



Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, December 11, 2025, 2:00 PM

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

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

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

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

Chair: David Haubert
Vice Chair: Marilyn Ezzy Ashcraft

Executive Director: Tony Tavares
Clerk of the Commission: Elizabeth (Liz) Lake

Location Information:

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

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

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

Emeryville City Hall
1333 Park Avenue
Emeryville, CA 94608

Fremont City Hall
3300 Capitol Avenue
Fremont, CA 94538

Newark City Hall
Conference Room No. 1
37101 Newark Boulevard
Newark, CA 94560

San Leandro City Hall
Office of the Mayor
835 E.14th Street
San Leandro, CA 94577

Zoom Link:
<https://us06web.zoom.us/j/81823881400?pwd=VoRnUUNTlNTQWo2cog3aHVHeWRlZzo9>

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

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

5. Executive Director's Report

5.1 Executive Director's Report - December 2025

Information

[5.1_COMM_ED_Report_December2025_20251211.pdf](#)

6. Consent Calendar

6.1 Approve the October 23, 2025 Commission Meeting Minutes

Action

[6.1_COMM_Minutes_20251023.pdf](#)

6.2 Approve the Alameda CTC Meeting Schedule for the 2026 Calendar Year

Action

[6.2_COMM_Meeting_Schedule_2026_CalendarYear_20251211.pdf](#)

6.3 Fiscal Year (FY) 2025-26 First Quarter Report of Claims Acted Upon Under the Government Claims Act Update

Information

[6.3_COMM_Government_Claims_Act_FY2025-26_1st_Qtr_Report_20251211.pdf](#)

6.4 Annual Local Business Contract Equity Program Utilization Report for Payments Processed between July 1, 2024 and June 30, 2025

Information

[6.4_COMM_FY2024-25_CE_Utilization_Report_20251211.pdf](#)

6.5 Approve the Alameda CTC FY2025-26 First Quarter Consolidated Financial Report

Action

[6.5_COMM_FY25-26_1st_Qtr_Financial_Report_20251211.pdf](#)

6.6 Approve the Professional Services Contracts Plan

Action

[6.6_COMM_Professional_Services_Contracts_Plan_20251211.pdf](#)

6.7 Approve the Annual Performance Objectives for the Executive Director

Action

[6.7_COMM_ED_Objectives_FY25-26_20251211.pdf](#)

6.8 I-580 and I-680 Express Lanes Quarterly Operations Update

Information

[6.8_COMM_I-580_680_Operations_FY25-26_20251211.pdf](#)

- 6.9 Approve Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates
Action
[6.9_COMM_Admin_Amendments_20251211.pdf](#)
- 6.10 Informational update on the East Bay Greenway Multimodal - Hayward Segment Project (Project Number 1587.003)
Information
[6.10_COMM_EBGWMM-Hayward_ProjectUpdate_20251211.pdf](#)
- 6.11 Approve Resolution 25-008 including Actions Associated with Allocation of Regional Measure 3 funds for the City of Newark's Thorton Avenue Multimodal Complete Streets Project
Action
[6.11_COMM_RM3_Allocation_Newark_Thorton_Ave_20251211.pdf](#)
- 6.12 Approve Resolution 25-009 including Actions Associated with Allocation of Regional Measure 3 Funds for the City of Union City's Quarry Lakes Parkway Project
Action
[6.12_COMM_RM3_Allocation_Union_City_QLP_20251211.pdf](#)
- 6.13 Approve Time Extension Actions Associated with the 2014 Transportation Expenditure Plan Deadlines for Securing Environmental Clearance and a Full Funding Plan
Action
[6.13_COMM_MBB_Env_Time_Extension_20251211.pdf](#)
- 6.14 Approve Advance Programming of One Bay Area Grant Cycle 4 Funding for the Alameda County Safe Routes to Schools Program
Action
[6.14_COMM_OBAG_4_Advance_SR2S_20251211.pdf](#)
- 6.15 Approve Amendments to Professional Service Agreements for Closeout Services for Capital Projects
Action
[6.15_COMM_ACTC_Capital_Project_Closeout_20251211.pdf](#)
- 6.16 Informational Update on the I-580 Express Lanes Expenditure Plan – Net Toll Revenue Programming
Information
[6.16_COMM_I-580_Net_Revenue_Programming_20251211.pdf](#)
- 6.17 Congestion Management Program: Summary of Review and Comments on Environmental Documents and General Plan Amendments
Information
[6.17_COMM_Environmental_Docs_20251211.pdf](#)
- 6.18 Approve the Bicycle and Pedestrian Advisory Committee Bylaws Update
Action
[6.18_COMM_BPAC_Bylaws_Update_20251211.pdf](#)

6.19 Approve the 2026 Legislative Program

Action

[6.19_COMM_December_Legislative_Update_20251211.pdf](#)

6.20 Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities Update

Information

[6.20_COMM_Paratransit_Needs_Assessment_Update_20251211.pdf](#)

6.21 Approve the Access for All Grant Program Guidelines

Action

[6.21_COMM_AFA_Grant_Guidelines_20251211.pdf](#)

6.22 Approve Community Advisory Committee Appointments

Action

[6.22_COMM_Community_Advisory_Committee_Appointments_20251211.pdf](#)

7. Committee Reports

7.1 Bicycle and Pedestrian Advisory Committee (BPAC) Update

Information

[7.1_COMM_BPAC_Update_20251211.pdf](#)

7.2 Independent Watchdog Committee (IWC) Update

Information

[7.2_COMM_IWC_Update_20251211.pdf](#)

7.3 Paratransit Advisory and Planning Committee (PAPCO) Update

Information

[7.3_COMM_PAPCO_Update_20251211.pdf](#)

8. Regular Matters

8.1 Approve the Alameda CTC Draft Audited Annual Comprehensive Financial Report for the Year Ended June 30, 2025

Action

[8.1_COMM_ACTC_FY2024-25_Draft_Audited_ACFR_20251211.pdf](#)

[8.1_COMM_ACTC_FY2024-25_Draft_Audited_ACFR_Presentation_20251211.pdf](#)

8.2 Approve the Alameda CTC Staff and Retiree Benefits for Calendar Year 2026, Classifications Ranges for FY2026-27, and Staffing Plan

Action

[8.2_COMM_Staff-Retiree_Benefits_2026_20251211.pdf](#)

8.3 Plan Bay Area 2050+ Update

Information

[8.3_COMM_MTC_PBA_2050_20251211.pdf](#)

[8.3_COMM_MTC_PBA_2050_Presentation_20251211.pdf](#)

8.4 Adoption of an Amendment to the Alameda CTC Express Lanes Toll Enforcement Ordinance – Public Hearing

Action

[8.4_COMM_Toll_Ordinance_20251211.pdf](#)

9. Adjournment

Next Meeting:

TBD

Notes:

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



ALAMEDA COUNTY TRANSPORTATION COMMISSION

EXECUTIVE DIRECTOR'S REPORT

DECEMBER 2025

Delivering on Our Promises

Alameda CTC has long been dedicated to improving transportation throughout Alameda County—planning, funding, and delivering projects that enhance mobility, safety, and access. The passage of Measure BB in 2014, the third voter-approved transportation sales tax measure, reaffirmed the public's strong and lasting commitment to investing in a better transportation future.

Alameda CTC's work is rooted in long-term planning, strategic investment, and on-the-ground delivery. With a strong focus on transparency, partnership, and public service, the agency continues to improve mobility, enhance safety, and support communities throughout the county.

Thank you for your continued partnership as we build a more connected, safe, and accessible Alameda County.

Sincerely,

Tony Tavares
Executive Director

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- Policy News
- Programming Updates
- 3 Finance Updates
- Committee Activities
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Project Updates

Leaders Celebrate \$240 Million Investment at SR-84/I-680 Ribbon Cutting

State, regional, and local leaders joined Alameda County Transportation Commission (Alameda CTC) last month in Sunol to celebrate the completion of the \$240 million SR-84/I-680 Interchange Improvement Project, a major capital investment with substantial funding from Alameda CTC's Measure BB. The ribbon cutting highlighted years of coordinated work—led in partnership with Caltrans—to relieve congestion and enhance safety along a vital route connecting the Tri-Valley and South Bay.

The project upgraded SR-84 to expressway standards, reconstructed ramps, added a flyover from Calaveras Road to northbound I-680, and extended the southbound I-680 HOV/Express Lane by roughly two miles. New frontage roads improve local access, and new bikeways expand multimodal options for the surrounding communities.

The project was funded through Measure BB, Regional Measure 3 bridge tolls, the State Transportation Improvement Program, SB 1 Local Partnership Program funds, and local contributions, and was delivered through a strong partnership among Caltrans, Alameda CTC, the Federal Highway Administration, and local jurisdictions.

Learn more about the project by visiting <https://www.alamedactc.org/programs-projects/highway-improvement/sr-84-i-680-interchange-improvements>.

Rail Safety Improvements Advance in Oakland and Union City

Alameda CTC is advancing safety enhancements at two at-grade rail crossing locations – High Street in Oakland and H Street in Union City. This work, part of the Alameda County Rail Safety Enhancement Program, is carried out in partnership with the California Public Utilities Commission (CPUC), California Department of Transportation (Caltrans),

Project Updates cont'd on page 2



Alameda CTC Commissioners attend the SR-84-680 Ribbon Cutting.

Project Updates cont'd from page 1

and the partner cities. The goal of this project is to improve safety for all users, including bicycles and pedestrians, by constructing:

- ADA compliant sidewalks;
- Automatic pedestrian gates and fencing;
- Concrete pedestrian crossing panels;
- Upgraded warning devices, including rail signals and crossing gates; and
- Improved queue cutter devices, lighting, warning strips, and signing.

Alameda CTC is using federal Section 130 funds to design these improvements.

In September, a diagnostic team consisting of representatives from Federal Railroad Administration (FRA), Caltrans, CPUC, Alameda CTC, Union Pacific Railroad (UPRR), and the partner cities, conducted on-site evaluations at both crossings to assess conditions and identify safety needs.

These partner agencies will continue to contribute expertise to advance safety, engineering, and environmental review. FRA and Caltrans will provide guidance on rail safety regulations, project grants, and review in accordance with the National Environmental Policy Act (NEPA). CPUC will review and approve project construction to ensure safety and regulatory adherence. Alameda CTC will collaborate with local cities and other stakeholders to lead project development and implement safety improvements related to local jurisdictions. UPRR will collaborate with all stakeholders to coordinate complementary safety improvements.

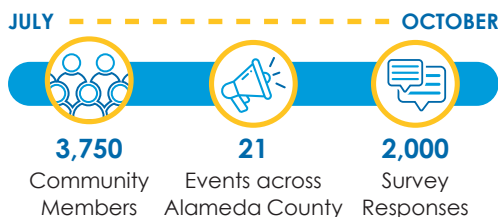
Based on input from the September diagnostic meetings, the project team is developing preliminary engineering plans and identifying areas of potential environmental impact. The draft environmental document is expected in late 2026.

More information about this and other Alameda CTC projects can be found on the agency's [Projects webpage](#).

Planning and Programs Updates

Community Voices Help Shape the Countywide Transportation Plan

Alameda CTC staff recently completed an extensive round of community engagement to inform the development of the Countywide Transportation Plan (CTP), including a public survey, tabling at community events across the county, and partnerships with community organizations. From July through October 2025, the team connected with more than 3,750 community members at 21 events across Alameda County and collected over 2,000 survey responses. Additionally, nearly 100 people shared their transportation experiences and priorities through an open-ended survey distributed in various forms including electronically and paper.



Alameda CTC staff developed the engagement strategy in collaboration with the CTP Working Group, a partnership of community-based organizations in Alameda County that helped refine survey language, identify key outreach opportunities, and co-host events that extended the Commission's engagement with local communities. Highlights included partnerships with San Leandro 2050 at a local food pantry, Roots Community Health Center at the Oakland Community Resource Fair, and CityServe of the Tri-Valley at their Soup-er Tuesday event.

Concurrently, a targeted survey for older adults and people with disabilities was also deployed through the agency's paratransit advisory committees, pop-up events at senior centers, as well as participation in larger events like the Annual Healthy Living Festival. This effort complemented CTP engagement and generated nearly 500 responses.

The Commission will receive updates on engagement and how community input will inform CTP recommendations throughout the first half of 2026.

Policy News

Alameda CTC Prepares 2026 Legislative Program

Each year, Alameda CTC adopts a legislative program that serves as a roadmap for advocacy and partnerships to advance the Commission's transportation priorities and secure sustainable funding that aligns with regional, state, and federal initiatives. Building on the 2025 platform and CTP Policy Blueprint finalized last year, the proposed 2026 program emphasizes safety, economic vitality, healthy communities, and equity.

The proposed Legislative Program for next year emphasizes six core priorities: Transportation Funding, Safety, Economic Vitality, Healthy Communities, Equity, and Effective Project Delivery—principles that guide the agency's efforts to further a transportation network for Alameda County that is safe, reliable, and inclusive.

At the state level, the agency will focus on transportation safety, climate, air quality, and equitable mobility. At the federal level, Congress is preparing the next surface transportation reauthorization to succeed the Infrastructure Investment and Jobs Act, which expires in 2026. Alameda CTC will collaborate with partners to ensure local and regional priorities are well positioned for future federal funding opportunities.

Programming Updates

Alameda CTC Funding Expands LAVTA Mobility Options in the Tri-Valley

In 2024, Alameda CTC awarded \$600,000 in Measure B funds to Livermore Amador Valley Transit Authority (LAVTA) to implement *Wheels Access – Expanding Mobility options in the Tri-Valley*, a comprehensive mobility program designed to improve transportation for older adults and people with disabilities in Dublin, Livermore, Pleasanton and unincorporated areas of Alameda County.

The program focuses on establishing a new Mobility Management program, continuing the popular Para-Taxi Reimbursement/Debit Card program, and providing operating support to the multi-jurisdictional One Seat Ride program. In the first half of 2025, LAVTA provided approximately 4,000 one-way trips via these programs, expanding mobility for Tri-Valley residents.

Programming Updates cont'd from page 2

New raised bike lanes will improve connectivity for cyclists travelling along Fruitvale Avenue in Oakland. Photo courtesy of City of Oakland Department of Transportation.

Measure BB-funded Fruitvale Alive! Gap Closure Project Nears Completion in Oakland

In 2019, Alameda CTC awarded \$1.63 million in Measure BB funds to the City of Oakland for the Fruitvale Alive! Gap Closure Project. The project will enhance safety and connectivity for people walking and biking along Fruitvale Avenue between Alameda Avenue and East 12th Street.

Project features include installation of a raised bicycle track, wider sidewalks, improved pedestrian crossings, pedestrian scale lighting, and landscaped buffers. It also removes vehicle through lanes and slip turns to increase safety. The majority of construction is nearing substantial completion, with finalization expected by September 2026. Landscaping is complete and remaining activities are limited to work requiring coordination with Union Pacific Railroad.

Finance Updates

Finance Team Finalizes FY2024–25 Audit and Reports

Over the past several months, the Finance team worked with independent financial auditors from Maze and Associates to complete the audit processes and prepare the Annual Comprehensive Financial Report (ACFR) for the fiscal year ending June 30, 2025. Auditors provided an unmodified (or clean) opinion of Alameda CTC's financial statements.

On October 23, the Engagement Partner from Maze and Associates met with Alameda CTC's Audit Committee

to review the draft ACFR and discuss required communications in accordance with Generally Accepted Government Auditing Standards. The ACFR is being presented for approval at the Finance and Administration Committee (FAC) and Commission meetings in November and December, respectively.

Finance and Administration staff also presented several key reports to the FAC and Commission during this period, including the Annual Local Business Contract Equity Program Utilization Report for FY2024-25, the FY2025-26 first quarter financial report, and the professional services contracts plan.

Contracting Opportunities

Alameda CTC anticipates upcoming solicitations for the following professional services and construction contracts:

Professional Services

- Alameda Countywide Ramp Intersection Safety Plan (CRISP)
- Program Management Services – Accessible Transportation
- San Pablo Avenue Bus Lanes and Bike Lanes Project
- Express Lane System Manager and Program Support

Construction

- San Pablo Avenue Parallel Bike Improvements
- East Bay Greenway Multimodal – North Segment (San Leandro – Broadmoor Boulevard to E14th Street)
- East Bay Greenway Multimodal – North Segment (Lake Merritt to Fruitvale BART Segment)

For more information, visit the [Contracting Opportunities webpage](#).

Committee Activities

November 6th - Alameda County Technical Advisory Committee (ACTAC)

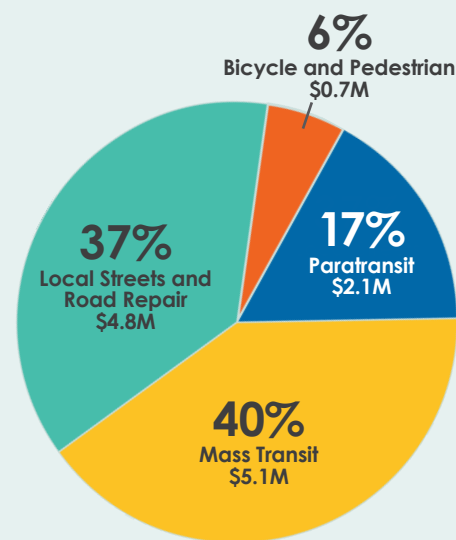
ACTAC received reports on the Local Business Contract Equity Program Contract Utilization for Fiscal Year 2024-25, the Caltrans Disadvantaged Business Enterprise Program Interim Final Rule, and Measure B/BB/Vehicle Registration Fee Direct Local Distribution Programs and grant programs.

Transportation Investments

Alameda CTC supports the future of Alameda County by equitably investing in projects and programs throughout the county to improve transportation.

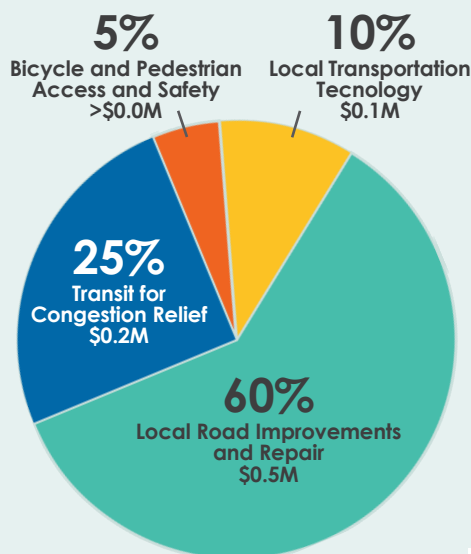
Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total more than \$1.10 billion; over \$16 million was distributed in August 2025.



Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$98.6 million for local road improvement and repair; \$1 million was collected in August 2025.



Agency Activities

In November, Alameda CTC hosted, sponsored or participated in a wide range of events, including:

- Oct 27-29 – MPact Conference in Portland
- Oct 31 – Central County Community Connections Plan (4CP) Community Based Organization (CBO) Focus Group #1
- Nov 3 – Active Transportation Plan (ATP) Working Group Meeting #2
- Nov 3 – Emeryville BPAC Mtg for San Pablo Avenue Corridor Projects
- Nov 5-7 – GovAI Coalition Summit in San Jose
- Nov 6 – Oakland BPAC Infrastructure Committee for San Pablo Avenue Corridor Projects
- Nov 12 – ATP Business Organization Focus Group #1
- Nov 13 – 4CP Listening Session with Cherryland Community Assoc.
- Nov 13 – CTP CBO Working Group Meeting #3
- Nov 14 – ATP Business Organization Focus Group #2
- Nov 14 – Ruby Bridges Walk to School Day
- Nov 18 – ATP Stakeholder Meeting
- Nov 20 – Berkeley TIC San Pablo Avenue Corridor Projects

Bike Mobile Outreach Events

- Nov 3 – Melrose Leadership Academy, Oakland
- Nov 4 – Irvington High School, Fremont
- Nov 5 – Tennyson High School, Hayward
- Nov 6 – John Muir Middle School, San Leandro
- Nov 7 – Birch Grove Primary School, Newark
- Nov 8 – Piedmont Avenue Elementary, Oakland
- Nov 10 – Lincoln Elementary, Newark
- Nov 12 – Cottonwood Creek School, Dublin
- Nov 13 – James Dougherty Elementary School, Dublin
- Nov 14 – John Green Elementary School, Dublin
- Nov 17 – Vallejo Mill Elementary School, Fremont
- Nov 18 – Hillcrest Elementary School, Oakland
- Nov 19 – Brookvale Elementary School, Fremont
- Nov 20 – Madison Elementary School, San Leandro
- Dec 2 – Grass Valley Elementary School, Oakland
- Dec 5 – Castro Valley Elementary School, Castro Valley
- Dec 6 – Frick United Academy of Language Middle School, Oakland

Committee Activities cont'd from page 3

November 13th - Independent Watchdog Committee (IWC)

IWC discussed the Valley Link Rail Project, received an update on Alameda CTC's Measure B/BB Capital Program, and reviewed the outreach summary and costs associated with the IWC Annual Report to the Public.

Visit [Alameda CTC's Meetings webpage](#) for details on upcoming meetings.

Other News

Alameda CTC Leads Community-Driven Planning Effort for Central County

Alameda CTC is leading the Central County Community Connections Plan (4CP) in partnership with Caltrans, local jurisdictions, and communities near I-238 and I-580 from I-880 to Castro Valley BART. Funded through a Caltrans Sustainable Transportation Planning Grant, the 4CP is a focused planning effort that will identify and advance near-term investments to support safety, connectivity, and climate resilience in communities heavily impacted by extensive barriers and freeway infrastructure.

The 4CP will be developed across three phases, each with opportunities for public input:

- Round 1 (Fall/Winter 2025): Confirm needs and prioritize streets for project development
- Round 2 (Winter/Spring 2026): Co-create project ideas and workshop design concepts
- Round 3 (Summer/Fall 2026): Finalize initial designs for priority projects and share the draft plan and implementation strategy

The plan will begin with a focused needs assessment to confirm community priorities. Then, the project team will co-develop proposed improvements and workshop project design concepts at several high-priority locations through extensive public engagement. Alameda CTC is also working closely with local jurisdictions and transit agencies through a Technical Advisory Committee. The final 4CP will identify implementation pathways to deliver these community-prioritized projects in the near-term.

The 4CP Team wants to hear from you!

Share your priorities by exploring our interactive webmap and completing the survey! Go to fp.mysocialpinpoint.com/alamedactc-4cp to share your thoughts and learn more by going to the project website at www.alamedactc.org/4CP. Public comment is open through December 31, 2025.



BikeMobile events teach kids simple skills to keep their bikes rolling smoothly



Alameda County Transportation Commission Meeting Minutes Thursday, October 23, 2025, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioners Fife, Fortunato Bas, Márquez, and Miley.

Commissioner Bowen attended as an alternate for Commissioner Tam.
Commissioner Eicher attended as an alternate for Commissioner Balch.

Subsequent to the roll call:

Commissioners Fortunato Bas, Márquez, and Miley arrived during item 4.

3. Public Comment

There were no public comments.

4. Chair and Vice Chair Report

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

5. Executive Director's Report

Executive Director Tony Tavares shared several updates with the Commission during his report.

6. Consent Calendar

6.1 Approve the September 25, 2025 Commission Meeting Minutes

6.2 Approve the Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates

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

6.4 Approve Amendment No. 8 to Agreement No. A17-0070 with Electronic Transaction Consultants, LLC for Operations and Maintenance of the I-580 Express Lanes

6.5 Introduction of an Amendment to the Alameda CTC Express Lanes Toll Enforcement Ordinance

6.6 Congestion Management Program (CMP): Summary of the Alameda County Transportation Commission's (Alameda CTC) Review and Comments on Environmental Documents and General Plan Amendments

6.7 Approve the 2025 Congestion Management Program

6.8 Federal, state, regional, and local legislative activities update

6.9 Approve Amendment No. 1 to the Professional Services Agreement (A23-0023) with Kittelson & Associates, Inc. for Multimodal Performance Monitoring

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

Yes: Bowen, Brown, Dunbar, Eicher, Ezzy Ashcraft, Fortunato Bas, González, Hannon, Haubert, Hernandez, Hu, Jordan, Márquez, McCarthy, Miley, Salinas, Salwan, Singh, Solomon, Taplin, Young
No: None
Abstain: Dunbar abstained for 6.1 only
Absent: Fife

7. Committee Member Reports

7.1 Bicycle and Pedestrian Advisory Committee (BPAC) Update

There was no report.

7.2 Independent Watchdog Committee (IWC) Update

There was no report.

7.3 Paratransit Advisory and Planning Committee (PAPCO) Update

There was no report.

8. Regular Matters

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

Jacki Taylor recommended that the Commission approve Resolution 25-006, which includes programming \$10.868 million of 2026 State Transportation Improvement Program funds for Alameda County.

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

Yes: Bowen, Brown, Dunbar, Eicher, Ezzy Ashcraft, Fortunato Bas, González, Hannon, Haubert, Hernandez, Hu, Jordan, Márquez, McCarthy, Miley, Salinas, Salwan, Singh, Solomon, Taplin, Young
No: None
Abstain: None
Absent: Fife

8.2 Approve Release of a Request for Proposals (RFP) for the Countywide Ramp Intersection Safety Plan

Colin Dentel-Post recommended that the Commission approve the release of a Request for Proposals for Professional Services for the Countywide Ramp Intersection Safety Plan and authorize the negotiation with the top ranked firm.

Commissioner Dunbar moved to approve the item. Commissioner González seconded the motion. The motion passed with the following roll call vote:

Yes: Bowen, Brown, Dunbar, Eicher, Ezzy Ashcraft, Fortunato Bas, González, Hannon, Haubert, Hernandez, Hu, Jordan, Márquez, McCarthy, Miley, Salinas, Salwan, Singh, Solomon, Taplin, Young

No: None

Abstain: None

Absent: Fife

9. Adjournment



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Tony Tavares, Executive Director
Elizabeth (Liz) Lake, Clerk of the Commission

SUBJECT: Approve the Alameda CTC Meeting Schedule for the 2026 Calendar Year

Recommendation

It is recommended that the Commission approve the Alameda CTC meeting schedule for the 2026 calendar year.

Summary

Per the Alameda County Transportation Commission (Alameda CTC) administrative code, Alameda CTC annually adopts a schedule of regular meetings. The schedule outlines the meetings for the full Commission in addition to standing committee meetings, including Finance and Administration Committee (FAC); Planning, Policy and Legislation Committee (PPLC); Programs and Projects Committee (PPC); and Audit Committee. Any additional ad-hoc or steering committee meeting schedules are developed at the discretion of the Commission and are noticed in accordance with the California Government Code.

Background

Pursuant to the Alameda CTC Administrative Code, the Commission shall adopt the schedule of regular meetings of the Commission and the Standing Committees for the upcoming year. The Commission and each standing committee may change the date for a regular meeting of such body to another business day if the regular date is a holiday or as otherwise determined by the Commission or such standing committee.

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

Attachment:

- A. Alameda CTC 2026 Meeting Calendar



Alameda County Transportation Commission 2026 Meeting Calendar*

All meeting dates and materials are available on the [Alameda CTC website](#).

Meetings	Meeting Start Time	Meeting Dates
Finance and Administration Committee (FAC)	9:30 a.m.	March 9, 2026 May 11, 2026 September 14, 2026 November 9, 2026
Alameda CTC Audit Committee	1:00 p.m.** 4:00 p.m.**	June 8, 2026 October 22, 2026
Programs and Projects Committee (PPC)	10:00 a.m.	January 12, 2026 February 9, 2026 March 9, 2026 April 13, 2026 May 11, 2026 June 8, 2026 July 13, 2026 September 14, 2026 October 5, 2026*** November 9, 2026
Planning, Policy & Legislation Committee (PPLC)	11:30 a.m. Note: PPC & PPLC meet on the same dates	
Alameda County Transportation Commission (COMM)	2:00 p.m.	January 22, 2026 February 26, 2026 March 26, 2026 April 23, 2026 May 28, 2026 June 25, 2026 July 23, 2026 September 24, 2026 October 22, 2026 December 3, 2026

* Unless otherwise stated, the Standing Committees meet on the second Monday of the month, and the full Commission meets on the fourth Thursday of the month. The Alameda County Transportation Commission is in recess during the month of August. There is no COMM meeting in the month of November and no Standing Committee meetings during the month of December.

** The June Audit Committee will begin at 11:35 a.m. or upon completion of the PPLC meeting. The October Audit Committee will begin at 2:05 p.m. or upon completion of the COMM meeting.

***Due to the Columbus Day/Indigenous Peoples' Day Holiday, the October Standing Committee meeting date changed from the second Monday to the first Monday of the month for October only.



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE:	December 4, 2025
TO:	Alameda County Transportation Commission
FROM	Patricia Reavey, Deputy Executive Director of Finance and Administration
SUBJECT:	Fiscal Year (FY) 2025-26 First Quarter Report of Claims Acted Upon Under the Government Claims Act Update

Recommendation

This item is to provide the Commission with an update on the FY2025-26 First Quarter Report of Claims Acted upon under the Government Claims Act. This item is for information only.

Summary

The Report of Claims Acted Upon by Staff Under the Government Claims Act during the first quarter of FY2025-26 is attached as Attachment A.

Background

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

California Government Code section 935.4 states:

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

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

On June 30, 2016, the Commission adopted a resolution which authorized the Executive Director to reject claims of any amount, or to allow, settle, or compromise claims up to and including \$50,000.

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

Fiscal Impact: There is no fiscal impact. This item is presented only for information purposes.

Attachment:

- A. Report of Claims Acted Upon by Staff Under the Government Claims Act from July 1, 2025 – September 30, 2025

Claimant	Submitted By	Received Date	Amount	Action Taken	Date of Accident/Loss	Notes
Rocky Ridge LLC Owner Jeff Olberding	UPD Law Attorney: Ulises Pizano-Diaz	8/18/2025	\$ 500,000.00	Claim Rejected - Neither Alameda CTC nor any of its employees has any responsibility for consultant's loss due to consultant's system issues nor impersonation of consultant.	10/10/2024	Rejected with notice pursuant to Government Code Section 945.6
Ray Shieh	Avrek Law Firm Attorney: Nabil Freij	9/2/2025	\$15,000,000.00	Claim Rejected - Neither Alameda CTC nor any of its employees has any responsibility for maintenance, operation, or other oversight of the freeway where the accident occurred, and Alameda CTC does not control this facility.	3/10/2025	Rejected with notice pursuant to Government Code Section 945.6
Stephanie L. Shieh	Avrek Law Firm Attorney: Nabil Freij	9/2/2025	\$15,000,000.00	Claim Rejected - Neither Alameda CTC nor any of its employees has any responsibility for maintenance, operation, or other oversight of the freeway where the accident occurred, and Alameda CTC does not control this facility.	3/10/2025	Rejected with notice pursuant to Government Code Section 945.6



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Seung Cho, Director of Contract Services and Operations
Valerie Vijil, Principal Administrative Analyst

SUBJECT: Annual Local Business Contract Equity Program Utilization Report for Payments Processed between July 1, 2024 and June 30, 2025

Recommendation

This item provides the Commission with an update on the Annual Local Business Contract Equity (LBCE) Program Utilization Report for payments processed between July 1, 2024 and June 30, 2025. This item is for information only.

Summary

Alameda CTC established the LBCE Program to create economic growth and jobs within the County by requiring local contracting that supports residents and businesses in Alameda County. The LBCE Program helps to identify and engage the participation of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE), and Very Small Local Business Enterprise (VSLBE) firms located in Alameda County on contracts which are (i) administered by Alameda CTC or related to, or in support of, a sponsor agency-administered capital project and (ii) funded either in whole by Measure BB, Measure B, or Vehicle Registration Fee (VRF) funds or in part by such funds in combination with other local funds. The LBCE Program goals do not apply to contracts that include federal, state, or non-local funds.

This report provides an update of business utilization based on payments processed in Fiscal Year (FY) 2024-25 on active professional services and construction contracts that are administered by Alameda CTC or that are under project funding agreements administered by sponsor agencies. Utilization data is included for contracts that are locally funded and subject to the LBCE Program, as well as those that are exempt from the LBCE Program due to having federal, state, or non-local funds. Additionally, an update on the LBCE Program certification activities within the same timeframe is provided.

As of June 30, 2025, Alameda CTC administered contracts included 35 professional services contracts with LBCE Program goals totaling \$169.7M in payments, of which \$161.9M (95%) went to LBE firms, \$56.5M (33%) went to SLBE firms, and \$6.2M (4%) went to VSLBE firms. There were no construction contracts administered by Alameda CTC with LBCE Program goals. This information is shown in Table 1A below.

TABLE 1A – Alameda CTC Contracts with LBCE Program Goals						
Contract Type	LBCE Program Goals	Number of Contracts	Payment Amount	LBE	SLBE	VSLBE
Professional Services	70% LBE and 30% SLBE	35	\$169,651,367	95%	33%	4%
				\$161,897,036	\$56,538,822	\$6,183,361
Construction	60% LBE and 20% SLBE	-	-	-	-	-
				-	-	-
TOTAL		35	\$169,651,367	95%	33%	4%
				\$161,897,036	\$56,538,822	\$6,183,361

As of June 30, 2025, sponsor agencies administered 23 professional services agreements with LBCE Program goals totaling \$20.4M, of which \$13.7M (67%) went to LBE firms, \$5.1M (25%) went to SLBE firms, and \$1.0M (5%) went to VSLBE firms. Sponsor agencies also administered 4 construction contracts with LBCE Program goals totaling \$39.3M in payments, of which \$27.8M (71%) went to LBE firms and \$5.8M (15%) went to SLBE firms. Sponsor agency construction contracts exceeded the LBE goal of 60%, whereas they fell slightly short of program goals in the LBE and SLBE categories on professional services contracts and the SLBE category on construction contracts. The expectation is that sponsor agencies will meet the goals as intended over the life of these contracts. The efforts that Alameda CTC staff put forth during the reporting period to increase program participation on sponsor agency contracts, such as conducting annual workshops, coordinating with ACTAC members and sponsor agency liaisons, increased outreach coordination efforts with the Business Outreach Committee and East Bay Interagency Alliance, and providing technical assistance, have helped support LBCE Program participation. Staff intends to continue these efforts to highlight the program and assist sponsor agencies in their efforts to ensure program compliance on all Alameda CTC-funded contracts.

There were 91 active Alameda CTC and sponsor agency contracts exempt from the LBCE Program in the reporting period: 66 in the professional services category, 18 in the construction category, and 7 California Department of Transportation (Caltrans) Cooperative Agreements. Payment on such exempt contracts totaled \$715.0M, of which approximately \$242.0M (34%) went to LBE firms, \$59.3M (8%) went to SLBE firms, and \$3.7M (1%) went to VSLBE firms. This information is shown in Table 2 below.

TABLE 2 – Contracts Exempt from LBCE Program Goals¹					
Contract Type	Number of Contracts	Payment Amount	LBE	SLBE	VSLBE
Professional Services	66	\$199,285,486	74%	20%	2%
			\$148,250,753	\$39,506,243	\$3,742,848
Construction	18	\$195,434,575	48%	10%	-
			\$93,749,834	\$19,808,645	-
Caltrans Cooperative Agreements	7	\$320,294,849	-	-	-
			-	-	-
TOTAL	91	\$715,014,920	34%	8%	1%
			\$242,000,587	\$59,314,888	\$3,742,848

¹ Includes contracts not subject to the LBCE Program, such as those that have state, federal, and/or non-local funding.

Reporting Process

Staff generated the LBCE Program Contract Equity Utilization Report from the agency database to reflect payment data on all active contracts both during the reporting period of July 1, 2024 through June 30, 2025 and cumulatively. Utilization of local dollars is based on collected financial data relative to the amounts paid to LBE, SLBE, and VSLBE firms. There are three contract categories:

- Professional Services – This category includes professional service contracts in support of Alameda CTC’s projects and programs, as well as architectural and engineering services contracts to assist Alameda CTC in the development and delivery of its capital program.
- Construction – This category includes construction contracts awarded to suppliers and builders of facilities and improvements, such as roadway and transit improvements.
- Caltrans Cooperative Agreements – These are contracts between Caltrans and Alameda CTC to plan, design, and/or construct projects in accordance with authorizing documentation.

The participation data and statistics, which serve as a basis for this report, have been independently reviewed and verified by GCAP Services, Inc. (GCAP). As stated in the Letter of Independent Review issued by GCAP (Attachment B), this report was found to be materially accurate and complete.

LBCE Program Certification Update

Table 3 shows the firms certified in this reporting period by contract and certification types.

Table 3 – LBCE Program Certified Firms by Contract Types				
Contract Type	Firms Certified this Reporting Period	LBE¹	SLBE²	VSLBE
Professional Services	224	224	81	48
Construction	26	26	17	3
TOTAL	250	250	98	51

¹ Includes LBE, SLBE and VSLBE firms.

² Includes SLBE and VSLBE firms.

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

Attachments:

- A. FY2024-25 LBCE Program Contract Equity Utilization Report
- B. Letter of Independent Review of Alameda CTC's Contract Equity Annual Utilization Report for the Period of July 1, 2024 through June 30, 2025



Contract Equity Utilization Report

2024-2025

6.4A

Reporting Period Start Date: 7/1/2024 End Date: 6/30/2025

Contract Number/Company Name	Contract Amount	Total Payment to Date	Total Payment for Reporting Period	Reporting Period:						Cumulative:					
				LBE %	LBE \$	SLBE %	SLBE \$	VSLBE %	VSLBE \$	LBE %	LBE \$	SLBE %	SLBE \$	VSLBE %	VSLBE \$
Alameda CTC Contracts with LBCE Program Goals															
Professional Services Agreement - Goal Requirements for LBCE (70% for LBE and 30% for SLBE)															
A05-0004 - URS Corporation	\$16,760,000.00	\$14,556,990.97	\$21,576.82	100.00%	\$21,576.82	18.88%	\$4,073.70	0.00%	\$0.00	97.33%	\$14,168,319.31	28.26%	\$4,113,805.65	3.80%	\$553,165.66
A17-0004 - Jacobs Engineering Group, Inc.	\$22,293,100.00	\$18,631,545.24	\$8,117.73	100.00%	\$8,117.73	0.00%	\$0.00	0.00%	\$0.00	98.24%	\$18,303,630.04	24.89%	\$4,637,391.61	1.30%	\$242,210.09
A17-0010 - H.T. Harvey & Associates Ecological Cons	\$237,617.00	\$224,611.00	\$12,175.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	13.68%	\$30,726.78	13.68%	\$30,726.78	13.68%	\$30,726.78
A17-0021 - Novani, LLC	\$2,098,615.00	\$2,000,774.36	\$118,872.26	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A17-0073 - Kimley-Horn and Associates, Inc.	\$15,816,364.00	\$12,941,287.13	\$2,515,972.89	99.46%	\$2,502,386.64	30.65%	\$771,145.69	6.89%	\$173,350.53	99.09%	\$12,823,521.42	28.71%	\$3,715,443.54	10.19%	\$1,318,717.16
A18-0024 - Kittelson & Associates, Inc.	\$4,378,000.00	\$3,992,708.08	\$564,727.15	91.16%	\$514,805.27	27.30%	\$154,170.51	27.30%	\$154,170.51	97.81%	\$3,905,267.77	33.24%	\$1,327,176.17	33.24%	\$1,327,176.17
A18-0028 - TY Lin International/CCS	\$10,625,136.88	\$9,063,933.05	\$335,933.81	100.00%	\$335,933.81	2.62%	\$8,801.47	0.00%	\$0.00	94.74%	\$8,586,762.79	32.86%	\$2,978,267.10	4.76%	\$431,422.75
A18-0030 - WMH Corporation	\$21,150,000.00	\$18,945,819.38	\$399,738.82	100.00%	\$399,738.82	90.21%	\$360,604.39	3.13%	\$12,511.83	98.96%	\$18,748,782.86	64.88%	\$12,292,047.61	1.26%	\$238,717.32
A18-0035 - WMH Corporation	\$595,000.00	\$468,223.71	\$17,922.11	96.83%	\$17,353.98	96.83%	\$17,353.98	39.39%	\$7,059.52	94.75%	\$443,641.97	94.75%	\$443,641.97	29.14%	\$136,440.39
A18-0040 - Oberkamper Associates	\$310,800.00	\$305,607.50	\$110.52	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A19-0007 - VSCe, Inc.	\$5,197,500.00	\$5,151,150.52	\$11,933.36	100.00%	\$11,933.36	100.00%	\$11,933.36	0.00%	\$0.00	100.00%	\$5,151,150.52	81.40%	\$4,193,036.52	0.00%	\$0.00
A19-0014 - Maze and Associates	\$541,004.00	\$541,004.00	\$96,583.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A20-0004 - WMH Corporation	\$18,645,727.00	\$16,030,074.74	\$477,003.41	100.00%	\$477,003.41	83.98%	\$400,587.46	2.85%	\$13,594.60	97.90%	\$15,693,443.17	68.01%	\$10,902,053.83	1.33%	\$213,199.99
A20-0014 - Kimley-Horn & Associates	\$6,350,000.00	\$5,330,859.92	\$1,378,003.23	90.87%	\$1,252,191.54	21.02%	\$289,656.28	0.00%	\$0.00	94.10%	\$5,016,339.18	32.57%	\$1,736,261.08	0.00%	\$0.00
A20-0015 - Koff & Associates Inc	\$530,913.60	\$147,460.54	\$4,211.40	100.00%	\$4,211.40	100.00%	\$4,211.40	100.00%	\$4,211.40	93.96%	\$138,553.92	93.96%	\$138,553.92	93.96%	\$138,553.92
A21-0025 - Nelson/Nygaard Consulting Associates	\$1,606,361.00	\$1,064,089.72	\$287,949.55	100.00%	\$287,949.55	12.62%	\$36,339.23	6.64%	\$19,119.85	100.00%	\$1,064,089.72	19.24%	\$204,730.86	10.21%	\$108,643.56
A21-0033 - GCAP Services, Inc.	\$4,294,689.16	\$1,224,033.57	\$378,496.29	100.00%	\$378,496.29	100.00%	\$378,496.29	0.00%	\$0.00	100.00%	\$1,224,033.57	100.00%	\$1,224,033.57	1.02%	\$12,485.14
A22-0002 - ETC - Electronic Transaction Consultants	\$10,077,028.00	\$8,080,086.82	\$2,643,528.78	95.50%	\$2,524,569.98	0.00%	\$0.00	0.00%	\$0.00	97.77%	\$7,899,900.88	0.00%	\$0.00	0.00%	\$0.00
A22-0055 - Conti	\$360,970.95	\$274,522.83	\$50,348.59	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A22-0057 - Fehr & Peers	\$1,500,000.00	\$1,498,961.04	\$370,745.10	100.00%	\$370,745.10	13.88%	\$51,459.42	12.67%	\$46,973.40	98.11%	\$1,470,630.68	20.09%	\$301,141.27	15.42%	\$231,139.79
A22-0066 - Novani, LLC	\$998,700.00	\$885,398.18	\$350,845.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A22-0067 - Mark Thomas & Company	\$12,021,204.00	\$5,558,064.40	\$580,251.33	81.88%	\$475,109.79	48.34%	\$280,493.49	2.01%	\$11,663.05	93.72%	\$5,209,017.96	27.24%	\$1,514,016.74	4.65%	\$258,449.99
A22-0069 - Hanson Bridgett LLP	\$300,000.00	\$36,461.40	\$9,809.80	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A22-0070 - Meyers Nave	\$3,133,079.00	\$1,623,121.78	\$898,566.32	98.38%	\$884,009.55	0.00%	\$0.00	0.00%	\$0.00	93.96%	\$1,525,085.22	0.00%	\$0.00	0.00%	\$0.00
A22-0071 - Fennemore LLP	\$5,394,085.00	\$1,835,185.42	\$545,437.56	100.00%	\$545,437.56	0.00%	\$0.00	0.00%	\$0.00	96.15%	\$1,764,530.78	0.00%	\$0.00	0.00%	\$0.00
A23-0002 - Electronic Transaction Consultants	\$100,000,000.00	\$23,435,206.36	\$5,383,365.00	100.00%	\$5,383,365.00	39.49%	\$2,125,890.84	0.00%	\$0.00	99.90%	\$23,411,771.15	9.09%	\$2,130,260.26	0.00%	\$0.00
A23-0003 - Mark Thomas & Company	\$13,335,000.00	\$10,558,724.48	\$4,060,443.90	100.00%	\$4,060,443.90	27.38%	\$1,111,749.54	0.00%	\$0.00	100.00%	\$10,558,724.48	27.89%	\$2,944,828.26	0.93%	\$98,196.14
A23-0013 - Nelson/Nygaard Consulting Associates	\$3,239,879.00	\$1,354,815.69	\$606,166.95	99.87%	\$605,378.93	27.63%	\$167,483.93	27.12%	\$164,392.48	99.94%	\$1,354,002.80	28.48%	\$385,851.51	28.06%	\$380,161.28
A23-0015 - Fehr & Peers	\$4,325,000.00	\$2,380,475.88	\$944,596.14	99.89%	\$943,557.08	16.79%	\$158,597.69	15.72%	\$148,490.51	96.98%	\$2,308,585.51	20.89%	\$497,281.41	19.49%	\$463,954.75
A23-0018 - Chandler Asset Management	\$1,450,000.00	\$524,554.54	\$243,788.72	100.00%	\$243,788.72	100.00%	\$243,788.72	0.00%	\$0.00	100.00%	\$524,554.54	100.00%	\$524,554.54	0.00%	\$0.00
A23-0019 - Platinum Advisors, LLC	\$344,000.00	\$152,999.82	\$73,666.58	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A23-0020 - Husch Blackwell Strategies	\$464,589.00	\$198,379.44	\$50,470.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A23-0023 - Kittelson & Associates, Inc.	\$521,000.00	\$472,108.16	\$382,373.93	83.60%	\$319,664.61	35.43%	\$135,475.08	0.00%	\$0.00	86.72%	\$409,412.20	29.90%	\$141,160.34	0.00%	\$0.00
A24-0008 - Redwood Public Law	\$905,088.00	\$109,929.99	\$62,163.21	100.00%	\$62,163.21	100.00%	\$62,163.21	0.00%	\$0.00	100.00%	\$109,929.99	100.00%	\$109,929.99	0.00%	\$0.00
A24-0015 - VSCe, Inc.	\$910,000.00	\$52,627.17	\$24,434.50	100.00%	\$24,434.50	100.00%	\$24,434.50	0.00%	\$0.00	100.00%	\$52,627.17	100.00%	\$52,627.17	0.00%	\$0.00
Total Professional Services Agreement - Goal Requirements for LBCE (70% for LBE and 30% for SLBE)	\$290,710,450.59	\$169,651,366.83	\$23,910,328.76	94.75%	\$22,654,366.54	28.44%	\$6,798,910.19	3.16%	\$755,537.68	95.43%	\$161,897,036.39	33.33%	\$56,538,821.70	3.64%	\$6,183,360.89
Sponsor Agency Contracts with LBCE Program Goals															
Project Funding Agreement - Professional Services Agreement - Goal Requirements for LBCE (70% for LBE and 30% for SLBE)															
A17-0117 - City of Oakland - AGS Inc.	\$50,000.00	\$4,620.00	\$4,620.00	100.00%	\$4,620.00	100.00%	\$4,620.00	0.00%	\$0.00	100.00%	\$4,620.00	100.00%	\$4,620.00	0.00%	\$0.00
A17-0117 - City of Oakland - Parsons Transportation Group Inc.	\$934,793.28	\$842,666.47	\$21,112.49	100.00%	\$21,112.49	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$842,666.47	0.00%	\$0.00	0.00%	\$0.00
A17-0117 - City of Oakland - Kimley-Horn & Associates	\$100,000.00	\$57,302.38	\$411.54	100.00%	\$411.54	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$57,302.38	0.00%	\$0.00	0.00%	\$0.00
A18-0058 - City of Alameda - Kittelson & Associates, Inc.	\$1,209,421.00	\$850,747.05	\$144,137.14	93.95%	\$135,416.84	25.18%	\$36,293.73	25.18%	\$36,293.73	92.19%	\$784,303.71	34.60%	\$294,358.48	26.50%	\$225,447.97
A18-0058 - City of Alameda - Terraphase Engineering, Inc.	\$505,000.00	\$248,565.99	\$110,565.99	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A20-0017 - Metropolitan Transportation Commission - Verano Technical Services	\$770,000.00	\$590,445.30	\$69,773.86	34.71%	\$24,218.51	6.59%	\$4,598.10	0.00%	\$0.00	54.71%	\$323,032.62	12.52%	\$73,923.75	0.00%	\$0.00
A20-0019 - Metropolitan Transportation Commission - T.Y. Lin International	\$1,650,000.00	\$1,470,019.21	\$61,361.70	100.00%	\$61,361.70	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$1,470,019.21	9.16%	\$134,653.76	0.00%	\$0.00
A21-0034 - City of Livermore - BKF Engineers	\$1,385,102.00	\$370,634.61	\$270,720.18	98.93%	\$267,823.47	30.80%	\$83,381.82	14.12%	\$38,225.69	99.22%	\$367,743.66	27.81%	\$103,073.49	12.34%	\$45,736.31
A22-0007 - City of Alameda - Sanbell-Bay Area	\$4,760.00	\$4,760.00	\$4,760.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A22-0010 - City of Dublin - Kimley-Horn & Associates	\$166,613.70	\$151,122.44	\$32,433.00	100.00%	\$32,433.00	0.00%	\$0.00	0.00%	\$0.00	86.39%	\$130,554.68	0.00%	\$0.00	0.00%	\$0.00
A22-0015 - City of Oakland - Gallagher & Burk, Inc	\$3,036,834.75	\$1,025,237.53	\$1,025,237.53	100.00%	\$1,025,237.53	100.00%	\$1,025,237.53	0.00%	\$0.00	100.00%	\$1,025,237.53	100.00%	\$1,025,237.53	0.00%	\$0.00
A22-0023 - City of Berkeley - Nelson/Nygaard Consulting Associates	\$1,000,000.00	\$320,588.76	\$162,711.67	100.00%	\$162,711.67	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$320,588.76	0.00%	\$0.00	0.00%	\$0.00
A22-0024 - City of Berkeley - Diablo Engineering Group	\$550,000.00	\$495,613.81	\$262,995.18	98.61%	\$259,339.55	79.31%	\$208,581.48	79.31%	\$208,581.48	90.90%	\$450,512.95	72.42%	\$358,923.52	72.42%	\$358,923.52
A22-0026 - City of Dublin - CSW/Stuber-Stroeh Engineering Group Inc.	\$110,000.00	\$76,714.03	\$76,714.03	100.00%	\$76,714.03	100.00%	\$76,714.03	0.00%	\$0.00	100.00%	\$76,714.03	100.00%	\$76,7		



Contract Equity Utilization Report

2024-2025

Reporting Period Start Date: 7/1/2024 End Date: 6/30/2025

Contract Number/Company Name	Contract Amount	Total Payment to Date	Total Payment for Reporting Period	Reporting Period:						Cumulative:					
				LBE %	LBE \$	SLBE %	SLBE \$	VSLBE %	VSLBE \$	LBE %	LBE \$	SLBE %	SLBE \$	VSLBE %	VSLBE \$
Construction Contract - Goal Requirements for LBCE (60% for LBE and 20% for SLBE)															
A18-0019 - City of Hayward - DeSilva Gates Construction	\$13,490,537.16	\$15,644,325.59	\$9,683,471.09	41.66%	\$4,034,134.06	8.44%	\$817,284.96	0.00%	\$0.00	43.78%	\$6,849,085.74	10.31%	\$1,612,929.97	0.00%	\$0.00
A20-0024 - City of Pleasanton - Ghilotti Construction Company	\$25,246,112.05	\$22,896,851.99	\$14,341,897.92	98.90%	\$14,184,137.04	21.11%	\$3,027,574.65	0.00%	\$0.00	91.55%	\$20,962,068.00	18.39%	\$4,210,731.08	0.00%	\$0.00
A22-0019 - City of Alameda - Suarez & Munoz Construction, Inc.	\$708,248.00	\$12,350.00	\$12,350.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A22-0026 - City of Dublin - FBD Vanguard Construction	\$1,511,600.00	\$790,647.31	\$790,647.31	2.89%	\$22,849.71	2.89%	\$22,849.71	0.00%	\$0.00	2.89%	\$22,849.71	2.89%	\$22,849.71	0.00%	\$0.00
Total Project Funding Agreement - Construction Contract - Goal Requirements for LBCE (60% for LBE and 20% for SLBE)	\$40,956,497.21	\$39,344,174.89	\$24,828,366.32	73.47%	\$18,241,120.81	15.58%	\$3,867,709.32	0.00%	\$0.00	70.74%	\$27,834,003.45	14.86%	\$5,846,510.76	0.00%	\$0.00
Contracts Exempt from LBCE Program Goals															
Alameda CTC Professional Services Agreement - Exempt from Goal Requirements															
A15-0030 - HNTB	\$8,852,633.00	\$6,435,028.87	\$289,650.72	57.26%	\$165,854.00	1.10%	\$3,186.16	0.00%	\$0.00	71.17%	\$4,579,810.05	10.17%	\$654,442.44	0.01%	\$643.50
A15-0034 - Parsons Transportation Group Inc.	\$14,605,000.00	\$14,352,565.89	\$383,245.92	98.54%	\$377,650.53	6.72%	\$25,754.13	3.18%	\$12,187.22	85.64%	\$12,291,537.43	15.80%	\$2,267,705.41	2.80%	\$401,871.84
A21-0001 - BKF Engineers	\$7,321,728.16	\$4,863,620.37	\$207,648.53	97.48%	\$202,415.79	2.50%	\$5,191.21	0.00%	\$0.00	94.15%	\$4,579,098.58	11.33%	\$551,048.19	0.51%	\$24,804.46
A21-0010 - Acumen Building Enterprise, Inc.	\$28,772,890.00	\$20,839,380.58	\$5,339,437.05	53.28%	\$2,844,852.06	39.37%	\$2,102,136.37	0.00%	\$0.00	55.15%	\$11,492,918.39	40.52%	\$8,444,117.01	0.00%	\$0.00
A23-0009 - Toole Design Group, LLC	\$4,075,879.03	\$2,796,763.61	\$1,233,313.04	0.89%	\$10,976.49	0.89%	\$10,976.49	0.00%	\$0.00	0.59%	\$16,500.91	0.59%	\$16,500.91	0.00%	\$0.00
A23-0010 - Alta Planning + Design, Inc.	\$5,452,313.00	\$3,449,736.76	\$1,686,774.11	38.17%	\$643,841.68	4.23%	\$71,350.54	0.00%	\$0.00	40.81%	\$1,407,837.57	3.54%	\$122,120.68	0.00%	\$0.00
A24-0005 - MNS Engineers, Inc.	\$2,999,999.00	\$105,184.96	\$71,668.56	100.00%	\$71,668.56	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$105,184.96	0.00%	\$0.00	0.00%	\$0.00
A24-0033 - MNS Engineers, Inc.	\$4,396,250.47	\$1,766.82	\$1,766.82	100.00%	\$1,766.82	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$1,766.82	0.00%	\$0.00	0.00%	\$0.00
A15-0035 - WMH Corporation	\$12,775,405.00	\$11,789,473.53	\$103,020.86	100.00%	\$103,020.86	100.00%	\$103,020.86	5.26%	\$5,418.90	100.00%	\$11,789,473.53	80.79%	\$9,524,715.66	0.18%	\$21,221.05
A17-0070 - ETC - Electronic Transaction Consultants	\$17,500,000.00	\$14,860,796.22	\$2,335,541.90	94.30%	\$2,202,416.01	0.00%	\$0.00	0.00%	\$0.00	94.10%	\$13,984,009.24	0.00%	\$0.00	0.00%	\$0.00
A18-0049 - HDR Engineering, Inc.	\$17,500,000.00	\$14,159,661.74	\$836,860.67	100.00%	\$836,860.67	14.91%	\$124,775.93	2.29%	\$19,164.11	98.38%	\$13,390,275.22	18.78%	\$2,659,184.47	2.04%	\$288,857.10
A19-0001 - HNTB	\$8,700,000.00	\$5,684,864.23	\$1,128,977.62	100.00%	\$1,128,977.62	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$5,684,864.23	0.00%	\$0.00	0.00%	\$0.00
A19-0024 - Next Steps Marketing, Inc.	\$4,441,628.00	\$2,200,674.79	\$140,341.73	21.40%	\$30,033.13	21.40%	\$30,033.13	0.00%	\$0.00	16.14%	\$355,188.91	7.74%	\$170,332.23	0.00%	\$0.00
A20-0007 - WSP USA, Inc.	\$20,749,796.00	\$7,641,865.59	\$2,320,692.89	100.00%	\$2,320,692.89	8.41%	\$195,170.27	0.35%	\$8,122.43	100.00%	\$7,641,865.59	6.15%	\$469,974.73	0.20%	\$15,283.73
A21-0042 - Kimley-Horn & Associates	\$8,300,000.00	\$2,254,277.40	\$299,412.80	98.35%	\$294,472.49	28.90%	\$86,530.30	0.00%	\$0.00	96.73%	\$2,180,562.53	19.85%	\$447,474.06	0.00%	\$0.00
A22-0058 - Parsons Transportation Group Inc.	\$13,500,000.00	\$10,321,639.89	\$1,674,536.99	97.90%	\$1,639,371.71	8.51%	\$142,503.10	5.87%	\$98,295.32	95.07%	\$9,812,783.04	20.88%	\$2,155,158.41	4.72%	\$487,181.40
A24-0007 - WSP USA, Inc.	\$2,392,550.00	\$464,009.21	\$253,027.23	95.21%	\$240,907.23	0.00%	\$0.00	0.00%	\$0.00	96.15%	\$446,144.86	0.00%	\$0.00	0.00%	\$0.00
Total Professional Services Agreement - Exempt from Goal Requirements	\$182,336,071.66	\$122,221,310.46	\$18,305,917.44	71.65%	\$13,115,778.53	15.85%	\$2,900,628.48	0.78%	\$143,187.97	82.06%	\$100,299,821.85	22.49%	\$27,482,774.21	1.01%	\$1,239,863.10
Sponsor Agency Professional Services Agreement - Exempt from Goal Requirements															
A17-0049 - City of Oakland - Redgwick Construction	\$7,235,897.00	\$601,964.50	\$601,964.50	72.65%	\$437,327.21	72.65%	\$437,327.21	0.00%	\$0.00	72.65%	\$437,327.21	72.65%	\$437,327.21	0.00%	\$0.00
A17-0049 - City of Oakland - Alta Planning + Design, Inc.	\$859,527.00	\$689,328.25	\$30,710.05	100.00%	\$30,710.05	0.00%	\$0.00	0.00%	\$0.00	95.43%	\$657,825.95	0.00%	\$0.00	0.00%	\$0.00
A17-0060 - City of Fremont - Kimley-Horn & Associates	\$67,400.00	\$67,394.43	\$21,695.81	100.00%	\$21,695.81	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$67,394.43	0.00%	\$0.00	0.00%	\$0.00
A17-0080 - Alameda Contra Costa Transit District - Kimley-Horn & Associates	\$48,204.95	\$40,925.40	\$5,420.37	100.00%	\$5,420.37	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$40,925.40	0.00%	\$0.00	0.00%	\$0.00
A17-0080 - Alameda Contra Costa Transit District - VSCE, Inc.	\$117,512.37	\$88,320.97	\$55,894.42	100.00%	\$55,894.42	80.36%	\$44,916.76	0.00%	\$0.00	100.00%	\$88,320.97	87.57%	\$77,342.67	0.00%	\$0.00
A17-0080 - Alameda Contra Costa Transit District - DKS Associates	\$98,370.68	\$97,890.03	\$2,406.01	100.00%	\$2,406.01	14.95%	\$359.70	5.24%	\$126.07	99.99%	\$97,880.24	34.88%	\$34,144.04	21.86%	\$21,398.76
A17-0081 - Alameda Contra Costa Transit District - VSCE, Inc.	\$1,958,677.84	\$1,855,200.60	\$1,314,719.97	100.00%	\$1,314,719.97	65.24%	\$857,723.31	0.00%	\$0.00	100.00%	\$1,855,200.60	75.37%	\$1,398,264.69	0.00%	\$0.00
A17-0081 - Alameda Contra Costa Transit District - Kimley-Horn & Associates	\$803,472.62	\$636,137.69	\$90,345.79	100.00%	\$90,345.79	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$636,137.69	-7.23%	-\$45,992.75	0.00%	\$0.00
A17-0081 - Alameda Contra Costa Transit District - DKS Associates	\$1,639,627.00	\$1,631,615.73	\$40,103.03	100.00%	\$40,103.03	14.95%	\$5,995.40	5.24%	\$2,101.40	99.99%	\$1,631,452.57	34.88%	\$569,107.57	21.86%	\$356,671.20
A17-0113 - City of Oakland - Wood Rodgers, Inc.	\$1,089,964.00	\$980,952.95	\$472,743.65	100.00%	\$472,743.65	0.05%	\$236.37	0.00%	\$0.00	100.00%	\$980,952.95	3.31%	\$32,469.54	0.00%	\$0.00
A17-0114 - City of Oakland - Kimley-Horn & Associates	\$456,014.00	\$328,921.11	\$11,337.17	100.00%	\$11,337.17	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$328,921.11	16.42%	\$54,008.85	0.00%	\$0.00
A17-0125 - City of Union City - Kimley-Horn & Associates	\$1,841,225.00	\$1,823,401.19	\$70,713.96	100.00%	\$70,713.96	0.00%	\$0.00	0.00%	\$0.00	98.37%	\$1,793,679.75	0.00%	\$0.00	0.00%	\$0.00
A18-0046 - City of Union City - Mark Thomas & Company	\$1,137,143.23	\$909,594.38	\$194,589.11	100.00%	\$194,589.11	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$909,594.38	0.00%	\$0.00	0.00%	\$0.00
A18-0059 - City of Fremont - TY Lin International/CCS	\$5,520,000.00	\$5,485,401.03	\$427,407.48	100.00%	\$427,407.48	5.84%	\$24,960.60	0.00%	\$0.00	94.54%	\$5,185,898.13	20.27%	\$1,111,890.79	1.74%	\$95,445.98
A19-0002 - East Bay Regional Park District - Ghirardelli Associates, Inc.	\$1,419,990.00	\$1,262,899.78	\$15,735.59	100.00%	\$15,735.59	0.00%	\$0.00	0.00%	\$0.00	95.54%	\$1,206,574.45	0.00%	\$0.00	0.00%	\$0.00
A19-0003 - City of Emeryville - Zephyr UAS, Inc.	\$1,146,859.84	\$286,687.04	\$40,164.14	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A19-0049 - Bay Area Rapid Transit - PGH Wong Engineering, Inc.	\$4,935,165.00	\$4,780,492.50	\$84,114.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A19-0049 - Bay Area Rapid Transit - ProVen Management, Inc.	\$36,241,071.24	\$34,370,162.81	\$272,497.00	44.28%	\$120,661.67	47.95%	\$130,662.31	0.00%	\$0.00	52.13%	\$17,917,165.87	11.11%	\$3,818,525.09	0.00%	\$0.00
A19-0058 - City of Fremont - Alta Planning + Design, Inc.	\$1,835,104.00	\$1,544,534.35	\$117,378.75	99.91%	\$117,273.11	0.00%	\$0.00	0.00%	\$0.00	95.87%	\$1,480,745.08	0.98%	\$15,136.44	0.00%	\$0.00
A19-0059 - County of Alameda - CSW/Stuber- Stroeh Engineering Group Inc.	\$1,299,498.00	\$804,156.10	\$48,590.99	9.92%	\$4,820.23	9.92%	\$4,820.23	0.00%	\$0.00	68.11%	\$547,710.72	60.68%	\$487,961.92	0.00%	\$0.00
A20-0016 - Metropolitan Transportation Commission - Kimley-Horn & Associates	\$2,520,372.24	\$2,403,882.52	\$609,741.76	84.18%	\$513,280.61	9.37%	\$57,132.80	0.00%	\$0.00	91.53%	\$2,200,273.67	12.12%	\$291,350.56	0.00%	\$0.00
A20-0028 - City of Oakland - Wood Rodgers, Inc.	\$751,978.41	\$407,903.95	\$144,475.06	100.00%	\$144,475.06	1.89%	\$2,730.58	0.00%	\$0.00	87.31%	\$356,140.94	0.67%	\$2,732.96	0.00%	\$0.00
A22-0018 - City of Oakland - Cubic Transportation Systems, Inc.	\$366,813.00	\$246,500.00	\$246,500.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A22-0018 - City of Oakland - DKS Associates	\$134,510.00	\$66,177.40	\$66,177.40	59.43%	\$39,329.23	10.45%	\$6,915.54	0.00%	\$0.00	59.43%	\$39,329.23	10.45%	\$6,915.54	0.00%	\$0.00
A22-0022 - City of Albany - Restoration Design Group	\$6,925.00	\$6,925.00	\$6,925.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A22-0022 - City of Albany - Zoon Engineering	\$234,225.00	\$217,150.00	\$66,021.94	100.00%	\$66,021.94	100.00%	\$66,021.94	0.00%	\$0.00	100.00%	\$217,150.00	100.00%	\$217,150.00	0.00%	\$0.00
A22-0029 - City of Emeryville - Diablo Engineering Group	\$3,572,995.84	\$2,521,030.0													



Contract Equity Utilization Report

2024-2025

Reporting Period Start Date: 7/1/2024 End Date: 6/30/2025

Contract Number/Company Name	Contract Amount	Total Payment to Date	Total Payment for Reporting Period	Reporting Period:						Cumulative:					
				LBE %	LBE \$	SLBE %	SLBE \$	VSLBE %	VSLBE \$	LBE %	LBE \$	SLBE %	SLBE \$	VSLBE %	VSLBE \$
A23-0036 - City of Berkeley - COWI North America, Inc.	\$5,801,910.55	\$2,020,623.53	\$2,020,623.53	18.18%	\$367,349.36	15.21%	\$307,336.84	4.09%	\$82,643.50	18.18%	\$367,349.36	15.21%	\$307,336.84	4.09%	\$82,643.50
A23-0036 - City of Berkeley - Kittelson & Associates, Inc.	\$170,078.54	\$131,501.95	\$115,234.91	77.61%	\$89,433.81	0.00%	\$0.00	0.00%	\$0.00	80.38%	\$105,701.27	0.00%	\$0.00	0.00%	\$0.00
A23-0043 - City of Fremont - Kimley-Horn & Associates	\$500,576.00	\$415,832.12	\$296,557.78	99.75%	\$295,816.39	5.82%	\$17,259.66	0.00%	\$0.00	89.69%	\$372,959.83	4.15%	\$17,257.03	0.00%	\$0.00
A23-0043 - City of Fremont - LCC Engineering & Surveying, Inc.	\$554,500.00	\$332,369.03	\$321,434.03	18.02%	\$57,922.41	0.00%	\$0.00	0.00%	\$0.00	20.71%	\$68,833.63	0.00%	\$0.00	0.00%	\$0.00
A23-0050 - City of San Leandro - Whitlock & Weinberger Transportation, Inc.	\$59,994.00	\$55,565.55	\$55,565.55	81.79%	\$45,447.06	49.32%	\$27,404.93	0.00%	\$0.00	81.79%	\$45,447.06	49.32%	\$27,404.93	0.00%	\$0.00
A23-0053 - City of San Leandro - Cubic Transportation Systems, Inc.	\$117,077.00	\$117,077.00	\$3,102.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A23-0058 - Center for Independent Living - Priority One Group	\$46,080.00	\$29,290.00	\$26,290.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A24-0019 - Livermore Amador Valley Transportation A - County Connection	\$250,000.00	\$136,841.95	\$136,841.95	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A24-0019 - Livermore Amador Valley Transportation A - GoGo Grandparent	\$50,000.00	\$6,783.06	\$6,783.06	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A24-0028 - Service Opportunity for Seniors - Service Opportunity for Seniors	\$535,000.00	\$221,160.68	\$221,160.68	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A25-0008 - Bay Area Rapid Transit - TRC Engineers, Inc.	\$849,390.00	\$421,915.19	\$421,915.19	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A25-0008 - Bay Area Rapid Transit - Cubic Transportation Systems, Inc.	\$293,229.81	\$2,314.00	\$2,314.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A25-0008 - Bay Area Rapid Transit - HDR Engineering, Inc.	\$247,188.62	\$163,686.00	\$163,686.00	100.00%	\$163,686.00	87.46%	\$143,159.78	0.00%	\$0.00	100.00%	\$163,686.00	87.46%	\$143,159.78	0.00%	\$0.00
A25-0008 - Bay Area Rapid Transit - HDR Engineering, Inc.	\$280,030.53	\$89,176.41	\$89,176.41	32.51%	\$28,991.25	32.51%	\$28,991.25	0.00%	\$0.00	32.51%	\$28,991.25	32.51%	\$28,991.25	0.00%	\$0.00
A25-0008 - Bay Area Rapid Transit - PGH Wong Engineering, Inc.	\$100,800.00	\$32,686.54	\$12,088.37	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A25-0008 - Bay Area Rapid Transit - The Allen Group, LLC	\$1,284,877.24	\$469,510.81	\$469,510.81	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A25-0008 - Bay Area Rapid Transit - NCS Moving Services	\$1,167,293.34	\$316,891.83	\$316,891.83	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
Total Project Funding Agreement - Professional Services Agreement - Exempt from Goal Requirements	\$100,721,660.83	\$77,064,185.53	\$13,411,899.16	59.91%	\$8,035,694.57	26.47%	\$3,550,172.35	5.68%	\$762,117.06	62.22%	\$47,950,930.80	15.60%	\$12,023,468.81	3.25%	\$2,502,984.45
Total All Professional Services Agreements - Exempt from Goal Requirements	\$283,057,732.49	\$199,285,495.99	\$31,717,816.60	66.69%	\$21,151,473.10	20.34%	\$6,450,800.83	2.85%	\$905,305.03	74.39%	\$148,250,752.65	19.82%	\$39,506,243.02	1.88%	\$3,742,847.55
Alameda CTC Construction Contract - Exempt from Goal Requirements															
A20-0025 - Bortolussi & Watkin, Inc.	\$1,580,757.81	\$1,549,589.74	\$104,987.80	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.77%	\$11,931.84	0.77%	\$11,931.84	0.00%	\$0.00
A22-0003 - Marshall Brothers Enterprise, Inc.	\$1,313,447.05	\$1,121,317.39	\$281,174.50	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A23-0008 - Ghilotti Construction Company	\$194,071,031.88	\$82,486,265.04	\$28,685,220.40	58.36%	\$16,740,694.63	0.00%	\$0.00	0.00%	\$0.00	71.29%	\$58,804,458.35	0.00%	\$0.00	0.00%	\$0.00
Total Construction Contract - Construction Contract - Exempt from Goal Requirements	\$196,965,236.74	\$85,157,172.17	\$29,071,382.70	57.58%	\$16,740,694.63	0.00%	\$0.00	0.00%	\$0.00	69.07%	\$58,816,390.19	0.01%	\$11,931.84	0.00%	\$0.00
Sponsor Agency Construction Contract - Exempt from Goal Requirements															
A17-0125 - City of Union City - Bay Cities Paving & Grading	\$17,092,968.84	\$11,947,352.22	\$11,947,352.22	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A19-0002 - East Bay Regional Park District - McGuire & Hester	\$6,578,219.33	\$6,578,219.33	\$359,617.01	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A19-0003 - City of Emeryville - Bay Cities Paving & Grading	\$4,119,818.51	\$2,420,354.69	\$730,694.19	89.98%	\$657,478.63	0.00%	\$0.00	0.00%	\$0.00	94.73%	\$2,292,802.00	0.00%	\$0.00	0.00%	\$0.00
A19-0017 - County of Alameda - DeSilva Gates Construction	\$18,974,281.64	\$17,446,979.74	\$10,000.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	76.17%	\$13,289,364.47	33.38%	\$5,823,801.84	0.00%	\$0.00
A19-0061 - City of Oakland - Redgwick Construction	\$10,304,990.73	\$9,106,576.73	\$2,890,606.65	60.74%	\$1,755,754.48	50.76%	\$1,467,271.94	0.00%	\$0.00	78.45%	\$7,144,109.44	72.64%	\$6,615,017.34	0.00%	\$0.00
A19-0064 - City of Dublin - Goodfellow Sequoia A JV	\$10,405,217.30	\$9,884,956.43	\$1,321,092.73	42.62%	\$563,049.72	42.62%	\$563,049.72	0.00%	\$0.00	6.74%	\$666,246.06	6.74%	\$666,246.06	0.00%	\$0.00
A19-0069 - City of San Leandro - DeSilva Gates Construction	\$6,026,311.95	\$3,752,170.78	\$3,752,170.78	84.48%	\$3,169,833.87	7.94%	\$297,922.36	0.00%	\$0.00	84.48%	\$3,169,833.87	7.94%	\$297,922.36	0.00%	\$0.00
A22-0011 - City of Fremont - GradeTech Inc.	\$1,595,577.72	\$1,405,125.57	\$1,224,174.51	34.85%	\$426,624.82	34.85%	\$426,624.82	0.00%	\$0.00	38.67%	\$543,362.06	38.67%	\$543,362.06	0.00%	\$0.00
A22-0015 - City of Oakland - Teichert Construction	\$325,000.00	\$325,000.00	\$325,000.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A22-0020 - County of Alameda - Redgwick Construction	\$11,460,324.80	\$3,803,083.09	\$3,803,083.09	100.00%	\$3,803,083.09	100.00%	\$3,803,083.09	0.00%	\$0.00	100.00%	\$3,803,083.09	100.00%	\$3,803,083.09	0.00%	\$0.00
A22-0022 - City of Albany - Bay Construction Company	\$1,360,000.00	\$1,349,640.39	\$225,776.57	100.00%	\$225,776.57	100.00%	\$225,776.57	0.00%	\$0.00	100.00%	\$1,349,640.39	100.00%	\$1,349,640.39	0.00%	\$0.00
A22-0032 - City of Newark - VSS International, Inc.	\$1,630,303.32	\$1,627,780.15	\$676.24	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	1.33%	\$21,649.48	0.00%	\$0.00	0.00%	\$0.00
A23-0048 - City of Piedmont - Rapid Grading Services	\$1,414,102.00	\$342,556.23	\$342,556.23	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A23-0068 - County of Alameda - Ghilotti Construction Company	\$2,427,116.00	\$1,955,712.67	\$1,955,712.67	100.00%	\$1,955,712.67	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$1,955,712.67	0.00%	\$0.00	0.00%	\$0.00
A25-0008 - Bay Area Rapid Transit - Traffic America LLC	\$47,762,047.53	\$38,331,894.90	\$32,077,319.40	2.18%	\$699,285.56	2.18%	\$699,285.56	0.00%	\$0.00	1.82%	\$697,640.49	1.82%	\$697,640.49	0.00%	\$0.00
Total Project Funding Agreement - Construction Contract - Exempt from Goal Requirements	\$141,476,279.67	\$110,277,402.92	\$60,965,832.29	21.74%	\$13,256,599.42	12.27%	\$7,483,014.06	0.00%	\$0.00	31.68%	\$34,933,444.02	17.95%	\$19,796,713.62	0.00%	\$0.00
Total All Construction Contracts - Exempt from Goal Requirements	\$338,441,516.41	\$195,434,575.09	\$90,037,214.99	33.32%	\$29,997,294.04	8.31%	\$7,483,014.06	0.00%	\$0.00	47.97%	\$93,749,834.21	10.14%	\$19,808,645.46	0.00%	\$0.00
Caltrans Cooperative Agreement - Exempt from Goal Requirements															
Ala 580 PM R7.8/R21.5 - Caltrans	\$355,527.29	\$327,192.65	\$77,438.31	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
04-2632 - Caltrans	\$114,360,000.00	\$90,975,235.77	\$7,064.57	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
04-2754 - Caltrans	\$153,897,000.00	\$139,650,320.86	\$26,813,305.60	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
04-2821 - Caltrans	\$325,000.00	\$205,285.41	\$313,469.74	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
04-2825 - Caltrans	\$1,883,800.00	\$8,979,408.52	\$3,035,242.21	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
04-2933 - Caltrans	\$200,000.00	\$38,327.81	\$38,327.81	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
04-2830 - Caltrans	\$101,887,721.00	\$80,010,893.84	\$43,899,567.16	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
Total Cooperative Agreement - Cooperative Agreement - Exempt from Goal Requirements	\$382,909,048.29	\$320,294,849.19	\$74,076,231.07	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
Total All Caltrans Cooperative Agreements - Exempt from Goal Requirements	\$382,909,048.29	\$320,294,849.19	\$74,076,231.07	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
Total Alameda CTC and Sponsor Agency Professional Services and Construction Contracts - Exempt from Goal Requirements	\$1,004,408,297.19	\$715,014,920.27	\$195,831,262.66	26.12%	\$51,148,767.14	7.12%	\$13,933,814.89	0.46%	\$905,305.03	33.85%	\$242,000,586.86	8.30%	\$59,314,888.48	0.52%	\$3,742,847.55



Contract Equity Utilization Report

2024-2025

Reporting Period Start Date: 7/1/2024 End Date: 6/30/2025

Contract Number/Company Name	Contract Amount	Total Payment to Date	Total Payment for Reporting Period	Reporting Period:						Cumulative:					
				LBE %	LBE \$	SLBE %	SLBE \$	VSLBE %	VSLBE \$	LBE %	LBE \$	SLBE %	SLBE \$	VSLBE %	VSLBE \$
Total for All Contracts	\$1,363,616,281.36	\$944,377,656.57	\$255,788,458.77	38.17%	\$97,621,866.69	10.76%	\$27,524,649.42	0.79%	\$2,026,429.25	47.17%	\$445,419,364.17	13.43%	\$126,809,232.93	1.15%	\$10,891,678.23

DATE: October 10, 2025

TO: Seung Cho, Director of Contract Services and Operations, Alameda CTC

FROM: Edward Salcedo, Jr., GCAP Services, Inc.
Sarah Mee, GCAP Services, Inc.
Brittany Yamagata, GCAP Services, Inc.

CC: Patricia Reavey, Deputy Executive Director Finance & Administration, Alameda CTC
Valerie Vijil, Principal Administrative Analyst, Alameda CTC

RE: Independent Review of Alameda County Transportation Commission's Contract Equity Annual Utilization Report for July 1, 2024 through June 30, 2025

GCAP Services, Inc. (GCAP) has reviewed Alameda County Transportation Commission's (Alameda CTC) vendor payments for the reporting period of July 1, 2024 through June 30, 2025.

GCAP staff were given full access to the Project Control System (PCS) database, contract/agreement files, payment invoices, and reporting forms. GCAP utilized these resources to perform quality control and to ensure the integrity of all payments made during the reporting period to vendors and sponsor agencies on contracts fully or partially funded by Alameda CTC. Additionally, GCAP answered questions received and resolved issues from responsive vendors and sponsor agencies.

Having completed the review process, GCAP found no material defects in the Alameda CTC Contract Equity Annual Utilization Report for the reporting period July 1, 2024 through June 30, 2025.



Edward Salcedo, Jr. Esq.





Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance and Administration
Yoana Navarro, Director of Finance

SUBJECT: Approve the Alameda CTC FY2025-26 First Quarter Consolidated Financial Report

Recommendation

It is recommended that the Commission approve the Alameda CTC FY2025-26 First Quarter Consolidated Financial Report.

Summary

Alameda CTC's expenditures through September 30, 2025 are within year-to-date budget authority per the currently adopted budget. The agency remains in a strong financial position compared to budget through the first quarter of FY2025-26.

The attached FY2025-26 First Quarter Financial Report has been prepared on a consolidated basis and is compared to the currently adopted budget on a year-to-date basis. This report provides a summary of FY2025-26 actual revenues and expenditures through September 30, 2025. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100 percent indicate that actual revenue or expenditure items are more than 25 percent of the total annual budget through the first quarter of the fiscal year, and percentages under 100 percent indicate that actual revenue or expenditure items are less than 25 percent of the total annual budget through the first quarter of the fiscal year. As of September 30, 2025, Alameda CTC activity for the fiscal year results in a net increase in fund balance in the amount of \$58.3 million. While various funds showed an increase to their fund balance, the most significant contributors were the Measure BB Capital Projects Fund and the Measure BB Special Revenue Fund which collected sales tax revenues that outpaced expenditures through the first quarter.

Background

The following are highlights of actual revenues and expenditures compared to budget as of September 30, 2025 by major category:

Revenues

Sales tax revenues are over budget by \$1.3 million, or 1.3 percent, investment income is over budget by \$5.1 million or 69.1 percent mostly due to changing market conditions and a shift to longer-term, higher yield investments for a portion of Measure BB funds. Grant revenues are under budget by \$22.2 million mostly related to timing on capital projects. Grant revenues are recognized on a reimbursement basis and, therefore, correlate directly with related expenditures. Consequently, capital and other project expenditures are also under budget.

Salaries and Benefits

Salaries and benefits are under budget by \$0.2 million, or 8.3 percent, as of September 30, 2025.

Administration

Costs for overall administration are under budget by \$0.5 million, or 8.8 percent, mostly due to actual expenses for professional services, such as general legal and media consultant services, coming in less than anticipated, which was offset in part by debt services costs which incurred costs for only one of the two semi-annual interest payments and no principal payments as of September 30, 2025. Principal payments are made annually on March 1. Debt service costs are required to be recorded when incurred per government accounting standards. Actual expenditures in the debt service fund will equal 100% of the budget by the end of the fiscal year.

Freeway Operations

Freeway Operations expenditures are under budget by \$0.9 million, or 26.6 percent, primarily related to express lanes operations and maintenance costs coming in lower than budgeted, through the first quarter.

Planning

Planning expenditures are under budget by \$0.5 million, or 35.1 percent, mostly related to timing on planning projects as work for the community-based plans is currently underway and will be billed later this year.

Programs

Programs expenditures are under budget by \$3.6 million, or 5.7 percent, mainly due to delayed expenditures from project sponsors for grant-funded projects. There are also two items in the Programs category, the Safe Routes to Schools Program and TFCA Programming, with larger percentage variances due to accruals in the prior year that will be adjusted during the mid-year budget update process.

Capital Projects

Capital Projects expenditures are under budget by \$92.6 million, or 89.3 percent, mostly due to timing of the receipt of invoices for the following major construction projects: 7th Street Grade Separation-East Segment, Interstate 680 Express Lane-Southbound Gap Closure, the State Route 84 Widening and State Route 84/Interstate 680 Interchange, and Interstate 80 Gilman Interchange Phase 2. Alameda CTC utilizes a rolling capital budget system in which any unused approved budget from prior years is available to pay for costs in subsequent fiscal years. Additional budget authority is requested by project only as needed in accordance with the budget process. The year-to-date budget amounts used for comparison is a straight-line amortization of the total approved project budget including unspent budget authority rolled over from the prior year. Expenditures planned through September 30, 2025 in the budget process generally will differ from the straight-line budgeted amount used for this financial statement comparison. However, presenting the information with this comparison helps financial report users, project managers, and the project control team review year-to-date expenditures to give them an idea of how projects are progressing as compared to the approved budget. There are currently no budget issues on capital projects.

Limitations Calculations

Staff completed the cost limitation calculations required in the 2014 Measure BB Transportation Expenditure Plan, and Alameda CTC is compliant with all limitation requirements.

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

Attachment:

- A. Alameda CTC Consolidated Revenues/Expenditures as of September 30, 2025

ALAMEDA COUNTY TRANSPORTATION COMMISSION
Consolidated Revenues/Expenditures
September 30, 2025

	<u>Total Consolidated</u>			<u>Favorable/ (Unfavorable)</u>
	<u>YTD</u>	<u>YTD</u>	<u>% Used</u>	<u>Variance</u>
<u>REVENUES</u>	<u>Actuals</u>	<u>Budget</u>		
Sales Tax Revenue	\$ 100,949,208	\$ 99,625,000	101.33	\$ 1,324,208
Investment Income	12,536,004	7,412,500	169.12	5,123,504
Member Agency Fees	435,392	435,392	100.00	-
VRF Funds	3,254,884	3,000,000	108.50	254,884
TFCA Funds	498,242	498,242	100.00	-
Toll Revenues	5,102,763	5,425,000	94.06	(322,237)
Toll, Violation and Penalty Revenues	1,226,769	1,025,000	119.68	201,769
Regional/State/Federal Grants	13,092,906	34,035,761	38.47	(20,942,855)
Local and Other Grants	99,875	1,402,558	7.12	(1,302,683)
Total Revenues	\$ 137,196,043	\$ 152,859,453	89.75	\$ (15,663,410)
<u>EXPENDITURES</u>				
<u>Administration</u>				
Salaries and Benefits ⁽¹⁾	\$ 848,066	\$ 1,000,276	84.78	\$ 152,210
General Office Expenses	677,364	793,233	85.39	115,869
Travel Expense	4,524	21,600	20.94	17,076
Debt Service ⁽²⁾	2,823,000	2,261,500	124.83	(561,500)
Professional Services	416,119	1,005,709	41.38	589,590
Commission and Community Support	34,909	59,231	58.94	24,322
Contingency	-	125,000	-	125,000
Subtotal	4,803,982	5,266,549	91.22	462,567
<u>Freeway Operations</u>				
Salaries and Benefits ⁽¹⁾	82,141	123,025	66.77	40,884
Operating Expenditures	2,362,987	3,207,225	73.68	844,238
Subtotal	2,445,128	3,330,250	73.42	885,122
<u>Planning</u>				
Salaries and Benefits ⁽¹⁾	459,773	438,301	104.90	(21,472)
Transportation Planning	271,377	500,000	54.28	228,623
Congestion Management Program	114,851	190,000	60.45	75,149
Other Planning Projects	-	175,000	-	175,000
Subtotal	846,001	1,303,301	64.91	457,300
<u>Programs</u>				
Salaries and Benefits ⁽¹⁾	887,126	844,411	105.06	(42,715)
Programs Management and Support	298,680	338,750	88.17	40,070
Safe Routes to Schools Program	328,470	88,970	369.19	(239,500)
VRF Direct Local Distribution	1,855,284	1,710,000	108.50	(145,284)
VRF Programming	4,342,360	4,225,125	102.77	(117,235)
Measure BB Direct Local Distribution	51,340,555	50,703,068	101.26	(637,487)
Grant Awards	1,556,940	4,721,725	32.97	3,164,785
TFCA Programming	(882,007)	732,000	(120.49)	1,614,007
Exchange Fund Programming	-	1,250	-	1,250
Subtotal	59,727,408	63,365,299	94.26	3,637,891
<u>Capital Projects</u>				
Salaries and Benefits ⁽¹⁾	362,472	473,351	76.58	110,879
Capital Project Expenditures	10,721,963	103,217,072	10.39	92,495,109
Subtotal	11,084,435	103,690,423	10.69	92,605,988
Total Expenditures	\$ 78,906,954	\$ 176,955,822	44.59	\$ 98,048,868
Net Change in Fund Balance	\$ 58,289,089	\$ (24,096,369)		
Beginning Fund Balance	1,181,052,386	1,181,052,386		
Ending Fund Balance	\$ 1,239,341,475	\$ 1,156,956,017		

(1) Salaries and benefits are under budget by \$239,786 or 8.3% as of September 30, 2025.

(2) Debt service cost are required to be recorded when incurred per government accounting standards and will equal budget by year end.



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Seung Cho, Director of Contract Services and Operations
Valerie Vijil, Principal Administrative Analyst

SUBJECT: Approve the Professional Services Contracts Plan

Recommendation

Alameda CTC recommends that the Commission approve the Professional Services Contracts Plan.

Summary

Alameda CTC contracts for certain professional services in areas where factors such as cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff, including, but not limited to, services such as project management, information technology services, and planning and policy needs. Partnership with the private sector continues to be critical to the success of Alameda CTC and its work in delivering transportation programs and projects in Alameda County.

Approval of the staff recommendation will:

- A. Authorize the Executive Director or designee to negotiate and execute a professional services contract amendment with the existing firm for the following:
 - a. On-call Planning and Policy Services
- B. Authorize the Executive Director to issue Requests for Qualifications (RFQs) and/or Requests for Proposals (RFPs), enter into negotiations, and execute a professional services contract with the top-ranked firm for the following:
 - a. Information Technology Support Services

Background

Alameda CTC contracts with a number of consultant firms to support and supplement staff resources to administer and deliver its projects and programs. Each year, staff outlines the proposed action plan for upcoming fiscal years and seeks Commission authorization to continue existing contracts or to initiate a competitive process to consider new firms to

provide specific services. Typically, the initial term of these professional services contracts is one to three years in length, with the option to extend for additional years for a term totaling five years. This practice of seeking the Commission’s approval of its professional services contracts plan is intended to ensure high performance from quality consultants and continued accountability from Alameda CTC.

The background and recommendation for professional services contract amendments are discussed below and summarized in Table 1:

A. Contract Amendment Execution

1. **On-call Planning and Policy Services** – These services include support for equity, safety, and sustainability planning; stakeholder and community outreach; development of the Countywide Transportation Plan (CTP); multimodal corridor studies, plans, and project analyses; technical analysis and modeling support; and program management support.
2. In early 2023, Fehr & Peers, an Alameda CTC-certified Local Business Enterprise firm with offices in Oakland, California, was awarded a contract for on-call planning and policy services through a competitive process. Staff recommends authorization to execute an amendment with Fehr & Peers to extend the term by two years from April 30, 2026 to April 30, 2028, with a budget increase of \$1,400,000.00, for a not-to-exceed total budget of \$5,725,000.00.

B. Contract Procurement and Execution

1. **Information Technology Services** – These services include remote network hosting; management and security of the local area network; upgrade and maintenance of the central servers and workstation/virtual desktop systems; implementation of the agency’s remote disaster recovery plan; helpdesk support and on-call information technology support services. Novani LLC was awarded a five-year contract in 2022 through a competitive bid process. The current budget for this contract is \$1,742,355.00. Staff recommends the issuance of a Request for Qualifications and/or Request for Proposals and authorization to enter into negotiations and execute a professional services contract with the top-ranked firm for an anticipated initial contract of up to three years beginning April 1, 2027, including options to exercise additional years, if any, totaling no more than five years.

Table 1 – Summary of the Professional Services Contracts Plan

Services	Firm	Last Procurement Issuance	Recommended Action
On-call Planning and Policy Services	Fehr & Peers	2022	Execute amendment for 2 years and increase in budget of \$1,400,000.00
Information Technology Services	Novani LLC	2021	RFQ or RFP Issuance

Levine Act Statement: Fehr & Peers did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact for contracts, including amendments, which are executed as a result of approving this item, will be included in budgets scheduled for Commission approval in Spring 2026.



Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Tony Tavares, Executive Director

SUBJECT: Approve the Annual Performance Objectives for the Executive Director

Recommendation

Performance objectives shall be agreed upon each year by the Executive Director and the Finance and Administration Committee (FAC), subject to the approval of the Commission. It is recommended the Commission approve the Executive Director's Objectives for FY 2025-26 as recommended by the FAC (Attachment A).

First, I want to take this opportunity to express my gratitude to the Chair and the full Commission for allowing me to serve as your Executive Director. Under your guidance, the agency is advancing many important transportation objectives, achieving many substantial project milestones and delivering many significant projects and programs. I am humbled by the Commission's leadership in its support of the agency's work in the development of major transportation infrastructure to safely move people and to be a catalyst for economic development. I am proud and honored to serve one of the highest performing governing boards and transportation organizations in this region.

Summary

Alameda County Transportation Commission's (Alameda CTC) employment agreement with the Executive Director calls for objectives to be agreed upon each year by the FAC and the Executive Director, subject to the approval of the Commission. An update on the Executive Director's progress over the last four months has been incorporated into this staff report.

During Fiscal Year 2025-26 (FY2025-26), under the Commission's leadership and direction, I will lead the agency in accomplishing many significant achievements meeting the Commission's overarching goals to plan, fund, and deliver projects and programs to enhance safety, improve mobility and access, and foster economic vitality throughout Alameda County. The many on-going projects and services are detailed in the subsequent sections of this memorandum and attachment.

Discussion and Progress Update

Over the past four months, the agency, under the Commission's leadership and direction, has accomplished many significant achievements to meet the Commission's overarching goals. Some of the major accomplishments over the past four months are highlighted below:

1. **Project delivery, Project management and oversight of a high-value and complex capital program comprised of multi-modal capital projects** – One of the most critical and unique strengths of the agency is its strong capability and capacity to deliver major capital infrastructure projects. This capability is seldom found at other agencies with similar functions. The agency has been actively delivering and managing some of the largest and most complex capital projects in the Bay Area, including many significant multi-modal projects along major freeways and arterial corridors in Alameda County. The agency has also been providing project management oversight on large sales tax funded projects to ensure cost control and scheduled milestones are met and in compliance with Commission-adopted funding policies. The agency's leadership, hard work, diligence, unique and deep experience, and tremendous skills in engineering and project management of major public works projects have yielded significant milestones for the following noteworthy projects:

- **7th Street Grade Separation East Project** – Alameda CTC, in partnership with the Port of Oakland and City of Oakland, has made major progress on the 7th Street Grade Separation East project. This important effort will create a new, modern roadway to replace the existing, outdated 7th Street bridge, allowing traffic, pedestrians, and cyclists to safely pass under the overpass. The project will also advance goods movement efficiencies by providing better access to and from the Port of Oakland, one of the busiest ports on the west coast.

Several construction steps were recently completed, including relocating underground telecommunication lines, demolishing the Pacific Coast Container building where the new 7th Street portion will be built, and relocating key fuel pipelines that serve two major airports.

- **Rail Safety Enhancement Program – Phase A** – Alameda CTC has made significant progress on the Rail Safety Enhancement Program – Phase A Project. The Project will implement pedestrian and roadway safety treatments at 28 grade crossing and trespass locations spanning six jurisdictions on Union Pacific Railroad (UPRR) corridors including unincorporated Alameda County and the cities of Berkeley, Oakland, San Leandro, Hayward, and Livermore. Measure BB investments during the early phases of the project have helped Alameda CTC successfully leverage \$80 million of external funding. Alameda CTC was awarded \$25 million in federal Consolidated Rail Infrastructure and Safety Improvements Program funds from the Federal Railroad Administration and \$25 million in Metropolitan Transportation Commission (MTC) Regional Measure 3 funds for

construction. Most recently in late June 2025, the California Transportation Commission awarded \$30 million in competitive Senate Bill 1 Trade Corridor Enhancement Program state funds for construction.

- **Oakland Alameda Access Project** – Alameda CTC has advanced the Oakland Alameda Access Project to the construction phase. The project is designed to enhance safety, reduce congestion, and improve bike and pedestrian connectivity in downtown Oakland, Chinatown, and the City of Alameda. In August 2025, a construction contract has been awarded to Bay Cities Paving and Grading with preliminary work now underway and major construction scheduled to begin in early 2026.
 - **Route 84 Enhancements and I-680/Route 84 Interchange Improvements** – The SR-84 Enhancement and SR-84/I-680 Interchange Improvements project upgrade State Route 84 to expressway standards and improves safety for merging and weaving at the I-680/SR 84 Interchange. This major project will be completing the construction phase by the end of this calendar year (2025). A Ribbon Cutting Ceremony is scheduled for mid-November 2025.
 - **I-680 Express Lanes between Route 84 and Alcosta Boulevard** – The I-680 Southbound Express Lanes project is currently in construction, and crews have been advancing utility work for toll system infrastructure installation. This project should complete all construction activities by late 2026.
 - **San Pablo Avenue Projects** – The San Pablo Bus and Bike Lanes project is now moving into the environmental phase for delivery (PA&ED). The San Pablo Avenue Parallel Bike and San Pablo Avenue Safety Enhancement projects have reached 100% design (PS&E) and will be moving into the construction phase of project delivery in the coming months. Alameda CTC anticipates to advertise and award these two projects by mid-2026.
2. **Legislation and Transportation Funding Advocacy** – Working with our regional partners (MTC and four key County Transportation Agencies – Contra Costa, San Francisco, Santa Clara, and San Mateo) Alameda CTC has successfully advocated for the passage of Senate Bill 63 which authorizes a regional transportation funding measure for the November 2026 ballot to address the transit operations fiscal cliff and ensure current transit services are maintained.
 3. **Countywide Transportation Plan** – Alameda CTC kicked off work on an update to the Countywide Active Transportation Plan (CATP). Last updated in 2019, the CATP will establish key, updated multi-modal transportation priorities and recommend policies to advance the agency’s goals of safety, equity, climate, and economic vitality.
 4. **Transparent Financial Reporting** – In September 2025, Alameda CTC received the award for excellence in financial reporting for its Annual Comprehensive Financial

Report (ACFR) for the year ended June 30, 2024 from the Government Financial Officers Association of the United States and Canada (GFOA), and over the last couple of months, produced another ACFR for the year ended June 30, 2025, for which the agency has received a clean audit opinion from independent auditors from Maze & Associates. This ACFR will also be submitted to the GFOA for consideration of the award for excellence in financial reporting.

Aside from the major accomplishments indicated above, Alameda CTC is continuing to evolve internally and externally to become one of the highest performing transportation agencies in the region. A transportation agency that will hopefully set the highest standards for planning, funding, and delivering projects and programs, in the most inclusive and transparent fashion.

In addition, the agency performs many major activities that provide valuable services to the Commission and Alameda County including:

On-going Services

- Provide support and coordination and prepare reports for Alameda CTC Commission meetings.
- Provide support and coordination and prepare reports for the meetings of six Alameda CTC Standing Committees.
- Provide support and coordination for the Alameda County Technical Advisory Committee (ACTAC) meetings.
- Conduct analyses and provide information as requested by individual Commissioners, ACTAC members, and various individual Citizens Committee members.
- Develop various technical and monitoring reports required by the Congestion Management Program (CMP) and its legislation.
- Manage and maintain CMP data collection.
- Coordinate and facilitate planning activities among regional and local partnering agencies, including MTC, ABAG, Bay Area CTAs, cities of Alameda County, Alameda County and transit operators.
- Perform programming, monitoring, and reporting activities for 14 types of funding sources with varying guidelines and requirements.
- Program and allocate funds to the County, cities of Alameda County, and transit operators from the TFCA, VRF, Lifeline Transportation, STIP, and Sales Tax Programs.
- Monitor and report on the delivery of projects funded with federal, state, regional, and sales tax fund sources.
- Manage and implement more than 10 grant-funded programs.
- Perform direct management of specific capital projects.
- Provide project delivery assistance to cities on an as-needed basis.
- Conduct and participate in various business and community outreach activities.
- Advocate for policies and legislation in support of transportation and funding for transportation in Alameda County.
- Provide certification for local and small local businesses for contracting purposes and report annually on the agency's utilization and contract awards.

- Prepare quarterly investment reports and financial reports for Commission review and approval.
- Prepare the annual operating and capital budgets for Commission approval, as well as mid-year budget updates.

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

Attachment:

A. Fiscal Year 2025-26 Objectives



Alameda County Transportation Commission

Executive Director's Objectives

for FY 2025-26

October 2025

OBJECTIVES

CAPITAL PROJECT DELIVERY

Ensure timely, cost-effective delivery of transportation projects funded by Measure B and BB

1. Actively engage in the management of major and complex transportation projects to ensure substantial progress and risk reduction with stakeholder engagement throughout the delivery phases of these projects. These projects include:
 - a. I-880 Oakland-Alameda Access Project in Oakland and Alameda
 - b. I-680 Express Lanes Gap Closure Project from Route 84 to Alcosta Blvd
 - c. SR 84 Enhancement and I-680/SR 84 Interchange Improvements Project in Pleasanton
 - d. Rail Safety Enhancement Program – Phase A in Alameda County
 - e. Port of Oakland's Seventh Street Grade Separation East Project
 - f. I-80 Ashby Interchange and Bicycle and Pedestrian Improvements Project
 - g. East Bay Greenway Multimodal Projects in Oakland, San Leandro, and Hayward
 - h. San Pablo Avenue Multimodal Corridor Improvements Project in Oakland, Emeryville, Albany, and Berkeley
 - i. Route 262 (Mission Boulevard) in Fremont
 - j. Regional Commuter Rail Connection Project ("Valley Link")
 - k. I-880 Interchange Modernizations project in central and south county supporting goods movement
 - l. Other capital projects in transportation expenditure plans

2. Oversee the delivery and implementation of Measure B and Measure BB sales tax-funded projects and other externally funded projects in the Adopted Comprehensive Investment Plans.

LEVERAGE FUNDING, PARTNERSHIP AND ADVOCACY

Position Alameda CTC as a leading voice in regional and statewide transportation policy

3. Actively pursue additional external funding by leveraging sales tax dollars and other agency-administered funding to deliver projects and programs.
4. Strengthening partnerships with cities, the County, and transit operators to provide mutual assistance and technical assistance in the areas of project delivery, funding advocacy, and planning.
5. Actively engage in the development of regional and county-wide policies on sustainable transportation and land use strategies.
6. Strengthen the legislative program and outreach strategy to guide Alameda CTC's advocacy at the regional, state and federal levels.
7. Advocate for new/enhanced transportation funding in regional, statewide, and national forums.
8. Participate in and take an active role in statewide and regional forums and discussions that may have potential impact on the functions of Alameda CTC.

ORGANIZATIONAL EXCELLENCE

Foster a high-performing, inclusive, and resilient organization

9. Strengthen agency staffing plans to retain experienced staff and fill key leadership vacancies with highly qualified, equity-minded professionals.
10. Strengthen succession planning and internal talent development.
11. Recruit and retain talented staff to deliver the projects/programs of Measure B and BB.
12. Promote a culture of collaboration, accountability, and innovation across departments.
13. Continue to develop, mentor and strengthen a working environment where staff are developed, mentored, motivated, empowered, and engaged to work collaboratively as one team.
14. Provide excellent support to the Commission.

PLANNING AND PROGRAMS IMPLEMENTATION

Champion a safe, equitable, and sustainable transportation system for all users across Alameda County

15. Continue the development of the 2026 Countywide Transportation Plan (CTP), draft plan review by spring/summer 2026.
16. Advance safety projects and programs in the County's high injury network corridors and underserved communities. Advance Vision Zero strategies in collaboration with local jurisdictions. Support data-driven approaches to reduce traffic fatalities and serious injuries.
17. Continue to expand the Affordable Student Transit Pass Program, Paratransit Program and Safe Routes to Schools Program.
18. Develop and strengthen working relationships with major transit operators to improve mass transit efficiency and effectiveness, improve coordination in transit planning, and gain a stronger standing at the regional and state levels.
19. Support goods movement and freight infrastructure to enhance regional trade and job creation. Prioritize transportation projects that improve access to employment centers and commercial districts.
20. Collaborate with economic development agencies to support Alameda CTC's Local Business Contract Equity (LBCE) Program.
21. Monitor and actively engage with MTC/ABAG and other regional and state agencies in the development and implementation policies, including the development of the Regional Transportation Plan - Plan Bay Area 2060.

FISCAL MANAGEMENT AND STEWARDSHIP

Excellent and efficient stewardship of public funds

22. Develop a sustainable and balanced FY2025-26 mid-year budget update ready for the FAC and Commission meetings in March 2026 and FY2026-27 budget for the FAC and Commission meetings in May 2026.
23. Produce an Annual Comprehensive Financial Report for the year ending June 30, 2025 and submit to the Government Finance Officers Association for award consideration.
24. Develop the I-580 Express Lanes Expenditure Plan, including Net Revenue Policy.
25. Lead, manage, organize, and control all on-going activities and services in the agency work program.



Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

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

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

Recommendation

Receive an update on the I-580 Express Lanes and I-680 Sunol Express Lanes for the first quarter of fiscal year 2025-2026. This item is for information only.

Summary

The purpose of this item is to provide the Commission with a quarterly operations update for the existing I-580 Express Lanes and the I-680 Sunol Express Lanes for the first quarter of fiscal year 2025-2026 (July through September 2025). The express lanes continue to provide higher average speeds and lower average lane densities than the general-purpose lanes, as well as travel reliability along the corridors.

Background

Alameda CTC operates and maintains the I-580 Express Lanes and I-680 Sunol Express Lanes. The I-580 Express Lanes are located in the Tri-Valley corridor through the cities of Dublin, Pleasanton, and Livermore, and opened to traffic in February 2016. The I-580 Express Lanes extend from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to the I-680 Interchange in the westbound direction.

The I-680 Sunol Express Lanes span approximately 11 miles in the southbound direction, from State Route (SR) 84 near Pleasanton to the Alameda/Santa Clara County Line, and 9 miles in the northbound direction, from just south of Auto Mall Parkway to SR 84. The I-680 Sunol Southbound Express Lane originally opened to traffic in September 2010 as a controlled access express lane. Construction began in 2018 on a new northbound express lane and to convert the southbound express lane to a continuous access configuration. Tolling resumed in the southbound lane, concurrent with tolling commencement on the new northbound lane on March 31, 2023.

Motorists using the express lanes facilities benefit from travel time savings and travel reliability as the express lanes optimize the corridor capacity by providing a choice to drivers. Single occupancy vehicles (SOVs) may choose to pay a toll and travel within the express lanes, while carpools, motorcycles, and transit vehicles using a FasTrak® Flex toll tag may enjoy the benefits of toll-free travel in the express lanes. Eligible single-occupant clean-air vehicles (CAV) received a 50% toll discount through September 30, 2025, which is the date that federal authorization for the CAV decal program expired. After the expiration date, single-occupant CAV users no longer receive toll discounts on express lanes and are not eligible to travel in High-Occupancy Vehicle (HOV) lanes.

An All-Electronic Toll (AET) collection method has been employed to collect tolls. Toll rates are calculated based on traffic conditions (speed and volume) in express and general-purpose lanes and can change as frequently as every three minutes. California Highway Patrol (CHP) officers provide enforcement services and the Bay Area Regional FasTrak Customer Service Center provides account management services. Alameda CTC maintains additional agreements and contracts to provide operations and maintenance services for the express lanes.

I-580 FY 2025-2026 Q1 Operations Update:

Performance of the I-580 Express Lanes for the first quarter (Q1) of fiscal year 2025-2026 is highlighted below.

- Motorists made over 2,246,000 express lane trips during operational hours in Q1. Daily express lane trips averaged 35,100, a 3.4% increase over the same quarter of the prior fiscal year.
 - Paid trips totaled 1,012,000, or 15,800 trips per day, a 5.2% increase over the same quarter of the prior fiscal year.
 - Toll-free trips made up 55% of all trips, a 1% decrease from the 56% observed in the same quarter of the prior fiscal year.
- Generally, express lane users experienced better traffic conditions than the general-purpose lanes, particularly during peak commute hours.
 - Westbound peak period (6 AM - 9 AM) speeds averaged 7 miles per hour (mph) faster versus in the general-purpose lanes.
 - Eastbound peak period (3 PM - 6 PM) speeds averaged 7 mph faster in the express lanes versus in the general-purpose lanes.
- Solo drivers carrying CAV tags received a 50% toll discount through September 30, 2025.
 - Single-occupant CAVs were less than 1% of all trips taken during the quarter.
- The average assessed toll for SOV motorists was \$2.41 and \$3.37 for westbound and eastbound, respectively.
- CHP performed 558 hours of enforcement services and made 690 enforcement contacts during Q1.

I-680 FY 2025-2026 Q1 Operations Update:

Performance of the I-680 Sunol Express Lanes for the first quarter (Q1) of fiscal year 2025-2026 are highlighted below.

- Motorists made over 2,193,000 express lane trips during operational hours in Q1. Daily express lane trips averaged 34,000 a day, a 10% increase over the same quarter of the prior fiscal year.
 - Paid trips totaled 1,012,000, or 16,000 trips per day, an 11% increase over the same quarter of the prior fiscal year.
 - Toll-free trips made up 54% of all trips, the same percentage observed from the same quarter of the prior fiscal year.
- On average, express lane users experienced better traffic conditions compared to the general purpose lanes, particularly during peak commute hours.
 - Southbound peak period (6 AM - 9 AM) speeds averaged 9 mph faster in the express lane versus in the general-purpose lanes.
 - Northbound peak period (3 PM - 6 PM) speeds averaged 6 mph faster in the express lane versus in the general-purpose lanes.
- Solo drivers carrying CAV tags received a 50% toll discount through September 30, 2025.
 - Single-occupant CAVs were approximately 1% of total trips taken during the quarter.
- The average assessed toll for SOV motorists was \$2.41 and \$3.99 for southbound and northbound, respectively.
- CHP performed 1,002 hours of enforcement services and made 1,536 enforcement contacts during Q1.

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



Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

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

SUBJECT: Approve Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates

Recommendation

Approve administrative amendments to various Alameda County Transportation Commission (Alameda CTC) agreements in Attachment A, in support of Alameda CTC and project sponsor implemented projects and programs.

Summary

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

These amendments include time extension requests to various agreement expiration dates due to schedule delays associated with extended closeout activities.

Background

Alameda CTC directly implements capital projects and provides funding to various project sponsors to facilitate the delivery of capital projects and programs throughout Alameda County. Alameda CTC enters into agreements under two categorical types 1) Professional Service Agreements (PSAs) for Alameda CTC implemented projects and 2) Project Funding Agreements (PFAs) with project sponsors receiving Alameda CTC administered funds. All agreements are entered into based upon estimated known project needs for scope, cost and schedule.

Throughout the duration of these agreements, situations may arise to warrant a need for a time extension and an amendment to the agreement's terms. The Commission considers certain amendments as "administrative" if they include time extensions or minor project delivery plan adjustments. Each amendment is evaluated by Alameda CTC staff to confirm the amendment is reasonably justified, the original project scope and deliverables are not

compromised, no conflicts with the Levine Act (for PSAs), and the proposed time extension supports the timely delivery of the project.

PSA Amendments

Alameda CTC enters into PSAs with consultants, as needed, to provide the services required to meet Alameda CTC's Capital Projects program delivery commitments. PSAs are established and executed based on known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension. The most common justifications for a time extension include (1) project delays; and (2) extended phase and/or project closeout activities.

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

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

PFA Amendments

Alameda CTC enters into PFAs with project sponsors receiving Alameda CTC administered funds such as Measure B, Measure BB, Vehicle Registration Fee, and Transportation Fund for Clean Air Program funds. These funding agreements establish an agreed upon project scope, funding and cost sharing arrangements, a project delivery schedule, reporting requirements, and associated funding deadlines.

Project sponsors may encounter unanticipated challenges and delays in areas such as procurement processes, funding, extended interagency coordination, additional plan review, construction delays, and extended project closeout activities that require an amendment to the agreement terms and expiration deadlines.

The administrative amendment request for PFAs has been evaluated and is recommended for approval.

Levine Act Statement: Jacobs Engineering Group, Inc. (A17-0004) and its subconsultants did not report any conflicts in accordance with the Levine Act.

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

Attachment:

- A. Administrative Amendment Summary

Professional Service Agreements						
Index No.	Firm/Agency	Project/Services	Agreement No.	Contract Amendment History and Requests	Reason Code	Current Amendment Justification
1	Jacobs Engineering Group, Inc.	Freight Intelligent Transportation System (FITS) (PN 1442000) - Preliminary engineering environmental, final design, and design services during construction	A17-0004	A1: Update Contract agreement terms, additional budget and 2-year time extension from 6/30/2018 to 6/30/2020 A2: Update Contract agreement terms and 30-month time extension from 6/30/2020 to 12/31/2022 A3: Modify indemnification and insurance requirement provisions A4: Update Contract agreement terms, budget decrease, and 1-year time extension from 12/31/2022 to 12/31/2023 A5: 1-year time extension from 12/31/2023 to 12/31/2024 A6: Budget increase and 1-year time extension from 12/31/2024 to 12/31/2025 A7: 2-year time extension from 12/31/2025 to 12/31/2027 (current request)	2	Construction of the FITS Project is complete, however, the implementation of one of the 15 project elements, the Smart Parking System (SPS) continued to experience delays due to contract negotiations with the Port of Oakland (Port) and one of its parking vendors. Port confirmed that that the SPS will be functional from November 1, 2025. Federal Highway Administration requires that the performance evaluation of the FITS Project is delayed until the SPS is also functional. Time extension is necessary to perform after implementation data collection, performance analysis and complete the performance evaluation, and submit a Final Report, which is a federal grant closeout requirement.

Project Funding Agreements

Index No.	Index No.	Index No.	Index No.	Index No.	Index No.	Index No.
2	City of Berkeley	I-80 Gilman Interchange Improvements (PN 1381000) - Construction	A21-0005	A1: Update Contract agreement terms, and 1-year time extension from 12/31/2023 to 12/31/2024 A2: 2-year time extension from 12/31/2024 to 12/31/2026 (current request)	2	The requested time extension is necessary to allow sufficient time to complete project closeout activities, including processing and reconciling outstanding contractor payments and obtaining reimbursement for project costs through Union Pacific Railroad (UPRR). This additional time will ensure that all financial and administrative obligations are fulfilled in full compliance with Alameda CTC and UPRR requirements prior to final agreement closeout.

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



Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Director of Project Delivery and Construction
Emma Burkhardt, Associate Transportation Engineer

SUBJECT: Informational update on the East Bay Greenway Multimodal - Hayward Segment Project (Project Number 1587.003)

Recommendation

Receive project progress update on the East Bay Greenway Multimodal– Hayward Segment Project (EBGWMM - Hayward Project). This item is for information only.

Summary

Alameda CTC is the Project Sponsor for the East Bay Greenway Multimodal (EBGWMM) Project, including the EBGWMM-Hayward Project. The EBGWMM – Hayward Project is a near-term project within the jurisdiction of the City of Hayward (City).

The goals of the EBGWMM – Hayward Project are to provide a continuous safe north/south bike facility connecting the Hayward and South Hayward BART stations by constructing a physically separated high-quality bicycle facilities suitable for people of all ages and abilities, where feasible; improve multimodal access to regional transit, including BART and AC Transit, schools, downtown areas, and major activity centers; and reduce greenhouse gas emissions.

Alameda CTC has been coordinating with the City and other project stakeholders such as AC Transit, BART, and various community groups, including public schools, Bike Hayward, disability groups, and community-based organizations (CBOs), for the development of this project.

The project team is comprised of Alameda CTC staff, its consultant team members, and City staff. The team has conducted robust public outreach, coordinated with a project-specific Active Transportation Working Group (ATWG) comprised of project stakeholders, and developed a conceptual project alignment. The conceptual project alignment includes different facility types to advance the project design towards implementing a safe near-term (3-5 years) bicycle and pedestrian facility within the project corridor.

The EBGWMM – Hayward Project is currently in the scoping phase. The project was recommended for City Council approval by the Council Infrastructure and Airport Committee in October 2025. If approved, Alameda CTC is expected to commence the Project Approval and Environmental Document (PA&ED) phase in early 2026.

Background

The East Bay Greenway was originally envisioned as a 37-mile regional trail generally following the BART alignment from Oakland to Hayward, conceived in 2008 by nonprofit Urban Ecology. Alameda CTC took on a larger effort to develop a much more robust project and environmentally cleared an alignment in 2018, following the BART tracks, which required acquiring right-of-way from Union Pacific Railroad. This was not feasible in the near term due to right-of-way acquisition matters and hazardous material clean-up. In 2021, the EBGWMM Project was developed to allow near-term project delivery by routing along existing streets and other public right-of-way.

In December 2022 and during the course of early project development, the Alameda CTC approved an all-ages-and-abilities (AAA) facility policy, which provides guidance for selecting an appropriate bicycle facility based on traffic speeds and volumes. While most riders are comfortable riding along busy arterial streets only when a separated Class IV facility is provided, and sharing the street with traffic only when the traffic volumes and vehicle speeds are low, the intent of the policy is for bicycle facilities to be comfortable to use regardless of a bicyclist's age or experience.

Recognizing the challenges in establishing an AAA route through Downtown Hayward and along Mission Boulevard, in late 2022, Alameda CTC staff in coordination with the City staff began evaluating alternatives consistent with the City's Bicycle and Pedestrian Master Plan west of the BART and Union Pacific Railroad tracks. Streets were evaluated based on first- and last-mile connectivity to BART stations, transportation safety needs, and impact to the existing curb lines to install AAA bicycle facilities. On October 25, 2023, Alameda CTC staff presented an initial EBGWMM study area in Hayward and solicited input from the City Infrastructure and Airport Committee (CIAC). Subsequently, on November 14, 2023, the City Council of the City of Hayward passed a resolution approving the staff recommended study area for the EBGWMM – Hayward Project for further evaluation.

The goals of the EBGWMM – Hayward Project are to:

- Create a continuous north/south bike facility connecting the Hayward and South Hayward BART stations.
- Provide safe, high-quality bicycle facilities suitable for people of all ages and abilities.
- Improve safety by physically separating bicyclists from high-speed vehicular traffic to the extent feasible.
- Improve access to regional transit, schools, Downtown areas, and major activity centers.
- Improve multimodal access to BART.
- Reduce greenhouse gas emissions.

On December 7, 2023, as the sponsoring agency, Alameda CTC Commission approved the evaluation of the street network for EBGWMM – Hayward Project and directed staff to form an ATWG. Alameda CTC and City staff collaborated to form a project-specific ATWG that is comprised of AC Transit, BART, members of bicycle advocacy organizations, people with disabilities, school & park districts, business community groups, parents of school going children and interested residents. The ATWG has met four times since its inception and reviewed and advised project staff and stakeholders on key project decisions, ensuring that the project alignment is responsive to local context and needs, while being suitable for bicyclists of AAA. Staff made every effort to incorporate the ATWG’s feedback in the recommended project improvements.

On October 23, 2024, staff presented a draft alignment and types of facilities to the CIAC. The CIAC reviewed and requested to limit the number of parking space losses and conduct focus outreach to residents along Whitman Street. Staff followed through on CIAC’s requests, as elaborated in subsequent paragraphs, and incorporated community feedback in the recommendations, where feasible.

As part of its outreach strategy, the project team conducted an online survey, met with community-based organizations, held walking and biking audits of the study corridor, conducted focus group meetings, conducted door-to-door outreach, met with school staff and conducted a survey with Tennyson High School and Cesar Chavez Middle School staff and students. The project team incorporated community, school staff and students’ feedback in the recommended project improvements. Summary of outreach activities are listed below:

Table 1: Public Outreach

Timeline	Outreach Goal
March 2024 – June 2024	Share information about this EBGWMM-Hayward Segment project and gather input on existing conditions.
July 2024 – October 2024	Solicit input on the EBGWMM-Hayward Segment project alternatives to inform the recommended (draft) alignment.
January 2025 – July 2025	Solicit input from residents and schools along the recommended (draft) alignment regarding project tradeoffs and on-street parking.
January 2026	Begin Project Approved + En. Doc (PA + ED)

Alameda CTC reached out to the community to share information and solicit input through the following activities:

- Coordination via e-mails and website announcements (Project Website: [Alameda CTC East Bay Greenway Website](#))
- Pop-up events at the Hawaiian May Day Festival and Eden Greenway hot meal and grocery giveaway
- Walking and biking tours of the corridor, with attendees recommended by the ATWG
- Focus groups
- Coordination with the ATWG members
- Mailers and project information flyer

- Door-to-door outreach to residents along the corridor
- Meetings with the principals of Tennyson High School and Cesar Chavez Middle School
- Online survey to summer school students, faculty, and staff

Mailers and flyers were made available in English, Spanish, simplified Chinese, Tagalog, and Vietnamese. In addition to conducting public outreach and performing field reviews, the project team also conducted traffic and parking studies, as well as a cut-through traffic diversion analysis that informed the alignment and array of facility types that could be implemented in the near term.

Conceptual Alignment and Type of Bicycle Facilities

Based on the above-mentioned studies/analysis and feedback received from the extensive outreach, community and interested parties' engagement, the project team refined the conceptual level project alignment and facility types, as detailed in Attachment B.

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

Attachments:

- A. EBGWMM – Hayward Project Fact Sheet
- B. EBGAMM – Recommended Alignment and Facility Types
- C. Existing and Proposed Cross Sections



6.10A East Bay Greenway Multimodal – Hayward Segment Project

SUMMER 2025

PROJECT OVERVIEW

As the project sponsor and implementing agency, Alameda County Transportation Commission (Alameda CTC) is partnering with the City of Hayward to develop alternative concepts for implementing the East Bay Greenway Multimodal project that will construct an active transportation facility on the west side of the BART and Union Pacific Railroad corridors to connect the Hayward and South Hayward BART stations through Downtown Hayward. Project improvements will include Class I pathways, Class IV separated bikeways, where feasible, pedestrian crossing enhancements, bus stop upgrades, raised medians, protected intersections, new and upgraded traffic signals, safety lighting, curb ramp upgrades, and opportunities for improving stormwater treatment, street trees, etc. In addition, the project will also review and recommend pedestrian-scale improvements at eleven intersections along Mission Boulevard.

The project forms a segment of the East Bay Greenway Multimodal (Phase 1) which focuses on implementing near-term safety and multimodal access improvements.



* Connections into the BART stations to be coordinated as part of the evaluation.

Preliminary, subject to revisions.

PROJECT NEED

- Existing bikeway network does not provide a continuous and comfortable route connecting along the BART corridor.
- Existing interjurisdictional routes in the East Bay Greenway corridor are generally arterial roadways that carry significant traffic and have established histories of collisions involving bicyclists and pedestrians.
- East Bay Greenway jurisdictions have adopted land use plans calling for thousands of additional residents and jobs in the East Bay Greenway corridor. Improved last-mile transit access to regional transit and destinations is essential to accommodating planned growth along the East Bay Greenway corridor.

PROJECT BENEFITS

- Improves safety for everyone
- Improves access to regional transit, schools, affordable housing, commercial districts, employment centers, and other destinations
- Improves bicycle and pedestrian network connectivity in densely populated neighborhoods home to many families along the BART line
- Creates a facility that is accessible and comfortable to families with children, and bicyclists and pedestrians of all ages and abilities
- Makes area travel more efficient by promoting various transportation methods to support existing communities and future development.



Grand Avenue.



Whitman Street.



Whitman Street at Tennyson Road.

STATUS

Implementing Agency: Alameda CTC
Current Phase: Scoping/Planning
The design team conducted in-person and online outreach to inform conceptual level designs in April 2025.

PROJECT DOCUMENTS

For more information on the project, please visit:
www.alamedactc.org/eastbaygreenway.

PARTNERS AND STAKEHOLDERS

City of Hayward, AC Transit, and Bay Area Rapid Transit (BART)

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

Scoping	\$1,215
PE/Environmental	\$2,040
Final Design	TBD
Construction	TBD
Total Expenditures	TBD

FUNDING SOURCES (\$ X 1,000)

Local	\$3,255
TBD	TBD
Total Revenues (current)	\$3,255

SCHEDULE BY PHASE

	Begin	End
Scoping	Early 2024	Early 2026
PE/Environmental	Early 2026	Mid 2027
Final Design (PS&E)	TBD	TBD
Construction	TBD	TBD



Note: Information on this fact sheet is subject to periodic updates.

6.10B

EBGWMM-Hayward Project: Table of Recommended Alignment and Facility Types

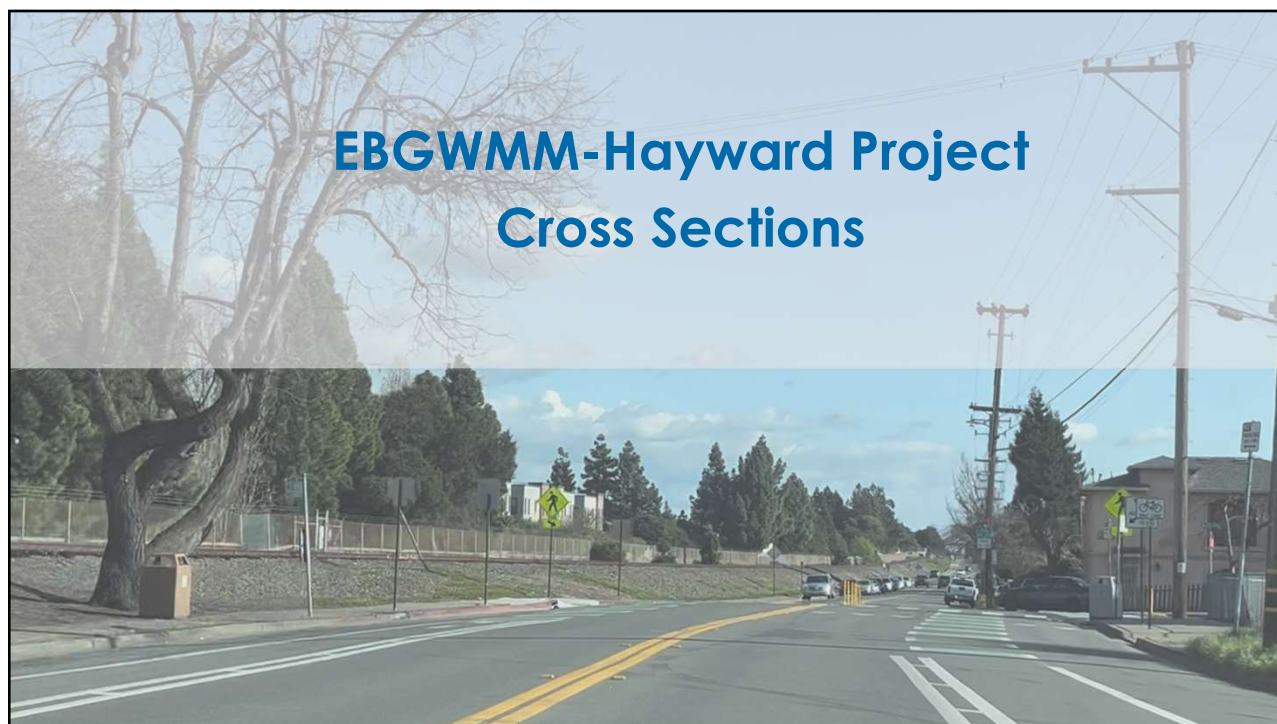
Street Name	Facility Recommendation
Sunset Boulevard	Bike Boulevard + Traffic Calming
Montgomery Street	Bike Boulevard + Traffic Calming
B Street	Two-Way Class IV Protected Bike Lanes
Grand Street (from B Street to D Street)	Two-Way + One-Way Class IV Protected Bike Lanes
Grand Street (from D Street to Meek Avenue)	One-Way Class IV Protected Bike Lanes
Meek Avenue	One-Way Class IV Protected Bike Lanes
Silva Avenue	Bike Boulevard + Traffic Calming
Sycamore Avenue	Two-Way Class IV Protected Bike Lanes
Whitman Street (from Sycamore Avenue to Fruitwood Way)	Class I Shared-Use Path + Traffic Calming
Whitman Street (from Fruitwood Way to Tennyson Road)	Two-Way Class IV Protected Bike Lanes + Traffic Calming
Tennyson Road	Two-Way + One-Way Class IV Protected Bike Lanes
Dixon Street	One-Way Class IV Protected Bike Lanes

Notes:

- 1) The streets described are consistent with the City's current Bicycle and Pedestrian Plan (2020).
- 2) Due to high traffic volume generated within the Silva Avenue Corridor, bike boulevard concept will not meet AAA (all ages and abilities) criteria. Traffic calming measures will be implemented to slow down motorized vehicles to 20 MPH or less.

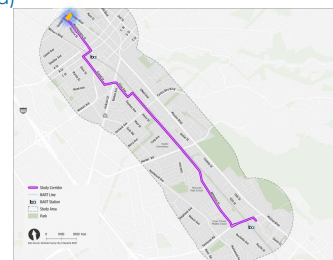
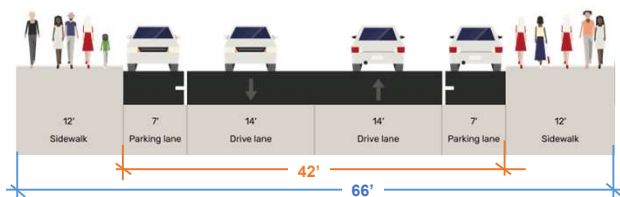
EBGWMM-Hayward Project: Map of Recommended Alignment and Facility Types



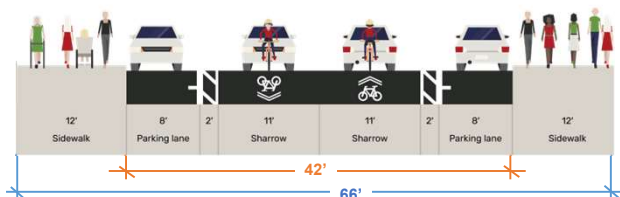


Sunset Boulevard from Mission Blvd to Montgomery St (looking eastbound)

Existing Conditions



Draft Recommendation



Bicycle Boulevard + Traffic Calming

- Reduces vehicle travel lane width
- Maintains on-street parking
- Places speed humps every 250 – 300' &

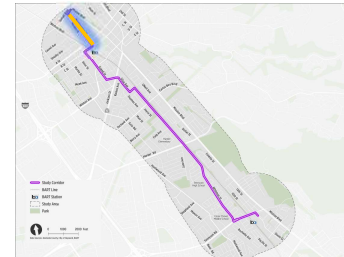
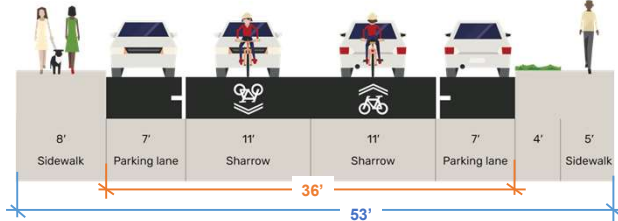
Employs additional traffic calming treatments to keep vehicle volumes low and reduce vehicle speeds to 20 MPH



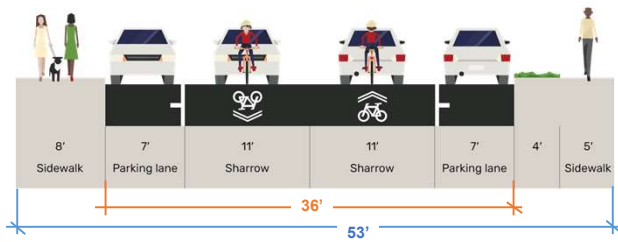
East Bay Greenway Multimodal Project Hayward Segment

Montgomery Avenue from Sunset Blvd to B St (looking northbound)

Existing Conditions



Draft Recommendation



Bicycle Boulevard + Traffic Calming

- Maintains on-street parking
- Maintains existing cross section
- Places speed humps every 250 – 300'

&
Employs additional traffic calming treatments recommended to keep vehicle volumes low and reduce vehicle speeds to 20 MPH

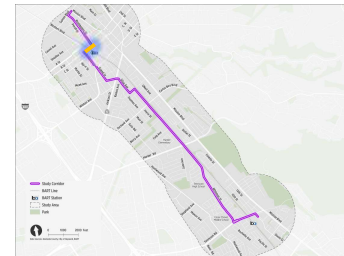
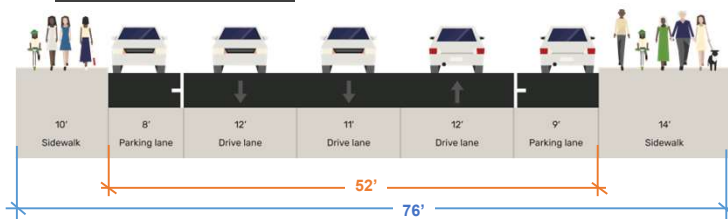


East Bay Greenway Multimodal Project Hayward Segment

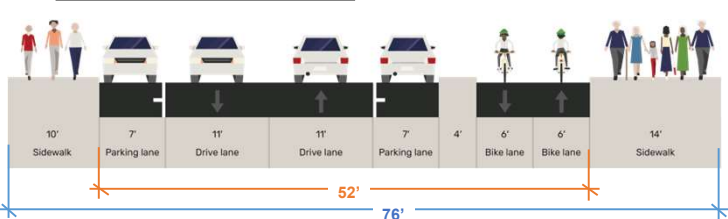
3

B Street from Montgomery Ave to Grand St (looking eastbound)

Existing Conditions



Draft Recommendation



Two-Way Class IV Bikeway

- Employs road diet from 3 lanes to 2
- Maintains on-street parking
- Introduces two-way Class IV bikeway on south side, next to BART station

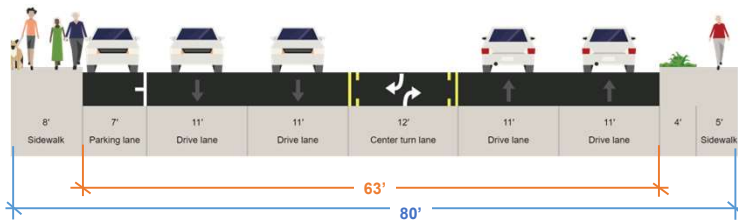


East Bay Greenway Multimodal Project Hayward Segment

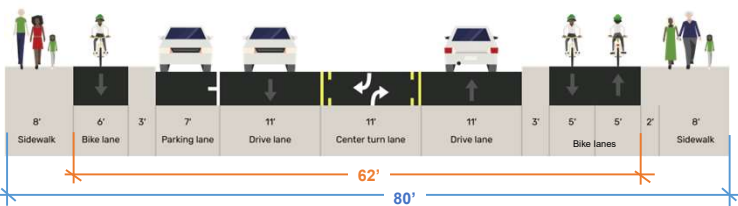
4

Grand Street from B St to D St (looking northbound)

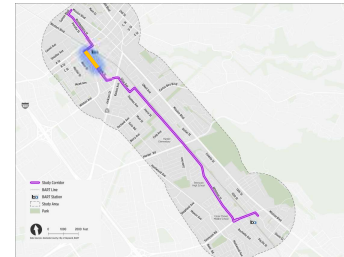
Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment



Two-Way + One-Way Class IV Bikeway

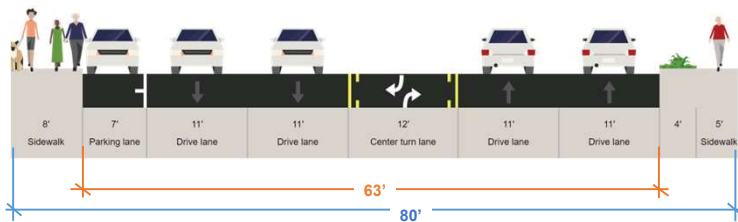
- Employs road diet from 5 lanes to 3
- Maintains on-street parking
- Introduces two-way Class IV on east side near BART

&
One-way Class IV on west side

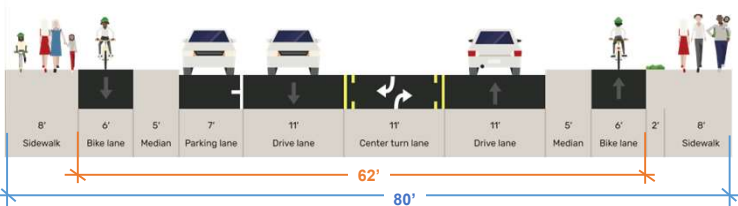
5

Grand Street from D St to Meek Ave (looking northbound)

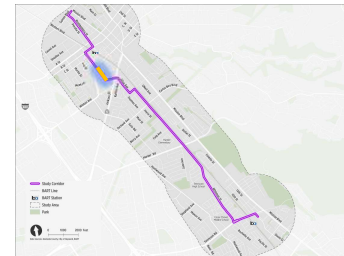
Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment



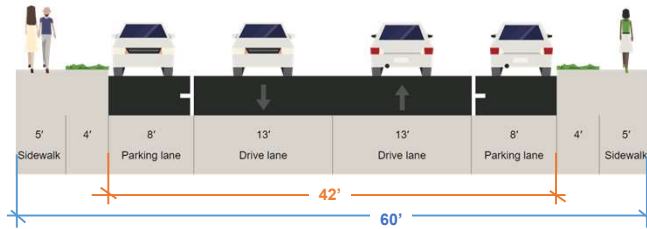
One-Way Class IV Bikeway

- Employs road diet from 5 lanes to 3
- Maintains on-street parking
- Introduces one-way Class IV on both sides

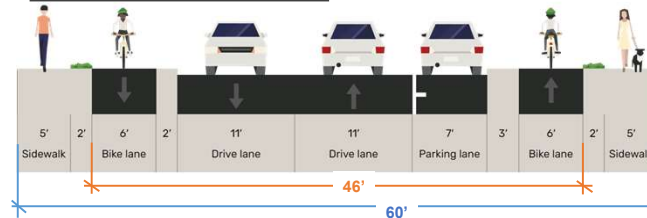
6

Meek Avenue from Grand St to Silva Ave (looking westbound)

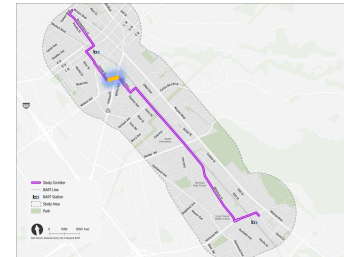
Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment



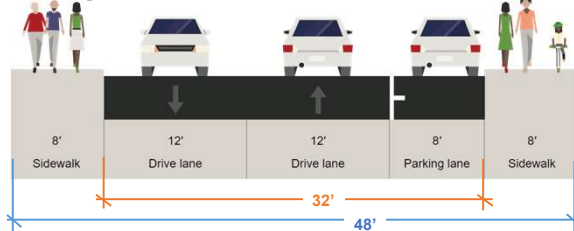
One-Way Class IV Bikeway

- Removes on-street parking on west side (68% utilization) (~11 spaces)
- Introduces one-way Class IV on both sides

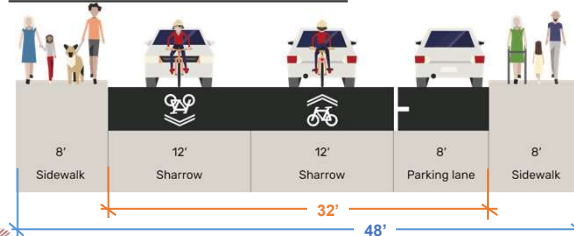
7

Silva Avenue from Jackson St to Sycamore Ave (looking northbound)

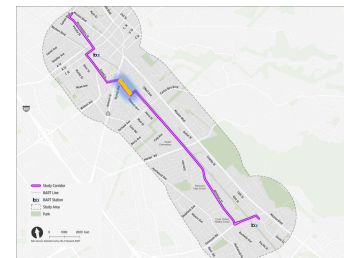
Existing Conditions



Revised Recommendation



East Bay Greenway Multimodal Project Hayward Segment



Bike Boulevard + Traffic Calming

- Maintains on-street parking
- Places speed humps every 250 – 300 feet

&

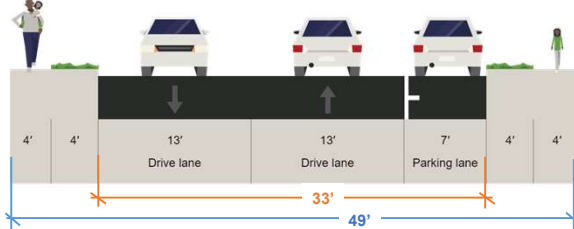
Employs additional traffic calming treatments to keep vehicle volumes low and reduce vehicle speeds to 20 MPH

Notes: Facility will not meet All Ages and Abilities (AAA) Criteria due to traffic volume generated within is over 5,000 vpd vs. 2,000 vpd to meet AAA Criteria

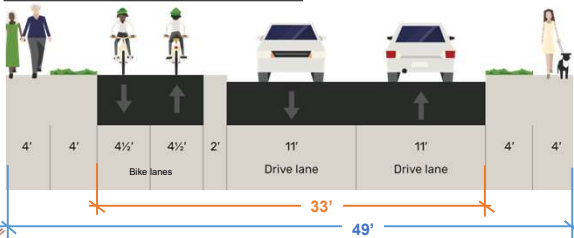
8

Sycamore Avenue from Silva Ave to Whitman St (looking eastbound)

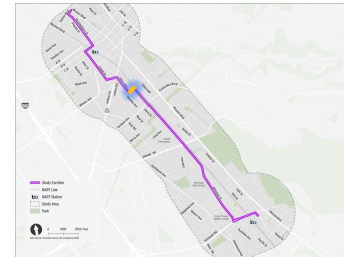
Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment



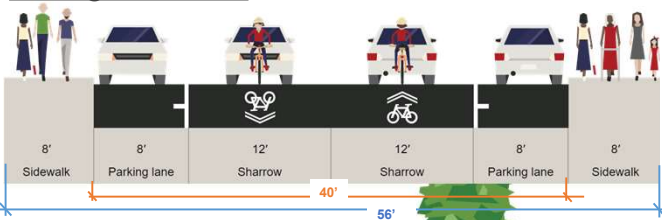
Two-Way Class IV Bikeway

- Removes on-street parking (49% utilization, ~7 spaces)
- Introduces two-way Class IV on north side of street
- Provides continuous two-way Class IV facility around curve to Whitman St

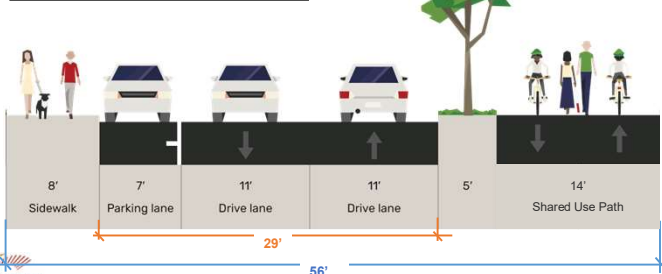
9

Whitman Street from Sycamore Ave to Orchard Ave (looking northbound)

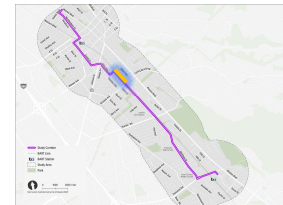
Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment



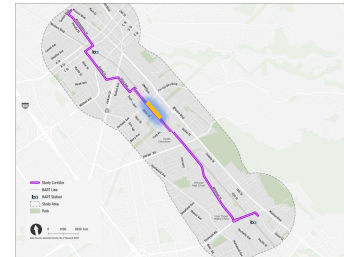
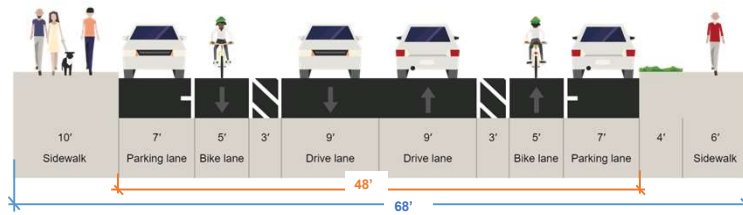
Class I Shared Use Path

- Reduces lane width from 12 to 11 feet (and maintains bus route)
- Removes on-street parking on east side only (49% utilization, ~55 spaces)
- Introduces Class I shared use path on east side within city R/W, near rail line (fewer bike/ped/driveway conflicts)
- Employs traffic calming treatments to reduce vehicle speeds to posted speed limit of 25 MPH
- Provides room for landscaping

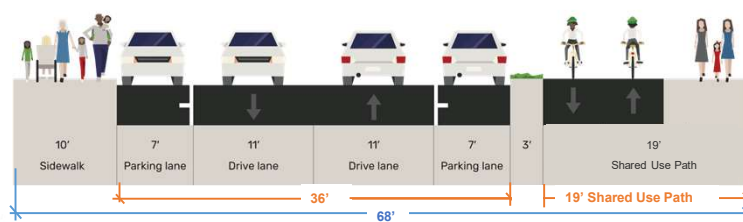
10

Whitman Street from Orchard Ave to Berry Ave (looking northbound)

Existing Conditions



Draft Recommendation



Class I Shared Use Path

- Maintains on-street parking on both sides
- Introduces Class I shared use path on east side within city R/W, near rail line
- Employs traffic calming treatments to reduce vehicle speeds
- Provides room for landscaping

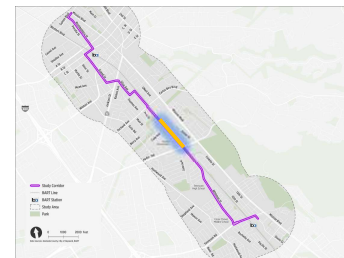
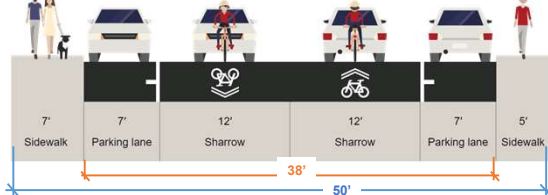


East Bay Greenway Multimodal Project Hayward Segment

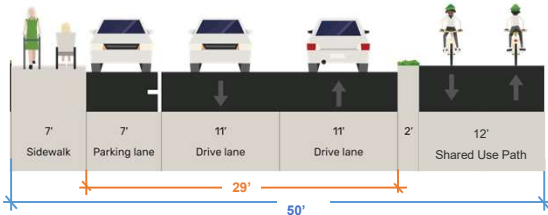
11

Whitman Street from Berry Ave to Harder Rd (looking northbound)

Existing Conditions



Draft Recommendation



Class I Shared Use Path

- Removes on-street parking on east side only (50% utilization, ~77 spaces)
- Introduces Class I shared use path on east side within city R/W, near rail line
- Employs traffic calming treatments to reduce vehicle speeds

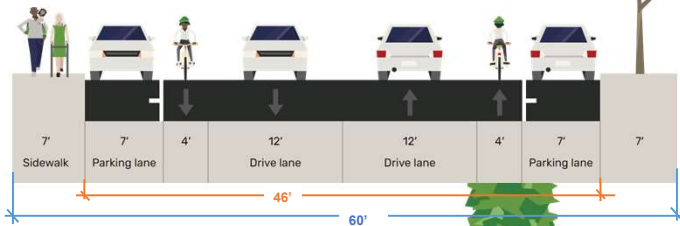


East Bay Greenway Multimodal Project Hayward Segment

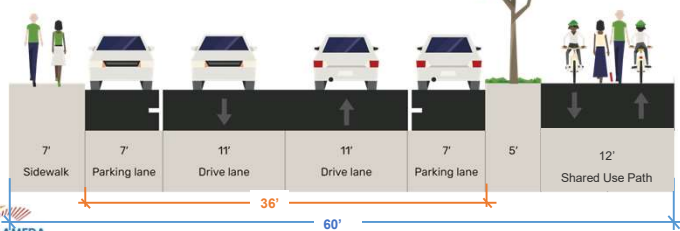
12

Whitman Street from Harder Rd to Fruitwood Wy (looking northbound)

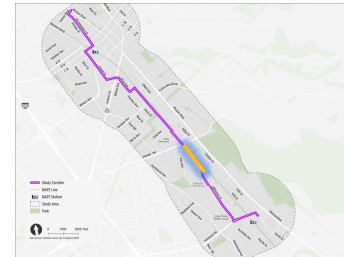
Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment



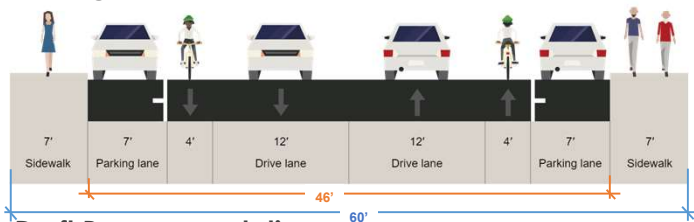
Class I Shared Use Path

- Maintains on-street parking
- Introduces Class I shared use path on east side within city R/W, near rail line
- Employs traffic calming treatments to reduce vehicle speeds
- Provides room for landscaping

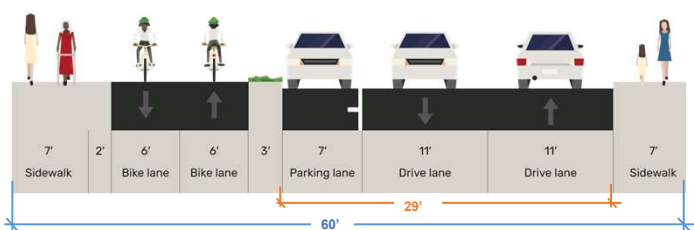
13

Whitman Street from Fruitwood Way to Tennyson Road (looking northbound)

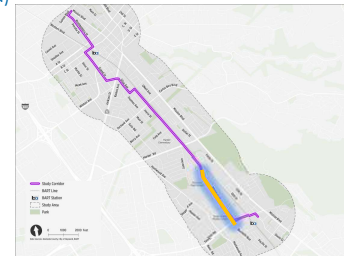
Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment



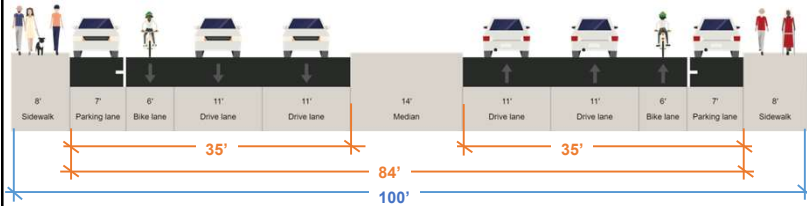
Two-Way Class IV Bikeway

- Removes on-street parking on east side (students preferred option, 43% utilization, ~60 spaces)
- Introduces two-way bikeway (transitions to west side from Roadway north of, next to middle and high schools to enhance safe school access)
- Employs traffic calming treatments to reduce vehicle speeds

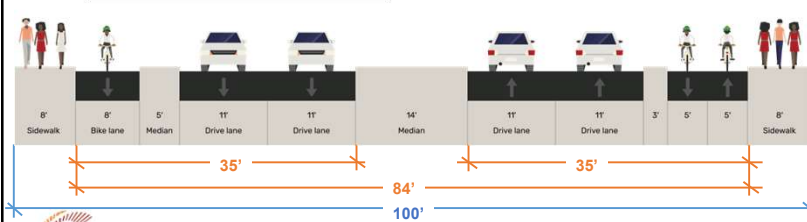
14

Tennyson Road from Whitman St to Dixon St (looking eastbound)

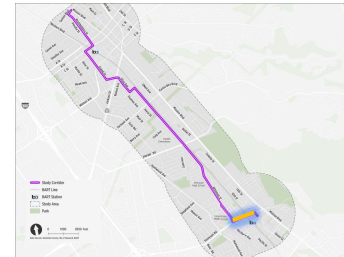
Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment



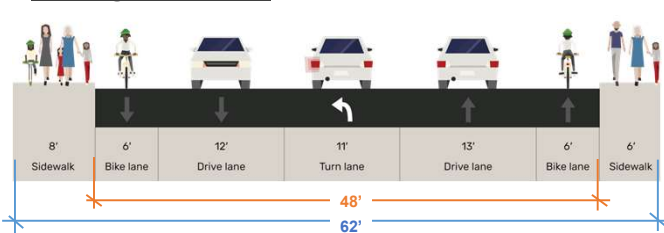
Two-Way + One-Way Class IV Bikeway

- Removes on-street parking on both sides (21% utilization)
- Introduces two-way Class IV bikeway on south side of street next to BART station
- Converts existing westbound Class II bike lane to Class IV bike lane

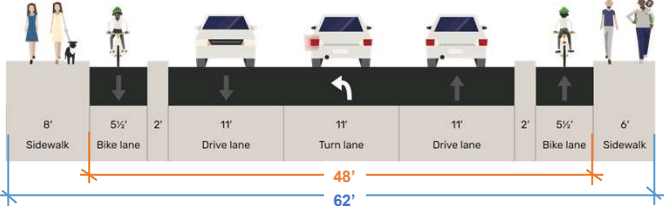
15

Dixon Street from Tennyson Rd to BART (looking northbound)

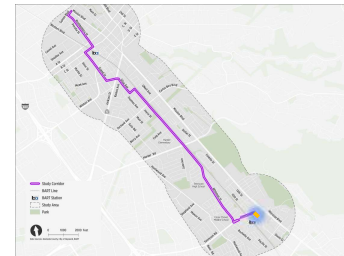
Existing Conditions



Draft Recommendation



East Bay Greenway Multimodal Project Hayward Segment



One-Way Class IV Bikeway

- Reduces travel lane widths to 11 feet
- Converts Class II bike lanes to Class VI on both sides

16



Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

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

SUBJECT: Approve Resolution 25-008 including Actions Associated with Allocation of Regional Measure 3 funds for the City of Newark's Thornton Avenue Multimodal Complete Streets Project

Recommendation

Approve Resolution 25-008 (Attachment A), which affirms the following actions associated with the City of Newark's (Newark's) Thornton Avenue Multimodal Complete Streets Project (Project):

1. Approves the Project's Regional Measure 3 (RM3) Initial Project Report (IPR) and allocation request for \$15 million for the Construction (CON) phase, under Capital Project #17, Dumbarton Corridor Improvements, of which Alameda County Transportation Commission (Alameda CTC) is identified as the Project Sponsor;
2. Designates Newark as the Implementing Agency for the Project; and
3. Authorizes Newark to execute and submit an RM3 allocation request to the Metropolitan Transportation Commission (MTC).

Summary

Alameda CTC is one of the project sponsors of the Dumbarton Corridor Improvements Project (RM3 Capital Project #17). This RM3 project identifies a total of \$130 million of Regional Toll funds available for allocation to eligible projects approved by MTC. In June 2024, MTC took an initial programming action to program \$130 million in RM3 Project #17, Dumbarton Corridor Improvements, funds to projects in Alameda and San Mateo Counties. The action approved \$72 million for projects within Alameda County and included programming \$15 million to Newark's Thornton Avenue Multimodal Complete Streets Project. In coordination with MTC and Alameda CTC, Newark is requesting \$15 million for the CON phase of the Project.

As an eligible project sponsor of RM3 Capital Project #17, Alameda CTC is required to submit allocation request paperwork to MTC. In order to reduce administrative burden for both agencies and to create efficiencies, MTC is allowing Newark to access the \$15 million of RM3 funds directly, as long as Alameda CTC is supportive of the City's allocation request and provides a Commission-adopted resolution (Attachment A), which approves the RM3 IPR and designates Newark as the Implementing Agency for the Project.

Additionally, MTC requires Newark to adopt a resolution accepting the Implementing Agency designation. The Newark City Council adopted the required resolution on October 23, 2025. Refer to [Newark Resolution 20251023-CC #4317 with RM3 IPR](#).

It is recommended that Alameda CTC provide a Commission-adopted resolution that approves Newark's RM3 IPR, designates Newark as the Implementing Agency for the Project, and supports Newark's \$15 million RM3 allocation request.

Background

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

RM3 Capital Project #17, Dumbarton Corridor Improvements, is intended for capital improvements within Dumbarton Bridge and rail corridor in the Counties of Alameda and San Mateo to relieve congestion, increase person throughput, and offer reliable travel times. Eligible projects include, but are not limited to, the projects recommended in the Dumbarton Corridor Transportation Study and improvements to facilitate rail and transit connectivity among the Altamont Corridor Express, Capitol Corridor, and Bay Area Rapid Transit District.

In June 2024, MTC took an initial programming action to program \$130 million in RM3 Project #17, Dumbarton Corridor Improvements, funds to projects in Alameda and San Mateo Counties. The action approved \$72 million for projects within Alameda County and included programming \$15 million to Newark's Thorton Avenue Multimodal Complete Streets Project. Per MTC's RM3 guidelines, when an implementing agency for a project is ready for an allocation, the identified project sponsor must first approve the allocation request before forwarding it to MTC for consideration.

In coordination with MTC and Alameda CTC, Newark is currently requesting an allocation of \$15 million for its Thorton Avenue Multimodal Complete Streets Project, for which the Newark City Council approved the RM3 CON allocation request IPR and resolution of local support on October 23, 2025. Refer to [Newark Resolution 20251023-CC #4317 with RM3 IPR](#).

Consisting of several project components - including bicycle and pedestrian accessibility improvements on Thornton Avenue between I-880 and Ash Street that incorporates design principles based on the All Ages and Abilities guidance, and safety improvements for rail crossings - the overall Project will significantly improve multimodal access on Thornton Avenue between State Route 84 and Interstate 880, a critical connection in the Dumbarton Corridor.

The Project is to be implemented in two Phases:

- Phase 1 includes the CON phase of three projects: 1) the Old Town Streetscape and Complete Streets Improvements project, 2) the Thornton Avenue Alternate Route Corridor Pavement Rehabilitation - Phase 1 (Interstate 880 to Olive Street) project, and 3) the Thornton Avenue Alternate Route Corridor Pavement Rehabilitation – Phase 2 (Ash Street to Spruce Street) project, all scheduled for construction in 2026. Attachment B includes before and after renderings of the Old Town Streetscape and Complete Streets Improvements project.
- Phase 2 will implement the Thornton Avenue Area Quiet Zones and Pedestrian Improvements project, which will provide Federal Railroad Administration Quiet Zones and pedestrian improvements at various at-grade crossings in the vicinity of Thornton Avenue, including the Mayhews Landing Road, Carter Avenue, Sycamore Street, Cherry Street and Cedar Boulevard, Haley Street, and Jarvis Street crossings. Design is underway with construction scheduled for 2026.

MTC staff has evaluated Newark's current proposal and confirmed its eligibility for RM3 Capital Project #17 funds. Per MTC's RM3 Policies and Procedures (MTC Resolution No. 4404), project sponsors must submit a governing-board certification of compliance with RM3 provisions to receive allocations. As an eligible project sponsor of RM3 Capital Project #17, Alameda CTC is required to submit allocation request paperwork to MTC. In order to reduce administrative burden for both agencies and to create efficiencies, MTC is allowing Newark to access the \$15 million of RM3 funds directly, as long as Alameda CTC is supportive of the City's allocation request and provides a Commission-adopted resolution which approves the RM3 IPR and designates Newark as the Implementing Agency for the Project. Additionally, MTC requires Newark to adopt a local resolution accepting the Implementing Agency designation. Refer to [Newark Resolution 20251023-CC #4317 with RM3 IPR](#).

It is recommended that Alameda CTC provide a Commission-adopted resolution that approves Newark's RM3 IPR, designates Newark as the Implementing Agency for the Project, and supports Newark's \$15 million RM3 allocation request.

Pending Alameda CTC approval in December, the MTC Commission is anticipated to consider Newark's allocation request in the next few months.

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

Attachments:

- A. Alameda CTC Resolution 25-008
- B. Thorton Avenue Old Town Complete Streets Project, Before and After Renderings

**Commission Chair**

Supervisor David Haubert,
Alameda County, District 1

Commission Vice Chair

Mayor Marilyn Ezzy Ashcraft,
City of Alameda

Alameda County

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

AC Transit

Director - District At-Large Joel B.
Young

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City of Dublin

Mayor Sherry Hu

City of Emeryville

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City of Fremont

Mayor Raj Salwan

City of Hayward

Mayor Mark Salinas

City of Livermore

Mayor John Marchand

City of Newark

Mayor Michael K. Hannon

City of Oakland

Councilmember Carroll Fife
Councilmember At-Large Rowena
Brown

City of Piedmont

Vice Mayor Conna McCarthy

City of Pleasanton

Mayor Jack Balch

City of San Leandro

Mayor Juan González, III

City of Union City

Mayor Gary Singh

Executive Director

Tony Tavares

Alameda County Transportation Commission Resolution No. 25-008

Resolution of the Alameda County Transportation Commission Designating the City of Newark as the Implementing Agency for a Subproject of the Dumbarton Corridor Improvements Project (RM3 Project #17)

Sponsor Agency:	Alameda County Transportation Commission (Alameda CTC)
Implementing Agency:	City of Newark
Project Title:	Dumbarton Corridor Improvements Project (RM3 Project #17)
Subproject Title:	Thornton Avenue Multimodal Complete Streets Project (RM3 Subproject #17.x)

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

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

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

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

WHEREAS, Alameda CTC is a sponsor of RM3 Project #17, Dumbarton Corridor Improvements, in the Regional Measure 3 Expenditure Plan; and

WHEREAS, Thornton Avenue Multimodal Complete Streets, Subproject 17.x, is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, Alameda CTC desires to designate the City of Newark ("Newark") as an entity that is eligible to request Regional Measure 3 funds for the Project #17, Dumbarton Corridor Improvements project; and

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

WHEREAS, the Newark City Council approved the allocation request and updated IPR at its October 23, 2025 meeting; now, therefore, be it

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

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

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

RESOLVED, that Alameda CTC certifies that Thornton Avenue Multimodal Complete Streets Project, Subproject 17.x, is consistent with the Regional Transportation Plan (RTP); and be it further

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

RESOLVED, that Newark is authorized to request an allocation of up to \$15 million in Regional Measure 3 funds for Thornton Avenue Multimodal Complete Streets for the project and purposes as described in the IPR attached to this resolution; and be it further

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

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

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular meeting held on Thursday, December 11, 2025, in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

David Haubert
Chair, Alameda CTC

Elizabeth (Liz) Lake
Clerk of the Commission

FIGURE 3-2: View West along Thornton at Magnolia (Existing)

1. Long Pedestrian Crossing
2. No Dedicated Bike Lane
3. Excess Travel Lane and Roadway Space



FIGURE 3-3: View West along Thornton at Magnolia (Proposed)

1. Gateway Sign
2. Improved Street Lighting
3. Stormwater Planters
4. Bulbouts
5. High-Visibility Crosswalk
6. Bike Lanes
7. Narrowed Travel Lanes



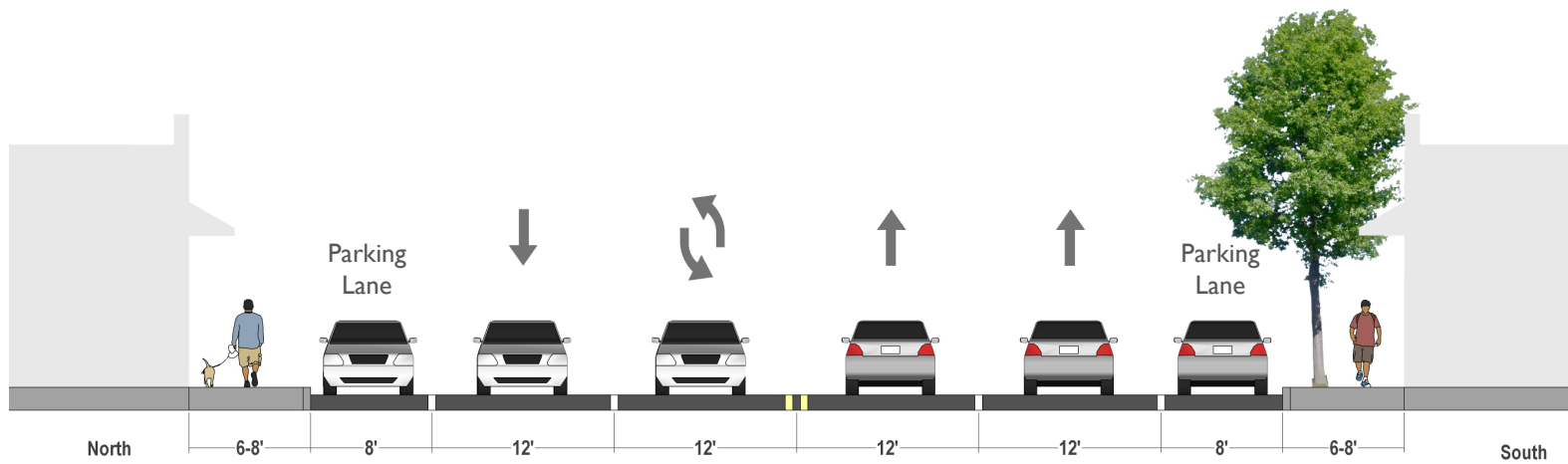


FIGURE 3-4: Existing Thornton Avenue Condition

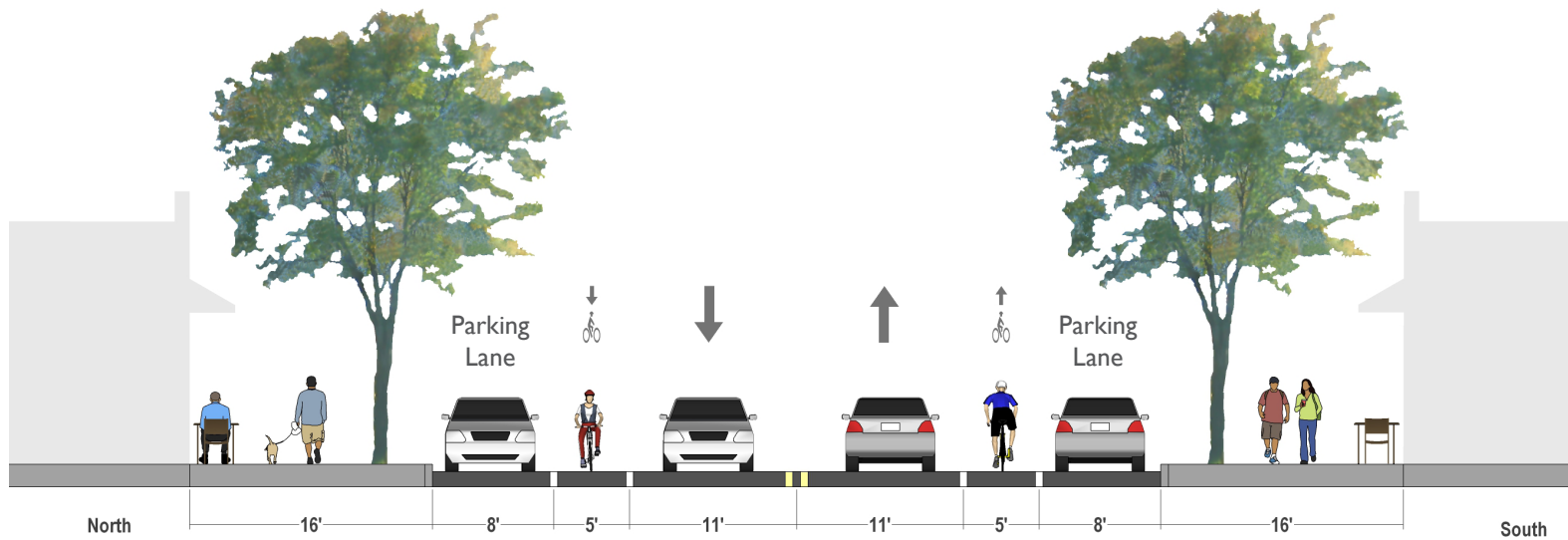


FIGURE 3-5: Potential Thornton Avenue Condition

FIGURE 3-6: Thornton Avenue Sidewalk (Existing)

1. Narrow Sidewalk (6-8' +/-)
2. Minimal Street Tree Plantings and Shade



FIGURE 3-7: Thornton Avenue Sidewalk (Proposed)

1. Outdoor Dining
2. Large Canopy Street Trees
3. Pedestrian Through Zone
4. Furnishing Zone (Street Lighting, Benches, Bike Racks, Trash Receptacles)

FIGURE 3-8: Thornton Avenue Sidewalk (Proposed)

1. Outdoor Dining
2. Large Canopy Street Trees
3. Pedestrian Through Zone
4. Furnishing Zone (Street Lighting, Benches, Bike Racks, Trash Receptacles)
5. Outdoor Dining in Parklet



Figure 3-9: Magnolia Plaza (Existing)

1. Seating Area
2. Plantings Block Plaza
3. Remnant Roadway/Driveway



FIGURE 3-10: Magnolia Plaza (Proposed)

1. Outdoor Dining
2. Flexible and Fixed Seating Areas
3. Screening From Wind and Magnolia Cul-De-Sac
4. Open Space for Small Events (Markets, Live Music)
5. Plaza Open to Sidewalk
6. Driveway Relocated



FIGURE 3-11: Magnolia Plaza (Proposed, with Market)

1. Outdoor Dining
2. Flexible and Fixed Seating Areas
3. Screening From Wind and Magnolia Cul-De-Sac
4. Open Space for Small Events (Markets, Live Music)
5. Plaza Open to Sidewalk
6. Driveway Removed



FIGURE 3-12: Carter Station Plaza (Existing)

1. Bus Stop
2. Minimal Seating and Other Amenities
3. No Buffer Between Plaza and Roadway

FIGURE 3-13: Carter Station Plaza (Proposed)

1. Improved Bus Stop with Bus Bulb-Out and Shelter
2. Plantings Buffer Plaza from Roadway
3. Flexible and Fixed Seating Areas
4. Expanded Sidewalk Area





Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Acting Deputy Executive Director of Projects
John Nguyen, Assistant Director of Programming and Project Controls

SUBJECT: Approve Resolution 25-009 including Actions Associated with Allocation of Regional Measure 3 Funds for the City of Union City's Quarry Lakes Parkway Project

Recommendation

Approve Resolution 25-009 (Attachment A), which affirms the following actions associated with the City of Union City's (Union City) Quarry Lakes Parkway Project (Project):

1. Approves the Project's Regional Measure 3 (RM3) Initial Project Report (IPR) and allocation request for \$25 million with \$2.578 million for the Plans, Specifications and Estimates (PS&E) phase; \$9.422 million for the construction phase; and \$13.0 million for mitigation costs, under Capital Project #17, Dumbarton Corridor Improvements, of which Alameda County Transportation Commission (Alameda CTC) is identified as the Project Sponsor;
2. Designates Union City as the Implementing Agency for the Project; and
3. Authorizes Union City to execute and submit an RM3 allocation request to the Metropolitan Transportation Commission (MTC).

Summary

Alameda County Transportation Commission (Alameda CTC) is one of the project sponsors of the Dumbarton Corridor Improvements Project (RM3 Capital Project #17). This RM3 project identifies a total of \$130 million of Regional Toll funds available for allocation to eligible projects approved by MTC in June 2024. In coordination with MTC and Alameda CTC, Union City is requesting a total RM3 allocation of \$25.0 million, with \$2.578 million for the Plans, Specifications and Estimates (PS&E) phase; \$9.422 million for the construction phase; and \$13.0 million for mitigation costs of the Union City's Quarry Lakes Parkway Project.

As an eligible project sponsor of RM3 Capital Project #17, Alameda CTC is required to submit allocation request paperwork to MTC. In order to reduce the administrative burden for both agencies and to create efficiencies, MTC is allowing Union City to access

the \$25.0 million of RM3 funds directly, as long as Alameda CTC is supportive of the City's request and provides a Commission-adopted resolution (Attachment A) which approves the RM3 IPR and designates Union City as the Implementing Agency for the Project.

Additionally, MTC requires Union City to adopt a local resolution accepting the Implementing Agency designation. The Union City's City Council approved the required resolution on July 8, 2025.

It is recommended that Alameda CTC provide a Commission-adopted resolution that approves Union City's RM3 IPR, designates Union City as the Implementing Agency for the Project, and supports Union City's \$25.0 million RM3 allocation request.

Background

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

RM3 Capital Project #17, Dumbarton Corridor Improvements, is intended for capital improvements within Dumbarton Bridge and rail corridor in the Counties of Alameda and San Mateo to relieve congestion, increase person throughput, and offer reliable travel times. Eligible projects include, but are not limited to, the projects recommended in the Dumbarton Corridor Transportation Study and improvements to facilitate rail and transit connectivity among the Altamont Corridor Express, Capitol Corridor, and Bay Area Rapid Transit District.

In June 2024, MTC took an initial programming action to program \$130 million in RM3 Project #17, Dumbarton Corridor Improvements, funds to projects in Alameda and San Mateo counties. The action approved \$72 million for projects within Alameda County and included programming \$25.0 million to Union City's Quarry Lakes Parkway Project. Per MTC's RM3 guidelines, when an implementing agency for a project is ready for an allocation, the identified project sponsor must first approve the allocation request before forwarding it to MTC for consideration.

In coordination with MTC and Alameda CTC, Union City is currently requesting a total of \$25.0 million in RM3 funds for the PS&E Phase (\$2.578 million); Construction Phase (\$9.422 million); and mitigation (\$13.0 million) for its Quarry Lakes Parkway Project, for which the Union City Council approved the RM3 CON allocation request IPR and resolution of local support on July 8, 2025. Refer to this link for [Union City's Council Resolution with RM3 Initial Project Report \(July 8, 2025\) and the revised RM3 Initial Project Report & Allocation Request \(September 10, 2025\)](#).

The proposed Quarry Lakes Parkway Project, when completed, will provide a critical secondary route and safe access to the Union City BART Station, as the project will parallel Decoto Road (from Mission Blvd (SR 238) in Union City to Paseo Padre in Fremont). The project is expected to significantly improve transit operations and travel time for Dumbarton Express, AC Transit and UC Transit service (Dumbarton Forward) along the Decoto Road/Dumbarton Corridor.

MTC staff has evaluated Union City's current proposal and confirmed its eligibility for RM3 Capital Project #17 funds. Per MTC's RM3 Policies and Procedures (MTC Resolution No. 4404), project sponsors must submit a governing-board certification of compliance with RM3 provisions to receive allocations. As an eligible project sponsor of RM3 Capital Project #17, Alameda CTC is required to submit allocation request paperwork to MTC. In order to reduce administrative burden for both agencies and to create efficiencies, MTC is allowing Union City to access the \$25 million of RM3 funds directly, as long as Alameda CTC is supportive of the City's allocation request and provides a Commission-adopted resolution which approves the RM3 IPR and designates Union City as the Implementing Agency for the Project. Additionally, MTC requires Union City to adopt a local resolution accepting the Implementing Agency designation.

On July 8, 2025, the Union City's City Council approved an RM3 IPR, allocation request and resolution of local support which accepts Alameda CTC's designation to Union City as the Implementing Agency and the responsibility for ensuring the project and allocation request(s) comply with MTC's RM3 policies and procedures. In September 2025, Union City revised and resubmitted its RM3 allocation request to MTC and provided an update to its City Council. MTC staff has evaluated Union City's current proposal and confirmed its eligibility for RM3 Capital Project #17 funds. Refer to this link for [Union City's Council Resolution with RM3 Initial Project Report \(July 8, 2025\) and the revised RM3 Initial Project Report & Allocation Request \(September 10, 2025\)](#).

It is recommended that Alameda CTC approve Resolution 25-009, which affirms the approval of Union City's RM3 IPR, designates Union City as the Implementing Agency for the Project, and supports Union City's \$25.0 million RM3 allocation request.

Pending Alameda CTC approval in December, the MTC Commission is anticipated to consider Union City's allocation request in the next few months.

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

Attachment:

- A. Alameda CTC Resolution 25-009

**Commission Chair**

Supervisor David Haubert,
Alameda County, District 1

Commission Vice Chair

Mayor Marilyn Ezzy Ashcraft,
City of Alameda

Alameda County

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

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City of Albany

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Councilmember Matthew Solomon

City of Fremont

Mayor Raj Salwan

City of Hayward

Mayor Mark Salinas

City of Livermore

Mayor John Marchand

City of Newark

Mayor Michael K. Hannon

City of Oakland

Councilmember Carroll Fife
Councilmember At-Large Rowena
Brown

City of Piedmont

Vice Mayor Conna McCarthy

City of Pleasanton

Mayor Jack Balch

City of San Leandro

Mayor Juan González, III

City of Union City

Mayor Gary Singh

Executive Director

Tony Tavares

Alameda County Transportation Commission Resolution No. 25-009

Resolution of the Alameda County Transportation Commission Designating the City of Union City as the Implementing Agency for a Subproject of the Dumbarton Corridor Improvements Project (RM3 Project #17)

Sponsor Agency:

Alameda County Transportation Commission
(Alameda CTC)

Implementing Agency:

City of Union City

Project Title:

Dumbarton Corridor Improvements Project
(RM3 Project #17)

Subproject Title:

Quarry Lakes Parkway Project (RM3
Subproject #17.4)

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

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

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

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

WHEREAS, Alameda CTC is a sponsor of RM3 Project #17, Dumbarton Corridor Improvements, in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Quarry Lakes Parkway Project, Subproject 17.4, is eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, Alameda CTC desires to designate the City of Union City (“Union City”) as an entity that is eligible to request Regional Measure 3 funds for the Project #17, Dumbarton Corridor Improvements project; and

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

WHEREAS, the City Council of Union City approved the allocation request and updated IPR at its July 8, 2025 meeting; now, therefore, be it

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

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

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

RESOLVED, that Alameda CTC certifies that the Quarry Lakes Parkway Project, Subproject 17.4, is consistent with the Regional Transportation Plan (RTP); and be it further

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

RESOLVED, that Union City is authorized to request an allocation of up to \$25.0 million in Regional Measure 3 funds for the Quarry Lakes Parkway Project, Sub-project 17.4 for the project and purposes as described in the IPR attached to this resolution; and be it further

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

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

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on December 11, 2025, in Oakland, California, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Attest:

David Haubert
Chair, Alameda CTC

Elizabeth (Liz) Lake
Clerk of the Commission



Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Acting Deputy Executive Director of Projects
John Nguyen, Assistant Director of Programming and Project Controls

SUBJECT: Approve Time Extension Actions Associated with the 2014 Transportation Expenditure Plan Deadlines for Securing Environmental Clearance and a Full Funding Plan

Recommendation

Approve the following actions related to the deadlines for securing environmental clearance approval and a full funding plan as required by the 2014 Measure BB Transportation Expenditure Plan.

1. Approve a one-year time extension for four (4) projects identified on Attachment A, Table 1 to extend the deadlines for securing environmental clearance approval and developing a full funding plan. The new deadline is extended from December 31, 2025 to December 31, 2026; and
2. Do not approve a time extensions for one (1) project identified on Attachment A, Table 2.

Summary

The 2014 Transportation Expenditure Plan's (TEP) Implementation Guidelines require sales tax revenues be used in an efficient and effective manner to address Alameda County's transportation needs. The 2014 TEP's Implementation Guideline #8 (Strict Project Deadlines) requires the TEP's named capital projects to secure environmental clearance approval and identify a full funding plan by December 31, 2022. The TEP provides a provision for the Commission to approve an annual one-year time extension if the requirements are not satisfied.

On December 5, 2024, the Commission approved actions including a deadline extension to December 31, 2025 for five (5) projects subject to the requirement. Since then, project sponsors took various actions and provided progress updates to comply with the TEP

requirement as summarized in Attachment A - 2014 Transportation Expenditure Plan Investments Subject to Strict Project Deadline Requirement Status and Extension Summary.

Upon review of the project sponsor's progress reports and extension requests, staff recommends that the Commission authorize a one-year time extension for the Measure BB capital projects identified in Table 1 of Attachment A. The proposed time extensions through December 31, 2026 will allow project sponsors additional time to refine project scopes, secure environmental clearance approvals and establish full funding plans. Additionally, for the one (1) project identified on Table 2 of Attachment A, staff recommends the Commission not approve a time extension. Alameda CTC staff will return to the Commission in 2026 with proposed strategies to reprogram the Measure BB funds.

Background

In November 2014, Alameda County voters approved Measure BB, which authorized an augmentation and extension of the existing transportation sales tax (Measure B). The 2014 Transportation Expenditure Plan (2014 TEP) guides the investments of Measure BB revenues toward capital projects and programs that improve the countywide transportation system.

The 2014 TEP identifies a total of forty-six (46) project/program investments which include commitments to specific capital projects, formula-based Direct Local Distributions, and discretionary grant programs. Of the 46 TEP investments, nineteen (19) projects were specifically named within the 2014 TEP as shown in Attachment B: 2014 Transportation Expenditure Plan Investments.

To ensure continuous progress towards project delivery for the nineteen (19) specifically named projects in the 2014 TEP, the 2014 TEP's Implementation Guideline #8 required the following project delivery milestone deadline:

8. *"Strict Project Deadlines: To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions" (2014 TEP, page 38).*

Since 2015, the nineteen (19) projects originally subject to the requirement have demonstrated adherence to Implementation Guideline #8 by either satisfying the deadline requirements, receiving an annual time extension, or were found to be no longer applicable to the requirements. Note the Valley Link Rail in Alameda County Project (TEP-20) is subject to a different deadline date of December 31, 2027 due to its amendment into the TEP in 2020. Commitments for projects that do not satisfy the requirements of the TEP may be recommended for reallocation in accordance with the provisions of the TEP.

On December 5, 2024, the Commission approved annual actions related to time extensions, which included extending the deadline to December 31, 2025, for five (5) remaining projects that have yet to fulfill the requirements.

Throughout 2025, Alameda CTC staff requested that project sponsors provide project status updates pertaining to environmental clearance approvals, project funding plans, anticipated milestones schedules, and any requests for time extensions. This is summarized on Attachment A - 2014 Transportation Expenditure Plan Investments Subject to Strict Project Deadline Requirement Status and Extension Summary.

Alameda CTC staff reviewed the project sponsor's information and associated time extension requests, and have determined that, of the five (5) projects extended last year:

- Four (4) projects continue to require additional time to refine project scopes, secure environmental clearances, and provide project funding plans as shown on Table 1 of Attachment A. As noted in prior extension requests, it is expected that future annual extensions are anticipated for these projects as their funding plans develop.
- One (1) project is undeliverable as currently described in the TEP based on infeasible scope in the near term as further described on Table 2 of Attachment A.

It is recommended the Commission approve and authorize a one-year time extension for the four (4) Measure BB capital projects identified on Table 1 of Attachment A to permit project sponsors through December 31, 2026 to refine project scopes, secure environmental clearance approvals and provide a full funding plan. Additionally, for the project identified on Table 2 of Attachment A, it is recommended that the Commission not approve a time extension for the Grand/MacArthur BRT (TEP-15), as identified on Table 2 of Attachment A. Staff will continue to work with the project sponsor and return to the Commission in 2026 with proposed strategies to reprogram Measure BB funds.

As next steps, staff will monitor the project sponsors' delivery progress, and the Commission will receive a TEP compliance requirement status update and time extension requests prior to December 31, 2026.

Fiscal Impact: There are no fiscal impacts associated with the requested actions.

Attachments:

- A. 2014 Transportation Expenditure Plan Investments Subject to Strict Project Deadline Requirement Status and Extension Summary
- B. 2014 Transportation Expenditure Plan List of Investments

2014 Transportation Expenditure Plan (TEP)
Investments Subject to Strict Project Deadline Requirement Status and Extension Summary

Table 1: Projects Requesting Additional Time to Complete Environmental and Full Funding Plan Extend time from December 31, 2025 to December 31, 2026								Progress Reporting and Anticipated Actions		
TEP ID	Sponsor	Title	Total Measure BB Commitment	Total Allocation To Date	Expended to Date	Anticipated Environmental Approval Date	Full Funding Plan Status	Progress Report During 2025 Calendar Year	Anticipated Actions Provided by the Sponsor During 2026 Calendar Year	Issues/Notes
17	Fremont	Irvington BART Station	\$ 120,000,000	\$ 26,710,000	\$ 18,299,124	Completed in 2006 / Amended in 2019	Under Development	As an effort to retain regional funding priority for the Irvington BART project, Fremont actively participated in MTC's Plan Bay Area 2050+ update process (from Fall 2024 through January 2025) and successfully gained MTC approval to retain the Irvington BART station as "Tier 1/Bucket 1" priority for implementation, while most other major Bay Area transit projects were delayed to "Tier 2". Unfortunately, BART's challenge with their severe shortfall in operating funds ("fiscal cliff") has prevented BART from supporting progress on the Irvington BART Station project, with respect to design, land acquisition, and applying for transit construction funds.	The Irvington BART project will continue to be "on hold" until the results of the Bay Area transit operations tax measure planned for the November 2026 ballot - Senate Bill 63.	- Limited funding opportunities are currently available to Fremont for the project due to other near-term priorities of MTC and BART for regional funding. - Future annual extensions are anticipated for this project as the funding plan is under development.
22	Union City	Union City Intermodal Station	\$ 75,000,000	\$ 3,051,000	\$ 51,000	Completed in 2006 - Quarry Lakes Parkway Status TBD - Union City Intermodal Station, Phase 3 (Intercity Rail)/So. Co. Rail Project)	Under Development	<u>Quarry Lakes Parkway</u> The City continues to work towards the Design Phase for the Quarry Lakes Parkway Project. This effort is currently funded through non-Measure BB funding sources and expected to be complete in 2027. The City continues to work on developing a secured funding plan. <u>Intercity Rail)/So. Co. Rail Project</u> Due to uncertainty of future federal funding opportunities for rail related projects, as of June 2025, the San Joaquin Regional Rail Commission (SJRRC) has postponed its efforts related to the Environmental Documentation/ Preliminary Engineering Phase for the Project. This effort was previously funded through a \$3M Measure BB TEP-22 allocation and no Measure BB funds were expended.	<u>Quarry Lakes Parkway</u> The City continues to work on developing a secured funding plan. Sponsor continues to explore regional, state, federal funding opportunities. <u>Intercity Rail)/So. Co. Rail Project</u> With SJRRC not pursuing the project at this time, Union City will be exploring a new delivery strategy. The \$3M Measure BB allocation will be rescinded and returned to the Measure BB TEP-22 commitment.	- The City of Union City asserts the majority of the Union City BART station improvements are completed, and the City notes the \$75M in TEP-22 may no longer be needed for BART station improvements. - The City anticipates exploring delivery strategies for the Measure BB TEP-22 funds for the Quarry Lakes Parkway (QLP) Project. A TEP amendment will be required prior to any allocation consideration of MBB TEP-22 for QLP. Certain elements of the QLP project are outside the TEP-22's eligible scope. - Future annual extensions are anticipated for this project as the funding plan is under development.
38	Hayward	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	\$ 60,000,000	\$ 10,800,000	\$ 5,664,000	Completed in 2022	Under Development	No new funding secured or sought for the project. I-880/Whipple & Industrial funding plan development and funding pursuits will be prioritized going forward.	The City notes it will continue pursuit of funding opportunities and partnership coordination to fulfill viable funding plan. A mix of local, state, and federal fund sources have been identified and are being considered, including LATIP funding, TCEP grant, BUILD grant, and other federal funding. City staff will continue to evaluate additional funding opportunities and to take steps for LATIP funding to be utilized for this project.	- TEP-38 is being implemented with TEP-39. - Sponsor notes although the development of a full funding plan in 2026 is possible, there is still a level of uncertainty with an accurate timeline of when approximately \$90M in remaining project funds will be secured and future time extensions may be required. - Future annual extensions are anticipated for these commitments as the project funding plan is under development.
39	Hayward	I-880 Industrial Parkway Interchange Improvements	\$ 44,000,000	\$ 10,700,000	\$ 5,275,000	Completed in 2022	Under Development	I-880 Industrial Parkway Interchange Improvements (TEP-39) is being delivered with the I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements (TEP-38). <i>See TEP 38- notes for project status.</i>		

Table 2: No Extension Recommended Return to the Commission with proposed strategies to use the TEP funds.					
TEP ID	Sponsor	Title	Total Measure BB Commitment	Total Allocation To Date	Expended to Date
15	AC Transit	Grand/MacArthur BRT	\$ 6,000,000	\$ 97,000	\$ 97,000

Table 3: Complete Environmental Clearance and Full Funding Plan by December 31, 2027					
TEP ID	Sponsor	Title	Total Measure BB Commitment	Total Allocation To Date	Expended to Date
20	TVSJVRRA	Valley Link Rail in Alameda County	\$ 400,000,000	\$ -	\$ -

Progress Reporting and Anticipated Actions
AC Transit sought to partner with the City of Oakland to incorporate transit lanes and other enhancements into the City of Oakland's Grand Avenue Complete Streets Paving Project since the project overlaps the geography and timeframe of the TEP project implementation. The Oakland project is scheduled to begin construction as early as Spring 2026 and make substantial changes to the Grand/MacArthur corridor. OakDOT has indicated that their design contract cannot accommodate changes to incorporate the bus lanes and the 35% design plans of their Grand Avenue Complete Streets project did not include bus lanes. Without inclusion in this project, which will dramatically alter the lane configuration of the corridor, the bus lanes anticipated in the Grand Avenue Mobility Plan (GAMP) will not be feasible to implement in the next several years, if at all. AC Transit has determined that the Grand/MacArthur BRT project, as outlined and envisioned in the 2014 TEP, is infeasible and will seek a future amendment to the TEP to reprogram the funds to other transit enhancement projects. Further exploration of such as projects us required to define the TEP amendment for this commitment. Alameda CTC will return to the Commission in 2026 with a recommendation.

2014 Transportation Expenditure Plan List of Investments

TEP ID	Type	Sponsor	Title	Total Measure BB Commitment
01	DLD	AC Transit	Transit: Operations, Maintenance and Safety Program - AC Transit	
02	DLD	ACE	Transit: Operations, Maintenance and Safety Program -ACE	
03	DLD	BART	Transit: Operations, Maintenance and Safety Program -BART	
04	DLD	WETA	Transit: Operations, Maintenance and Safety Program - WETA	
05	DLD	LAVTA	Transit: Operations, Maintenance and Safety Program -LAVTA	
06	DLD	Union City	Transit: Operations, Maintenance and Safety Program -UC Transit	
07	Disc	Various	Transit: Operations, Maintenance and Safety Program- Innovative Grant Funds	
08	Named	Alameda CTC	Affordable Student Transit Pass Program	\$ 15,000,000
09	DLD	Various	City-based and Locally Mandated Direct Allocations (paratransit)	
10	DLD	AC Transit	East Bay Paratransit Consortium - AC Transit	
11	DLD	AC Transit	East Bay Paratransit Consortium - BART	
12	Disc	Various	Coordination and Service Grants (Paratransit)	
13	Named	AC Transit	Telegraph Ave/East 14th/International Blvd Project	\$ 10,000,000
14	Named	Alameda	Alameda to Fruitvale BART Rapid Bus	\$ 9,000,000
15	Named	AC Transit	Grand/MacArthur BRT	\$ 6,000,000
16	Disc-Cap	Oakland	College/Broadway Corridor Transit Priority	\$ 10,000,000
17	Named	Fremont	Irvington BART Station	\$ 120,000,000
18	Named	BART	Bay Fair Connector/BART METRO	\$ 100,000,000
19	Disc-Cap	BART	BART Station Modernization and Capacity Program	\$ 90,000,000
20	Named	TVSJVRRRA	Valley Link Rail in Alameda County	\$ 400,000,000
21	Disc-Cap	Various	Dumbarton Corridor Area Transportation Improvements	\$ 120,000,000
22	Named	Union City	Union City Intermodal Station	\$ 75,000,000
23	Disc-Cap	Various	Railroad Corridor Right of Way Preservation and Track Improvements	\$ 110,000,000
24	Named	Oakland	Oakland Broadway Corridor Transit	\$ 10,000,000
25	Named	CCJPA	Capitol Corridor Service Expansion	\$ 40,000,000
26	Disc-Cap	Various	Congestion Relief, Local Bridge Seismic Safety	\$ 639,000,000
27	Disc-Cap	Various	Countywide Freight Corridors	\$ 161,000,000

2014 Transportation Expenditure Plan List of Investments

TEP ID	Type	Sponsor	Title	Total Measure BB Commitment
28	DLD	Various	Local Streets Maintenance and Safety Program (DLD)	
29	Named	Alameda CTC	I-80 Gilman Street Interchange Improvements	\$ 24,000,000
30	Named	Alameda CTC	I-80 Ashby Interchange Improvements	\$ 52,000,000
31	Named	Alameda CTC	SR-84/I-680 Interchange and SR-84 Widening	\$ 122,000,000
32	Named	Alameda CTC	SR-84 Expressway Widening (Pigeon Pass to Jack London)	\$ 10,000,000
33	Named	Alameda CTC	Safety Improvements Approaching and through the I-580/I-680 Interchange	\$ 20,000,000
34	Disc-Cap	Various	I-580 Local Interchange Improvement Program	\$ 28,000,000
35	Named	Alameda CTC	I-680 HOT/HOV Lane from SR-237 to Alcosta	\$ 60,000,000
36	Named	Alameda CTC	I-880 Corridor Operational and Interchange Safety Improvements in Central County and North on I-880 up to the Hegenberger/I-880 Interchange	\$ 20,000,000
37	Named	Alameda CTC	I-880 Broadway/Jackson Multimodal Transportation and Circulation Improvements	\$ 75,000,000
38	Named	Hayward	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	\$ 60,000,000
39	Named	Hayward	I-880 Industrial Parkway Interchange Improvements	\$ 44,000,000
40	Disc-Cap	Various	I-880 Local Access and Safety Improvements	\$ 85,000,000
41	Disc	Various	Freight and Economic Development Program	
42	Disc-Cap	Various	Gap Closure on Three Major Trails	\$ 264,000,000
43	DLD	Various	Bicycle and Pedestrian Direct Allocations to Cities and County	
44	Disc	Various	Bicycle and Pedestrian Grant Program	
45	Disc	Various	Community Investments That Improve Transit Connections to Jobs and Schools	
46	Disc	Various	Technology, Innovation & Development Program	

Notes:

1. Measure BB Commitments are dollar amounts identified for specifically named projects and discretionary capital programs.
2. Commitments values which are shown as shaded within the table are percentage based revenues as prescribed in the 2014 TEP.

Shading Legend

 = Shading indicates project is subject to the TEP Strict Project Deadline Requirements for Environmental Clearance and Full Funding Plan



Memorandum

6.14

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Vivek Bhat, Acting Deputy Executive Director of Projects
Kristen Villanueva, Director of Planning
Jacki Taylor, Assistant Director of Programming and Allocations

SUBJECT: Approve Advance Programming of One Bay Area Grant Cycle 4 Funding for the Alameda County Safe Routes to Schools Program

Recommendation

Approve advance programming of \$3.5 million of One Bay Area Grant Cycle 4 (OBAG 4) funding for the Alameda County Safe Routes to Schools (SR2S) Program.

Summary

Since 2013, the Alameda County SR2S Program has been funded primarily with federal OBAG funding received from the Metropolitan Transportation Commission (MTC). Typically, a portion of the Alameda County OBAG target fund estimate is reserved for the Alameda County SR2S program. MTC has begun the development of OBAG 4, which covers Fiscal Years (FYs) 2026-27 through 2029-30. MTC anticipates adopting an overall OBAG 4 framework in early 2026.

Staff administers the Alameda County SR2S Program through two separate consultant contracts. Because the current contracts end on June 30, 2026, staff have been preparing to recommend to the Commission 2-year contract extensions (for FYs 2026-27 and 2027-28 operations), which requires certain federal programming approvals prior to the contract expiration dates. However, due to the recent federal rescission of California Clean Air Act waivers and the upcoming expiration of Plan Bay Area 2050, the region's long-range transportation plan, some of the federal actions related to accessing the OBAG 4 funding required for the contract extensions would have to be delayed until mid-2026, unless MTC advances its programming of the OBAG 4 funds for the SR2S Program ahead of the overall OBAG 4 framework adoption.

Thus, MTC has agreed to advance programming of \$3.5 million of OBAG 4 funding, the amount needed to allow Alameda CTC to consider the 2-year contract extension. MTC approved the advance programming in October, contingent upon approval by the Commission.

Staff will return to the Commission in spring 2026 with an update on the SR2S Program and recommendation for the 2-year contract extensions, as well as an update on the OBAG 4 programming process and any additional programming recommendations for the SR2S Program.

Background

The OBAG program is MTC's policy and programming framework for investing regional shares of certain federal discretionary funding sources such as Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) throughout the region. MTC administers the OBAG program in coordination with the 9-county Bay Area CTAs and has supported CTAs' use of the OBAG funds for SR2S programs.

The Alameda SR2S Program promotes and encourages safe, active (walking and rolling), and shared (carpooling and transit) transportation choices for Alameda County public school students from kindergarten through 12th grade to support travel mode shift for students, as well as their parents and caregivers, during the trip to and from school. The Program offers a wide variety of educational and engineering program elements to elementary, middle, and high school communities, currently serving over 300 schools throughout Alameda County. Additional information and resources can be found on the Program's website: <https://www.alamedactc.org/programs-projects/safe-routes-to-schools>

Staff administers the Alameda County SR2S Program through two separate consultant contracts, currently funded through a combination of federal OBAG 3 funding and local matching funds. Both contracts are in their third year and are set to expire on June 30, 2026. The Program is partially funded through the fourth year. Per Alameda CTC contracting policy that allows for continuous work up to 5 years and due to the satisfactory performance of the current consultant teams, staff plan to recommend adding 2 years to the contract terms, FYs 2026-27 and 2027-28, which will ensure uninterrupted continuation of professional services support, provide certainty for the smaller sub-contractors on the teams, and enable a seamless transition into the new federal funding cycle of OBAG 4.

For the Commission to consider this contract extension prior to the contract expiration date of June 30, 2026, the federal OBAG 4 funds for the Alameda County SR2S Program must first be programmed, included in the federal Transportation Improvement Program (TIP), which requires approval by MTC, Caltrans, and Federal Highway Administration, and then obligated. However, due to the recent federal rescission of waivers that had allowed California to set stricter tail-pipe emission standards, compounded by the upcoming expiration of Plan Bay Area 2050 on December 3, 2025, no such updates can be made to the TIP from December potentially until mid-2026.

While MTC is scheduled to adopt an overall OBAG 4 framework and initial programming actions in early 2026, in recognition of the need for certain counties to access federal

OBAG 4 funds during the impacted period, MTC coordinated with the CTAs, including Alameda CTC, to identify a way to avoid disruption by advancing the programming of certain OBAG 4 funds to fall 2025. For the Alameda County SR2S Program, MTC has agreed to advance \$3.5 million, which will enable the TIP approval and subsequent funding obligation in time for the Commission to consider the two-year contract extensions by July 1, 2026.

Contingent upon this programming action, in May 2026, SR2S Program staff will present a detailed informational program update and a recommendation to the Planning, Policy and Legislation Committee and Commission for approval of two-year extensions to the current SR2S consultant contracts. Staff will also return to the Commission next year for an update on the overall OBAG 4 programming process and for any additional programming recommendations for the SR2S Program (for the subsequent FYs 2028-29 and 2029-30).

Fiscal Impact: There is no fiscal impact associated with this action. Following the future SR2S contract actions, the awarded funding will be added to the agency's FY 2026-2027 and 2027-2028 budgets.

Attachment:

- A. Alameda County SR2S Program Fact Sheet



Alameda County Safe Routes to Schools Program

SPRING 2025

PROGRAM OVERVIEW

Program Mission: Healthy Kids, Safer Streets, Strong Communities

The Alameda County Safe Routes to Schools (SR2S) Program is an Alameda CTC program that organizes and supports activities that teach and encourage families to safely walk, bike, carpool, or take transit to school. Over 300 schools throughout the county participate in the program. SR2S programs and activities support safe and healthy student commutes while also easing traffic congestion in the areas surrounding schools.

Each participating school partners with a site coordinator who works closely with school staff and champions to strategize for and coordinate the program throughout the year. Schools also receive free materials for countywide events such as International Walk and Roll to School Day. Finally, both school representatives and students participate in task force meetings that help shape SR2S Program offerings.

RESOURCES FOR SCHOOLS

- The online [Resource Center](https://alamedacountysr2s.org) (alamedacountysr2s.org) has materials and templates to download and help schools get started, schedule activities, and find information about upcoming countywide events and Task Force meetings.
- Schools are invited to schedule educational activities, including:
 - ACT Safely Rail Safety Program (all grade levels)
 - Bike Rodeos (elementary and middle schools)
 - Alameda County BikeMobile visits (all grade levels)
 - Drive Your Bike 101 (middle and high schools)
 - Drive Your Bike 102 (high schools)
 - Pedestrian Rodeos (elementary schools)
 - Pedestrian Safety Workshops (elementary and middle schools)
 - Travel training (middle and high schools)
 - Walk and Roll school assemblies (elementary schools)

PROGRAM BENEFITS

- Increases the number of children walking and biking to school, which can improve physical and mental health as well as academic performance
- Enhances traffic safety along streets and sidewalks around schools
- Reduces car trips to school, relieves traffic congestion, and mitigates pollution
- Builds community and promotes environmental stewardship



Students walk together in a Walking School Bus at Achieve Academy in Oakland, Calif.

The Alameda County SR2S Program promotes safe and healthy transportation choices for students and caregivers throughout the county.



KEY PROGRAM ELEMENTS

The Alameda County Safe Routes to Schools Program is funded by the Alameda County Transportation Commission (Alameda CTC). The program's offerings falls into four main categories:

- **Encouragement events:** Throughout the school year, Alameda CTC organizes events that encourage students to walk and roll to school. There are three countywide events each year, smaller events that happen weekly and monthly at individual schools, and walking school buses and bike trains that occur daily.
- **Education and training:** The program provides free, interactive, educational activities and events such as Bike Rodeos and student assemblies that focus on hands-on safety training for students. The program also teaches students skills such as bike repair, safe biking and walking skills near rail, and safe use of other more sustainable green modes of transportation.
- **School support and assistance:** Our team of site coordinators work directly with schools and school champions to implement the SR2S Program, run events, facilitate trainings, educate students and caregivers, and conduct outreach and communication. Schools work with site coordinators to support ongoing, sustainable program participation. Through the Access Safe Routes Program, Alameda CTC provides enhanced support and resources to disadvantaged schools. The program also offers technical assistance to all enrolled, underserved schools in the form of travel support.
- **Travel support:** Alameda CTC provides resources on the best routes for students and their families to use when traveling to school, as well as the best locations to drop students off near schools. Suggested route maps, drop-off support materials, and overall safety assessments are also available for each school.



Thousand of Alameda County students participate in countywide events each year, including International Walk and Roll to School Day, the Golden Sneaker Contest, and Bike to School Day.

PROGRAM EVALUATION

The SR2S Program strives for continuous improvement. Staff actively monitor program impact by prioritizing program evaluation as directed by the Commission. The evaluation efforts are intended to guide staff in identifying the most successful program elements and in recommending future improvements—all with the goals of continuously improving the program and its effectiveness as well as allocating

resources most effectively and efficiently. The most recent [Program Evaluation](#) includes a robust analysis of the SR2S Program's growth, impact, and plans for the future. The program also publishes [year-end reports](#) that look back at each school year as well as [snapshots](#) of individual schools in the program.

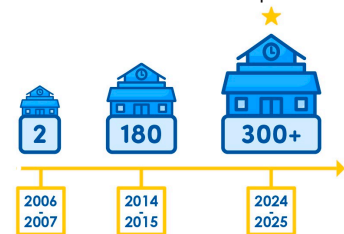


Note: Information on this fact sheet is subject to periodic updates.

THE SIX E's

These six principles guide the SR2S Program to success and sustainability.

- **Engagement** – Work alongside students, caregivers, teachers, school leaders and existing community organizations to build long-term capacity and sustainable programming.
- **Equity** – Prioritize SR2S efforts in school communities that need the program the most due to safety and health concerns, and a lack of resources to participate.
- **Engineering** – Assess physical barriers to shared and active travel.
- **Encouragement** – Provide incentives and support to help children and their parents try walking, rolling, carpooling, or taking transit.
- **Education** – Teach the skills necessary to safely walk and bike and to understand the value of active transportation for health, the environment and the community.
- **Evaluation** – Help schools measure their success by encouraging active and shared modes of transportation.



UPCOMING EVENTS

For more information on upcoming SR2S events, visit www.alamedacountysr2s.org.



In addition to biking and walking, the SR2S Program encourages students to travel by transit.



Memorandum

6.15

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Jhay Delos Reyes, Director of Project Delivery and Construction

SUBJECT: Approve Amendments to Professional Service Agreements for Closeout Services for Capital Projects

Recommendation

Approve the following actions associated to facilitate Project Closeout and Right of Way needs related to Alameda County Transportation Commission (Alameda CTC) sponsored Capital Projects:

1. For the Interstate 880 (I-880) and State Route 262 (SR-262) Interchange Improvements Project (I-880/SR-262) (PN 1174.000), approve Amendment No. 8 for Contract A18-0040 with Oberkamper and Associates (Oberkamper) to increase the contract by an amount of \$48,000 for a total not-to-exceed amount of \$358,800;
2. For the State Route 84 (SR-84) Widening South Segment (from Concannon Road to Ruby Hill Drive) (SR-84 South Segment) Project (PN 1210.002), approve Amendment No. 11 for Contract A05-0004 with AECOM to increase the contract by an amount of \$270,000 for a total not-to-exceed amount of \$17,030,000 and authorize a 24-month extension to December 31, 2028;
3. For the Interstate 80 (I-80)/Gilman Street Interchange Improvements Project (PN 1381.000), approve Amendment No. 9 for Contract A15-0034 with Parsons Transportation Group (Parsons) to increase the contract by an amount of \$100,000 for a total not-to-exceed amount of \$14,705,000 and authorize a 12-month extension to December 31, 2026;
4. For the SR-84 Widening from south of Ruby Hill Drive to Interstate 680 (I-680) and SR84/I-680 Interchange Improvements (SR-84 Widening and SR-84/I-680 Interchange Improvements) Project (PN 1386.000), approve Amendment No. 7 for Contract A18-0030 with WMH Corporation (WMH) to increase the contract by an amount of \$500,000 for a total not-to-exceed amount of \$21,650,000; and

5. Authorize the Executive Director or designee to execute all agreements necessary to close out Project Numbers 1174.000, 1210.002, 1381.000 and 1386.000.

Summary

Alameda CTC is the Project Sponsor, responsible agency and/or implementing agency for projects identified in the voter-approved 1986 Measure B (MB), 2000 MB, and 2014 Measure BB (MBB) Transportation Expenditure Plans (TEP) and these projects are collectively considered as Alameda CTC's Capital Project delivery program.

Alameda CTC, through the various delivery phases of project development (i.e., Project Initiation Document, Project Approval & Environmental Document (PA&ED), Plans, Specification and Estimate (PS&E), Right of Way, and Construction), enters into agreements with other government agencies such as the California Department of Transportation (Caltrans) that requires Alameda CTC resources to fulfill commitments beyond completion of construction. These commitments, referred to as Project Closeout, include, but are not limited to, landscaping and plant establishment, environmental mitigation and conservation easement documentation, recordation and reconciliation of Right of Way, including relinquishments, performance monitoring/reporting, and completion of as-builts plans.

Project Closeout for Right of Way efforts is typically one of the last items to be completed as accepting agencies require parcels to be free and clear of any encumbrances (e.g., utilities and easements) not needed in the constructed condition. These efforts include the development of official mapping, documentation of land transfer for parcels between owners and/or local agencies, relinquishment, or formally documenting new easements for utilities. Efforts such as relinquishment and land transfer is a lengthy process that involves multiple agencies (California Transportation Commission (CTC), Caltrans, Alameda CTC and Local jurisdictions) with many steps and approvals, including reviews/recording/acceptance of survey maps, preparation/acceptance of plats and legal descriptions and deeds, an approved resolution by the CTC, and formal acceptance by the receiving agencies which may include separate actions required by the local agency prior to filing the needed documentation with the County Recorder.

The Commission has previously approved all supporting consultant teams which were all procured through an open and competitive process. The recommended actions would provide the necessary resources for Alameda CTC to fulfill its responsibilities as the Project Sponsor for the identified projects.

Background

I-880/SR-262 Interchange Project (PN 1174.000)

The I-880/SR-262 Interchange Project is a capital project included in the 1986 MB TEP. The project was split into two stages for construction, Phases 1A and 1B. Phase 1A included the majority of the 1986 MB project funding for the interchange reconfiguration and the mainline widening for the high-occupancy vehicle (HOV) lane. Phase 1A was completed in 2009.

Phase 1B consisted of the Mission Boulevard (SR-262) widening and Kato Road ramps reconfiguration and was combined with the Warren Avenue Grade Separation and Truck Rail Transfer Facility improvements and implemented by the Santa Clara Valley Transportation Authority as part of their BART to Silicon Valley efforts. The widening of Mission Boulevard (SR-262) required the replacement of multiple railroad bridges crossing Mission Boulevard. Phase 1B construction was completed in April 2015.

Oberkamper has been the right of way engineering team providing right of way services to support the project as a subconsultant to WSP USA (WSP) (formerly Parson Brinkerhoff). WSP, through a competitive selection process, was awarded Contract A99-0003 in August 1999. In January 2018, the Commission authorized the closeout of WSP's work under Contract A99-0003 and approved the issuance of a new agreement (Contract A18-0040) with Oberkamper for the remaining right of way task budget. The proposed amendment will provide additional budget and resources to prepare and execute additional Joint Use Agreements and Consent to Common Use Agreements for utilities relocated with the project, which is needed to closeout Right of Way.

SR-84 South Segment Project (PN 1210.002)

The SR-84 South Segment Widening Project is one of several projects on SR-84 that upgraded the overall facility to expressway standards. The project added an additional lane on SR-84 in both directions between Concannon Boulevard to Ruby Hill Drive, modified driveway connections, relocated utilities and constructed a multi-use path parallel to the expressway. In cooperation with Caltrans, the SR-84 South Segment Project was opened to the public in November 2018.

In 2005, Alameda CTC, under a competitive selection process, selected and awarded Contract A05-0004 to AECOM (formerly URS) for PA&ED, PS&E, Right of Way and Design Services During Construction (DSDC) as they were the Engineer of Record for both construction phases of the project. The proposed amendment will extend contract time and provide additional budget and resources for continued efforts to complete the clearing of title report exceptions and relinquishment and land transfers needed to complete the right way closeout and related project management activities for that duration. It is estimated that an additional 24 months will be required to complete the remaining work.

I-80/Gilman Street Interchange Improvements Project (PN 1381.000)

The I-80/Gilman Street Interchange Improvements Project is being constructed in two phases. Phase 1 of the project features a new pedestrian/bicycle bridge over I-80 and the project completed construction in November 2023. Phase 2 of the project aims to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that safety is increased, congestion is reduced, queues are shortened, and merging and turn conflicts are minimized. In addition to improving mobility through the Gilman Street corridor, the project will close the gap in local and regional bicycle facilities through the I-80/Gilman Interchange, provide access for bicycles and pedestrians traveling between the Bay Trail and North Berkeley/Albany, and improve

safety for all modes of transportation. Phase 2 of the project also incorporates two partnership elements: a City of Berkeley sewer line and an East Bay Municipal Utility District recycled water line.

In 2015, Alameda CTC, under a competitive selection process, selected and awarded Contract A15-0034 to Parsons for PA&ED, PS&E, Right of Way and DSDC as they were the Engineer of Record for both construction phases of the project. The proposed amendment will extend contract time and provide additional budget and resources for continued efforts to complete the necessary relinquishment and land transfers needed to complete the right of way closeout and related project management activities for that duration. It is estimated that an additional 12 months will be required to complete the remaining work.

SR-84 Widening and SR-84/I-680 Interchange Improvements Project (PN 1386.000)

The SR-84 Widening and SR-84/I-680 Interchange Improvements Project constructed several safety, operational and capacity enhancing improvements including upgrading SR-84 from a 2-lane to 4-lane expressway facility from south of Ruby Hill Road to I-680, eliminating several private access openings to SR-84 by consolidating access to SR-84 through a new frontage road along the northside of SR-84 and a constructing a new signalized intersection at the Little Valley Road, reconstructing and modifying various ramps at the SR-84/I-680 Interchange including a new flyover ramp to provide direct access from Calaveras Road to northbound I-680, and extending the existing southbound express lane along I-680 to north of Koopman Road as an HOV section, which will be converted to an express lane as part of the I-680 Southbound Express Lane Project. A ribbon cutting ceremony is scheduled for November 2025 as construction is mostly complete.

In 2018, Alameda CTC, under a competitive selection process, selected and awarded Contract A18-0030 to WMH for PS&E, Right of Way acquisition and DSDC as they were the Engineer of Record for the construction phase of the project. The remaining Right of Way closeout activities include completing the relinquishment and land transfers, Right of Way Engineering maps recording and obtaining approval of the survey maps, deeds and monumentation with the Alameda County Surveyor's Office.

There is additional closeout work supported by this amendment to complete the project such as the re-establishment of over 100 survey monuments and environmental commitment record (ECR) compliance. Some of the ECRs include monitoring and reporting of wildlife crossing movements across SR-84 and I-680 through the newly constructed wildlife crossing structures, collection of data and preparation of reports to document post construction movement of wildlife through these structures.

The proposed amendment will provide additional budget and resources to complete the remaining Right of Way and Project Closeout work.

Levine Act Statement: Oberkamper, AECOM, Parsons, WMH and its subconsultants did not report a conflict in accordance with the Levine Act.

Fiscal Impact: Approval of these amendment requests would encumber the identified amounts into the respective projects. The budget for these actions will be included in Alameda CTC's Mid-Year FY 2025-2026 Capital Program Budget. No additional allocations requests are needed. Funding for these efforts are already within project allocations for PNs 1174.000, 1210.002, 1381.000 and 1386.000.



Memorandum

6.16

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: John Lowery, Director of Express Lane Operations
Jacki Taylor, Assistant Director of Programming and Allocations
Seon Joo Kim, Senior Program Analyst

SUBJECT: Informational Update on the I-580 Express Lanes Expenditure Plan – Net Toll Revenue Programming

Recommendation

Receive an update on the development of the I-580 Express Lanes Expenditure Plan, including an overview of the process underway to solicit input from I-580 corridor stakeholders on potential projects and programs eligible for I-580 Express Lanes net toll revenue (Net Revenue). This item is for information only.

Summary

In July 2025, the Commission received an informational update on the development of the I-580 Express Lanes Expenditure Plan. The requirement for an Expenditure Plan comes from California Streets and Highways Code (SHC) Section 149.5, which authorizes Alameda CTC to administer and operate express lanes on the I-580 and I-680 corridors in Alameda County. The SHC defines Net Revenue as the revenue that remains after payment of express lanes expenses and permits Alameda CTC to allocate Net Revenue for transportation purposes within the express lanes corridors pursuant to an adopted Expenditure Plan. The July 2025 staff report presented 20-year financial projections demonstrating that I-580 toll revenues are expected to cover all express lane expenses and generate Net Revenue for reinvestment in the I-580 corridor. Staff also presented Net Revenue principles to serve as the basis for a framework to prioritize the programming of Net Revenue.

Staff has initiated the next phase of work to develop the Expenditure Plan, which includes outreach to jurisdictions and transit agencies along the I-580 corridor to identify eligible projects for potential programming of Net Revenue. Current estimates show that there is \$10 million in Net Revenue currently available. A Request for Information (RFI) was distributed, inviting eligible sponsors to submit one candidate project each, that demonstrates a direct benefit to the I-580 corridor and aligns with the Commission-

endorsed principles of supporting transit, safety, equity, sustainability, and leveraging of external funding. The submittals are currently being reviewed for eligibility, readiness, and consistency with the Net Revenue principles.

In early 2026, staff anticipates returning to the Commission with a recommended I-580 Express Lanes Expenditure Plan, which will include the 20-year financial projections, recommended programming for the \$10 million in Net Revenue that is currently available, and a recommended Net Revenue policy for the programming of future Net Revenue as it becomes available.

Background

Section 149.5 of the SHC authorizes Alameda CTC to administer and operate express lanes on the I-580 and I-680 corridors in Alameda County. Toll revenues are first made available for the payment of Direct Expenses, which are defined to include expenses related to the operation, maintenance, construction and administration of the express lanes. Net Revenue is defined as toll revenue that remains after payment of Direct Expenses and is to be allocated for transportation purposes within the express lanes corridors. The Commission adopted an I-580 Express Lanes Expenditure Plan in 2018 and adopted an I-680 Express Lanes Expenditure Plan in April of 2024.

Earlier this year, staff initiated an update to the I-580 Expenditure Plan to reflect the completion of early financial obligations and the availability of Net Revenue. Financial projections were developed using assumptions consistent with the 2018 Plan but refined to reflect current traffic patterns and operating performance. The projections extend over a 20-year period and include forecasts for gross toll revenues, operations and maintenance (O&M) costs, and reserve contributions for future maintenance needs. The I-580 Express Lanes have met initial financial obligations established under the 2018 Plan, including repayment of the capital loans used for construction of the express lanes, establishing a \$20 million Operational Risk Reserve to safeguard long-term financial stability, and setting aside funding to cover the lifecycle replacement of the toll system that is currently underway. With these key obligations satisfied, the financial projections show the availability of Net Revenue that can be programmed for transportation improvements within the I-580 corridor, including \$10 million that is currently available for programming.

In July 2025, staff presented an informational update to the Commission on the development of the I-580 Expenditure Plan. The update included an overview of the financial projections and proposed Net Revenue principles to serve as the basis for a framework to prioritize the programming of Net Revenue. These include making sure investments have a direct benefit to the I-580 corridor, supporting transit, improving safety, advancing equity, incentivizing multimodal travel, and leveraging external funding. Commissioners advocated using conservative assumptions within the financial projections to ensure express lanes fiscal security and expressed support for applying the Net Revenue principles to develop programming recommendations.

I-580 Net Revenue Programming Development

Staff are working to develop a recommendation for programming the \$10 million in Net Revenue to serve immediate needs while also working to develop a framework for allocating future Net Revenue as it becomes available. Following the July 2025 update, staff began collecting information about projects within the I-580 corridor and meeting with stakeholders to identify needs. Staff held a coordination meeting with the Cities of Dublin, Pleasanton, and Livermore and with transit agencies including BART, LAVTA, ACE, and Valley Link to review the Net Revenue projections and principles for the Expenditure Plan. Following the meeting, an RFI was distributed to all participating agencies to solicit candidate projects for potential programming of I-580 Net Revenue. The RFI outlined eligibility requirements and prioritization principles as follows:

- Sponsorship by a jurisdiction or transit agency along the I-580 corridor (Dublin, Pleasanton, Livermore, BART, LAVTA, ACE, or Valley Link)
- Demonstrated direct benefit to the I-580 corridor
- Completed scoping document and funding plan for the requested phase
- Ability to provide a Resolution of Local Support within 60 days of Commission approval
- Consistency with the Countywide Transportation Plan
- Demonstration of how the principles of transit, safety, equity, climate and sustainability, and leveraging of external funding will be achieved

Attachment A includes a summary of the information received in response to the RFI. A total of seven (7) submittals were received, including requests to fund transit operations and the design or construction (Con) phases of capital projects along the I-580 corridor. The requests total \$25.3 million.

Next Steps

Staff will evaluate the RFI submittals according to the eligibility requirements and prioritization principles and continue to work with stakeholders in the I-580 corridor to develop a recommendation for programming Net Revenue to eligible projects within the I-580 corridor. Staff will return to the Commission in early 2026 to adopt the I-580 Express Lanes Expenditure Plan, including recommended programming for the \$10 million in Net Revenue that is currently available and a recommended Net Revenue policy for the programming of future Net Revenue as it becomes available.

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

Attachment:

- A. Summary of RFI Responses Received for I-580 Net Revenue

Summary of RFI Responses Received for I-580 Net Revenue

Sponsor	Project Title	Requested Phase	Requested Phase Start Date	Total Project Cost	Sponsor Match for Requested Phase	Requested I-580 Net Revenue Funds
Alameda CTC	I-580/I-680 Interchange Safety Improvements	Con	7/1/2028	TBD	\$20.0	\$4.0
BART	BART Blue Line service originating in Dublin/Pleasanton	Operations	7/1/2026	\$30.3	\$26.3	\$4.0
Dublin	Pavement Resurfacing to Improve Transit Rideability along Rapid Transit Route and I-580 Reliever Route	Con	3/1/2027	\$4.3	\$0.0	\$3.8
LAVTA	LAVTA Emergency Transit Operations (FYs 2026-27 & 2027-28)	Operations	7/1/2026	\$50.3	\$46.3	\$4.0
Livermore	I-580/Vasco Road Interchange Replacement Project	Design	1/15/2027	\$112.7	\$8.9	\$4.0
San Joaquin Regional Rail Commission	Transit Operations - Altamont Corridor Express (ACE) (FY 2026-27)	Operations	7/1/2026	\$50.5	\$49.0	\$1.5

Sponsor	Project Title	Requested Phase	Requested Phase Start Date	Total Project Cost	Sponsor Match for Requested Phase	Requested I-580 Net Revenue Funds
Tri-Valley - San Joaquin Valley Regional Rail Authority	Valley Link Rail Project - Phase 1A	Design	6/1/2026	\$2,004.7	\$110.4	\$4.0
Total I-580 Net Revenue Requests Received						\$25.3



Memorandum

6.17

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

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

SUBJECT: Congestion Management Program: Summary of Review and Comments on Environmental Documents and General Plan Amendments

Recommendation

This item is to provide the Commission with a summary of Alameda CTC's review and comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

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

Between September 16 and October 15, 2025, Alameda CTC has not submitted comments on any NOPs or DEIRs.

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



Memorandum

6.18

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

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

SUBJECT: Approve the Bicycle and Pedestrian Advisory Committee Bylaws Update

Recommendation

Approve updates to the Bicycle and Pedestrian Advisory Committee (BPAC) Bylaws, reflected in Attachment A.

Background

The BPAC was originally formed under the Alameda County Transportation Improvement Authority (ACTIA) and continued by Alameda CTC for the purpose of involving interested community members in Alameda CTC's policy, planning, and implementation efforts related to active transportation with the goal of increasing safety and convenience of these modes of transportation in the county.

Per Section 5.1 of Alameda CTC's Administrative Code, the Commission is responsible for adopting and amending the BPAC Bylaws, as deemed necessary.

At its meeting of October 30, 2025, the BPAC recommended administrative updates to its Bylaws to make them more inclusive of people with all abilities.

BPAC Bylaws Update

At the BPAC meeting on April 24, 2025, BPAC members identified the fact that the BPAC Bylaws refer to "bicycling and walking" in several instances, including in the section defining the purpose and purview of the BPAC. Members noted that this language does not explicitly include people with different abilities, such as pedestrians who use wheelchairs or other mobility devices. The Committee name and bylaws also use the term "pedestrian," which is not defined in the bylaws but is defined in section 467 of the California Vehicle Code (CVC) to include people using any human-powered conveyance other than bicycles, as well as motorized wheelchairs and other assistive and personal mobility devices.

Although the BPAC purpose and purview have always included addressing the needs of pedestrians and cyclists with disabilities, staff reviewed the language of the BPAC Bylaws to ensure they explicitly include people with disabilities throughout. Based on this review, staff proposed two administrative changes to the bylaws, as follows:

1. In Article 1: Definitions, modify the definition of BPAC to explicitly reference the CVC definition.
2. Revise references to “people bicycling and walking” throughout the document to add “and rolling.”

In addition, staff proposed several cleanup edits, also reflected in Attachment A.

At its meeting on October 30, the BPAC approved the updated bylaws language and recommended the update to the Commission for final approval.

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. BPAC Bylaws – Draft Proposed Revisions



Countywide Bicycle and Pedestrian Advisory Committee Bylaws

Draft Proposed Revisions

October 23, 2025

Article 1: Definitions

1.1 2000 Transportation Expenditure Plan. The plan for expending transportation sales tax (Measure B) funds, presented to the voters in 2000, and implemented in 2002.

1.2 2014 Transportation Expenditure Plan. The Plan for expending transportation sales tax (Measure BB) funds, presented to the voters in 2014, and implemented in 2015.

1.3 Alameda County Transportation Commission (Alameda CTC). Alameda CTC is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency ("ACCMA") and the Alameda County Transportation Improvement Authority ("ACTIA"). The 22-member Alameda CTC Commission ("Commission") is comprised of the following representatives:

1.3.1 All five Alameda County Supervisors.

1.3.2 Two City of Oakland representatives.

1.3.3 One representative from each of the other 13 incorporated cities in Alameda County.

1.4.4 A representative from Alameda-Contra Costa Transit District ("AC Transit").

1.4.5 A representative from San Francisco Bay Area Rapid Transit District ("BART").

1.4 Alameda County Transportation Improvement Authority (ACTIA). The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed responsibility for administration of the sales tax.

1.5 Alameda County Congestion Management Agency (ACCMA). The governmental agency which previously served as the state legislatively required congestion management agency with responsibilities to coordinate transportation planning, funding, and other activities in a congestion management program.

1.6 Appointing Party. A person or group designated to appoint committee members.

1.7 Alameda Countywide Bicycle and Pedestrian Advisory Committee (BPAC or “Committee”). The Alameda CTC Committee that involves interested community members in the Alameda CTC’s policy, planning, and implementation efforts related to bicycling, ~~and walking, and rolling.~~ The word “pedestrian” as used by BPAC and Alameda CTC is consistent with the definition of this word in the California Vehicle Code section 467, which includes motorized wheelchairs and human-powered vehicles other than bicycles.

1.8 Brown Act. California’s open meeting law, the Ralph M. Brown Act, California Government Code, Sections 54950 et seq.

1.9 Discretionary Funding Guidelines. Document that specifies eligible projects and programs, selection criteria, and weighting for a Measure B, Measure BB or VRF funding cycle.

1.10 Fiscal Year. July 1 through June 30.

1.11 Independent Watchdog Committee (IWC or “Committee”). The Alameda CTC Committee of individuals created by the Commission as required by Measure BB, with the assistance of the League of Women Voters and other citizens groups. This Committee was originally created by the ACTIA Board and called the Citizens Watchdog Committee as required by Measure B, and was continued by the Commission subsequent to the passage of Measure BB as the Independent Watchdog Committee. The Committee is the same committee as the Citizens Watchdog Committee required by Measure B. The Committee reports directly to the public and is charged with reviewing all Measure B expenditures and Measure BB expenditures and performance measures of the agency, as appropriate. IWC members are private citizens who are not elected officials at any level of government, nor individuals in a position to benefit personally in any way from the sales tax.

1.12 Measure B. The measure approved by Alameda County voters authorizing the half-cent sales tax for transportation services now collected and administered by the Alameda CTC and governed by the 2000 Expenditure Plan. Collections for the sales tax authorized by Measure B will be in effect for 20 years, beginning on April 1, 2002 and extending through March 31, 2022.

1.13 Measure BB. The measure approved by Alameda County voters authorizing the sales tax for transportation services collected and administered by the Alameda CTC and governed by the 2014 Transportation Expenditure Plan. Measure BB augments the half-cent Measure B sales tax by a half-cent, beginning April 1, 2015 through March 31, 2022. The full one-cent sales tax authorized by Measure BB will begin April 1, 2022 and will extend through March 31, 2045.

1.14 Measure B Bicycle and Pedestrian Countywide Discretionary Fund (“Discretionary Fund”). A grant program developed to expand and enhance bicycle and pedestrian transportation in Alameda County, focusing on projects, programs and plans with countywide significance or demonstration programs/projects that could be applied countywide. The program is funded by a portion of the 5 percent Measure B set-aside for bicycle and pedestrian projects.

1.16 Measure B Program. Transportation or transportation-related program specified in the 2000 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenue or grant allocation basis.

1.17 Measure BB Program. Transportation or transportation-related program specified in the 2014 Transportation Expenditure Plan for funding transportation programs and projects on a percentage-of-revenues or grant allocation basis.

1.18 Measure B Project. Transportation or transportation-related capital projects specified in the 2000 Transportation Expenditure Plan for funding in the amounts allocated in the 2000 Transportation Expenditure Plan.

1.19 Measure BB Project. Transportation and transportation-related capital projects specified in the 2014 Transportation Expenditure Plan for funding in the amounts allocated in the 2014 Transportation Expenditure Plan.

1.20 Measure B and Measure BB Direct Local Distribution (DLD) Funds. Measure B and Measure BB revenues allocated directly to local jurisdictions or transit operators.

1.21 Organizational Meeting. The annual regular meeting of the BPAC in preparation for the next fiscal year's activities.

1.22 Paratransit Advisory and Planning Committee (PAPCO). The Alameda CTC Committee that meets to address funding, planning, and coordination issues regarding paratransit services in Alameda County. Members must be an Alameda County resident and an eligible user of any transportation service available to seniors and people with disabilities in Alameda County. PAPCO is supported by a Technical Advisory Committee comprised of Measure B and Measure BB-funded paratransit providers in Alameda County.

1.23 Planning Area. Geographic groupings of cities and Alameda County for planning and funding purposes. North County: Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont; Central County: Hayward, San Leandro, unincorporated county (near Hayward); South County: Fremont, Newark, Union City; East County: Dublin, Livermore, Pleasanton, the unincorporated area of Sunol.

1.25 Vehicle Registration Fee (VRF). A \$10 fee imposed on each annual motor vehicle registration or vehicle registration renewal Alameda County. Measure F approved by Alameda County voters in 2010, is collected and administered by the Alameda CTC.

1.25 VRF Pedestrian and Bicyclist Access and Safety Program. A program to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents.

1.26 VRF Project. Transportation or transportation-related capital project that receives VRF funding.

1.27 VRF Program. Transportation or transportation-related program that receives VRF funding.

Article 2: Purpose and Responsibilities

2.1 Committee Purpose. The BPAC purpose is to involve interested community members in the Alameda CTC's policy, planning, and implementation efforts related to bicycling, walking, and rolling with the goal of increasing the safety and convenience of bicycling, walking, and rolling ~~and bicycling conditions~~ in Alameda County in order to increase the proportion of trips made by ~~walking and bicycling~~ these modes of transportation.

2.2 Committee Roles and Responsibilities. The roles and responsibilities of the Committee are to:

2.2.1 Advise Alameda CTC staff and the Alameda CTC on the development and update of the Countywide Pedestrian and Bicycle Plans.

2.2.2 Review and provide input on Measure B, Measure BB and VRF discretionary funding guidelines that can be used for bicycle and pedestrian capital projects, programs, and plans/studies.

2.2.3 Review and provide input on the Metropolitan Transportation Commission (MTC) Complete Streets Checklists for Alameda County projects.

2.2.4 Review and provide input to Alameda CTC and sponsor agency partners in early phases of project development, as described in *Alameda CTC Countywide BPAC Project Review Guidelines* document.

2.2.5 Review the implementation of the Measure B direct local program distribution Bicycle and Pedestrian Safety funds.

2.2.6 Review and provide input on the progress and outcomes of Measure B, Measure BB and VRF funded bicycle and pedestrian projects and programs.

2.2.7 Annually monitor implementation of the Countywide Pedestrian and Bicycle Plans.

2.2.8 Serve as a review committee for other Alameda County public agencies, on request, on bicycle and pedestrian issues. The Committee's input will be provided directly to the public agency staff, will be strictly advisory, and will not be taken as a recommendation to the Alameda CTC. The Committee will consider requests for input on a case-by-case basis. If a quick decision is needed on whether to provide input or not, Alameda CTC staff will consult with the Committee chair to make this decision. This role may include, but is not limited to:

2.2.8.1 Providing input to Alameda CTC Project Sponsors.

2.2.8.2 Serving as the Countywide Bicycle Advisory Committee (BAC) for Transportation Development Act (TDA) Article 3 Funding.

2.3 Additional Responsibilities. BPAC members are encouraged to do the following:

2.3.1 Perform outreach regarding Alameda CTC bicycle and pedestrian activities. Examples of outreach may include attending a transportation fair, attending a meeting or event related to a grant-funded project, accompanying staff to Alameda CTC outreach presentations, or disseminating information at a local library, community center, or other public location.

2.3.2 Participate in trainings and information-sharing events sponsored by the Alameda CTC, ~~such as the Pedestrian and Bicycle Working Group meetings. This group, which has an open membership, consists of agency and nonprofit staff working to improve the bicycling and walking environment in Alameda County.~~

Article 3: Members

3.1 Number of Members. The BPAC consists of 11 members. The intent is to have the BPAC represent both bicycling and pedestrian interests, to include representatives from all areas of the county, and to represent the variety of interests in bicycling, ~~and walking,~~ and rolling needs including the needs of seniors and children. In addition, the BPAC should represent Alameda County's diversity in age, income level, gender, ethnicity, and bicycling experience, to the greatest extent feasible.

3.2 Appointment. The Commission will make appointments in the following manner:

3.2.1 One appointee per County Supervisor (five total).

3.2.2 One appointee for each supervisorial district, selected by the Mayors' Conference (five total).

3.2.3 One appointee representing transit agencies. Alameda CTC will lead the recruitment for this appointee, including noticing the general managers of all transit agencies that receive Measure B and Measure BB funding. Alameda CTC staff will bring a final appointment recommendation to the Commission for approval.

3.3 Membership Qualification. Each member must be an Alameda County resident and be interested in improving the safety and convenience of bicycling, ~~and/or walking,~~ and/or rolling in the county. Public agency employees who are directly responsible for bicycle and pedestrian projects and/or programs and who work for an eligible agency likely to submit an application for the Discretionary Fund may not serve on the Committee. Any public agency or nonprofit employees appointed to the Committee shall recuse themselves from evaluating and voting to fund a project/program application from their agency or nonprofit organization.

3.4 Membership Term. Appointments shall be for two-year terms. There is no maximum number of terms a member may serve. Members shall serve until the Commission appoints their successor.

3.5 Attendance. Members will actively support committee activities and regularly attend meetings. Accordingly, members who miss more than half of the BPAC meetings per fiscal year may be removed from the Committee.

3.6 Termination. A member's term shall terminate on the occurrence of any of the following:

3.6.1 The member voluntarily resigns by written notice to the chair or Alameda CTC staff.

3.6.2 The member fails to continue to meet the qualifications for membership, including attendance requirements.

3.6.3 The member becomes incapable of continuing to serve.

3.6.4 The appointing party or the Commission removes the member from the Committee.

3.7 Vacancies. An appointing party shall have the right to appoint a person to fill the vacant member position, subject to the ability of the person to meet the requirements to serve on the committee and approval of the Commission. Alameda CTC shall be responsible for notifying an appointing party of such vacancy and for urging expeditious appointment of a new member, as appropriate.

Article 4: Officers

4.1 Officers. The BPAC shall annually elect a chair and vice chair. Each officer must be a duly appointed member of the BPAC.

4.1.1 Duties. The chair shall preside at all meetings and will represent BPAC before the Commission to report on BPAC activities. The vice chair shall assume all duties of the chair in the absence of, or on the request of the chair. In the absence of the chair and vice chair at a meeting, the members shall, by consensus, appoint one member to preside over that meeting.

4.2 Office Elections. Officers shall be elected by the members annually at the Organizational Meeting or as necessary to fill a vacancy. An individual receiving a majority of votes by a quorum shall be deemed to have been elected and will assume office at the meeting following the election. In the event of multiple nominations, the vote shall be by ballot. Officers shall be eligible for re-election indefinitely.

Article 5: Meetings

5.1 Open and Public Meetings. All BPAC meetings shall be open and public and governed by the Brown Act. Public comment shall be allowed at all BPAC meetings. The time allotted for comments by a member of the public in the general public comment period or on any agenda item shall be up to 3 minutes per speaker at the discretion of the chair. The number of BPAC meetings, including regular meetings, sub-committee meetings and special meetings, will be limited to the number of meetings approved in Alameda CTC's annual overall work program and budget, as approved by the Commission.

5.2 Regular Meetings. BPAC will hold regular meetings on a quarterly basis. Annually, at the Organizational Meeting, the Committee shall establish the schedule of regular meetings for the ensuing year. Meeting dates and times may be changed and additional regular meetings scheduled during the year.

5.3 Quorum. For purposes of decision making, a quorum shall consist of at least half (50 percent) plus one of the total number of members appointed at the time a decision is made. No actions will be taken at meetings with less than 50 percent plus one member present. Items may be discussed and information may be distributed on any item even if a quorum is not present; however, no action can be taken, until the Committee achieves a quorum; ~~however, no action can be taken, until the Committee achieves a quorum.~~

5.4 Special Meetings. Special meetings may be called by the chair or by a majority of the members on an as-needed basis. Attendance at special meetings is not counted as part of members' attendance requirement. Agenda item(s) for special meeting(s) shall be stated when the meeting is called, but shall not be of a general business nature. Specialized meetings shall be concerned with studies, emergencies, or items of a time-urgent nature. Agenda item(s) of a regular meeting may be tabled for further discussion and action at a special meeting, the time and location to be announced in the tabling motion. Notice of such meetings shall be given to all members at least 72 hours prior to such meetings and shall be published on the Alameda CTC's website and at the Alameda CTC office, all in accordance with the Brown Act.

5.5 Agenda. All meetings shall have a published agenda. Action may be taken only on items indicated on the agenda as action items. Items for a regular meeting agenda may be submitted by any member to the chair and Alameda CTC staff. The Commission and/or Alameda CTC staff may also submit items for the agenda. Every agenda shall include provision for members of the public to address the BPAC. The chair and the vice chair shall review the agenda in advance of distribution. Copies of the agenda, with supporting material and the past meeting minutes, shall be mailed to members and any other interested parties upon request. The agenda shall be posted on the Alameda CTC website and the Alameda CTC office and provided at the meeting, all in accordance with the Brown Act.

5.6 Roberts Rules of Order. The rules contained in the latest edition of "Roberts Rules of Order Newly Revised" shall govern the proceedings of the BPAC and any subcommittees thereof to the extent that the person presiding over the proceeding determines that such formality is required to maintain order and make process and to the extent that these actions are consistent with these bylaws.

5.7 Place of Meetings. BPAC meetings shall be held at the Alameda CTC offices, unless otherwise designated by the Committee. Meeting locations shall be within Alameda County, accessible in compliance with the Americans with Disabilities Act of 1990 (41 U.S.C., Section 12132) or regulations promulgated there under, shall be accessible by public transportation, and shall not be in any facility that prohibits the admittance of any person, or persons, on the base of race, religious creed, color, national origin, ancestry, or sex, or where members of the public may not be present without making a payment or purchase.

5.8 Meeting Conduct. BPAC members shall conduct themselves during meetings in a manner that encourages respectful behavior and provides a welcoming and safe environment for each member and staff member characterized by an atmosphere of mutual trust and respect. Members shall work with each other and staff to respectfully, fairly, and courteously deal with conflicts if they arise.

Article 6: Subcommittees

6.1 Establishment. The Committee may establish subcommittees subject to the approved Alameda CTC overall work program and budget as approved by the Commission to conduct an investigation or to draft a report or other document within the authority of the BPAC.

6.2 Membership. BPAC members will be appointed to subcommittees by the BPAC, on a voluntary basis, or by the chair. No subcommittee shall have fewer than three members, nor will a subcommittee have sufficient members to constitute a quorum of the BPAC.

Article 7: Records and Notices

7.1 Minutes. Minutes of all meetings, including actions and the time and place of holding each meeting, shall be kept on file at the Alameda CTC office.

7.2 Attendance Roster. A member roster and a record of member attendance shall be kept on file at the Alameda CTC office.

7.3 Brown Act. All meetings of the BPAC will comply with the requirements of the Brown Act. Notice of meetings and agendas will be given to all members and any member of the public requesting such notice in writing and shall be posted at the Alameda CTC office at least 72 hours prior to each meeting. Members of the public may address the BPAC on any matter not on the agenda and on each matter listed on the agenda, in compliance with the Brown Act and time limits, up to three minutes per speaker, set at the discretion of the chair.

7.4 Meeting Notices. Meeting notices shall be in writing and shall be issued via U.S. Postal Service, personal delivery, Alameda CTC website, and/or email. Any other notice required or permitted to be given under these bylaws may be given by any of these means.

Article 8: General Matters

8.1 Per Diems. Committee members shall be entitled to a per diem stipend for meetings attended in amounts and in accordance with policies established by the Alameda CTC.

8.2 Conflicts of Interest. A conflict of interest exists when any Committee member has, or represents, a financial interest in the matter before the Committee. Such financial interest must be significant or personal. In the event of a conflict of interest, the Committee member shall declare the conflict, recuse himself or herself from the discussion, and shall not vote on that item. Failure to comply with these provisions shall be grounds for removal from the Committee.

8.3 Bylaws. Bylaws governing the meetings and activities of the BPAC are approved by the Alameda CTC.

8.4 Public Statements. No member of the Committee may make public statements on behalf of the Committee without authorization by affirmative vote of the Committee, except the chair, or in his or her place the vice chair, when making a regular report of the Committee activities and concerns to the Alameda CTC.

8.5 Conflict with Governing Documents. In the event of any conflict between these bylaws and the 2000 Transportation Expenditure Plan, the 2014 Transportation Expenditure Plan, California state law, or any action lawfully taken by ACTIA or the Alameda CTC, the conflicting provision in the Transportation Expenditure Plans, state law, the lawful action of ACTIA or the Alameda CTC shall prevail.

8.6 Staffing. Alameda CTC will provide staffing to the Committee including preparation and distribution of meeting agendas, packets, and minutes; preparation of reports to the Alameda CTC Committees and Commission; tracking of attendance; and stipend administration.



Memorandum

6.19

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Remy Goldsmith, Assistant Director of Policy and Government Affairs

SUBJECT: Approve the 2026 Legislative Program

Recommendation

Approve the 2026 Legislative Program.

Background

The purpose of the legislative program is to establish funding, regulatory, and administrative principles to guide Alameda CTC's legislative advocacy. The Commission previously approved the 2025 Legislative Program in December 2024.

Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative platform including recommended bill positions and legislative and policy updates. Attachment A is the draft 2026 Legislative Program.

2026 Legislative Program

In preparation for next year's legislative session, staff developed a draft 2026 Legislative Program for your consideration. The draft builds off the 2025 Legislative Program and the vision and goals that were adopted in October 2024 for Alameda CTC's Policy Blueprint for the 2026 Countywide Transportation Plan. The Policy Blueprint focuses on the Commission's priorities of safety, equity, healthy communities, and economic vitality.

The draft 2026 legislative platform continues to elevate a core set of policy priorities already established by the agency, while maintaining flexibility to be responsive to the dynamic legislative process. It ensures the Commission is closely aligned with regional, state and federal goals and priorities while establishing the best position to secure competitive funding and achieve our legislative goals.

State Legislative Priorities

January 2026 marks the start of the second year in California’s current two-year legislative session.¹ Staff generally anticipate that several of the topics that dominated the previous few years related to transportation – safety, healthy communities, and equity – will continue to be major emphasis areas in the new legislative session, including:

- **Safety:** Safety, with particular focus on bicycle and pedestrian safety, has been a legislative focus in recent years. Commissioners have consistently expressed interest in expanding AB 645 (Friedman), which was signed into law in 2023. That legislation allows for a limited automated speed enforcement pilot and Commissioners have expressed interest in expanding the pilot to any interested jurisdiction in Alameda County, many of which have been leaders in Vision Zero. Alameda CTC will continue to monitor implementation of the existing pilots and actively engage with the legislature and key partners to explore seeking expansion of the pilot program to ensure as many jurisdictions as possible can benefit from flexible and innovative opportunities to advance safety.
- **Economic Vitality:** An efficient and reliable transportation system is essential to Alameda County’s economic vitality, access to opportunity for everyone, and prosperity for the broader Northern California megaregion. Alameda County serves as the region’s primary intermodal hub—home to the Port of Oakland, Oakland International Airport, freight rail mainlines, and major interstate corridors—which are an important drivers for jobs and economic activity. The proposed 2026 Legislative Program advocates for policies and investments that modernize infrastructure for goods movement, improve safety and reliability, and integrate transportation and land use to sustain a cleaner, more resilient economy.
- **Healthy Communities:** Reducing air pollution and supporting the state’s climate goals is anticipated to continue to be a major policy issue at the state level. The Commission’s proposed 2026 Legislative Program seeks to continue to support legislation, strategies and investments that reduce pollution and create sustainable and healthy communities, with a focus on low-income communities and communities that have been heavily impacted by pollution. With the legislature reauthorizing the state’s Cap-and-Invest (formally Cap-and-Trade) program in 2025, staff anticipate policymakers in 2026 to focus on program implementation items, such as refining how carbon revenues are allocated, strengthening oversight and in-state emissions reductions, and advancing investments tied to those funds for transportation and healthy communities.

¹ For more background information about the state legislative process, Commissioners may wish to refer to the Assembly Rules Committee of the California Legislature’s [Life Cycle of Legislation graphic](#) and the California Senate’s [Legislative Process Overview](#).

- **Equity:** Staff recommends continuing to include equity as a core policy priority for the Commission for regional and state advocacy. In alignment with these commitments, staff will support legislation and policies that improve access and mobility for communities underserved by high-quality transportation and expand access to essential services for older adults and people with disabilities, including efforts to increase funding and improve coordination for paratransit services. For federal advocacy, the focus will be primarily on improving mobility and access for all. This will include an emphasis on supporting transportation services and infrastructure in low-income communities and federal Opportunity Zones, which include significant overlap with equity communities defined locally and in the region.
- **Transportation funding:** With SB 63 signed into law authorizing a regional transportation funding measure, transportation funding is expected to take less of a central focus in the state legislature than it did during the 2025 legislative session. Alameda CTC will continue to actively support and engage in opportunities that advance sustainable, long-term funding solutions to keep local and regional priorities well positioned for future investment. At the federal level, the focus will be advocacy to retain competitive grant awards and engage in discussions regarding reauthorization.

Federal Reauthorization

For more than four decades, Congress has enacted long-term surface transportation authorization bills that establish funding levels and policy direction for highways, bridges, transit systems, freight and intermodal programs, rail investments, safety, and resilience. The current authorization—the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law—was enacted in November 2021 and extends through September 30, 2026.

Throughout 2025, Congress has held oversight hearings to assess IIJA implementation and shape priorities for the next authorization cycle. The House Transportation and Infrastructure Committee is preparing to release draft legislation by the end of 2025, with the Senate expected to take up its version in early 2026. The forthcoming bill is anticipated to continue core federal programs such as the National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), Surface Transportation Block Grant (STBG), transit formula and discretionary programs, and rail improvement programs such as Consolidated Rail Infrastructure and Safety Improvements Grant Program (CRISI).

As in past cycles, Congress may refine program structures and eligibility to reflect national priorities such as safety, resilience, and innovation. If a new bill is not enacted before the IIJA expires, a short-term extension may maintain existing funding levels while negotiations continue.

Core Commission policy priorities

The proposed 2026 Legislative Program core priorities are consistent with the most recently approved platform, reflect the vision and goals adopted in the 2026 CTP Policy Blueprint, and include:

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

Alameda CTC will develop strategic partnerships and support efforts that encourage regional and mega-regional cooperation to increase transportation funding and support policies that advance this legislative program.

Based on discussion at the Policy, Planning and Legislation Committee meeting, the following bullet was updated under the safety focus area:

- Support policies that advance safety for all users of the transportation system, including roadways, sidewalks and transit infrastructure.

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. Draft Alameda CTC 2026 Legislative Program

DRAFT 2026 Legislative Program

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

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

Core Legislative Priorities in Depth

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Memorandum

6.20

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Kristen Villanueva, Director of Planning
Grasielita Diaz, Associate Transportation Planner

SUBJECT: Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities Update

Recommendation

Receive an update on the Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities.

Summary

Alameda CTC initiated the Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities (Paratransit Needs Assessment) in March 2025 to identify the current and future needs of older adults and people with disabilities in Alameda County and create actionable plans to meet those needs. This is a key opportunity to evaluate changing needs and connect with Alameda County stakeholders to use their experiences to identify opportunities to build better and more accessible transportation networks.

This report provides an overview of the Paratransit Needs Assessment and an update on work completed to date, including an analysis of existing conditions, community engagement through September, and preliminary needs identified from existing conditions, program data analysis, and engagement findings.

The Planning, Policy and Legislation Committee (PPLC) received a presentation of this item at the November meeting. In response to feedback from that meeting, staff have revised Attachment A to reflect Meal Delivery offerings across the County and LAVTA's services for Dublin and Livermore, and Attachment B with a note on the community events conducted for the Countywide Transportation Plan (CTP) that will support the Paratransit Needs Assessment. Staff are including the presentation from PPLC as Attachment C with two new maps added to show where in the County the share of older adults and people with disabilities is highest, in addition to the original total population maps shared at PPLC.

Background

Alameda CTC staff coordinates and delivers a Paratransit program that is committed to enhancing mobility and maintaining independence, health, social connections, and

employment opportunities for Alameda County’s older adults and people with disabilities. The program is named in the 2014 Measure BB Transportation Expenditure Plan and is essential to supporting transportation options for older adults and people with disabilities throughout Alameda County. Funding for the Paratransit Program comes from 10% of the sales tax revenue generated by Measure BB. This funding is distributed to City paratransit programs, ADA-mandated paratransit operators, and through paratransit discretionary grants. Alameda CTC additionally provides information and resources for all services in Alameda County through the [Access Alameda website](#).

Periodically, the program assesses needs of the County’s older adults and people with disabilities. The 2026 Paratransit Needs Assessment will serve as an update to the [2017 Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County](#). Since 2017, the transportation landscape has changed drastically, with new travel patterns, innovative and dynamic services, and funding and operational constraints for providers. The Paratransit Needs Assessment aligns with the development of the [2026 Countywide Transportation Plan \(CTP\) update](#). By coordinating with the CTP efforts, the Paratransit Needs Assessment can inform the CTP’s recommendations, ensuring the needs of older adults and people with disabilities are highlighted and also identify needs and recommendations that can be integrated with and fit within broader, countywide planning efforts.

Existing Conditions

The Existing Conditions Analysis summarizes factors that influence accessible transportation in Alameda County, including demographic trends, available transportation services, funding sources, and program data for ADA-complementary paratransit¹ and city programs funded through Measure BB’s Direct Local Distribution (DLD) funding. This analysis identifies key trends and service gaps affecting older adults and people with disabilities throughout the County.

Key findings from the Existing Conditions Analysis include:

- Alameda County is getting older and transportation programs for older adults will need to meet increased demand. The percentage of adults over 65 in Alameda County increased from 11% in 2010 to 16% in 2023.²
- Overall, the percentage of people with a disability in Alameda County is growing, though at a slower rate than older adults. In 2010, 9% of Alameda County’s population was living with a disability. This increased to 11% in 2023³.
- Ambulatory difficulty is the most prevalent disability in Alameda County, affecting 5.2% of residents.⁴

¹ Under the Americans with Disabilities Act (ADA), public transit agencies that run fixed-route bus or rail service must also provide ADA complementary paratransit – a shared, origin-to-destination service for people whose disabilities prevent them from using regular transit. This service acts as a safety net and must operate within $\frac{3}{4}$ of a mile of fixed routes, during the same hours and days, and at a cost no more than twice the regular fare. Source: Federal Transit Administration

² US Census American Community Survey Data, 2023

³ US Census American Community Survey Data, 2023

⁴ US Census American Community Survey Data, 2023

- Most paratransit-related trips occur on ADA-complementary paratransit provided by East Bay Paratransit, which is a consortium of BART and AC Transit, Wheels Dial-a-Ride, and Union City Paratransit.

Residents have access to some form of ADA paratransit, TNC/taxi program, specialized accessible van program, or mobility management/travel training through paratransit providers and city-based programs. Some services are also offered by non-profit organizations and are funded through paratransit discretionary grants. However, even with these various program offerings, there are still some areas throughout the County that do not have access to services such as accessible shuttles, volunteer driver programs, means-based fare, and meal delivery programs. Attachment A presents a table of what programs are currently offered by jurisdiction throughout Alameda County.

Community Engagement

Between March and September 2025, the project team carried out extensive community engagement throughout Alameda County to gather input from older adults, people with disabilities, and service providers. Activities included participation in community events, stakeholder interviews, and a public community survey. The agency's Paratransit Planning and Advisory Committee (PAPCO) and the Paratransit Technical Advisory Committee (ParaTAC) provided input at several of their meetings this year. In total, the team conducted:

- 7 pop-ups at community events
- 4 pop-ups at senior centers
- 6 presentations or comments at standing committees
- 8 stakeholder interviews
- Over 490 survey responses

These activities provided a range of perspectives on accessible transportation needs and priorities. While stakeholder interviews offered in-depth input from service providers and community organizations, the events and public survey gathered broader feedback from riders and the community to help guide future improvements. Additional details regarding the community events are provided in Attachment B of your packet.

Preliminary Thematic Needs

Key themes will continue to be refined into needs statements, and strategies will be developed for these needs based on the results of the community survey and feedback from key stakeholders.

From this initial assessment, the team has identified the following key themes:

- Service Levels and Coverage
 - Services vary by level and coverage across the County
 - County population is aging, increasing demand for specialized transportation
 - Constrained resources limit service enhancement and expansion

- Service Access and Information
 - Service access and awareness is limited by technology, complex service models, and affordability
 - Difficulty navigating service options and programs, especially combining medical and non-medical transportation
- Safety and Security
 - Older adults and people with disabilities are more at risk as pedestrians and are vulnerable to poor sidewalk and crossing conditions on high-speed roadways
 - Vehicle and road conditions impact ride experience and access on paratransit
 - Increasing concerns with options during emergency events like wildfire evacuation scenarios

Peer Reviews

To benefit from lessons learned from other counties, the team analyzed four local and two national peer transportation organizations. The review of peer agencies provided insight into how different communities address the evolving needs of older adults and people with disabilities in their communities. The peer agencies include:

- Contra Costa Transportation Authority (Contra Costa County, CA)
- Solano Transportation Authority (Solano County, CA)
- San Francisco Municipal Transportation Agency (San Francisco County, CA)
- Transportation Authority of Marin (Marin County, CA)
- Regional Transportation Authority (Cook, DuPage, Kane, Lake, McHenry, and Will Counties, IL)
- Rappahannock-Rapidan Regional Commission (Culpeper, Fauquier, Madison, Orange, and Rappahannock Counties, VA)

The peer reviews will support the recommendations developed as part of the Paratransit Needs Assessment in winter 2026. Some key strategies that peer agencies are using that address initial needs include:

- Flexibility to meet evolving needs and meet people where they are
- Providing a wide range of programs
- Creating Mobility Management Centers
- Creating One Call/One Click Portals
- Providing incentives for Wheelchair Accessible Vehicles (WAV) Programs

Next Steps

The team will continue to analyze survey results and refine needs and strategies throughout the fall and provide an update on the draft plan in spring 2026. The Paratransit Needs Assessment is expected to be complete by Summer 2026.

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

Attachments:

- A. Paratransit Needs Assessment – Accessible Transportation Programs by Jurisdiction
- B. Paratransit Needs Assessment – Community Events
- C. Paratransit Needs Assessment – Presentation

Attachment A

Paratransit Needs Assessment – Accessible Transportation Programs by Jurisdiction¹

City	Planning Area	ADA-Paratransit	Same-Day Transport	Specialized Accessible Van	Accessible Shuttle	Group Trips	Door-through-Door/Volunteer Driver	Mobility Mgmt/Travel Training	Means-Based Fare	Meal Delivery
Alameda	North									
Albany	North									
Berkeley	North									
Dublin	East									
Emeryville	North									
Fremont	South									
Hayward (+Castro Valley and San Lorenzo)	Central									
Livermore	East									
Newark	South									
Oakland (+Piedmont)	North									
Pleasanton	East									
San Leandro	Central									
Union City	South									

*Primary funding source (some programs have mixed funding sources, the box reflects majority):

Direct Local Distribution Funded
 Discretionary Grant Funded
 Other Funding (General funds, 5310)
 Services provided by LAVTA



For a full resource of specific services offered by jurisdiction, visit the Access Alameda website at accessalameda.org

Services for central unincorporated Alameda County communities are provided by the City of Hayward. LAVTA provides services on behalf of the cities of Dublin and Livermore.

¹ Unless shown as Other Funding, services included are primarily funded by Measure BB through Alameda CTC's paratransit program and might not reflect the full offering of services in a jurisdiction. Cities and nonprofits may also be providing these services.

Attachment B

Paratransit Needs Assessment – Engagement Events¹

- Alameda CTC ParaTAC and PAPCO meetings (March 11 & 24, 2025)
- Alameda County Transition Fair (March 15, 2025)
- United Seniors of Oakland and Alameda County Annual Convention (June 13, 2025)
- San Leandro Senior Resource Fair (June 24, 2025)
- East Bay Paratransit Advisory Committee Meeting (July 1, 2025)
- Age-Friendly Council (July 18, 2025)
- Community Resources for Independent Living ADA Anniversary Event (July 15, 2025)
- Alameda CTC ParaTAC and PAPCO Joint Meeting (July 28, 2025)
- Albany Senior Center Community Resource Expo (August 7, 2025)
- Allen Temple Arms Baptist Annual Holistic Health Fair (August 9, 2025)
- East Bay Paratransit Advisory Committee Meeting (September 2, 2025)
- AC Transit General Manager’s Advisory Committee (September 9, 2025)
- Alameda County Developmental Disabilities Council (September 10, 2025)
- Union City Ruggieri Senior Center Pop-Up (September 10, 2025)
- Pleasanton Senior Center Pop-Up (September 11, 2025)
- Castro Valley Aitken Senior Center Pop-Up (September 18, 2025)
- Alameda County Healthy Living Festival (September 25, 2025)
- Alameda County AAA Senior Information and Assistance Roundtable (September 26, 2025)
- North Oakland Senior Center Pop-Up (September 29-30, 2025)

¹ The Countywide Transportation Plan (CTP) conducted a broad engagement effort at the same time as the Paratransit Needs Assessment outreach period. CTP outreach supplemented paratransit discussions specifically through Community-Based Organization (CBO) partnered events at: CityServe of the Tri-Valley’s Souper Tuesday (September 30, 2025); San Leandro Food Pantry Pop-up in partnership with San Leandro 2050 (September 25, 2025), and Euniece Law Annual Oakland Community Resource Fair in partnership with Roots Community Health Center (August 2, 2025).



Mobility Needs Assessment for Older Adults and People with Disabilities

Planning, Policy and Legislation Committee | November 10, 2025



Agenda

- Paratransit Needs Assessment Overview
- Existing Conditions
- Community Engagement
- Preliminary Thematic Needs
- Next Steps



Paratransit Needs Assessment (PNA) Overview

- Our goal is to **identify the current and future** needs of older adults and people with disabilities in Alameda County and develop recommendations to meet their needs.
- This assessment will **update** the 2017 Needs Assessment.
- This assessment **aligns** with the 2026 updates to the Countywide Transportation Plan (CTP) and the Countywide Active Transportation Plan (ATP).



3

Needs Assessment Components

- Look at **existing and future conditions** in Alameda County for where needs currently exist and where needs may develop.
- Review relevant local and national **peer programs** to understand best practices that Alameda CTC may consider implementing.
- Conduct **community engagement** to understand the lived experiences of those who utilize accessible transportation.
- Develop **recommendations for potential strategies** that can address the identified needs.



4

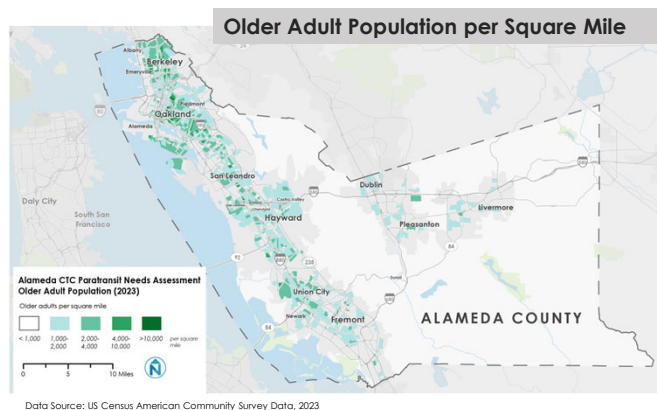
Existing Conditions



5

Older Adults in Alameda County

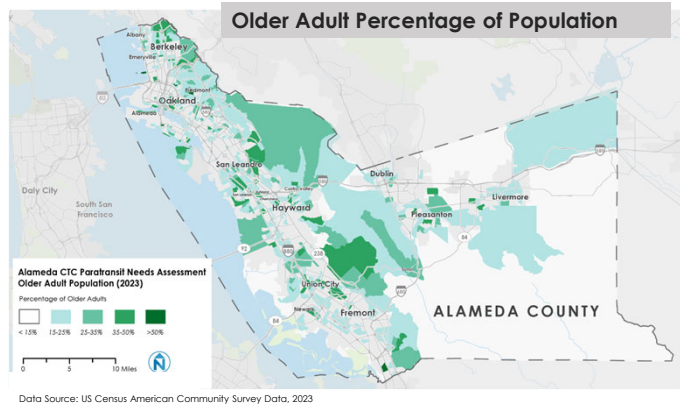
- Alameda County is **getting older** and transportation programs for older adults will need to meet increased demand.
- The highest concentrations of older adults are found in **Berkeley, Oakland, San Leandro, Hayward, and Union City**, with moderate densities of older adults in Fremont, Pleasanton, and Livermore.



6

Older Adults in Alameda County

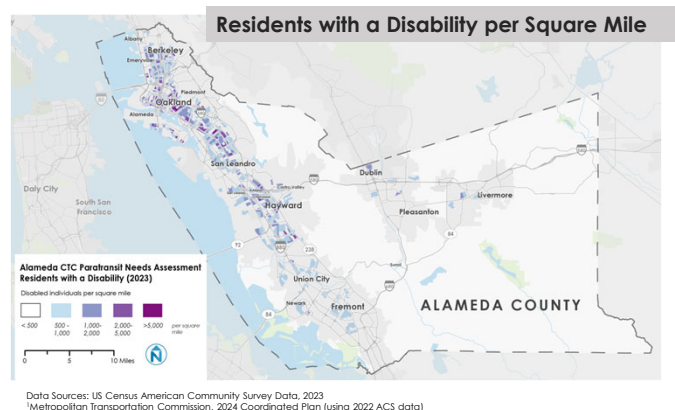
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7

People with Disabilities in Alameda County

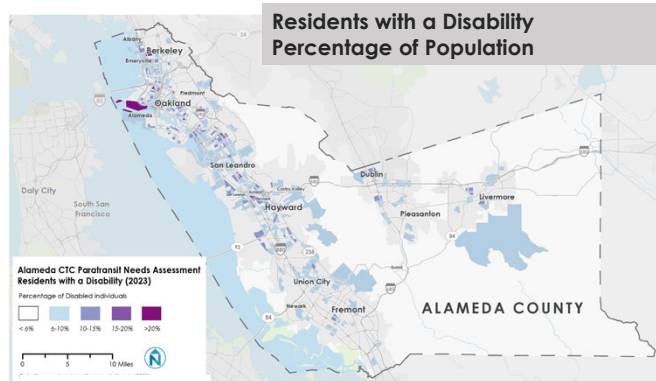
- Ambulatory difficulty is the most prevalent disability in Alameda County, affecting **5.2% of residents**.¹
- Cognitive difficulty and independent living difficulty also represent significant shares, each affecting **4.6% of residents each**.¹
- Density is greatest in Berkeley, Oakland, San Leandro, and Hayward.



8

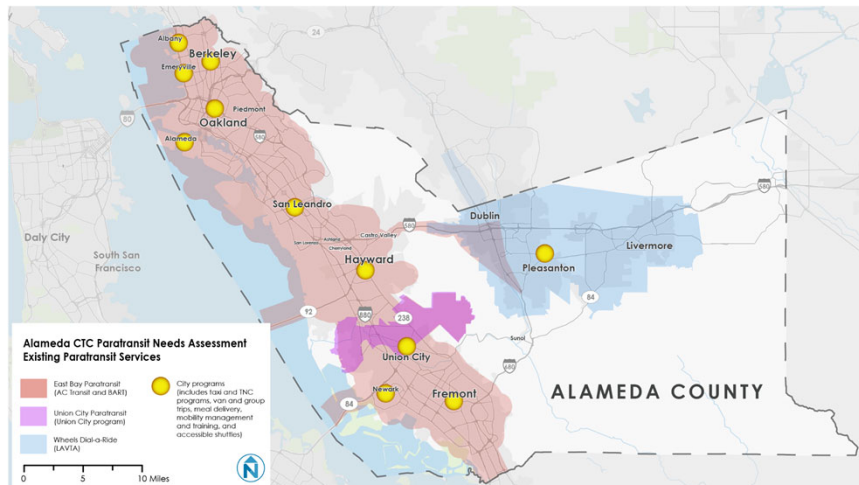
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9

Existing Paratransit and City Programs Funded by Alameda CTC



10

Community Engagement



11

Committee Engagement

- PNA Kick-off with ParaTAC – March 11, 2025
- PNA Kick-off with PAPCO – March 24, 2025
- PNA Update with ParaTAC and PAPCO – July 28, 2025
- PNA Update with PAPCO – October 27, 2025



12

Public Engagement

- **7** Pop-ups at Existing Events
- **4** Pop-ups at Senior Centers
- **6** Presentations or Comments at Standing Committee meetings
- **8** Stakeholder Interviews
- Over **500** Public Survey Responses



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What We Heard from Engagement

- **Reliability & Flexibility:** Long waits, limited hours, few same-day options
- **Medical Trips as a Priority:** Most common and challenging trips
- **Service & Geographic Gaps:** Limited coverage and inconvenient fixed-route access
- **Affordability & Equity:** Fares pose barriers; need for equitable discounts
- **System Fragmentation & Information Barriers:** Complex eligibility processes and limited multilingual information
- **Safety & Rider Experience:** Vehicle, driver, and emergency concerns

“ People are waiting and missing their appointments. ”

“ ... Not a lot of understanding about what resources are available. ”



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Preliminary Thematic Needs



15

Service Levels & Coverage

- **Services vary by level and coverage** across the county
- County **population is aging**, increasing demand for specialized transportation
- **Constrained resources** limit service enhancement and expansion



16

Service Access & Information

- Service access and awareness is **limited** by **technology**, **complex service models**, and **affordability**
- **Difficulty navigating** service **options** and programs, especially combining medical and non-medical transportation



17

Safety & Security

- Older adults and people with disabilities are more at risk as pedestrians and are vulnerable to poor sidewalk and crossing conditions on **high-speed roadways**
- **Vehicle and road conditions** impact ride experience and access on paratransit
- Increasing concerns with options during **emergency events** like wildfire evacuation scenarios



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What We Heard From PAPCO

- Service Levels & Coverage
 - Ensure high-quality, consistent service levels across the county
- Service Access & Information
 - Improve awareness and information through countywide communication and promotion
- Safety & Security
 - Highlight equipment-related safety concerns, such as emergency repair for wheelchairs



19

Peer Reviews



20

Peer Agencies

- Contra Costa Transportation Authority (Contra Costa County, CA)
- Solano Transportation Authority (Solano County, CA)
- San Francisco Municipal Transportation Agency (San Francisco County, CA)
- Transportation Authority of Marin County (Marin County, CA)
- Regional Transportation Authority (Cook, DuPage, Kane, Lake, McHenry, and Will Counties, IL)
- Rappahannock-Rapidan Regional Commission Regional Transportation Collaborative (Culpeper, Fauquier, Madison, Orange, and Rappahannock Counties, VA)



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Peer Agency Strategies

- Flexibility to meet evolving needs and meet people where they are
- Providing a wide range of programs
- Creating Mobility Management Centers
- Creating One Call/One Click Portals
- Providing incentives for Wheelchair Accessible Vehicles (WAV) Programs



22

Next Steps



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Next Steps

- **Winter 2025:** Finalize survey results and engagement summary
- **Winter – Spring 2026:** Engage with PAPCO and ParaTAC
- **Winter 2025 – 2026:** Finalize needs, strategies, and recommendations
- **Spring 2026:** Draft Paratransit Needs Assessment Report
- **Summer 2026:** Final Paratransit Needs Assessment Report



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Thank You

For more information, visit

www.AlamedaCTC.org

or contact paratransit@alamedactc.org

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



Memorandum

6.21

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

ATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Kristen Villanueva, Director of Planning
Grasielita Diaz, Associate Transportation Planner

SUBJECT: Approve the Access for All Grant Program Guidelines

Recommendation

Approve the 2025 – 2026 Access for All (AFA) Grant Program guidelines for staff to release a Call for Projects in winter 2025 – 2026.

Summary

The AFA Program was established in 2018 by Senate Bill 1376, which directed the California Public Utilities Commission (CPUC) to establish a program concerning transportation network companies' (TNCs, e.g., Uber and Lyft) inconsistent and in some areas lack of ability to provide services for people with disabilities, especially for wheelchair users who need a wheelchair-accessible vehicle (WAV). To fund a program where people with disabilities could have access to same-day trips as otherwise offered by TNC's, the CPUC instituted a \$0.10 Access Fee collected on each TNC ride. This fee is collected and deposited into the CPUC's Access Fund to fund WAV service in each county.

In March 2025, the Commission approved and adopted Resolution No. 25-003 authorizing the execution of the certification that Alameda CTC can serve as the Local Access Fund Administrator (LAFA) for CPUC's Access for All Program for Alameda County. Following the Commission's approval, the CPUC designated Alameda CTC as the LAFA for Alameda County, meaning Alameda CTC can administer CPUC Access Funds allocated to the County. The 2025 – 2026 AFA Grant Program will fund projects through a competitive process for the sole purpose of increasing the availability of same-day, on-demand transportation services provided by drivers equipped with WAV's.

Local AFA Program Focus and Priorities

The goal of the 2025 – 2026 AFA grant is to expand and improve on-demand same-day WAV transportation services in Alameda County. Per CPUC's Access for All Program

Requirements, funding will be focused on the provision of WAV for same-day transportation services similar to how taxis and TNCs provide on-demand transportation.

CPUC defines eligible projects as projects that can demonstrate improvements to response times for WAV service compared to the previous year and/or status quo in Alameda County; the presence and availability of WAVs; and efforts to publicize and promote available WAV services to disability communities. A qualifying expense can be a reasonable, legitimate cost that improves WAV service and can include vehicle, partnership, marketplace, and operational costs. Examples of these costs are included in Attachment A.

Program Evaluation Guidelines Framework

Alameda CTC and its Paratransit Advisory and Planning Committee (PAPCO) will prioritize projects and programs that:

- Meet the CPUC required evaluation criteria
 - Prioritize Access Providers that can offer on-demand WAV transportation that can be requested and fulfilled within 24 hours (including same-day service).
 - Improve response times for WAV service compared to the previous year and/or status quo.
 - Identify efforts to publicize and promote WAV services to disability communities.
- Fulfill additional evaluation criteria typical of Alameda CTC's Paratransit Discretionary Grant Program (PDGP) applicants
 - Project sufficient demand for the program/service/project
 - Are ready for implementation and are cost effective
 - Provide service across jurisdictional boundaries
 - Demonstrate coordination and collaboration with other service providers in their planning area
 - Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of potential success
 - Leverage funds (including Direct Local Distribution reserves)
 - Have been identified as a priority in relevant countywide or regional plans or needs assessments such as the Alameda Countywide Transportation Plan, the Alameda County Needs Assessment, Coordinated Plan, Community Based Transportation Plans, or the Countywide Area Plan for Older Adults
 - Support geographically equitable distribution of resources throughout the County
 - Demonstrate strategies to ensure equitable access to and utilization of programs and services

During the October 27, 2025, PAPCO meeting, Committee members provided input and approved the 2025 – 2026 AFA WAV Grant Program guidelines and priorities for this programming effort. The full guidelines and priorities are included as Attachment A.

Staff recommend that the Commission approve the 2025 – 2026 AFA WAV Grant Program guidelines. Staff will then release a Call for Projects in winter 2025 – 2026.

Fiscal Impact: There is no fiscal impact.

Attachment:

- A. Programming/ Allocation Guidelines for the 2025 – 2026 AFA WAV Discretionary Grant Program



Programming/Allocation Guidelines for the 2025-2026 AFA WAV Discretionary Grant Program

Updated: 10/15/2025

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

Program Summary

In 2025, the California Public Utilities Commission (CPUC) designated Alameda CTC as the Local Access Fund Administrator (LAFA) for Alameda County. This means that Alameda CTC can administer Access for All (AFA) grant funding from CPUC for the sole purpose of increasing the availability of same-day, on-demand transportation services provided by drivers equipped with wheelchair-accessible vehicles. This grant program is funded solely with AFA funds from CPUC.

Fund Sources

2025-2026 AFA Grant

The Access for All (AFA) Program was established in 2018 by Senate Bill 1376, which directed the CPUC to establish a program relating to the accessibility of transportation network companies' (TNCs, e.g., Uber and Lyft) services for persons with disabilities, including wheelchair users who need a wheelchair-accessible vehicle (WAV).

To fund the program, the CPUC instituted a \$0.10 Access Fee collected on each TNC ride. There are two different ways to meet the statute's overall goal of expanding and improving on-demand WAV transportation services in California:

1. **Collection of Fees:** TNCs can invest the Access Fee revenue to expand or improve their on-demand WAV service in each county. They can then file offset requests with the CPUC to keep some of the Access Fee revenue they collect, equal to the amount they invest in each county, as long as the service meets CPUC performance requirements.
2. **Distribution of Funds:** The CPUC sets aside the remaining moneys (not claimed by the TNCs in the offset process) in a fund called the Access Fund. These funds can then be distributed to Access Providers through Local Access Funds Administrators (LAFAs). The CPUC will allocate funds annually proportional to the percent of fees originating in that county. Since Alameda CTC is the LAFA for Alameda County, Alameda CTC will administer the funds for the AFA program.

Approximately \$1.35 million is available to eligible Access Providers for this Call for Projects.

Alameda CTC will evaluate projects and programs for eligibility with the AFA program and based on the program goals and evaluation framework detailed below.

Program Goals

The 2025-2026 AFA WAV grant will be focused on the provision of WAV for same day transportation service similar to how taxis and TNCs provide on-demand transportation. The WAV grant aims to expand and improve on-demand same-day WAV transportation services in Alameda County.

Eligible expenses can be 1) a reasonable, legitimate cost that improves WAV service, and 2) on the list of eligible WAV expenses. Projects can include vehicle, partnership, marketplace, and operational costs as described below under **Eligible Projects and Expenses**.

Eligible Applicants

Eligible applicants include Access Providers, which are organizations or entities that are able to provide WAV service similar to that of TNCs but require additional financial resources to do so. Further, Access Providers must meet the following conditions:

- Directly provides, or contracts with a separate organization or entity to provide, on-demand wheelchair accessible vehicle (WAV) transportation to meet the needs of persons with disabilities.
- "On-demand WAV transportation" means any transportation service that does not follow a fixed route or schedule.
- TNCs may apply as Access Providers if they are providing new WAV service in the geographic area or the TNC certifies that the TNC's collected fees during the Exemption Year were exhausted to provide WAV services.¹

Requirements to receive funding: For the purposes of the Access for All Program, the CPUC identifies eligible Access Providers as transportation carrier(s) that hold a Commission-issued permit or a non-permitted transportation carrier that can provide documentation of the following with their application:

1. Background Checks: Carriers must perform background checks that meet or exceed what is required of Transportation Network Companies (TNCs) under the [TNC Application Form](#).
2. Insurance: Carriers must have levels of insurance equivalent to or higher than is required of charter-party carriers under General Order 115.
3. Controlled Substance and Alcohol Testing: Carriers must be enrolled in a controlled substance and alcohol-testing program.
4. Secretary of State Registration: Carriers must have their articles of incorporation filed with the Secretary of State.
5. Motor Carrier Profile with California Highway Patrol (CHP): Carriers must complete the CHP 362 Motor Carrier Profile and obtain a CA Number from the CHP.

A non-permitted carrier shall [submit a declaration](#) to Alameda CTC affirming compliance with each of the requirements and that each requirement is in effect during the term the carrier operates as an Access Provider.

Eligible Projects and Expenses

Eligible Projects

Eligible projects demonstrate improvements to response times for WAV service compared to the previous year and/or status quo in Alameda County, the presence and availability of WAVs, and efforts to publicize and promote available WAV services to disability communities. Alameda CTC will prioritize projects that can offer on-demand same-day WAV transportation in Alameda County.

¹ TNCs that believe they meet this criterion should confirm eligibility with CPUC and Alameda CTC before applying to the Alameda County Local AFA grant program.

Eligible WAV Expenses

A qualifying expense for an Access Provider is 1) a reasonable, legitimate cost that improves WAV service, and 2) listed on the table of eligible WAV expenses below.

For Access Providers that provide WAV services to a TNC as a contractor, the Access Provider shall not use Access Fund moneys for trips that are compensated by a TNC. Accordingly, the AFA is permitted to request additional information from Access Provider applicants as necessary to sufficiently review the application. An Access Provider applicant shall disclose whether it is a current or former service provider for a TNC. The Access Provider applicant must demonstrate to the AFA that any Access Fund monies will not be used for services that are compensated by a TNC.

Eligible WAV Expenses Adopted in CPUC's <u>D.20-03-007</u>	
Vehicle Costs	
	Lease/ Rental/ Purchase Costs
	Rental Subsidies for Driver
	Inspections
	Maintenance, Service, and Warranty
	Fuel Cost
	Cleaning Supplies/ Services
	Other (Describe)
Partnership Costs	
	Transportation Service Partner Fees/ Incentives and/or Management Fees
	Vehicle Subsidies
	Consultants/ Legal
	Other (Describe)
Marketplace Costs	
	Recruiting
	Driver Onboarding
	Training Costs
	Driver Incentives
	Promo Codes for WAV
	Other (Describe)
Operational Costs	
	Marketing Costs
	Technology Investments/ Engineering Costs/ Enhancements
	Community Partnership/ Engagement Costs
	Rental Management
	Pilot Management
	Wages, Salaries, and Benefits (non-maintenance personnel)
	Other (Describe)
Other (Describe)	
	For example, ride fare subsidies

Eligible projects must conform to PAPCO-adopted Implementation Guidelines and Performance Measures – Special Transportation for Seniors and People with Disabilities (Paratransit) Program (Implementation Guidelines). Refer to the most recent Implementation

Guidelines for detailed eligibility requirements and service descriptions here:
<https://www.alamedactc.org/programs-projects/senior-disabled-transport>.

Evaluation Framework

Alameda CTC and PAPCO will prioritize projects and programs that:

- Meet the CPUC required evaluation criteria
 - Prioritize Access Providers that can offer on-demand WAV transportation that can be requested and fulfilled within 24 hours (same day service).
 - If there are no applicants who can provide such on-demand service, Alameda CTC can accept applications from other providers so long as those providers' services do not follow a fixed-route or schedule.
 - Improve response times for WAV service compared to the previous year and/or status quo.
 - Response time is defined as the time between when a WAV ride was requested and when the vehicle arrived.
 - Improve presence and availability of WAVs within the geographic area compared to the previous year and/or status quo.
 - Presence and availability refer to the number of WAVs in operation funded by the AFA grant by quarter and aggregated by hour of the day and day of the week.
 - Identify efforts undertaken or that will be undertaken to publicize and promote WAV services to disability communities.
 - Provide evidence of outreach efforts such as a list of partners from disability communities, how the partnership promoted WAV services, or marketing/ promotional materials of those activities.
 - Alameda CTC will keep in mind that some of the required information included in the CPUC required evaluation criteria may be inapplicable or unavailable at the time of the application as some Access Providers might be offering new services. Applicants should explain why the information is unavailable or not applicable. For more information for first time applicants please see the section below **Special Note for First-Year Access Provider Applicants**.
- Fulfill additional evaluation criteria typical of Paratransit Discretionary Grant Program (PDGP)² applicants:
 - Project sufficient demand for the program/service/project
 - Are ready for implementation
 - Provide service across jurisdictional boundaries
 - Demonstrate coordination and collaboration with other service providers in their planning area
 - Are effective, according to adopted performance measures and past performance (where applicable) or projected performance supported by substantive evidence of potential for success
 - Are cost effective
 - Leverage funds (including Direct Local Distribution reserves)
 - Have been identified as a priority in relevant countywide or regional plans or needs assessments such as the Alameda Countywide Transportation Plan, the

² The Paratransit Discretionary Grant Program (PDGP) includes the discretionary funding from the 2000 Measure B and the 2014 Measure BB paratransit programs as a unified grant program. The 2000 Measure B and the 2014 Measure BB funds are required to be expended in accordance with the requirements of the guiding expenditure plans. The last PDGP Call For Projects was released in December 2023. For more information, please visit the "Prior Calls/ Resources" tab of our [website](#).

- Alameda County Needs Assessment, Coordinated Plan, Community Based Transportation Plans, or the Countywide Area Plan for Older Adults
- Support geographically equitable distribution of resources throughout the County
- Demonstrate strategies to ensure equitable access to and utilization of programs and services

Special Note for First-Year Access Provider Applicants

Note that in the first year of the application process, an Access Provider applicant shall be required to provide a narrative outlining how it will demonstrate improvements in response times and WAV presence and availability, and how it will promote the service. This narrative can be in place of the required data indicated above in the **CPUC required evaluation criteria**, if such data is not available from past performance. In addition, the Access Provider Applicants shall provide estimates for the following metrics that are expected to result from the project for which they are requesting funding:

- Expected number of WAVs in operation during the first year
- Outline of planned outreach efforts to publicize and promote available WAV services to disability communities, which may include a list of partners from disability communities, how the partnership promoted WAV services, and marketing and promotional materials for those activities

On the next round of applications, the AFAs shall use the reported data under requirement (a) (WAV information) above from the first year as a baseline in evaluating applications in the second year.

Project or Program Requirements

Maximum Grant Size

Not Applicable

Minimum Matching Requirements

There is not a required match. However, consideration will be given for an applicant's ability to leverage external funding.

Letter(s) of Support

All applicants must work in coordination with other service providers in their planning area. To demonstrate this support:

- Applicants must describe how they are coordinating with local jurisdictions, transit agencies, and non-profit organizations to fill service gaps and complement existing services.
- Non-profit organizations are required to provide a letter(s) of support from a local agency and/or transit provider to confirm service coordination and project or program support.
- All applicants are encouraged to provide letters from partners to demonstrate community support and coordination.

If needed for letters of support, contact Alameda CTC staff for information regarding Measure B and Measure BB recipients of paratransit DLD funds.

Equitable Access and Utilization

In accordance with Alameda CTC's equity initiatives, projects and programs will be expected to understand the demographic makeup of their community, including race/ethnicity, gender, orientation, limited English proficiency, income, age, and disability. Projects and programs should be designed to conduct equitable and inclusive engagement and measure and report equity outcomes of program participation.

Quarterly Monitoring

Access Providers receiving funding are required to report project/program data on a quarterly basis (within 30 days after the end of each quarter) to Alameda CTC. Access Providers must follow program/project goals, deliverables, and performance measures identified in CPUC's AFA progress reports.

AFA's' Consolidated Reports (Quarterly)

CPUC staff will provide Alameda CTC with a Quarterly Report template. These consolidated reports are due to CPUC 45 days after the end of each quarter (February 15, May 15, August 15, November 15). The Consolidated Quarterly Reports shall be submitted for each geographic area in which an Access Provider receives Access Fund moneys. Alameda CTC requires that Access Providers affirm their ability to provide such data on the quarterly reporting schedule (30 days after the end of each quarter, giving Alameda CTC 15 days to consolidate the report to the CPUC). The first reports shall be due to CPUC staff by November 15, 2026, for the 2025-2026 AFA Grant Program. Reporting requirements are listed below, and templates are available at <https://www.cpuc.ca.gov/tncaccessprovider/>.

1. Number of WAVs in operation funded through the AFA grant, both unique and non-unique
2. Number and percentage of WAV trips completed, requested, not accepted, cancelled by passenger, cancelled due to passenger no-show, cancelled by driver, cancelled within completed trips, cancelled within not completed trips, unique trips, and Census Tract of WAV requested and completed
3. Completed WAV Trip Request Response Times
4. Evidence of Outreach
5. Certification of Driver Training
6. Report of WAV Driver Training Programs
7. Certification of Inspection
8. Number of Complaints
9. Funds Expended
10. Contract Information
11. Safety Protocol Declaration Form

Resources

Resources for the 2025-2026 AFA WAV grant call for projects, including the application and AFA WAV grant progress reports can be accessed from the Alameda CTC's website at:

<https://www.alamedactc.org/funding/funding-opportunities>.

Application Resources

- [2025 – 2026 Access for All Program Notice of Funding Availability](#)
- [CPUC TNC Access for All Program](#)
- [CPUC Access Provider Information](#)

- [Senate Bill \(SB\) 1376](#)
- [Alameda CTC Approval of LAFA Resolution](#) (March 2025 Commission)
- [Background Check Information](#) (CPUC TNC Application Form)
- [Safety Protocols Declaration](#) (CPUC Access Provider Form)

Application for the Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC)



Alameda CTC invites Alameda County residents to serve on its **Bicycle and Pedestrian Advisory Committee**, which meets quarterly on the second Thursday of the month from 5:30 to 7:30 p.m. Each member is appointed for a two-year term.

Name: Jianhan Wang

Home Address: [REDACTED]

Mailing Address (if different): _____

Phone: (home) [REDACTED] (work) [REDACTED] (fax) _____

Email: [REDACTED]

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on BPAC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Specific Bicycle and/or Pedestrian Experience:** List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues.

To avoid a conflict of interest:

Members may not be public agency employees responsible for bicycle and pedestrian projects and/or programs, and work for an agency that is eligible and likely to submit an application for the Countywide Discretionary Fund.

Certification: I certify that the above information is true and complete to the best of my knowledge.

Signature Jianhan Wang Date 07/28/2025

Return the application to your appointing party for signature (see www.alamedactc.org/app_pages/view/8), or fax (510.893.6489) or mail it to Alameda CTC.

Appointing Party:

Signature: Elisa Marquez
Date: 10/28/25

Alameda CTC BPAC Application

Attachment – Jianhan Wang

Commission/Committee Experience

Prior BART Bicycle Advisory Task Force Member 08/2017 – 10/2022 | Secretary 01/2018 – 12/2019

- Regularly attended meetings and provided feedback on various projects and plans.
- Participated in 2+ BART station access studies in Hayward.

Statement of Qualifications

I am interested in helping advise the County on transportation planning and projects to help make it safer and easier for people to make more trips by bike and as pedestrians. Especially when it comes to projects within District 2.

My work in teaching 1,000+ others across multiple communities around the Bay Area at classes for youth and adults to be able to ride safely for everyday trips has greatly informed how I view transportation design for safety, accessibility, and continued use. I hope to help guide projects to ensure more people of all ages, abilities, and skills can make everyday trips safely, especially without needing a car.

I have also had the fortune of going through Bike East Bay's Bike Civics Community Trainings in 2023/2024 as well as having been to other countries and cities around the world to see different land use and transportation policies and design.

Relevant Work and Volunteer Experience

Education Programs Manager, Silicon Valley Bicycle Coalition
(Coordinator 11/2022 – 11/2023; Manager 11/2023 – 05/2025)

- Grew the impact of bicycle education program from 1,302 student hours of learning in 2023 to 1,352 in 2024 (+3.1%), exceeding the target goal of 812 student hours during a time when full-time staff involved went down by two.

- During the same period, increased student hours of learning in Spanish from 31 to 39, exceeding the target goal of 10.
- Developed presentation slides for Bicycle Security and Theft Prevention and Basic Bike Repair Talk classes. Delivered the first ones for both.
- Developed and delivered the first training for the entire instructor team of 15 to strengthen alignment with the whole organization, acknowledge issues and note progress, celebrate accomplishments, sync and set clear expectations for 2025.
- Created class avatars based on attendees who benefited the most from each class type to guide interactions and communications.
- Created, updated, and published marketing materials for classes including event descriptions, images, newsletter posts, social media posts and ads, an edited testimonial compilation video, and flyers to better connect with more people who want to become more confident and capable with bikes.
- Built upon attendee follow up system and marketing to increase registrations, show up rates, future class registrations, and attendee referrals.

Bicycle Instructor - Bike East Bay (01/2017 – Present) and Other Organizations

- Began coteaching classes at [Bike East Bay](#) in 2017 and progressed to teaching over 1,000 people (kids, teens, and adults) to improve their bike skills at presentation-style and with-bike classes including learn-to-rides, family cycling rodeos, family cycling workshops, Smart Cycling Part 1 and equivalents (like driver education for bicycling), Smart Cycling Part 2 and equivalents (like driver training for bicycling), bike commuting, theft prevention, e-bike basics, group rides, and basic bike repair with additional organizations, including San Francisco Bicycle Coalition, Silicon Valley Bicycle Coalition, Santa Clara County Public Health Department, Wheel Kids, and [private lessons through Bicycle Solutions](#).

Member, Bike Hayward

- Led 2 community rides to show safe routes near Downtown Hayward.
- Helped organize a petition for a ghost bike in memory of Chris Peña who was the victim of a hit and run in Hayward.
- Participated in studies run by the City of Hayward and by their consultants, including Winter Consulting.

Specific Bicycle and/or Pedestrian Experience

See work experience as Education Programs Manager and Bicycle Instructor above.

I want to help advise County staff and elected officials to deliver the appropriate resources with the appropriate plans/designs for bicyclists and pedestrians to make streets and local communities safer, more accessible, more comfortable, and more convenient to navigate for people of all ages and abilities.

I have regularly walked and biked in Hayward since 2015.

Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Member Roster Fiscal Year 2025-2026

	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-23	May-25
2	Turner, Vice Chair	Matt	Castro Valley	Alameda County Board of Supervisors, District 4	Apr-14	Sep-23	Sep-25
3	Gould	Ben	Oakland	Transit Agency (Alameda CTC)	Dec-21	Feb-24	Feb-26
4	Greenberg	Sam	Berkeley	Alameda County Board of Supervisors, District 5	Jun-25		Jun-27
5	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Mar-24	Mar-26
6	Pilch	Nick	Albany	Alameda County Mayors' Conference, D-5	Jan-21	Feb-25	Feb-27
7	Purdy	Jason	Alameda	Alameda County Board of Supervisors, District 3	Jun-25		Jun-27
8	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Feb-25	Feb-27
9	Seavers	Kevin	Oakland	Alameda County Mayors' Conference, D-4	Sep-25		Sep-27
10	Toy	Kendra	Fremont	Alameda County Board of Supervisors, District 1	Jul-24		Jul-26
11	Vacancy			Alameda County Board of Supervisors, District 2			



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, July 31, 2025, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted and all members were present with the exception of Ben Gould.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the April 24, 2025 Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

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

Yes: Johansen, Marleau, Pilch, Purdy, Schweng, Turner

No: None

Abstain: Greenberg, Toy

Absent: Gould

5. Regular Matters

5.1. Review the Complete Streets Checklist for the City of Newark's Thornton Corridor Streetscape Rehabilitation Project

City of Newark staff provided an update and requested review of the MTC Complete Streets Checklist for the City of Newark's Thornton Corridor Streetscape Rehabilitation Project.

5.2. Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities Update

Krystle Pasco provided an update on the Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities.

5.3. Safe Routes to Schools Program Informational Update

Denise Turner provided an update on the Alameda County Transportation Commission's Safe Routes to Schools Program.

6. Committee Member Reports

7.1. BPAC Roster

This item was included for informational purposes.

7.2. Fiscal Year 2025-2026 BPAC Meeting Calendar

This item was included for informational purposes.

7.3. BPAC Member Reports

BPAC Chair Kristi Marleau welcomed the two newest BPAC members.

7. Staff Reports

There was one verbal staff report from Aleida Andrino-Chavez regarding the 2026 Countywide Active Transportation Plan.

8. Adjournment

**Alameda County Transportation Commission
Independent Watchdog Committee
Member Roster - Fiscal Year 2025-2026**

7.2

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

**Alameda County Transportation Commission
Independent Watchdog Committee
Member Roster - Fiscal Year 2025-2026**

15	Vacancy			Alameda County Mayor's Conference, District 2			
16	Vacancy			Alameda County Mayor's Conference, District 3			
17	Vacancy			East Bay Economic Development Alliance			



Independent Watchdog Committee (IWC) Meeting Minutes Thursday, July 17, 2025, 2:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted, and all members were present, with the exception of Keith Brown and Curtis Buckley.

3. Public Comment

This item received one verbal public comment.

4. Presentation and Public Hearing of the Draft IWC Annual Report

4.1. Presentation of the Draft IWC Annual Report

IWC Chair Damian Park opened the public hearing.

4.2. Public Comment on the Draft IWC Annual Report

This item received one verbal public comment.

4.3. Close Public Hearing on the Draft IWC Annual Report

IWC Chair Damian Park closed the public hearing.

5. Consent Calendar

5.1. Approve the March 13, 2025 IWC Meeting Minutes

Tom Rubin moved to approve the Consent Calendar. Brendan Adams seconded the motion. The motion passed with the following roll call vote:

Yes: Adams, Exner, Henn, Orrick, Park, Rubin, Tabjulu

No: None

Abstain: Gertler, Hastings

Absent: Brown, Buckley

6. Election of Officers

6.1. Approve the Election of the IWC Chair and Vice Chair for Fiscal Year (FY) 2025-26

Tom Rubin nominated Damian Park as the IWC Chair. Damian Park accepted the nomination and was appointed IWC Chair by acclamation.

Damian Park nominated Tom Rubin as the IWC Vice Chair. Tom Rubin accepted the nomination and was appointed IWC Vice Chair by acclamation.

7. IWC Annual Report, Publication Methods and Costs

7.1. DLD Compliance Reporting FY2023-24 IWC Comments and Responses

Christine Shin, Alameda CTC staff provided an update to the IWC..

This item received one verbal public comment.

7.2. Finalize and Approve the Draft IWC Annual Report and Findings

IWC members discussed and finalized the IWC Annual Report.

Phyllis Orrick moved to approve the report with the recommended grammatical changes to pronoun use. Tom Rubin seconded the motion. The motion passed with the following roll call vote:

Yes: Adams, Exner, Gertler, Henn, Orrick, Park, Rubin, Tabjulu

No: None

Abstain: Hastings

Absent: Brown, Buckley

7.3. Approve the IWC Annual Report Publication Costs and Distribution

Damian Park facilitated a discussion of the IWC Annual Report publication costs and distribution.

Alfred Exner moved to approve the costs and distribution of the IWC Annual Report as provided in the agenda packet. Brendan Adams seconded the motion. The motion passed with the following roll call vote:

Yes: Adams, Exner, Gertler, Hastings, Henn, Orrick, Park, Rubin, Tabjulu

No: None

Abstain: None

Absent: Brown, Buckley

8. Regular Matters

8.1. Independent Auditor Work Plan for FY2024-25

Maze and Associates Audit Partner, Whitney Crockett discussed the audit timing and scope for Alameda CTC's upcoming FY2024-25 financial audit.

8.2. Measure B and Measure BB Program Compliance Report Summary

Christine Shin, Alameda CTC staff provided the IWC with an update.

This item received two verbal public comments.

8.3. Approve the IWC FY2025-26 Annual Calendar/Work Plan

Brendan Adams moved to approve the Annual Calendar/Work Plan with the written additions provided in the handout submitted by IWC Chair Damian Park. Vamsi Tabjulu seconded the motion. The motion passed with the following roll call vote:

Yes: Adams, Exner, Hastings, Henn, Orrick, Park, Rubin, Tabjulu
No: None
Abstain: Gertler
Absent: Brown, Buckley

This item received one verbal public comment.

8.4. IWC FY2025-26 Budget Update

Yoana Navarro provided the IWC with an update.

8.5. Approve the IWC Bylaws Update

Brendan Adams moved to approve the recommended bylaws update with the removal of the proposed change to section 8.6. Vamsi Tabjulu seconded the motion. The motion passed with the following roll call vote:

Yes: Adams, Exner, Gertler, Henn, Orrick, Park, Rubin, Tabjulu
No: None
Abstain: Hasting
Absent: Brown, Buckley

This item received one verbal public comment.

9. Committee Member Reports

9.1. IWC Chair's Report

IWC Chair Damian Park waived his report.

9.2. IWC Issues Identification Process and Form

Damian Park introduced this item and explained it's function to the new IWC members.

This item received one verbal public comment.

9.3. IWC Member Reports

IWC Chair Damian Park welcomed the new IWC members and invited the full committee to introduce themselves.

10. Staff Reports

10.1. Staff Responses to Request for Information - Regarding the Valley Link Project

Tom Rubin provided a handout to the IWC regarding the Valley Link Project requesting that the IWC take an action on this item.

Tom Rubin moved to approve the motion to request the following series of actions:

- 1. For Alameda CTC staff to invite Valley Link staff to present at the next IWC meeting;*

2. If Alameda CTC declines the request, the IWC will extend the invitation directly to Valley Link staff;
3. If Valley Link staff declines the request, then Chair Damian Park and Vice Chair Tom Rubin will find other related representatives to present to the IWC.
Michael Henn seconded the motion. The motion passed with the following roll call vote:

Yes: Exner, Hastings, Henn, Park, Tabjulu

No: Orrick

Abstain: Adams, Gertler, Rubin

Absent: Brown, Buckley

This item received one verbal public comment.

10.2. Staff Response to Request for Information - Recurring Commission Items

There were no staff updates for this item.

10.3. IWC Projects and Programs Watchlist Next Steps

IWC members were asked to review the updated IWC Projects and Programs Watchlist for accuracy, and informed members that the Alameda CTC Clerk will send a letter prepared on behalf of the IWC Chair to each city and agency sponsor to request notification of all public meetings for Measure B and Measure BB–funded projects and programs to IWC members who have signed up to “watch” the particular project and/or program.

This item received one verbal public comment.

10.4. IWC Roster and Attendance Summary

This item was provided for informational purposes.

11. Adjournment

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Member Roster - Fiscal Year 2025-2026**

7.3

	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
1	Johnson, Chair	Sandra J.	Oakland	Alameda County Board of Supervisors, District 4	Sep-10	Sep-23	Sep-25
2	Suter, Vice Chair	John	Emeryville	City of Emeryville	May-21	Sep-23	Sep-25
3	Costello	Shawn	Dublin	City of Dublin	Sep-08	Jun-16	Jun-18
4	Hastings	Herb	Dublin	Alameda County Board of Supervisors, District 1	Mar-07	Oct-18	Oct-20
5	Lewis	Anthony	Alameda	City of Alameda	Jul-18		Jul-20
6	Marshall	Roger	Fremont	City of Fremont	Jan-24		Jan-26
7	Mital	Arun	Fremont	AC Transit	Jan-24		Jan-26
8	Pansino	Jeanne "Dede"	Albany	City of Albany	Mar-25		Mar-27
9	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton	Sep-09	Apr-19	Apr-21
10	Rousey	Michelle	Oakland	BART	May-10	Jan-16	Jan-18
11	Stadmire	Sylvia	Oakland	Alameda County Board of Supervisors, District 3	Sep-07	Jul-19	Jul-21
12	Van Slyke	Helen	Hayward	Alameda County Board of Supervisors, District 2	Apr-24		Apr-26
13	Waltz	Esther Ann	Livermore	LAVTA	Feb-11	Sep-23	Sep-25

	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
14	Vacancy			Alameda County Board of Supervisors, District 5			
15	Vacancy			City of Berkeley			
16	Vacancy			City of Hayward			
17	Vacancy			City of Livermore			
18	Vacancy			City of Newark			
19	Vacancy			City of Oakland			
20	Vacancy			City of Piedmont			
21	Vacancy			City of San Leandro			
22	Vacancy			City of Union City			
23	Vacancy			Union City Transit			



Paratransit Advisory and Planning Committee (PAPCO) Meeting Minutes Monday, June 23, 2025, 1:30 p.m.

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.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1 Approve the March 24, 2025 PAPCO Meeting Minutes

4.2 Review the Fiscal Year (FY) 2024-25 PAPCO Meeting Calendar

4.3 Approve the FY 2025-26 PAPCO Meeting Calendar

4.4 PAPCO Roster Update

Esther Waltz moved to approve the Consent Calendar. Herb Hastings seconded the motion. The motion passed with the following vote:

Yes:	Costello, Hastings, Johnson, Lewis, Marshall, Mital, Pansino, Rivera-Hendrickson, Rousey, Stadmire, Suter, Van Slyke, Waltz
No:	None
Abstain:	None
Absent:	None

5. Election of Officers

5.1 Approve the Election of PAPCO Officers and Roles and Responsibilities for FY 2025-26

Krystle Pasco informed PAPCO of the responsibilities for each role. The votes for each officer's role were cast within the same roll call vote.

John Suter nominated Sandra Johnson as the PAPCO Chair. Sandra Johnson accepted the nomination.

Esther Waltz nominated Sylvia Stadmire as the PAPCO Chair. Sylvia Stadmire accepted the nomination.

Roger Marshall nominated Herb Hastings as the PAPCO Chair. Herb Hastings accepted the nomination.

Sandra Johnson was elected the PAPCO Chair with the following vote:

Yes (Johnson):	Johnson, Lewis, Marshall, Rousey, Suter, Van Slyke
Yes (Stadmire):	Mital, Pansino, Stadmire, Waltz

Yes (Hastings): Costello, Hastings
Abstain: Rivera-Hendrickson
Absent: None

Tony Lewis nominated Sylvia Stadmire as the PAPCO Vice Chair. Sylvia Stadmire accepted the nomination.

Sandra Johnson nominated John Suter as the PAPCO Vice Chair. John Suter accepted the nomination.

Herb Hastings nominated himself as the PAPCO Vice Chair.

John Suter was elected the PAPCO Vice Chair with the following vote:

Yes (Stadmire): Lewis, Pansino, Stadmire, Waltz
Yes (Suter): Costello, Johnson, Mital, Rivera-Hendrickson, Rousey, Suter, Van Slyke
Yes (Hastings): Hastings, Marshall
Abstain: None
Absent: None

Shawn Costello nominated himself as the IWC representative.

Herb Hastings nominated himself as the IWC representative.

Esther Waltz nominated herself as the IWC representative.

Herb Hastings was elected the PAPCO representative to the IWC with the following vote:

Yes (Costello): Costello
Yes (Hastings): Hastings, Johnson, Lewis, Marshall, Mital, Pansino, Suter, Van Slyke
Yes (Waltz): Rivera-Hendrickson, Rousey, Stadmire, Waltz
Abstain: None
Absent: None

Roger Marshall nominated Tony Lewis as the East Bay Paratransit's Access Committee (EBPAC) representative. Tony Lewis accepted the nomination and was appointed as the EBPAC representative by acclamation.

6. Regular Matters

6.1 FY 2025-26 Paratransit Direct Local Distribution (DLD) Program Plans

Krystle Pasco provided an overview of the DLD program plan process and the Program Plan Review (PPR) subcommittees.

Shawn Costello moved to approve the recommendation of the PPR subcommittees. Esther Waltz seconded the motion. The motion passed with the following vote:

Yes: Costello, Hastings, Johnson, Lewis, Marshall, Mital, Pansino, Rivera-Hendrickson, Rousey, Stadmire, Suter, Van Slyke, Waltz
No: None
Abstain: None
Absent: None

5.2 Paratransit Discretionary Grant Program Update

Naomi Armenta provided an update on the Paratransit Discretionary Grant Program.

5.3 Mobility Management Update

Naomi Armenta provided an update on mobility management and the Coordinating Council on Access and Mobility Technical Assistance Center.

7. Committee and Transit Reports

PAPCO members provided verbal updates regarding information on their roles and engagement with regional committees.

7.1 Alameda CTC Independent Watchdog Committee (IWC) Update

7.2 East Bay Paratransit Access Committee (EBPAC), formerly East Bay Paratransit's Service Review Advisory Committee (SRAC) Meeting Agenda Update

7.3 Other ADA and Transit Advisory Committee Updates

8. Committee Member Reports

PAPCO members provided verbal updates.

9. Staff Reports

Alameda CTC staff provided verbal updates about upcoming opportunities and events.

10. Adjournment



Joint Paratransit Advisory and Planning Committee and
Paratransit Technical Advisory Committee Meeting
Minutes
Monday, July 28, 2025, 1:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order & Welcome

2. Introductions / Roll Call

All Paratransit Advisory and Planning Committee (PAPCO) members were present with the exception of Carmen Rivera-Hendrickson and Sylvia Stadmire.

All Paratransit Technical Advisory Committee (ParaTAC) members were present with the exception of Ana Bagtas, Kim Burrowes, Nick Cuevas, Shawn Fong, Kat Kaldis and Heidi Murphy.

3. Public Comment

There was one verbal public comment.

4. Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities Update

Alameda CTC consultants Naomi Armenta and Sam Ergina, and Alameda CTC staff Grasi Diaz provided an overview of the Alameda County Mobility Needs Assessment with reference to the Countywide Transportation Plan.

5. Questions & Answers

Members and guests had an opportunity to ask the panelists questions about the Mobility Needs Assessment and outreach efforts.

6. Open House

Alameda CTC staff and consultants facilitated discussions with in-person and virtual attendees regarding the Alameda County Mobility Needs Assessment and the Countywide Transportation Plan .

7. Report Out

Alameda CTC consultants facilitated the report-out process from the Open House, including trends and feedback.

8. Adjournment



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Patricia Reavey, Deputy Executive Director of Finance
and Administration
Yoana Navarro, Director of Finance

SUBJECT: Approve the Alameda CTC Draft Audited Annual Comprehensive
Financial Report for the Year Ended June 30, 2025

Recommendation

It is recommended that the Commission approve the Alameda CTC Draft Audited Annual Comprehensive Financial Report for the Year Ended June 30, 2025 (Draft Audited ACFR).

Summary

Pursuant to the Joint Powers Agreement of the Alameda County Transportation Commission, California Public Utilities Code Section 180105, the Joint Powers Agreement of the Alameda County Congestion Management Program and the California Government Code Section 6505, an independent audit was conducted for the fiscal year ended June 30, 2025 by Maze & Associates Accountancy Corporation (Maze & Associates). Financial statements are the responsibility of management. The auditor's responsibility is to express an opinion on the financial statements based on their audit. As demonstrated in the Independent Auditor's Report on page one of the Draft Audited ACFR, the Alameda CTC's auditors have reported what is considered to be an unmodified, or clean, audit opinion.

"In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of Alameda CTC as of June 30, 2025, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America."

The Alameda CTC Audit Committee met with the Partner on the agency's audit from Maze & Associates on October 23, 2025 to discuss required audit communications regarding internal controls, significant audit findings, and other matters and to review the Draft Audited ACFR for the year ended June 30, 2025.

Financial Highlights:

- The assets and deferred outflows of resources of Alameda CTC exceeded its liabilities and deferred inflows of resources at the end of fiscal year 2024-25 by \$1,112.9 million (net position). Of this amount, \$169.9 million represents unrestricted net position, which may be used to meet ongoing obligations.
- Alameda CTC's total net position increased \$144.8 million or 15.0 percent over the prior fiscal year-end mostly due to an increase in assets, specifically cash and investments, related to investment income and sales tax revenues, project revenues, and toll revenues outpacing expenditures during the fiscal year.
- As of June 30, 2025, Alameda CTC's governmental funds reported combined fund balances of \$1,181.1 million, an increase of \$126.6 million compared to June 30, 2024. This increase is mostly attributed to investment income and revenues outpacing expenditures in the 2014 Measure BB Special Revenue Fund as projects that were awarded discretionary funding in the 2024 Comprehensive Investment Plan get underway and ready for construction.
- Revenues totaled \$610.7 million for the fiscal year ended June 30, 2025. This is a decrease of \$22.7 million or 3.6 percent from the fiscal year ended June 30, 2024 primarily due to a decrease in capital project revenues related to a slight shift on some capital projects to utilize more internal funding sources in the 2014 MBB Capital Projects Fund compared to the prior fiscal year.
- Total assets and deferred outflows of resources of Alameda CTC increased by \$179.3 million from \$1,249.3 million to \$1,428.6 million as of June 30, 2025 compared to June 30, 2024 mostly due to an increase in cash and investments related to sales tax revenues outpacing expenditures in the 2014 Measure BB Special Revenue Fund and the General Fund and toll revenues outpacing expenditures in the I-580 and I-680 Express Lanes Funds as well as investment income. Cash and investments comprised 82.0 percent of the total assets and deferred outflows of resources as of June 30, 2025.
- Expenses totaled \$465.9 million for the fiscal year ended June 30, 2025. This is an increase of \$39.3 million or 9.2 percent over the fiscal year ended June 30, 2024. This increase is mostly related to an increase in transportation improvement-related project expenditures in the highways and streets, public transit, and local transportation categories.
- Total liabilities and deferred inflows of resources increased by \$34.4 million or 12.2 percent from \$281.2 million as of June 30, 2024 compared to \$315.6 million as of June 30, 2025 due to an increase in accrued liabilities resulting from the timing of significant work completed on the 7th Street Grade Separation East Segment Project at the Port of Oakland.

Background

In planning and performing their audit of the basic financial statements as of June 30, 2025, in accordance with auditing standards generally accepted in the United States of America, Maze

& Associates considered Alameda CTC's internal control over financial reporting as a basis for designing their auditing procedures that are appropriate in the circumstances for the purpose of expressing their opinions on the financial statements. They have not expressed an opinion on the effectiveness of the Alameda CTC's internal controls; however, Maze & Associates' Memorandum on Internal Control states, "... we did not identify any deficiencies in internal control that we consider to be material weaknesses."

In addition, Maze & Associates audited the calculations of the limitation ratios required by the 2014 Transportation Expenditure Plan (TEP) which requires that the total Measure BB salaries and benefits costs for administrative employees not exceed 1.0 percent of sales tax revenues, and expenditures for administration do not exceed 4.0 percent of sales tax revenues. The Measure BB ratios for the fiscal year ended June 30, 2025 are 0.54 percent for salaries and benefits as a percent of sales tax revenues, and 1.35 percent for total administration costs as a percent of sales tax proceeds which are compliant with the requirements set forth in the TEP.

Maze & Associates also performed a Single Audit for the fiscal year ended June 30, 2025. Per the *Office of Management and Budget (OMB) Compliance Supplement*, a single audit is required when a grantee spends \$750,000 or more in federal funds in the fiscal year to provide assurance to the federal government as to the management and use of these funds. Alameda CTC's federal expenditures were well over the threshold at \$5.3 million during the fiscal year ended June 30, 2025, therefore, a Single Audit was required. As demonstrated in the Independent Auditor's Report beginning on page 133 of the Draft Audited ACFR, Alameda CTC's auditors have reported the following:

"In our opinion, Alameda CTC complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2025."

The Alameda CTC's Annual Comprehensive Financial Report (ACFR) has been drafted to meet all Government Finance Officers Association (GFOA) requirements for an award for excellence in financial reporting and will be submitted to the GFOA for consideration of this award once the ACFR is approved by the Commission. Alameda CTC has been awarded the GFOA Certificate of Achievement for Excellence in Financial Reporting for its ACFRs for the past 12 years since the agency first produced its financial statements in the form of an ACFR for the fiscal year ended June 30, 2013. A copy of the June 30, 2024 award has been included in the ACFR for the year ended June 30, 2025, as required by the GFOA, on page xv.

Similar to Alameda CTC's previous ACFRs, this ACFR was designed to provide detailed financial information by function so that interested parties can review agency financials as a whole or at a more detailed functional level. For example, for the benefit of the Independent Watchdog Committee whose purview is limited to the 2000 Measure B and 2014 Measure BB programs, these funds have been broken out in separate columns whenever possible in the fund financial statements beginning on page 20 of the Draft Audited ACFR except in the General Fund, the 2000 Measure B Special Revenue Fund, and the Debt Service Fund. There can only be one General Fund; however, Alameda CTC's financial system was designed to distinguish costs related to the administration of each of the individual sales tax measures as well as all

administration costs related to non-sales tax functions separately. Therefore, a breakout of financial information for the General Fund has been provided as supplemental information beginning on page 70 of the Draft Audited ACFR, and a breakout of financial information for the Nonmajor Governmental Funds, which are those funds that contain less than 10 percent of the total governmental funds' assets, liabilities, revenues or expenditures, and includes the 2000 Measure B Special Revenue Fund and the Debt Service Fund, which also has been provided as supplemental information beginning on page 72.

In addition, within the Supplemental Information section, a breakout of the 2000 Measure B and the 2014 Measure BB Special Revenue Funds' financial information by sub-fund has been provided beginning on pages 88 and 92, respectively, of the Draft Audited ACFR.

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

Attachment:

- A. [Alameda County Transportation Commission Draft Audited Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2025](#)



Alameda County Transportation Commission

Audited Annual Comprehensive
Financial Report
for the Year Ended
June 30, 2025

Required Communications

- GAGAS requires auditors to communicate the following:
 - GASB 101 and GASB 102 were effective, but had no material impact on the financial statements.
 - We noted no transactions entered into during the year which lacked authoritative guidance and all significant transactions have been recognized in the financial statements in the proper period.
 - Estimate of Fair Value of Investments: The financial statements contain estimates of fair value for investments as disclosed in Note 3 to the financial statements as of June 30, 2025.
 - The financial statement disclosures are neutral, consistent, and clear.

Required Communications (continued)

- GAGAS requires auditors to communicate the following:
 - We encountered no difficulties in dealing with management in the performance of our audit.
 - We did not propose audit adjustments and have no misstatements to report.
 - We had no disagreements with management related to financial accounting, reporting, or auditing matters.
 - There were no consultations with other accountants related to this audit.

3

Financial Highlights

- Assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources at the end of FY2024-25 by \$1,112.9M (*net position*). Of this amount, \$169.9M represents unrestricted net position.
- Total net position increased \$144.8M, or 15.0 percent, over the prior fiscal year-end mostly due to an increase in cash and investments related to investment income and sales tax, project, and toll revenues outpacing expenditures during the fiscal year.
- As of June 30, 2025, governmental funds reported combined fund balances of \$1,181.1M, an increase of \$126.6M compared to June 30, 2024, mostly attributed to an increase in investment income and revenues outpacing expenditures in the Measure BB Special Revenue Fund as projects awarded discretionary funding in the 2024 Comprehensive Investment Plan get underway and ready for construction.

4

Financial Highlights (continued)

- Revenues totaled \$610.7M for the fiscal year ended June 30, 2025, a decrease of \$22.7M, or 3.6 percent, from the fiscal year ended June 30, 2024, primarily due to a decrease in capital project revenues related to a shift on some capital projects to utilize more internal funding sources compared to the prior fiscal year.
- Total assets and deferred outflows of resources increased by \$179.3M from \$1,249.3M to \$1,428.6M as of June 30, 2025 compared to June 30, 2024 mostly due to an increase in cash and investments related to revenues outpacing expenditures in the Measure BB Special Revenue Fund, General Fund, and the I-580 and I-680 Express Lanes Funds. Cash and investments comprised 82.0 percent of the total assets and deferred outflows of resources as of June 30, 2025.

5

Financial Highlights (continued)

- Expenses totaled \$465.9M for the fiscal year ended June 30, 2025, an increase of \$39.3M, or 9.2 percent, over the fiscal year ended June 30, 2024 mostly related to an increase in transportation improvement-related project expenditures.
- Total liabilities and deferred inflows of resources increased by \$34.4M, or 12.2 percent, from \$281.2M as of June 30, 2024 compared to \$315.6M as of June 30, 2025 due to an increase in accrued liabilities resulting from the timing of significant work completed on the 7th Street Grade Separation East Segment Project.

6

Alameda CTC
Statement of Net Position
June 30, 2025
(in millions of dollars)

Assets and Deferred Outflows:	
Cash and Investments	\$ 1,171.2
Receivables	180.9
Other Assets	0.4
Capital Assets, net	71.6
Deferred Outflows from Pension and OPEB Activities	4.4
Total Assets and Deferred Outflows	<u>1,428.5</u>
Liabilities and Deferred Inflows:	
Payables	152.0
Unearned Revenue	12.5
Long-term Obligations	150.5
Deferred Inflows from Pension and OPEB Activities	0.6
Total Liabilities and Deferred Inflows	<u>315.6</u>
Net Position:	
Investment in Capital Assets	56.0
Restricted	887.0
Unrestricted	169.9
Total Net Position	<u>\$ 1,112.9</u>

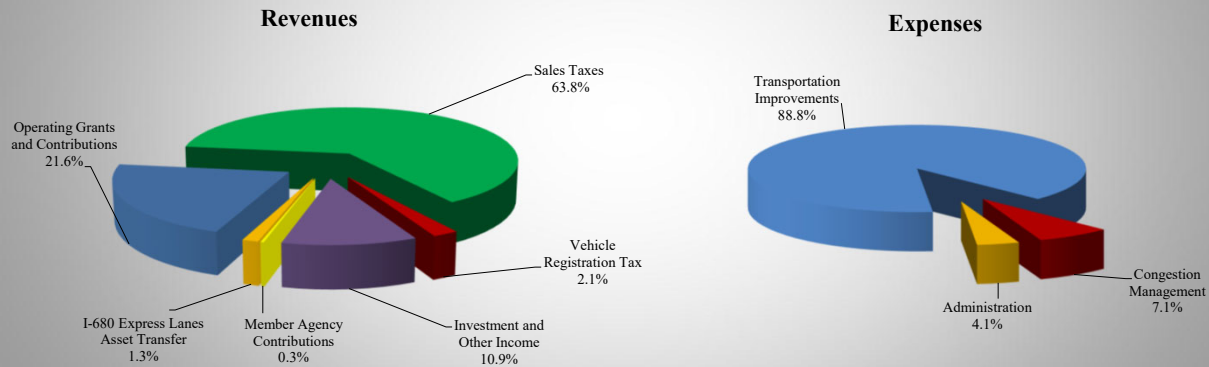
7

Alameda CTC
Statement of Activities
for the Year Ended June 30, 2025
(in millions of dollars)

Governmental Activities	
Program Revenues:	
Operating Grants and Contributions	\$ 132.1
Total Program Revenues	<u>132.1</u>
Expenses:	
Administration	18.9
Transportation Improvements	413.9
Congestion Management	33.1
Total Expenses	<u>465.9</u>
Total Governmental Activities	<u>(333.8)</u>
General Revenues	
General Revenues	470.6
Special Item: I-680 Express Lanes Asset Transfer	8.0
Total General Revenues and Special Item	<u>478.6</u>
Change in Net Position	144.8
Net Position - Beginning	968.1
Net Position - Ending	<u>\$ 1,112.9</u>

8

Alameda CTC Revenues & Expenses



9

Alameda CTC Auditor Opinion

Alameda CTC received what is referred to as an unmodified or clean audit opinion for the Fiscal Year Ended June 30, 2025.

“In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of Alameda CTC as of June 30, 2025, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.”

10



New Accounting Pronouncements

- GASB 103 – Financial Reporting Model Improvements
 - Effective June 30, 2026
- GASB 104 – Disclosure of Certain Capital Assets
 - Effective June 30, 2026

11



Alameda CTC
ACFR June 30, 2025

Questions?

12



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Yoana Navarro, Director of Finance
Angelica Khan, Human Resources Manager

SUBJECT: Approve the Alameda CTC Staff and Retiree Benefits for Calendar Year 2026, Classifications Ranges for FY2026-27, and Staffing Plan

Recommendation

Per Administrative Code requirements, the Executive Director is submitting an annual benefits plan, classification ranges, and staffing plan to the Commission for approval. This memorandum seeks the Commission's approval of Alameda CTC staff and retiree benefits for calendar year 2026 and Alameda CTC Job Classifications and Range Schedules for Fiscal Year 2026-27 as outlined in Resolution 25-007 (Attachment A), and the staffing plan as outlined in the Proposed Organizational Chart Effective January 1, 2026 (Attachment B).

The calendar year 2026 benefits outlined in Resolution 25-007 includes holidays, vacation and sick leave policies, health insurance, and other benefits for staff members. The calendar year 2026 benefits generally remain unchanged from Resolution 24-012, which was approved by the Commission in December 2024. Changes to benefits for next calendar year include:

1. The Cafeteria Plan monthly benefit allowance of \$3,537 for active employees, an increase of \$323 over the calendar year 2025 allowance, related to changes in CalPERS medical premium rates;
2. The Public Employees' Medical and Hospital Care Act (PEMHCA) monthly required minimum employer contribution (MEC) of \$162, an increase of \$4 over the calendar year 2025 MEC; and
3. The Health Reimbursement Arrangement (HRA) monthly benefit of \$2,442 for retirees, an increase of \$259 over the calendar year 2025 benefit.

Alameda CTC currently has 43 employees that work within 45 full-time equivalent (FTE) positions approved by the Commission in April 2020. The agency is working to fill the remaining positions. It is recommended that the Commission approve an updated staffing plan as outlined in the Proposed Organizational Chart, Effective January 1, 2026 (Attachment B), to facilitate delivery of Measure BB projects and communications related to those projects. The recommendation would increase the number of approved FTE positions to 48 from 45 FTE positions approved more than five years ago before several Measure BB projects advanced into the construction phase.

The recommended staffing plan would also increase the number of classifications to 41 from the current approved level of 40 classifications. Job classification placements are based on a market study completed by Gallagher Benefit Services Inc. The proposed changes to the staffing plan are intended to provide the staffing resources required to deliver critical and complex projects and programs and address the significant workload of Alameda CTC. Proposed revisions to the currently approved organizational structure, as shown in the Proposed Organizational Chart Effective January 1, 2026 (Attachment B), include:

- An increase in positions from the currently approved level of 45 FTE positions to a total of 48 FTE positions;
- The addition of one job classification, Assistant Director of Programming and Allocations; and
- The renaming of four classification titles to better align with the agency's work plan and objectives in the following classifications:
 - Reclassify Director of Planning to Director of Planning and Programs;
 - Reclassify Director of Policy and Government Affairs to Director of Communications and Government Affairs;
 - Reclassify Director of Project Delivery and Construction to Director of Project Delivery; and
 - Reclassify Assistant Director of Policy and Government Affairs to Assistant Director of Communications and Government Affairs.

Alameda CTC does not provide automatic pay increases or pay grade/step increases to staff, nor do the recommendations approved by the Commission constitute automatic pay increases. Alameda CTC displays the pay scale for each position in the form of an allowable range. Salary adjustments for employees within the ranges are based on job performance, expansion of duties and/or responsibilities and other factors. While salary ranges are not included in Alameda CTC's annual operating budget, projected salaries and benefits for the entire agency by functional area are included in the budget based on the projected number of actual and expected employees for the fiscal year. Therefore, approval of the classification ranges does not have a direct fiscal impact on the budget. However, it will allow for actual salaries to be adjusted within the approved ranges by the Executive Director and for any new hires to be placed within the Commission adopted classifications and ranges.

Background

The attached Resolution No. 25-007 (Attachment A) is consistent with the Public Employees' Pension Reform Act of 2013 (AB 340), as it pertains to Alameda CTC. The details of the agency's retirement system are contained in the agency's pension plan. The most significant changes from AB 340 apply to employees who established CalPERS membership on or after January 1, 2013. For employees who established CalPERS membership prior to January 1, 2013 (Classic members), the major features of the agency's pension plan include a "2.5%@55" benefit and employer paid member contribution cost sharing of 5% by the agency and 3% by the employee. For employees who established CalPERS membership on or after January 1, 2013 (PEPRA members), the major features of the agency's pension plan include a "2%@62" benefit but does not include cost sharing of the required employee contribution as it is not allowed per AB 340 which is effective for PEPRA members. The plan does not include any optional features, payout conversions or optional benefits that have been characterized as "spiking" of the pension benefit.

Alameda CTC Retiree Health Benefit Amount for the 2026 calendar year is reimbursed to retirees through the HRA Plan. The HRA Plan is a premium-only reimbursement plan for retiree health care premiums. Alameda CTC will contribute only the required minimum contribution amount directly to CalPERS for retirees (\$162 per month in 2026). CalPERS requires that the remaining premium costs for medical coverage be deducted directly from the retirees' monthly retirement check under the CalPERS pension plan. Once CalPERS makes this monthly deduction, Alameda CTC's HRA Plan administrator will reimburse each retiree, upon request, for the CalPERS deduction and other qualifying health care premiums, up to the amount annually approved by the Commission. The maximum HRA contribution amount recommended for 2026 is \$2,442 per retiree per month, which is the median amount for all CalPERS plans available to staff and retirees in Alameda County for 2026 at the Employee +1 Rate of \$2,604, less the \$162 required minimum contribution. Similar to active employees, if a retiree's elected health coverage costs exceed the amount approved by the Commission, the retiree will be required to pay the additional amount from their own funds.

Fiscal Impact: Approval of staff's recommendation will not have a significant fiscal impact on the budget. Total salaries and benefits for all functions account for about 1.6% of budgeted expenditures for the agency.

Attachments:

- A. Resolution No. 25-007 Fiscal Year 2026-27 and Calendar Year 2026 Benefits for Staff Members
- B. Proposed Organizational Chart Effective January 1, 2026

**Commission Chair**

Supervisor David Haubert,
Alameda County, District 1

Commission Vice Chair

Mayor Marilyn Ezzy Ashcraft,
City of Alameda

Alameda County

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

AC Transit

Director - District At-Large Joel B.
Young

BART

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City of Pleasanton

Mayor Jack Balch

City of San Leandro

Mayor Juan González, III

City of Union City

Mayor Gary Singh

Executive Director

Tony Tavares

ALAMEDA COUNTY TRANSPORTATION COMMISSION**RESOLUTION 25-007****Fiscal Year 2026-27 Salaries and
Calendar Year 2026 Benefits for Staff Members**

WHEREAS, Alameda County Transportation Commission, hereinafter referred to as Alameda CTC, was created pursuant to a joint powers agreement (“Joint Powers Agreement”) entered into among the 14 cities in Alameda County, the County of Alameda, the Bay Area Rapid Transit District, the Alameda-Contra Costa Transit District, the Alameda County Transportation Improvement Authority (“ACTIA”), and the Alameda County Congestion Management Agency (“ACCMA”);

WHEREAS, Alameda CTC is empowered by the Joint Powers Agreement to carry out numerous transportation planning, programming and construction functions and responsibilities, including all historical functions and powers of ACTIA and ACCMA;

WHEREAS, Alameda CTC is authorized under Sections 11 and 13 of the Joint Powers Agreement to appoint and retain staff as necessary to fulfill its powers, duties and responsibilities;

WHEREAS, Alameda CTC previously adopted Resolution 24-012, thereby establishing a consistent set of benefits and leave policies, and this Resolution is intended to supersede and replace such Resolution 24-012; and

NOW, THEREFORE, BE IT RESOLVED that Alameda CTC staff classifications and ranges for July 1, 2026 through June 30, 2027 and employment benefits for January 1, 2026 through December 31, 2026, are hereby adopted, and are herein set forth.

1. Salaries

1.1 An employee shall be compensated at a rate set between or equal to the minimum (min) and maximum (max) of the range specified in Attachment A for their respective position classification.

1.2 The duties and responsibilities of the position classification identified in Paragraph 1.1 above shall be described in an Alameda CTC job specification approved by the Executive Director.

- 1.3 The classification ranges for the employees described in Paragraph 1.1 shall not include steps and/or provision for any automatic or tenure-based increases.
- 1.4 Starting compensation, including salary, for new employees shall be set by the Executive Director consistent with the prescribed classification ranges for the position identified in Paragraph 1.1.

2. Appointment and Performance Management

- 2.1 Original appointments of new employees shall be tentative and subject to a probationary period of one (1) year of actual service.
 - 2.1.1 Every six (6) months during the probationary period new employees may meet with their supervisor to discuss performance to date. At the time of the discussion the supervisor may complete a written evaluation for the employee's personnel records.
 - 2.1.2 Upon completion of the probationary period, the employee shall be given a written evaluation. If this evaluation shows that the employee has satisfactorily demonstrated the qualifications for the position, the employee shall gain regular status and shall be so informed.
 - 2.1.3 At any time during the probationary period, a probationary employee may be terminated with or without cause and with or without notice. Employee shall be notified in writing by the Executive Director or their designee of such termination.
 - 2.1.4 The probationary period may be extended once by the Executive Director at their sole discretion in order to further evaluate the performance of the probationary employee.
 - 2.1.5 The probationary period is automatically extended by a period of time equal to the time the employee is absent due to any type of leave, including time absent while receiving workers' compensation benefits.
- 2.2 Following successful completion of the probationary period, written performance reviews for employees shall be conducted at least once a year by the employee's supervisor and reviewed and approved by the Executive Director or their designee. In addition, a review of an employee's progress in meeting annual goals and objectives may be conducted at the end of six months by the employee and their supervisor.
- 2.3 On the basis of the performance reviews, increases or decreases in compensation may be granted at that time by the Executive Director at their sole discretion consistent with the Board approved annual budget.

3. Holidays

- 3.1 The following eleven (11) paid holidays shall be observed by Alameda CTC:

New Year's Day	-	January 1, 2026, Thursday
Martin Luther King Jr. Day	-	January 19, 2026, Monday
Presidents' Day	-	February 16, 2026, Monday
Memorial Day	-	May 25, 2026, Monday
Independence Day	-	July 3, 2026, Friday
Labor Day	-	September 7, 2026, Monday
Veterans Day	-	November 11, 2026, Wednesday
Thanksgiving Day	-	November 26, 2026, Thursday
Day after Thanksgiving	-	November 27, 2026, Friday
Day before Christmas	-	December 24, 2026, Thursday
Christmas Day	-	December 25, 2026, Friday

- 3.2 **Holiday Policy.** When a holiday falls on a Sunday, the following Monday shall be observed as the holiday. When a holiday falls on a Saturday, the preceding Friday shall be observed.
- 3.3 **Floating Holidays.** Regular full-time employees receive up to three (3) floating holidays per fiscal year. Employees shall be granted such holidays at the beginning of each fiscal year (i.e., effective on July 1 of each year). Floating Holidays are not accruable and those unused at the end of the fiscal year will be eliminated from the employee's available leave bank.
- 3.4 **Holiday Time.** Regular full-time employees shall receive eight (8) hours of holiday pay for each of the above holidays at their regular base rate. Regular part-time employees shall receive paid holiday time prorated based on actual hours worked should their regular work schedule fall on one of the above listed holidays.
- 3.5 **Administrative Procedure.** The Executive Director shall establish holiday procedures governing employees of Alameda CTC.

4. **Leaves of Absence**

4.1 **Vacation**

- 4.1.1 **Accrual Rates.** Alameda CTC shall provide vacation leave with pay for regular employees (including probationary employees) based on accrual guidelines shown in the table below. Vacation leave earned shall accrue each pay period based on years of service as outlined in the table below.

Accrual Rates Based on Years of Service:

Years of Service	Vacation Days Accrued Per Year	Maximum Hours Accrued
0-3 Years	10 Days	120 Hours
3.1-10 Years	15 Days	240 Hours
10.1-15 Years	20 Days	320 Hours
15.1+ Years	25 Days	400 Hours

Part-time employees shall earn vacation leave on a pro rata basis based on actual hours worked. The maximum accrual will also be prorated.

As a recruitment, negotiating, and/or retention tool, at the sole discretion of the Executive Director, Alameda CTC may determine the "Years of Service" tier at which an employee at the Principal level or above may accrue vacation time.

- 4.1.2 **Maximum Vacation Benefits.** Once an employee reaches the maximum accrual, the employee will cease accruing any additional vacation leave until such time as vacation leave hours fall below the maximum.
- 4.1.3 **Payment of Vacation upon Separation.** Accrued vacation time that has not been used will be paid at the time of resignation or termination. An employee terminating employment with Alameda CTC for reasons other than paid retirement from Alameda CTC shall be paid at such employee's current rate of pay for all unused accrued vacation up to the maximum amount of permissible accumulated vacation time as set forth above, in one (1) lump sum less applicable taxes. An employee separating from service with Alameda CTC for paid retirement will be paid at the employee's current rate of pay for vacation up to the ceiling amount as set forth above, in one (1) lump sum less applicable taxes. At the Executive Director's discretion, Alameda CTC may allow an

employee separating from service with Alameda CTC for paid retirement to elect to take time off for vacation prior to the employee's date of retirement.

- 4.2 **Management Leave.** Regular full-time exempt employees may receive paid management leave at the sole discretion of the Executive Director. The leave is intended to compensate exempt employees who are required to attend to work-related matters outside of normal working hours. The amount of leave will be determined by the Executive Director based on each employee's function and the number of off-hour matters to which they are required to attend. Use of Management Leave shall be at the discretion of the Executive Director or their designee.

- 4.3 **Sick Leave.** Regular employees (including probationary employees) shall receive sick leave, accumulating at the rate of one (1) day per calendar month up to four hundred eighty (480) hours (prorated for part-time employees based on actual hours worked). Up to sixty (60) days of accrued but unused sick leave may be used toward service credit for CalPERS retirement benefits. Sick leave is available for the actual illness, injury or reasonably perceived or actual threat of physical injury or death of an employee or to allow the employee to care for a "family member", as defined in the California Family Rights Act.

Temporary employees paid directly from Alameda CTC are eligible to utilize accrued sick leave ninety (90) days after their first day of employment. Sick leave will accumulate at the rate of one (1) hour for every thirty (30) hours worked up to a maximum accrual of eighty (80) hours and can be used for actual illness, injury, preventive care and other purposes, as defined in the City of Oakland's 2014 Measure FF, of an employee or "family member" as defined in the California Family Rights Act.

- 4.4 **Family and Medical Leave.** Alameda CTC shall comply with the California Family Rights Act (CFRA). Regular employees (including probationary employees) may take up to twelve (12) workweeks of time off in a 12-month period (whether paid or unpaid) for the employee's own serious health condition or to allow the employee to care for a "family member" as defined in the CFRA, if they have a serious health condition, or for baby/child bonding after the birth, adoption, or foster care placement of an employee's child.

Alameda CTC shall also comply with the federal Family and Medical Leave Act (FMLA). Regular employees (including probationary employees) may take up to twelve (12) workweeks of time off in a 12-month period (whether paid or unpaid) for the employee's own serious health condition; to allow the employee to care for a "family member" as defined in the FMLA, if they have a serious health condition; for baby/child bonding after the birth, adoption, or foster care placement of an employee's child; or certain qualifying reasons related to the foreign deployment of an employee's spouse, child or parent who is a military servicemember.

Under FMLA regular employees (including probationary employees) may take up to twenty-six (26) workweeks of unpaid time off during a single twelve (12) month period to care for a covered servicemember with a serious injury or illness if the eligible employee is the servicemember's spouse, parent, child, in loco parentis, or next of kin (military caregiver leave).

Employees must have worked at least twelve (12) months for Alameda CTC and for at least 1,250 hours in the preceding 12-month period to be eligible for CFRA and FMLA.

Employees may exhaust any accrued vacation time and/or sick leave (if the leave is due to the employee's own serious health condition or to care for the serious health condition of a "family member" as defined in the CFRA) while on unpaid leave. Employees taking family/medical leave due to the birth of a child to that employee's spouse or registered domestic partner, or the adoption or foster placement of a child, or to care for such child, may utilize accrued sick leave and/or vacation time during such leave. Such use of accrued vacation time and/or sick leave is the only pay such employee will receive from Alameda CTC while on family/medical leave.

4.5 **Leave Due to Pregnancy, Childbirth or Related Conditions.** Alameda CTC shall comply with California's Pregnancy Disability Leave Law. Employees may, but are not required to, utilize accrued vacation and sick leave during any pregnancy leave so as to receive pay during some or all of such leave.

4.6 **Paid Family Leave.** Alameda CTC shall comply with California's Paid Family Leave (PFL) Law. Employees are entitled to up to eight (8) workweeks of time off in a 12-month period to care for an employee's seriously ill child, parent, parent-in-law, grandparent, grandchild, sibling, spouse, or registered domestic partner; to bond with a newborn child within one year of the birth, adoption, or foster care placement of a child; or to participate in a qualifying event, as defined in California's PFL Law, because of a family member's military deployment to a foreign country. A family member for military deployment related leave is defined as a spouse, registered domestic partner, parent, or child.

Employees may exhaust any accrued vacation time and/or sick leave (if the employee's leave is due to the care of a serious health condition of a covered family member as described above) while on unpaid leave. Employees taking California's Paid Family Leave due to the birth of a child to that employee's spouse or registered domestic partner, or the adoption or foster placement of a child, or to care for such child, may utilize accrued sick leave and/or vacation time during such leave. Such use of accrued vacation time and/or sick leave is the only pay such employee will receive from Alameda CTC while utilizing California's Paid Family Leave Law.

4.7 **Bereavement Leave.** In the event of the death of a "family member" as defined in the CFRA, a regular full-time employee will receive up to five (5) days of bereavement leave. Paid leave, not chargeable to sick or vacation leave, will be granted for a period up to three (3) scheduled work days. Employees may take up to an additional two (2) unpaid scheduled work days. Employees may, but are not required to, utilize accrued vacation and/or sick leave to be paid for these two additional days of bereavement leave. In the event of the death of a friend or relative not considered to be a family member, employees shall receive one (1) day paid leave, not chargeable to sick or vacation leave, to attend a funeral.

4.8 **Reproductive Loss Leave.** In the event of a reproductive loss, a regular full-time employee is entitled to a minimum of five (5) days of unpaid leave. Employees may, but are not required to, utilize accrued vacation and/or sick leave to be paid for reproductive loss leave. Employees may, but are not required to, take their leave days consecutively as long as their leave is completed within three (3) months of the

reproductive loss event. Employees must have worked at least thirty (30) days before taking leave to be eligible.

- 4.9 **Jury and Witness Duty Leave.** All regular full-time employees will be granted a leave of absence with pay for all or any part of the time required for jury duty in the manner prescribed by law. The employee must return to work on the same day they are excused from service. The employee shall be paid the difference between their full salary and any payment received for such duty, except travel pay. All regular full-time employees will be granted a leave of absence with pay for their appearance as a witness in a civil or criminal proceeding (other than as an accused) for any appearance that is solely attributable to the employee's work for Alameda CTC.
- 4.10 **Military Leave.** Military leave shall be granted in accordance with federal and state law.
- 4.11 **Administrative Procedure.** The Executive Director shall establish specific guidelines and procedures to implement all leave policies and will comply with any laws mandated by the federal, state and local jurisdictions.

5. **Health Insurance and Other Benefits**

- 5.1 **Cafeteria Plan.** Alameda CTC provides a Cafeteria Plan for its eligible employees, into which Alameda CTC will pay \$3,537 per month per employee. This amount is in addition to the Public Employees' Medical and Hospital Care Act (PEMHCA) minimum required contribution of \$162. With these funds, each participating employee is able to choose the following coverage:
- Health Insurance through the State of California's Public Employees' Retirement System (CalPERS);
 - Dental Insurance;
 - Vision Care Insurance;
 - Life Insurance;
 - Dependent Life Insurance;
 - Accidental Death and Dismemberment Insurance;
 - Long-term Disability Insurance; and
 - Short-term Disability Insurance.

When an employee is required to work on a less than full-time basis due to medical or other valid reasons, the accrual for the cafeteria plan contribution amount may be prorated by dividing the actual hours worked plus any accrued sick/vacation hours used during the pay period, by the fulltime equivalent hours in the same pay period.

Regular full-time employees who elect not to use the CalPERS health care benefit and can provide proof of alternate health coverage shall receive \$400 per month which will be paid with each paycheck (\$200 per pay-period) and is subject to all applicable payroll taxes.

Regular part-time employees eligible for health coverage will receive a prorated amount of the monthly contribution based on actual hours worked.

6. Additional Benefits Programs

- 6.1 **Transit Subsidy.** All regular full-time employees of Alameda CTC are eligible to receive up to the federally approved transit benefit amount for 2026 (if elected by the employee).
- 6.2 **Tuition Assistance.** Following completion of their probationary period, regular full-time employees are eligible for reimbursement of 90% of tuition fees for job-related courses, subject to budget availability up to \$500 per academic year at an accredited institution each fiscal year, at the sole discretion of the Executive Director.
7. **Other benefits.** Alameda CTC will also provide: (1) A Flexible Spending Account (FSA) program which will be administered through the cafeteria plan for both dependent care expenses and medical expenses up to the maximum amounts allowed consistent with the IRS limits for 2026. To participate in and receive benefits in the form of reimbursements for dependent and/or medical care expenses from the FSA, an employee can elect to pay their contribution for FSA benefits on a pre-tax salary reduction basis; and (2) an optional deferred compensation program, CalPERS 457 Supplemental Income Plan.
8. **Administrative Procedure.** The Executive Director shall establish specific guidelines and procedures to implement all benefit policies.
9. **Retirement.** All employees of Alameda CTC shall be entitled to membership with the California Public Employees' Retirement System (CalPERS) according to the guidelines established in the CalPERS Retirement Benefits Policy and the applicable contract with CalPERS. Alameda CTC shall contribute to CalPERS each pay period 5% of the 8% employee contribution on behalf of all "Classic" employees (Classic employees are those who established CalPERS membership before January 1, 2013). Such contribution shall be reported to CalPERS as "employee contribution being made by the contracting agency" and shall not be deemed to be "compensation" reportable to CalPERS. This same benefit is not provided for employees who established CalPERS membership on or after January 1, 2013 per the requirements of the Public Employees' Pension Reform Act of 2013 (AB340).
10. **Reimbursement of Expenses.** Alameda CTC will reimburse employees of the Agency for reasonable and normal expenses associated with Alameda CTC business approved by the Executive Director or their designee. An employee may be offered a fixed taxable monthly allowance in lieu of actual expenses, which may be adjusted annually by the Executive Director.
11. **Office Hours.** The offices of Alameda CTC shall be open to the public between 8:30 a.m. and 5:00 p.m. on Tuesday and Thursday of each week, and beginning July 1, 2026 on Monday, Tuesday, and Thursday of each week except on Alameda CTC holidays as defined in Paragraph 3.1. At a minimum, staff will fulfill 8 hours on work days regardless of working in the office or remotely.
12. All provisions of this Resolution shall be effective and pertain to all employees of Alameda CTC as of the date of hire of the employee, or January 1, 2026, whichever is later, unless otherwise provided.

- 13.** The Executive Director or their designee is authorized to execute the necessary contracts for the benefits and insurance coverages described herein.
- 14.** This resolution is intended to and shall replace and supersede in its entirety that certain Resolution 24-012 adopted by the Commission on December 5, 2024.

Duly passed and adopted by the Alameda CTC at the regular meeting of the Commission held on Thursday, December 4, 2025, in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

David Haubert,
Chairperson, Alameda CTC

Elizabeth (Liz) Lake
Clerk of the Commission

**Alameda County Transportation Commission
Job Classifications
Effective July 1, 2026**

Job Classifications	FLSA¹	Range
Executive Director ²	E	83
Chief Deputy Executive Director ²	E	75
<u>Deputy Executive Directors</u>		
Deputy Executive Director of Finance and Administration ²	E	71
Deputy Executive Director of Planning and Policy ²	E	71
Deputy Executive Director Projects ²	E	71
<u>Directors</u>		
Director of Contract Services and Operations	E	57
Director of Express Lane Operations	E	61
Director of Finance	E	57
Director of Planning and Programs	E	58
Director of Communications and Government Affairs	E	57
Director of Programming and Project Controls	E	61
Director of Project Delivery	E	61
<u>Assistant Directors</u>		
Assistant Director of Administration	E	53
Assistant Director of Express Lane Operations	E	57
Assistant Director of Finance	E	53
Assistant Director of Planning	E	54
Assistant Director of Communications and Government Affairs	E	53
Assistant Director of Procurement and Information Technology	E	53
Assistant Director of Programming and Project Controls	E	54
Assistant Director of Programming and Allocations	E	54
Assistant Director of Project Delivery	E	57
<u>Principals</u>		
Principal Administrative Analyst	E	44
Principal Financial Analyst	E	44
Principal Program Analyst	E	46
Principal Transportation Engineer	E	54
Principal Transportation Planner	E	46
<u>Seniors</u>		
Senior Administrative Analyst	E	38
Senior Financial Analyst	E	38
Senior Program Analyst	E	40
Senior Transportation Engineer	E	48
Senior Transportation Planner	E	40

**Alameda County Transportation Commission
Job Classifications
Effective July 1, 2026**

Job Classification	FLSA¹	Range
<u>Associates</u>		
Associate Administrative Analyst	E	32
Associate Financial Analyst	N	32
Associate Program Analyst	E	34
Associate Transportation Engineer	E	42
Associate Transportation Planner	E	34
<u>Assistants</u>		
Assistant Administrative Analyst	N	28
Assistant Financial Analyst	N	28
Assistant Program Analyst	N	30
Assistant Transportation Engineer	N	38
Assistant Transportation Planner	N	30

¹ Fair Labor Standards Act (E-Exempt; N-Non-exempt)

² Local Agency Executive

Alameda County Transportation Commission
Monthly Classification Range Schedule
Effective July 1, 2026

Salary Range	Monthly Salary Range		
	Min	Midpt	Max
1	\$ 4,116	\$ 4,734	\$ 5,351
2	4,220	4,852	5,486
3	4,325	4,974	5,623
4	4,433	5,099	5,763
5	4,543	5,226	5,906
6	4,658	5,356	6,055
7	4,774	5,490	6,206
8	4,894	5,627	6,361
9	5,015	5,769	6,520
10	5,142	5,912	6,684
11	5,269	6,059	6,851
12	5,401	6,212	7,022
13	5,536	6,366	7,197
14	5,675	6,526	7,378
15	5,816	6,689	7,562
16	5,962	6,857	7,751
17	6,112	7,028	7,944
18	6,263	7,203	8,143
19	6,420	7,383	8,347
20	6,581	7,568	8,555
21	6,745	7,757	8,768
22	6,914	7,951	8,988
23	7,087	8,150	9,212
24	7,264	8,353	9,443
25	7,445	8,562	9,680
26	7,632	8,777	9,921
27	7,822	8,996	10,169
28	8,019	9,222	10,425
29	8,218	9,451	10,684
30	8,424	9,687	10,952
31	8,634	9,930	11,225
32	8,851	10,178	11,506
33	9,071	10,433	11,794
34	9,299	10,693	12,088
35	9,531	10,960	12,390
36	9,770	11,234	12,700
37	10,014	11,515	13,017
38	10,264	11,804	13,344
39	10,520	12,098	13,677
40	10,783	12,401	14,018
41	11,054	12,711	14,370
42	11,329	13,028	14,729
43	11,613	13,355	15,096

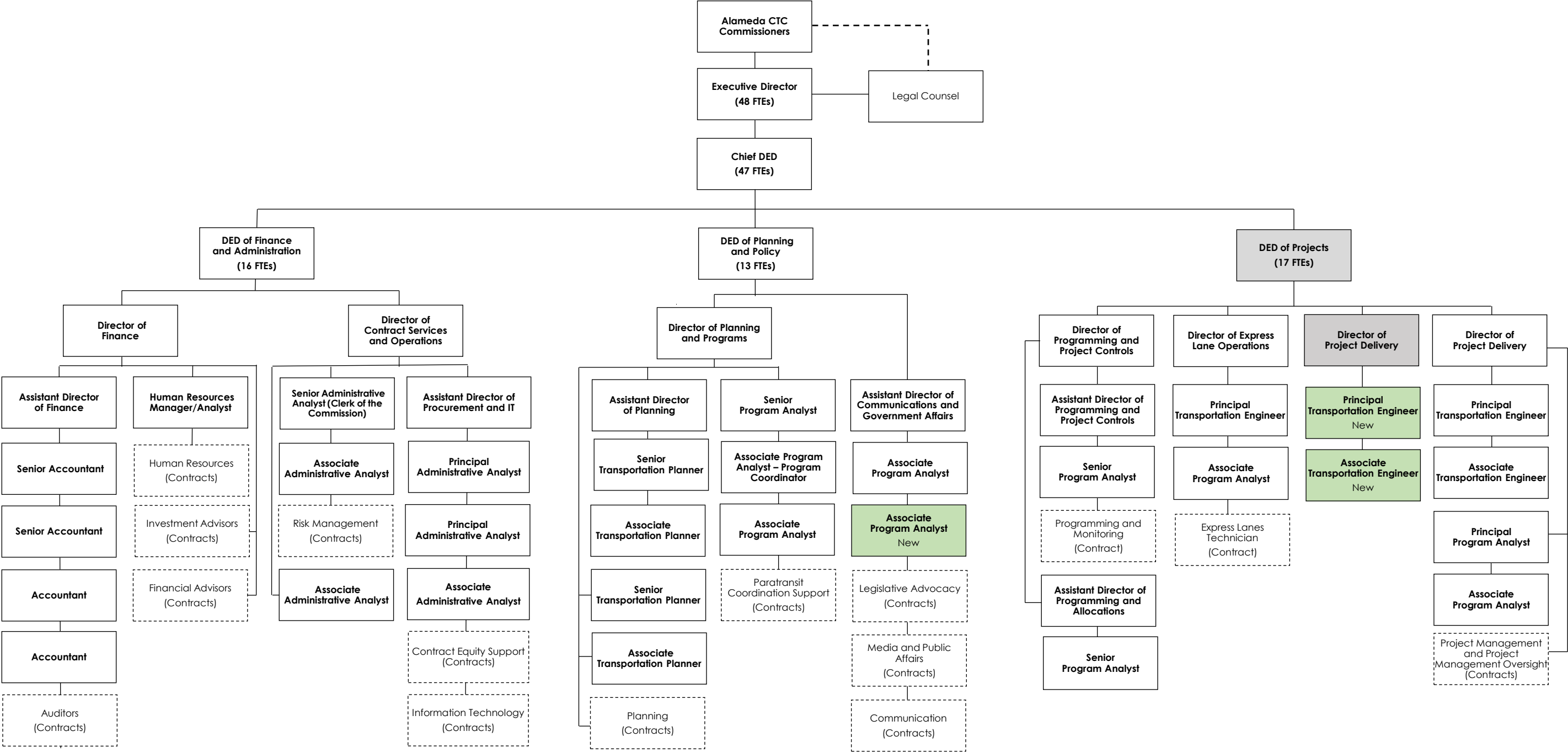
Salary Range	Monthly Salary Range		
	Min	Midpt	Max
44	11,904	13,689	15,474
45	12,200	14,031	15,861
46	12,505	14,381	16,256
47	12,818	14,741	16,663
48	13,139	15,110	17,080
49	13,466	15,487	17,507
50	13,804	15,873	17,946
51	14,149	16,272	18,393
52	14,502	16,678	18,853
53	14,866	17,095	19,325
54	15,237	17,522	19,807
55	15,618	17,960	20,303
56	16,008	18,410	20,810
57	16,409	18,869	21,330
58	16,819	19,342	21,864
59	17,239	19,825	22,411
60	17,671	20,321	22,971
61	18,112	20,829	23,545
62	18,564	21,350	24,134
63	19,029	21,883	24,738
64	19,504	22,429	25,356
65	19,992	22,991	25,990
66	20,492	23,565	26,639
67	21,004	24,155	27,305
68	21,529	24,758	27,988
69	22,068	25,377	28,688
70	22,620	26,013	29,405
71	23,184	26,663	30,140
72	23,764	27,329	30,894
73	24,358	28,012	31,666
74	24,968	28,713	32,458
75	25,592	29,431	33,269
76	26,643	30,372	34,101
77	27,309	31,131	34,954
78	27,992	31,910	35,827
79	28,692	32,707	36,723
80	29,409	33,525	37,641
81	30,144	34,363	38,582
82	30,898	35,222	39,547
83	31,670	36,103	40,535
84	32,462	37,005	41,549
85	33,273	37,930	42,587

**Alameda County Transportation Commission
Annual Classification Range Schedule
Effective July 1, 2026**

Salary Range	Annual Salary Range		
	Min	Midpt	Max
1	\$ 49,399	\$ 56,809	\$ 64,218
2	50,634	58,228	65,823
3	51,900	59,684	67,468
4	53,196	61,176	69,155
5	54,526	62,705	70,885
6	55,890	64,273	72,656
7	57,288	65,879	74,473
8	58,719	67,527	76,334
9	60,187	69,216	78,243
10	61,692	70,945	80,200
11	63,235	72,719	82,204
12	64,815	74,537	84,259
13	66,435	76,400	86,366
14	68,095	78,311	88,524
15	69,798	80,268	90,738
16	71,543	82,274	93,006
17	73,333	84,332	95,332
18	75,165	86,440	97,714
19	77,044	88,602	100,158
20	78,970	90,816	102,662
21	80,945	93,086	105,229
22	82,968	95,413	107,859
23	85,042	97,799	110,555
24	87,169	100,245	113,319
25	89,348	102,751	116,152
26	91,581	105,319	119,057
27	93,871	107,952	122,032
28	96,217	110,652	125,083
29	98,624	113,416	128,210
30	101,088	116,253	131,416
31	103,617	119,159	134,700
32	106,206	122,138	138,068
33	108,862	125,191	141,521
34	111,583	128,320	145,058
35	114,373	131,529	148,686
36	117,232	134,817	152,402
37	120,163	138,187	156,212
38	123,166	141,641	160,118
39	126,246	145,183	164,121
40	129,402	148,812	168,224
41	132,638	152,534	172,429
42	135,954	156,347	176,740
43	139,353	160,256	181,158

Salary Range	Annual Salary Range		
	Min	Midpt	Max
44	142,836	164,261	185,686
45	146,407	168,369	190,330
46	150,068	172,578	195,087
47	153,819	176,891	199,964
48	157,664	181,314	204,964
49	161,606	185,847	210,087
50	165,646	190,493	215,340
51	169,787	195,255	220,724
52	174,032	200,136	226,242
53	178,383	205,139	231,897
54	182,843	210,268	237,695
55	187,413	215,526	243,637
56	192,098	220,913	249,728
57	196,901	226,436	255,971
58	201,824	232,097	262,371
59	206,869	237,900	268,930
60	212,041	243,847	275,654
61	217,342	249,942	282,544
62	222,776	256,192	289,608
63	228,346	262,596	296,848
64	234,054	269,162	304,270
65	239,905	275,891	311,876
66	245,902	282,788	319,673
67	252,050	289,857	327,666
68	258,352	297,105	335,857
69	264,810	304,533	344,254
70	271,430	312,145	352,859
71	278,216	319,949	361,680
72	285,171	327,948	370,724
73	292,301	336,147	379,992
74	299,608	344,550	389,492
75	307,100	353,165	399,230
76	319,712	364,461	409,211
77	327,705	373,573	419,441
78	335,897	382,912	429,927
79	344,295	392,485	440,675
80	352,902	402,297	451,692
81	361,725	412,354	462,985
82	370,768	422,663	474,559
83	380,037	433,230	486,423
84	389,538	444,060	498,584
85	399,276	455,162	511,048

Alameda County Transportation Commission
Proposed Organizational Chart
Effective January 1, 2026





Memorandum

8.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy

SUBJECT: Plan Bay Area 2050+ Update

Recommendation

Receive an update from the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) on Plan Bay Area 2050+ at the December 11, 2025, Commission meeting. This item is for information only.

Summary

MTC is the metropolitan transportation planning organization for the nine-county Bay Area; ABAG is the council of the governments. As such, MTC and ABAG are required to jointly develop a long-range regional plan every four years. As part of MTC-ABAG's comprehensive outreach for the current long-range plan, Plan Bay Area 2050+, MTC-ABAG staff are presenting to local elected officials in all nine Bay Area counties. MTC-ABAG staff will join the December 11, 2025, Commission meeting to present to the full Commission.

Background

Plan Bay Area 2050+ is the long-range plan for the nine-county San Francisco Bay Area, focusing on four key issues – transportation, housing, the economy, and the environment. By identifying 35 strategies designed to make the region more equitable for all residents and more resilient to unexpected challenges, Plan Bay Area 2050+ outlines a path forward over the coming decades. This includes critical infrastructure to improve our transportation system and to protect communities from rising sea levels — as well as the types of public policies necessary to realize a future growth pattern for housing and jobs. Plan Bay Area 2050+ also meets and exceeds federal and state planning requirements, allowing it to serve as the Regional Transportation Plan and Sustainable Communities Strategy.

In June 2025 and July 2025, MTC and ABAG respectively voted to advance the Plan Bay Area 2050+ Final Blueprint into the environmental process for the long-range plan, as required under the California Environmental Quality Act (CEQA). On Monday, October 20, 2025, MTC and ABAG released the Draft Plan Document and associated technical reports, Draft Environmental Impact Report, and Draft Implementation Plan for public comment, with informational webinars and hybrid public hearings slated for late October, November and December. The Final Plan Bay Area 2050+ is anticipated to be brought forward for adoption by MTC and ABAG in early 2026, with updates every four years going forward.

Throughout development of Plan Bay Area 2050+, MTC and ABAG have engaged Alameda CTC and other stakeholders via ongoing updates to relevant Bay Area County Transportation Authority (BACTA) bodies, one-on-one staff meetings, and a variety of public and partner outreach and engagement events. As this is a key milestone in the long-range planning process that commenced in 2023, MTC and ABAG are conducting briefings on Plan Bay Area 2050+ with elected officials on the county and city levels, consistent with the requirements of Senate Bill 375.

Fiscal Impact

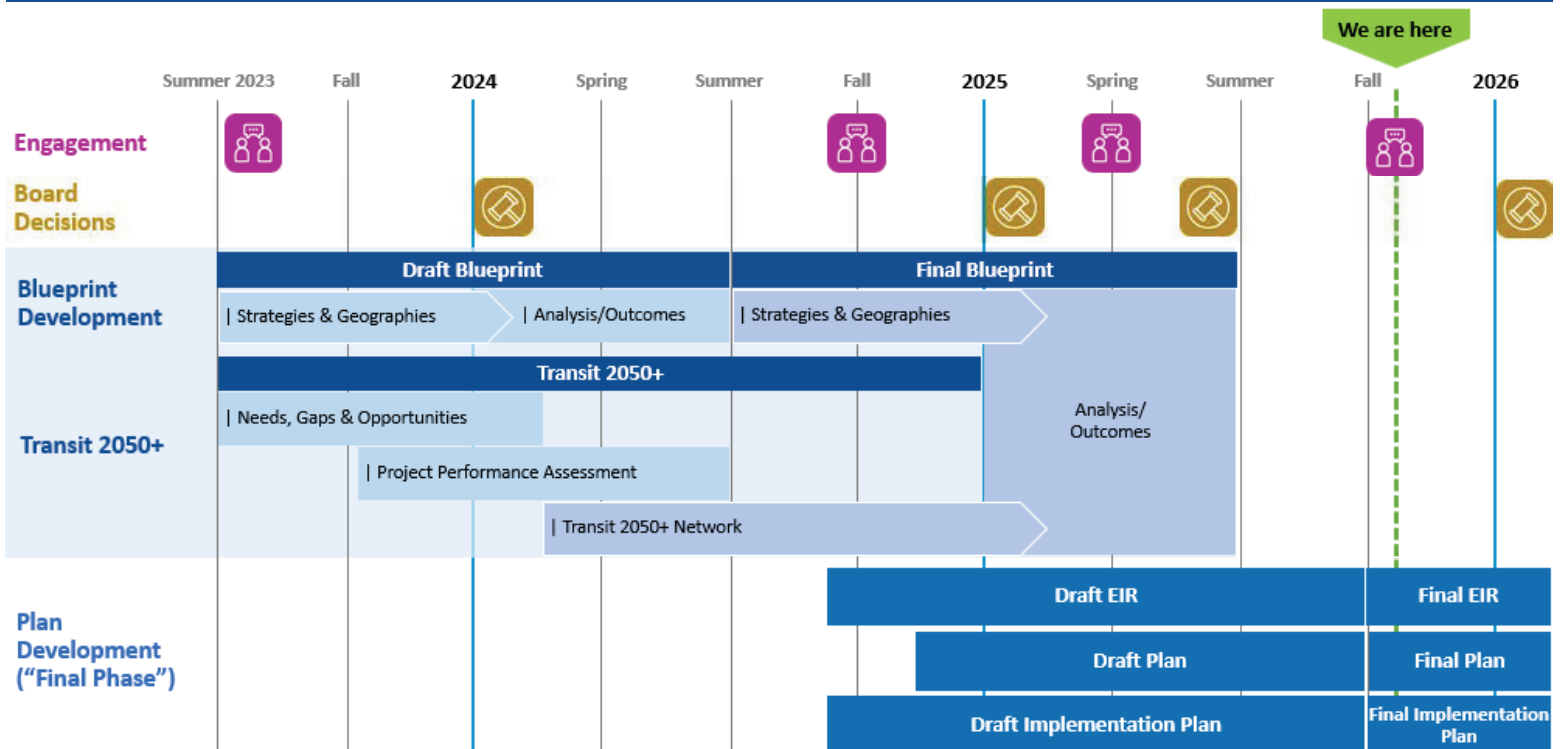
There is no fiscal impact. This is an information item only.

Attachment:

- A. [Draft Plan Bay Area 2050+](#)



Plan Bay Area 2050+: Schedule



* Dates are tentative and subject to change

Long-Range Planning: Federal and State Requirements

	Regional Coordination and Timing	Coordinate long-range transportation, housing and land use for the region every four years.
	Community Engagement	Include a robust, collaborative community engagement process.
	Transportation	Produce fiscally constrained Transportation Project List and identify transportation network to service regional needs.
	Housing	Accommodate future growth at all income levels.
	Environment	Meet per capita greenhouse gas reduction target and achieve air quality goals under the Clean Air Act.

Plan Bay Area does not:

- Override local land use authority
- Allocate money to projects or strategies
- Impose mandates
- Propose specific legislation

3

Long-Range Planning: From Plans to Reality

Since the adoption of Senate Bill 375 (2008), the region has made notable progress toward long-range planning priorities – increasingly building new homes near high-quality transit in locally-nominated Priority Development Areas (PDAs) while delivering a suite of projects that advance sustainability, mobility and environmental goals.

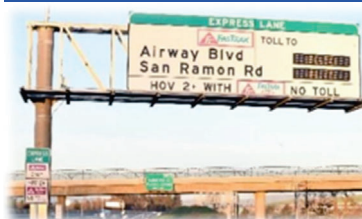
A Trend Toward Focused Growth

58% New Bay Area homes in PDAs, 2010-2020¹

66% New Bay Area homes in PDAs, 2018-2023¹

¹ California Department of Housing & Community Development, ABAG-MTC

I-580 Express Lanes



Fruitvale PDA/TOC



Tempo BRT, Oakland-San Leandro



Downtown San Leandro PDA/TOC



4

Plan Bay Area 2050+: Vision, Elements, and Themes

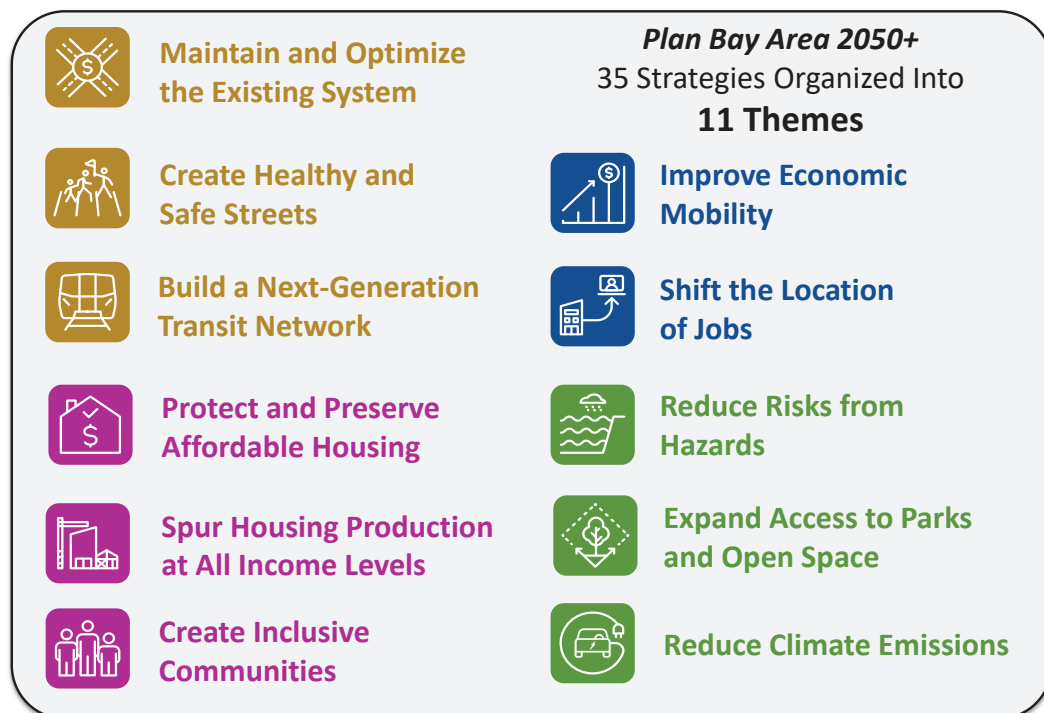
Vision

Ensure by the year 2050 that the Bay Area is **affordable, connected, diverse, healthy** and **vibrant for all**.

Elements



Themes



Plan Bay Area 2050+: Key Focus Areas



Navigating Post-Pandemic Realities

- Tackled **remote work's** impact on travel behavior
- Responded to **transit ridership** declines
- Addressed **rising office vacancies** and land use shifts



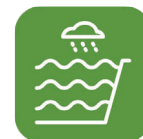
Planning Amid Financial Constraints

- Adjusted to an **\$80 billion reduction** in anticipated transportation revenues
- Recalibrated housing strategies to drive a **20+% reduction** in per-unit affordable housing construction costs



Reimagining Transit

- Launched **Transit 2050+** with a **collaborative co-management** model
- Prioritized **safety, frequency, and rider focused** improvements
- Advanced a more **unified regional transit network**



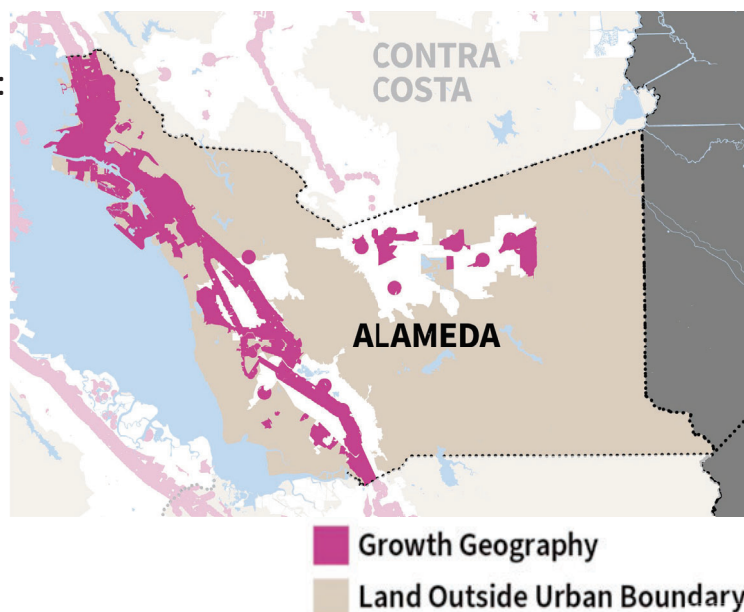
Elevating Resilience and Balancing Climate Goals

- Introduced the first-ever **Sea Level Rise Resilience Project List**, in collaboration with BCDC
- Implemented cost-effective solutions to achieve the plan's **aggressive, statutorily-required climate target**

Draft Plan: Growth Geographies

- Growth Geographies are places that Plan Bay Area prioritizes for future homes, jobs, services and amenities.
- Between now and 2050, these Growth Geographies are anticipated to accommodate:
 - **95%** of the region's new households
 - **72%** of the region's new jobs
- Alameda County is expected to see:
 - **237k new households**, or 25% of the region's total expected household growth
 - **212k new jobs**, or 16% of the region's total expected job growth

Regional Totals, 2023-2050
New Households: 0.9 million
New Jobs: 1.3 million



Draft Plan: Select Strategies



Photo: Caltrans District 4

Strategy T9: Build a Complete Streets Network

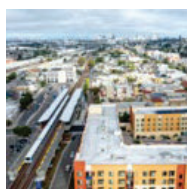


Photo: Karl Nielsen

Strategies H8: Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services

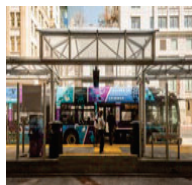


Photo: Karl Nielsen

Strategy T11: Enhance Transit Frequency, Capacity and Reliability



Photo: Noah Berger

Strategy EN2: Provide Means-Based Financial Support for Seismic, Wildfire, and Accessibility Home Retrofits

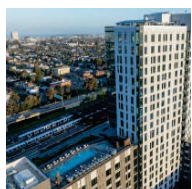


Photo: Karl Nielsen

Strategies H3 & EC4: Allow a Greater Mix of Housing & Land Use Densities & Types in Growth Geographies



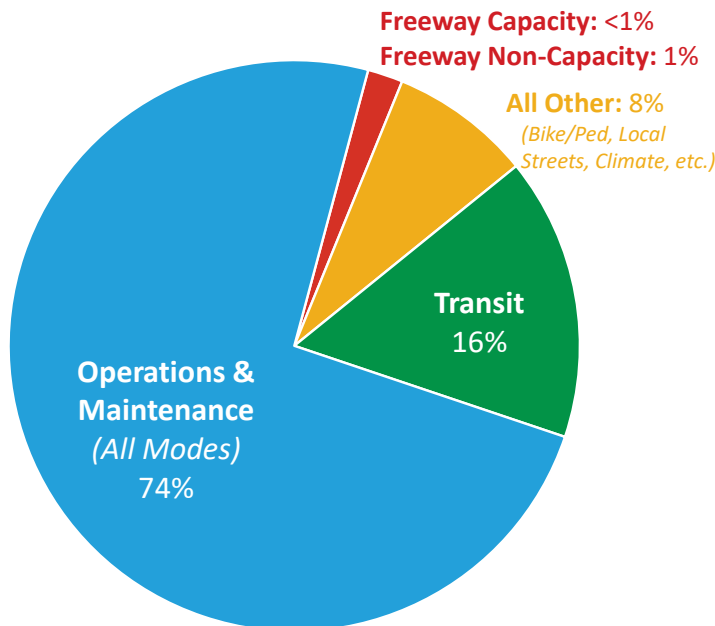
Photo: Joey Kotfica

Strategy EN6: Expand Urban Greening in Communities

Draft Plan: Transportation Project List



Plan Bay Area 2050+ Transportation Element: Funding Shares by Mode (\$512 billion)



Valley Link



14th/Mission/Fremont BRT



AC Transit Service Expansion



San Pablo Avenue BRT

Draft Plan: Resilience Project List



- In close partnership with BCDC staff, Plan Bay Area 2050+ integrates a first-ever, fiscally-unconstrained list of sea level rise adaptation projects (Resilience Project List) within Strategy EN1.
- The list includes 108 locally developed projects and 285 “placeholder” projects
- In Alameda County, the plan anticipates a \$12 billion need to manage the first 4.9 feet of sea level rise.
- Projects include innovative efforts like the East Bay Dischargers Authority’s First Mile Horizontal Levee, building on the regional leadership of the Oro Loma Sanitary District.



Performance and Equity: Key Outcomes by the Year 2050



-25% housing and transportation cost burden for all households



+45% share of **households near frequent transit**



+40% **jobs** accessible via **transit, biking or walking**



+30% **homeownership rate** for low-income households



+110% share of people **commuting via transit, biking or walking**



+25% publicly accessible **open space** acres per capita



-21% per capita reduction in greenhouse gas emissions from light-duty cars and trucks



+60% per capita **Gross Regional Product**

11

Draft Implementation Plan: Highlights

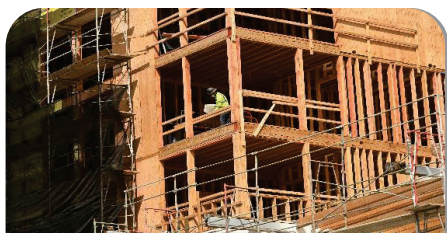


Photo Credit: bart.gov

FUND & ADVOCATE

- ❑ Prepare for a new regional transportation revenue measure
- ❑ Coordinate with partners on potential near-term ballot measure(s) to expand affordable housing funding
- ❑ Support reforms to SB 375 and related state planning guidelines

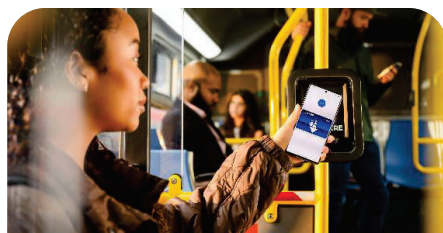


Photo Credit: Noah Berger

PLAN & COORDINATE

- ❑ Update how MTC prioritizes and sequences large transportation capital projects following Plan Bay Area 2050+ adoption
- ❑ Analyze post-COVID shifts in travel, remote work, and land-use patterns
- ❑ Increase engagement with the disability community to collaboratively and comprehensively meet needs



Photo Credit: ThisisEngineering RAEng/Unsplash

DELIVER & ASSIST

- ❑ Implement and monitor Transit-Oriented Communities (TOC) policy to foster transit-supportive development and quality design
- ❑ Expand Clipper BayPass, advance regional wayfinding programs and transit priority initiatives
- ❑ Expand planning, funding and project delivery technical assistance for sea level rise adaptation

12



Next Steps

Fall 2025:

- Complete final round of engagement on draft plan; public comment deadline is 5pm Thursday, December 18th

Early Winter 2026:

- Request that MTC-ABAG policymakers adopt the Final Plan Bay Area 2050+, including Final Plan, Final EIR, and Final Implementation Plan

Mid 2026:

- MTC-ABAG intend to kick-off Plan Bay Area 2060, a major plan update that will include both “blue sky” and scenario planning for the region

For questions or comments, please reach out to: info@planbayarea.org



Memorandum

8.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: December 4, 2025

TO: Alameda County Transportation Commission

FROM: John Lowery, Director of Express Lane Operations

SUBJECT: Adoption of an Amendment to the Alameda CTC Express Lanes Toll Enforcement Ordinance

Recommendation

It is recommended that the Commission waive the reading and adopt an ordinance to amend Alameda CTC's Express Lanes Toll Enforcement Ordinance to update the limits of the I-680 Express Lanes and remove references to the Clean Air Vehicle (CAV) toll discount that expired on September 30, 2025 when the underlying federal law expired.

Summary

Alameda CTC's Express Lanes Toll Enforcement Ordinance establishes usage requirements for the agency's express lanes and civil penalties for toll evasion or noncompliance. The ordinance must be updated periodically to reflect changes in law, facility limits, and tolling policies. The following two updates are currently required:

Changes to I-680 Express Lane Limits. Alameda CTC is constructing the I-680 Southbound Express Lane Gap Closure Project between State Route (SR) 84 and Alcosta Boulevard, anticipated to commence tolling in mid-2026. The ordinance must be updated to incorporate the revised facility limits so that toll collection and enforcement may begin upon opening. In addition, following the dissolution of the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) in 2024, the southernmost limit of the southbound express lane needs to be updated to reflect that Alameda CTC's toll authority extends to the Alameda/Santa Clara County line.

Removal of Clean Air Vehicle Discount. Pursuant to federal law, the authorization for a toll discount program for single-occupant CAVs in express lanes expired on September 30, 2025. As of October 1, 2025, single-occupant CAVs no longer receive a 50 percent toll discount and are no longer eligible to travel in high-occupancy vehicle (HOV) lanes. The ordinance therefore removes all references to the CAV discount to ensure compliance and provide clarity for customers.

The process for adoption of the amended ordinance includes introduction and adoption at two separate Commission meetings. The ordinance was introduced at the October 23, 2025 Commission meeting. After the introduction, a notice of public hearing was published on two occasions in newspapers of general circulation in English, Spanish, and Chinese, which included instructions for members of the public to submit comments. A summary of the ordinance, including a web link to the full ordinance, was also published in the above-referenced publications. After the conclusion of the public hearing at this meeting, it is recommended that the Commission waive the reading and adopt the ordinance.

Background

The Alameda CTC Express Lanes Toll Enforcement Ordinance provides the legal framework necessary for Alameda CTC to collect tolls and enforce compliance on the I-580 and I-680 Express Lanes in Alameda County. The ordinance defines the limits of the express lanes under the jurisdiction of Alameda CTC and sets the conditions for use of the express lanes, including the requirement to pay tolls through a valid FasTrak® account. The ordinance also defines eligibility for toll discounts and exemptions and establishes civil penalties and procedures for toll evasion.

This toll ordinance amendment will change the northern and southern limits of the southbound I-680 express lane to reflect new express lane construction and to reflect the limits of Alameda CTC's tolling authorization following the dissolution of the Sunol JPA last year. Construction is currently underway on the I-680 Southbound Express Lane Gap Closure Project, which will extend the northern limit of the southbound I-680 express lane from SR-84 to Alcosta Boulevard at the Contra Costa County line. This change to the toll ordinance is required to be in effect prior to tolling commencement, which is anticipated in mid 2026. The toll ordinance amendment also includes an update to change the southern limit of the I-680 southbound express lane from SR-237 in Santa Clara County to Scott Creek Road, which is the interchange just north of the Alameda/Santa Clara County line. This change is needed to conform to the express lane limit with Alameda CTC's tolling authorization following the dissolution of the Sunol JPA and the transfer of responsibility for operating the I-680 Express Lanes from the Sunol JPA to Alameda CTC that took place last year.

The toll ordinance amendment also removes reference to the CAV discount that expired when federal authorization expired on September 30, 2025. Under federal law, states could allow single-occupant CAVs to use HOV lanes and to receive a discounted toll in express lanes on federal-aid highways only until September 30, 2025. California law that authorized the CAV decal program and allowed CAVs to use HOV lanes and to receive express lanes toll discounts became inoperative when the federal authorization expired. As a result, as of October 1, 2025, single-occupant CAVs no longer receive toll discounts and are no longer permitted to travel in HOV lanes throughout the state. Alameda CTC's current toll ordinance refers to the underlying federal and state authorization and therefore already allowed for the discontinuation of the CAV discount effective October 1, 2025. However, to provide clarity for express lane users, reference to the CAV discount is being removed entirely.

The process for adoption of the amended ordinance includes introduction and adoption at two separate Commission meetings. The ordinance was introduced at the October 23, 2025 Commission meeting. After the introduction, a notice of public hearing was published on two occasions in newspapers of general circulation in English, Spanish, and Chinese, which included instructions for members of the public to submit comments. A summary of the ordinance, including a web link to the full ordinance, was also published in the above-referenced publications. After the conclusion of the public hearing at this meeting, it is recommended that the Commission waive the reading and adopt the ordinance. Once adopted, the ordinance would go into effect after 30 days.

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

Attachment:

- A. Ordinance Amending Alameda CTC Express Lanes Ordinance for the Administration of Tolls and Enforcement of Toll Violations

ALAMEDA COUNTY TRANSPORTATION COMMISSION

**ORDINANCE AMENDING ALAMEDA CTC EXPRESS LANES ORDINANCE
FOR ADMINISTRATION OF
TOLLS AND ENFORCEMENT OF TOLL VIOLATIONS**

WHEREAS, Alameda County Transportation Commission’s (“Alameda CTC”) Express Lanes Toll Enforcement Ordinance (“Toll Ordinance”) was adopted in July of 2015 and last updated in April of 2024; and

WHEREAS, the Toll Ordinance establishes civil penalties for the evasion of tolls on the I-680 and I-580 Express Lanes and for noncompliance with other policies set forth in the Toll Ordinance; and

WHEREAS, the boundaries of the Alameda CTC Express Lanes need to be revised to reflect the change in operations due to the dissolution of the Sunol Smart Carpool Lane Joint Powers Authority and the impending completion of the I-680 gap closure project; and

WHEREAS, federal law authorizing a discount for Clean Air Vehicles operating in tolled lanes on Federal-aid Highways, and associated state law implementing the authorization, expired on September 30, 2025; and

WHEREAS, Alameda CTC’s Toll Ordinance must be amended to remove references to the expired Clean Air Vehicle discount and to reflect other changes to the boundaries of the Express Lanes effectuated through completion of the I-680 southbound express lane between State Route 84 (SR-84) and Alcosta Boulevard and dissolution of the Sunol Smart Carpool Lane Joint Powers Authority.

NOW, THEREFORE, THE ALAMEDA COUNTY TRANSPORTATION COMMISSION DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Findings

Alameda CTC finds that the foregoing recitals are true and correct and are incorporated into the Toll Ordinance by this reference.

SECTION 2. Amendments to the Toll Ordinance

- A. **Section 3 “Definitions”** of the Alameda CTC Toll Ordinance is amended as follows with additions in double-underline and deletions in ~~striketrough~~:

- f. ~~“CAV Transponder” means a Transponder associated with a FasTrak Account that either BATA or any other California toll operator agency abiding by CTOC interoperability guidelines has designated for use by an eligible Clean Air Vehicle.~~

- g. ~~“Clean Air Vehicle” means a motor vehicle referenced in Section (b)(5) of Section 166 of Title 23 of the United States Code that displays a valid decal, label, or other identifier issued pursuant to Vehicle Code Section 5205.5(a) or any other California law that enables toll free or reduced rate passage on the Alameda CTC Express Lanes.~~

B. **Section 5(d) “Exemptions from Tolls and Discount Tolls”** of the Alameda CTC Toll Ordinance is amended as follows with additions in double-underline and deletions in ~~strikethrough~~:

- d. ~~Motorists driving clean air vehicles shall be eligible to claim the Discounted Toll, if any, specified in Appendix A to this Ordinance. In order for a single-occupant Clean Air Vehicle Motorist to be eligible for a Discounted Toll, the Motorist must (i) use the properly mounted CAV Transponder issued for that Vehicle by the FasTrak Account managing agency and accurately declaring the number of occupants in the Vehicle (by switching the Transponder to the ‘1’, ‘2’, or ‘3+’ setting), or (ii) follow such other methods for indicating eligibility for the Discount as specified by the Alameda CTC in its adopted policies.~~

C. **Appendix A** of the Alameda CTC Toll Ordinance is amended as follows with additions in double-underline and deletions in ~~strikethrough~~:

APPENDIX A

SCHEDULE OF DISCOUNTS/SURCHARGES

Facilities and Tolls

Under the Alameda CTC Express Lanes Toll Enforcement Ordinance, discounts/exemptions applicable to two- and three-occupant Vehicles ~~and single-occupant Clean Air Vehicles~~ shall be as set forth in Table A-1.

D. **Appendix A, Table A-1** of the Alameda CTC Toll Ordinance is amended as follows with additions in double-underline and deletions in ~~strikethrough~~:

Table A-1

(as adopted by the Commission on ____ September 24, 2020 [**DATE OF ADOPTION**] ____.)

Vehicles Eligible for Discounts	Discounts based on HOV Requirements (Discounts may not be combined.)
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	Posted requirement: HOV-2 (Minimum of two- occupant requirement)	Posted requirement: HOV-3 (Minimum of three- occupant requirement)
Vehicle with two occupants	Meets minimum occupancy requirement. No Toll.	TBD (This discount will be set before HOV-3 lanes become operational)
Vehicle with three occupants	Meets minimum occupancy requirement. No Toll.	Meets minimum occupancy requirement. No Toll.
Single Occupant Clean Air Vehicle	50% Toll Discount	

E. **Appendix B** of the Alameda CTC Toll Ordinance is amended as follows with additions in double-underline and deletions in ~~strikethrough~~:

Appendix B

Operational Alameda CTC Express Lanes Under Jurisdiction of Alameda CTC

(as adopted by the Commission on April 25, 2024 [**DATE OF ADOPTION**])

- Westbound I-580: Greenville Road to Interstate 680
- Eastbound I-580: Hacienda Drive to Greenville Road
- Southbound I-680 Sunol Express Lanes: Alcosta Boulevard ~~SR-84~~ to Scott Creek Road ~~SR-237~~
- Northbound I-680 Sunol Express Lanes: Auto Mall Parkway to SR-84

SECTION 3. Severability.

If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

The Commission hereby declares that it would have passed the Ordinance, and each and every section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of this Ordinance would be subsequently declared invalid or unconstitutional.

SECTION 4.

Publication/Effective Date of Amended Ordinance.

A summary of this Ordinance shall be prepared by the General Counsel. At least five (5) days prior to the Commission meeting at which this Ordinance is scheduled to be adopted, the Clerk of the Commission shall (1) publish the summary, which will include a web address for access to the full version, in a newspaper of general circulation printed and published within the jurisdiction of the Alameda CTC, and (2) post in the Alameda CTC's Office a certified copy of this Ordinance. Within fifteen (15) days after the adoption of this Ordinance, the Clerk shall (1) publish the summary in a newspaper of general circulation, which will include a web address for access to the full version, printed and published within the jurisdiction of the Alameda CTC, and (2) post in the Alameda CTC Office a certified copy of the full text of this Ordinance along with the names of those Commission members voting for and against this Ordinance or otherwise voting. The Clerk of the Commission shall attest to such adoption and publication of this Ordinance. This Ordinance shall become effective thirty (30) days after adoption.

PASSED AND ADOPTED by the Alameda County Transportation Commission
on _____ by the following vote:

AYES:

NOES:

EXCUSED:

Date Published: _____ (Alameda County)

Attested to:

Dated: _____

Clerk of the Commission