvements	2014 MBB	TEP-14	Final Design (PS&E)	\$ 440
6	00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-23	ROW	\$ 17,600
7	00287	Alameda CTC	Oakland Alameda Access Project	2014 MBB	TEP-26	CON	\$ 25,000
8	00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	2014 MBB	TEP-23	Final Design (PS&E)	\$ 2,000
9	00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	2014 MBB	TEP-23	ROW	\$ 4,217
10	00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	2014 MBB	TEP-23	CON	\$ 29,157
11	00515	Alameda CTC	Accessible Transportation Paratransit Program	2014 MBB	TEP-12	Ops	\$ 3,500
12	00132	Alameda CTC	San Pablo Ave Safety Enhancements	2014 MBB	TEP-26	PE/Env	\$ 1,500
13	00132	Alameda CTC	San Pablo Ave Safety Enhancements	2014 MBB	TEP-26	CON	\$ 5,125
14	00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	2014 MBB	TEP-42	Final Design (PS&E)	\$ 2,400
15	00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project (Oakland North)	TFCA	FY27	CON	\$ 6,374
16	00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project (Oakland North)	2014 MBB	TEP-42	CON	\$ 15,751
17	00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project (San Leandro)	2014 MBB	TEP-42	CON	\$ 13,500
18	00518	Alameda CTC	Countywide Transportation Safety and Accessibility Program	2014 MBB	TEP-26	Multiple	\$ 4,000
19	00519	Alameda CTC	I-680 Northbound Sunol Landscaping	2014 MBB	TEP-26	Final Design (PS&E)	\$ 200
20	00519	Alameda CTC	I-680 Northbound Sunol Landscaping	2014 MBB	TEP-26	CON	\$ 4,000
21	00520	Alameda CTC	SR84 Widening from south of Ruby Hill Drive to I-680 and SR84/I-680 Interchange Improvements	2014 MBB	TEP-26	CON	\$ 4,200
22	00521	Alameda CTC	Landscaping Along I-680 Southbound from SR84/I-680 Interchange to Alcosta Blvd	2014 MBB	TEP-26	Final Design (PS&E)	\$ 600
23	00521	Alameda CTC	Landscaping Along I-680 Southbound from SR84/I-680 Interchange to Alcosta Blvd	2014 MBB	TEP-26	CON	\$ 2,400
24	00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	2014 MBB	TEP-26	Final Design (PS&E)	250
25	00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	2014 MBB	TEP-26	CON	5,900
26	00477	Alameda CTC	I-580/I-680 Interchange Improvements	2014 MBB	TEP-33	PE/Env	14,340
27	00512	BART	General Transit Feed Specification (GTFS) Real-Time Pathways	TFCA	FYE27	CON	\$ 163
28	00517	BART	Core Capacity: Traction Power Substation - East Bay	2014 MBB	TEP-18	CON	\$ 17,126
29	00513	Berkeley	Adeline Quick Build	TFCA	FYE27	CON	\$ 1,000
30	00514	Fremont	Grimmer Greenway Trail Extension (Paseo Padre Parkway to Fremont Boulevard)	TFCA	FYE27	CON	\$ 285
31	00425	Oakland	Broadway Streetscape and Transit Improvements	2014 MBB	TEP-24	CON	\$ 7,209
TOTAL							\$ 189,432

2026 Comprehensive Investment Plan Update

Summary of Programming Changes

Technical Adjustments

\$ x 1,000

Table 3: Technical Adjustments (Phase allocation shifts, reprogramming, deprogramming for completed projects, fund source changes, and corrections)							
No.	CIP ID	Project Sponsor	Project Title	Fund Source	Fund Type	Phase	Amount
1	00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	TFCA	Prog Mgr	CON	\$ (630)
2	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	OBAG	STP/CMAQ	CON	\$ (15,941)
3	00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-27	CON	\$ 676
4	00192	Alameda CTC	Transportation Demand Management (TDM) Program	TFCA	Prog Mgr	Ops	\$ (56)
5	00287	Alameda CTC	Oakland Alameda Access Project	TFCA	FYE25	CON	\$ (311)
6	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	PE/Env	\$ 4,000
7	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	Final Design (PS&E)	\$ (3,100)
8	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	ROW	\$ (900)
9	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	CON	\$ 400
10	00435	EBRPD	Oakland Bay Trail Extension	2014 MBB	TEP-42	CON	\$ (925)
11	00435	EBRPD	Oakland Bay Trail Extension	TFCA	FYE26	CON	\$ (175)
12	00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	2014 MBB	TEP-45	CON	\$ (45)
11	00486	Hayward	Downtown Bike Loop	2014 MBB	TEP-45	CON	\$ (24)
12	00472	Oakland	Martin Luther King Jr. Way Complete Streets	2000 MB	Disc-Transit	CON	\$ (1,000)
13	00472	Oakland	Martin Luther King Jr. Way Complete Streets	2010 VRF	Disc-Transit	CON	\$ 1,000
14	00466	SJRRRC	Union City Intermodal Station Phase 3 Project	2014 MBB	TEP-22	PE/Env	\$ (3,000)
15	00476	Union City	Union City Transit Electric Bus & Infrastructure	TFCA	FYE26	CON	\$ (304)
16	00476	Union City	Union City Transit Battery Electric Bus Charging Infrastructure	2010 VRF	Disc-Tech	CON	\$ (399)
17	00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2000 MB	Disc-TCF	CON	\$ (275)
18	00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2014 MBB	TEP-45	CON	\$ 275

TFCA County Program Manager Fund, FY 2026-27 Program

Sponsor	Project Name	Project Description	Air District Priority Area ¹	Total Project Cost	TFCA Requested	TFCA Recommended	Notes
A-1. 70% Cities/County Share							
Alameda	City of Alameda Bikeshare Pilot	Expand the regional bike share program, Bay Wheels, adding 8 stations with 8-12 docks each in west Alameda, including 53 e-bikes, for a 3-year pilot (TFCA scope for construction capital). These stations will serve transit, commercial areas, higher density residential areas and college students, supporting the mode shift during the Posey Tube closures.	SB 535 DAC AB 1550 LIC	\$ 495,000	\$ 163,000	\$ 163,000	
Alameda	It's Electric Curbside Electric Vehicle Chargers	Deploy 14 curbside electric vehicle (EV) chargers in partnership with It's Electric. The hardware utilizes "spare" capacity from nearby buildings, paired with a detachable cable. This approach sidesteps the barrier of grid limitations and creates community buy-in by sharing the charger revenue with property partners, who have been solicited via extensive community outreach.	AB 1550 LIC	\$ 522,442	\$ 289,000	\$ 289,000	
Alameda	Lincoln/ Marshall/ Pacific Avenue Buffered Bike Lanes	Implement a road diet and buffered bike lanes on the Lincoln / Marshall / Pacific corridor from Main Street to Wilma Chan Way. The project, part of a larger corridor project, will close a gap in the bikeway network and provide direct bicycle connections to two schools.	SB 535 DAC AB 1550 LIC	\$ 250,000	\$ 149,000	\$ 149,000	
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. Also see the project line in Section B.	SB 535 DAC AB 1550 LIC AB 617 CERP	\$ 196,654,000	\$ 2,269,608	\$ 2,269,608	2
Berkeley	Adeline Quick Build	Implement a road diet and a new Class IV bikeway on Adeline St from the City border with Oakland to Fairview St, closing a gap in the bikeway network. The project will also improve or upgrade existing bicycle lanes on Adeline St from Fairview St to Ashby Ave, add three pedestrian refuge islands, and add three bus boarding islands.	SB 535 DAC AB 1550 LIC	\$ 2,254,000	\$ 1,000,000	\$ 1,000,000	
Fremont	Grimmer Greenway Trail Extension (Paseo Padre Parkway to Fremont Boulevard)	Construct a bi-directional trail along the north side of Grimmer Blvd between Paseo Padre Parkway and Fremont Blvd. The Class I facility will close an existing gap in the All Ages and Abilities bikeway network by replacing Class 2 bike lanes and provide improved connectivity to local and regional destinations.	AB 1550 LIC	\$ 3,732,000	\$ 285,000	\$ 285,000	
A-2. 30% Transit Discretionary Share							
BART	General Transit Feed Specification (GTFS) Real-Time Pathways	Implement GTFS pathways, a digital interface that will provide turn-by-turn navigation and real-time system updates, for BART stations in Alameda County. Through dynamic signage and mobile apps, BART riders will be able to navigate complicated transit stations that may span blocks and have multiple exit points and make planned connections seamlessly.	SB 535 DAC AB 1550 LIC AB 617 CERP	\$ 3,400,000	\$ 400,000	\$ 163,000	3

Sponsor	Project Name	Project Description	Air District Priority Area ¹	Total Project Cost	TFCA Requested	TFCA Recommended	Notes
B-1. Additional Bicycle Facility - All Areas							
Alameda CTC	East Bay Greenway, Phase 1 Multimodal	See the project information in Section A.			\$ 2,932,031	\$ 2,932,031	2
B-2. Additional Bicycle Facility - AB 617 Communities							
Alameda CTC	East Bay Greenway, Phase 1 Multimodal	See the project information in Section A.			\$ 1,172,813	\$ 1,172,813	2

FY 26-27 Program Summary	FY 26-27 Fund Estimate	Prior Year Adjustments	Funds Available to Program	Total Recommended FY 26-27 TFCA	Unprogrammed Balance (Available less Recommended)
A-1. Subtotal 70% Cities/County Share	\$ 1,614,927	\$ 493,072	\$ 2,107,998	\$ 4,155,608	\$ (2,047,610)
A-2. Subtotal 30% Transit Share	\$ 692,111	\$ 1,518,498	\$ 2,210,610	\$ 163,000	\$ 2,047,610
Total FY 26-27 County Program - General	\$ 2,307,038	\$ 2,011,570	\$ 4,318,608	\$ 4,318,608	\$ -
B-1. Subtotal Additional Bicycle Facility - All Areas	\$ 2,932,031	\$ -	\$ 2,932,031	\$ 2,932,031	\$ -
B-2. Subtotal Additional Bicycle Facility - AB617	\$ 1,172,813	\$ -	\$ 1,172,813	\$ 1,172,813	\$ -
Total FY 26-27 Additional Bicycle Facility	\$ 4,104,844	\$ -	\$ 4,104,844	\$ 4,104,844	\$ -
GRAND TOTAL FY 26-27 PROGRAM	\$ 6,411,882	\$ 2,011,570	\$ 8,423,452	\$ 8,423,452	\$ -

Program Notes:

1. The Air District has three designated Priority Areas: 1) SB 535 Disadvantaged Communities (DAC), 2) AB 1550 Low-Income Communities (LIC), and 3) AB 617 Community Emission Reduction Program Communities (CERP).

2. The recommended amount of FYE27 funds for project totals \$6,374,452 and replaces a prior TFCA award. Moving the TFCA award to the current TFCA program cycle is intended to better align the TFCA funding with the project schedule and reflect the updated TFCA cost-effectiveness. Upon Commission adoption of the 2026 CIP Update and FYE27 TFCA program, the project's prior TFCA grant will be cancelled. The Project is approved with a 3-year TFCA expenditure period to align with the project schedule.

3. The recommended TFCA amount is less than the requested amount due to the maximum qualifying TFCA amount based on the Air District's Cost Effectiveness calculation methodology.

Alameda CTC Comprehensive Investment Plan Changes to Current Programming								Programming and Allocations (\$ x 1,000)							Total Allocated (Thru FY26-27)	Change Notes
Programming And Allocation Adjustments to previously approved 2026 CIP								Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase		Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30		
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	2010 VRF	Disc-Transit	Transit	Ops	891		891			891	Previously Approved Programming/Allocation on 10/23/25		
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	TFCA	FYE26	Transit	Ops	40		40			40	Previously Approved Programming/Allocation on 10/23/25		
00510	Alameda	City of Alameda Bikeshare Pilot	1-North	TFCA	FY27	Bike/Ped	CON	163		163			163	New Programming and Allocation.		
00510	Alameda	City of Alameda Bikeshare Pilot	1-North	2014 MBB	TEP-44	Bike/Ped	CON	594		594			594	New Programming and Allocation.		
00511	Alameda	It’s Electric Curbside Electric Vehicle Chargers	1-North	TFCA	FY27	Technology	CON	289		289			289	New Programming and Allocation.		
00511	Alameda	Lincoln/ Marshall/ Pacific Avenue Buffered Bike Lanes	1-North	TFCA	FY27	Bike/Ped	CON	149		149			149	New Programming and Allocation.		
00516	Alameda	Stargell Avenue Roundabout and Transit Improvements	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	440		440			440	New Programming and Allocation.		
00501	Alameda	Citywide Bike Rack Parking Program	1-North	TFCA	FYE26	Bike/Ped	CON	37		37			37	Previously Approved Programming/Allocation on 10/23/25		
00502	Alameda	Jean Sweeney Open Space Park EV Charger	1-North	TFCA	FYE26	Bike/Ped	CON	136		136			136	Previously Approved Programming/Allocation on 10/23/25		
00503	Alameda County	Improvements of Meekland Avenue from Blossom Way to E. Lewelling Boulevard	2-Central	TFCA	FYE26	Bike/Ped	CON	87		87			87	Previously Approved Programming/Allocation on 10/23/25		
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	(535)	(535)				(535)	Technical Adjustment: Programming year change and amount update (see CIP ID 00479).		
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	4,000	4,000				4,000	Previously Approved 9/24/25: Phase Allocation Shift		
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	PE/Env	1,500		1,500			1,500	New Programming and Allocation.		
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	(3,100)	(3,100)				(3,100)	Previously Approved 9/24/25: Phase Allocation Shift		
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	CON	5,125		5,125			5,125	New Programming and Allocation.		
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	ROW	(900)	(900)				(900)	Previously Approved 9/24/25: Phase Allocation Shift		
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	OBAG	STP/CMAQ	LSR	CON	(15,941)	(15,941)				(15,941)	Technical Adjustment: Deprogramming - redirected to EBGWMM Ph. 1, North Segment (CIPID 00479)		
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	(676)	(676)				(676)	Technical Adjustment: Phase allocation shift.		
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	17,600		17,600			17,600	New Programming and Allocation.		
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	676	676				676	Technical Adjustment: Phase allocation shift.		
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	Ops	(56)		(56)			(56)	Technical Adjustment: Fund Source Change.		
00287	Alameda CTC	Oakland Alameda Access Project	1-North	TFCA	FYE25	Bike/Ped	CON	(311)	(311)				(311)	Technical Adjustment: Programming year change and amount update		
00287	Alameda CTC	Oakland Alameda Access Project	1-North	TFCA	FYE26	Bike/Ped	CON	380		380			380	Previously Approved Programming/Allocation on 2/26/26		
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-26	HWY	CON	25,000		25,000			25,000	New Programming and Allocation.		
00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	2,000		2,000			2,000	New Programming and Allocation.		
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	ROW	4,217		4,217			4,217	New Programming and Allocation.		
00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	Multiple	2014 MBB	TEP-23	Freight	CON	29,157		29,157			29,157	New Programming and Allocation.		
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	OBAG	STP/CMAQ	Bike/Ped	Planning / Scoping	3,953		3,953			3,953	Previously Approved Programming/Allocation on 12/11/25		
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2014 MBB	TEP-26	HWY	Final Design (PS&E)	250		250			250	New Programming and Allocation.		
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2014 MBB	TEP-26	HWY	CON	5,900		5,900			5,900	New Programming and Allocation.		
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	Planning / Scoping	(600)	(600)				(600)	Technical Adjustment: Phase allocation shift.		
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	PE/Env	2,600		2,600			2,600	Previously Approved Programming/Allocation on 2/26/26 (\$2M) and phase allocation shift (\$600k).		
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	PE/Env	14,340		14,340			14,340	New Programming and Allocation.		
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	2,400		2,400			2,400	New Programming and Allocation.		

Alameda CTC Comprehensive Investment Plan Changes to Current Programming Programming And Allocation Adjustments to previously approved 2026 CIP								Programming and Allocations (\$ x 1,000)								
									Prior Allocations	Two-Year Allocation Plan		Future Programming				
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30		Change Notes
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	OBAG	STP/CMAQ	LSR	CON	15,941		15,941					15,941	Previously Approved Programming/Allocation on 9/1/25
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	TFCA	FYE27	Bike/Ped	CON	6,374			6,374				6,374	New Programming and Allocation.
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	2014 MBB	TEP-42	Bike/Ped	CON	29,881			29,881				29,881	New Programming and Allocation.
00515	Alameda CTC	Accessible Transportation Paratransit Program	Multiple	2014 MBB	TEP-12	Paratransit	Ops	3,500			3,500				3,500	New Programming and Allocation.
00518	Alameda CTC	Countywide Transportation Safety and Accessibility Program	4-East	2014 MBB	TEP-26	Various	Various	4,000			4,000				4,000	New Programming and Allocation.
00519	Alameda CTC	I-680 Northbound Sunol Landscaping	4-East	2014 MBB	TEP-26	HWY	Final Design (PS&E)	200			200				200	New Programming and Allocation.
00519	Alameda CTC	I-680 Northbound Sunol Landscaping	4-East	2014 MBB	TEP-26	HWY		CON	4,000			4,000				4,000
00520	Alameda CTC	SR84 Widening from south of Ruby Hill Drive to I-680 and SR84/I-680 Interchange Improvements	4-East	2014 MBB	TEP-26	HWY	CON	4,200			4,200				4,200	New Programming and Allocation.
00521	Alameda CTC	Landscaping Along I-680 Southbound from SR84/I-680 Interchange to Alcosta Blvd	4-East	2014 MBB	TEP-26	HWY	Final Design (PS&E)	600			600				600	New Programming and Allocation.
00521	Alameda CTC	Landscaping Along I-680 Southbound from SR84/I-680 Interchange to Alcosta Blvd	4-East	2014 MBB	TEP-26	HWY		CON	2,400			2,400				2,400
00512	BART	General Transit Feed Specification (GTFS) Real-Time Pathways	Multiple	TFCA	FYE27	Transit	CON	163			163				163	New Programming and Allocation.
00517	BART	Core Capacity: Traction Power Substation - East Bay	4-East	2014 MBB	TEP-18	Transit	CON	17,126			17,126				17,126	New Programming and Allocation.
00513	Berkeley	Adeline Quick Build	1-North	TFCA	FYE27	Bike/Ped	CON	1,000			1,000				1,000	New Programming and Allocation.
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON	(925)		(925)					(925)	Technical Adjustment: Deallocation - project rescinded by sponsor
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	FYE26	Bike/Ped	CON	(175)		(175)					(175)	Technical Adjustment: Deallocation - project rescinded by sponsor
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	TFCA	FYE26	Bike/Ped	CON	45		45					45	Previously Approved Programming/Allocation on 10/23/25
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	2014 MBB	TEP-45	Bike/Ped	CON	(45)		(45)					(45)	Technical Adjustment: Fund Source Change.
00514	Fremont	Grimmer Greenway Trail Extension (Paseo Padre Parkway to Fremont Boulevard)	3-South	TFCA	FYE27	Bike/Ped	CON	285			285				285	New Programming and Allocation.
00486	Hayward	Downtown Bike Loop	2-Central	2014 MBB	TEP-45	Bike/Ped	CON	(24)			(24)				(24)	Technical Adjustment: Fund Source Change.
00486	Hayward	Downtown Bike Loop	2-Central	TFCA	FYE26	Bike/Ped	CON	24			24				24	Previously Approved Programming/Allocation on 10/23/25
00508	LAVTA	Emergency Transit Operations for FY 26-27 and FY 27-28	4-East	I-580 Toll Revenue	Toll Revenue	Transit	Ops	4,000			4,000				4,000	Previously Approved Programming/Allocation on 2/26/26
00504	Livermore	Arroyo Road Trail	4-East	TFCA	FYE26	Bike/Ped	CON	41		41					41	Previously Approved Programming/Allocation on 10/23/25
00505	Livermore	ATP Implementation Projects - Olivia Avenue Bike Lanes	4-East	TFCA	FYE26	Bike/Ped	CON	58		58					58	Previously Approved Programming/Allocation on 10/23/25
00425	Oakland	Broadway Streetscape and Transit Improvements	1-North	2014 MBB	TEP-24	Transit	CON	7,209			7,209				7,209	New Programming and Allocation.
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2000 MB	Disc-Transit	Bike/Ped	CON	(1,000)		(1,000)					(1,000)	Technical Adjustment: Fund Source Change.
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2010 VRF	Disc-Transit	Bike/Ped	CON	1,000		1,000					1,000	Technical Adjustment: Fund Source Change.
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TC	Bike/Ped	CON	(275)	(275)							Technical Adjustment: Fund Source Change.
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2014 MBB	TEP-45	Bike/Ped	CON	275	275							Technical Adjustment: Fund Source Change.
00466	SJRR	Union City Intermodal Station Phase 3 Project	4-East	2014 MBB	TEP-22	Transit	PE/Env	(3,000)	(3,000)						(3,000)	Technical Adjustment: Deallocation - project rescinded by sponsor
00509	TVSJRR	Valley Link Rail Project - Phase 1A	4-East	I-580 Toll Revenue	Toll Revenue	Transit	Final Design (PS&E)	4,000			4,000				4,000	Previously Approved Programming/Allocation on 2/26/26
00476	Union City	Union City Transit Electric Bus & Infrastructure	3-South	TFCA	FYE26	Transit	CON	(304)		(304)					(304)	Technical Adjustment: Deprogramming due to scope change.
00476	Union City	Union City Transit Battery Electric Bus Charging Infrastructure	3-South	2010 VRF	Disc-Tech	Transit	CON	(399)		(399)					(399)	Technical Adjustment: Deprogramming due to scope change.
00506	Union City	Dyer Street Pavement Rehabilitation Project Phase 2	3-South	TFCA	FYE26	Bike/Ped	CON	50		50					50	Previously Approved Programming/Allocation on 10/23/25
00507	Union City	Arizona Street Bicycle Improvements	3-South	TFCA	FYE26	Bike/Ped	CON	23		23					23	Previously Approved Programming/Allocation on 10/23/25
								200,053	(20,387)	32,550	187,890				200,053	



ALAMEDA COUNTY TRANSPORTATION COMMISSION

2026 Comprehensive Investment Plan Update



A presentation to the Programs and Projects Committee
 Alameda CTC Staff
 May 11, 2026

1

Comprehensive Investment Plan (CIP)

Purpose:

- CIP coordinates the programming of fund sources programmed through Alameda CTC (Measure B/BB, VRF, TFCA, OBAG, and STIP).
- Strategic plan supporting countywide vision and goals.
- CIP spans a five-year programming horizon, with a two-year allocation window in the first years.





2026 CIP Update

2

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2026 CIP Programming Horizon

	FY	25-26	26-27	27-28	28-29	29-30	30-31	31-32
2026 CIP		A	A	P	P	P		

A = Allocated; P = Programmed

Current 2026 CIP (approved May 22, 2025)

- \$80.3M Programmed from FYs 2023-2024 to 2027-2028.
- \$65.4M Allocated in the first two fiscal years.



2026 CIP Update

3

3

2026 CIP Update

(Refer to Table 1 of Attachment A)

1. Previously Approved Programming (since May 2025) - **\$32.3M**

2026 CIP Update memorializes the separate Commission actions taken since the approval of the current 2026 CIP such as:

- **\$1.5M:** FY 25/26 Transportation For Clean Air Program Recommendations (Oct. 2025)
- **\$4.0M:** OBAG Programming Alameda County Safe Routes to School (Dec. 2025)
- **\$15.9M:** OBAG Reprogramming: East Bay Greenway Multimodal Project (Feb. 2026)
- **\$10.0M:** I-580 Toll Revenue Program Recommendations (Feb. 2026)



2026 CIP Update

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2026 CIP Update (cont.)

(Refer to Table 2 of Attachment A)

2. New Programming and Allocations - \$189.4M

These recommendations advance project development, design, and construction, promote Measure BB leveraging, and complete fund matching commitments of state, regional, and federal sources.

Recommendations include:

- **\$155.6M:** East Bay Greenway Multimodal Phase 1, Rail Safety Enhancement Project – Phase A, San Pablo Safety Enhancements, Oakland Alameda Access Project, I-580/I-680 Interchange Improvements, I-680 Landscaping project, 7th Street Grade Separation and Port Arterials Improvement Project, and Countywide Transportation Safety and Accessibility Program.
- **\$25.4M:** City of Alameda - Stargell Avenue Roundabout and Transit Improvements and the Alameda Bikeshare Pilot, BART -Core Capacity: Traction Power Substation - East Bay, City of Oakland - Broadway Streetscape and Transit Improvements.
- **\$8.4M:** FY 26/27 Transportation For Clean Air Program Recommendations (Attach. B)



2026 CIP Update

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2026 CIP Update (cont.)

(Refer to Table 3 of Attachment A)

3. Technical Adjustments to Prior Programming

- Deallocation of balances
- Phase/subproject allocation adjustments
- Fund source adjustments

(Refer to Attachment D)

Resultant 2026 CIP Update includes

- \$303.3M Programmed from FYs 2025-2026 to 2029-2030
- \$285.9M Allocated in the first two fiscal years



2026 CIP Update

6

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Recommendation

1. Approve the 2026 CIP Update, includes incorporating:

- a) \$32.3M in previously approved programming actions occurring after the current 2026 CIP was approved (May 22, 2025).
- b) \$189.4M in new programming recommendations and allocation recommendations.
- c) Technical adjustments to previously programmed and allocated funds.

2. Authorize Executive Director or designee to execute Project Funding Agreements related to the CIP allocation recommendations.





Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 30, 2026

TO: Programs and Projects Committee

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

SUBJECT: Approve the 2028 Comprehensive Investment Plan and One Bay Area Grant Cycle 4 Program Guidelines

Recommendation

It is recommended that the Commission approve Alameda CTC's 2028 Comprehensive Investment Plan (CIP) Guidelines and the One Bay Area Grant Cycle 4 (OBAG 4) Program Guidelines.

Summary

The 2028 CIP with OBAG 4 Program Guidelines (Attachment A) describes the programming requirements, fund estimate, eligibilities, and selection criteria for the development of the 2028 CIP.

Background

Alameda CTC programs and allocates funding administered by Alameda CTC through the CIP. The CIP programming process consolidates multiple funding sources into a singular programming cycle. The CIP's purpose is to strategically program funds towards transportation investments that support the vision and goals of Alameda CTC's Countywide Transportation Plan, multi-modal plans, and voter-approved transportation expenditure plans. The CIP includes a five-year programming horizon, with the first two years of the CIP reflecting the allocation period.

This summer, Alameda CTC plans to issue a call for projects for the development of the 2028 CIP. The 2028 CIP spans over a five-year programming horizon from FYs 2027-28 through 2031-32.

The 2028 CIP includes a programming fund estimate of approximately \$200.0 million in combined Alameda CTC-administered discretionary local funding sources, including Measure B and Measure BB, Vehicle Registration Fee (VRF) and I-580 Toll Revenues; regional Transportation Fund for Clean Air (TFCA) and Community Action Resource and Empowerment (CARE); and federal OBAG 4 funds for eligible capital projects and programs within Alameda County.

The 2028 CIP funds will be programmed per the Draft 2028 CIP Program Guidelines (see Attachment A) and Alameda CTC's Draft Safe Routes to School Capital Grant Pilot Program Guidelines (see Attachment B). These Program Guidelines describe the policies, requirements, eligibility, selection criteria, and procedures for the 2028 CIP Program development, including OBAG and CARE nominations.

Next Steps

Alameda CTC staff anticipate adopting these program guidelines at the May 28, 2026 Commission Meeting and releasing the 2028 CIP call for projects immediately thereafter.

The following table identifies the major milestones associated with the 2028 CIP programming and development schedule.

Milestone	Date
Commission Approves 2028 CIP Program Guidelines	May 28, 2026
Release 2028 CIP Notice of Funding Opportunity and Application	May 28, 2026
2028 CIP Application Workshop	June 4, 2026
2028 CIP Application Deadline	July 27, 2026
Summary of Applications Received	September 2026
TFCA Programming and OBAG 4 / CARE Nominations Recommendation	October 2026
MTC Approval of OBAG 4 / CARE Programs	Early 2027
2028 CIP Program Recommendation	By May 2027

Fiscal Impact

Approval of this item does not have a fiscal impact.

Attachments:

- A. [2028 CIP Notice of Funding Opportunity and Program Guidelines](#)
- B. [2028 CIP SR2S Capital Grant Pilot Program Guidelines](#)



ALAMEDA COUNTY TRANSPORTATION COMMISSION

2028 Comprehensive Investment Plan and One Bay Area Grant Cycle 4 Program Guidelines



A presentation to the Programs and Projects Committee
Alameda CTC Staff
May 11, 2026

1

Comprehensive Investment Plan (CIP)

Purpose:

- CIP coordinates the programming of fund sources programmed through Alameda CTC (Measure B/BB & VRF, TFCA & CARE, STIP, OBAG)
- Strategic investments supporting countywide vision and goals
- CIP spans a five-year programming horizon, with a two-year allocation window in the first years.



Comprehensive Investment Plan





2028 CIP & OBAG 4 Guidelines

2

2

2028 CIP Programming Horizon

	FY	25-26	26-27	27-28	28-29	29-30	30-31	31-32
2026 CIP		A	A	P	P	P		
2028 CIP				A	A	P	P	P

A = Allocated; P = Programmed



2028 CIP & OBAG 4 Guidelines

3

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2028 CIP Fund Estimate

Program Category	Fund Source	Amount (in millions)
Bicycle and Pedestrian Program	MB Countywide Bike/Ped Discretionary Program	
	MBB Bike/Ped Discretionary Funds	\$31.0
	VRF Bike/Ped Discretionary Funds	
Transit Program	MB Express Bus	
	VRF Transit for Congestion Relief Program	\$21.0
Community and Transit Oriented Development	MBB Community Development Investment Program	\$35.0
Technology Program	MBB Technology, Innovation and Development	
	VRF Discretionary Technology Funds	\$20.0
Freight and Economic	MBB Freight and Economic Development Program	\$10.0
Three Major Trails	MBB Three Major Trail Program Funds	\$15.0
Multiple Program Eligibilities	I-580 Toll Revenues	
	Transportation Fund for Clean Air (TFCA)	
	One Bay Area Grant Program (OBAG)	\$68.0
	Community Action Resource and Empowerment (CARE)	
Total Programming Fund Estimate		\$200.0



2028 CIP & OBAG 4 Guidelines

4

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CIP Programming Principles

1. Must be an Eligible Applicant

- Cities, County, Transit Agencies, EBRPD, Alameda CTC
- Recipients of federal funds must be able to complete regional/federal requirements

2. Must be an Eligible Project

- Consistent in the 2026 Countywide Transportation Plan (CTP)
- Meet eligibility requirements of the funding program recommended for award



Capital Projects (may include, but not limited to)	Non-Capital Projects (may include, but not limited to)
▪ Roadway safety or modernization improvements ▪ Bicycle/Pedestrian Improvement Projects ▪ Transit infrastructure enhancements ▪ Capital safety and access improvements ▪ Technology projects	• Safety education, enforcement, and promotional programs • Transportation demand and traffic management programs • Plans including Local Roadway Safety Plans, Vision Zero Plans, local planning for TOCs and CBTPs • Shuttle/Program operations

2028 CIP & OBAG 4 Guidelines

5

5

CIP Programming Principles (continued)

3. Matching and Minimum/Maximum Request Requirements

Project Type	Minimum Request	Maximum Request	Minimum Match
Capital Improvement	\$250,000	\$10,000,000	25% (each phase requested)
Programs and Shuttle Operations	\$100,000 per year	\$500,000 per year	75%

- Matching funds must be expended concurrently and proportionally for each phase programmed with Alameda CTC-administered funds.
- Small Cities Policy: Albany, Emeryville, Piedmont are exempt from matching requirements.

4. Maximum Number of Applications

- Maximum of four (4) applications per agency



2028 CIP & OBAG 4 Guidelines

6

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2028 CIP Project Selection Criteria

General CIP Criterion	Criterion Description	Criteria Weight
A. Project Readiness	The project has a well-defined funding plan, budget and schedule; implementation of the project or project phase(s) is feasible; governing body approval and community support are demonstrated; and the sponsor demonstrates coordination among internal and external agencies, as applicable.	40%
B. Needs and Benefits	The project's needs and benefits are evaluated on combined scoring of B.1 through B.5 below.	50%
B.1 General Benefits	The project need is clearly defined and demonstrates how the transportation improvement will benefit intended users by advancing the vision and goals of the CTP, referencing how project advances specific policy objectives in the Policy Blueprint.	10%
B.2 CTP Goal: Equity	The project demonstrates a significant impact and benefit to one or more MTC- identified Equity Priority Communities (EPCs) and/or alignment with agency Americans with Disabilities Act (ADA) Transition Plans. Sponsors may propose projects that are not physically located within the MTC- defined EPC if the application demonstrates a clear and direct benefit to other locally identified underserved communities and/or people (such as older adults, people with low incomes, people with disabilities and communities of color).	10%
B.3 CTP Goal: Safety	The project enhances transportation safety and includes countermeasures that specifically address demonstrated safety issues. The project enhances transportation safety on the countywide Active Transportation HIN and/or the PSN	15%



2028 CIP Project Selection Criteria Cont.

General CIP Criterion	Criterion Description	Criteria Weight
B.4 CTP Goal: Climate	The project supports active transportation and transit priority infrastructure that improves and expands transit and bicycle/pedestrian access, addresses climate change and emission reductions by advancing clean transportation initiatives, incorporates climate-adaptive and resilient elements, such as stormwater management, and/or reduces congestion through operational tools that do not increase roadway capacity or speeds.	10%
B.5 CTP Goal: Economic Vitality	The project improves connections between equity areas and employment centers, multimodal access, and quality of life for Priority Development Areas (PDAs) or Transit-Oriented Communities (TOCs) or demonstrates improvements to transportation access and/or infrastructure in Priority Production Areas (PPAs) or commercial centers and the freight transportation system.	5%
C. Matching Funds	Commits other identified funds beyond the minimum match requirement for the phase(s) funds are being requested. Up to 10 points assigned, 2 points earned for every additional 5% match beyond minimum match requirement.	10%
		Total 100%



SR2S Capital Grant Pilot Program

\$4M Available Estimate:

- Implementation of safety countermeasures identified in a School Site Assessment (SSA) or equivalent local document
- Target for ready-to-go capital improvements
- Cities/County may submit one (1) additional application for the SR2S Grant Pilot Program.

Project Type	Minimum Request	Maximum Request	Minimum Match
Capital Improvement	\$250,000	\$1,000,000	25% (each phase requested)



2028 CIP & OBAG 4 Guidelines

9

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Upcoming Programming Steps & Actions

June - July 2026

Release Call For Projects

October 2026

Alameda CTC Approves OBAG 4 / CARE Project Nominations

By March 2027

MTC Evaluates and Approves FINAL OBAG 4 / CARE Recommendations



By May 2027

Alameda CTC Approves 2028 CIP (Local Funds Recommendations)



2028 CIP & OBAG 4 Guidelines

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CIP Development Schedule

Milestone	Anticipated Date
2028 CIP/OBAG Program Guidelines and Fund Estimate	May 2026 <i>(Commission Approval)</i>
2028 CIP/OBAG Call for Projects	June 1, 2026 – July 27, 2026
TFCA FY 26/27 Final Program Recommendations <i>(if necessary)</i>	October 2026 <i>(Commission Approval)</i>
OBAG/CARE Program Nominations to MTC	October 2026 <i>(Commission Approval)</i>
MTC Adopts OBAG/CARE Program	January-March 2027
2028 CIP Program Recommendation	May 2027 <i>(Commission Approval)</i>



11

Recommendation

- Approve the Alameda CTC's 2028 Comprehensive Investment Plan (CIP) and the One Bay Area Grant Cycle 4 (OBAG 4) Program Guidelines



12



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 4, 2026

TO: Programs and Projects Committee

FROM: Jhay Delos Reyes, Director of Project Delivery

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

Recommendation

It is recommended that the Commission approve and authorize the Executive Director or designee to execute Amendment No. 1 to Agreement No. A25-0003 with Mark Thomas and Company (Mark Thomas) for an additional \$184,130 for Plans, Specifications and Estimates (PS&E) phase services related to the Rail Safety Enhancement Program – Phase B (RSEP-B, Project No. 1618.000).

Summary

The Alameda County Transportation Commission (Alameda CTC) is the Implementing Agency for the RSEP-B Project that proposes rail safety enhancements, funded through the Federal Section 130 Program. There are two at-grade crossings in RSEP-B, H Street on the Niles Subdivision in Union City and High Street on the Niles Subdivision in Oakland.

In September 2025 the H Street Diagnostic Team comprised of representatives from Alameda CTC, the California Department of Transportation (Caltrans), California Public Utilities Commission (CPUC), City of Union City and Union Pacific Railroad (UPRR) met to discuss the scope of improvements required to implement at-grade crossing safety. In January 2026, the Diagnostic Team reached consensus on a scope of services to advance the project design on H Street beyond the Diagnostic Team recommendation to achieve the Ready-to-List (RTL) milestone. A similar effort was completed for the High Street Diagnostic Team with representatives from Alameda CTC, Caltrans, CPUC, City of Oakland and UPRR but consensus on the design is still in development due to the complexities of the built area at this location. As a result, project improvements on H Street and High Street are progressing in two distinctly different schedules.

Approval of this recommendation provides resources from the Section 130 funds for the H Street Crossing to achieve the RTL milestone.

Background

The major freight and passenger rail corridors (UPRR Coast, Martinez, Niles and Oakland Subdivisions) in the Bay Area traverse multiple communities in Alameda County, including many regionally defined Equity Priority Communities. The rail system connects the region and the Port of Oakland to the larger Northern California and megaregion as well as national markets. Local communities are heavily impacted by passenger and freight rail traffic and will see increased impacts as projected growth is anticipated to result in increased freight travel and passenger rail service. In 2018, the Commission approved a prioritization framework for the at-grade crossings as part of the Rail Strategy Study that prioritized the total 133 at-grade crossing locations in Alameda County to 42 locations establishing the Rail Safety Enhancement Program (RSEP).

In October 2023, the Commission approved Alameda CTC being the Project Sponsor and Implementing Agency for Section 130 funded crossings in RSEP in partnership with Caltrans and the Cities of Oakland and Union City to keep the federal funds in Alameda County. Referred to as RSEP-B, these crossings are fully funded through construction by the Section 130 program funds from the Federal Highway Administration which are administered through Caltrans at the State level. Eligible recipients are coordinated with CPUC for the purpose of reducing the number and severity of accidents at existing at-grade railroad crossings by eliminating hazards to pedestrians and vehicles.

In February 2025, under a competitive selection process, Agreement No. A25-0003 with Mark Thomas was awarded for Project Approval and Environmental Document and PS&E phase services as recommended by the Diagnostic Team. Based on the H Street Diagnostic Team consensus in January 2026, staff recommends the work effort to achieve RTL for H Street be included in Mark Thomas's contract that impacts and will better define improvements to utilities, right of way and the project footprint. The proposed improvements at H Street generally include installation of automatic gate arms, additional flashing light signals, warning signs, and implementation of civil improvements to approaches and departures at the crossings. Staff have negotiated with Mark Thomas a not-to-exceed amount of \$184,430 to complete the additional work. Staff recommends approval of contract Amendment No. 1 with Mark Thomas for a not-to-exceed total Agreement amount of \$1,183,215 and a 12-month time extension from February 26, 2027, to February 26, 2028. Summary of actions for Agreement A25-0003 with Mark Thomas is included in Attachment B.

Levine Act Statement

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

Fiscal Impact

Approval of this item would encumber the authorized amount to the Project. There is no funding allocation request required for this item as the required services are funded through the Section 130 program funds for H Street, which have been obligated. This is included in the FY2025-26 Budget.

Attachments:

- A. Location Map (H Street)
- B. Summary of Agreement No. A25-0003 with Mark Thomas

ATTACHMENT A - LOCATION MAP (H STREET)



Attachment B – Summary of Agreement No. A25-0003 with Mark Thomas

Contract Status	Work Description / Amendment	Value	Total Contract Not-to-Exceed Amount
Original Professional Services Agreement <i>Approved February 2025</i>	Environmental, design and right-of-way phase services for High Street and H Street	\$998,785	\$998,785
Amendment No. 1 <i>May 2026 (This agenda item)</i>	Additional design phase services for H Street and to extend the term from February 6, 2027 to February 26, 2028	\$184,430 <i>(Proposed)</i>	\$1,183,215
Total Amended Contract Not-to-Exceed Amount			\$1,183,215



Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 4, 2026

TO: Programs and Projects Committee

FROM: Farid Javandel, Director of Project Delivery
Matthew Bomberg, Principal Transportation Engineer

SUBJECT: Approve Actions to Facilitate the Delivery of the San Pablo Avenue Multimodal Corridor Projects

Recommendation

It is recommended that the Commission approve the following actions to facilitate delivery of the San Pablo Avenue Multimodal Corridor Projects.

1. Amendment No. 8 to Agreement No. A17-0030 with Kimley-Horn and Associates, Inc. (KHA) for an additional \$1.15 million for Design Services During Construction for the San Pablo Avenue Safety Enhancements Project (PN 1475.002)
2. Agreement No. A26-0101 with WMH Corporation for \$4 million for Project Approval and Environmental Document phase services for the San Pablo Avenue Bus Lanes and Bike Lanes Project (PN 1475.001)

Summary

Alameda CTC is the project sponsor for the San Pablo Avenue Multimodal Corridor Projects, which includes the San Pablo Avenue Safety Enhancements Project and the San Pablo Avenue Bus Lanes and Bike Lanes Project. The Safety Enhancements project consists of bicycle and pedestrian crossing improvements, and transit stop improvements along San Pablo Avenue (State Route 123) in Berkeley and Albany. The Safety Enhancements project has secured nearly \$28.5 million in external funding for construction and is scheduled to achieve the ready-to-list (RTL) milestone in June 2026, which will position the project to request construction funding allocations. Staff recommends approval to amend the professional services agreement with KHA for an additional \$1.15 million for Design Services During Construction (DSDC) services for the Safety Enhancements project.

The San Pablo Avenue Bus Lanes and Bike Lanes project consists of dedicated side-running bus lanes and protected bike lanes as well as crossing improvements, bus stop treatments, paving and lighting upgrades, and parking management measures, along San Pablo Avenue in Oakland, Emeryville, and South Berkeley. A project scoping document for the Bus and Bike Lanes project was approved in November 2025. Staff recommends approval of a professional services agreement with WMH Corporation for a not-to-exceed amount of \$4 million for Project Approval and Environmental Document (PA&ED) phase services.

Background

Safety Enhancements Project

The San Pablo Avenue Safety Enhancements Project includes pedestrian and bicycle safety improvements and transit stop improvements along State Route 123 in the cities of Berkeley and Albany. The project was successful in leveraging local funds and has secured approximately \$28.5 million in external funding (\$15 million of federal Safe Streets for All (SS4A), \$9 million of state Active Transportation Program (ATP), and \$4.49 million of State Highway Operations and Preservation Program (SHOPP) funds). Alameda CTC is the project sponsor and implementing agency for pre-construction phases; Caltrans will be the implementing agency for the construction phase of the project.

The Safety Enhancements project is scheduled to achieve the RTL milestone (final Plans, Specifications, and Estimates and right-of-way certification) in June 2026. Following this milestone, Alameda CTC will submit a construction funding allocation request to the California Transportation Commission for consideration at its August 2026 meeting for SHOPP and ATP funds. Pending allocation approvals from external funding agencies, the construction contract will be brought to the Commission for approval and award in Winter 2026.

KHA is the designer of record for the Safety Enhancements Project and as such their support is needed during construction to respond to bidder inquiries, contractor technical inquiries (Requests for Information), develop any needed change orders in response to unforeseen conditions, and produce as-builts/record drawings following project completion, necessitating a contract amendment for additional scope and budget. Alameda CTC awarded Agreement No. A17-0073 to KHA for San Pablo Avenue corridor planning services in July 2017 through a competitive bid process. This contract has provided consultant resources for overall corridor planning, project scoping, environmental clearance, final design, and right-of-way coordination for three Alameda CTC San Pablo Avenue corridor projects (Safety Enhancements, Bus and Bike Lanes, and Parallel Bike Route Improvements). Staff have negotiated with KHA and recommend a contract amendment of \$1.15 million to support these DSDC efforts. KHA is a certified Local Business Enterprise. A summary of actions for Agreement A17-0073 with KHA is included in Attachment A.

Bus Lanes and Bike Lanes Project

Alameda CTC is the project sponsor for the Bus Lanes and Bike Lanes Project, which includes bus, bike, pedestrian, and overall safety improvements along San Pablo Avenue from Downtown Oakland to South Berkeley, passing through the cities of Oakland, Emeryville and Berkeley, and traversing City of Oakland and Caltrans right-of-way. A project scoping document (Project Study Report-Project Development Study) was approved by Caltrans in November 2025 positioning the project to begin the PA&ED phase.

The Commission approved release of a request for proposals (RFP) in September 2025, and the RFP was advertised on January 5, 2026. Three responsive proposals were received and were evaluated by a selection panel comprised of representatives from Alameda CTC, City of Oakland, and Caltrans. All three firms were interviewed and WMH was selected as the top-ranked firm. Staff have negotiated with WMH and recommend approval of a contract for a not-to-exceed amount of \$4 million. The contract scope includes preliminary engineering, environmental studies and clearance pursuant to CEQA and NEPA, public outreach, agency stakeholder coordination, production of a Project Report (Caltrans project approval document), and grant support. WMH is a certified Small Local Business Enterprise and the contract exceeds agency LBE and SLBE program goals.

Fiscal Impact

The fiscal impact for approving this item is \$5.15 million, which was included in the FY25-26 budget. The Comprehensive Investment Plan (CIP) item (PPC item 5.1) will program required local match funds for the construction phase of the Safety Enhancements project which will fund the KHA amendment. There are sufficient funds already programmed in the Bus Lanes and Bike Lanes project funding plan to support the WMH contract.

Attachment:

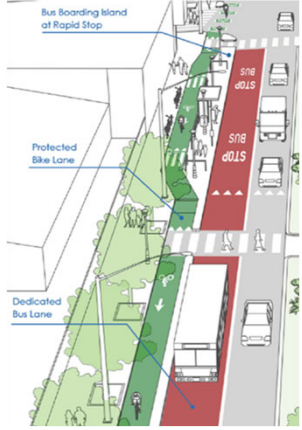
- A. Summary of Agreement No. A17-0073 with KHA

Attachment A – Summary of Agreement No. A17-0073 with KHA

Contract Status	Work Description	Value	Total Contract Not-to-Exceed Amount
Original Professional Services Agreement with Kimley Horn and Associates, Inc. <i>July 2017</i>	Planning and engineering services for the San Pablo Avenue Multimodal Corridor Project.	\$3,650,000	\$3,650,000
Amendment No. 1 <i>March 2019</i>	Time Extension from April 30, 2019 to April 30, 2020.	\$0	\$3,650,000
Amendment No. 2 <i>April 2020</i>	Update contract terms. Time Extension from April 30, 2020 to April 30, 2021.	\$ 0	\$3,650,000
Amendment No. 3 <i>June 2020</i>	Update contract terms.	\$ 0	\$3,650,000
Amendment No. 4 <i>April 2021</i>	Update contract terms. Add additional scope and provide additional budget. Time extension from April 30, 2021 to April 30, 2025.	\$6,022,128	\$9,672,128
Amendment No. 5 <i>February 2022</i>	Add additional scope and provide additional budget. Time extension from April 30, 2025 to December 31, 2026.	\$2,841,470	\$12,513,598
Amendment No. 6 <i>July 2023</i>	Add additional scope and provide additional budget.	\$3,302,899	\$15,816,364
Amendment No. 7 <i>September 2025</i>	Modify scope to add Design Services During Construction for 1475.003. Time extension from December 31, 2026 to June 30, 2029.	\$ 0	\$15,816,364
Amendment No. 8 May 2026 (Action request)	Modify scope to add Design Services During Construction for 1475.002. Provide additional budget.	\$1,150,000	\$16,966,364
Total Amended Contract Not-to-Exceed Amount			\$16,966,364



San Pablo Avenue Corridor Projects



A presentation to Programs and Projects Committee
May 11, 2026

1

Project Overview Map





San Pablo Avenue Corridor Project

2

Safety Enhancements Project

Project Elements



Bus bulbs



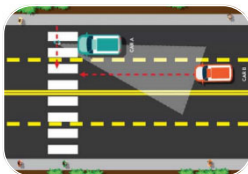
Pedestrian Signals (PHBs)



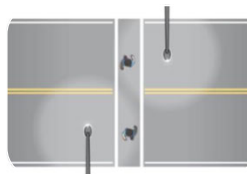
Flashing Beacons (RRFBs)



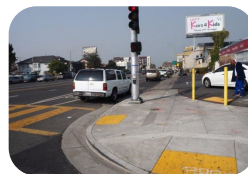
Median Refuges



Bus Stop Relocations



Lighting Upgrades



ADA ramp and signal upgrades



Protected Bikeway Connectors



San Pablo Avenue Corridor Project

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Safety Enhancements Project Status

- 2023 – Albany and Berkeley council approval of concept designs
- September 2025 – California Environmental Quality Act completion
- November 2025 – National Environmental Policy Act completion
- March 2026 – Caltrans Project Report approval
- April 2026 – 100% Plans, Specifications, and Estimate review complete



San Pablo Avenue Corridor Project

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Safety Enhancements External Funding

- Safe Streets for All (\$15 million)
- Active Transportation Program (\$9 million)
- State Highway Operations and Preservation Program (\$4.5 million)
- **Over \$28 million in external funding for construction**



Safety Enhancements – Next Steps

- May 2026 – Right-of-way certification
- May 2025 – execute construction phase cooperative agreement with Caltrans
- June 2026 – Final design completion and ready-to-list
- August 2026 – ATP and SHOPP funding allocations
- September – December 2026 – bid and award



Agreement No. A17-0073 Amendment No. 8

- July 2017 – Kimley Horn and Associates, Inc. awarded contract for planning and engineering services for San Pablo Avenue corridor projects through a competitive bid process
- Requesting Amendment No. 8 for additional \$1.15 million for Design Services During Construction (DSDC) for Safety Enhancements Project
 - Bidder inquiry support
 - Request for Information and Contract Change Order support
 - As-built/record drawings
 - Construction and post-construction traffic signal timing support
 - On-call budget



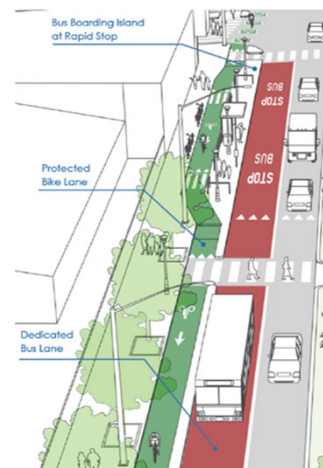
San Pablo Avenue Corridor Project

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Bus Lanes and Bike Lanes Project Development History

- March 2022 – Commission approves overall San Pablo Avenue corridor plan
- 2022 – concept design
- 2023 – agency design review
- 2023-24 – public outreach
- 2025 – Caltrans Project Study Report



Illustrative, not to scale



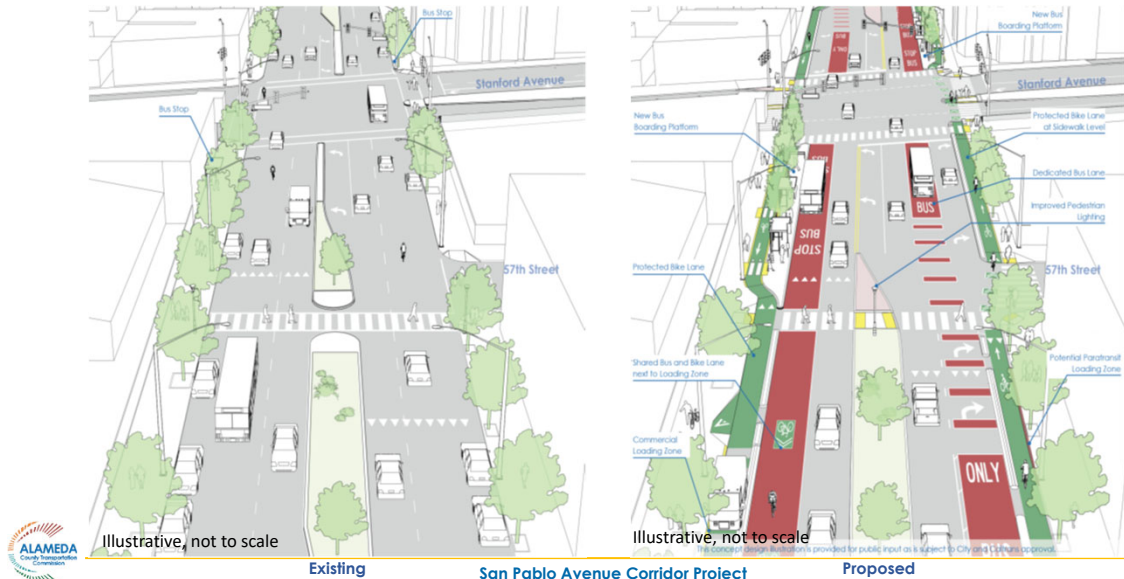
San Pablo Avenue Corridor Project

8

8

Existing Conditions and Proposed Project

Looking north toward Stanford Avenue, North Oakland



9

9

Agreement No. A26-0101

- RFP advertised January 2026
- Three responsive proposals; all firms interviewed
- WMH Corporation selected as top-ranked firm
- Requesting authorization for agreement A26-0101 for \$4 million for Project Approval and Environmental Document (PA&ED) phase
 - Environmental technical studies and documents (CEQA and NEPA)
 - Stakeholder and public outreach
 - Preliminary Engineering
 - Traffic Studies
 - Caltrans Project Report
 - Grant Applications
 - On-call support



San Pablo Avenue Corridor Project

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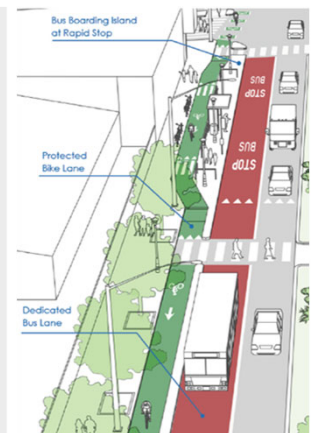
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Recommended actions

- Amendment No. 8 to Agreement No. A17-0030 with Kimley-Horn and Associates, Inc. for an additional \$1.15 million for Design Services During Construction for the San Pablo Avenue Safety Enhancements Project (PN 1475.002)
- Agreement No. A26-0101 with WMH Corporation for \$4 million for Project Approval and Environmental Document (PA&ED) phase services for the San Pablo Avenue Bus Lanes and Bike Lanes Project (PN 1475.001)



San Pablo Avenue Corridor Projects





Memorandum

5.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: May 4, 2026

TO: Programs and Projects Committee

FROM: Farid Javandel, Director of Project Delivery
Matthew Bomberg, Principal Transportation Engineer

SUBJECT: Approve Action to Facilitate the Delivery of the East Bay Greenway Multimodal Projects

Recommendation

It is recommended that the Commission approve Amendment No. 3 to Agreement No. A23-0003 with Mark Thomas and Company, Inc. for an additional \$4.5 million and a 30-month time extension for Design Services During Construction (DSDC) for two of the construction packages of the East Bay Greenway Multimodal projects.

Summary

The East Bay Greenway Multimodal projects consist of a series of complete street corridor projects extending along the BART alignment from Oakland to Hayward. The Lake Merritt to Bayfair portion of the East Bay Greenway has been split into four construction packages for design and construction. Two of these – the Oakland North Construction Package and San Leandro Construction Package – achieved the ready-to-list (RTL) milestone in April 2026 and are currently seeking approval of construction funding allocations. In preparation for the construction phase of these projects, staff has negotiated a contract amendment with Mark Thomas and Company (Mark Thomas) for an additional \$4.5 million and a 30-month time extension to June 30, 2029 for continued design and right-of-way (R/W) and Design Services During Construction services for the San Leandro and Oakland North construction packages.

Background

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

Alameda CTC has environmentally cleared and secured approximately \$130 million in external funding for the portion of the East Bay Greenway from Lake Merritt to Bayfair (\$30 million of federal Reconnecting Communities and Neighborhoods (RCN), \$19.5 million of state Active Transportation Program (ATP), \$39.375 million of state Solutions for Congested Corridors Program (SCCP), \$25 million of regional Safe Routes to Transit and Bay Trail, and \$15.9 million of federal One Bay Area Grant (OBAG) funds). The East Bay Greenway from Lake Merritt to Bayfair extends 10.6 miles, connects five BART station areas in the cities of Oakland and San Leandro, and was split into four construction packages for design and construction, as depicted in Attachment A:

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

Alameda CTC, as the lead agency for the California Environmental Quality Act (CEQA), cleared the project through a Categorical Exemption in June 2023. Caltrans, as the lead agency for the National Environmental Policy Act (NEPA), approved a Categorical Exclusion in September 2025.

The Oakland North and San Leandro packages achieved the RTL milestone (final Plans, Specifications, and Estimates (PS&E) and right-of-way certification) in April 2026. Alameda CTC has submitted construction funding allocation requests to the California Transportation Commission for consideration at its June 2026 meeting for SCCP and ATP funds, which will be expended on the Oakland North and San Leandro construction packages. Additional local match funding to fully fund the construction phase for these construction packages is included for approval as part of the Programs and Projects Committee (PPC) item 5.1. Pending allocation approvals from external funding agencies, the construction contracts will be advertised and will be brought to the Commission for approval and award in Winter 2026.

The Caltrans/E 14th and Oakland South construction packages are scheduled to achieve RTL in November 2026 and January 2027, respectively. Alameda CTC will be the implementing agency for the construction phase of the Oakland North, Oakland South, and San Leandro packages, while Caltrans will implement construction for the Caltrans/E 14th package.

Mark Thomas is the designer of record for the East Bay Greenway Multimodal project, and as such their support is needed during construction to respond to bidder inquiries and, contractor technical inquiries (Requests for Information), develop any needed change orders in response to unforeseen conditions, and produce as-builts/record drawings following project completion, necessitating a contract amendment for additional scope and budget. Alameda CTC awarded Agreement No. A23-0003 to Mark Thomas for PS&E services in December 2022 through a competitive bid process. Staff have negotiated with Mark Thomas and recommend a contract amendment of \$4.5 million and a 30-month

time extension to support these DSDC efforts. The amendment would provide sufficient budget to complete all utility coordination, Caltrans coordination, and technical support to achieve RTL for all packages as well as DSDC and contingency for the Oakland North and San Leandro packages. A summary of actions for Agreement A23-0003 with Mark Thomas is included in Attachment B.

Fiscal Impact

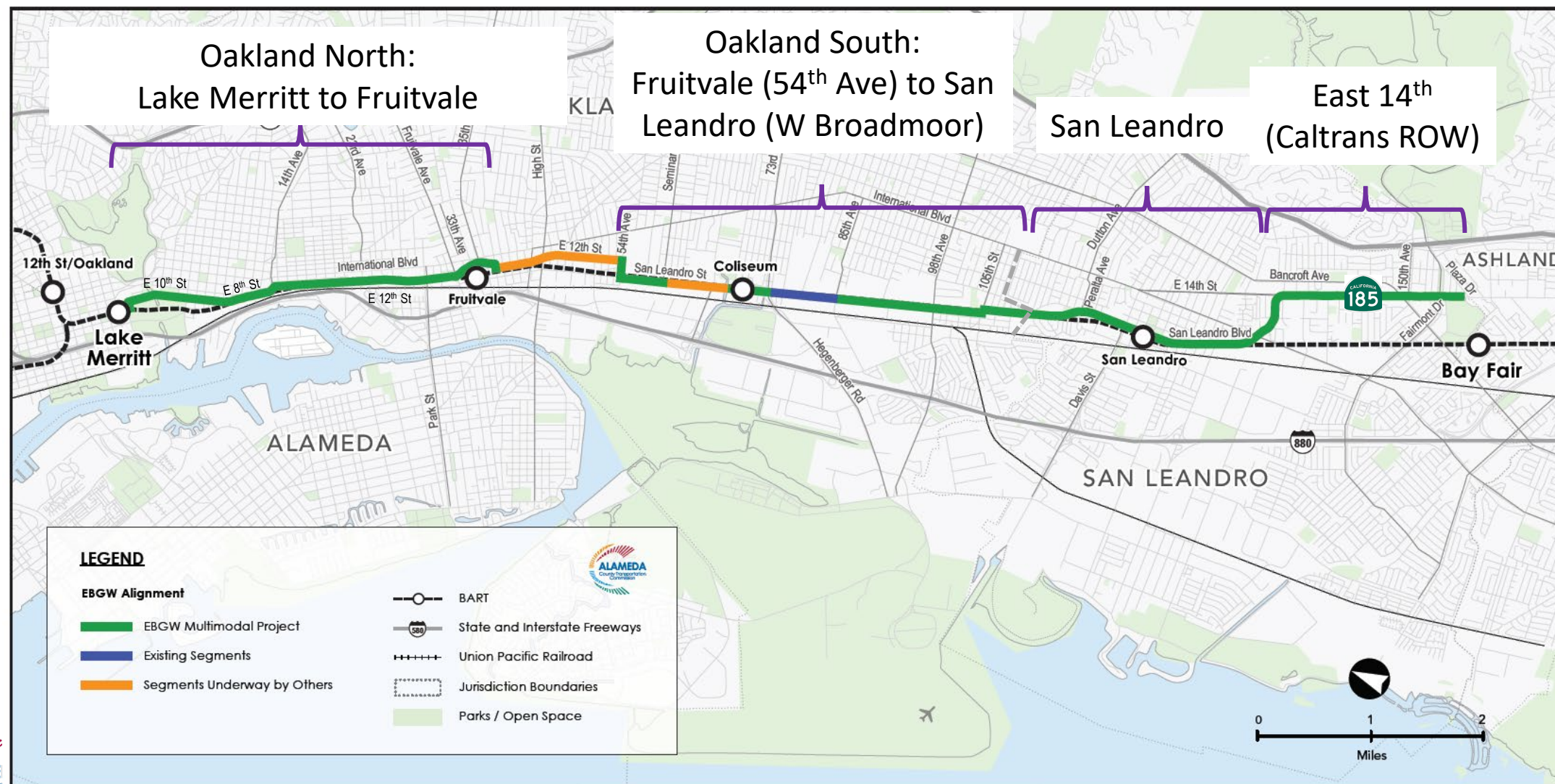
The fiscal impact for approving this item is \$4.5 million, which was included in the Fiscal Year 2025-26 budget. The Comprehensive Investment Plan item (PPC item 5.1) will program the required local match funds for the ATP and SCCP grants assigned to the construction phase of the Oakland North and San Leandro packages, which will fund the DSDC amendments.

Attachments:

- A. East Bay Greenway Multimodal: Lake Merritt to Bayfair Project Corridor Map
- B. Summary of Agreement No. A23-0003 with Mark Thomas

Alameda CTC East Bay Greenway Multimodal Project

Lake Merritt to Bayfair – Construction Packages



Attachment A – Summary of Agreement No. A23-0003 with Mark Thomas and Company (MT)

Contract Status	Work Description	Value	Total Contract Not-to-Exceed Amount
Original Professional Services Agreement with MT <i>December 2022</i>	Plans, Specifications, and Estimates services for East Bay Greenway Multimodal Project	\$10,500,000	\$10,500,000
Amendment No. 1 <i>December 2024</i>	Additional scope and budget. Time extension from December 31, 2024 to December 31, 2025.	\$2,835,000	\$13,335,000
Amendment No. 2 <i>December 2025</i>	Time extension from December 31, 2025 to December 31, 2026.	\$ 0	\$13,335,000
Amendment No. 3 May 2026 (Action request)	Additional scope for Design Services During Construction and budget. Time extension from December 31, 2026 to June 30, 2029.	\$4,500,000	\$17,835,000
Total Amended Contract Not-to-Exceed Amount			\$17,835,000



ALAMEDA COUNTY TRANSPORTATION COMMISSION

East Bay Greenway Multimodal North Segment Project

A Presentation to Programs and Projects Committee (PPC)
May 11, 2026




1

East Bay Greenway Multimodal Project

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



— North Segment
(Oakland/San Leandro)

— County & Hayward Segments

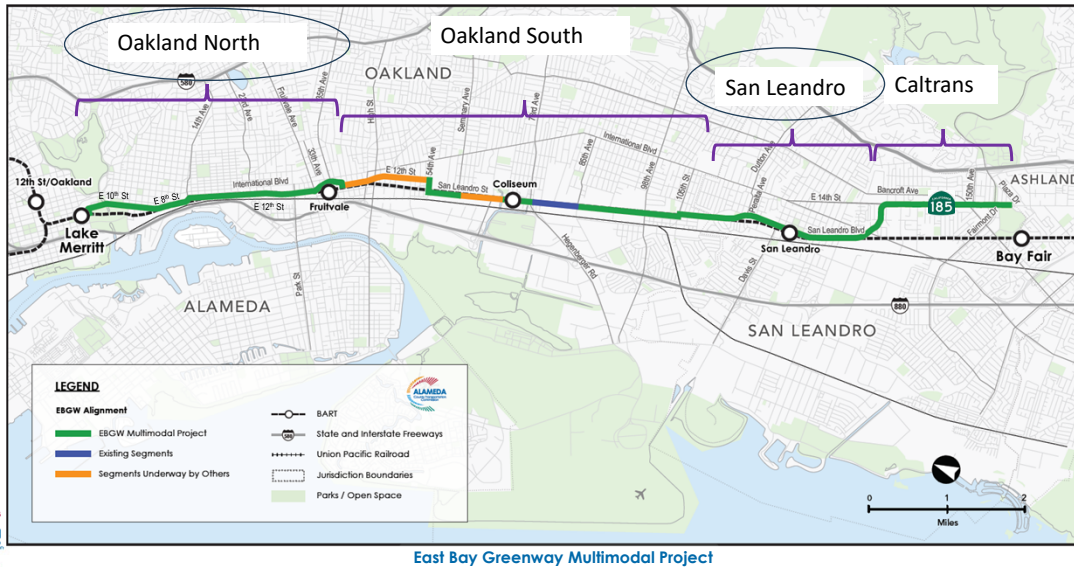


East Bay Greenway Multimodal Project

2

2

Project Construction Phase Delivery



3

3

Project Benefits

- Multimodal safety improvements
- County and regional bikeway network gap closure
- Access to transit, affordable housing, services, job centers
- Environmental sustainability



For illustrative purposes only



East Bay Greenway Multimodal Project

4

4

East Bay Greenway Multimodal North Segment Project Features



Class I paths



Class IV separated bikeways



Enhanced Pedestrian Crossings



Transit loading islands



Streetscape improvements



Lighting



Raised medians



New traffic signals

Image sources: NACTO, Alta, Google Images, FHWA



East Bay Greenway Multimodal Project

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External Funding

- Active Transportation Program - \$19.5 M
- Solutions for Congested Corridors Program - \$39.375 M
- Regional Measure 3 - \$25 M
- Reconnecting Communities and Neighborhoods - \$30 M
- One Bay Area Grant - \$15.9 M



East Bay Greenway Multimodal Project

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Oakland North and San Leandro Construction Package Status

- June 2023 – California Environmental Quality Act completion
- September 2025 – National Environmental Policy Act completion
- April 2026
 - Design completion
 - Right-of-way certification
- June 2026 – ATP and SCCP grant allocations by CTC
- Fall 2026 – construction contract award



Agreement A23-0003 Amendment No. 3

- December 2022 – Mark Thomas and Company, Inc. awarded contract for Final Design services for East Bay Greenway through a competitive bid process
- Requesting Amendment No. 3 for additional \$4.5 million and 30-month time extension for Design Services During Construction (DSDC) for Oakland North and San Leandro construction packages
 - Bidder inquiry support
 - Request for Information and Contract Change Order support
 - As-built/record drawings
 - On-call budget



Recommended Actions

- Amendment No. 3 to Agreement No. A23-0003 with Mark Thomas and Company, Inc. for an additional \$4.5 million and 30-month time extension for Design Services During Construction for the East Bay Greenway Oakland North and San Leandro construction packages

