



Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Agenda Thursday, July 16, 2026, 5:30 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: Kristi Marleau
Vice Chair: Matt Turner

Staff Liaison: Colin Dentel-Post
Aleida Andrino-Chavez
Clerk: Elizabeth (Liz) Lake

Location Information:

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

Zoom Link: <https://us06web.zoom.us/j/82750545695?pwd=6z2ldUFydr-runMHoQuYpqNdBuJzg.doQCVfYuIaWmIvR6>

Dial-in Information: 1 (669) 900 6833

Webinar ID: 827 5054 5695

Passcode: 091505

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

- 4.1 Approve the April 30, 2026 Bicycle and Pedestrian Advisory Committee Meeting Minutes

Action

[4.1_BPAC_Minutes_20260430.pdf](#)

5. Regular Matters

- 5.1 Local Agency Project Complete Streets Update and Checklist Review

Information

[5.1_BPAC_Project_Checklist_Review_20260716.pdf](#)

[5.1_BPAC_Project_Checklist_Review_Dublin_Presentation_20260716.pdf](#)

[5.1_BPAC_Project_Checklist_Review_Livermore_Presentation_20260716.pdf](#)

[5.1_BPAC_Project_Checklist_Review_Newark_Presentation_20260716.pdf](#)

[5.1_BPAC_Project_Checklist_Review_Valley_Link_Presentation_20260716.pdf](#)

- 5.2 I-80/Ashby Bike and Pedestrian Overcrossing Project Update and Complete Streets Checklist Review

Information

[5.2_BPAC_I-80_Ashby_Checklist_Review_20260716.pdf](#)

[5.2_BPAC_I-80_Ashby_Checklist_Review_Presentation_20260716.pdf](#)

- 5.3 Central County Community Connections Plan Update and Complete Streets Checklist Review for the Hesperian & Lewelling Complete Streets Project

Information

[5.3_BPAC_4CP_Checklist_Review_20260716.pdf](#)

[5.3_BPAC_4CP_Checklist_Review_Presentation_20260716.pdf](#)

- 5.4 I-880 Interchange Improvements Project and Complete Streets Checklist Review

Information

[5.4_BPAC_I-880_Checklist_Review_20260716.pdf](#)

[5.4_BPAC_I-880_Checklist_Review_Presentation_20260716.pdf](#)

6. Committee Member Reports

- 6.1 Bicycle and Pedestrian Advisory Committee Member Reports

Information

- 6.2 Bicycle and Pedestrian Advisory Committee Member Roster

Information

[6.2_BPAC_Roster_20260716.pdf](#)

7. Staff Reports

8. Adjournment

Next Meeting:

November 12, 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.



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, April 30, 2026, 5:30 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 except Sam Greenberg and Kendra Toy.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the February 13, 2026 Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

Matt Turner made a motion to approve the Consent Calendar. Jeremy Johansen seconded the motion. The motion passed with the following vote:

Yes: Johansen, Marleau, Purdy, Schweng, Seavers, Turner, Wang

No: None

Abstain: None

Absent: Greenberg, Toy

5. Regular Matters

5.1. Transportation Development Act Article 3 FY 2026-27 Project Review and Active Transportation Cycle 8 Complete Streets Checklist Review

Staff from the cities of Dublin, Hayward, Livermore and Newark provided project updates and submitted their project Complete Streets Checklists to be reviewed by the BPAC as required by the Transportation Development Act, Article 3 Program and the Active Transportation Plan, Cycle 8 Program. A total of 5 projects were reviewed at this meeting. This item was for information only.

5.2. East Bay Greenway Multimodal Project – Hayward Segment: Project Update and ATP Cycle 8 Complete Streets Checklist Review

(This item was presented with item 5.2.)

Kanda Raj provided an update on the East Bay Greenway Multimodal-Hayward Segment Project and submitted the Project Complete Streets Checklist to the BPAC for review, as required by the Active Transportation Plan Cycle 8 Program. This item was for information only.

Item 5.1 and 5.2 received one verbal public comment.

5.3. Central County Community Connections Plan

Colin Dentel-Post provided an update on the Central County Community Connections Plan. This item was for information only.

6. Organizational Meeting

6.1. Approve the Election of the BPAC Chair and Vice Chair for FY 2026-27

Matt Turner nominated Kristi Marleau as the BPAC Chair and Matt Turner as the BPAC Vice Chair. The nominations were approved by acclamation.

6.2. Approve the FY 2026-27 BPAC Calendar

Jeremy Johansen made a motion to approve all primary dates for the BPAC Calendar. Matt Turner seconded the motion. The motion passed with the following vote:

*Yes: Johansen, Marleau, Purdy, Schweng, Seavers, Turner, Wang
No: None
Abstain: None
Absent: Greenberg, Toy*

7. Committee Member Reports

7.1. BPAC Member Reports

There were two committee member reports.

7.2. BPAC Roster

This item was included for informational purposes.

8. Staff Reports

There was one staff report.

9. Adjournment



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 9, 2026

TO: Bicycle and Pedestrian Advisory Committee

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

SUBJECT: Local Agency Project Complete Streets Update and Checklist Review

Recommendation

It is recommended that the Bicycle and Pedestrian Advisory Committee (BPAC) review select projects applying for One Bay Area Grant (OBAG) Cycle 4 and Assembly Bill (AB) 1171 Program grants. This item is for information only.

Summary

Per MTC requirements, all projects that are located within the public right of way and are requesting over \$250,000 in discretionary funding from MTC (e.g., OBAG, AB 1171, etc.) or MTC endorsement for a grant managed by another agency, such as the California Transportation Commission (CTC), or the California Department of Transportation (Caltrans), are subject to the Complete Streets Checklist Policy and must be reviewed by a local or countywide BPAC. In Alameda County, the Countywide BPAC is responsible for reviewing and providing input on these projects if they are sponsored by Alameda CTC or by a jurisdiction or agency without a local BPAC.

In Alameda County, four jurisdictions do not have local BPACs and therefore rely on the Countywide BPAC for this review. These are: Dublin, Hayward, Livermore, and Newark.

The cities of Dublin, Livermore, and Newark and the Tri-Valley – San Joaquin Valley Regional Rail Authority are submitting applications to regional and/or state sources of funding and request Complete Streets Checklist review. Details about their projects are provided in the Background section of this memo along with information about the funding sources they are seeking.

Background

Funding Sources

One Bay Area Grant (OBAG) Program

The OBAG program, now in Cycle 4, funds projects that support the regional transportation plan, Plan Bay Area 2050+, which was adopted in March 2026 to promote a more affordable, connected, and vibrant region. Managed by MTC with the nine County Transportation Agencies, the OBAG county program provides flexible funding for local transportation priorities. OBAG 4 allocates \$820 million in federal funding for projects from 2027–2030.

Alameda CTC has released a call for projects for the 2028 Comprehensive Investment Plan (CIP), which includes OBAG 4 among other funding sources, and will select projects to submit to MTC for OBAG 4 funding. Applications are due July 27, 2026. For more information, visit MTC's [OBAG 4](#) page and Alameda CTC's [Funding Opportunities](#) page.

Assembly Bill (AB) 1171 Program

AB 1171 funds are Bay Area bridge toll revenues made available through California Assembly Bill 1171 (2001), which directs excess toll revenues—originally collected for seismic retrofit and bridge replacement programs—to transportation projects that improve mobility and reduce congestion in the Bay Area. Administered by the Bay Area Toll Authority (BATA) and Metropolitan Transportation Commission (MTC), AB 1171 funds have been used to support major transit, highway, and regional transportation projects consistent with the goals of Regional Measure 1.

Proposed Project Descriptions

City of Dublin: Dublin Boulevard/North Canyons Parkway Extension Phase 1A, Fallon Road to Dublin City Limit

The Dublin Boulevard – North Canyons Parkway Extension Project is a planned multimodal corridor that will extend Dublin Boulevard from Fallon Road in Dublin to North Canyons Parkway in Livermore. The project is designed to improve east–west connectivity and provide an alternative to Interstate 580 for local trips. This project was initially presented to the BPAC in April 2023. Based on input from the BPAC, the project's design was enhanced to include Class IV median-separated bikeways, protected intersections, Leading Bicycle Intervals (LBIs), and dedicated bicycle signal phases. In addition, a Class I shared-use path will be constructed along the north side of Dublin Boulevard. The updated plans were presented to the BPAC in October, 2025.

The project has been divided into three phases to support implementation and maximize funding opportunities:

- Phase 1A: Fallon Road to Dublin's city limit

- Phase 1B: Livermore city limit to North Canyons Parkway
- Phase 2: Unincorporated Alameda County segment between Dublin and Livermore

Phase 1A will provide a critical near-term multimodal connection supporting planned commercial and residential development within the Dublin city limits.

The total project cost is \$98.6 million; the City is currently pursuing \$10 million from the Alameda CTC 2028 CIP, including OBAG 4 Call for Projects, to fund construction of Phase 1A, which is expected to be under construction between 2028 and 2030. The project's Complete Streets Checklist is included in Attachment A.

City of Livermore: SR-84 Trail Overcrossing and Trail Connection

This project will construct a pedestrian bridge (approximately 250 feet) over Isabel Avenue that extends the existing trail to east of Isabel Avenue in the Surface Mining Permit 40 development area. The total project cost share for the City is \$2.7 million, and the City is requesting grant funding for the project construction phase in the amount of \$2.0 million from the Alameda CTC 2028 CIP, including OBAG 4 funds Call for Projects. The City has secured \$0.7 million from the Local Impact Fee program, and the rest will be funded by the developer of two industrial buildings who will build the trail as recommended by the City of Livermore Active Transportation Plan.

The City is currently working with Caltrans to obtain an encroachment permit. Construction is expected to start in April 2027. The project's Complete Streets Checklist is included in Attachment B.

City of Livermore: Citywide Traffic Signal Upgrading Project

This project will modernize the city's traffic signal infrastructure by replacing outdated video detection cameras with advanced AI-enabled cameras. These new systems will improve roadway safety through enhanced detection capabilities, including advance dilemma zone detection and more reliable identification of bicycles and pedestrians. In addition, the project will replace obsolete traffic control cabinets with Advanced Transportation Controller (ATC) cabinets. These upgraded cabinets are designed to support emerging transportation technologies, such as connected and autonomous vehicles, ensuring long-term adaptability of the city's traffic management system. Corresponding traffic controllers will also be upgraded to ensure full compatibility with the ATC platform.

To further improve accessibility and compliance with current standards, pedestrian push-button systems will be upgraded to accessible pedestrian signal (APS) devices, enhancing usability for individuals with disabilities.

The total project cost is \$4.6 million. The City has secured \$1.2 million in Measure BB funds and is requesting \$3.4 million in grant funding from the Alameda CTC 2028 CIP, including OBAG 4 Call for Projects for the project construction phase, which is expected to start as soon

as funding is available. Please see the Complete Streets Checklist for this project in Attachment C.

City of Newark: Cedar Boulevard Pedestrian Improvement Project

The City of Newark is seeking grant funding to implement a complete streets project along Cedar Boulevard. The project will deliver key pedestrian improvements identified in prior plans, including the 2017 Pedestrian & Bicycle Master Plan, which will improve pedestrian safety and connectivity by addressing key infrastructure gaps and creating a continuous five-mile sidewalk network. Proposed Improvements extend along Cedar Boulevard from San Antonio Street to Timber Street and along North and South Magazine Drive, and include implementing a Quiet Zone railroad crossing, intersection improvements, closing sidewalk gaps, and installing Rectangular Rapid Flashing Beacons (RRFBs) at selected crosswalks. These upgrades reflect ongoing community requests and align with adopted City plans. See Attachment D for the project map.

Project development is underway, with the railroad crossing design nearing completion and other elements in progress. Construction is anticipated by early 2029, pending funding.

The total estimated project cost is \$2.0 million. The City is requesting \$1.2 million from the Alameda CTC 2028 CIP, including OBAG 4 Call for Projects to support the construction phase. The City has secured approximately \$850,000 in local funding, demonstrating a strong financial commitment to advancing this priority project. The Complete Streets Checklist for this project is included in Attachment E.

Tri-Valley – San Joaquin Valley Regional Rail Authority-Valley Link Rail Project

The Valley Link Rail Project, sponsored by the Tri-Valley – San Joaquin Valley Regional Rail Authority, is a planned 22-mile rail system designed to improve regional connectivity between the Bay Area and San Joaquin County. The Valley Link Project aims to address critical regional challenges by connecting housing and employment centers, reducing greenhouse gas emissions, and improving access for disadvantaged communities. It is expected to generate substantial economic benefits, including thousands of construction jobs and long-term employment opportunities. The project is currently in the Project Approval and Environmental Document (PAED) phase. The project will be delivered in two phases:

- Phase 1A—currently being advanced—covering an approximately 11-mile segment of new passenger rail along I-580 to connect the existing BART rail system at the Dublin/Pleasanton Station to the existing ACE rail system at the Vasco Road ACE Station in Livermore. See Attachment F for a report prepared by the project sponsor.
- Phase 1B extends from the Southfront Road Station in Livermore to the Mountain House Community Station. This alignment is approximately 11 miles long.

At the July 16 meeting, the project sponsor requests the review of Phase 1A, since Phase 1B is dependent on future funding availability and will have a separate review process.

Phase 1A includes new rail infrastructure, three new stations: Dublin/Pleasanton Station, which will provide seamless intermodal passenger services between Valley Link, BART and local bus transit; Isabel Avenue Station, which will serve Livermore's planned Isabel Neighborhood Specific Plan; and Vasco Road Station, which will facilitate connections to ACE service at its existing station. The Project will provide weekday service on 15-minute headways, operating six battery electric multiple unit rail vehicles that will be charged at the end-of-line stations Dublin/Pleasanton and Vasco Road and will be maintained at a new operations and maintenance facility in Livermore.

Active transportation improvements include 6-foot sidewalks, Class II bike lanes, pedestrian overcrossings, and improved intersection design along local roadways and freeway interchanges. Attachment G shows the project plans and the bike and pedestrian improvements.

Phase 1A has an estimated total cost of \$2 billion, with \$72 million allocated to the current phase. Tri Valley—San Joaquin Valley Regional Rail Authority is requesting \$4 million in AB1171 Bridge Toll Funds. Construction is anticipated to begin in 2029 and service is expected by 2033, pending funding and project approvals. Please see Attachment H for the project's Complete Streets Checklist.

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

Attachments:

- A. City of Dublin: Dublin Boulevard/North Canyons Parkway Phase 1A Complete Streets Checklist
- B. City of Livermore: SR-84 Trail Overcrossing and Trail Connection Complete Streets Checklist
- C. City of Livermore: Citywide Traffic Signal Upgrading Complete Streets Checklist
- D. City of Newark: Cedar Boulevard Pedestrian Improvements Map
- E. City of Newark: Cedar Boulevard Pedestrian Improvements Complete Streets Checklist
- F. Valley Link BPAC Report
- G. Valley Link Active Transportation Plan Elements
- H. Valley Link Complete Streets Checklist

Complete Streets Checklist
Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	Dublin Boulevard Extension - Phase 1A
Project Area/Location(s):	Dublin Boulevard between Fallon Road and Dublin City Limit on the east side.
Attach map if available.	

PROJECT DESCRIPTION: (300-word limit)

Phase 1A of the Dublin Boulevard Extension Project will construct a complete streets corridor from Fallon Road to the Dublin city limit, forming the first segment of a future connection to Livermore. The project will improve east-west connectivity and support growth in eastern Dublin. The project includes Class IV separated bikeways, continuous sidewalks, accessible curb ramps, and ADA-compliant features such as detectable warning surfaces and accessible pedestrian signals. Intersections will be designed as protected intersections and include leading intervals (LBI/LPI), dedicated bicycle signal phases, high-visibility crosswalks, and updated signal timing to improve safety for all user

Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title:

Contact Email:

vatsal.patel@dublin.ca.gov

Contact Phone:

925-833-6630

Agency:

City of Dublin

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	Yes, The project implements City's General Plan, Bicycle and Pedestrian Plan and Eastern Dublin Specific Plan.
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage.	☒	☐	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	The project provides 14' Class 1 trail on north side of Dublin Blvd. It also provides Class IV bike lanes with raised median for separation along the length of the corridor. On the south side the project also includes 10' sidewalk. All intersections along corridor will be protected intersections. The project will also implement transit signal priority for transit buses.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	☐	☒	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	The proposed project is constructing a new roadway as an extension to Dublin Boulevard from the existing terminus at Fallon Rd. to the City limit.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	The project is providing Class 1 trail on the north side, Class IV bike lanes and 10' sidewalks on south side. These key features will improve bicycle and pedestrian conditions.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☐	☒	List transit facilities (stop, station, or route) and all affected agencies.	It is a new roadway, however we are coordinating with LAVTA to include busstops and TSP along the corridor.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☒	☐	Please attach confirmation email from transit operator(s) to email.	Attached

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	☐	☒	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	Please provide Class designation for bikeways. Cite design standards used.	Class I Trail and Class IV bike lanes. FHWA, Caltrans standards and AASHTO, NACTO, ADA and PROWAG guidelines for implementation of bicycle and pedestrian infrastructure.
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☐	☒	Please list EPC(s) affected.	
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☒	☐	Please provide meeting date(s) and a summary of comments, if any.	The project was first presented to the Alameda CTC BPAC on April 20, 2023, when the BPAC identified several project deficiencies that have been addressed in the revised design, which was presented to the BPAC again on October 30, 2025. The revised design updated the proposed bike facilities and intersections to the latest All Ages and Abilities standards, such as providing separated bikeways, reducing vehicular speed, and including protected intersections, bike and pedestrians traffic signal accommodations, and updated signage

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name: Vatsal Patel

Title:

Date: Assistant Public Works Director

Signature: 6/25/2026



All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts†	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			
	Greater than 6,000			Protected Bicycle Lane
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

Complete Streets Checklist

Transit Agency Review Form

Project Sponsors and Transit Agencies may use this form to document the transit review and coordination requirements of the Transit Priority Policy for Roadways. The Transit Agency must finish this high-level review and provide comments to Project Sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, the Transit Agency may request an additional 10 business days to complete the review.

PROJECT SPONSOR COMPLETES PAGE 1 PRIOR TO SUBMITTING TO TRANSIT AGENCY:

Project Name	Dublin Boulevard Extension
Project Sponsor Agency	City of Dublin
Project Location (attach map)	Dublin Boulevard between Fallon Rd to City Limit
Project Scope Summary (attach details as appropriate)	The Dublin Boulevard – North Canyons Parkway Extension Project is a planned multimodal corridor that will extend Dublin Boulevard from Fallon Road in Dublin to North Canyons Parkway in Livermore, improving east-west connectivity and providing an alternative to I-580 for local trips. The project has been planned since the 1980s and has completed environmental clearance (EIR in 2019 and NEPA in 2021). Based on recent design updates, the project has been divided into three phases to facilitate implementation and funding opportunities: Phase 1A: Fallon Road to Dublin City Limit Phase 1B: Livermore City Limit to North Canyons Parkway Phase 2: County segment between Dublin and Livermore City of Dublin is currently seeking OBAG 4 and/or CIP 2028 funding for Phase 1A. Following BPAC input in April 2023, the bicycle and pedestrian design has been enhanced to improve safety and comfort. Buffered bike lanes have been upgraded to Class IV separated bikeways with a solid median separation, and all intersections will be designed as protected intersections with Leading Bicycle Intervals (LBI) and dedicated bicycle signal phases. The project also includes a class I trail on the north side of Dublin Blvd.

	The project, when complete, will provide a safe, high-quality multimodal corridor connecting Dublin and Livermore while improving regional mobility for bicyclists and pedestrians. In the interim, Phase 1A will provide a multimodal connection supporting the proposed commercial and residential developments along the corridor within the Dublin city limits. Phase 1 A will include transit stops and Transit Signal Priority enabled intersections.
Project Sponsor Contact	Name: Vatsal Patel Title: City Engineer/Assistant Public Works Director Email address: vatsal.patel@dublin.ca.gov
Transit Agency Name	Livermore Amador Valley Transit Authority (LAVTA)

TO BE COMPLETED BY TRANSIT AGENCY:

Transit Agency Project Reviewer	Name: Cyrus Sheik Title: Senior Transit Planner Email address: csheik@lavta.org
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Transit Agency has reviewed the project and confirms that:

- ☐ **Project is located on street without any transit service.**
(Policy does not apply, and no further Transit Agency review is required)
- ☒ **Project is located on street with non-revenue scheduled route¹, recurring detour route², and/or planned budgeted route³.** *(Non-recurring special event services, demand-responsive services, and paratransit services are excluded from Policy.)*
- ☒ Proposed project accommodates basic bus movements (e.g., turns) of non-

¹ “Non-revenue scheduled” routes include deadhead movements and pull-in routes where buses operate when they are not carrying passengers.

² “Recurring detour” routes include locations with regular special events and conditions that require transit service to detour to an alternate street.

³ “Planned budgeted” routes include transit service that is included budgeted service changes or an approved Comprehensive Operations Analysis (short-term service plan). It does not include long-range plans, unless they are budgeted.

revenue scheduled, recurring detour, and/or planned budgeted route.

- ☐ Proposed project does not accommodate basic bus movements (see below).

Suggested changes to accommodate basic bus movements:

- ☐ **Project is located on street with published, scheduled transit route.**

- ☐ Transit Agency is not suggesting any transit-impact mitigation measures.

- ☐ Transit Agency suggests transit-impact mitigation measures (see below).

Suggested mitigation measures:

As the project advances, Transit Agency requests the following coordination:

- ☐ No additional involvement required.
- ☒ Provide Transit Agency opportunity to review and comment on draft designs prior to finalization. Transit Agency requests two-week review period. Prefer review at early design phase. Email csheik@lavta.org
- ☐ Closely coordinate with Transit Agency to develop designs and/or implement project (e.g., field visits, involvement in technical advisory committee or similar group).
- ☐ Notify Transit Agency **XX** business days in advance of road work at [\[insert email address\]](#). Transit Agency will coordinate bus stop closures and/or re-routing as needed.
- ☐ California Public Utilities Commission (CPUC) General Order (GO) GO88b permit likely required.
- ☐ Construction Access Permit and/or 811USA Alert likely required.
- ☐ Other specific involvement (see below).

Additional comments:

Print Name	Title	Date
Cyrus Sheik	Senior Transit Planner	06/26/26

Cyrus Sheik

Signature

Complete Streets Checklist
Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	SR-84 Trail Overcrossing and Trail Connection
Project Area/Location(s):	Trail connection over SR-84 Isabel Avenue near Union Pacific Railroad track.
Attach map if available.	

PROJECT DESCRIPTION: (300-word limit)

This project will construct a pedestrian bridge (Approximately 250') over Isabel Avenue that extends the existing trail to east of Isabel Avenue in the Surface Mining Permit 40 development area. Construction is expected to start in Summer 2027.

Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title:

Jarrett Rasmussen, Senior Civil Engineer

Contact Email:

jsrasmussen@livermoreca.gov

Contact Phone:

925.950.4519

Agency:

City of Livermore

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	The project directly implements the City of Livermore's Active Transportation Plan, installing trail overcrossing.
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage.	☒	☐	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	The project location is within the defined MTC AT Network. Since this is a trail overcrossing and trail connection, it is complied with NACTO guidelines.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	☒	☐	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	1 bike fatality and 2 bike accident with injuries have occurred in the past 10 years within the proposed project location based on analysis from Livermore Vision Zero Action Plan and Local Roadway Safety Plan. Trail overcrossing will significantly enhance the bike/pedestrian safety when using trails near the proposed project location.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	Since this is a trail overcrossing and trail connection project, it will be LTS1 for bicyclists.
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☒	☐	List transit facilities (stop, station, or route) and all affected agencies.	LAVTA, Routes 10R
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☐	☒	Please attach confirmation email from transit operator(s) to email.	Since this is a trail connection project that is off the highway network, LAVTA routes won't be impacted.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	☐	☒	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	Please provide Class designation for bikeways. Cite design standards used.	The project include trail overcrossing and trail connection, which will be designed based on MUTCD and Livermore trail design standards.
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☒	☐	Please list EPC(s) affected.	The City's 2025-2029 Consolidated Plan identifies eight low to moderate income census tract block groups. The project is adjacent to three of the eight identified area.
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☒	☐	Please provide meeting date(s) and a summary of comments, if any.	ACTC BPAC Meeting is scheduled in July 2026 to review this checklist.

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts†	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			Protected Bicycle Lane
	Greater than 6,000	Multiple lanes per direction		Protected Bicycle Lane
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

From: [Bob Vinn](#)
To: [Farnoush Levers](#); [Xiaoja \(Joanna\) Liu](#); [Leah Schlageter](#)
Subject: Fw: East Avenue ATP Improvements Briefing with LAVTA
Date: Tuesday, April 21, 2026 3:33:57 PM

FYI

From: Cyrus Sheik <csheik@lavta.org>
Sent: Thursday, November 20, 2025 8:28 AM
To: Alyson Goulden <agoulden@hnhca.com>
Cc: Bob Vinn <bgvinn@livermoreca.gov>
Subject: RE: East Avenue ATP Improvements Briefing with LAVTA

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Alyson,

Likewise, and thank you for taking the time to explain the project and its proposed designs to us.

We'll be in touch with further feedback, as applicable.

Thanks again,
Cyrus
LAVTA (Wheels)

From: Alyson Goulden <agoulden@hnhca.com>
Sent: Wednesday, November 19, 2025 16:20
To: Cyrus Sheik <csheik@lavta.org>
Cc: Bob Vinn <bgvinn@livermoreca.gov>
Subject: East Avenue ATP Improvements Briefing with LAVTA

You don't often get email from agoulden@hnhca.com. [Learn why this is important](#)

Hi Cyrus,

It was great to meet with you today, thank you for your input. Attached is today's presentation. Please reach out if you have any questions or additional feedback once you review with folks on your side. Looking forward to coordinating with you on this project.

Best,

Alyson Goulden

Design Specialist

d. (669) 295-2345 | agoulden@hnhca.com

o. (408) 487-2200 x.2345

[1570 Oakland Road | San Jose | CA | 95131](#)

<https://link.edgepilot.com/s/6e45b900/xStNgV-jt0q1k8Ss2uR8KA?u=http://www.hnhca.com/>

https://link.edgepilot.com/s/1701d87d/170hCyVah0_kHNQXaFED3A?u=http://www.hnhlastudio.com/

Complete Streets Checklist
Implementation of MTC's Complete Streets Policy, Resolution 4493, Adopted 3/25/22

Background

Since 2006, MTC's Complete Streets (CS) Policy has promoted the development of transportation facilities that can be used by all modes. In March 2022, MTC updated its CS policy (Resolution 4493) with the goal of ensuring that people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and practices, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and applicable local policies such as the CS resolutions adopted before January 16, 2016 (as part of MTC's OBAG 2 requirements.)

Requirements

MTC's CS Policy requires that all projects (with a total project cost of \$250,000 or more) applying for regional discretionary transportation funding – or requesting regional endorsement or approval through MTC - must submit a Complete Streets Checklist (Checklist) to MTC.

Please note that Projects claiming exceptions to CS Policy must complete the Exceptions section on the Checklist and provide a Department Director-level signature.

Additional information and guidance for completing this Checklist can be found at the **MTC Administrative Guidance: Complete Streets Policy Guidance for public agency staff implementing MTC Resolution 4493** at mtc.ca.gov/planning/transportation/complete-streets.

This form may be downloaded at mtc.ca.gov/planning/transportation/complete-streets.

Submittal

Completed Checklists must be emailed to completestreets@bayareametro.gov.

PROJECT INFORMATION	
Project Name/Title:	Citywide Traffic Signal Upgrading Project
Project Area/Location(s):	Select intersections throughout the City.
Attach map if available.	

PROJECT DESCRIPTION: (300-word limit)

This project will modernize the city's traffic signal infrastructure by replacing outdated video detection cameras with advanced AI-enabled cameras. These new systems will improve roadway safety through enhanced detection capabilities, including advanced dilemma zone detection and more reliable identification of bicycles and pedestrians.

In addition, the project will replace obsolete traffic control cabinets with Advanced Transportation Controller (ATC) cabinets. These upgraded cabinets are designed to support emerging transportation technologies, such as connected and autonomous vehicles, ensuring long-term adaptability of the city's traffic management system. Corresponding traffic controllers will also be upgraded to ensure full compatibility with the ATC platform.

To further improve accessibility and compliance with current standards, pedestrian push-button systems will be upgraded to accessible pedestrian signal (APS) devices, enhancing usability for individuals with disabilities.



Please indicate project phase (Planning, PE, ENV, ROW, CON, O&M)

May attach additional project documents, cross sections, plan view, or other supporting materials.

CONTACT INFORMATION

Contact Name & Title:

Joanna Liu, Senior Transportation Engineer

Contact Email:

xliu@livermoreca.gov

Contact Phone:

925.960.4556

Agency:

City of Livermore

Topic	CS Policy Consideration	YES	NO	Required Description	Description
1. Bicycle, Pedestrian and Transit Planning	Does Project implement relevant Plans, or other locally adopted recommendations? Plan examples include: • City/County General + Area Plans • Bicycle, Pedestrian & Transit Plan • Community-Based Transportation Plan • ADA Transition Plan • Station Access Plan • Short-Range Transit Plan • Vision Zero/Systematic Safety Plan	☒	☐	Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date. If Project is inconsistent with adopted Plans, please provide explanation.	The project implements advanced dilemma zone detections, which are included in the Livermore Vision Zero Action Plan toolbox. The new cameras can also provide more reliable pedestrian and bicycle detections, therefore, will enhance overall safety for pedestrians/bicyclists and help reaching the Vision Zero goal.
2. Active Transportation Network	Does the project area contain segments of the regional Active Transportation (AT) Network? See AT Network map on the MTC Complete Streets webpage .	☒	☐	If yes, describe how project adheres to the NACTO All Ages and Abilities design principles. See <i>All Ages and Abilities and Design Guidelines</i> below.	The project locations are scattered in the City and are within the defined MTC AT Network. By enhancing pedestrian/bike detection capabilities, and upgrading pedestrian detection system to accessible type, the project is in align with NACTO all ages and abilities design principles.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
2. Active Transportation Network (Cont.)					
3. Safety and Comfort	A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area?	☒	☐	Please summarize the traffic safety conditions and describe Project's traffic safety measures. The Bay Area Vision Zero System may be a resource.	833 injury collisions, including 57 fatalities and severe-injury collisions have occurred from the years 2020-24 in Livermore based on analysis from Livermore Vision Zero Action Plan. The new cameras has advanced dilemma zone detection function, and can provide more reliable pedestrian and bicycle detections, therefore, will enhance overall safety for all modes of travel. In addition, upgrading to accessible pedestrian detection system will also enhance safety for all ages and abilities.
	B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?	☒	☐	Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS .	Proposed new cameras can provide more reliable pedestrian and bicycle detections, therefore, will enhance overall safety for pedestrians/bicyclists
4. Transit Coordination	A. Are there existing public transit facilities (stop or station) in the project area?	☒	☐	List transit facilities (stop, station, or route) and all affected agencies.	LAVTA, various routes thought Livermore.
	B. Have all potentially affected transit agencies had the opportunity to review this project?	☒	☐	Please attach confirmation email from transit operator(s) to email.	See attached.

Topic	CS Policy Consideration	YES	NO	Required Description	Description
	C. Is there a MTC Mobility Hub within the project area?	☐	☒	If yes, please describe outreach to mobility providers, and Project's Hub-supportive elements.	
5. Design	Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities?	☒	☐	Please provide Class designation for bikeways. Cite design standards used.	Bike and Pedestrian detection system will be designed based on NATCO all ages and abilities design standards.
6. Equity	Will Project improve active transportation in an Equity Priority Community?	☒	☐	Please list EPC(s) affected.	The City's 2025-2029 Consolidated Plan identifies eight low to moderate income census tract block groups. The project will impact all eight identified area.
7. BPAC Review	Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?	☒	☐	Please provide meeting date(s) and a summary of comments, if any.	ACTC BPAC Meeting will be held in July 2026 to review this checklist.

Statement of Compliance	YES
The proposed Project complies with California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302, MTC Complete Streets Policy (Reso. 4493), and locally adopted Complete Streets resolutions (adopted as OBAG 2 (Reso. 4202) requirement, Resolution 4202.)	☒

If no, complete Statement of Exception and obtain necessary signature.

Statement of Exception	YES	Provide Documentation or Explanation	Documentation Explanation
1. The affected roadway is legally prohibited for use by bicyclists and/or pedestrians.	☐	If yes, please cite language and agency citing prohibited use.	
2. The costs of providing Complete Streets improvements are excessively disproportionate to the need or probable use (defined as more than 20 percent for Complete Streets elements of the total project cost).	☐	If claimed, the agency must include proportionate alternatives and still provide safe accommodation of people biking, walking and rolling.	
3. There is a documented Alternative Plan to implement Complete Streets and/or on a nearby parallel route.	☐	Describe Alternative Plan/Project	
4. Conditions exist in which policy requirements may not be able to be met, such as fire and safety specifications, spatial conflicts on the roadway with transit or environmental concerns, defined as abutting conservation land or severe topological constraints.	☐	Describe condition(s) that prohibit implementation of CS policy requirements	

SIGNATURES / NOTIFICATIONS

TRANSIT

The project sponsor shall communicate and coordinate with all transit agencies with operations affected by the proposed project. If a project includes a transit stop/station, or is located along a transit route, the Checklist must include written documentation (e.g. email) with the affected transit agency(ies) to confirm transit agency coordination and acknowledgement of the project. A [CS Checklist Transit Agency Contact List](#) is available for reference.

DEPARTMENT DIRECTOR-LEVEL SIGNATURE FOR EXCEPTIONS

Exceptions must be signed by a Department Director-level agency representative, or their designee, and not the Project Manager. Insert electronic signature or sign below :

Full Name:

Title:

Date:

Signature:

All Ages and Abilities and Design Guidelines

All Ages and Abilities

[Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities, National Association of Transportation Officials, December 2017](#)

Projects on the AT Network shall incorporate design principles based on designing for “All Ages and Abilities,” contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves “all ages and abilities” is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works for everyone else. The all ages and abilities approach also strives to serve all users, regardless of age, ability, ethnicity, race, sex, income, or disability, by embodying national and international best practices related to traffic calming, speed reduction, and roadway design to increase user safety and comfort. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of safety and appeal to a wider spectrum of the public.

Design best practices for safe street crossings, pedestrian facilities, and Americans with Disabilities Act (ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entirety of the project. The Proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts†	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 1,500 – 3,000			Buffered or Protected Bicycle Lane
	≤ 3,000 – 6,000			
	Greater than 6,000			Protected Bicycle Lane
	Any	Multiple lanes per direction		
Greater than 26 mph†	≤ 6,000	Single lane each direction	Low curbside activity, or low congestion pressure	Protected Bicycle Lane, or Reduce Speed
		Multiple lanes per direction		Protected Bicycle Lane, or Reduce to Single Lane & Reduce Speed
	Greater than 6,000	Any	Any	Protected Bicycle Lane, or Bicycle Path
High-speed limited access roadways, natural corridors, or geographic edge conditions with limited conflicts		Any	High pedestrian volume	Bike Path with Separate Walkway or Protected Bicycle Lane
			Low pedestrian volume	Shared-Use Path or Protected Bicycle Lane

Design Guidance

Examples of applicable design guidance documents include (but are not limited to): American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets*, *Guide for the Development of Bicycle Facilities*, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*; *Public Right-of-Way Accessibility Guide* (PROWAG); *Manual on Uniform Traffic Control Devices* (MUTCD); *Americans with Disabilities Act Accessibility Guidelines* (ADAAG); National Association of City Transportation Officials (NACTO) - *Urban Bikeway Design Guide*.

From: [Bob Vinn](#)
To: [Farnoush Levers](#); [Xiaoja \(Joanna\) Liu](#); [Leah Schlageter](#)
Subject: Fw: East Avenue ATP Improvements Briefing with LAVTA
Date: Tuesday, April 21, 2026 3:33:57 PM

FYI

From: Cyrus Sheik <csheik@lavta.org>
Sent: Thursday, November 20, 2025 8:28 AM
To: Alyson Goulden <agoulden@hnhca.com>
Cc: Bob Vinn <bgvinn@livermoreca.gov>
Subject: RE: East Avenue ATP Improvements Briefing with LAVTA

Exercise Caution: This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Alyson,

Likewise, and thank you for taking the time to explain the project and its proposed designs to us.

We'll be in touch with further feedback, as applicable.

Thanks again,
Cyrus
LAVTA (Wheels)

From: Alyson Goulden <agoulden@hnhca.com>
Sent: Wednesday, November 19, 2025 16:20
To: Cyrus Sheik <csheik@lavta.org>
Cc: Bob Vinn <bgvinn@livermoreca.gov>
Subject: East Avenue ATP Improvements Briefing with LAVTA

You don't often get email from agoulden@hnhca.com. [Learn why this is important](#)

Hi Cyrus,

It was great to meet with you today, thank you for your input. Attached is today's presentation. Please reach out if you have any questions or additional feedback once you review with folks on your side. Looking forward to coordinating with you on this project.

Best,

Alyson Goulden

Design Specialist

d. (669) 295-2345 | agoulden@hnhca.com

o. (408) 487-2200 x.2345

[1570 Oakland Road | San Jose | CA | 95131](#)

<https://link.edgepilot.com/s/6e45b900/xStNgV-jt0q1k8Ss2uR8KA?u=http://www.hnhca.com/>

https://link.edgepilot.com/s/1701d87d/170hCyVah0_kHNQXaFED3A?u=http://www.hnhlastudio.com/



PLAN VIEW

SCALE: 1"= 800'

LEGEND

- EXISTING SIDEWALK
- POTENTIAL NEW SIDEWALK FROM DEVELOPMENT
- FILL SIDEWALK GAP WITH PROJECT
- CROSSING ENHANCEMENTS
- RAILROAD QUIET ZONE IMPROVEMENT
- POTENTIAL TRANSIT IMPROVEMENTS
- INTERSECTION IMPROVEMENTS

THIS PLAN SET INCLUDES DRAWINGS THROUGH

CITY OF NEWARK STREET IMPROVEMENT				
DESIGN ENGINEER'S STAMP AND SIGNATURE			2027 CEDAR BOULEVARD PEDESTRIAN IMPROVEMENT	
SCOTT ALMAN REVIEWED	QTY ENGINEER REVIEWED	P. E. DATE	DATE JULY 202	CITY OF NEWARK 41

Section 1: Contact and Project Information

Contact Name:

Jerrald Yang

Email Address:

jerrald.yang@newarkca.gov

Contact Phone Number:

5105784293

Project Sponsor:

Newark Public Works Department

County:

Alameda

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

One Bay Area Grant Program (OBAG)

Project Name/Title:

2027 Cedar Boulevard Pedestrian Improvements

Project Location:

Newark

Project Description:

The City of Newark is seeking grant funding to implement a complete streets project along Cedar Boulevard. The project will deliver key pedestrian improvements identified in prior plans, including the 2017 Pedestrian & Bicycle Master Plan, which will improve pedestrian safety and connectivity by addressing key infrastructure gaps and creating a continuous five-mile sidewalk network. Proposed Improvements extend along Cedar Boulevard from Thornton Avenue to Timber Street and between North and South Magazine Drive, and include implementing a Quiet Zone railroad crossing, intersection improvements, closing sidewalk gaps, and installing Rectangular Rapid Flashing Beacons (RRFBs) at selected crosswalks. These upgrades reflect ongoing community requests and align with adopted City plans. Project development is underway, with the railroad crossing design nearing completion and other elements in progress. Construction is anticipated by early 2029, pending funding.

The total estimated project cost is \$2.0 million. The City is requesting \$1.2 million from the 2028 CIP, including OBAG 4, to support the PE, PSE, and CON phases. The City has secured approximately \$850,000 in local funding, demonstrating the City's strong financial commitment to advancing this priority project.

Project Phase(s):

Construction (CON), Design Engineering (PSE), Preliminary Engineering (PE)

Project Mode(s):

Pedestrian, Roadway Transit (bus, light rail, streetcar), Non-Roadway Transit (heavy rail, ferries, etc.)

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

Bicycle, Pedestrian and/or Active Transportation Plan(s), Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

The adopted Bicycle and Pedestrian plan recommend installing new sidewalk at the existing gaps and to upgrade the existing RR crossing into a Quiet Zones RR.

The adopted Local Roadway Safety Plan recommends installing a new crossing with RRFB at San Antonio Street and to improve Thornton Avenue and Mowry Avenue intersections.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The Project aims to provide pedestrian improvements consistent with all ages and abilities mobility and accessibility guidelines for pedestrian facilities. The updated Quiet Zones RR crossing will feature many safety components regarding pedestrian accessibility such as upgraded gates, sensors, walkways, flashing lights, and more. At the proposed new crossing, the RRFB system is proposed to include both audible and visual elements. The new ADA ramps will lead directly into crosswalks. At the improved intersections, leading pedestrian intervals will be considered to reduce right-turn conflicts and to also update and coordinate signal timings. All pedestrian improvements are expected to receive detectable warning surfaces.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The project corridor exists wholly on both the High Injury Network and Proactive Safety Network. The TIMS map shows pedestrian collisions occurring at the proposed RRFB crossing due to unsafe speed and improper passing at San Antonio Street. This crossing will also contain high-visibility crosswalk, ADA and painted curbs, and refuge island. The RR crossing will receive upgraded pedestrian access with truncated domes, separated gates, and median curbs, with its existing sidewalk widened accordingly to ADA standards as well. The intersections will received signal upgrades and visual upgrades including leading pedestrian intervals or additional signage.

Infrastructure elements included in this phase of the project:

Sidewalk Gap Closure, Sidewalk Widening, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Pedestrian Safety Island(s), Upgrade to Existing Traffic Signal or Other Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

AC Transit (Alameda-Contra Costa Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

The project is on an AC Transit route that contains a few bus routes. Currently, there are 2 locations where transit improvements will be considered, yet there is potential for additional improvements as coordination is still pending. One of the stops has no sidewalks and the installation of new sidewalk will provide both transit and pedestrian facilities for the residents and nearby local business owners. The other stop has potential to be moved and improved with the addition of the RRFB crossing. These improvements will be subject to change based on AC Transit's future plans and contingency.

Have all potentially affected transit agencies had the opportunity to review this project?

No

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-07-16

Generated on: 7/7/2026

This is a DRAFT version - not yet submitted



Valley Link Rail Project – BPAC Presentation

July 16, 2026

PROJECT SPONSOR

Tri-Valley - San Joaquin Valley Regional Rail Authority

PROJECT DESCRIPTION

The Valley Link Rail Project is divided into two phases.

- Phase 1A: Dublin/Pleasanton BART Station to Vasco Road ACE Station in Livermore. This alignment is approximately 11 miles long.
- Phase 1B: Southfront Road Station in Livermore to the Mountain House Community Station (Future Phase - based on Funding Availability). This alignment is approximately 11 miles long.

At today's meeting the Project Sponsor is requesting the review of Phase 1A of the Project, since the Phase 1B is dependent on the future availability of funding and, if needed, will have a separate review by the BPAC later at a later time.

PHASE 1A PROJECT:

Phase 1A proposes to implement a new rail transit system for a total distance of approximately 11 miles from the Dublin/Pleasanton Station to a flyover just east of the Interstate 580 (I-580)/First Street interchange and extending approximately 2 miles southeast toward the existing Vasco Road ACE Station in Livermore.

Phase 1A includes Dublin/Pleasanton Station, and Isabel Avenue Station. Phase 1A also introduces a transfer station with the existing ACE Vasco Road Station platform that would allow for a cross-platform connection to the existing ACE passenger rail service currently operating on the Union Pacific Railroad (UPRR) Oakland Subdivision. The Vasco Road ACE Station Valley Link cross-platform transfer would serve as the eastern limit of the Phase 1A Project. A surface lot would be constructed to provide approximately 802 parking spaces (including accessible spaces), "kiss and ride" (drop-off) areas, and bus bays. To meet the future parking demand depending on ridership, a parking structure up to four levels over the surface lot could provide an additional 3,481 spaces for a total of up to 4,283 parking spaces at this location.



Phase 1A would also introduce a new Operations and Maintenance Facility (OMF) in the City of Livermore, to be located in the southeast quadrant of a 13.75-acre site at the end of Brisa Street bordered by Las Positas Road and the UPRR tracks. Access to the OMF site would be provided from Brisa Street. Phase 1A will include modifications to I-580 that would be required to accommodate the rail facilities; however, no new general-purpose (GP) roadway capacity is proposed. Figure 1 illustrates the proposed Phase 1A alignment.

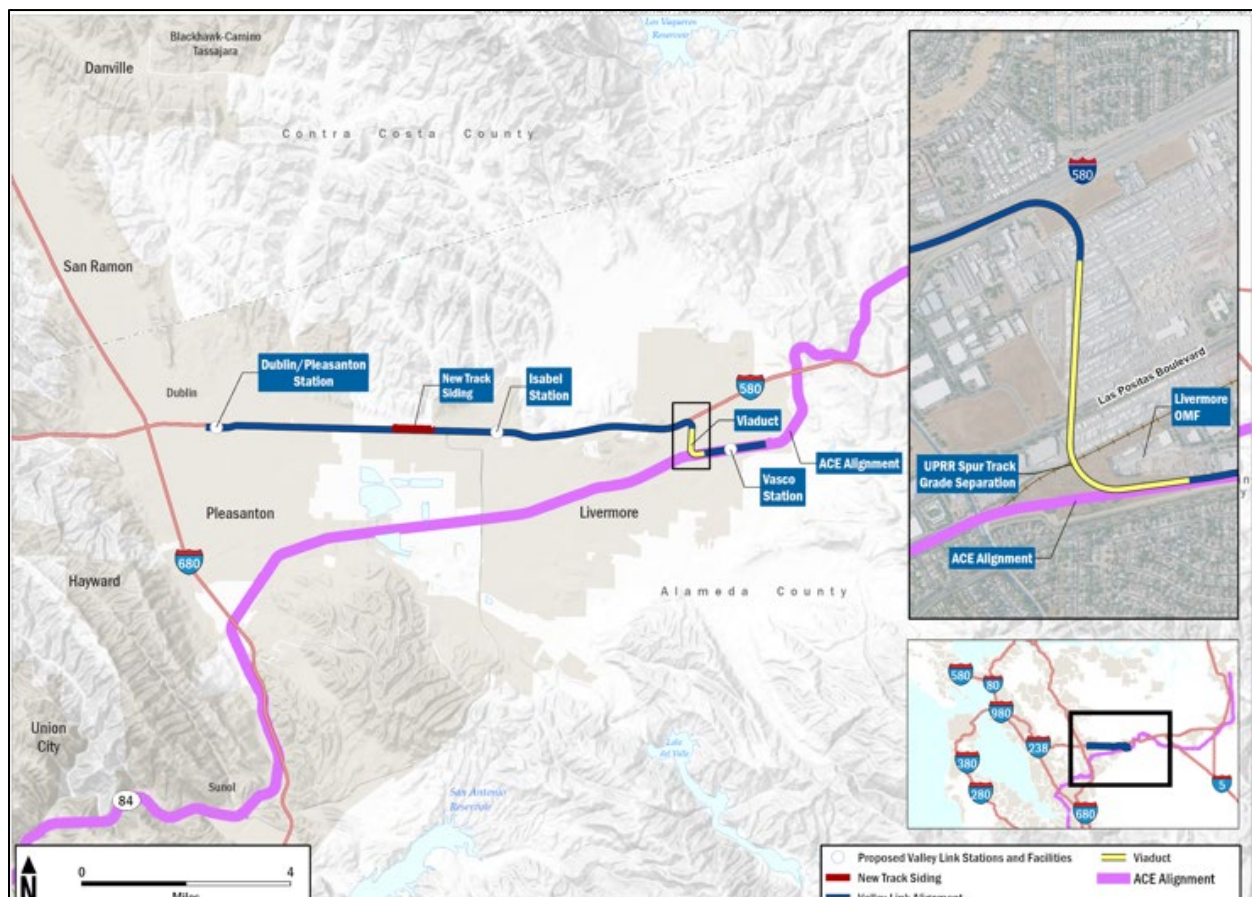


Figure 1. Phase 1A Alignment

PHASE 1A STATIONS

Valley Link stations would offer the latest in passenger amenities (level-boarding platforms, ADA-compliant digital message signs with real-time train status and safety messages), provide safe and secure access between the platforms and station facilities and include an easy-to-use, convenient connection to the Dublin/Pleasanton BART station. These stations are intended to facilitate transit-oriented, pedestrian-friendly station areas; enhance seamless connections between rail, shuttle buses, and fixed bus service; and promote



active transportation (bicycling and walking), use of zero emission vehicles, and shared rides. Valley Link includes the construction and operation of three stations, further described below (listed from west to east).

Dublin/Pleasanton Station

The Dublin/Pleasanton Station would be constructed south of the eastbound I-580 freeway lanes in proximity to the existing Dublin/Pleasanton BART Station and would be designed to provide seamless intermodal passenger service between Valley Link, BART and local bus transit services. Improvements that would be constructed include:

- A double-track Valley Link aerial station platform
- Stairs, escalators, and elevators for vertical circulation within the station

The Project does not include the construction of additional parking at Dublin/Pleasanton BART Station. BART is independently leading the Iron Horse Trail (IHT) Gap Closure Project that will be improving active transportation to both the existing Dublin/Pleasanton BART station and the future Dublin Pleasanton Valley Link station. The IHT Gap Closure Project includes the conversion of one of the existing bus lanes under I-580 to a Class 1 bicycle path along with other pedestrian/bicycle enhancements to the south of I-580. Figure 2 provides the layout of various ATP elements.

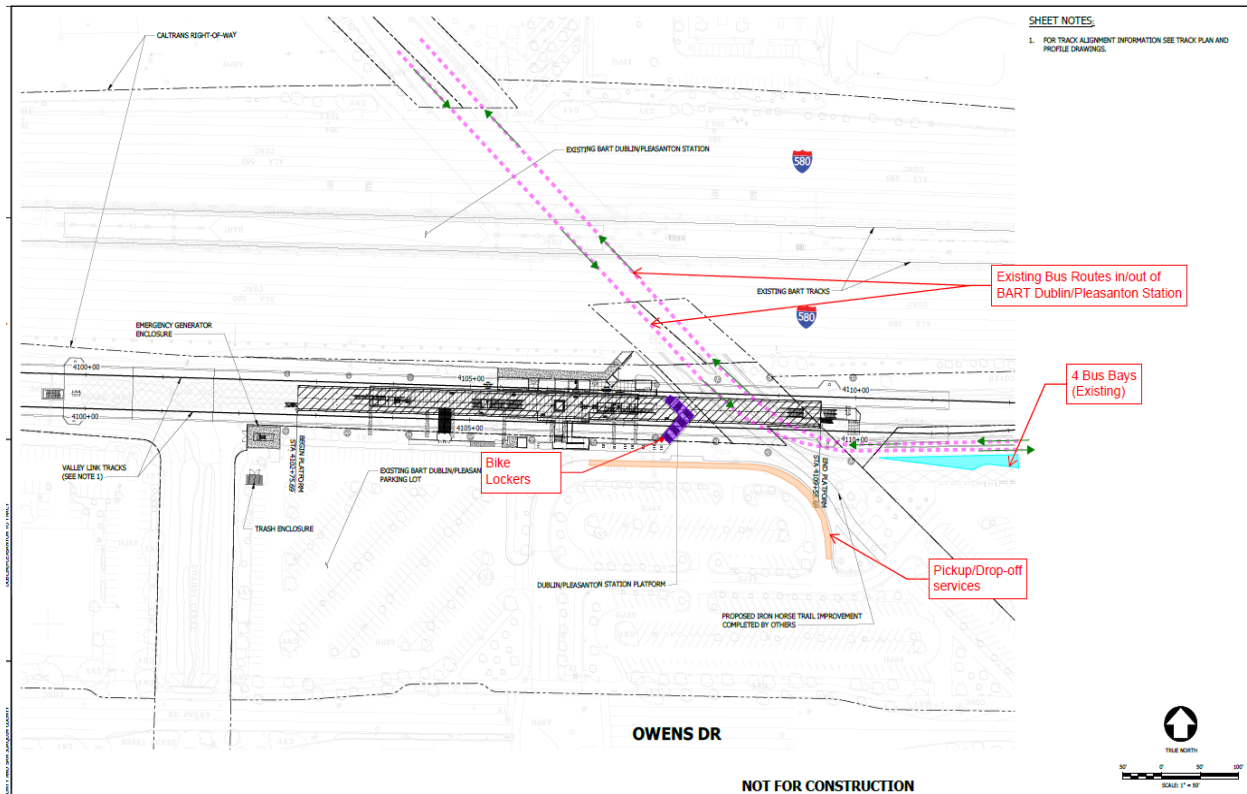


Figure 2: Dublin Pleasanton BART Station ATP and Internal Circulation Elements

Isabel Station

The Isabel Station would be constructed within the I-580 median with adjacent parking on a 24-acre site along East Airway Boulevard south of I-580 and east of the Isabel Avenue I-580 overcrossing in Livermore. The station site is within the City of Livermore's Isabel Neighborhood Specific Plan, which envisions more than 4,000 new housing units, parks, offices, and retail all within walking distance to the station. Vehicular access to the station would be provided from East Airway Boulevard and would include restriping for left-turn lanes and a traffic signal at the East Airway Boulevard/Rutan Drive intersection. Improvements that would be constructed as part of the Isabel Station include:

- A double-track, at-grade Valley Link station platform in the median of a widened I-580
- A surface parking lot providing parking spaces (including accessible spaces), kiss and ride, and bus bays



- A pedestrian overcrossing from the parking lot over Arroyo Las Positas and eastbound I-580 to the median station platform, as well as a pedestrian overcrossing of westbound I-580 (construction depending on available funding), including elevators and stairs to the station platform and at both ends of the bridge

Figure 3 provides the layout of various ATP and internal circulation elements.

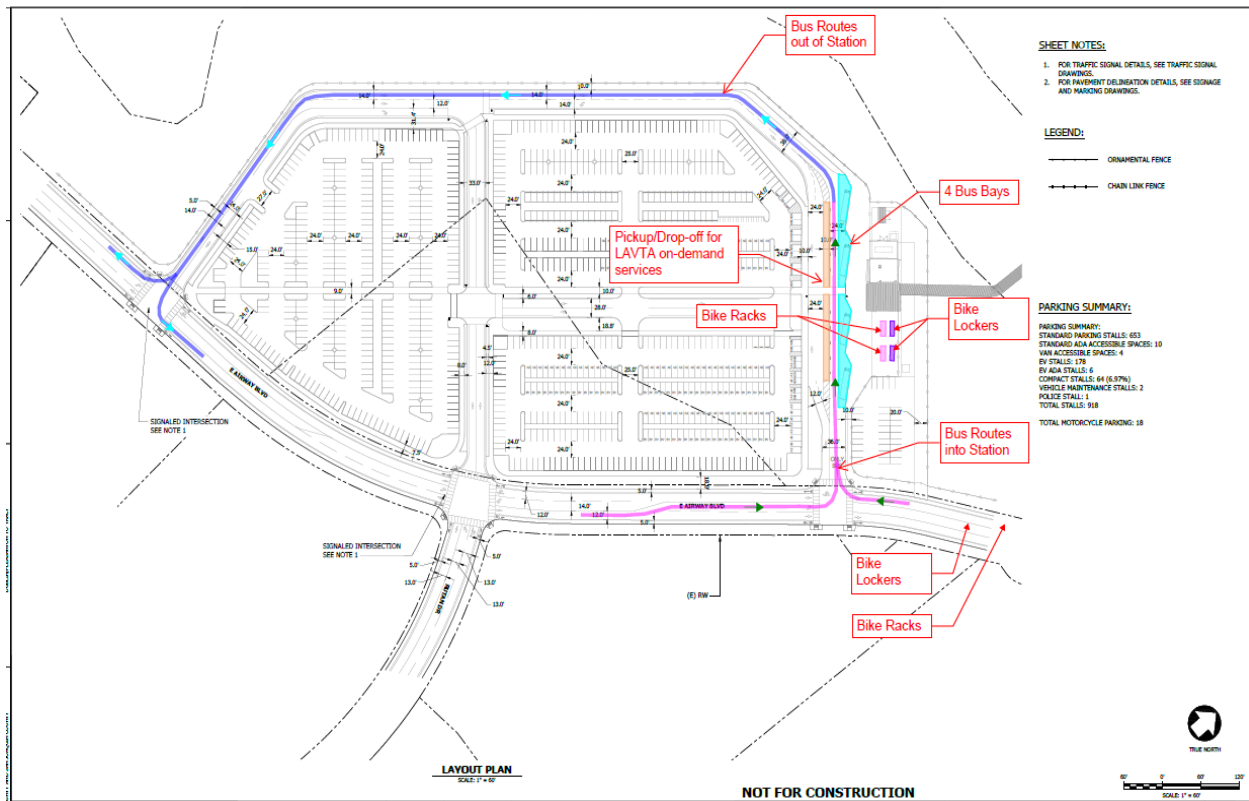


Figure 3: Isabel Station ATP Elements

Vasco Road Station

The Vasco Road Station would be constructed on an approximately 13-acre site immediately west of Vasco Road and the existing Vasco Road ACE Station. Access to the station would be provided from new driveways along Brisa Street and Vasco Road. Improvements that would be constructed as part of the Valley Link Vasco Road Station include:

- A 680-foot-long by 15-ft North Platform and 680-foot-long by 18-ft South Platform constructed at-grade and parallel to the existing Vasco ACE Platform. The 18-ft South Platform would be constructed staggered and



adjacent to the existing Vasco ACE Platform enabling cross-platform transfers with existing ACE service.

- Ticket vending machines and ticket validators, canopies, shelters, benches and trash receptacles at the Valley Link platform.
- A surface lot north of the North Platform would be constructed to provide approximately 907 parking spaces (including accessible spaces), “kiss and ride,” and bus bays.
- To meet future parking demands depending on ridership, a parking structure up to four levels over the surface parking lot could add an additional 3,320 spaces for a total of up to 4,227 parking spaces at this location.
- Two pedestrian overcrossings for ACE platform access, including stairs, and elevators.
- A paved walkway under the Vasco Road Overpass for non-vehicular access between the Valley Link parking lot and existing eastern Vasco Road ACE Station parking lot.

Figure 4 provides the layout of various ATP and internal circulation elements.

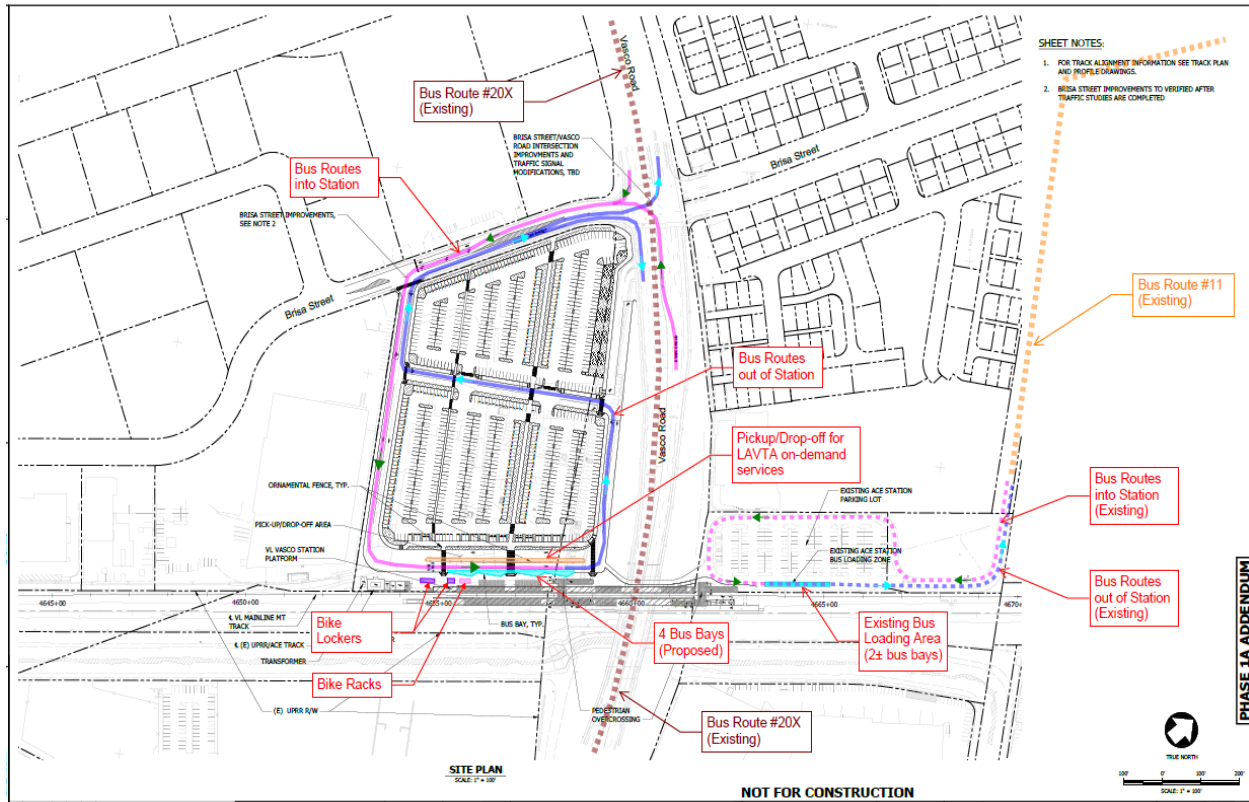


Figure 4: Vasco Road ACE Station ATP Elements

PROJECT ATP ELEMENTS OUTSIDE OF STATIONS

The local streets crossing I-580 within the Project limits are part of regional and local complete streets, active transportation networks. The Project will provide pedestrian (6-foot wide sidewalk) and bike facilities (Class II bike lane) at the following locations:

- Hacienda Drive, westbound ramp intersection
- Tassajara Road, westbound ramp intersection
- Airway Boulevard, westbound ramp intersection
- Isabel Avenue, westbound ramp intersection
- N Livermore Avenue, westbound ramp intersection
- First Street, overcrossing bridge, eastbound and westbound ramp intersections

The following intersection approaches are modified to be more bike/pedestrian friendly. The highspeed westbound loop entrance ramps were modified/squared up to bring all the



vehicular traffic to be signal controlled. This will reduce the vehicular conflicts with bike/pedestrian traffic. The length of the pedestrian path is also reduced at the ramp intersections.

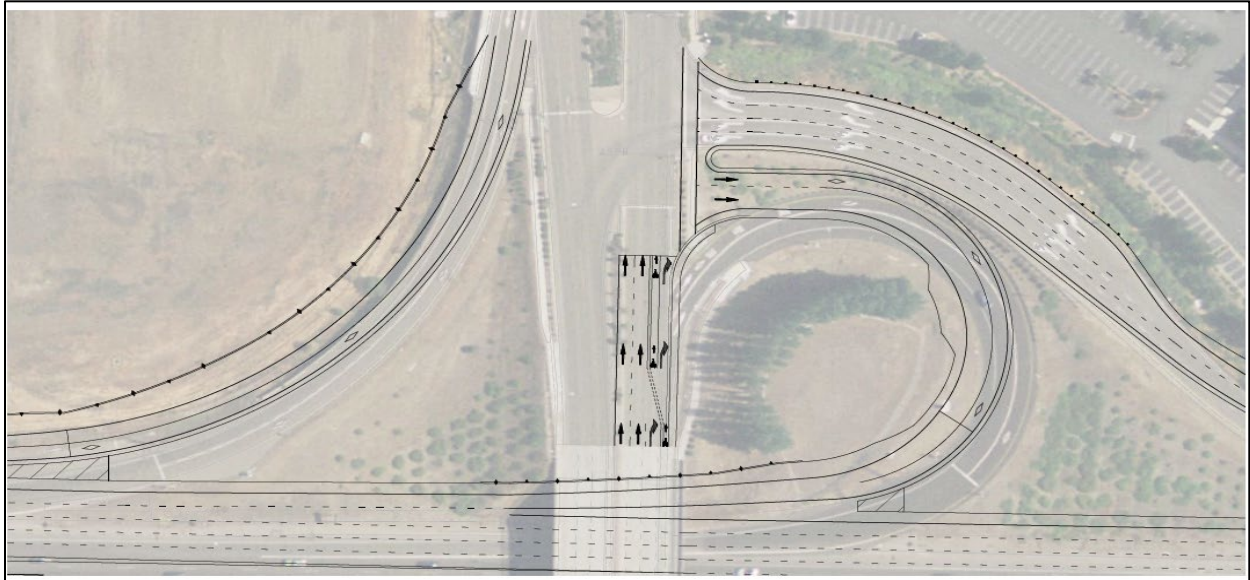


Figure 5: Hacienda Drive, Westbound Ramp Intersection ATP Elements



Figure 6: Tassajara Road, Westbound Ramp Intersection – ATP Elements



Figure 7: Airway Boulevard, Westbound Ramp Intersection ATP Elements

City of Livermore Roadways:

Las Colinas Road overcrossing is reconstructed with this Project. A 6-foot wide sidewalk is proposed on the east side of Las Colinas Road overcrossing along with 8-foot shoulders. This configuration would provide adequate bridge width to accommodate future Class 1 Bike lane. Please see below figure for visual depiction of improvements.

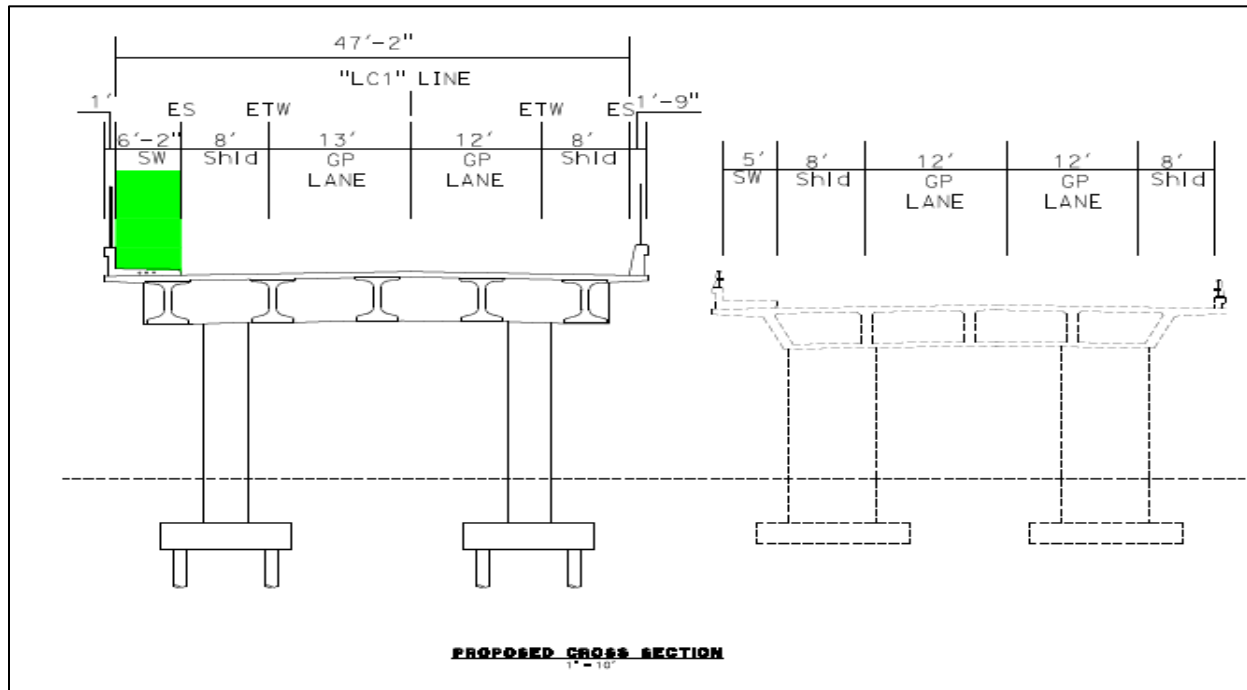


Figure 8: Las Colinas Road Overcrossing ATP Elements

First Street overcrossing is reconstructed with this Project. A 6-foot wide sidewalk is proposed on the west side along with 6-foot wide Class 2 bike lane with a 3-foot buffer on the east side of First Street overcrossing. Please see below figure for visual depiction of improvements.

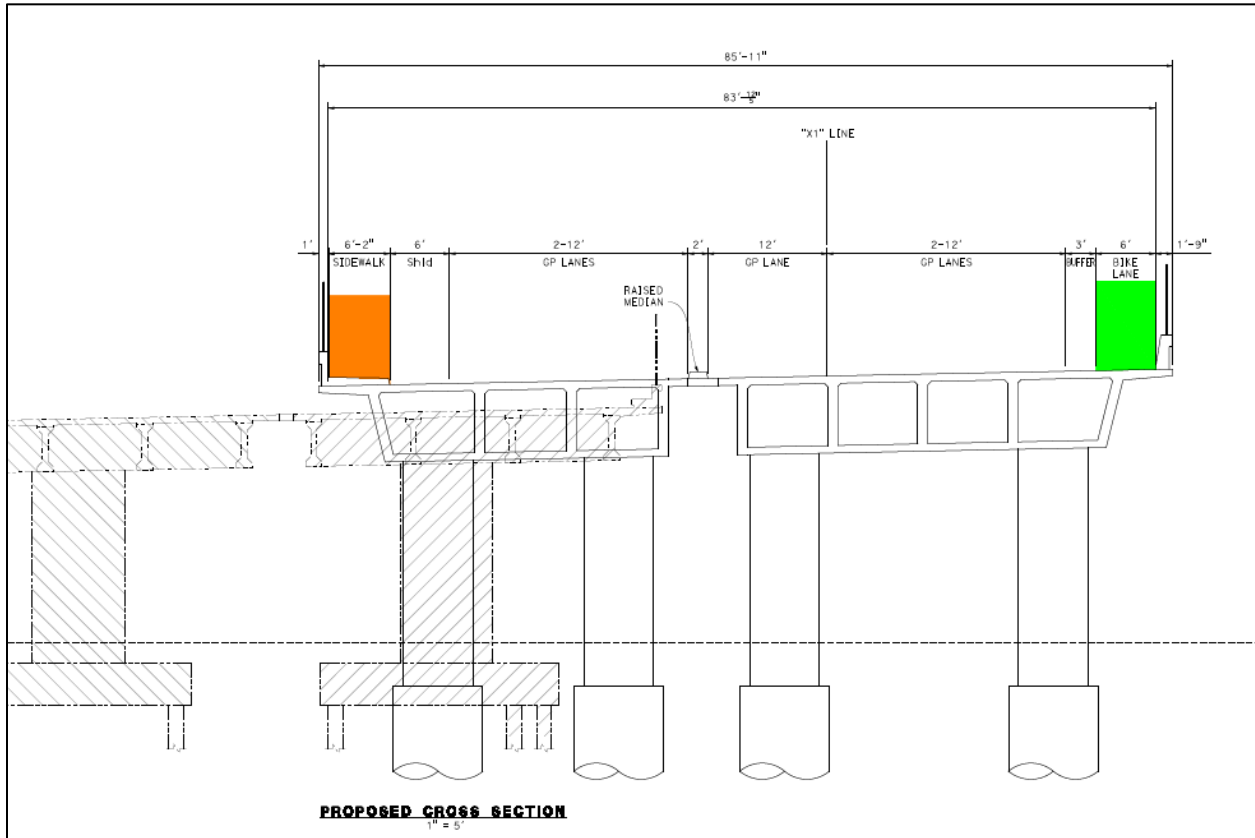


Figure 9: First Street Overcrossing ATP Elements

City of Livermore is currently leading the PA&ED phase of the Vasco Road interchange modification Project.

PROJECT BENEFITS

Valley Link Rail Project has been developed in partnership with its 15-member agencies to be responsive to the goals and objectives of the communities it will serve and meets an urgent need to:

Connect Housing, People and Jobs

Connects the Megaregion's workforce to affordable housing. More than 105,000 Bay Area workers living in San Joaquin County commute daily through the Altamont in their cars.

Reduce Greenhouse Gas Emissions

Reduces greenhouse gas emissions by 32,220 to 42,650 metric tons by 2040.



Serve Disadvantaged and Low-Income Communities and Households

Promotes equity by serving four stations within areas designated as disadvantaged or within or near low-income communities.

Create New Jobs and Promote Economic Recovery

Provides an estimated 22,000 jobs during construction. When operational will support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually.

PROJECT GOALS

- Improve connectivity within the Northern California Megaregion: connecting housing, people, and jobs.
- Rail connectivity between the San Francisco Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

CURRENT PROJECT PHASE

The Project is currently in the Caltrans Project Approval and Environmental Document phase (PAED).

PROJECT FUNDING

The Project is requesting \$4 million in additional AB1171 Bridge Toll funds from MTC to support the completion of the current PAED phase of work including the Supplemental Project Report and update of the 30% design and environmental clearance for the Phase 1A project. The full 22-mile Valley Link project was cleared for CEQA (Subsequent EIR) in October 2024 and NEPA (Environmental Assessment – Finding of No Significant Impact) in May 2025.

The total cost of the Phase 1A project is \$2 billion including all project development, right-of-way, construction and vehicle costs. The total cost of the current phase of work is \$72 million.



PROJECT SCHEDULE

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Document – Feasibility Report	January 2018	November 2019
State Environmental Studies (CEQA), Preliminary Eng. (ENV / PE / PID)	November 2019	May 2021
30% Design Plans + Federal Environmental Review (NEPA) + Caltrans PA&ED + FTA CIG Project Development	August 2020	December 2026
30%-60% Final Design - Plans, Specs. & Estimates (PS&E)	December 2026	August 2027
60%-100% Final Design - Plans, Specs. & Estimates (PS&E)	Summer 2027	Fall 2028
Right-of-Way Activities /Acquisition (R/W)	Summer 2027	Summer 2029
Construction (Begin – Open for Use) / Rolling Stock Acquisition (CON)	Summer 2029	Summer 2033

PUBLIC INVOLVEMENT

The Project has conducted extensive outreach to the local and regional communities. Below is the list of various outreach activities that have been conducted so far with a highlight of recent Phase 1A activities in Attachment 3.

Public Engagement Plan:

Public Participation Plan (adopted March 2021)

Language Assistance Plan (adopted March 2021)

Summary of Meetings and Events

- Phase 1A – Key Stakeholder Coordination, Outreach and Events (2025/6)
- Community Outreach Events – SEIR/EA (Dec. 2024)
- Equity Outreach – Interviews/Meetings with Community Based Organizations (May/June 2024)
- Equity Community Engagement – Altamont Pass Travel Survey (May/June 2024)
- Scoping Summary Report – Subsequent EIR (April 2023)



- Locally Preferred Alternative Report – Attachment 2: Key Stakeholder Coordination (April 2023)
- Scoping Summary Report – EIR (December 2018)

Stakeholder Involvement in Project Development

- Phase 1A Key Stakeholder Coordination, Outreach and Events (2025/6)
- Equity Community Engagement – Altamont Pass Travel Survey and Interviews (May 2024)
- Locally Preferred Alternative Report – Key Stakeholder Coordination (April 2023)
- Final Project Feasibility Report (October 2019) – Chapter 3: Equitable Access, Appendix B: Public Involvement Plan

Other Engagement Materials

- Phase 1A – Powerpoint presentation and live meeting survey
- Phase 1A – Project Briefing Materials/Presentations
- Equity Community Engagement – Altamont Pass Passenger Rail Survey available in seven languages: English, Spanish, Tagalog, Chinese, Arabic, Korean, Vietnamese,
- Equity Community Engagement – Social media postings and targeted ads in English and Spanish for Altamont Pass Passenger Rail Survey
- Equity Community Engagement – CBO Interview Questions
- Valleylinkrailproject.com: Project Briefing BookGetvalleylinked.com: Scoping Meeting Presentations in English and Spanish

Public Engagement

1. CEQA EIR Scoping Summary Report (December 2018)
2. Final Project Feasibility Report (October 2019) – Chapter 3: Equitable Access
3. Final Project Feasibility Report (October 2019) – Appendix B: Public Involvement Plan
4. 2021 CEQA Public Participation Plan (adopted March 2021)
5. Language Assistance Plan (adopted March 2021)
6. Subsequent EIR Scoping Meeting Presentations – English (2022)
7. Subsequent EIR Scoping Meeting Presentations – Spanish (2022)
8. Project Briefing Book (WI/SP 2022)
9. Subsequent EIR Scoping Summary Report (April 2023)



10. NEPA Locally Preferred Alternative (LPA) Report – Attachment 2: Key Stakeholder Coordination (April 2023)
11. Equity Community Engagement - Equity Outreach – Interviews/Meetings with Community Based Organizations (May/June 2024)
12. Equity Community Engagement – Altamont Pass Travel Survey in Safe Harbor languages – English, Spanish, Tagalog, Chinese, Arabic, Korean, Vietnamese, (May/June 2024)
13. Equity Community Engagement – Social media postings and targeted ads in English and Spanish for Altamont Pass Travel Survey (May/June 2024)
14. Community Outreach Events – SEIR/EA (Dec. 2024)
15. Phase 1A – Key Stakeholder Coordination and Outreach (2025/6)

Section 1: Contact and Project Information

Contact Name:

Wil Ridder

Email Address:

wridder@valleylinkrail.com

Contact Phone Number:

(209) 518-2365

Project Sponsor:

Other (If selected, please fill out below)

Other Jurisdiction Name:

Tri-Valley - San Joaquin Valley Regional Rail Authority

County:

Alameda

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

Regional Measure 3

Project Name/Title:

Valley Link Rail Project

Project Location:

Alameda

Project Description:

The requested funding for from MTC is for the Valley Link Rail Project Phase 1 A. It proposes to implement a new rail transit system for a total distance of approximately 11 miles from the Dublin/Pleasanton Station to a flyover just east of the Interstate 580 (I-580)/First Street interchange and extending approximately 2 miles southeast toward the existing Vasco Road ACE Station in Livermore. Phase 1A includes Dublin/Pleasanton Station, and Isabel Avenue Station. Phase 1A also introduces a transfer station with the existing ACE Vasco Road Station platform that would allow for a cross-platform connection to the existing ACE passenger rail service currently operating on the Union Pacific Railroad (UPRR) Oakland Subdivision. The Vasco Road ACE Station Valley Link cross-platform transfer would serve as the eastern limit of the Phase 1A Project. A surface lot would be constructed to provide approximately 802 parking spaces (including accessible spaces), "kiss and ride" (drop-off) areas, and bus bays.

Project Phase(s):

Environmental (ENV), Planning (PLN), Preliminary Engineering (PE)

Project Mode(s):

Bicycle, Pedestrian, Roadway Transit (bus, light rail, streetcar)

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Transit Plan

Details on plan recommendations affecting the project area (with adoption date):

1. City of Livermore General Plan - Project helps to realize the planned Transit Oriented Developments at Isabel Station and Vasco Road ACE Station. Adoption date 02/09/2004 and as amended in July 2021, Housing Element adopted in 03/13/2023.
2. City of Livermore ATP Plan - Project implements the recommended Bikeway facilities that are part of the Project. Adoption Date: October 14, 2024
3. LAVTA Short Range Transit Plan - Project coordinates with the Plan's short-range projects and policies and work towards long range planning for connectivity of street transit with the light rail transit. Adoption Date: November 2022.
4. WHEELS 2030 Plan - Project ensures full coordination with this Plan. Project team is closely coordinating with LAVTA on bus access and circulation at rail stations at Isabel and Vasco Road ACE station.
5. City of Dublin Bicycle and Pedestrian Plan. Project meets the recommended improvements outlined in the Plan. Project will further coordinate with the City as the Project moves into the Design Phase. Adoption Date: January 2023.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The Project is in the Project Approval and Environmental Document (PAED) Phase. Project is a rail transit project, and it is ensuring that locally adopted ATP plan is implemented. At the rail stations the Project is designing the access and circulation that will meet the All Ages and Abilities contextual guidance as the Project further develops the design under the PS&E Phase.

Is there a MTC Mobility Hub within the project area?

Yes

If yes, describe outreach to mobility providers and Hub-supportive elements:

The Project will create a transfer station at the ACE Vasco Road Station. This Station is part of the MTC's Mobility Hubs. Project outreach is extensive and has been working closely with LAVTA and the local community on station access and circulation. This aspect will be further refined as the Project moves in the Design Phase (PS&E).

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

No

Summary of traffic safety conditions and traffic safety countermeasures:

The Project is a transit light rail project. All project elements that have interactions with the street network, will meet the Caltrans and FTA safety requirements. Based on the review of the BayVIZ map, this Project is not affecting the mapped HIN.

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Sidewalk Widening, New Traffic Signal or Control Device, Upgrade to Existing Traffic Signal or Other Control Device, Other: Transit Stop Design (transit bulbs, boarding islands, etc.)

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

No

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review**Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?**

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

Wheels (Livermore Amador Valley Transit Authority)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

WHEELS Routes 580X, 20X and 11. Coordination is on-going. Since this is a rail transit Project it will bring new passengers to the bus transit system. This may trigger updates and modifications to the transit routes and stops. Project design is coordinating with WHEELS on design features at its stops at Vasco Road ACE Station and the future TOD and a new transit rail station (part of this Project) at Isabel. Project is working closely with the City of Livermore and LAVTA (WHEELS) on bus circulation inside the future Isabel Station. Additionally, the Project design is coordinating with the BART's Iron Horse Trail Class I Project design changes relating to the WHEELS bus circulation at the East Dublin/Pleasanton BART Station.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

Yes

BPAC meeting date(s):

2026-07-16

Summary of BPAC meeting comments:

Comments will be added after the BPAC meeting.

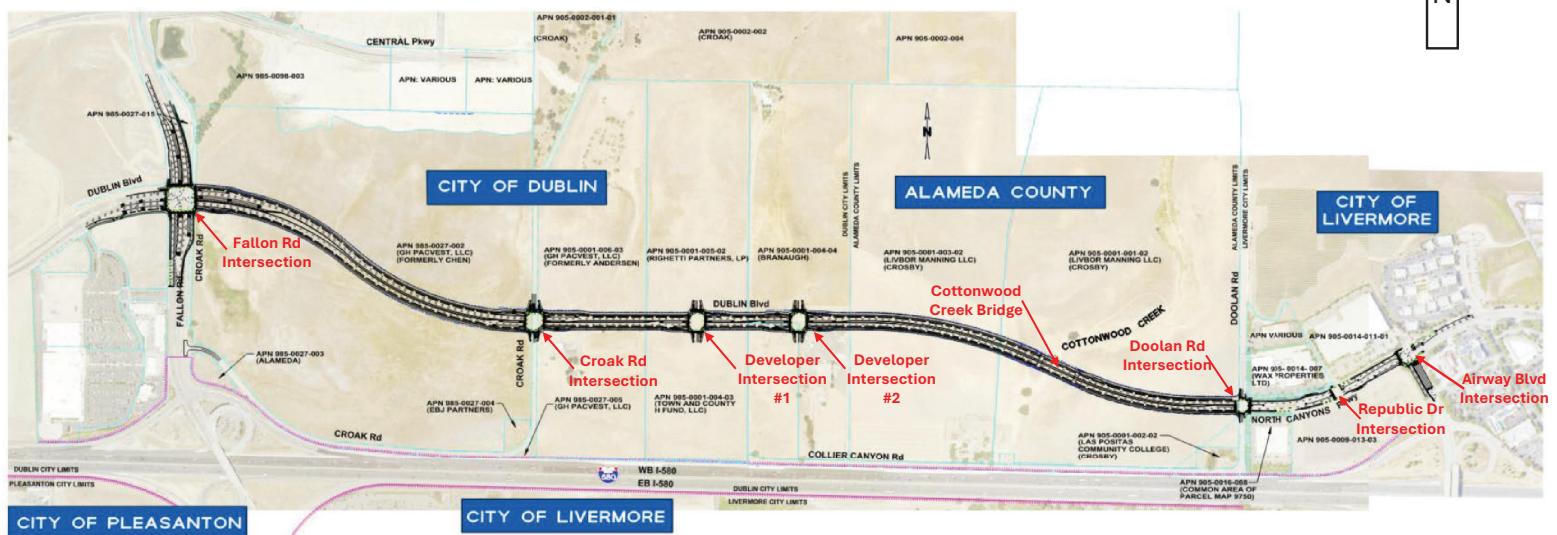
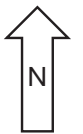
Dublin Boulevard Extension Phase 1A

Fallon Road to Dublin City Limit

Alameda CTC – BPAC Meeting
July 16, 2026



Project Location/Overview



- 6 lanes from Fallon to Croak
- 4 lanes from Croak to City Limit
- LT/RT pockets (*at intersections*)
- 8' Protected bike lanes (*Class IV*)
- 14' shared use path (*North*)
- 10' sidewalks (*North and/or South*)
- Full bioretention areas (*or partial*)
- Turnaround/Roundabout (*at City Limit*)
- Protected intersections
- 3 Bus stops
- Maintenance Vehicle Pullouts

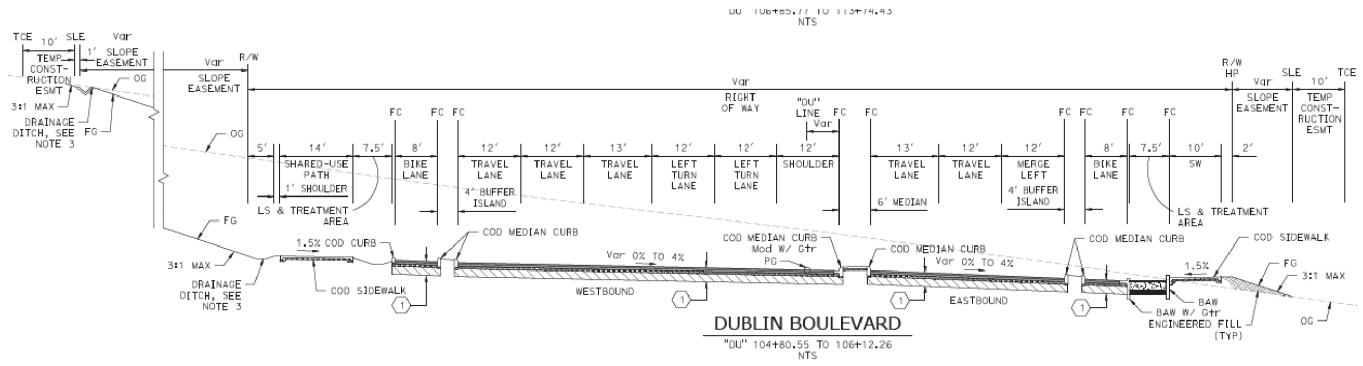
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- Separate Signal Phasing
- Corner Safety Islands
- Accessible Pedestrian Features
- High Visibility Markings
- Tight Corner Radii



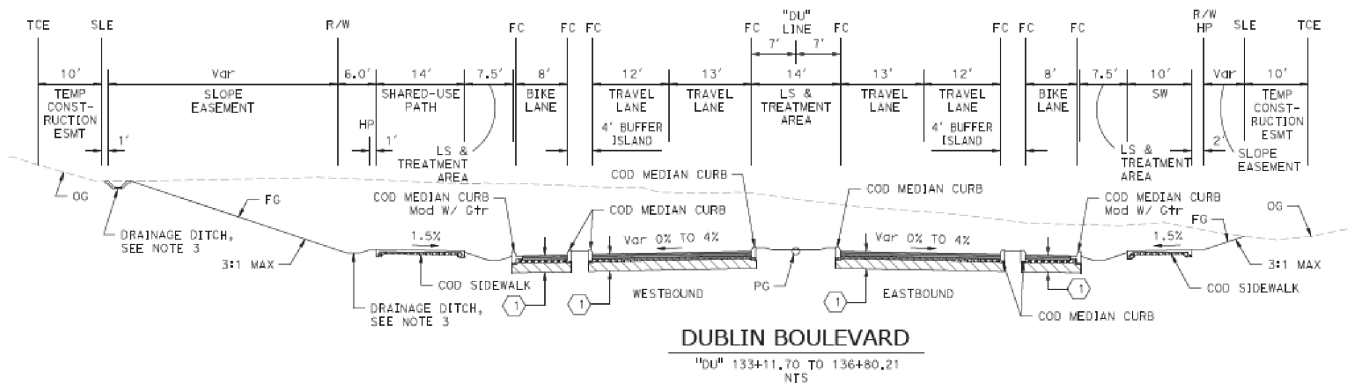
Dublin Blvd - Fallon Rd to Croak Rd

Cross section – 6 Lanes



Dublin Boulevard

Cross section – 4 lanes



Project Schedule

- Fall 2027 – Finalize PS&E (RTL), including permits, R/W Cert, & bid documentation to advertise
- Summer 2027 – City of Dublin to advertise (dependent on funding)
- Winter 2027/28 – City of Dublin to award construction contract
- Spring 2028 – Begin construction
- Fall/Winter 2030 – End construction (contingent on phasing/creek work)



Questions & Comments

- We request BPAC feedback and approval of Complete Streets checklist.



***Two City of Livermore Projects
For
Alameda CTC 2028 Comprehensive
Investment Plan Funding***

July 2026



**SR-84 Trail Overcrossing and Trail
Connection Project**

Project Map



LIVERMORE
CALIFORNIA

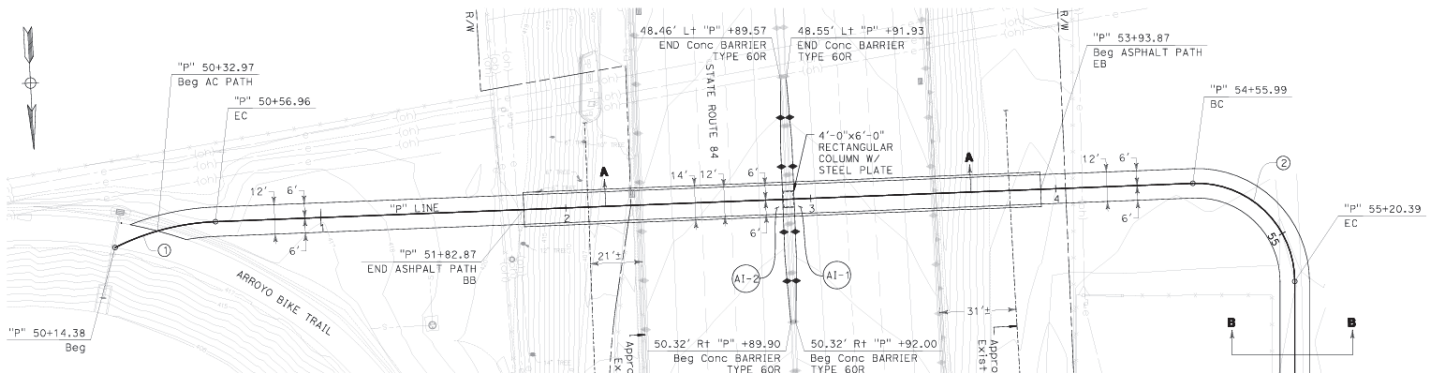
Project Overview

Design Status

- 65% Civil and Structural Design
- 65% Draft of Caltrans Encroachment Permit (DEER)
- Tentative construction target Summer 2027
- Estimated construction cost is \$3.5M (City share - \$2.7M)

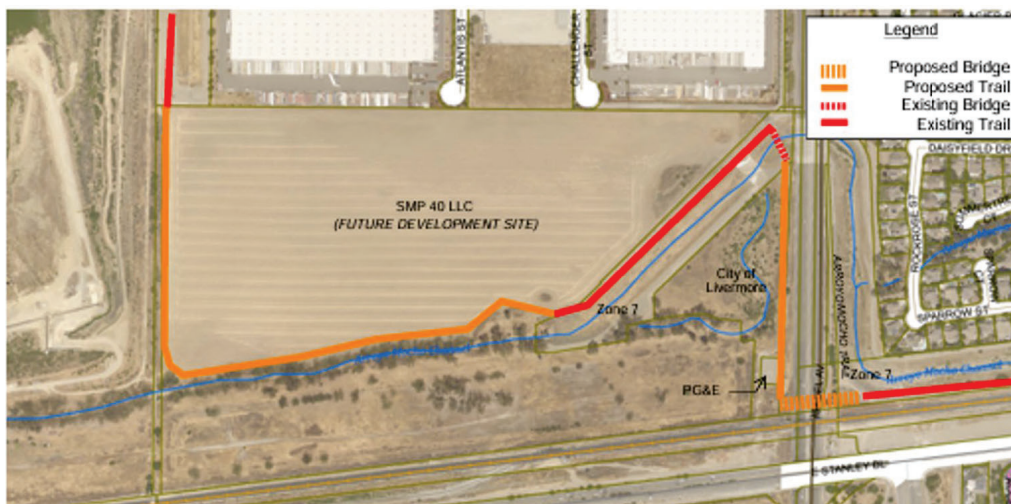
LIVERMORE
CALIFORNIA

Isabel Overcrossing



- Adding an overcrossing bridge over State Route 84
- Building additional trail sections to connect to the existing trail system
- Typical box girder bridge structure
- Will serve as a multi-use path for pedestrians and cyclists.

Isabel Overcrossing

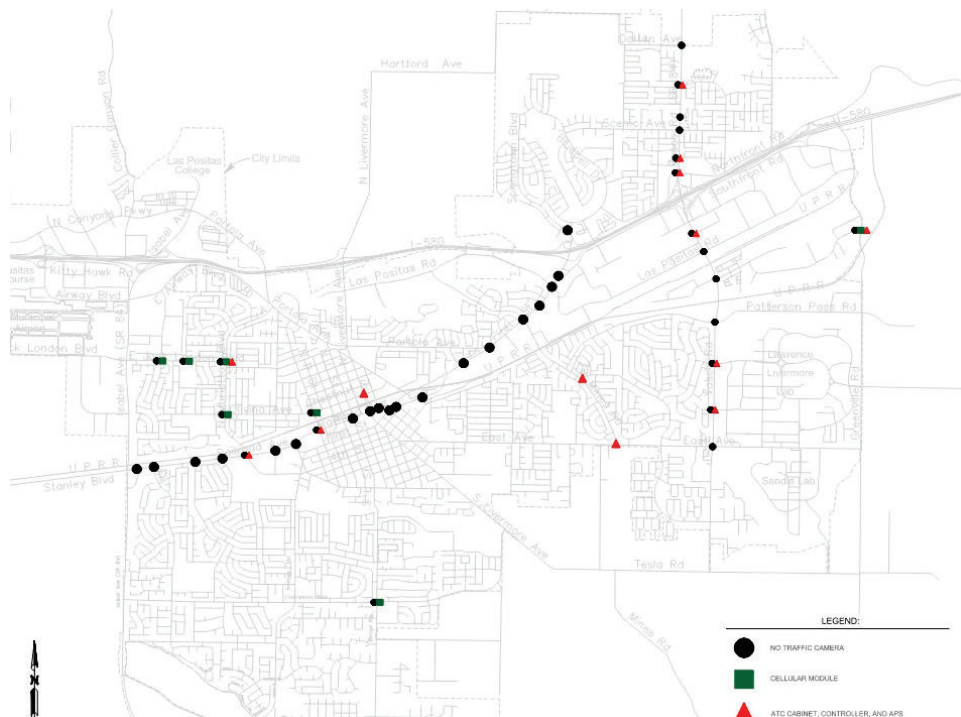


- The overcrossing and trails to be built with this project will connect two existing trail networks
- The overcrossing will provide a safe path of travel over SR-84 for pedestrians and other users

Citywide Traffic Signal Upgrading Project



Project Map



Project Overview

Project Status

- Design required for cabinet replacement and APS system installation
- Construction – anytime with funding available for camera replacement
- Estimated construction cost is \$6.0M

Discussion

Questions?



It is our mission to serve and partner with our community to continually enhance the quality of life of everyone in Newark.



2027 Cedar Boulevard Pedestrian Improvements

Bicycle and Pedestrian Advisory Committee: July 2026

- Project Overview
- Existing Conditions
- Proposed Improvements
- Project needs & benefits
- Schedule
- Funding
- Key Takeaways



Project Needs

2027 Cedar Boulevard Pedestrian Improvements

- Train horn complaints
- Pedestrian crossings could be improved
- Sidewalk gap at bus stop
- Sidewalk gap near high school



City of Newark
Pedestrian & Bicycle
Master Plan
February 2017



Existing Conditions and Project Need

Bicycle and Pedestrian Advisory Committee: July 2026





Existing Conditions and Project Need

Bicycle and Pedestrian Advisory Committee: July 2026

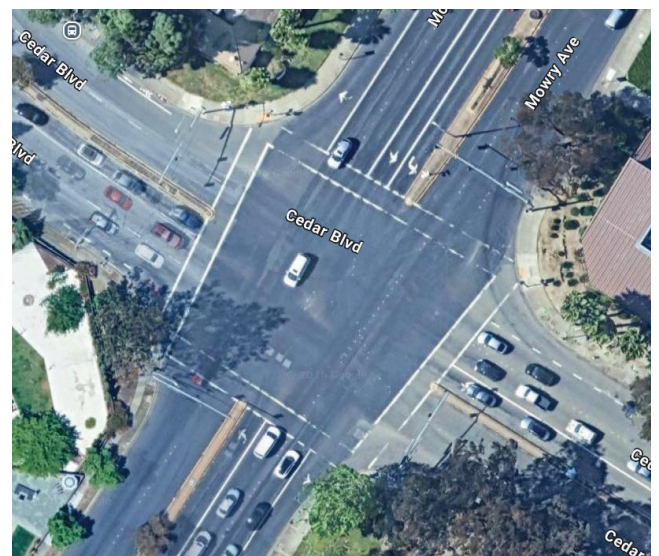
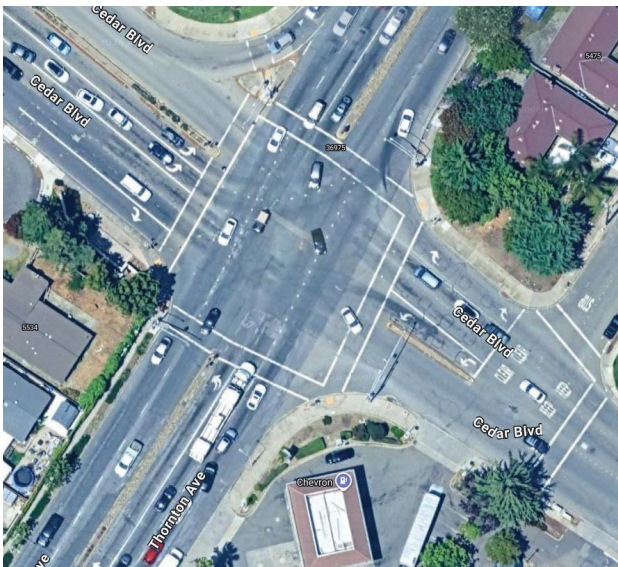


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Existing Conditions and Project Need

Bicycle and Pedestrian Advisory Committee: July 2026



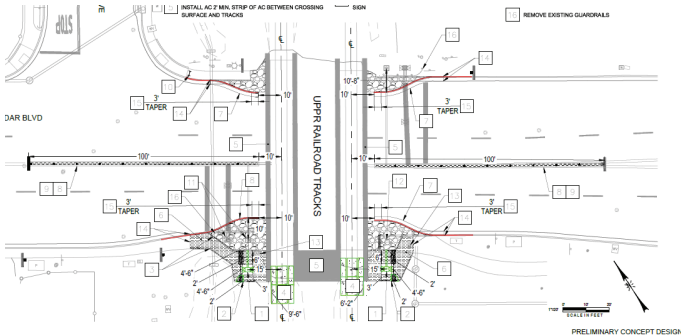
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Proposed Improvements

2027 Cedar Boulevard Pedestrian Improvements

- Establish and install Quiet Zone at at-grade RR crossing with ped improvements



6



Proposed Improvements

2027 Cedar Boulevard Pedestrian Improvements

- Study and consider installation for RRFB crossing with potential for refuge island and slight curb extension at San Antonio Street



7



Proposed Improvements

2027 Cedar Boulevard Pedestrian Improvements

- Fill in sidewalk gaps:
 - ~900 LF



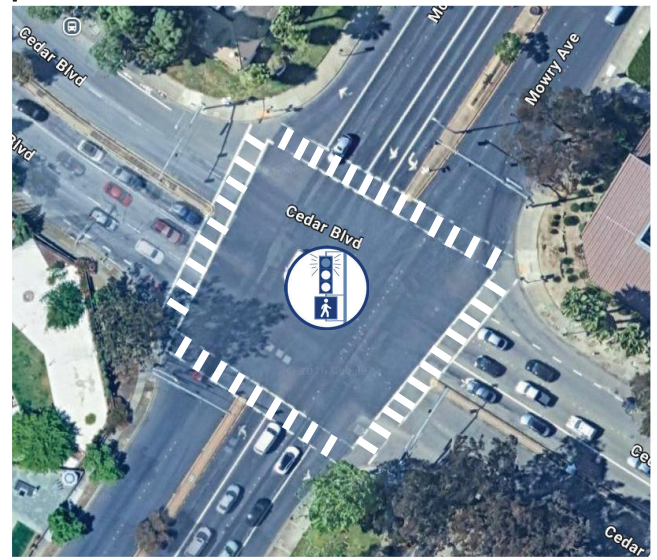
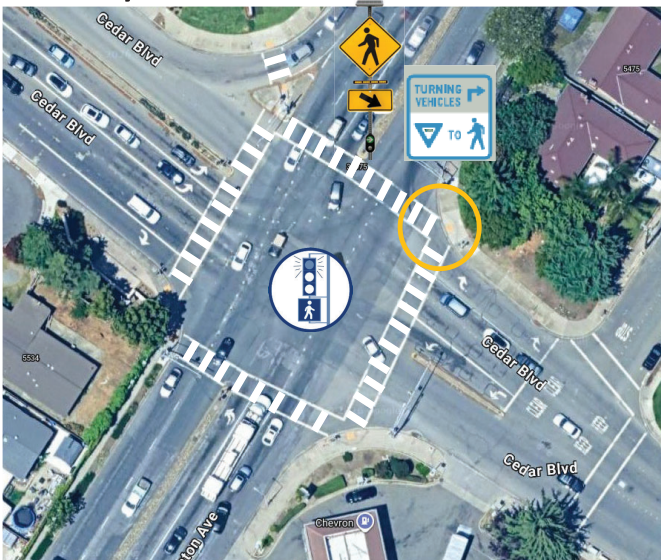
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Proposed Improvements

2027 Cedar Boulevard Pedestrian Improvements

- Study and consider intersection improvements

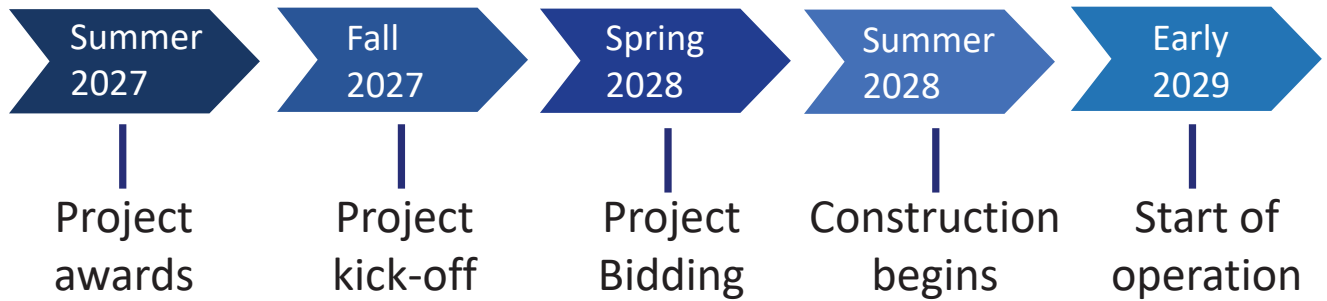


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Project Schedule

2027 Cedar Boulevard Pedestrian Improvements



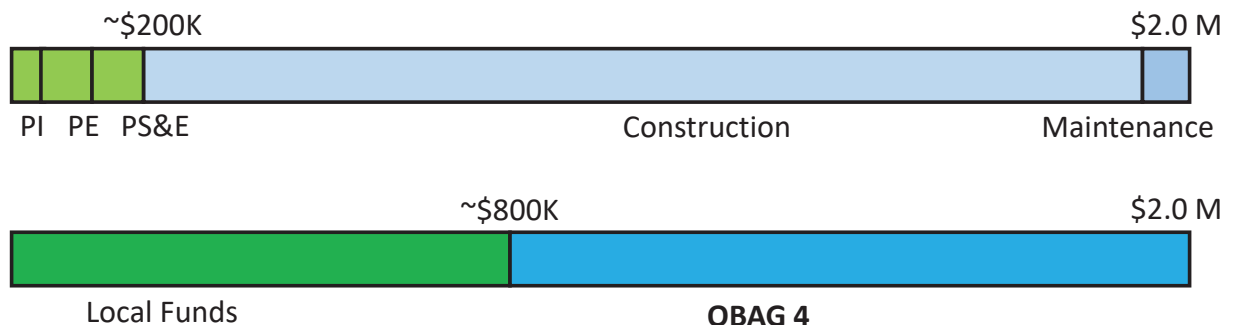
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Project Funding

2027 Cedar Boulevard Pedestrian Improvements

- Project costs is roughly \$2 M
- City has secured ~\$800K for local match
- **Funding request for an estimated \$1.2 M**



11



Key Takeaways

2027 Cedar Boulevard Pedestrian Improvements

1. Quiet Zones RR crossing, eliminating train horns at nearby residential neighborhoods
2. RRFB crossing
3. Intersection improvements
4. 5-mile sidewalk network by closing (2) gaps on Cedar Blvd (pending development)

12



Conclusion

2027 Cedar Boulevard Pedestrian Improvements

Any questions?

13



Valley Link Rail Project BPAC Meeting

July 16, 2026



Outline

1. Project Background and Goals
2. Project Location and Alignment
3. Project Elements
4. ATP Elements – Outside of Stations
5. Cost and Schedule
6. Public Involvement
7. Discussion/Q&A



1. Project Background and Goals



Background

The Valley Link Phase 1 Rail Project is divided into two phases.

- Phase 1A: Dublin/Pleasanton BART Station to Vasco Road ACE Station in Livermore. This alignment is approximately 11 miles long.
- Phase 1B: Southfront Road Station in Livermore to the Mountain House Community Station (Future Phase - based on Funding Availability). This alignment is approximately 11 miles long.

At today's meeting the Project Sponsor is requesting the review of Phase 1A of the Project.

Valley Link Project Goals

Connect Communities



Improve connectivity within the Northern California Megaregion, connecting housing, people, and jobs

New Rail Connections to the Valley



Establish rail connectivity between BART's rapid transit system and the Northern San Joaquin Valley

Cost Effectiveness



Pursue project implementation that is fast, cost-effective, and responsive to the goals and objectives of the communities it will serve

Model Sustainability



Be a model of sustainability in the design, construction, and operation of the system

Support CA State Rail Plan



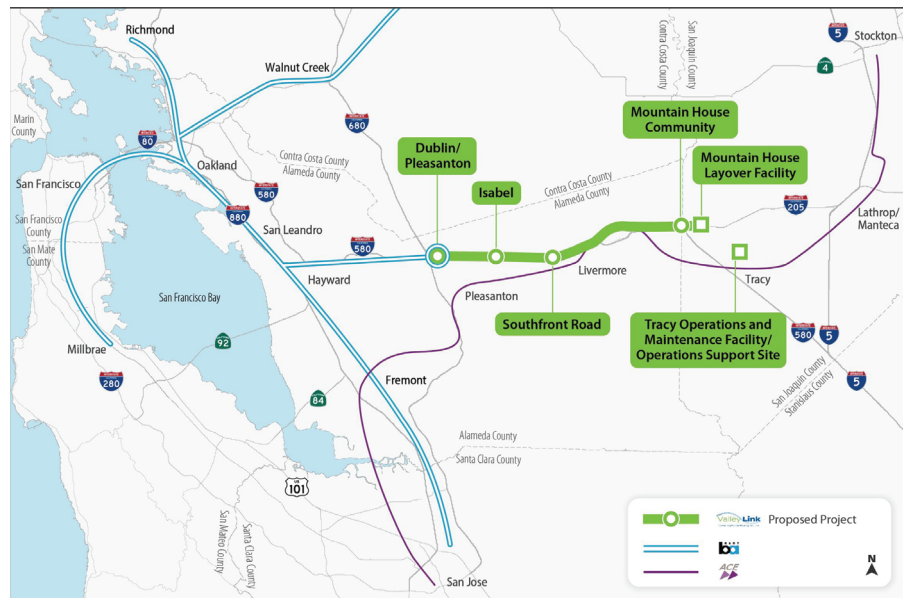
Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system

2. Project Location and Alignment

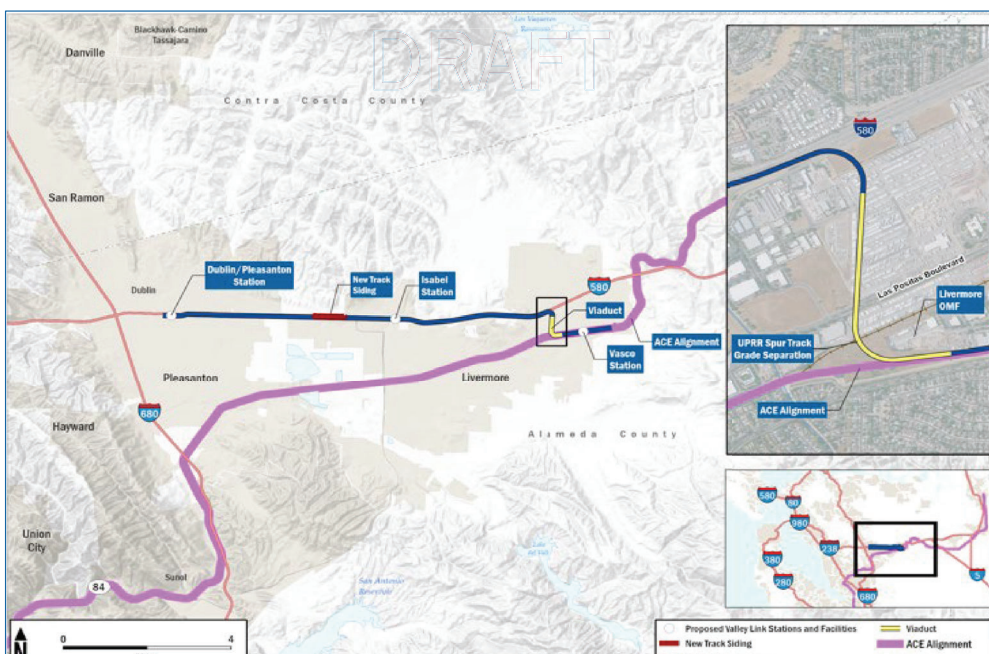


Phase 1 – Dublin/Pleasanton to Mountain House

- Board Approved Locally Preferred Alternative (LPA) in 2023
- 22-miles of new track
- 4 Stations
- 15-min peak/ 30-min + off-peak period service
- Layover & Operations, Maintenance Facilities
- ZEMU Vehicle Technology



Valley Link Phase 1A to Vasco Road

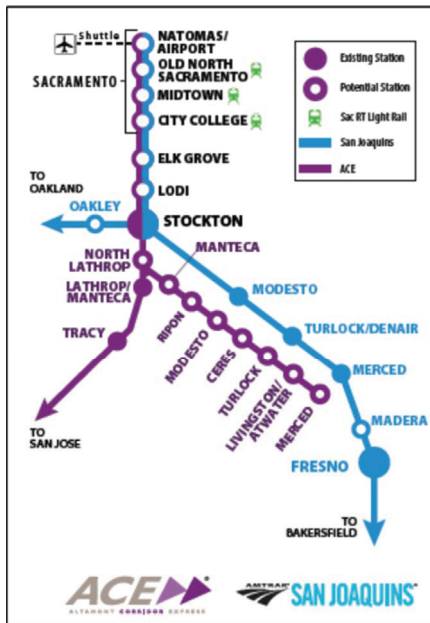


Project Features

- ✓ 11 Miles of New Tracks
- ✓ Three Stations
- ✓ Operation and Maintenance Facility
- ✓ Additional Parking at ACE Station
- ✓ Connects Regional Rail
- ✓ Boosts TODs at Stations



Valley Link Megaregional Connectivity with ACE



10



3. Project Elements



Valley Link Phase 1A Stations

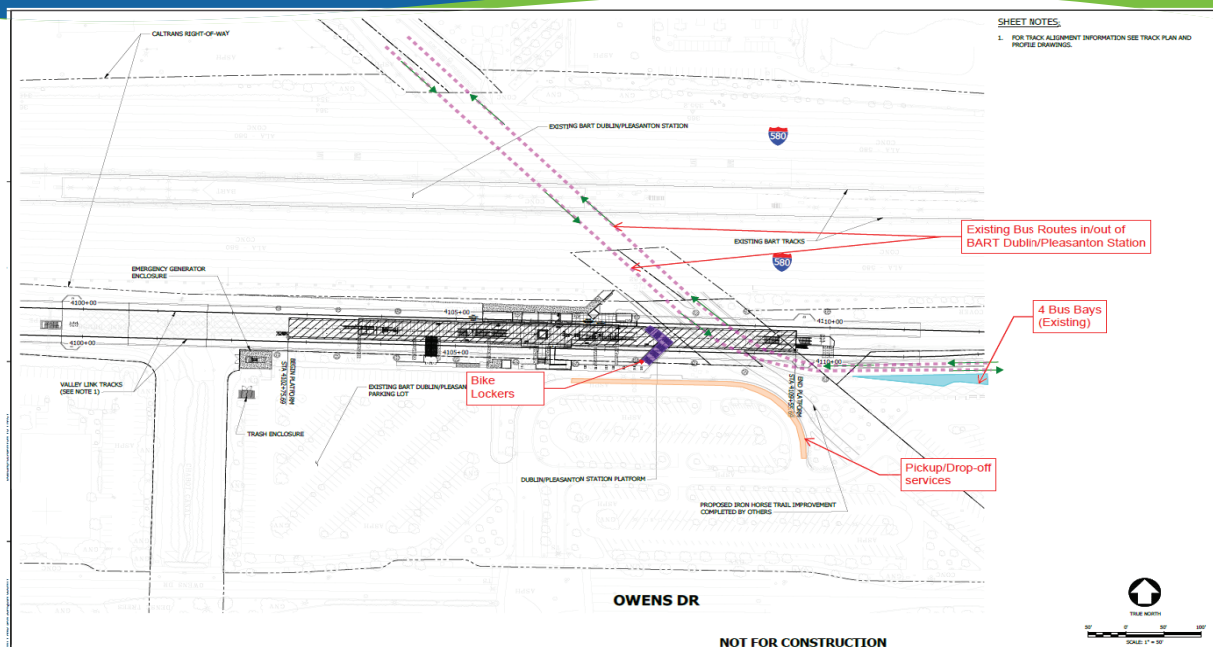
Dublin/Pleasanton Station

- A double-track Valley Link aerial station platform
- Stairs, escalators, and elevators for vertical circulation within the station

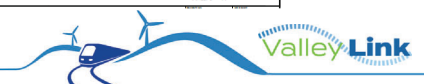
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Dublin/Pleasanton Station



13



Valley Link Phase 1A Stations

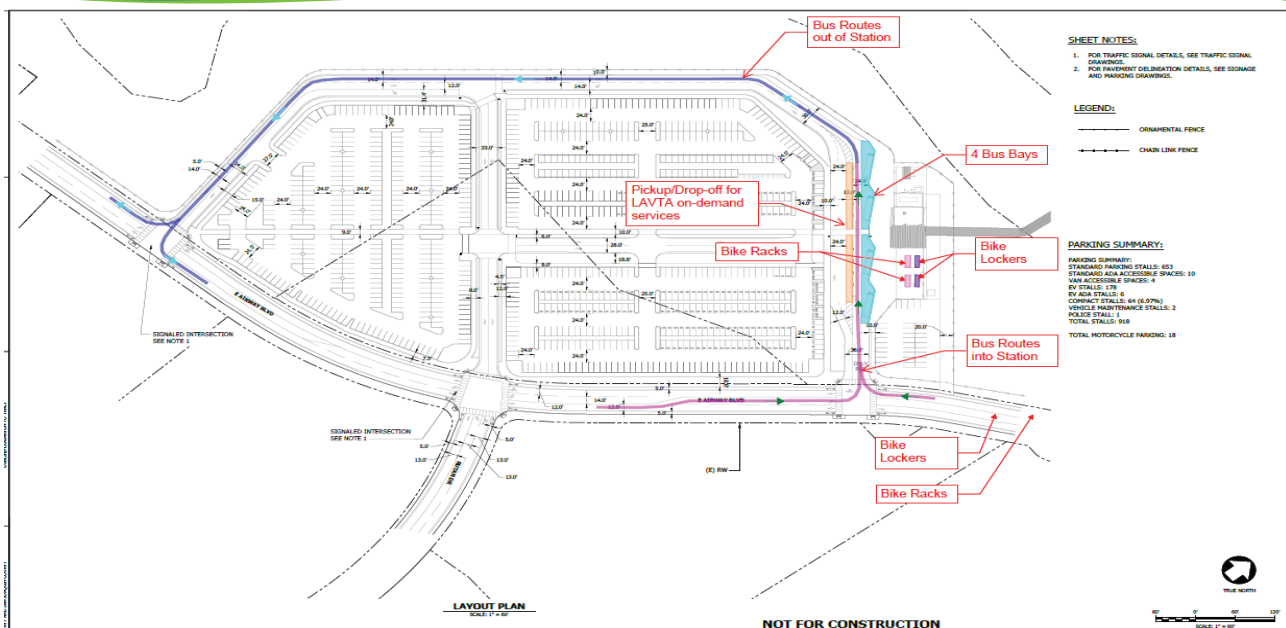
Isabel Station

- A double-track, at-grade Valley Link station platform in the median of a widened I-580
- A surface parking lot providing parking spaces (including accessible spaces), kiss and ride, and bus bays
- A pedestrian overcrossing from the parking lot over Arroyo Las Positas and eastbound I-580 to the median station platform, as well as a pedestrian overcrossing of westbound I-580 (construction depending on available funding), including elevators and stairs to the station platform and at both ends of the bridge

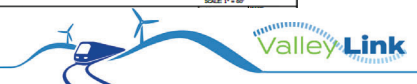
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Isabel Station



— 15 —



Valley Link Phase 1A Stations

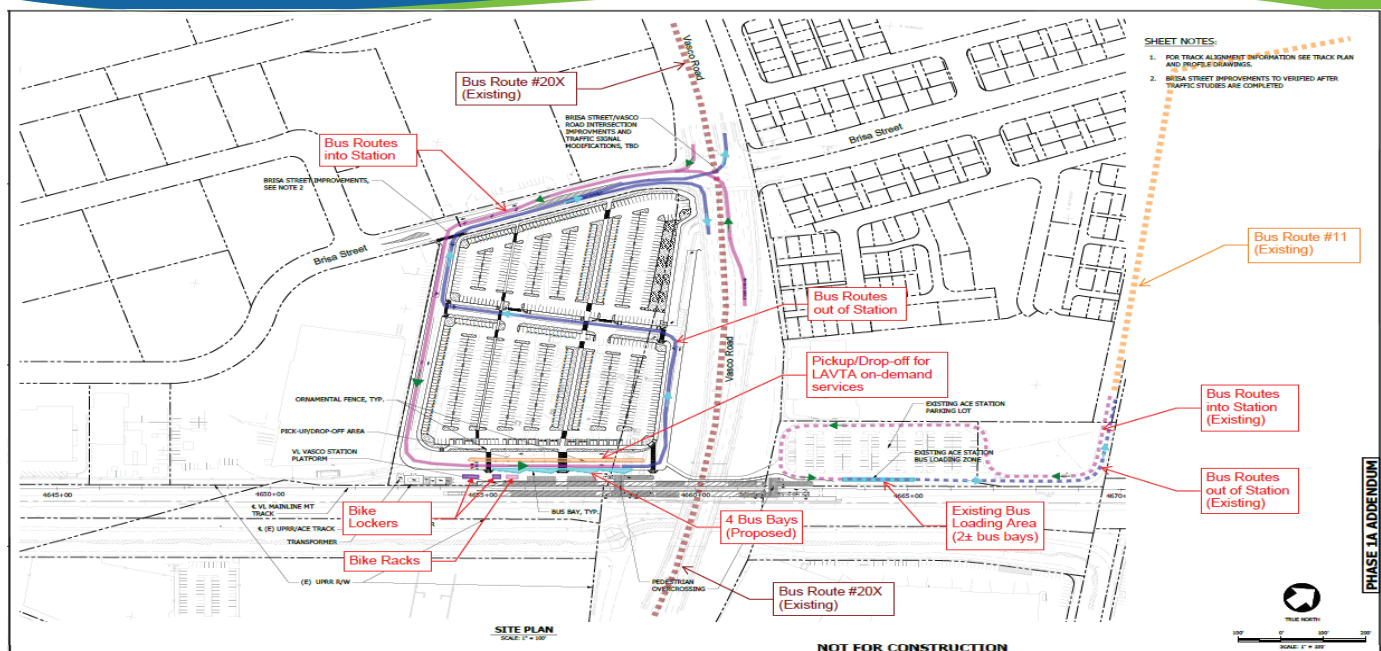
Vasco Road Station

- A 680-foot-long by 15-ft North Platform and 680-foot-long by 18-ft South Platform constructed at-grade and parallel to the existing Vasco ACE Platform. The 18-ft South Platform would be constructed staggered and adjacent to the existing Vasco ACE Platform enabling cross-platform transfers with existing ACE service.
- Ticket vending machines and ticket validators, canopies, shelters, benches and trash receptacles at the Valley Link platform.
- A surface lot north of the North Platform would be constructed to provide approximately 907 parking spaces (including accessible spaces), “kiss and ride,” and bus bays.
- To meet future parking demands depending on ridership, a parking structure up to four levels over the surface parking lot could add an additional 3,320 spaces for a total of up to 4,227 parking spaces at this location.
- Two pedestrian overcrossings for ACE platform access, including stairs, and elevators.
- A paved walkway under the Vasco Road Overpass for non-vehicular access between the Valley Link parking lot and existing eastern Vasco Road ACE Station parking lot.

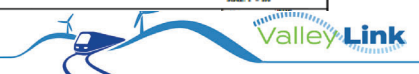
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Vasco Road ACE Station



— 17



4. ATP Elements – Outside of Stations

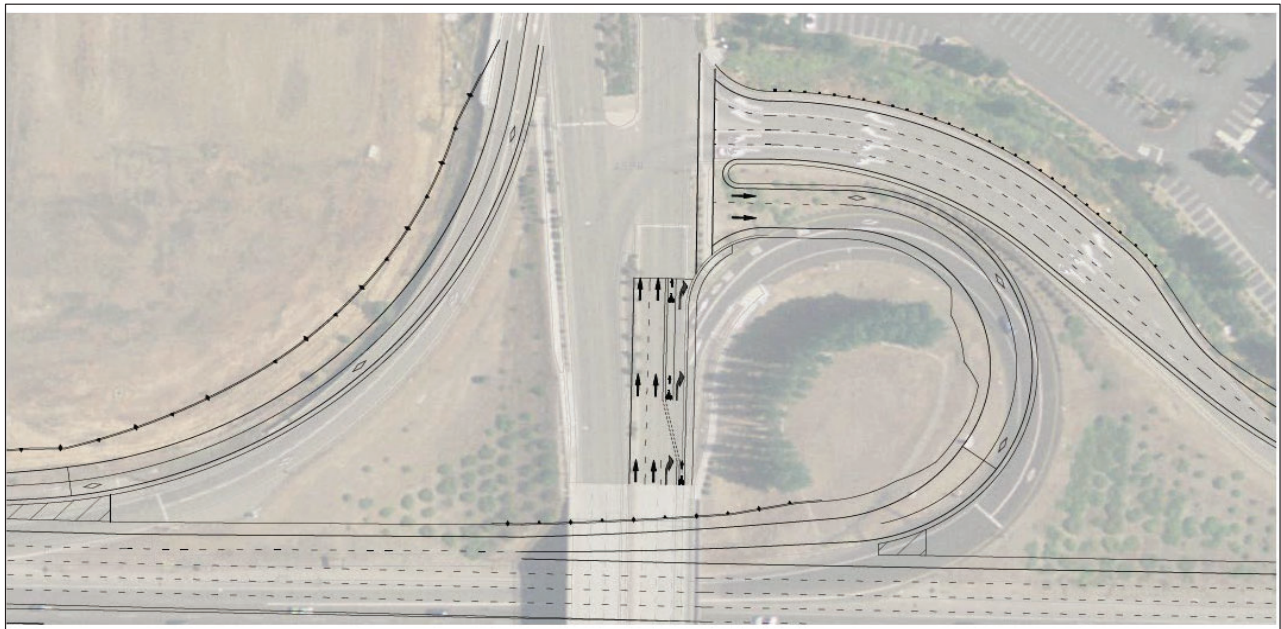


ATP Elements Outside of Stations

These locations are in local jurisdictions and additional planning, and design will be coordinated with respective jurisdictions. These will be brought back to the BPAC with additional details as part of the future funding requests.

- Hacienda Drive, westbound ramp intersection
- Tassajara Road, westbound ramp intersection
- Airway Boulevard, westbound ramp intersection
- Las Colinas Road overcrossing
- First Street, overcrossing bridge, eastbound and westbound ramp intersections

Hacienda Drive, westbound ramp intersection



20



Tassajara Road, westbound ramp intersection



21



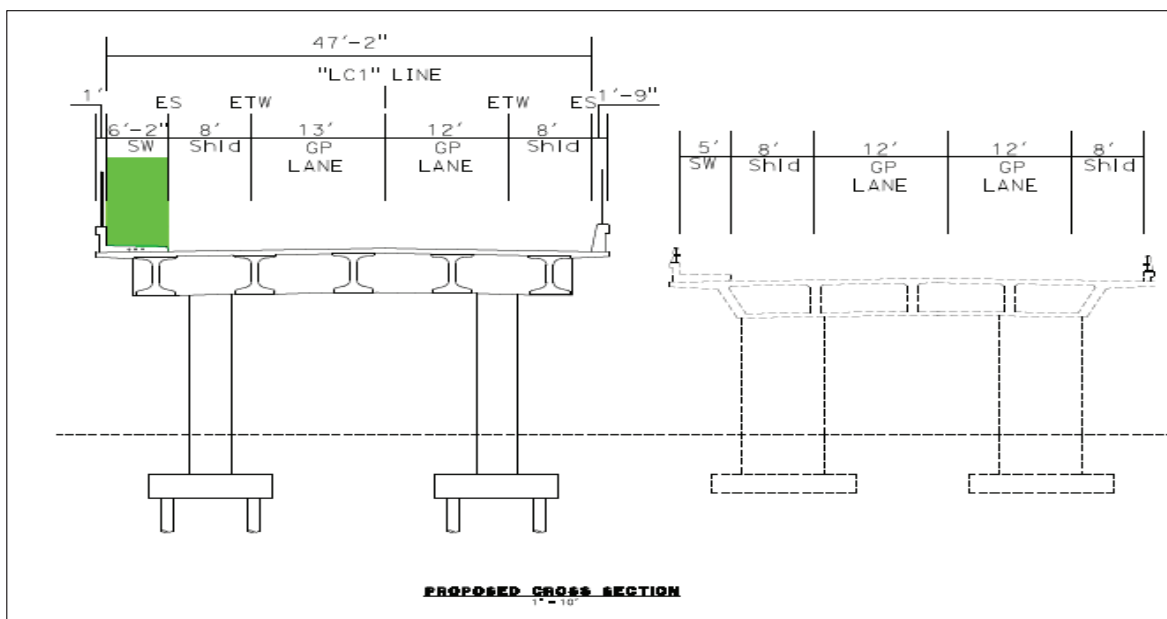
Airway Boulevard, westbound ramp intersection



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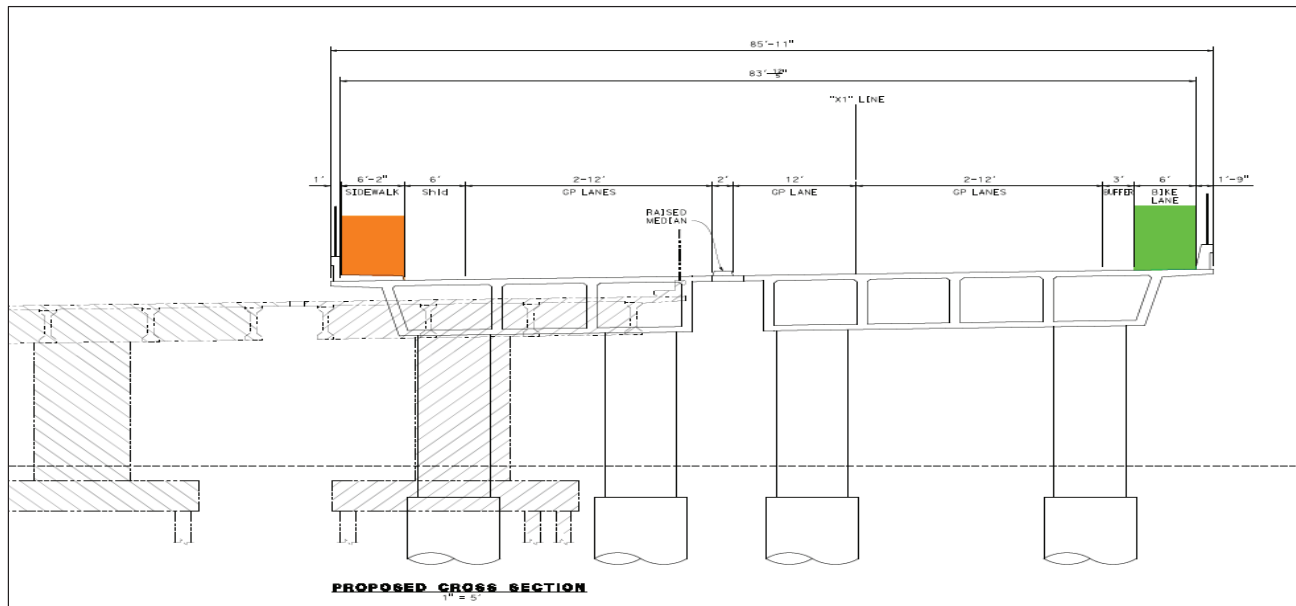
Los Colinas Road Overcrossing



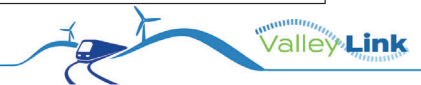
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First Street, overcrossing bridge, eastbound and westbound ramp intersections



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5. Cost and Schedule



Project Cost and Schedule

The total cost of the Phase 1A project is \$2 billion including all project development, right-of-way, construction and vehicle costs. The total cost of the current phase of work is \$72 million.

Phase-Milestone	Planned	
	Start Date	Completion Date
Environmental Document – Feasibility Report	January 2018	November 2019
State Environmental Studies (CEQA), Preliminary Eng. (ENV / PE / PID)	November 2019	May 2021
30% Design Plans + Federal Environmental Review (NEPA) + Caltrans PA&ED + FTA CIG Project Development	August 2020	December 2026
30%-60% Final Design - Plans, Specs. & Estimates (PS&E)	December 2026	August 2027
60%-100% Final Design - Plans, Specs. & Estimates (PS&E)	Summer 2027	Fall 2028
Right-of-Way Activities /Acquisition (R/W)	Summer 2027	Summer 2029
Construction (Begin – Open for Use) / Rolling Stock Acquisition (CON)	Summer 2029	Summer 2033

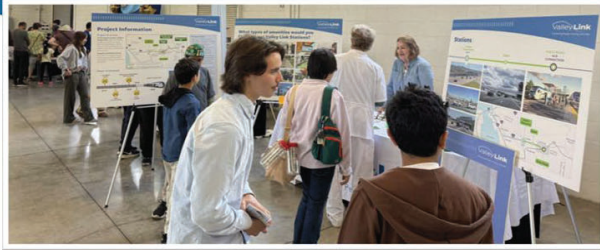


6. Public Involvement



Public Inbvolvement

Innovation Fair



Saturday, April 18, 2026
10-5 pm
Alameda County Fairgrounds
Pleasanton, CA

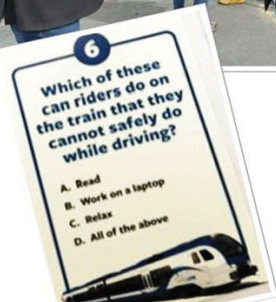


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Public Involvement

Tracy Earth Day – Apr. 25, 2026



29



Public Involvement

ITV | Energy Unleashed



— 30 —



7. Discussion/Q&A



Thank you



Valley Link
Connecting People, Housing, and Jobs





Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 9, 2026

TO: Bicycle and Pedestrian Advisory Committee

FROM: Farid Javandel, Director of Project Delivery

SUBJECT: Interstate 80/Ashby Avenue (SR-13) Interchange Improvements - Phase 1 Bicycle and Pedestrian Overcrossing Project Update and Complete Streets Checklist Review

Recommendation

It is recommended that the Bicycle and Pedestrian Advisory Committee (BPAC) receive an update on the Interstate 80/Ashby Avenue (SR-13) Interchange Improvements—Phase I Bicycle and Pedestrian Overcrossing Project (BPOC) Update and review the Metropolitan Transportation Commission (MTC) Complete Streets Checklist as required by the Regional Measure 3 Safe Routes to Transit and Bay Trail (RM3 SR2TBT) Grant.

Summary

As the project sponsor, Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the Cities of Berkeley and Emeryville, is advancing the construction of a stand-alone BPOC across Interstate 80 (I-80) (Project) to provide a direct east-west connection between bicycle/pedestrian and transit facilities that exist east of the interchange and the San Francisco Bay Trail (Bay Trail) and Point Emery to the west (See Location Map in Attachment A). The Project will improve safety, connectivity, and access for people walking and bicycling while supporting regional active transportation goals, including advancing equity, and addressing climate change.

The goals of the Project are to:

- Improve safety by constructing a stand-alone BPOC across I-80 and reducing the need to travel further (north to the University Avenue Overcrossing or south along congested streets to the Powell Street undercrossing) to access the Bay Trail and waterfront.
- Reduce conflicts between motor vehicles and vulnerable roadway users.
- Provide direct access between residential neighborhoods, employment centers, and the Bay Trail.
- Improve bicycle and pedestrian connectivity by providing first- and last-mile connections between existing bicycle/pedestrian and transit facilities and the Bay Trail.
- Encourage the use of alternative transportation modes and mode shift.

- Encourage the use of active transportation and improve health.
- Address climate change/reduce greenhouse gas emissions by providing multimodal travel options.

The Project also supports regional planning goals identified in local bicycle and pedestrian plans, the Bay Trail network, and Alameda County active transportation planning efforts. See Attachment B for the Project Fact Sheet.

The Project is currently in concurrent final design and right-of-way phases. Final design activities began in summer 2024, and construction is anticipated to begin in spring 2029 and conclude in fall 2030. Alameda CTC is applying to the RM3 SR2TBT Grant funds for the implementation of this Project. MTC requires that Project sponsors applying for discretionary funds in amounts of \$250,000 or more for Projects on public right of way submit a Complete Streets Checklist reviewed by a local BPAC to be considered for funding. Since the Alameda CTC BPAC is the body responsible for providing this review for Alameda CTC-sponsored Projects, staff is requesting the Complete Streets Checklist review at the July 16 meeting. The checklist is included as Attachment C.

Project Background

The I-80/Ashby Avenue interchange area serves as a critical connection between the City of Emeryville, the City of Berkeley, the Bay Trail, and the San Francisco Bay shoreline. While the interchange currently provides vehicular access across the freeway, it lacks a direct bicycle and pedestrian connection between Shellmound Street and the Bay Trail.

The concept of constructing a BPOC at this location has been studied for more than two decades. Earlier planning efforts identified the need to improve non-motorized access across I-80 and evaluated multiple crossing alternatives. In 2010, the City of Emeryville, Caltrans, the Federal Highway Administration, and regional partners completed a Project Study Report that identified a BPOC as a key transportation improvement within the corridor. In 2019, a value analysis conducted for the I-80/Ashby Avenue Interchange Improvements project recommended combining the stand-alone BPOC Project with the interchange improvements. , In April 2024, due to the challenge of funding the entire I-80/Ashby Avenue Interchange Improvements project simultaneously, the Commission amended the voter-approved 2014 Transportation Expenditure Plan (TEP) to advance the BPOC Project as Phase 1 of the larger I-80/Ashby Avenue Interchange Improvements project (parent project).

Community Outreach and Project Approval

As part of the project approval and environmental document (PA&ED) phase of the parent interchange project, which began in November 2017, Alameda CTC, Caltrans and other stakeholders implemented a robust public outreach program to inform and engage members of the public and stakeholders in the environmental study process. A public open house was held in May 2019 to seek input on the proposed improvements. The project team also conducted three design workgroup meetings with Caltrans, the City of Berkeley, and the City of Emeryville; four bicycle-pedestrian workshops involving representatives from Alameda CTC, Caltrans, the City of Berkeley, the City of Emeryville, Bike East Bay, the Bay Trail, and agency BPACs. Presentations were also given to city governing bodies and other advisory committees.

Upon completion of technical studies, a draft environmental document was circulated for public review in December 2021 and January 2022. A virtual public meeting was held in January 2022 and attended by 178 individuals. Following the completion of the environmental review process, Caltrans approved the parent project in January 2024. The project team is committed to conducting additional public engagement throughout the current final design phase ahead of Project construction.

Design Development

Alameda CTC is currently working with Caltrans to obtain approval to proceed with the final design of the Project. The proposed Project includes the following (Attachment D):

- Construction of a stand-alone BPOC across I-80
- Construction of ADA-compliant access features and shared-use path connections
- Providing wayfinding opportunities
- Improvement of access to Point Emery and other shoreline recreational destinations.
- Realignment of the Frontage Road, as necessary to accommodate the Project improvements
- Implementation of clean water elements
- Improvement of drainage facilities
- Tree replacement planting

Upcoming Activities

The project team will continue advancing the final design and right-of-way phases through fall of 2028, including ongoing coordination with Caltrans, community, and local agency partners. Construction is anticipated to begin in spring 2029 and be completed by the end of 2030, subject to funding.

Fiscal Impact

The total project cost is estimated at approximately \$61 million, including design, right-of-way, utilities, and construction. The approved budget includes \$31.5 million in Measure BB funds and \$100,000 in federal and state funds, with remaining funding to be secured through grants. Alameda CTC is applying for \$25 million in RM3 SR2TBT funds for the construction phase.

Attachments:

- A. Project Location Map
- B. Project Fact Sheet
- C. Complete Street Checklist
- D. Conceptual Project Rendering

Project Location Map





Interstate 80/Ashby Avenue (SR-13) Interchange Improvements, Phase 1 (BPOC) Project

5.2B

WINTER 2026

Project Overview

The Alameda County Transportation Commission (Alameda CTC), in cooperation with the California Department of Transportation (Caltrans) and the cities of Berkeley and Emeryville, is proposing to construct a Bicycle and Pedestrian Overcrossing (BPOC) structure across Interstate 80 (I-80) to advance the bicycle and pedestrian facility improvements as Phase 1 of the I-80/Ashby Avenue (SR-13) Interchange Improvements project. The proposed Phase 1 - BPOC Project improvements will provide multi-modal transport options, by providing an east-west connection across I-80, including connectivity to the existing Bay Trail and Point Emery. In April 2024, via a public process, the voter-approved 2014 Transportation Expenditure Plan (2014 TEP) was amended to advance Phase 1 improvements. The Phase 1 - BPOC Project improvements will include:

- Construction of a stand-alone overcrossing structure to provide east-west bicycle and pedestrian access across I-80 from facilities east of the interchange to the Bay Trail and Point Emery
- Modifying Frontage Road and I-80 on- and off-ramps near Point Emery



Aerial map of project location. (For illustrative purposes only.)

Project Need

- There is no direct pedestrian and bicyclist access to the Bay Trail from Shellmound Street.

Project Benefits

- **Improves safety** by creating a dedicated crossing over I-80 for non-vehicle travel that reduces conflicts
- **Improves connectivity** by providing direct non-vehicle access between residential neighborhoods and the San Francisco Bay Trail, which connects to multiple parks, commercial and employment centers
- **Creates a shared bicycle and pedestrian facility** that is comfortable and accessible for families and people of all ages and abilities.





Aerial view of I-80/Ashby Avenue (SR-13) interchange.



A sample stand-alone bicycle and pedestrian bridge.

Status

Implementing Agency: Alameda CTC

Current Phase: Concurrent Right-of-Way and Final Design

- Final Design phase activities commenced in July 2024.
- Continually seeking consensus on Project design elements

Partners and Stakeholders

Caltrans, Alameda CTC and the cities of Berkeley and Emeryville

COST ESTIMATE BY PHASE (\$ X 1,000)

Final Design (PS&E) ¹	\$8,670
Right-of-Way/Utility	\$3,000
Construction ²	\$49,330
Total Expenditures	\$61,000

¹The final design phase includes right-of-way support.
²The construction phase includes construction support.

FUNDING SOURCES (\$ X 1,000)

Measure BB	\$31,501
Federal	\$50
State	\$50
TBD	\$29,399
Total Revenues	\$61,000

SCHEDULE BY PHASE

	Begin	End
Final Design*	Summer 2024	Fall 2028
Construction*	Spring 2029	End 2030

*Reflects Phase 1 Project near-term bicycle and pedestrian improvements.

Section 1: Contact and Project Information

Contact Name:

Kanda Raj

Email Address:

kraj@alamedactc.org

Contact Phone Number:

9253308355

Project Sponsor:

Alameda County Transportation Commission (ACTC)

County:

Alameda

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

Regional Measure 3

Project Name/Title:

I-80 Ashby Avenue Interchange Improvements - Phase 1: Bicycle Pedestrian Overcrossing (BPOC) Project (Project)

Project Location:

Emeryville

Project Description:

The Project will construct a 955-foot stand-alone Bicycle and Pedestrian Overcrossing (BPOC) structure across I-80, as part of an approximate 1,700 linear feet of active transportation facility, to provide an east-west connectivity to connect the San Francisco Bay Trail (Bay Trail) and Point Emery with Class IV protected bicycle and sidewalk facilities that currently exist south of the 67th Street/Shellmound Street intersection on the east side of the I-80 Freeway in the City of Emeryville. The Project improvements will include construction of approximately 1,200 linear feet of retaining walls, drainage improvements, clean water program elements, and mitigation for tree removal.

The Project will not include a direct connection to any transit facility, however, will provide the last- and first-mile connection to the Bay Trail from AC Transit facilities that currently exist along Shellmound Street, south of the project limits.

Project Phase(s):

Design Engineering (PSE), Right-of-Way Acquisition (ROW)

Project Mode(s):

Bicycle, Pedestrian

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

Yes

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, Vision Zero/Local Roadway Safety Plan/Systemic Safety Analysis Report/Comprehensive Safety Action Plan

Details on plan recommendations affecting the project area (with adoption date):

The Project is aligned with Alameda CTC's 2026 Countywide Transportation Plan goals of safety, equity, climate and economic vitality. The Blueprint's policy objectives include reducing freeway and other barriers and advancing projects on Alameda CTC's Countywide Bikeways Network.

Alameda CTC's Countywide Bikeways Network, adopted in December 2022, includes the connection from 65th Street to the Bay Trail that the Project would implement.

The High Injury Network (HIN), adopted by Alameda CTC in September 2024, included Shellmound Street in Emeryville as part of the HIN. The Project would provide a safe access to the Bay Trail, an All Ages and Abilities facility, as an alternate to travelling south along the Shellmound Street.

Alameda CTC currently uses MTC's Equity Priority Community (EPC) framework to identify disadvantaged communities. Census Tract 422000 is within the project limits and has been identified by MTC as an EPC based on income and demography. The Project will provide a safe and high-quality facility for this community to access Bay Trail/Point Emery/Shoreline Park by biking, walking and rolling.

The City of Emeryville's Capital Improvement Plan for FYs 23/24 to 27/28 included Northwest Linear Park, a project that would connect to the I80 Ashby - Phase 1 BPOC project, connecting the Bay Trail with this new facility, to be located east of the Interchange.

The City of Emeryville's Active Transportation Plan, adopted in October 2023, includes a new shared use path (Class 1 facility) for biking, walking and rolling experiences, that would connect the Bay Trail with facilities located along 65th and 67th Streets to provide east-west connectivity and/or Bay Trail access improvements.

The City of Emeryville's Local Roadway Safety Plan (LRSP), adopted by the City Council in July 2025 enhances traffic safety within the City. The Plan advocates countermeasures such as speed reduction and implementation of infrastructure changes for pedestrians and cyclists and included the I80 Ashby Project as one of the projects that would enhance safety.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

The Project proposes to construct Class I multi-use path, at street level and across I-80 within most of the project limits. Therefore, this separated, safe, and high-quality bicycle and pedestrian facility will provide an alternate access to shoreline facilities for the use of people with disabilities, seniors, bicyclists, and is expected to encourage mode shift.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

Shellmound Street is included in City's HIN. The Project will provide a facility for the exclusive use of non-vehicular traffic to access the Shoreline facilities located to the west of the I80/Ashby Interchange. In addition, the Project will implement a safe connection to existing Class IV bike/pedestrian facilities located south of the 67th Street/Shellmound Street intersection and a Class III facility along the 67th Street.

Infrastructure elements included in this phase of the project:

Class I Multi-Use Trail or Path, Class 2 Bike Lane or Buffered Bike Lane, Sidewalk Widening, Updated Crosswalk/Crosswalk Enhancements, Curb Extensions (including Bus Bulbs)

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Census tract(s) designated as EPCs affected by this project:

422000

Will the project integrate green infrastructure?

Yes

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Seeks Exception

Transit agency (or agencies) serving the project community:

AC Transit (Alameda-Contra Costa Transit District)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

This Project does not directly connect to any transit route or facility. Currently, there are AC Transit Bus services available along Shellmound and Hollis Streets, blocks away from the Project site. Therefore, the Project staff has not communicated with AC Transit to date.

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-07-17

Summary of BPAC meeting comments:

Alameda CTC's BPAC will review the checklist in its 7/16/2026 meeting.

Transit Agency did not review project within 20 business days:

Yes

Suggested transit-impact mitigations are infeasible along the roadway:

No

Generated on: 7/6/2026

This is a DRAFT version - not yet submitted

(PRELIMINARY) BRIDGE RENDERING





ALAMEDA COUNTY TRANSPORTATION COMMISSION
I-80 Ashby Avenue (State Route 13) Interchange Improvements -
Phase 1 - Bicycle Pedestrian Overcrossing (BPOC) Project



I-80 Ashby – Phase 1 – BPOC Project

TYlin

Alameda CTC Bicycle and Pedestrian Technical Advisory Committee - July 16, 2026, BPAC

Project Approval – Environmental Document (PA-ED) Complete

❖ **Obtained Caltrans/FHWA's CEQA/NEPA Certifications in December 2023**

- ☐ Interchange Improvements
- ☐ Stand-Alone BPOC
 - Basket Handle

❖ **Alameda CTC Commission approved TEP Amendment in April 2024**

- ☐ Advance a Phase 1 Project



BPOC – Bicycle Pedestrian Overcrossing
TEP – Transportation Expenditure Plan

LEGEND:	
■	ROADWAY
■	RAMP
■	STRUCTURE
■	Ped/BIKE PATH (BPOC)
■	Ped/BIKE PATH (AT GRADE)
■	SIDEWALK

Environmentally Approved Project - Before and After



Before (Existing)

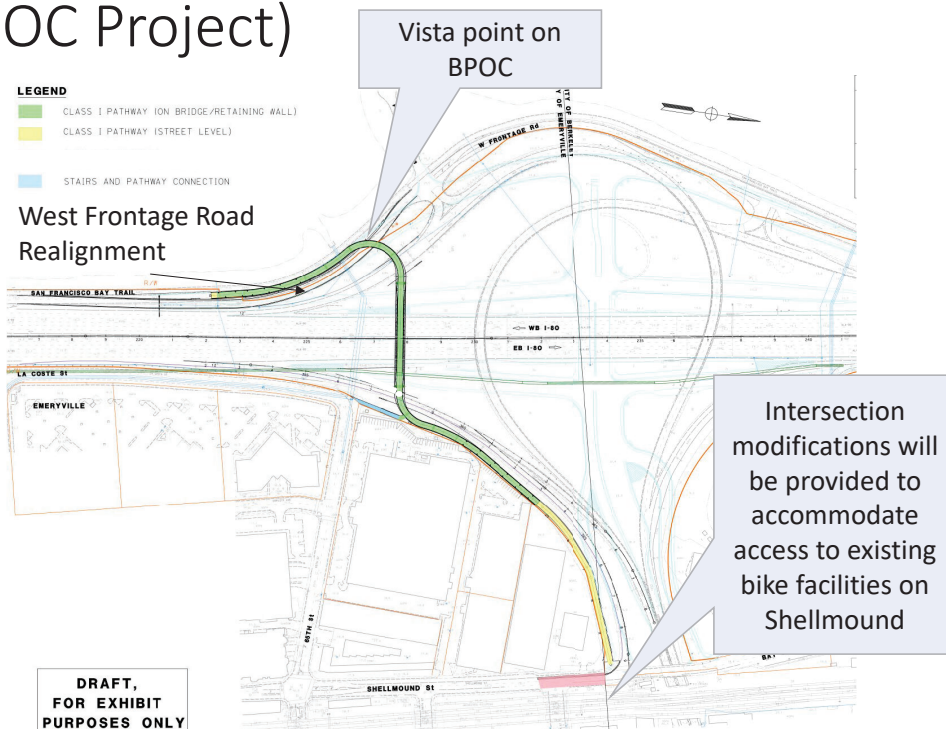


After (Build Condition)

*** Project has been phased to advance the BPOC Construction first

Phase 1 Project (BPOC Project)

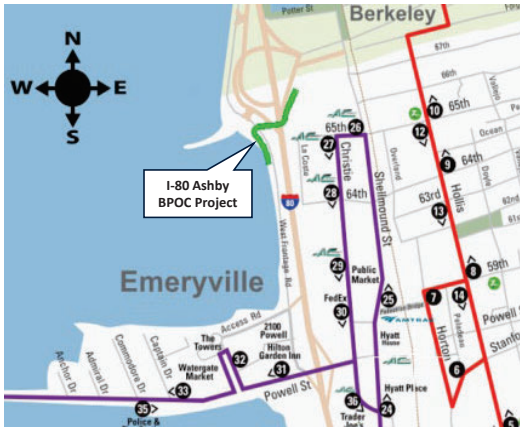
- ❖ No new R/W is needed
- ❖ West Frontage Road realignment to eliminate at-grade bike/ped. crossing
- ❖ General access to the 65th Street via Shellmound Street
- ❖ First- & last-mile connection to Transit (exists along Hollis & Shellmound Streets, away from project site)
- ❖ Vista point on west side of BPOC



Transit Facilities



AC Transit Routes



Emery Go-Round

Project will provide first- and last-mile connection to transit
Project will not have any direct impact to transit facilities.

Incident Data



(Preliminary) Project Rendering



BPOC Project Schedule



Project Design & Construction Schedule	
Begin Design	April 2026 (A)
End Design	August 2028 (T)
Begin Construction	April 2029 (T)
End Construction (Open to public)	August 2030 (T)

(A) - Actual
(T) - Tentative

MTC Complete Streets Checklist

- **Required for projects over \$250,000 in costs and utilizing regional funds**
 - Alameda CTC is seeking RM3 SR2TBT funds
- **Request – provide input on project checklist**
 - Included in packet as Attachment D



Q & A SESSION

- Thank You



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: July 9, 2026

TO: Bicycle and Pedestrian Advisory Committee

FROM: Colin Dentel-Post, Assistant Director of Planning
Shannon McCarthy, Senior Transportation Planner

SUBJECT: Central County Community Connections Plan Update and Complete Streets Checklist Review for the Hesperian & Lewelling Complete Streets Project

Recommendation

It is recommended that the Bicycle and Pedestrian Advisory Committee (BPAC) receive an update on the Central County Community Connections Plan (4CP) and review the Metropolitan Transportation Commission (MTC) Complete Streets Checklist for the Alameda CTC Hesperian & Lewelling Complete Streets Project.

Summary

As presented to the BPAC in April 2026, Alameda CTC is developing the Central County Community Connections Plan (4CP), which identifies community-prioritized transportation improvements to make it easier and safer to travel around parts of San Leandro, San Lorenzo, Ashland, Cherryland, and Castro Valley that are divided by significant freeway infrastructure. Alameda CTC has now completed the second round of 4CP public engagement and is continuing to coordinate with stakeholders to incorporate community input and refine recommended project concepts for the 4CP's ten priority corridors. The draft plan and implementation strategy will be shared during the third and final round of 4CP public outreach, anticipated later this year.

Concurrent with completion of the 4CP, Alameda CTC is preparing to advance the Hesperian & Lewelling Complete Streets Project, which would improve two of the highest-priority study corridors and be the first project identified through the 4CP to move into the preliminary design and environmental review phase. Alameda CTC plans to seek funding through the 2028 Comprehensive Investment Plan (CIP) call for projects. The Hesperian & Lewelling Project would be eligible for multiple funding sources through the 2028 CIP, some of which require an MTC Complete Streets Checklist that has been reviewed by a local or countywide BPAC.

At the July meeting, staff will share an update on the latest round of 4CP public engagement and seek the BPAC's review of the MTC Complete Streets Checklist for the Hesperian & Lewelling Complete Streets Project (included as Attachment A).

Background

The 4CP study area, which is mapped on the [project website](#), extends along I-238 and I-580 from I-880 to Castro Valley BART. It is home to multiple racially and linguistically diverse, low-income, and equity-priority communities that are heavily impacted by extensive freeway and railroad infrastructure. The 4CP relies on extensive community engagement to co-create plan recommendations and confirm priorities, supported by partnerships with six community-based organizations (CBOs) to more effectively reach community members.

Work began in summer 2025 with a review of previous plans and a focused technical assessment to identify goals and corridor-specific needs, which were shared with the BPAC in April. The 4CP is being developed in three phases, each of which coincides with a round of public outreach:

- **Round 1 (Winter 2025):** Confirm needs and prioritize streets for focused planning through the 4CP
- **Round 2 (Spring 2026):** Confirm recommendations and co-create project ideas by workshopping design concepts for priority corridors identified through Round 1
- **Round 3 (Fall 2026):** Finalize conceptual designs for priority projects and share the draft plan and implementation strategy

Work will be complete no later than June 30, 2027, per grant requirements.

4CP Public Outreach

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

Across the 4CP study area, community members rated safer walking, safer biking, and slowing down cars as their top three priorities for improvement, consistent with findings from other recent outreach efforts. In general, public comments reflect support for bold safety improvements, particularly near schools and transit. At the same time, many community members expressed concerns around potential traffic impacts if vehicle lanes are reduced, especially in Cherryland and Castro Valley. While the project team is still synthesizing all

comments received on the corridor concepts, community feedback showed strong support for active transportation safety improvements on two of the highest-need 4CP priority corridors that Alameda CTC is advancing first: Hesperian and Lewelling boulevards. Both corridors were identified within the top three corridors community members prioritized for improvement during Round 1 of 4CP outreach, and Round 2 public input once again pointed to strong support for safety and complete streets improvements.

For Hesperian Boulevard, the two potential improvement ideas developed both included a road diet from six to four travel lanes and separated bicycle lanes in each direction. Idea #1 provided the most space for wider sidewalks, wider bike lanes, additional trees, and other enhancements like public seating, while Idea #2 instead allocated space for bus-only lanes in each direction where feasible. Roughly 60% of community members preferred Idea #2, pointing to the need for transit priority improvements along this segment.

Feedback on potential improvement ideas for Lewelling Boulevard was less clear-cut. Both ideas included separated bicycle lanes in each direction and additional street trees, which most community members supported. Idea #1 provided wider bike lanes and more space for landscaping thanks to a road diet from five to three travel lanes, while Idea #2 preserved four travel lanes. Public opinion was split on whether to preserve vehicle capacity given concerns around potential traffic impacts.

The 4CP will incorporate public and stakeholder feedback into recommendations for each of the ten 4CP priority corridors while further advancing preliminary design concepts for Hesperian and Lewelling Boulevards. The resulting draft plan will be shared for public comment later this year during the third and final round of 4CP outreach.

Hesperian & Lewelling Complete Streets Project

The Hesperian & Lewelling Complete Streets Project evolved out of the 4CP's community-based planning process. Hesperian Boulevard (from Springlake Dr to Grant Ave) and Lewelling Boulevard (from Washington Ave to Hesperian Blvd) rank as two of the highest-need 4CP priority corridors based on the technical needs analysis and community engagement. The existing conditions, community concerns, and draft improvement ideas for the two corridors were shared in April for the BPAC's review and will be presented again at the July meeting.

The Hesperian & Lewelling Project aims to improve access to destinations by making travel safer and more comfortable on these two key corridors. The project will implement a variety of safety improvements, including installing separated bike lanes, high-visibility crosswalks and median refuge islands, improving ramp intersections, and closing slip lanes where feasible along both Hesperian and Lewelling Boulevards. In response to community feedback, the project would also invest in placemaking and climate elements, including shade trees, seating, wayfinding, pedestrian and roadway lighting, and public art.

On Hesperian, the project would support speed management by implementing a road diet that reduces the number of travel lanes from 6 to 4 and include targeted transit

improvements such as bus-only lanes, queue jumps, and/or transit signal priority. The proposed design for Lewelling Boulevard will be determined this fall, pending traffic analysis to be conducted through the 4CP. The purpose of this analysis will be to determine what vehicle lane configuration best accommodates safety improvements within the relatively narrow right-of-way while minimizing impacts to vehicle traffic.

The Hesperian & Lewelling Project will advance both the proposed Hesperian configuration and the pending Lewelling improvements through final design. The MTC Complete Streets Checklist for the project is included as Attachment A for the BPAC's review.

Next Steps and Schedule

Alameda CTC plans to seek funding to advance the Hesperian & Lewelling Complete Streets Project, including through the 2028 CIP call for projects. The BPAC's feedback will be incorporated into the project's MTC Complete Streets Checklist prior to submission.

The 4CP will continue to develop and refine recommendations for each of the ten 4CP priority corridors and advance preliminary design concepts for Hesperian and Lewelling Boulevards based on public and stakeholder input. The draft plan and implementation strategy will be shared with the BPAC when it is available for the third and final round of public comment, anticipated in late 2026.

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

Attachment:

- A. Hesperian & Lewelling Complete Streets Project: MTC Complete Streets Checklist

Central County Community Connections Plan (4CP)

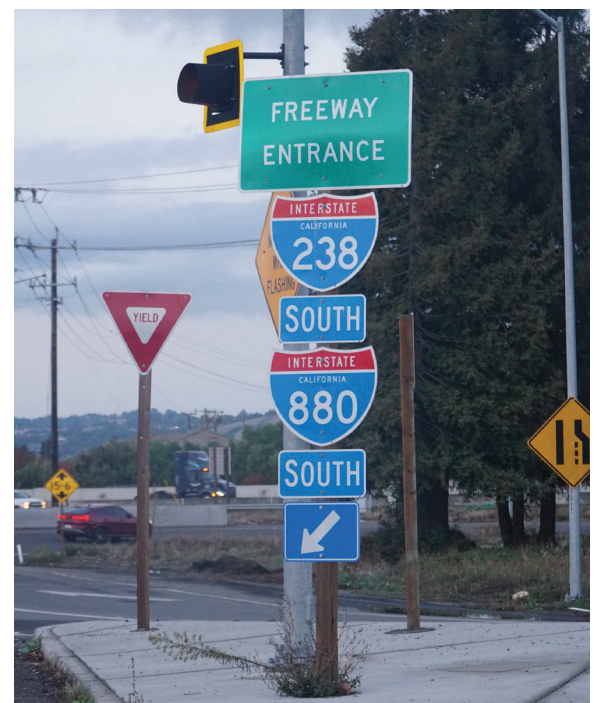
Bicycle and Pedestrian Advisory Committee
July 16, 2026



Central County Community Connections Plan

Agenda

- 4CP Background
- Round 2 Public Outreach Summary
- Plan to Advance Hesperian & Lewelling Complete Streets Project
- Next Steps



Central County Community Connections Plan



Background

Plan Goals and Study Area



Safety



Access



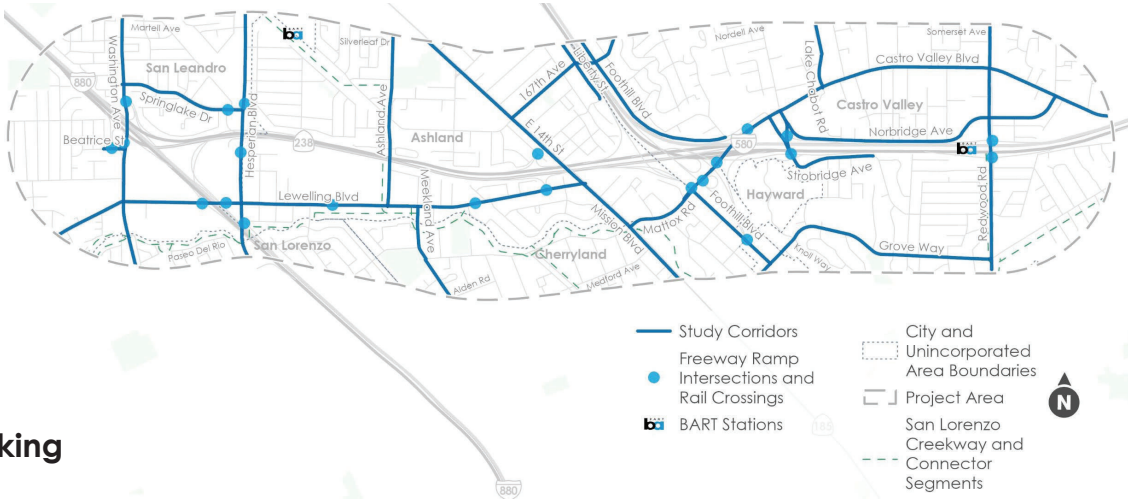
Transit



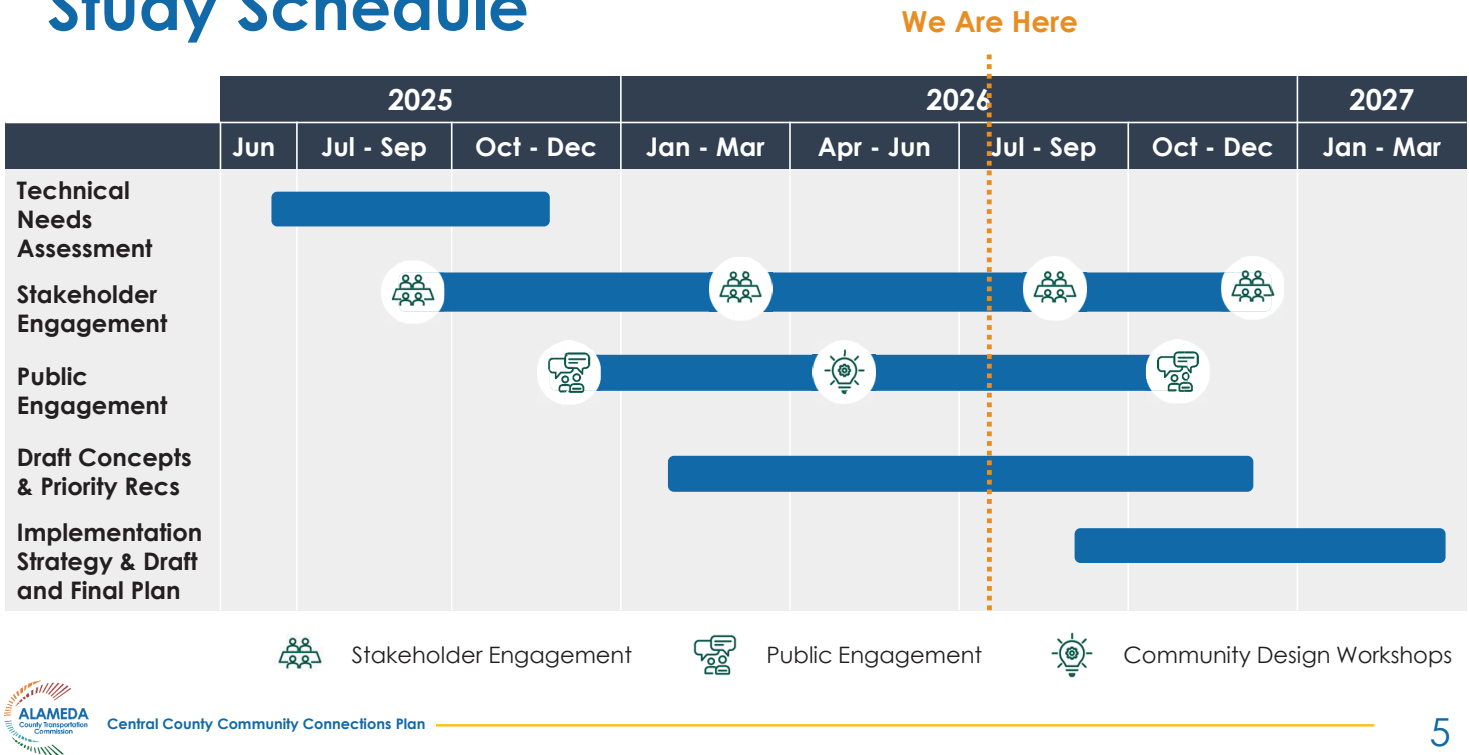
Climate



Placemaking



Study Schedule



Engagement Approach



Round 2 Public Outreach



Round 2 Engagement Activities

Method	Location	Reach
 CBO Focus Group	Virtual	6 CBOs
 Pop-Ups & Workshops	In Person (& Virtual)	700 comments across 11 events
 Online Survey	Online (& Paper)	88 survey responses
Total Community Members Engaged		430

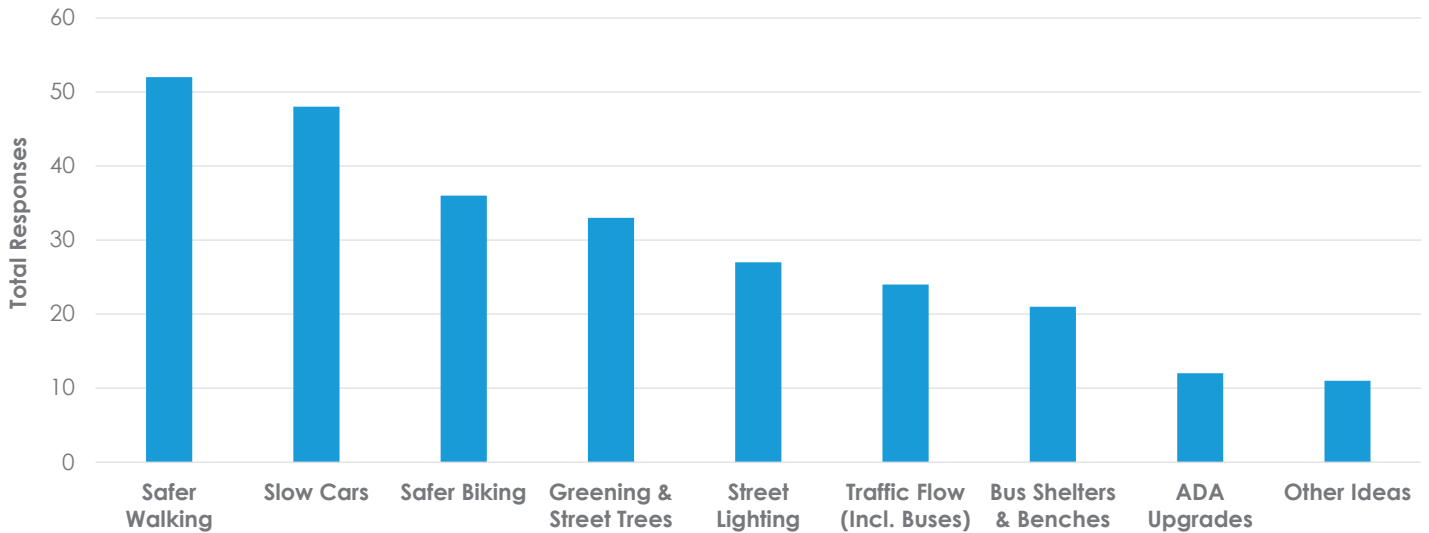
4CP Spring Events

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

+ Alameda CTC BPAC (April)

What We Heard: Areawide Improvements

Which of these improvement ideas are most important to you across the entire study area?
(Select top 3)



Central County Community Connections Plan

Source: 4CP Round 2 Survey (88 Total Responses)

9

What We Heard: Corridor Improvement Ideas

- Still cataloging all comments
- High-level summary:
 - Support for recommended area-wide improvements
 - Support for bold safety improvements
 - Especially near schools, transit
 - Some concern around potential traffic impacts of bigger moves
 - Especially in Cherryland & Castro Valley



Above: 4CP pop-up at the Padres Unidos de Cherryland Easter Event



Central County Community Connections Plan

10

Hesperian & Lewelling Complete Streets Project



Hesperian & Lewelling Complete Streets Project

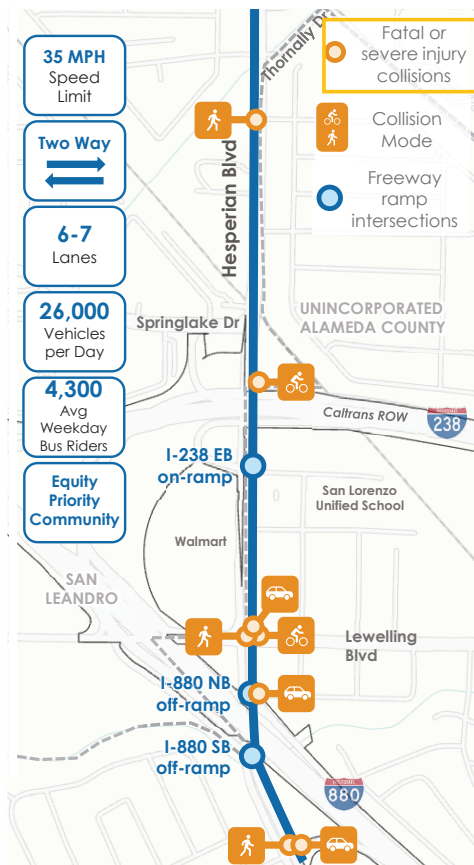
- 4CP identified as high need, high community priority
 - Segments on the county's Active Transportation HIN, PSN, BCN
 - Benefits multiple Equity Priority Communities, Priority Development Areas, and one Transit Oriented Community
- 4CP public outreach
 - Areawide: Support for separated bike lanes, improved crosswalks, wider sidewalks, more street trees and greening
 - Hesperian: Support for road diet & bus priority treatments
 - Lewelling: More split support between road diet concepts; recommended design pending traffic analysis



Above: Alameda CTC staff walk eastbound on Lewelling by I-880 NB on-ramp



Above: Community members navigate uneven sidewalks along Hesperian Blvd just south of Sycamore Street



Hesperian Boulevard Existing Conditions



Safety

High priority corridor for safety improvements

3 freeway ramp terminals

8 fatal or severe crashes (2021 – 2025)



Access

Gaps in bike lane network

Bikeways not separated from traffic

Connections to Bay Fair BART Station



Transit

Served by AC Transit Routes 35, 97, 703

Slow transit speeds (8 MPH during rush hour)



Climate

Low tree canopy

Moderate urban heat island

High flood risk



Placemaking

Few existing placemaking elements like landscaping, street furniture, or public art



Hesperian Boulevard Prior Planning

Built Projects

6 Hesperian Blvd Corridor Improvement Project (ACPWA)

- Buffered bike lanes
- Wider sidewalks
- Crossing improvements
- Transit signal priority
- Street trees & landscaping
- Public art

In-Progress Projects

1 Hesperian Class IV Bikeways Project (City of San Leandro)

- Separated bike lanes
- Road diet
- Crossing improvements

2 Rail Safety Enhancement Project (Alameda CTC)

Proposed Improvements

3 Road Diet (City of San Leandro Bay Fair TOD Specific Plan)

4 Separated Bikeways (Alameda CTC Countywide Bikeways Network)

5 San Lorenzo Creekway Connector (HARD San Lorenzo Creekway Master Plan)

- Separated bike facility

Hesperian Boulevard

Goals for the Street

Improve safety at interchanges

Speed management

Separated bikeways

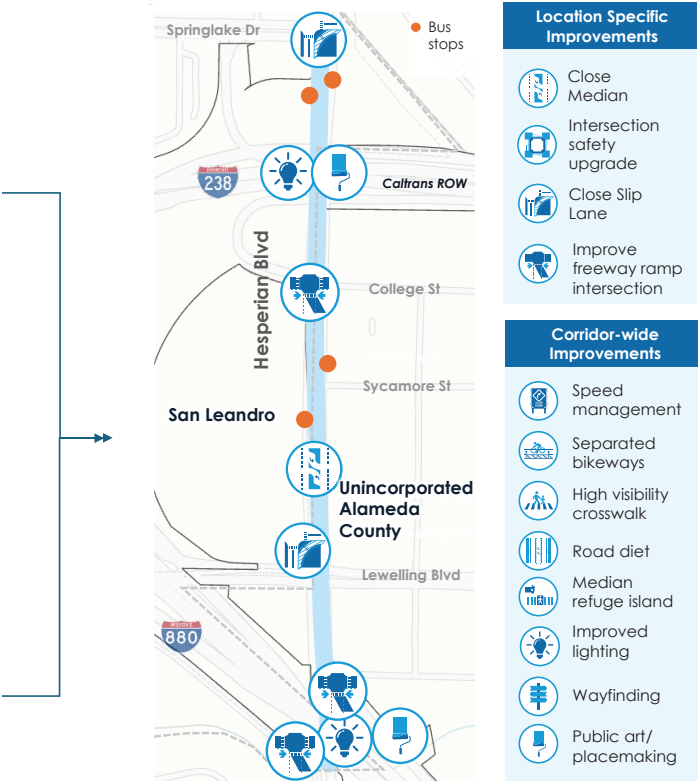
Safer access to destinations

Bus reliability improvements

Increase shade and reduce heat exposure

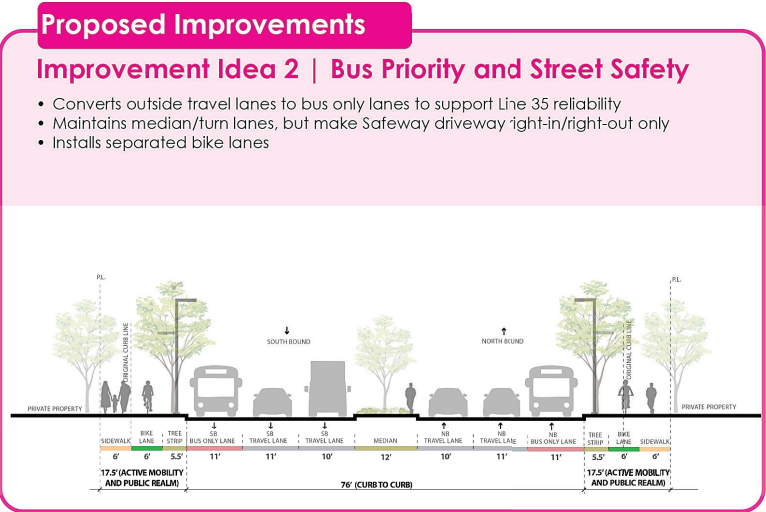
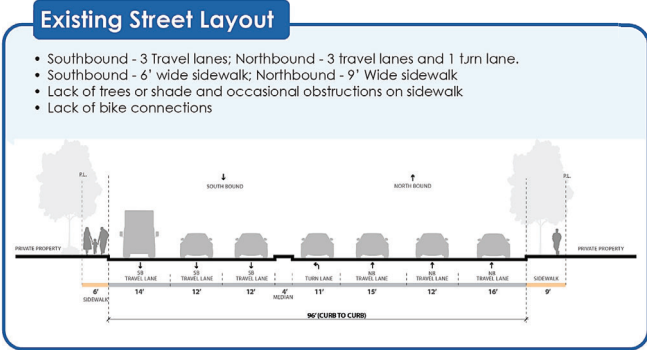
Strengthen corridor identity and pedestrian comfort

Central County Community Connections Plan



Hesperian Boulevard

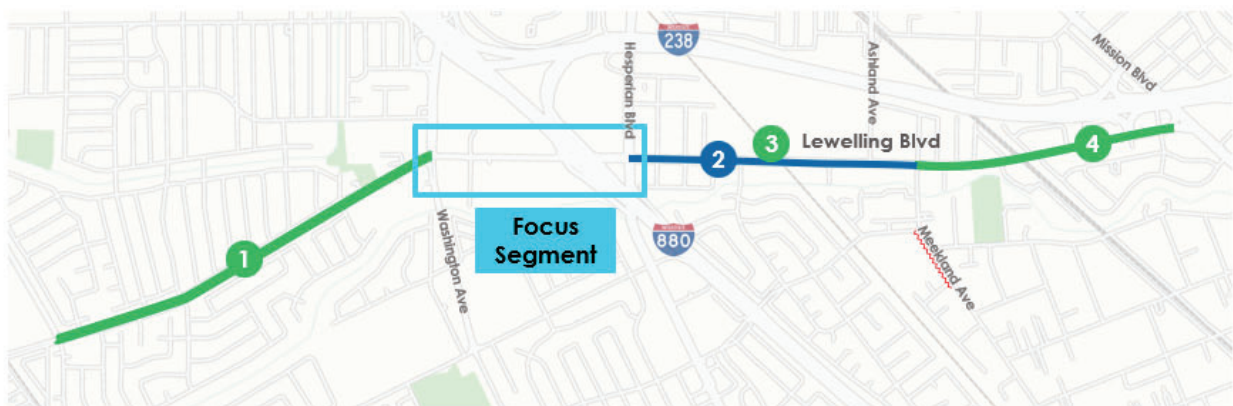
4CP Improvement Ideas





Lewelling Boulevard Existing Conditions

 Safety High priority corridor for safety improvements 3 freeway ramp terminals 12 fatal or severe crashes (2021 – 2025)	 Transit Served by AC Transit (October '25 ridership): - Route 34 (853 average weekday riders) - Route 35 (932 average weekday riders)
 Access Gaps in bike lane network Separated bikeways are recommended	 Climate Low tree canopy Moderate urban heat island High flood risk  Placemaking Few existing placemaking elements like landscaping, street furniture, or public art



Lewelling Boulevard Prior Planning

Built Projects

- Lewelling Boulevard Streetscape Improvement Project**
 - Sidewalk improvements
 - Street trees & landscaping
 - Pedestrian scale lighting
 - Street furniture

In-Progress Projects

- Lewelling Boulevard Class IV Bikeways Project**
 - Separated bikeways
 - Crossing improvements
 - Road diet
- Rail Safety Enhancement Project**
- East Lewelling Boulevard Project**
 - Separated bikeways
 - Sidewalk and crossing improvements

Lewelling Boulevard

Goals for the Street

Speed Management

Safe Routes to School

Improve Safety at Interchanges

Separated Bikeways

Close Sidewalk Gaps

Safer Access to Destinations

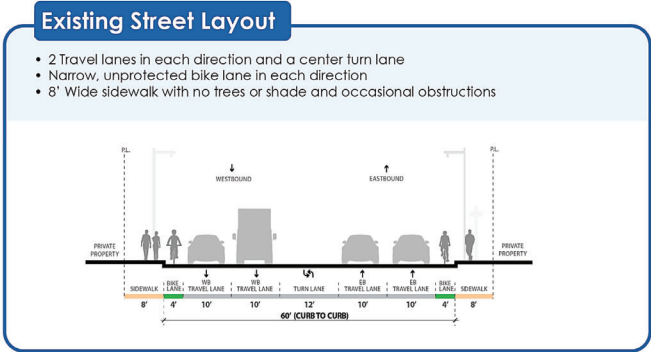
Create a shaded, comfortable street environment that supports schools and neighborhoods



Central County Community Connections Plan

Lewelling Boulevard

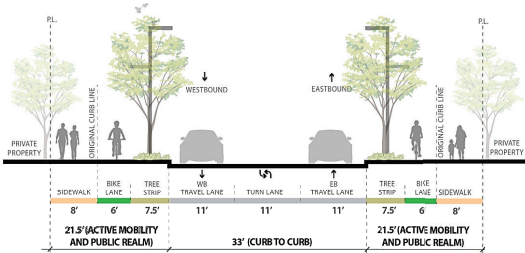
4CP Improvement Ideas



Proposed Improvements

Improvement Idea 1 Safer School and Business Access

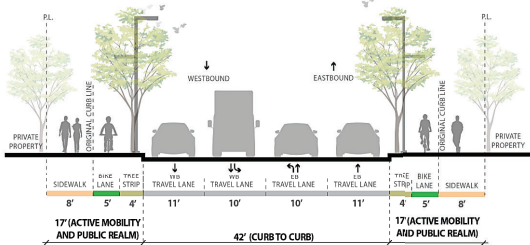
- Reduces vehicle travel lanes from 2 lanes per direction to one lane per direction
- Maintains center turn lane for business access
- Wide streetscape with substantial greening and shade tree opportunities
- Upgrades existing bike lane to separated bike lanes



Proposed Improvements

Improvement Idea 2 | Maintain Auto Capacity with Some Streetscape Improvements

- Maintains two travel lanes in each direction to prioritize auto travel and bike lanes
- Removes center turn lane
- Upgrades existing bike lanes to narrow separated bike lanes



Next Steps



Next Steps

- **Hesperian & Lewelling Complete Streets Project**
 - Apply for funding through the 2028 CIP
 - Incorporate BPAC comments on MTC Complete Streets Checklist
- **4CP**
 - **Summer - Fall:** Refine preferred design concepts & draft plan
 - **Late 2026:** Solicit public & stakeholder feedback on draft plan
 - **Early 2027:** Finalize plan & implementation strategy

Thank You





Memorandum

5.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: July 9, 2026

TO: Bicycle and Pedestrian Advisory Committee

FROM: Farid Javandel, Director of Project Delivery

SUBJECT: I-880 Interchange Improvement Project Update and Complete Streets Checklist Review

Recommendation

It is recommended that the Bicycle and Pedestrian Advisory Committee (BPAC) review the Metropolitan Transportation Commission (MTC) Complete Streets Checklist for the I-880 Interchange Improvement Project (Project) as required by the Trade Corridor Enhancement Program (TCEP), Cycle 5 grant.

Summary

Alameda CTC is applying to the Statewide and Regional TCEP Cycle 5 Grant for implementation of the Project. MTC requires that project sponsors seeking \$250,000 or more in regional discretionary funds, including from the Regional TCEP grant program, submit a Complete Streets Checklist reviewed by a local or countywide BPAC. The BPAC last received an update on the Project in May 2021. At the July BPAC meeting, staff will provide an update and a request to review the Project's Complete Streets Checklist, included in Attachment A.

Throughout the Project development process, Alameda CTC has coordinated with bicycle, pedestrian, transit, and paratransit divisions from the Cities of Hayward and Union City; other project stakeholders such as AC Transit and BART; and community groups including Bike East Bay, Bike Hayward, emergency service providers, service centers, and community-based organizations (CBOs).

The goals of the Project are to:

- Improve bicycle and pedestrian safety and access by physically separating bicyclists and pedestrians from high-speed vehicular traffic.
- Modernize transit connections to and from I-880, expanding travel options for workers and residents.
- Support goods movement along the I-880 corridor – part of the National Primary Freight Network – improving access to major industrial,

- warehousing, and commercial centers.
- Improve freeway access and support economic growth by easing travel for workers, freight, and businesses.
- Relieve congestion at freeway interchanges, enhancing traffic flow and reducing delays.
- Enhance safety for all users through better roadway design and upgraded connections.
- Improve local business access along Whipple Road, supporting corridor vitality.

Project Background

Alameda CTC is the project sponsor and implementing agency for the Project. The Project is comprised of two named projects in the 2014 Measure BB Transportation Expenditure Plan: I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements and I-880 Industrial Parkway Interchange Improvements.

The Project will construct the following key improvements (Please see Attachment B for Project Plans with Bike and Pedestrian Improvements):

- Replace and widen the existing I-880 Industrial Parkway West overcrossing structure to provide standard vertical clearance and dedicated bike and pedestrian facilities across I-880.
- Construct a new two-lane northbound I-880 diagonal off-ramp at the I-880 Industrial Parkway West Interchange.
- Construct a northbound auxiliary lane between the two interchanges.
- Realign and widen the southbound I-880 diagonal on-ramp from Industrial Parkway West.
- Remove the existing southbound I-880 loop onramp.
- Widen Industrial Parkway Southwest to 6 lanes north of the Whipple Road intersection.
- Widen the existing sidewalk along the north and south sides of Whipple Road to accommodate pedestrians and bicyclists.
- Widen Whipple Road between Industrial Parkway Southwest and Dyer Street from five to eight lanes.
- Construct dedicated bicycle and pedestrian infrastructure along the north and south sides of Whipple Road, between Dyer Street and Industrial Parkway Southwest.
- Restripe Whipple Road near the Industrial Parkway Southwest intersection to improve left turn movements from eastbound Whipple Road to northbound Industrial Parkway Southwest.

Outreach and Engagement

Alameda CTC conducted extensive outreach during the environmental studies scoping and during the public review of the draft environmental document to solicit community input. The outreach activities included the following:

- A project scoping community meeting on June 23, 2019, to solicit community input in developing various project alternatives
- A public meeting on February 18, 2021, during the review of draft environmental document
- Four focused community-based group meetings in August – September 2021 that included bicycle and pedestrian representatives, local government agencies, local businesses, trucking industry and auto auction representatives, and transit and paratransit providers
- Emails and website announcements
- Direct mailers to residents, businesses and service centers within the project area
- Letters to elected officials and heads of governmental agencies
- Fact sheets, physical and digital postcards, FAQs, and flyers in English, Spanish and simplified Chinese
- Pop-up events at the Treeview Elementary School in Hayward and the Farmers Market in Union City
- Social media outreach via Facebook and Twitter
- Newspaper advertisement

Project Development Process:

The Project was presented to BPAC in May 2021 to seek input on the selection of a preferred alternative (Attachment C). Following the project development team's selection, the Project achieved the Project Approval and Environmental Document (PA&PD) milestone in 2022. The Project is currently in the Plans, Specifications & Estimate (PS&E) phase with the Alameda CTC project team submitting the 65% PS&E to Caltrans for review in 2023. Due to the absence of a complete funding plan, the Project was put on hold in fall 2023. In anticipation of securing funding through Cycle 5 of the TCEP program, Alameda CTC plans to reinstate project development work. Please see the Project's Fact Sheet in Attachment D.

Outreach and Engagement

As reported in October 2025, Alameda CTC conducted extensive outreach during the current scoping phase to solicit community input. The outreach activities included the following:

- A project-specific Active Transportation Working Group (ATWG) comprised of AC Transit, BART, members of bicycle advocacy organizations, people with disabilities, school and park districts, business community groups, parents of school-aged children, and interested residents
- Emails and website announcements

- Pop-up events at the Hawaiian May Day Festival and the Eden Greenway hot meal and grocery giveaway
- Walking and biking tours of the corridor, with attendees recommended by the ATWG
- Focus group meetings, one exclusively in Spanish
- Flyers mailed to nearby addresses (flyers were made available in English, Spanish, simplified Chinese, Tagalog, and Vietnamese)
- Door-to-door outreach to residents along the corridor
- Meetings with the principals of Tennyson High and Cesar Chavez Middle schools
- Online survey to summer school students, faculty, and staff

The total Project cost is estimated at \$250 million, and Alameda CTC plans to apply for \$65 million in TCEP Cycle 5 funds for the construction phase.

Upcoming Activities

Next steps in the project development process include completing PS&E and acquiring necessary property interests to allow the Project to proceed to the construction phase in summer 2028.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Project Complete Streets Checklist
- B. Project Plans with Bike and Pedestrian Improvements
- C. Project Build Alternatives

MTC Complete Streets Checklist - DRAFT

Section 1: Contact and Project Information

Contact Name:

Farid Javandel

Email Address:

fjavandel@alamedactc.org

Contact Phone Number:

(510) 208 - 7484

Project Sponsor:

Alameda County Transportation Commission (ACTC)

County:

Alameda

Is your project seeking regional discretionary funds or an endorsement?

Regional discretionary funding

Regional Funding Program(s):

Senate Bill 1 (SB1) Competitive Programs - (SCCP, TCEP, LPP-C)

Project Name/Title:

I-880 Interchange Improvements (Whipple Road/Industrial Parkway Southwest and Industrial Parkway West)

Project Location:

Hayward

Project Description:

Replacement of existing structures and addition of a new northbound on-ramp at the Industrial Parkway West interchange. Reconfiguration of existing ramps and new pedestrian and bike improvements across I-880 and along local streets at both interchanges. Local street widening and intersection improvements at both interchanges. Project will add four ramp meters, add 2.13 miles of new pedestrian and bicycle facilities. It will reconstruct 117,572 SQFT of existing bridge and retaining wall structures and add 8.72 lane miles of aux lanes and local streets.

Project Phase(s):

Design Engineering (PSE), Right-of-Way Acquisition (ROW)

Project Mode(s):

Bicycle, Pedestrian, Driver/Automobile

Do you think your project qualifies for a Statement of Exception from the Complete Streets Policy?

No

Do you think your project qualifies for a Statement of Exception from the Transit Priority Policy for Roadways?

No

Section 2: Pedestrian, Bicycle, and Transit Planning

Relevant plans this project helps to implement:

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, ADA Transition Plan

Details on plan recommendations affecting the project area (with adoption date):

City/County General + Specific Area Plans, Bicycle, Pedestrian and/or Active Transportation Plan(s), Community-Based Transportation Plan, ADA Transition Plan and Alameda CTC Countywide Transportation Plan.

Does the project area contain segments of the regional Active Transportation (AT) Network?

Yes

If yes, describe how the project adheres to NACTO and/or PROWAG guidelines:

Project includes community of all demographics including all age groups, cultural backgrounds, medium to average income, equity priority and underserved communities. Project improvements include safe ped & bike facilities which will provide access to transit centers, service centers, job centers, community facilities for all demographics. Operational improvements and intersection improvements will separate vehicular traffic from ped & bike and connectivity to all modes of transportation. It will improve safety and efficiency of vehicular traffic including bus transit.

Is there a MTC Mobility Hub within the project area?

No

Is the project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes?

Yes

Summary of traffic safety conditions and traffic safety countermeasures:

The I-880 mainline and the two interchanges have a history of collisions. Main causes of the collisions are due to congestion and backup on I-880, ramps and local streets, conflicts between vehicular and ped/bike traffic and nonstandard vertical clearance of Industrial structures. Construction of northbound I-880 off-ramp at the Industrial Pkwy West interchange, auxiliary lanes along I-880, widening and modifications of ramps and local streets and dedicated and protected new ped/bike facilities will significantly reduce safety related incidents. Intersection improvements will provide better separation between vehicular and ped/bike traffic and safe crossing for ped/bike traffic.

Infrastructure elements included in this phase of the project:

Class 2 Bike Lane or Buffered Bike Lane, Class 4 Separated Bikeway, Sidewalk Gap Closure, Sidewalk Widening, New Crosswalk, Updated Crosswalk/Crosswalk Enhancements, Pedestrian Safety Island(s), Curb Extensions (including Bus Bulbs), Speed Limit Reduction, New Traffic Signal or Control Device, Upgrade to Existing Traffic Signal or Other Control Device

Will the project help to improve active transportation or transit in an Equity Priority Community (EPC)?

Yes

Will the project integrate green infrastructure?

No

Section 3: Compliance and Exception Review

Is this project in compliance with MTC Complete Streets Policy (Resolution 4493)?

Yes

Is this project in compliance with the MTC Transit Priority Policy for Roadways (Resolution 4739)?

Yes

Transit agency (or agencies) serving the project community:

AC Transit (Alameda-Contra Costa Transit District), Union City Transit (City of Union City)

Did the transit agency notify you that they do NOT have service in your project area?

No

Description of transit routes/stations and measures to mitigate impacts:

AC Transit Route 56 from Santa Clara St, through Weeks Park, down to Union Landing Transit Center, Route 60 links BART to Cal State East Bay via Southland Mall and Route 86 connects Winton, Industrial and Tennyson. BART routes. Addition of northbound off-ramp at the Industrial interchange and aux lanes along northbound I-880 will improve transit efficiency and reduce delays avoid circuitous routing through the local streets. Intersection improvements including turn lanes, adaptive signals and better separation of vehicular traffic will further improve transit efficiency.

Have all potentially affected transit agencies had the opportunity to review this project?

Yes

Has a local BPAC reviewed this Checklist?

No

BPAC meeting date(s):

2026-07-16

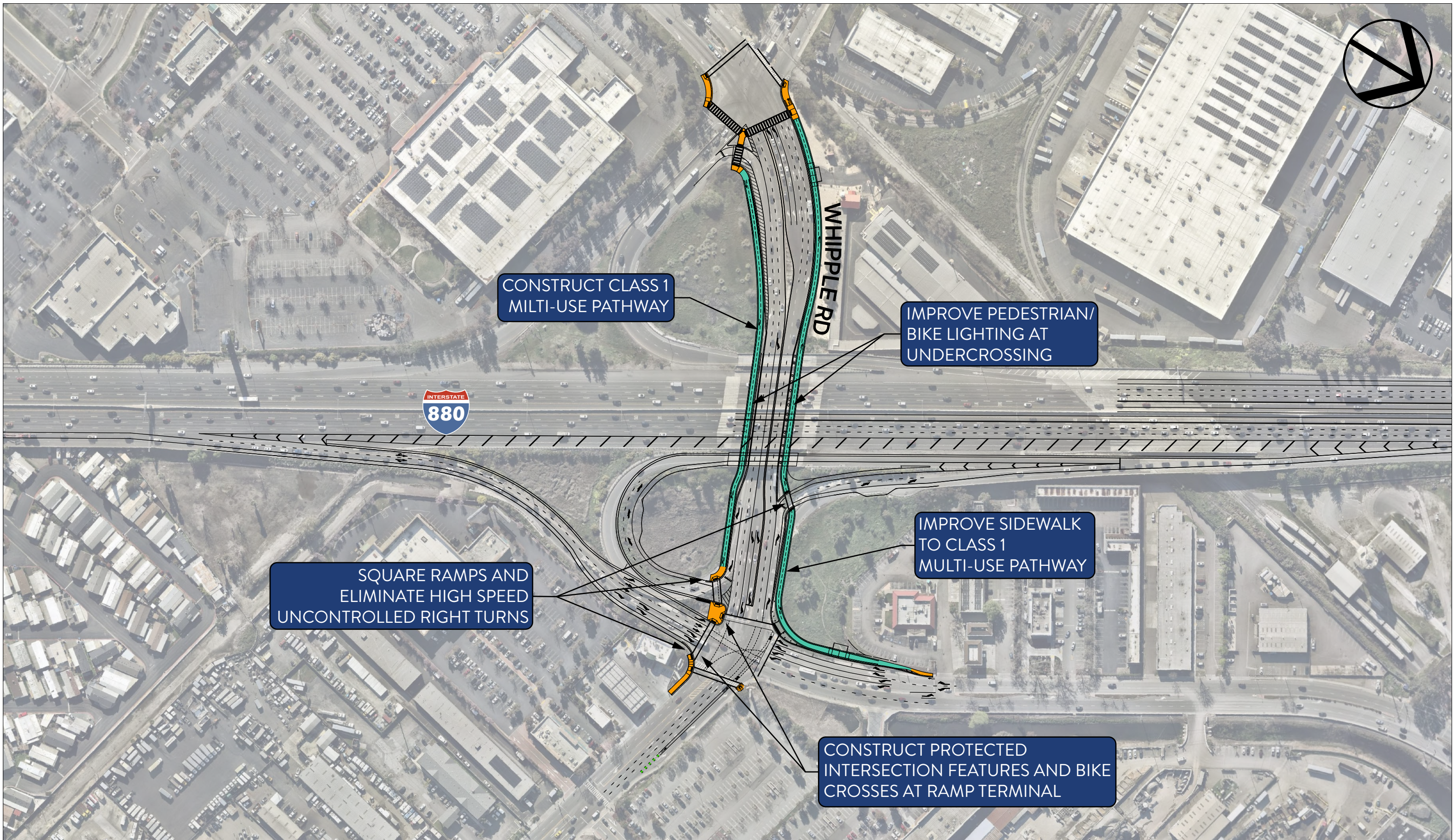
Summary of BPAC meeting comments:

Project being scheduled for Alameda CTC BPAC review on July 16, 2026.

Generated on: 6/11/2026

This is a DRAFT version - not yet submitted

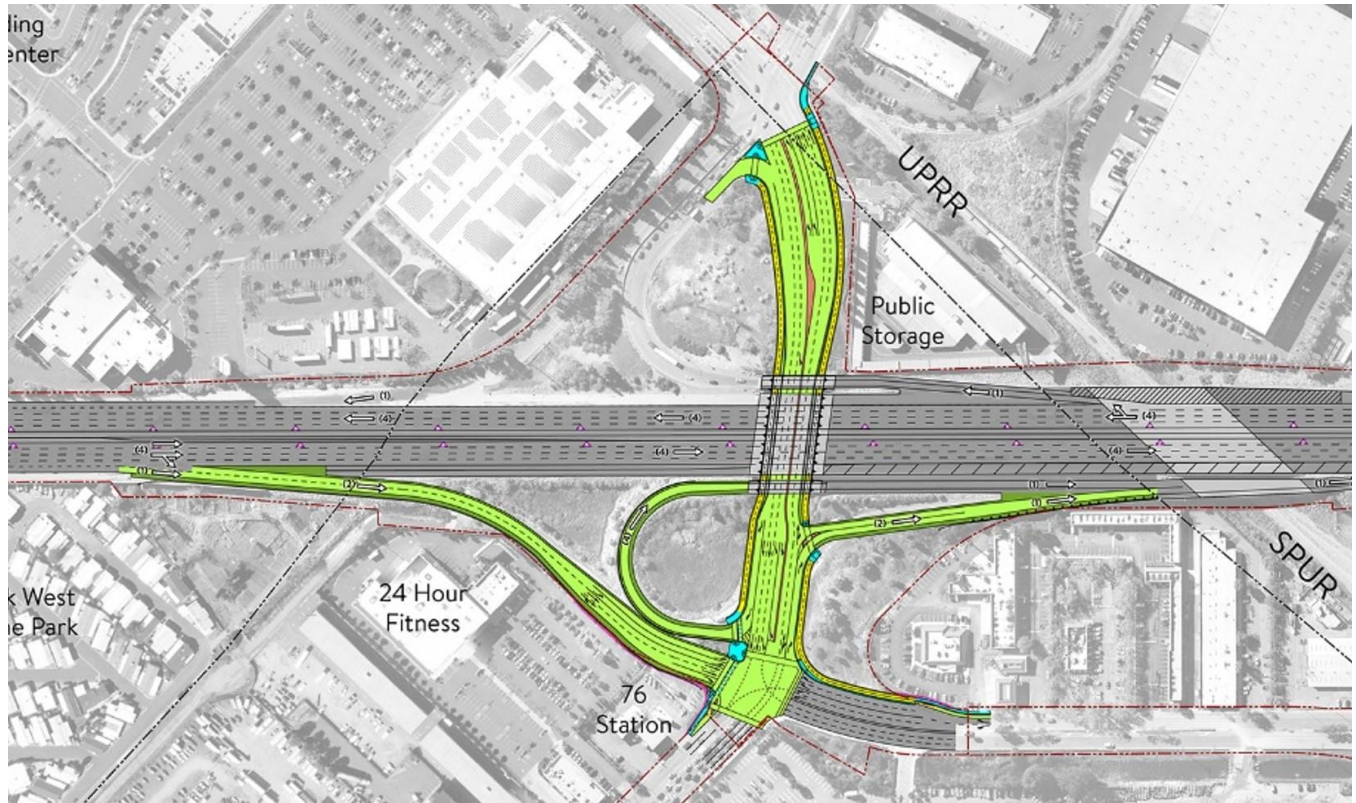




I-880 Whipple Road-Industrial Parkway Southwest Interchange



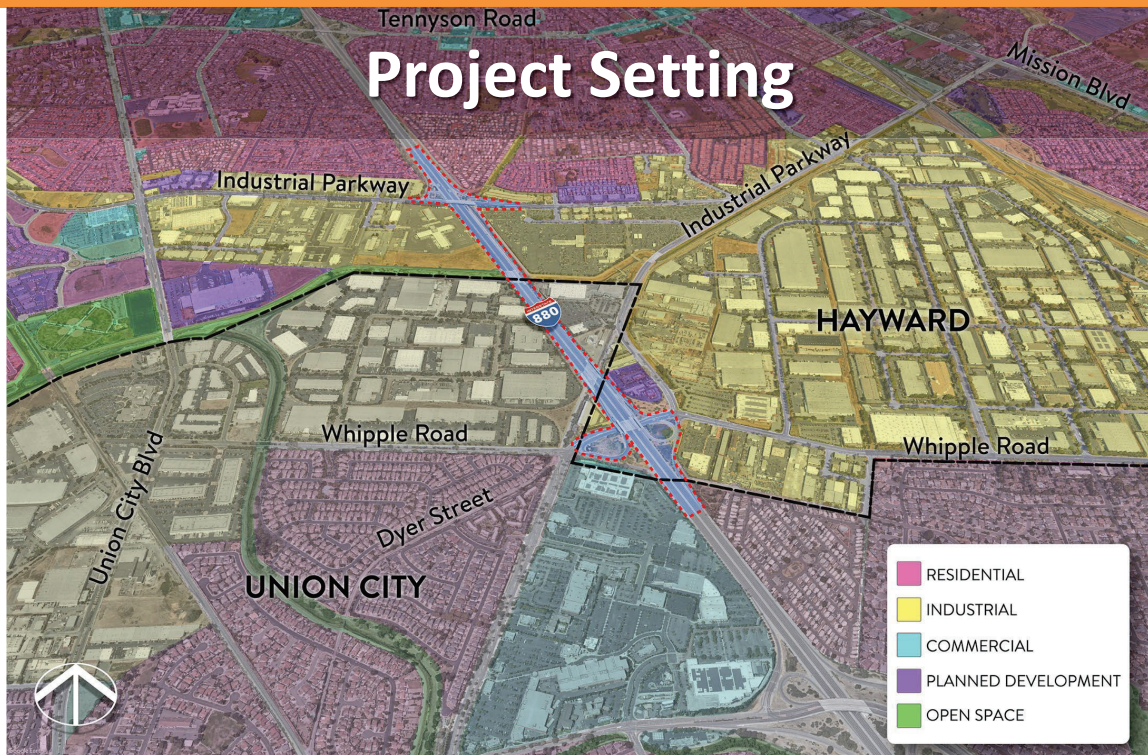
I-880 Whipple Road-Industrial Parkway Southwest Interchange



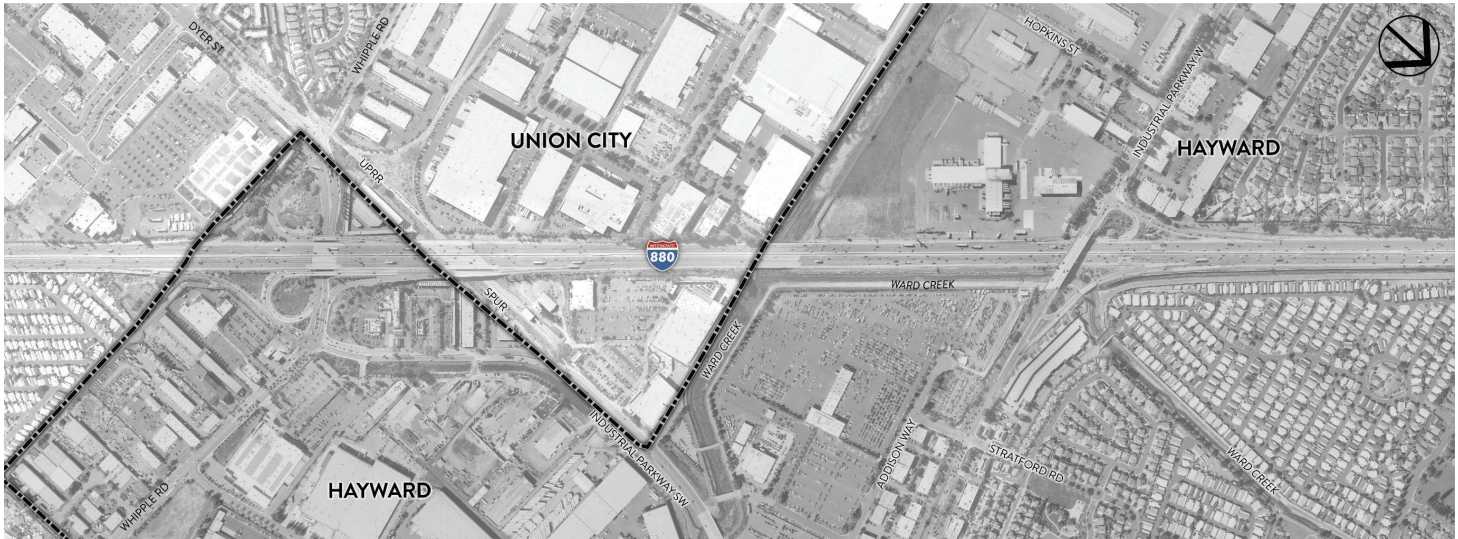
I-880 INTERCHANGE IMPROVEMENTS PROJECT

Whipple Road/Industrial Parkway Southwest Interchange
and
Industrial Parkway West Interchange

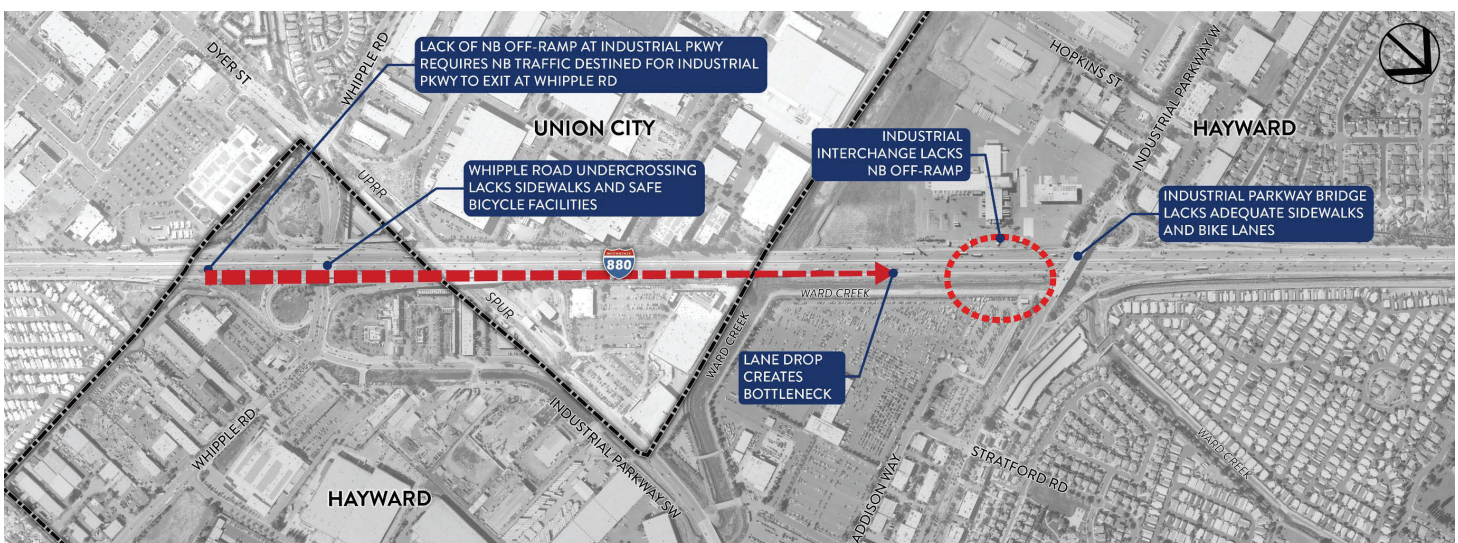
Alameda CTC BPAC
June 16, 2026



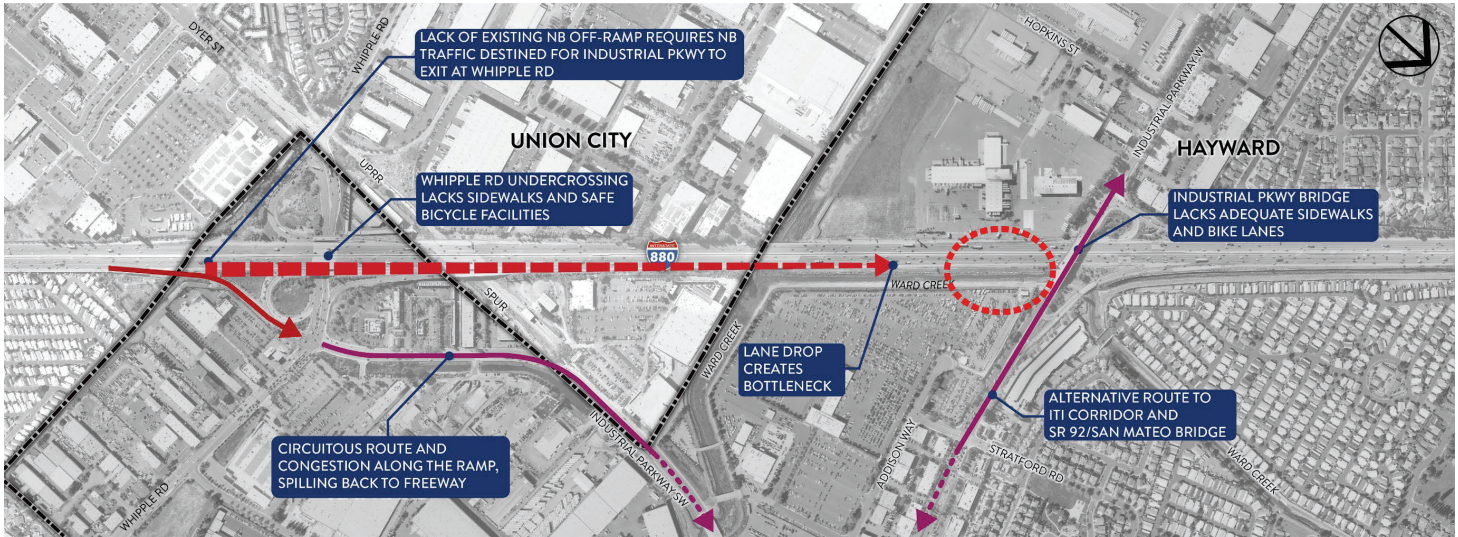
Project Challenges/ Existing Deficiencies



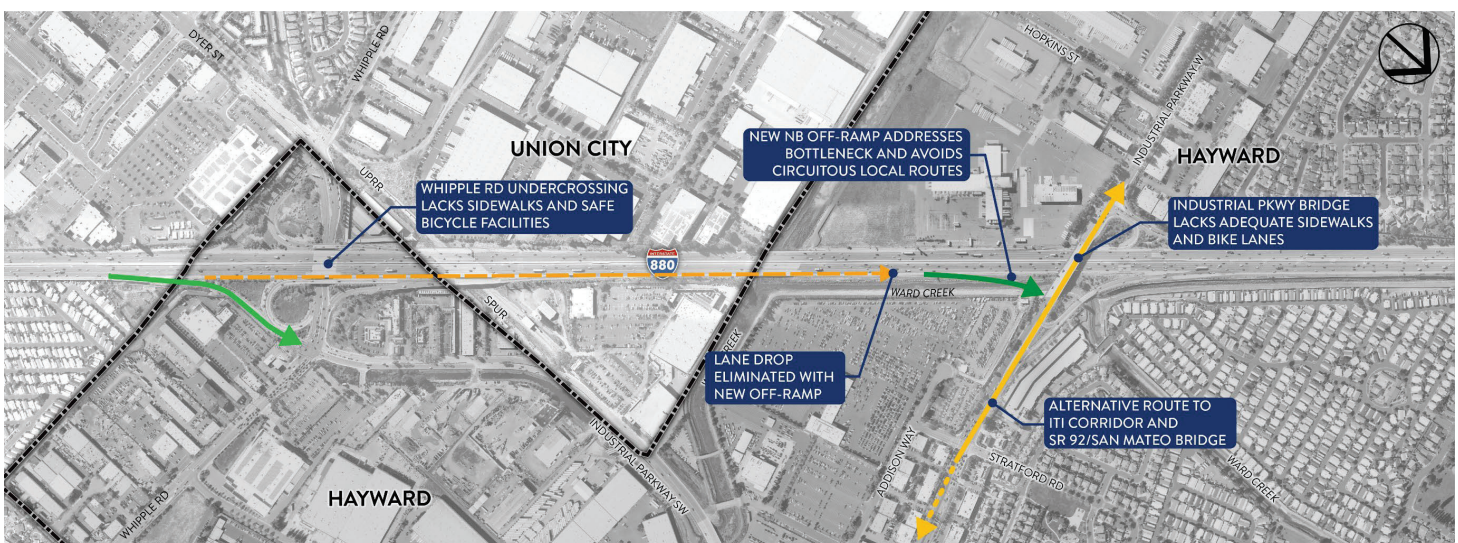
Project Challenges/ Existing Deficiencies



Project Challenges/ Existing Deficiencies



Project Challenges/ Existing Deficiencies



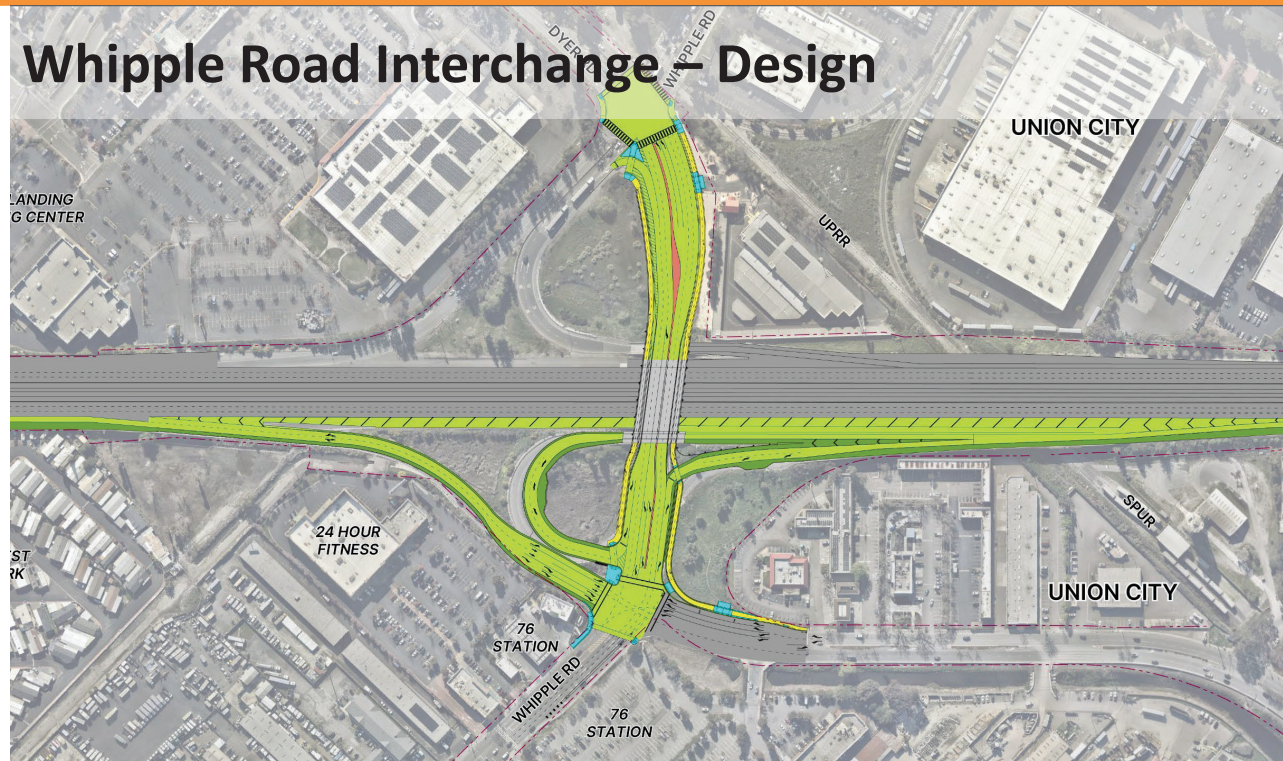
Project Purpose and Need

Purpose:

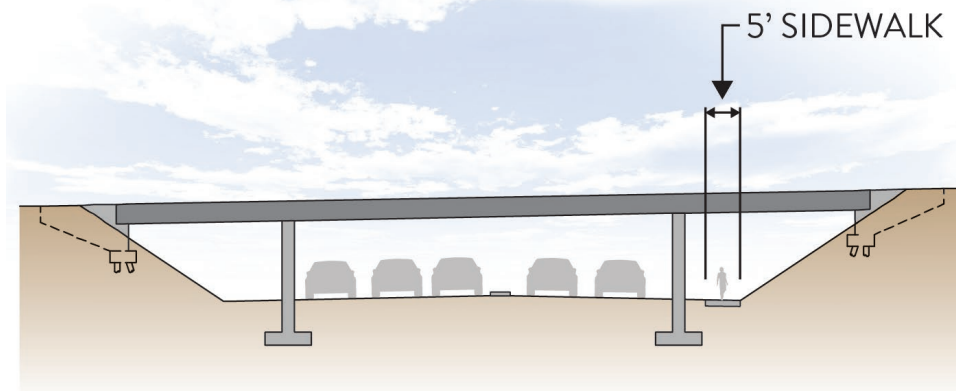
- Modernize interchanges and improve current and expected traffic operations by improving accessibility and enhancing mobility to the City of Hayward Industrial Technology and Innovation (ITI) Corridor.
- Complete the partial interchange at I-880/Industrial Parkway West to provide access to northbound I-880 traffic.
- Improve bicycle and pedestrian access through the I-880/Whipple Road-Industrial Parkway Southwest and I-880/Industrial Parkway West interchanges.

I-880 Whipple Road and Industrial Parkway Interchange Improvements



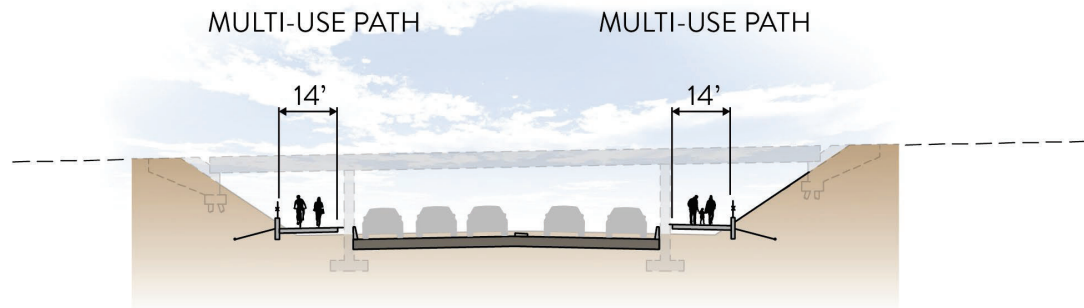


Whipple Road Bike and Pedestrian Accommodation - Existing



WHIPPLE ROAD UNDERCROSSING

Whipple Road Bike and Pedestrian Accommodation

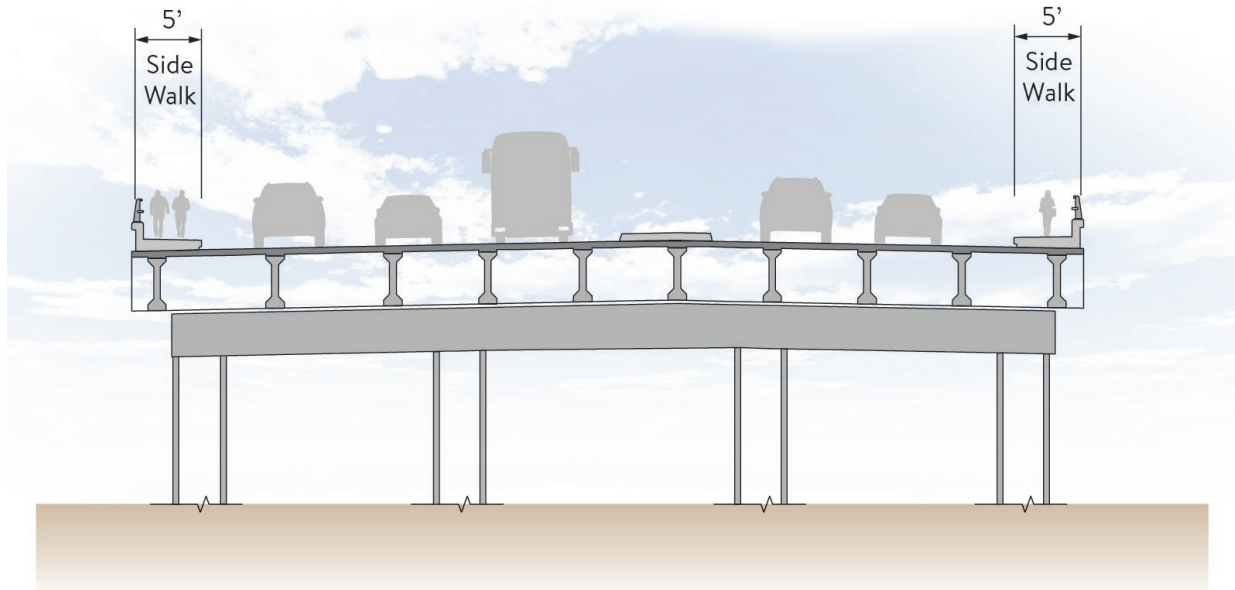


WHIPPLE ROAD UNDERCROSSING

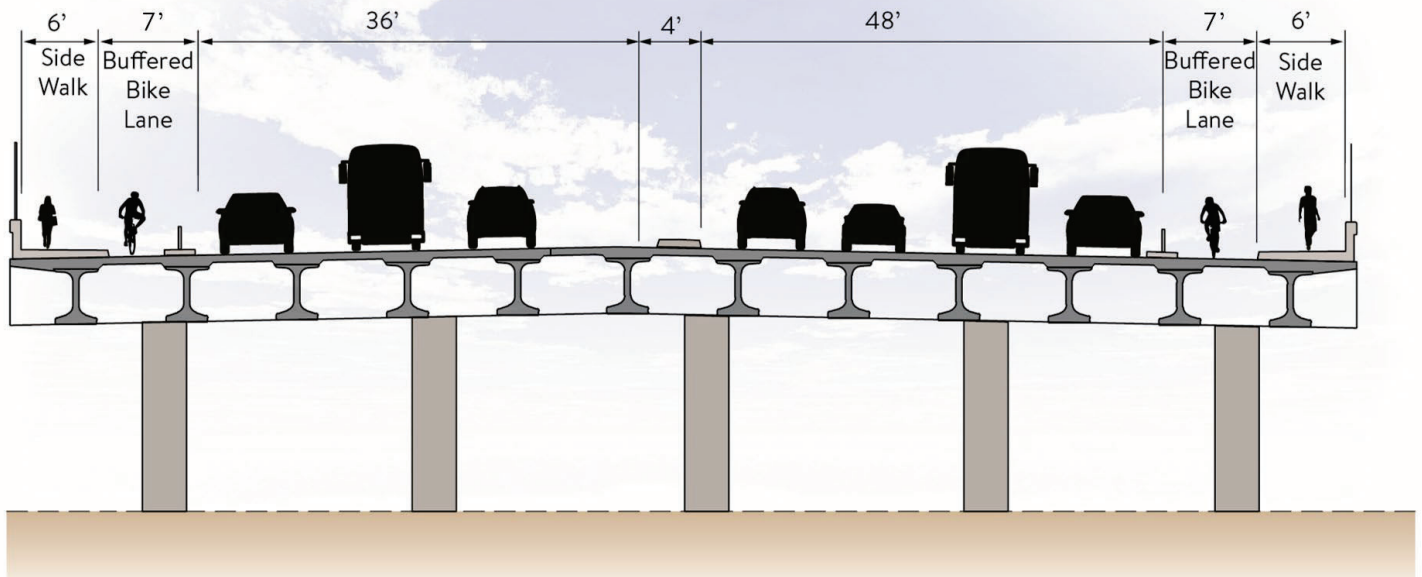
Industrial Parkway Interchange – Design



Industrial Parkway Bike and Pedestrian Accommodation – Existing



Industrial Parkway Bike and Pedestrian Accommodation



Project Milestone Schedule

Project Milestone	Scheduled Delivery Date
Approval of PSR-PDS	Completed Summer 2018
Complete PA/ED	Completed Fall 2022
Begin Detailed Design (PS&E) & Right of Way Acquisition	Summer 2022
Right of Way Certification	Spring 2028
Complete Design and Ready for Advertisement	Spring 2028
Construction Contract Award	Late 2028
Construction Start	Spring 2029
Construction Complete	Fall 2031

Questions?

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Member Roster Fiscal Year 2026-2027

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