Alameda County Technical Advisory Committee (ACTAC) Meeting Agenda
Thursday, February 5, 2026, 1:30 PM

Alameda CTC's Advisory Committees and the Independent Watchdog Committee will meet in 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:	John Nguyen	Staff Liaison:	John Nguyen
		Clerk:	Angie Ayers

Location Information:

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

Zoom Link:
https://us06web.zoom.us/j/83823331010?pwd=QzRQSU43dUJJREt4bVdRQVc3Q01ldz09

Dial-in Information: 1 (669) 900 6833
Webinar ID: 838 2333 1010
Passcode: 232121

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

4. Consent Calendar

4.1 Approve the January 8, 2026 Alameda County Technical Advisory Committee (ACTAC) Meeting Minutes
Action
4.1_ACTAC_Minutes_20260108.pdf

4.2 Alameda County Federal Inactive Projects Update
Information
4.2_ACTAC_ALA_Federal_Inactive_20260205.pdf

5. Regular Matters

5.1 Approve the Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distribution Master Programs Funding Agreements
Action
5.1_ACTAC_DLD_MPFA_Performance_Measures_20260205.pdf
5.1_ACTAC_MPFA_Performance_Measures_Presentation_20260209.pdf

5.2 Approve the Alameda County Fiscal Year 2026-27 Transportation Fund for Clean Air Expenditure Plan Application and Call for Projects
Action
5.2_ACTAC_TFCA_FY2627_Expenditure_Plan_20260209.pdf
5.2_ACTAC_TFCA_FY2627_ExPlan_Presentation_20260205.pdf

5.3 Active Transportation Plan Update
Action
5.3_ACTAC_Active_Transportation_Plan_Update_20260205.pdf
5.3_ACTAC_CATP_Update_Presentation_20260205.pdf

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:
March 5, 2026

Notes:
- All items on the agenda are subject to action and/or change by the Commission/Committee.

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

Alameda County Technical Advisory Committee Meeting Minutes
Thursday, January 8, 2026, 1:30 p.m.

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1. **Call to Order**

2. **Roll Call**
   A roll call was conducted, and all members were present except for Josie Aherns, Pratyush Bhatia, Lt. Austin Danmeier, Anthony Fournier, Justin Fried, Michael Gougherty, Joanna Liu, Matt Maloney, Gopika Nair, Dave Sorrell, Radiah Victor, and Zhongping "John" Xu.

   Trieu Tran attended as an alternate for Marilou Ayupan.
   Yvonne Chan attended as an alternate for Craig Raphael.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**
   4.1. Approve the November 6, 2025 Alameda County Technical Advisory Committee (ACTAC) Meeting Minutes
   4.2. Alameda County Federal Inactive Projects Update
   4.3. One Bay Area Grant Cycles 2 and 3 Obligation Status Update

   Lucas Woodard made a motion to approve the Consent Calendar. Susie Hufstader seconded the motion. The motion passed with the following vote:

Yes:	*Chan, Ching, Clark, Heard, Hu, Hufstader, Maravilla, Meisner, Nguyen, Novenario, Tran, Woodward, Yang, Yeamans*
No:	*None*
Abstain:	*None*
Absent:	Aherns, Bhatia, Danmeier, Fournier, Fried, Gougherty, Liu, Maloney, Nair, Sorrell, Victor, Xu

5. **Regular Matters**
   5.1. Direct Local Distribution Program Compliance Update
   Christine Shin gave an update on Measure B Measure BB, and Vehicle Registration Fee Direct Local Distribution Program Compliance Reporting for the fiscal year 2024-25. This item was for information only.

   5.2. Direct Local Distribution Program Master Funding Agreement and Performance Measures Update
   Christine Shin provided an update on Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) Master Programs

Funding Agreement (MPFA) and Program Performance Measures. This item was for information only.

6. **Committee Members Reports**
   There was one committee member's report.

7. **Staff Reports**
   There were five staff reports.

8. **Adjournment**

Memorandum

4.2

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DATE:	January 29, 2026
TO:	Alameda County Technical Advisory Committee
FROM:	Jacki Taylor, Assistant Director of Programming and Allocations Seon Joo Kim, Senior Program Analyst
SUBJECT:	Alameda County Federal Inactive Projects Update

Recommendation

This item will provide the Alameda County Technical Advisory Committee with an update on the current Caltrans Inactive Projects list (Attachment A), which identifies federal funding at risk for deobligation due to delayed invoicing, and take actions needed to keep funding obligations active. This item is for information only.

Summary

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

ACTAC members, in coordination with Single Points of Contact, are requested to review the latest inactive projects list (Attachment A, posted on 1/14/26 and reflective of sponsor updates as of 1/23/26). Project sponsors with inactive projects are to work directly with Caltrans Local Assistance to clear the inactive invoicing status and provide periodic status updates to Alameda CTC (via email to Seon Joo Kim, sjkim@alamedactc.org) until projects are removed from the Caltrans report.

Background

Federal and State Requirements

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

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

Regional Requirements

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

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

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

Attachment:

A. Alameda County Federal Inactive Projects List, as reported by Caltrans 1/14/26

Alameda County Inactive Obligations
(as reported by Caltrans, 1/14/26)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Latest Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
Unexpended Balance >$50,000											
5014046	Inactive	Invoice under review by Caltrans. Monitor for progress. Received by LPA 12/23/2025	Alameda	ON CLEMENT AVE, BETWEEN BROADWAY AND GRAND STREET. COMPLETE STREET IMPROVEMENTS INCLUDING CLASS II BIKE LANES, CURB	7/3/26	7/3/25	6	5,678,575	5,018,000	4,789,613	228,386.66
15A5023	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Final invoice/report submitted in April 2025; sponsor to reach out to Caltrans to check on the status]	Alameda County	CALAVERRAS ROAD 8.65 PM INSTALL TEMPORARY K-RAIL AND END TREATMENT OF BURNT GUARDRAIL POSTS ,INSPECT EVALUATE EXISTING RETAINING WALL FOR STRUCTURAL ADEQUACY. REPAIR/ REPLACE DAMAGED INLETS. REPLACE BURNT GUARDRAIL POSTS AND RAILING ,	4/28/26	4/28/25	9	1,182,456	1,051,531	559,575	491,955.88
5933126	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Revised Finance Letter approved in Dec. 2025 to allow for CE reimbursements. Contract to be re-advertised in Jan. 2026 and awarded in Apr. 2026. Justification form submitted in Nov. 2025; invoice to be submitted by March 2026]	Alameda County	MISSION BLVD BETWEEN EAST LEWELLING BLVD/I-238 AND ROSE STREET CLASS IV SEPARATED BIKEWAYS, PROTECTED INTERSECTIONS, PEDESTRIAN BYBRID BEACONS, CURB EXTENSIONS, MEDIAN REFUGES, HIGH-VISIBILITY CROSSWALKS, SIGNAL TIMING, STREETSCAPING.	3/1/26	3/1/25	9	31,247,007	18,584,940	539,940	18,045,000.00
5933153	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Delay in procurement and approval of long-lead materials; invoice to be submitted in March 2026]	Alameda County	VARIOUS SIGNALIZED INTERSECTIONS THROUGHTOUT ALAMEDA COUNTY AND SUBURBAN CONTEXT: CASTRO VALLEY BLVD AT LAKE CHABOT RD; CASTRO VALLEY BLVD AT REDWOOD RD; CASTRO VALLEY BLVD AT CROW CANYON RD; GROVE WAY AT REDWOOD RD; AND LESSLEY AVE AT	2/21/26	2/21/25	10	2,437,980	2,437,980	162,958	2,275,021.94
5178016	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Project End Date (PED) extension approved. Sponsor submitted a PED lapse exemption request on 10/10/25 but received FHWA's rejection letter on 1/23/26. Sponsor to submit the invoice and justification form by 1/30/26]	Albany	SAN PABLO AVE BETWEEN BRIGHTON AVE AND PORTLAND AVE. PHASE 1 PEDESTRIAN IMPROVEMENTS INCLUDING MEDIANS. BULB OUT, SIGNAL MODIFICATION , STRIPING OF HIGH VISIBILITY CROSSWALK.	12/11/25	12/11/24	10	1,230,160	340,000	170,710	169,290.01
5178022	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Due to the lack of interest in bid responses, sponsor had requested and received a PED extension. With the contract awarded and design proceeding on schedule, sponsor to submit the invoice by 1/30/26]	Albany	BUCHANAN STEET BRIDGE #33C0184 BRIDGE PREVENTING MAINTENANCE	5/23/26	5/23/25	8	40,000	32,000	256	31,744.43

Alameda County Inactive Obligations
(as reported by Caltrans, 1/14/26)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Latest Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
15J7107	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Upon receipt of PSA and Finance Letter in September 2025, limited resources due to staff changes during Q4 2025 further delayed invoicing. Invoice to be submitted in February 2026.]	Livermore	PORTOLA AVE FROM 0.2 MILES SE OF TRANQUILITY CIRCLE TO 0.1 MILES NW OF TRANQUILITY CIRCLE. INSTALLATION OF TEMP. COVER, SANDBAGS, AND FIBER ROLLS CLOSELY SPACED TOGETHER TO SLOW RUNOFF SPEEDS DOWN THE SLOPE AND PREVENT FURTHER EROSION AND SLIDES UNTIL A PERMANENT SOLUTION CAN BE DESIGNED AND CONSTRUCTED.	6/26/26	6/26/25	7	526,406	475,402	0	475,401.85
15J9048	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Upon receipt of PSA and Finance Letter in September 2025, limited resources due to staff changes during Q4 2025 further delayed invoicing. Invoice to be submitted in February 2026.]	Livermore	VASCO ROAD FROM 300 FEET SOUTH OF DALTON AVE TO DALTON AVE. PLACED SANDBAGS TO REROUTE STORMWATER AWAY FROM WASHOUT AREA AND DELINEATED TRAFFIC TO PREVENT VEHICLES FROM DRIVING OVER UNDERMINED PORTIONS OF THE ROAD. INSTALLATION OF SANDBAGS, IMPORTED SOIL, RIPRAP, DRAINAGE PIPE, AND EROSION CONTROL MATERIAL. CORE DRILLED ROAD AND	6/26/26	6/26/25	7	142,898	142,898	0	142,898.30
5012144	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Sponsor completed invoicing but cannot close out the project due to the ATP requirement for post-project bike/ped counts (to be collected in Jan. 2027). Sponsor coordinating with Caltrans re. the close-out timing.]	Oakland	IN OAKLAND ON 20TH ST. BETWEEN BROADWAY AND HARRISON ST. PEDESTRIAN IMPROVEMENT SIDEWALK WIDENING, BULB OUT PED CROSSWALK IMPROVE, BUFFERED CLASS 2 BIKE LANE NEW TRAFFIC SIGNAL STREET LIGHTS SIGNAGE AND MINOR LANDSCAPE. (TC)	6/18/26	6/18/25	7	7,797,062	4,157,000	4,098,327	58,672.55
5012147	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Completion of contract compliance form delayed. Final invoice/report to be submitted by 2/20/26.]	Oakland	ON BANCROFT AVE. FROM HAVENSCOURT BLVD AND 98TH AVE. INSTALL HAWKS AND RRFBS AT 11 LOCATIONS ALONG THE CORRIDOR; INSTALL SIGNAL MAST ARMS AT 3 LOCATIONS; AND INSTALL A LANDSCAPE AT THE NORTHEAST CORNER OF BANCROFT AND 67TH	5/16/26	5/16/25	8	3,738,863	3,595,300	3,262,267	333,033.41
5012155	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Invoice temporarily delayed due to staffing turnover. Invoice to be submitted by 2/15/26.]	Oakland	IN OAKLAND: ON HARRISON STREET FROM 20TH STREET TO 27TH STREET, GRAND AVENUE FROM W/O HARRISON STREET TO E/O BAY PLACE. INSTALL CYCLE TRACK, PARKING PROTECT BIKEWAYS AND INTERSECTIONS, ROAD DIET	7/28/26	7/28/25	6	5,487,175	4,792,000	1,509,317	3,282,683.49
5012158	Inactive	Project is inactive. Funds at risk. Invoice immediately. [Invoice delayed due to contracting backlog. Contract under advertisement; invoice to be submitted in spring 2026. Justification form submitted 10/20/25]	Oakland	TWO INTERSECTIONS: OAKLAND AVENUE & MOSS AVENUE; AND 98TH AVENUE & C STREET INSTALL FLASHING BEACONS, PAVEMENT MARKINGS AND SIGNS; CONSTRUCT A MEDIAN ISLAND, CURB RAMPS AND BULB OUTS.	11/1/25	11/1/24	13	410,135	250,000	0	250,000.00

Alameda County Inactive Obligations
(as reported by Caltrans, 1/14/26)

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date*	Latest Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
Unexpended Balance < or =$1,000											
5933138	Inactive	Project is inactive. Funds at risk. Invoice immediately. [PE phase fully billed; project delayed due to the expiration of the federally-funded on-call consultant contract. The next procurement contract to be executed in March 2026. PED extended to 12/31/26]	Alameda County	ARROYO ROAD, 1/2 MILE SOUTH OF WETMORE ROAD AT DRY CREEK. (BR 33C0448) BRIDGE REPLACEMENT (TC)	n/a	4/11/23	33	430,000	430,000	430,000	0.00
6481001	Inactive	Project is inactive. Funds at risk. Invoice immediately. [In coordination with Caltrans to close out]	Alameda County Waste Management Authority	BAY AREA WIDE EDUCATION AND OUTREACH FOR CLIMATE ACTION	n/a	11/28/14	131	980,000	806,545	806,545	0.00
6204124	Inactive	Project is inactive. Funds at risk. Invoice immediately.	Caltrans District 04	I-580 FROM SAN JOAQUIN COUNTY LINE TO STROBRIDGE AVENUE FREEWAY PERFORMANCE INITIATIVE(RAMP METERING) (TC)	n/a	5/19/20	65	4,749,900	4,749,900	4,749,900	0.00
5012137	Inactive	Project is inactive. Funds at risk. Invoice immediately. [PE phase was fully billed but must be returned unless CON funds are authorized in FY25-26. Sponsor is continuing to work with Caltrans towards meeting the FY 25-26 E-76 deadline and will resume invoicing after CON authorization.]	Oakland	TWO BRIDGE LOCATIONS: ON 98TH AVE BRIDGE NO. 33C0148 AND ON 23RD AVE. BRIDGE NO. 33C0218 TREAT BRIDGE DECK WITH METHACRYLATE AND PATCH SPALLS , REMOVE LOOSE CONCRETE, TREAT CORRODED REBAR, CLEAN AND REPLACE EXPANSION JOINTS, REPAIR DAMAGED CONCRETE RAILING POSTS AND PROVIDE SMOOTH TRANSITIONS AT AC APPROACHES.	n/a	9/1/20	61	181,000	160,239	160,239	0.00

Sorted by Sponsor > Project Number

NOTES: * Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA.
Potential Deobligation Date: Approaching and past dates are marked in red.
[sponsor status updates added in blue]

LEGEND

(blue)	**Inactive projects require justification form**. Justifications will be sent to FHWA.
(yellow)	Project is inactive. Funds at risk. Invoice immediately.
(orange)	Invoice / Final invoice is under review

ALAMEDA
County Transportation Commission

Memorandum

5.1

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DATE:	January 29, 2026
TO:	Alameda County Technical Advisory Committee
FROM:	John Nguyen, Assistant Director of Programming and Project Controls Christine Shin, Senior Program Analyst
SUBJECT:	Approve the Measure B, Measure BB, and Vehicle Registration Fee Direct Local Distribution Master Programs Funding Agreements

Recommendation

It is recommended that the Commission approve the following actions:

1. Approve Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) Master Programs Funding Agreements.
2. Authorize the Executive Director or his designee to enter into the Master Programs Funding Agreements with DLD recipients.

Summary

Alameda CTC will enter into Measure B, Measure BB, and VRF DLD Master Programs Funding Agreements (MPFAs) containing updated implementation guidelines and performance measures with DLD recipients by June 30, 2026. The MPFAs will facilitate distributions of the formula-based sales tax and VRF DLD program funds to DLD recipients.

Background

Alameda CTC is responsible for administering the Measure B, Measure BB, and VRF Programs. A portion of Measure B/BB/VRF funds are distributed directly to twenty eligible jurisdictions by a prescribed distribution formula in the respective Transportation Expenditure Plans. These formula-based funds are known as DLD funds. Annually, these distributions provide support to locally identified transportation improvements among the recipients' local transportation, bicycle/pedestrian, mass transit, and paratransit programs.

In 2016, Alameda CTC entered into ten-year MPFAs with DLD recipients. The MPFA not only facilitates and authorizes the distribution of formula funds to the recipient but also establishes specific expenditure requirements. The MPFA states the DLD recipient's obligations, reporting requirements, implementation guidelines, and performance measures for the DLD Programs. The current MPFA is set to expire on June 30, 2026.

To ensure the continued and uninterrupted distribution of formula funds, Alameda CTC is developing new MPFAs with plans to have them executed by June 30, 2026.

MPFA Updates

The proposed revised DLD MPFA contains no significant changes to the existing 2016 Measure B/BB/VRF MPFA boilerplate. Updates will be made to outdated references and to separate Measure B from the Measure BB/VRF requirements. DLD recipients will enter into one or both of the DLD MPFAs for the following:

1. Ten-year MPFAs for the Measure BB and VRF DLD Program.
2. One-year MPFAs for the Measure B DLD Program. This agreement will only be required if a DLD recipient has an existing Measure B DLD balance as of June 30, 2025.

Redline changes comparing the existing 2016 MPFA to the proposed MPFAs are included in Attachment A – Measure BB/VRF MPFA and Attachment B – Measure B MPFA.

The 2016 MPFA also references DLD Program Implementation Guidelines for each of the four DLD programs (Bicycle/Pedestrian, Local Street and Roads (LSR, Local Transportation), Mass Transit, and Seniors and People with Disabilities (Paratransit) Programs, which serve as guides for eligible project and program investments under the DLD Programs. The Bicycle/Pedestrian, LSR, and Mass Transit guidelines were last adopted by the Commission in 2016, and Paratransit Guidelines were updated last October 2025 by the Paratransit Advisory and Planning Committee (PAPCO). As part of the new MPFA, the implementation guidelines have been refreshed to remove outdated references, but no substantive changes have been made. The DLD Implementation Guidelines for all programs are included in Attachment C.

DLD Performance Measures Update

Measure B/BB/VRF DLD Performance Metrics were updated to reflect current best practices and available data. The updated performance metrics were drafted and developed in consultation with Alameda CTC's planning staff, PAPCO, and current standards established by regional, state, and federal agencies. Attachment D – DLD Performance Measure Change Summary provides a matrix of changes between the current and revised performance metrics.

Alameda CTC considered a multitude of factors in developing the updated performance metrics, including but not limited to:

- Performance metrics origins are based on standard industry best practices used by peer agencies at the regional, state, and federal levels. This includes the Federal Transit Agency (FTA), California Department of Transportation (Caltrans), Metropolitan Transportation Commission (MTC), Mineta Transportation Institute, San Francisco County Transportation Authority, and Contra Costa Transportation Authority.

- Performance metrics reflect quantifiable data on universal investments such as the pavement condition index (PCI) for streets and roads, quantities of sidewalk or bike facility improvements, transit ridership, and trips provided/individuals served.
- Performance metrics serve to provide information on service availability, service reliability, community impact, financial accountability, and delivery performance of projects and programs.
- Performance evaluation considers fluctuations occurring from year to year due to varying transportation needs and/or project and program needs.

MPFA Development Schedule

The MPFA development schedule is as follows:

Dates	Milestones
January 2026	ACTAC review of MPFA updates including Performance Measures
February 2026	ACTAC recommends approval of MPFA, Guidelines, Performance Metrics
February 2026	Commission approval of MPFA, Guidelines, Performance Metrics
March 2026	MPFAs routed for signing
June 30, 2026	All MPFAs executed

This timeline allows for a four-month agreement execution period to ensure that all local jurisdiction approvals are obtained and all MPFAs are fully executed by June 30, 2026.

Fiscal Impact: There is no fiscal impact. The DLD distributions will be included in the respective annual fiscal year budgets upon their distribution.

Attachments:

A. Measure BB/VRF MPFA Boilerplate Redline Changes
B. Measure B MPFA Boilerplate Redline Changes
C. DLD Implementation Guidelines Redline Changes
D. Performance Measures Change Summary

DIRECT LOCAL DISTRIBUTION PROGRAM
PERFORMANCE MEASURES CHANGES

BICYCLE AND PEDESTRIAN PROGRAM PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Infrastructure Investment Report on bicycle and pedestrian projects completed or underway	Bikeway projects completed by roadway segment and facility type. Pedestrian projects completed by category (or categories) of improvement; increased quantity of specific improvements, i.e., crossing improvements, striping, signage, curb ramps, pathways.	Directional lane miles of all bicycle facilities built or improved (may include bike lanes, bike routes, multi-use pathway improvements). Linear feet of all pedestrian improvements built or improved (may include sidewalks, trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing locations improved (may include locations that received crossing improvements, curb/Americans with Disabilities Act (ADA) ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks: High Injury Network (HIN) Proactive Safety Network (PSN) Countywide Bikeways Network (CBN)	N/A	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN, and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways). Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
Current Master Plans Maintain a current Bicycle/Pedestrian Master Plan (BPMP) that features required core elements	Plan(s) no more than 5 years old, based on adoption date.	No Change

Performance Measure	Current Performance Metric	Revised Performance Metric
Capital Project and Program Investment Amount expended on capital projects and programs by phase (design, row, con and capital support)	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, and administrative support).	No Change

LOCAL TRANSPORTATION PROGRAM (Local Streets and Roads)
PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Infrastructure Investment Report on roadway and transportation improvements completed or underway	N/A	Lane miles of roadway improvements, pavement rehabilitation, striping, etc. Linear feet of all bicycle/pedestrian improvements built or improved (may include sidewalks, trails/pathways). Number of all intersections or midblock bicycle/pedestrian crossing locations improved (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).
Safety Investments Report on bicycle and pedestrian investments located on countywide priority networks - High Injury Network (HIN) Proactive Safety Network (PSN) - Countywide Bikeways Network (CBN)	N/A	Directional lane miles of bicycle facilities built or improved to an All Ages and Abilities (AAA) standard on the Alameda CTC-adopted HIN, PSN and/or CBN. Linear feet of pedestrian improvements built or improved on the Alameda CTC-adopted HIN or PSN (may include sidewalks, trails/pathways). Number of intersections and/or midblock bicycle/pedestrian crossing locations improved on Alameda CTC-adopted HIN, PSN, or CBN (may include locations that received crossing improvements, curb/ADA ramps, bicycle protection elements, daylighting, traffic calming elements, lighting, etc.).

Performance Measure	Current Performance Metric	Revised Performance Metric
Pavement State of Repair Pavement Condition Index (PCI)	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above. Track PCI reported based on regional data: http://www.mtc.ca.gov/news/street_fight/	Maintain a PCI moving average rating of 50 or above. PCI score of 50 indicates pavements will require rehabilitation. Average PCI based on latest available data from MTC's Pavement Condition Index Summary Report.
Equitable Investments Report on investments within equity communities	N/A	Identify LSR investments toward maintaining and improving roadways and transportation infrastructure, in equity communities, as the areas are defined in: - Equity Priority Communities as defined by MTC - Equity Areas as defined by Alameda CTC - Locally defined equity areas - Opportunity Zones as certified by the U.S. Department of the Treasury
Measure BB LSR 15% Requirement Expenditure of LSR funds on bicycle and pedestrian projects elements (for Measure BB funds only)	Maintain a 15% annual minimum LSR investment to support bicycling and walking.	No Change
Capital Project and Program Investment Report on capital and program administration costs	Investment into capital projects and programs is greater than funding program administration (outreach, staffing, and administrative support).	No Change

MASS TRANSIT PROGRAM
PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Ridership/Service Utilization Number of people served or trips provided	Change in annual ridership and passenger trips per revenue vehicle hour/mile, and qualitative explanation for possible reasons.	Number of individuals served or trips provided by program (for service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery).
On-time Performance: Systemwide on-time performance	Average on-time performance based upon the mode of transit, with a target of 75% to 90%, or based on the transit agency's adopted performance goals and standards. Agencies are expected to maintain or increase on-time performance annually.	No Change
Cost Effectiveness Operating Cost Metrics	Maintain operating cost per passenger or per revenue vehicle hour/mile; percentage increase less than or equal to inflation as measured by CPI.	Operating Cost Metrics as reported to the National Transit Database (NTD) such as: - Operating cost per passenger, - Operating cost per vehicle mile, and - Operating cost per revenue vehicle hour
Travel Time Speed and reliability (peak vs non-peak) of key trunk lines (bus operators only)	Average speeds at least 50 percent of prevailing auto speed or maintain or increase speed annually.	Removed
Transit Fleet State of Good Repair Distance between breakdowns/service interruptions Missed trips Miles between road-calls	Maintain or increase the average distance between breakdowns or road calls. Maintain or reduce the number of missed trips.	Removed
Service Provision Frequency and service span on major corridors or trunk lines Revenue hours Revenue miles	15-minute or better frequencies on major corridors or trunk lines: 10-minute or better frequencies during weekday peak periods. Service span of 7 days/week, 20 hours per day. Maintain or increase revenue hours/miles.	Removed
Corridor-level Vehicle Speed and Reliability Historic trend of vehicle speed and reliability (V/C) during AM/PM peak hours on key corridors with Capital or Operational Investments	Speed and reliability trends should maintain or improve if corridor had capital or operational investments since the last Alameda CTC's Level of Service (LOS) Reporting period.	Removed

PARATRANSIT PROGRAM
PERFORMANCE MEASURES

Performance Measure	Current Performance Metric	Revised Performance Metric
Service Operations and Provisions Number of people served or trips provided	Track the number of individuals served by the program. Service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, and meal delivery.	Number of individuals served or trips provided by program (for service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery).
Cost Effectiveness Cost per Trip or Cost per Passenger Total Measure B/BB program cost per one-way passenger trip divided by total trips or total passengers during period	Maintain cost per trip or per passenger. Service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, and group trips.	Cost per trip or per passenger (for service types such as ADA-mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips).

Note: The Paratransit Program Implementation Guidelines contain an additional listing of performance measures by program type.

ALAMEDA County Transportation Commission

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Measure B, Measure BB, and Vehicle Registration Fee

Direct Local Distribution Program Master Programs Funding Agreement

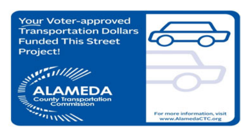
A presentation to the Alameda County Technical Advisory Committee

Christine Shin, Senior Program Analyst

February 2026

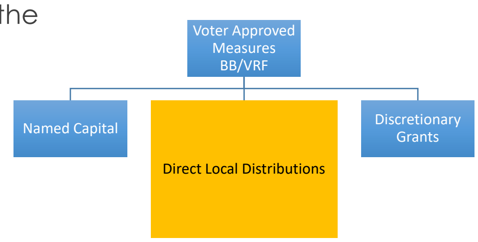
1

DLD Program Overview



$400M Generated Through Voter-Approved Measures

- **Over 50% of net revenues** generated from the Measure B, Measure BB and Vehicle Registration Fee (VRF) Programs are returned to source as "**Direct Local Distributions**" (DLDs)
- Twenty recipients (cities, transit agencies and the County)
- DLD Programs
  - Bicycle/Pedestrian
  - Local Streets and Roads (local transportation)
  - Transit
  - Special Transportation for Seniors and People with Disabilities (Paratransit)



ALAMEDA County Transportation Commission

2

Master Programs Funding Agreement (MPFA)

- **Master Agreement:** Master Programs Funding Agreement (MPFA) required to facilitate distribution of DLD funding and includes provisions for:
  - Financial Reporting requirements
  - Implementation Guidelines - eligible use of funds
  - Performance and Expenditure Reporting requirements
- **Current MPFA Term:** July 1, 2016 to June 30, 2026.
- **Next MPFA:** A new MPFA is required that updates term duration, guidelines, and performance metric requirements.
  - Ten-year for Measure BB and VRF (July 1, 2026 to June 30, 2036)
  - One-year for Measure B (required if a DLD recipient has an existing Measure B DLD balance as of June 30, 2025)

Measure B DLD Balances

Agency/ Jurisdiction:	24-25 Ending MB Balance*
City of Albany	$324,292
City of Berkeley	$2,187,902
City of Dublin	$1,015
City of Emeryville	$332,408
City of Fremont	$282,268
City of Hayward	$1,136,500
City of Newark	$1,084,854
City of Pleasanton	$238,720
City of San Leandro	$332,408
City of Union City	$239,495
Total	**$6,159,862**

*Balances based on Fiscal Year 2024-25 Audited Financial Statements currently under review

DLD Performance Measure

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Bicycle and Pedestrian Program		
Infrastructure Investment	Report on bicycle and pedestrian projects completed or underway	No Change.
Safety Investments		Report on bicycle and pedestrian investments located on countywide priority networks (HIN, PSN, CBN)
Current Master Plans	Plan(s) no more than 5 years old, based on adoption date.	No Change.
Capital Project and Program Investment	Investment into capital projects and programs is greater than funding program administration	No Change.

DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Local Street and Road Program		
Infrastructure Investment	Report on roadway improvements, pavement rehabilitation, striping, etc. completed or underway	No Change.
Safety Investments		Report on investments located on countywide priority networks (HIN, PSN, CBN)
Pavement State of Repair	Maintain a city-wide average Pavement Condition Index of 60 (Fair Condition) or above annually.	Maintain a PCI moving average rating of 50 or above.
Equity Investments Report on investments within equity communities		Identify LSR investments toward maintaining and improving roadways and transportation infrastructure, in equity communities.
Maintain 15% of Measure BB LSR investments on Bicycle/Pedestrian Improvements	Maintain a 15% minimum Measure BB LSR investment to support bicycling and walking.	No Change.
Capital Project and Program Investment	Investment into capital projects and programs is greater than funding program administration	No Change.

DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Transit Program		
Ridership/Service Utilization	Change in annual ridership and passenger trips per revenue vehicle hour/mile and qualitative explanation for possible reasons	Annual Unlinked Trips as reported to the National Transit Database (NTD).
On-time Performance	Agencies are expected to maintain or increase on-time performance annually based on operator's adopted on-time performance target	Average on-time performance as reported by transit operator.
Cost Effectiveness	Maintain operating cost per passenger or per revenue vehicle hour/mile	Operating Cost Metrics as reported to the National Transit Database (NTD) such as: - Operating cost per passenger mile and vehicle mile
Travel Time	Average speeds at least 50 percent of prevailing auto speed or maintain or increase speed annually	Removed
Transit Fleet State of Good Repair	- Maintain or increase average distance between break downs or road calls - Maintain or reduce the number of missed trips	Removed
Service Provision	15 minute or better frequencies on major corridors	Removed
Corridor-level Vehicle Speed and Reliability	Speed and reliability trends should maintain or improve	Removed

DLD Performance Measures

Performance Measure	CURRENT Performance Metrics	REVISED Performance Metric
Paratransit Program		
Ridership/Service Utilization Number of people served or trips provided	Track number of individuals served by program.	Number of individuals served or trips provided by program (for service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips, travel training, meal delivery).
Cost Effectiveness	Maintain cost per trip or per passengers Service types such as ADA mandated paratransit, door-to-door service, taxi programs, accessible van service, shuttle service, group trips	No Change.

MPFA Schedule and Milestones

Milestones	Date
ACTAC Review of Guidelines/Performance Metrics	January 2026 (Information Item)
IWC Review of Performance Metrics	
ACTAC Approval of MPFA, Guidelines, Metrics	February 2026 (Action Item)
Commission Approval of MPFA, Guidelines, Metrics	
MPFAs Routed for signing	March 1, 2026
All MPFA Executed	By June 30, 2026

Recommendation

1. Approve Measure B, Measure BB, and Vehicle Registration Fee (VRF) Direct Local Distribution (DLD) Master Programs Funding Agreements.
2. Authorize the Executive Director or his designee to enter into the Master Programs Funding Agreements with DLD recipients.

ALAMEDA County Transportation Commission

Memorandum

5.2

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

DATE:	January 29, 2026
TO:	Alameda County Technical Advisory Committee
FROM:	Jacki Taylor, Assistant Director of Programming and Allocations Seon Joo Kim, Senior Program Analyst
SUBJECT:	Approve the Alameda County Fiscal Year 26-27 Transportation Fund for Clean Air Expenditure Plan Application and Call for Projects

Recommendation

It is recommended that the Commission approve the following items associated with the Alameda County Fiscal Year (FY) 26-27 Transportation Fund for Clean Air (TFCA) Expenditure Plan Application:

1. Resolution 26-002 (Attachment A) regarding the subject Expenditure Plan Application, due to the Bay Area Air District (Air District) by March 2, 2026; and
2. Release of a FY 26-27 TFCA call for projects, scheduled for March 2026.

Summary

As the designated administering agency for the Alameda County share of the TFCA County Program, Alameda CTC is required to submit a TFCA Expenditure Plan Application to the Air District annually, which establishes the fund estimate. Alameda CTC is then required to program the funding in compliance with the Air District's TFCA Policies and Guidance by the prescribed annual deadline, after which any unprogrammed balance is to be returned to the Air District. The FY 26-27 Expenditure Plan Application (Attachment B) identifies approximately $8.4 million available for programming to projects, of which approximately $4.1 million is set aside for bicycle facility projects as required by the Air District.

Staff will release a call for projects in March 2026 and bring funding recommendations to the Commission as part of the 2026 Comprehensive Investment Plan (CIP) Update, tentatively scheduled for May 2026. For any remaining balance, staff will continue to receive applications until mid-summer 2026 and bring a recommended program of projects to the Commission in time for submittal by the Air District's fall 2026 deadline.

Background

FY 26-27 TFCA Fund Estimate: The TFCA Program is funded by a four-dollar vehicle registration fee and managed by the Air District. Of the total annual TFCA revenue generated within Alameda County, the Air District directly programs 60 percent, and Alameda CTC is responsible for programming the remaining 40 percent, of which 6.25 percent is reserved for program administration. Based on the revenue estimates and adjustments as detailed in the FY 26-27 Expenditure Plan Application (Attachment B), the available amounts are divided into three categories:

- $4.3 million (from the County share) for any TFCA-eligible project category. Following the established TFCA distribution formula for Alameda County 40 percent funds (Attachment C), 70 percent of the available County funds are assigned to the cities/county based on population, with a minimum of $10,000 to each jurisdiction, and the remaining 30 percent to transit-related projects. A jurisdiction's future shares may be borrowed against for a project to receive more funds in the current year, which helps facilitate programming of all available funding ahead of the Air District's deadline.
- $4.1 million (from the Air District's Regional 60 percent share, new this cycle) for bicycle facility projects, of which $1.17 million is reserved for projects in AB 617 Communities, i.e., East Oakland and West Oakland. This Regional TFCA funding will not be reflected in the Alameda County TFCA distribution formula.
- $398,090 for program administration.

FY 26-27 TFCA Program Development

When possible, TFCA funds are incorporated into Alameda CTC's biennial CIP discretionary process. However, due to the Air District's annual programming deadline, standalone TFCA calls for projects are periodically required. The standalone FY 26-27 TFCA call for projects is currently planned for release in early March 2026 with a two-tiered approach. First, staff will evaluate applications received by late March 2026 based on the Air District's Policies and Guidance and bring initial funding recommendations as part of the 2026 CIP Update, tentatively scheduled for May 2026. If any TFCA funds remain unprogrammed, staff will continue to receive applications until mid-summer 2026, potentially in coordination with the 2028 CIP call for projects if the schedule aligns, and bring additional/final funding recommendations to the Commission ahead of the Air District's deadline, which is generally early November (within six months of the Air District Board's approval of the Expenditure Plan Application). Any balance remaining after the deadline is to be returned to the Air District.

Fiscal Impact: The fiscal impact for approving this item is the receipt of $8,821,542 of TFCA revenue (estimated) from the Air District during FY 26-27. The received TFCA funds will be included in Alameda CTC's FY 26-27 and FY 27-28 budgets.

Attachments:

A. Alameda CTC Resolution 26-002
B. Alameda County FY 26-27 TFCA Expenditure Plan Application
C. Alameda County FY 26-27 TFCA Distribution Estimate
D. Air District's FY 26-27 TFCA Policies

ALAMEDA
County Transportation Commission

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

Alameda County Transportation Commission
Resolution No. 26-002

Approval of the Alameda County FY 2026-27 Transportation Fund for Clean Air County Program Manager Fund Expenditure Plan Application

WHEREAS, as of July 2010, the Alameda County Transportation Commission ("Alameda CTC") was designated as the overall Program Manager for the Transportation Fund for Clean Air ("TFCA") County Program Manager Fund for Alameda County; and

WHEREAS, the TFCA Program requires the Program Manager to submit an Expenditure Plan Application for FY 2026-27 TFCA funding to the Bay Area Air Quality Management District ("Air District") by March 2, 2026.

NOW, THEREFORE BE IT RESOLVED, Alameda CTC will program the estimated $8,423,452 available to projects, consistent with the attached FY 2026-27 TFCA County Program Manager Fund Expenditure Plan Application and the Air District's TFCA Policies, County Program Manager Guidance, and any other applicable requirements; and

BE IT FURTHER RESOLVED, Alameda CTC will approve a program of projects by the Air District's prescribed deadline; and

BE IT FURTHER RESOLVED, Alameda CTC authorizes the Executive Director to execute any necessary fund transfer agreements related to this funding with the Air District and project sponsors.

DULY PASSED AND ADOPTED by Alameda CTC at the regular Commission meeting held on Thursday, February 26, 2026 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: ATTEST:

____________________________ __________________________

David Haubert,
Chair, Alameda CTC

Elizabeth (Liz) Lake
Clerk of the Commission

Summary Information

Agency Name:	Alameda County Transportation Commission
Address:	1111 Broadway, Suite 800, Oakland, CA 94607

	Total Amount of Passthrough Funds	Program Fund	Admin Funds	Provided by	Alameda CTC Notes
Estimate for this coming fiscal year (2026-2027):	$1,990,945	$1,866,511	$124,434	Air District	
County Adjustment:	$2,452,097	$2,452,097	$0		
Reprogrammed	*$2,011,570*	*$2,011,570*	*$0*	County	
Carryover	*$39,004*	*$36,566*	*$2,438*	County	Reconciliation between FY 2024-25 estimate and actual revenue
Interest	*$401,523*	*$401,523*	*$0*	County	
Other County Adjustments	*$0*	*$2,438*	*-$2,438*	County	Move the Admin portion of the FY 24-25 Carryover funds to Projects
Subtotal:	**$4,443,042**	**$4,318,608**	**$124,434**		
Additional Bikeway & Bike Parking Funding	$4,378,500	$4,104,844	$273,656	Air District	Reflects maximum amount provided by Air District. (Counties may adjust this amount down if they would like to request a lower amount than the maximum.)
General	$3,127,500	$2,932,031	$195,469	Air District	
AB617	$1,251,000	$1,172,813	$78,188	Air District	
Total Available for Programming	**$8,821,542**	**$8,423,452**	**$398,090**		

Percentage of Estimated Revenue allocated to Administrative Costs (maximum of 6.25%): 6.25%

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature Date

Provided for reference purposes

Estimated from previous fiscal year (2024-2025):	*$1,953,500*	*$1,831,406*	*$122,094*	*Air District*	*This is the amount of TFCA 40% funds that was estimated to be available for the counties in Fiscal Year 2024-2025. It is from line 1 of the FYE 2025 expenditure plan*
Actual for previous fiscal year (2024-2025):	*$1,992,504*	*$1,867,973*	*$124,532*	*Air District*	*This is the actual TFCA 40% funds that was paid to the counties for Fiscal Year 2025. It is the sum of the checks sent in Dec and Jun*
Estimate for the current fiscal year (2025-2026):*	*$1,947,300*	*$1,825,594*	*$121,706*	*Air District*	** Not used in programming calculation.*

Alameda CTC TFCA County Program Manager Fund: FY 2026-27 Fund Estimate - DRAFT

Agency	Population (Estimate[1])	% Population	Total % of Funding	A TFCA Funds Available (new this FY)	B Balance from Previous FY	C Programmed Last Cycle	D Funds Available from Closed Projects	E (B-C+D) Rollover (Debits/ Credits)	F (A+E) TFCA Balance (New + Rollover)
Alameda	79,020	4.75%	4.75%	$ 76,760	$ (611,924)	$ 453,664	$ 32,030	$ (1,033,558)	$ (956,798)
Alameda County	147,646	8.88%	8.88%	$ 143,423	$ 465,793	$ 170,564	$ 59,846	$ 355,076	$ 498,499
Albany	20,578	1.24%	1.24%	$ 19,989	$ (42,839)	$ 11,628	$ 8,341	$ (46,125)	$ (26,136)
Berkeley	128,348	7.72%	7.72%	$ 124,677	$ 751,721	$ 71,699	$ 52,024	$ 732,047	$ 856,724
Dublin	74,691	4.49%	4.49%	$ 72,554	$ (616,896)	$ 41,715	$ 30,275	$ (628,336)	$ (555,782)
Emeryville	13,471	0.81%	0.81%	$ 13,086	$ (141,251)	$ 7,617	$ 5,460	$ (143,407)	$ (130,322)
Fremont	232,619	13.99%	13.99%	$ 225,965	$ 578,427	$ 548,152	$ 525,190	$ 555,465	$ 781,430
Hayward	162,359	9.77%	9.77%	$ 157,715	$ 163,051	$ 447,403	$ 65,810	$ (218,542)	$ (60,828)
Livermore	85,899	5.17%	5.17%	$ 83,442	$ 875,881	$ 147,529	$ 34,818	$ 763,170	$ 846,611
Newark	48,886	2.94%	2.94%	$ 47,488	$ 430,420	$ 94,680	$ 88,815	$ 424,556	$ 472,044
Oakland	426,457	25.65%	25.65%	$ 414,258	$ 203,006	$ 470,192	$ 359,859	$ 92,672	$ 506,930
Piedmont	10,806	0.65%	0.65%	$ 10,497	$ 29,185	$ 6,168	$ 4,380	$ 27,397	$ 37,894
Pleasanton	77,232	4.65%	4.65%	$ 75,023	$ 53,038	$ 43,456	$ 31,305	$ 40,887	$ 115,909
San Leandro	87,813	5.28%	5.28%	$ 85,301	$ 232,512	$ 95,828	$ 35,594	$ 172,278	$ 257,579
Union City	66,657	4.01%	4.01%	$ 64,750	$ (129,519)	$ 594,005	$ 123,019	$ (600,506)	$ (535,756)
TOTAL 70% Cities/County:	**1,662,482**	**100%**	**100%**	**$ 1,614,927**	**$ 2,240,606**	**$ 3,204,300**	**$ 1,456,766**	**$ 493,072**	**$ 2,107,998**

FY 2026-27 TFCA New Revenue	$ 1,990,945
Less 6.25% for Program Administration	*$ (124,434)*
Subtotal New Programming Capacity	$ 1,866,511
FY Program Admin Balance/Other Adjustment	$ 39,004
Calendar Year 2025 Interest Earned	$ 401,523
Total New Programming Capacity	$ 2,307,038

	Totals	*Cities/County (Shares) 70%*	*Transit (Discretionary) 30%*
Total New Programming Capacity	$ 2,307,038	$ 1,614,927	$ 692,111
Funds Available from Closed Projects Adjustment	*$ 2,011,570*	*$ 1,456,766*	*$ 554,804*
FY 2025-26 Rollover (debit/credit) Adjustment	*$ -*	*$ (963,694)*	*$ 963,694*
Total Adjustments [2]	$ 2,011,570	$ 493,072	$ 1,518,498
Adjusted Total Available to Program [3]	**$ 4,318,608**	$ 2,107,998	$ 2,210,610

Notes:
1. Dept. of Finance (www.dof.ca.gov) "E1" population estimates as of 1/1/2025 (released May 2025).
2. Includes TFCA programming actions and returned funds from closed projects as of 10/31/25.
3. Does not include $4,104,844 in additional funding from the Air District's Regional 60 percent share for bicycle facility projects

Appendix D: Board-Approved Policies

THE TRANSPORTATION FUND FOR CLEAN AIR (TFCA) POLICIES
Commencing Fiscal Year 2026-2027

These Policies were established to guide the use of the Bay Area Air District's (Air District) Transportation Fund for Clean Air (TFCA) for both the TFCA 60% Fund that is administered by the Air District, and the 40% Fund, which is passed through and administered by the designated public agency in each of the nine Bay Area counties (collectively referred to as the "administering agencies"). Unless otherwise noted, these Policies are intended to oversee all TFCA administrators, recipients, projects, and programs.

ELIGIBLE RECIPIENTS:

1. **Eligible Applicants:** Pursuant to California Health and Safety Code (HSC) section 44241(c)(1), public agencies are eligible to apply for all project categories. Non-public entities are eligible to apply for only on-road zero-emissions vehicles and alternative fuel infrastructure projects that are permitted pursuant to HSC section 44241(b)(7).

2. **Authority and Capacity:** Grant recipients must be responsible for the implementation of the project and have the authority and capability, including funding, necessary to complete the project.

   Additionally, applicants of the TFCA 60% Fund must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform all required tasks by including either: 1) a signed letter of commitment from the applicant's representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).

3. **Good Standing:** Grant recipients must be in good standing with the Air District. Grantees who have failed either the financial statement audit or the compliance audit for a prior TFCA-funded project awarded are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District's final audit determination in accordance with HSC section 44242 or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed financial statement audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed compliance audit means an uncorrected audit finding that confirms a program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

   A failed financial statement or compliance audit of the administering agency or its grantee may subject the administering agency to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

4. **Viable project and matching funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement through completion. With the exception of public school districts, applicants of the TFCA 60% Fund must provide evidence that they have at least 10% of the total eligible project costs (matching funds) from a non-Air District source available and ready to commit to the proposed projects.

ELIGIBLE PROJECTS:

5. **Basic Requirements:** Projects must conform to the provisions of HSC sections 44220 et seq. and these Policies. On a case-by-case basis, agencies that administer the 40% Fund may receive approval by the Air District for projects that are authorized by HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.

6. **Reduction of Air Pollution:** Only projects that result in the reduction of surplus on-road motor vehicle emissions within the Air District's jurisdiction are eligible. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

   Surplus emission reductions are reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement. TFCA funds may not be granted to a project that has already commenced or would have commenced otherwise.

7. **TFCA Cost-Effectiveness (C-E) by Eligible Project Category:** Projects must not exceed the maximum C-E limit specified in Tables 1 and 2. Cost-effectiveness ($/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project's operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller). All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

   Administrative costs that are permitted pursuant to HSC section 44233 are excluded from the calculation of a project's TFCA cost-effectiveness.

   This section does not apply to projects that are co-funded by other Air District administered programs (e.g., Carl Moyer Program) and the TFCA 60% Fund. Emissions benefits for these projects may be reported under other Air District- administered programs.

Table 1: Maximum Cost-Effectiveness for TFCA Projects

Eligible Project Category pursuant to HSC section 44241(b)(1)-44241(b)(11)	**Maximum C-E ($/weighted ton)**	
	Does NOT provide emission reductions in Priority Areas[1]	**Provides emission reductions in Priority Areas[1]**
Clean Air Vehicle: The following project categories encourage the introduction of zero-emission vehicle technologies and/or the retirement of older, more polluting vehicles.		
Purchase or lease of **on-road zero-emissions vehicles** (i.e., hydrogen fuel cell, battery electric)	$522,000*	$783,000*
Installation of **alternative fuel infrastructure** that supports zero emission vehicles.	$500,000	$750,000
Trip Reduction: The following project categories encourage the reduction of vehicle trips, vehicle use, and vehicle miles traveled.		
Implementation of **existing ridesharing[2]** programs and **existing first- and last-mile connections[4]**	$300,000	$450,000
Provision of **pilots[3]: ridesharing[2]** programs; **first- and last-mile connections[4]**; **congestion pricing of highways, bridges, and public transit**	$500,000	$750,000

Implementation of **bicycle parking** (e-bike charging may be eligible as part of the creation of new bicycle parking)	$500,000	$750,000
Implementation of **bicycle facility improvement projects** (e.g., Class I-IV bikeways, bike loop detectors, bike share)	$1,000,000	$1,500,000
Implementation of **infrastructure improvements for trip reduction** (including **transit signal preemption** and **bus stop relocation**)	$500,000	$750,000
Implementation of demonstration projects in **telecommuting**	$300,000	$450,000
Implementation of **rail-bus integration and regional transit information systems**	$150,000	$225,000
Case-by-case approval	$250,000	$375,000

[1] Priority Areas are communities identified through the Assembly Bill (AB) 617 process; and Priority Populations as defined by SB 535 disadvantaged communities and AB 1550 low-income communities.
[2] Ridesharing is defined as two or more persons traveling by any mode, including, but not limited to, carpooling, vanpooling, buspooling, taxipooling, jitney, and public transit.
[3] Pilot projects are defined as projects that serve an area where no similar service was available within the past three years or that will result in significantly expanded service to an existing area.
[4] The local feeder bus or shuttle service must provide direct connections between stations (e.g., rail stations, ferry stations, Bus Rapid Transit (BRT) stations, or airports) and a distinct commercial or employment location.
* The value for non-Priority Area projects may increase annually to align with adjustments made to the Carl Moyer Program Guidelines adopted by the California Air Resources Board (CARB). The value for Priority Area projects will be increased by 1.5 times.

Table 2: Maximum Cost-Effectiveness for TFCA Air District-Sponsored Programs

Project Category	Maximum C-E ($/weighted ton)
Spare the Air & Commuter Benefits	$500,000
Enhanced Mobile Source Inspections	$500,000
Vehicle Buy-Back	$60,000[1]*
Clean Cars for All	$522,000*
Charge!	N/A[2]

[1] Maximum C-E for vehicle scrapping if entirely funded by TFCA. If TFCA is used as a match for state funds, all emissions reductions will be claimed by the state program.
[2] These projects provide electric vehicle charging and/or hydrogen refueling infrastructure to support emission reductions from electric and fuel cell electric vehicles. To maximize emissions reductions and public health benefits, projects will be competitively evaluated using objective criteria. Cost-effectiveness factors will include total project cost, the amount of funding eligible under program rules, and projected emissions reductions based on anticipated equipment usage. Other evaluation factors may include benefits to environmental justice communities and communities disproportionately impacted by air pollution. No maximum cost-effectiveness threshold will apply.
*These values may increase annually to align the limit with adjustments made to the Carl Moyer Program Guidelines adopted by CARB.

8. **Consistent with existing plans and programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards (Clean Air Plan), those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.

For projects that will install **bikeways and bike parking,** pursuant to HSC section 44241(b)(10), the description of the projects must be included in an adopted countywide bicycle plan, congestion management program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan and/or Regional Active Transportation Plan. Projects that are included in an adopted city general plan, area-specific plan, community-based transportation plan, or similar plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.

For projects that involve the installation of **infrastructure for trip reduction projects**, pursuant to HSC section 44241(b)(11), a description of that project must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.

9. **Accessible and available to the public.** Projects that provide a service (i.e., ridesharing, first- and last-mile connections, bike share) must be made accessible and available to the general public.

ADMINISTRATION:

10. **Expend Funds within Two Years:** TFCA Funds must be expended within two (2) years of receipt of either (1) the first transfer of funds from the Air District to the administering agency in the applicable fiscal year for TFCA 40% Fund or (2) the effective date of the project sponsor's grant agreement for the TFCA 60% Fund, unless the administering agency or Air District has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, for the TFCA 40% Fund, an administering agency may, if it finds that significant progress has been made on a project, approve no more than three one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project. For the TFCA 60% Fund, the Air District may approve a longer period, if it finds that significant progress has been made on a project.
11. **Maintain Appropriate Insurance:** Both the administering agency and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE USES OF TFCA FUNDS:

12. **Planning activities:** Pursuant to HSC section 44241(c)(1), planning activities are not eligible unless they are directly related to the implementation of a specific project or program.
13. **Cost of developing proposals and grant applications:** The costs to prepare proposals and/or grant applications are not eligible.
14. **Employee subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the grantee are not eligible.
15. **Personal computers purchase:** Pursuant to HSC section 44241(b)(6), TFCA may not be used to purchase personal computers.
16. **Profit:** The sum of TFCA funds awarded plus all other grants and applicable manufacturer and local/state/federal rebates and discounts plus any applicable applicant cost share may not exceed total project costs.
17. **Remanufactured or refurbished vehicles, equipment, and parts:** Vehicles, equipment, and parts must be new.

ALAMEDA County Transportation Commission

ALAMEDA COUNTY TRANSPORTATION COMMISSION

Transportation Fund for Clean Air County Program (TFCA 40% Fund)

FY 2026-27 Expenditure Plan Application and Call for Projects

A presentation to the Alameda County Technical Advisory Committee

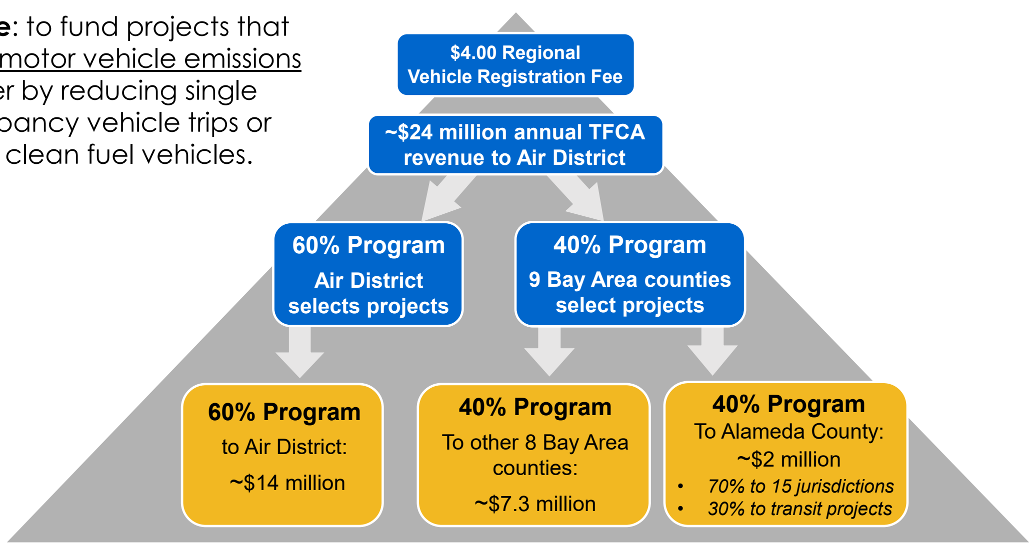
Alameda CTC staff

February 5, 2026

1

TFCA Program – Overview

Purpose: to fund projects that <u>reduce motor vehicle emissions</u> either by reducing single occupancy vehicle trips or with clean fuel vehicles.



2

Administration of TFCA Funds in Alameda County

- **Alameda CTC, annually:**
  - Approves the TFCA Expenditure Plan Application (Attachment B) *
  - Develops the County TFCA program in accordance with the Air District's policies and guidance
    - Issues call for projects *
    - Evaluates projects per the Air District's requirements
  - Obtains Commission approval for the project list and submits it by the Air District's annual deadline
  - Enters into funding agreements and reviews invoices (ongoing)

* Related to today's action

FY 26-27 TFCA Expenditure Plan

General County Program	Program funds		Admin funds*
FY 26-27 new revenue estimate	$1,866,511		$124,434*
Adjustments (reprogramming, prior year estimate reconciliation, interest, etc)	$2,452,097		-
General County Program Subtotal	***$4,318,608***		***$124,434***
	Cities/County	**Transit**	
	$2,107.998	$2,210,610	
Bicycle Facility Augmentation	**Program funds**		**Admin funds***
Countywide	$2,932,031		$195,469
AB 617 Communities set-aside	$1,172,813		$78,188
Bicycle Facility Augmentation Subtotal	***$4,104,844***		***$273,656***
Grand Total: $8,821,542	**$8,423,452**		**$398,090**

* Admin funds: 6.25% of the new revenue estimate

FY 26-27 TFCA Call for Projects – Qualifications

- **TFCA-eligible recipients:** Cities, counties and other public agencies, including transit agencies
- **TFCA-eligible project types**
  - Bicycle and pedestrian facilities
  - Shuttles - *if free and open to all members of the public*
  - Zero emission vehicles and charging equipment
  - Transit and ridesharing promotion
  - Rail-bus integration and regional transit information systems
  - Other types, e.g. signal timing, subject to the Air District Board approval
- **Intended for implementation** - *planning activities ineligible*
- **Must meet the Air District's cost-effectiveness requirements**

5

FY 26-27 TFCA Program Development

Schedule:

- March: Submit Expenditure Plan Application to Air District by 3/2/26 and release a Call for Projects
- April - May: Evaluate first round of applications and include initial recommendations in 2026 CIP Update
- June – July: Continue to receive applications until mid-summer, potentially in coordination with the 2028 CIP call for projects
- August – September: Complete application evaluations and develop a final program recommendation
- October - November: Request Commission approval and submit the final program of projects to Air District
  - Any unprogrammed balance is to be returned to Air District at this time.

6

Recommendation

- Approve Resolution 26-002, regarding the TFCA FY 26-27 Expenditure Plan Application
- Approve release of a FY 26-27 TFCA call for projects

ALAMEDA
County Transportation Commission

Thank you

For more information, visit www.alamedactc.org/transportation-fund-for-clean-air

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

Memorandum

5.3

DATE:	January 29, 2026
TO:	Alameda County Technical Advisory Committee
FROM:	Colin Dentel-Post, Assistant Planning Director Aleida Andrino-Chavez, Associate Transportation Planner
SUBJECT:	2026 Countywide Active Transportation Plan Update

Recommendation

It is recommended that the Commission receive an update on the 2026 Countywide Active Transportation Plan (CATP). This item is for information only.

Summary

The CATP complements local active transportation plans by establishing an overarching vision and goals, countywide priorities, and recommendations to improve walking, biking, and rolling. It is being updated in close collaboration with the ongoing Countywide Transportation Plan (CTP) update and will focus on specific action areas to advance active transportation. Both plan updates are guided by the goals of the Policy Blueprint the Commission adopted in October 2024: safety, equity, climate, and economic vitality. Given Alameda CTC's substantial recent bicycle planning work, including developing the Policy Blueprint, this CATP focuses primarily on pedestrian safety and design.

Based on a technical needs analysis and engagement with stakeholders and the public in coordination with the CTP, the CATP will include detailed recommendations along five key need areas: 1) addressing speeding and conflict points to improve safety; 2) providing pedestrian and bicycle access to transit and other key destinations; 3) protecting vulnerable users; 4) investing in lighting, greenery, and public spaces; and 5) maintaining existing active transportation infrastructure. This memo also identifies potential CATP strategies for Commission input. Following further development of strategies and recommendations together with ongoing stakeholder engagement, completion of the CATP is anticipated in late 2026.

Background

In September 2025, the Commission received an update on the development of the 2026 CATP, including goals and potential action areas for the CATP, included in Attachment A. In brief, the four CATP goals are:

- Safety: Apply the Safe System Approach to eliminate fatalities and severe injuries.
- Equity: Prioritize facility improvements in underserved communities.
- Climate: Promote positive environmental and public health outcomes by investing in connected active transportation networks.
- Economic Vitality: Support a vibrant economy by improving active transportation access to commercial districts, employment centers, and regional transportation networks.

At its January meetings, the Commission discussed key findings from public engagement and potential priorities for the CTP. The CTP engagement informed the CATP needs assessment, together with disability community engagement conducted by the Paratransit Needs Assessment (PNA) and additional engagement with active transportation stakeholders. CATP-specific engagement included:

- Two meetings with an Active Transportation Working Group (ATWG) comprised of partner agency staff;
- A local jurisdiction survey on sidewalk maintenance practices;
- Two focus groups with economic development stakeholders; and
- One active transportation stakeholder focus group.

Movement and Place Framework

To support a more detailed understanding of needs and advance design guidance that aligns with evolving best practices, the CATP pulls in a new framework from the Institute of Transportation Engineers (ITE) called the Movement and Place Framework. This framework for planning and designing roadway networks balances the multiple needs and functions of streets. It has been used by agencies locally and nationally as an alternative to traditional approaches that prioritized vehicle movement over street livability[1]. It relies on roadway types and adjacent land uses to categorize streets, recognizing that streets play dual roles as conduits to move people and goods and as places where people gather and visit.

The Movement and Place street typology includes four street types: Core, Place, Connector, and Neighborhood streets, which provide a basis for analysis and recommendations of the CATP. Core and Place streets, which have clusters of destinations that result in high pedestrian activity, are the focus of the CATP. Core streets also serve high vehicle volumes, which must be managed together with active transportation needs. See Attachment B for more on these typologies.

[1] Institute of Transportation Engineers (ITE), *Movement and Place: A Framework for More People-Centered Streets (Quick Bites),* December 2025, available from: https://www.ite.org/technical-resources/resources/

Needs Assessment

The CATP needs assessment evaluated safety, access, and network connectivity to identify priority active transportation needs countywide. The analysis centered on established safety frameworks—such as the High Injury Network (HIN) and Proactive Safety Network (PSN) — and examined how safety needs intersect with Core and Place streets, transit access, and other key geographies. Additional analyses assessed walking and bicycling access to transit stations; major physical barriers such as freeways, rail lines, and waterways; and trail improvement needs, including intersections with safety networks and place-based street types.

Based on the technical analysis and public engagement, the CATP will develop recommendations related to five key need areas:

1. **Addressing speeding and conflict points to improve safety.** A large share of pedestrian-priority streets, particularly Core Streets, are on the HIN, PSN, or both. Unsafe speeds are also a challenge at conflict points, such as freeway ramp intersections and midblock trail crossings.
2. **Providing pedestrian and bicycle access** to transit and other key destinations. Freeways, rail corridors, and water bodies create major barriers to active transportation due to a lack of low-stress crossings to reach transit stations and other major destinations. Wide streets on priority safety networks can also act as access barriers to people walking and biking. In addition, major investments are needed to complete the three Major Trails (Bay Trail, East Bay Greenway, and Iron Horse Trail) and the Countywide Bikeways Network, which is envisioned to provide safe connectivity and access countywide.
3. **Protecting vulnerable users** by focusing on safety for older adults, youth, and equity priority areas. Current networks that address pedestrian and safety needs, the HIN, PSN, and existing freeway crossings, are especially concentrated in equity communities. Safety and accessibility are especially important issues near schools and destinations for older adults and people with disabilities. For example, the 2026 Alameda CTC Safe Routes to School safety evaluation found that 75% of schools enrolled in the program are within ¼ mile of the HIN.
4. **Investing in lighting, greenery, and public spaces** to improve safety, encourage active transportation, and promote community well-being. These are particularly important for Core and Place streets that serve important pedestrian and destination purposes.
5. **Maintaining existing active transportation infrastructure**, including sidewalks, bike lanes, and trails. City officials have identified sidewalk maintenance as a priority need, and as cities invest in separated bikeways and quick-build infrastructure, the need for maintenance is a growing concern. Many older trail segments also need maintenance or updates to current design standards.

Potential CATP Strategies

As a next step and pending Commission input, the CATP will develop and recommend potential strategies to address the identified needs. Strategies could include:

- **Planning and Design Guidance**: Complementing Alameda CTC's existing Countywide Bikeways Design Guide for local jurisdictions, the CATP will develop best practice design guidance for pedestrian safety and comfort based on the Movement and Place framework. Additional education and knowledge-sharing opportunities could complement this guidance on topics such as design and maintenance best practices. The CATP will also update Alameda CTC's Bicycle Master Plan Guidelines to new Active Transportation Plan Guidelines to help local jurisdictions incorporate best practices for both bicycle and pedestrian planning.
- **Funding Strategies and Partnerships:** Meeting Alameda County's active transportation needs requires a diverse portfolio of projects and programs that can be funded through different levels of programs and partnerships. The CATP could refine policy around design expectations and identify and prioritize projects that address the CATP's five key need areas to support future project funding advocacy and implementation strategies. Alameda CTC could also strengthen its coordination role in high-priority multi-jurisdiction projects led by others. In addition, Alameda CTC's Safe Routes to School program includes School Site Assessments (SSAs) that identify potential improvements for infrastructure around schools. Based on the success of a previous mini-grant program to implement SSA recommendations, the CATP could recommend another round of similar grant funding.
- **Multimodal Corridor Development:** Alameda CTC advances high-priority multimodal projects that address active transportation needs, such as the San Pablo Corridor Projects, East Bay Greenway, and the Rail Safety Enhancement Program. Additional planning is underway to identify new projects that Alameda CTC or its partners could advance, such as the Countywide Ramp Intersection Safety Plan (CRISP) to identify and prioritize safety and active transportation needs at intersections where freeway ramps meet surface streets. The CATP could recommend identifying additional high-priority multimodal corridors that Alameda CTC could advance toward project delivery.

Next Steps

Alameda CTC will develop strategies and tools in consultation with partner agencies and other stakeholders. Continued engagement later this spring will include additional meetings with the agency staff ATWG, active transportation stakeholders, and economic development representatives. A final round of engagement will be conducted together with the draft CTP in summer 2026.

Fiscal Impact

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

Attachments:

A. CATP Goals and Actions
B. CATP Movement and Place Framework

Countywide Active Transportation Plan (CATP) Goals and Action Areas

CATP Goals

The 2026 Countywide ATP is guided by four goals, which are consistent with the adopted Countywide Transportation Plan (CTP) Policy Blueprint but specific to active transportation:

- **Safety:** Apply the Safe System Approach to eliminate fatalities and severe injuries by deterring unsafe speeds and emphasizing investments at the highest-need locations for people walking, biking, and rolling.
- **Equity:** Prioritize facility improvements in underserved communities to enhance equitable and universal access to safe, comfortable active transportation, reducing transportation cost and time burdens for low-income residents and enhancing community health.
- **Climate:** Promote positive environmental and public health outcomes by investing in connected active transportation networks that reduce car dependence, support sustainable land use, and make biking and walking more convenient and enjoyable for all trip types.
- **Economic Vitality:** Support a vibrant economy by improving walking, biking, and rolling access to commercial districts, employment centers, and regional transportation networks; and by promoting design that integrates active transportation and urban design principles to create lively, connected places.

CATP Action Areas by Goal

Safety

- Design roadways for safe target speeds for walking, biking, and rolling.
- Maintain pedestrian and bicycle infrastructure, especially sidewalks.
- Separate users consistent with the Safe System Approach.
- Create comfortable walking and bikeable places.
- Utilize the High Injury Network (HIN) and Proactive Safety Network (PSN) to inform safety investments.

Equity

- Include universal design for people of different abilities.
- Increase active transportation connections for low-income and underserved communities to employment, commercial areas, transit, health centers, and recreation.

- Implement safety improvements on streets in historically underinvested communities.
- Foster community partnerships to understand needs, expand access, and enhance community health.

Climate

- Connect active transportation networks with places and transit.
- Increase access to micromobility options (e.g., an e-bike or e-scooter) for longer trips.
- Integrate climate adaptation strategies into active transportation infrastructure.

Economic Vitality

- Plan for vibrant, walkable, and bikeable downtowns and commercial districts.
- Create comfortable and high-quality public places that support economic growth.
- Integrate active transportation infrastructure and end-of-trip facilities with development.

Countywide Active Transportation Plan (CATP) Movement and Place Framework

Movement and Place is a planning framework from the Institute of Transportation Engineers (ITE) that balances streets' roles as transportation corridors and as public places. Developed in the UK in the early 2000s as "Link and Place," it responded to road planning approaches that prioritized vehicle movement over community livability. It has been used by jurisdictions locally, nationally, and internationally.

For the CATP update, Alameda CTC developed a Movement and Place street typology based on roadway classification and surrounding land-use context. It identifies four street types:

- **Core Streets:** These streets are arterials that are located within Priority Development Areas (PDAs), Transit-Oriented Communities (TOCs), and commercial areas. They have both high concentrations of pedestrian destinations and high traffic volumes.
- **Connector Streets:** These streets are arterials that are located outside of commercial areas, PDAs, and TOCs. They have lower destination density and higher vehicle volumes.
- **Place Streets:** These streets are collectors and local streets that are located within commercial areas. They have high concentrations of pedestrian destinations and low traffic volumes.
- **Neighborhood Streets:** These streets are all other local streets that are located outside of commercial areas. Representing most streets in the county, they have low volumes of both pedestrians and vehicles.

The graphic below illustrates the Movement and Place typology.

Movement and Place Framework

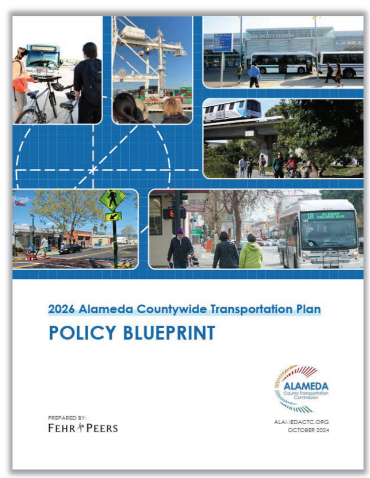
ALAMEDA COUNTY TRANSPORTATION COMMISSION

Countywide Active Transportation Plan Update

Alameda County Technical Advisory Committee
February 5, 2026

What does this CATP do?

- Builds on **local** active transportation plans
- Updates the 2019 CATP to incorporate recent bicycle planning and add new **pedestrian safety and design focus**
- Coordinated with 2026 Countywide Transportation Plan (CTP), sets **active transportation vision and goals**
- Informs agency **policy and project priorities, planning initiatives, and advocacy platform**



Public and Stakeholder Engagement

- CTP Public Engagement
- Local Agency Working Group
- Sidewalk Survey
- Economic Development Focus Groups
- Active Transportation Stakeholder Focus Group

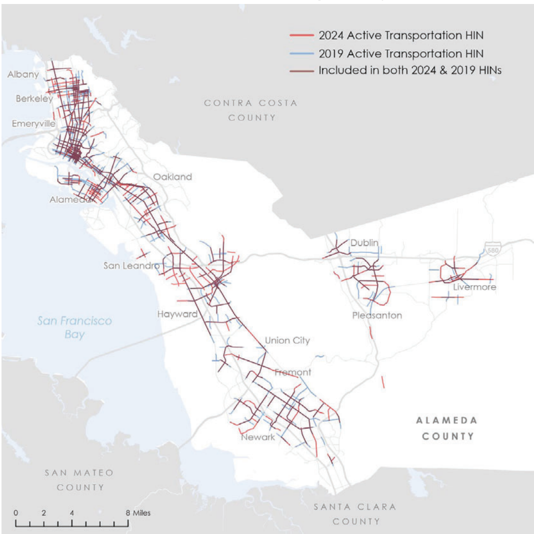
Needs Analysis

Safety	• High Injury Network (HIN)-Approved in 2024 • Proactive Safety Network (PSN)- Approved in 2024 • Relationship to pedestrian priority streets and other needs
Barriers	• Freeway, rail, and water barriers • Length and safety of crossings • Access to transit and destinations
Transit Access	• Pedestrian & bicycle access by station • Access limitations: barriers, HIN, PSN
Trails	• Three major trails needs • Other Countywide Bikeways Network (CBN) trail needs • Trail crossings of the HIN, PSN

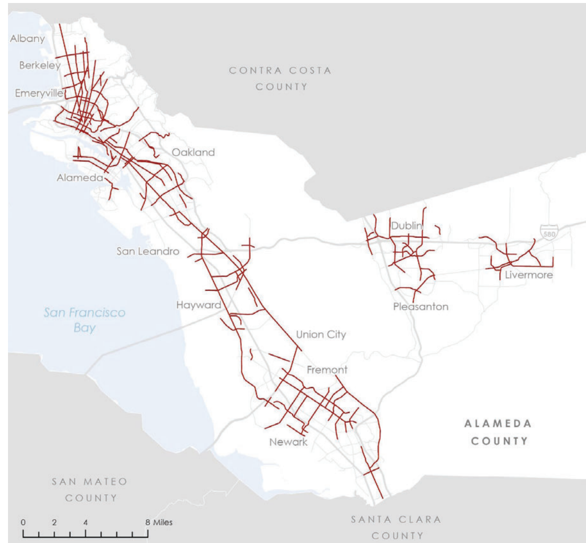
Priority Safety Networks

Commission adopted in 2024

Active Transportation High-Injury Networks



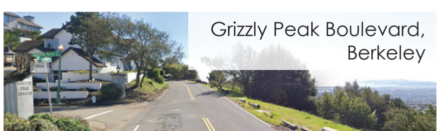
Proactive Safety Network



Movement + Place

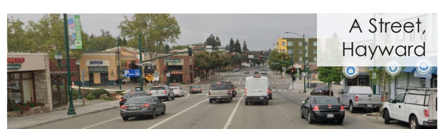
Four street types based on roadway class and land use

High Traffic



Connector Streets

Arterials <u>outside</u> ped priority places



Core Streets

Arterials <u>inside</u> ped priority places

Traffic Level

Neighborhood Streets

Other streets

Place Streets

Collectors and Local streets <u>inside</u> commercial areas

Low Traffic

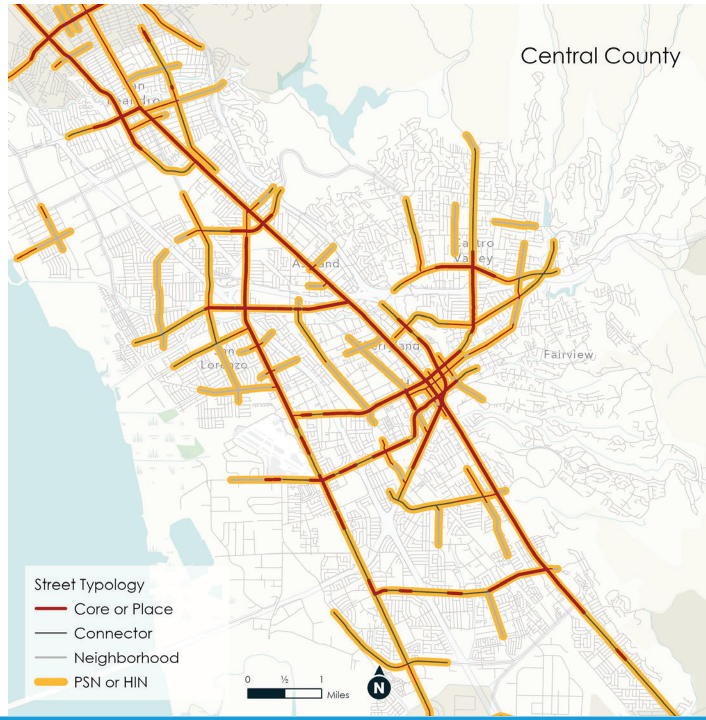
Fewer Destinations

Land Use Activity

Many Destinations

CATP Key Need Areas

1. Addressing speeding and conflict points to improve safety
   - Large share of pedestrian priority streets are on the HIN, PSN, or both
   - Speeds a concern at conflict points, e.g. with freeway ramps

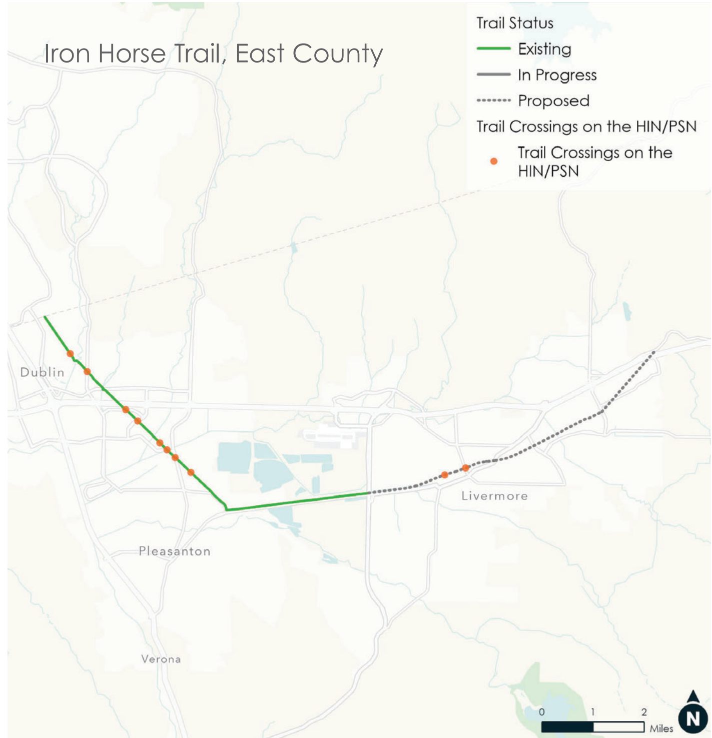


CATP Key Need Areas

2. Providing access to transit and key destinations
   - Freeways, rail, and water create barriers – need safe crossings
   - Wide streets on priority safety networks also act as barriers
   - Major investments needed to complete 3 major trails and CBN

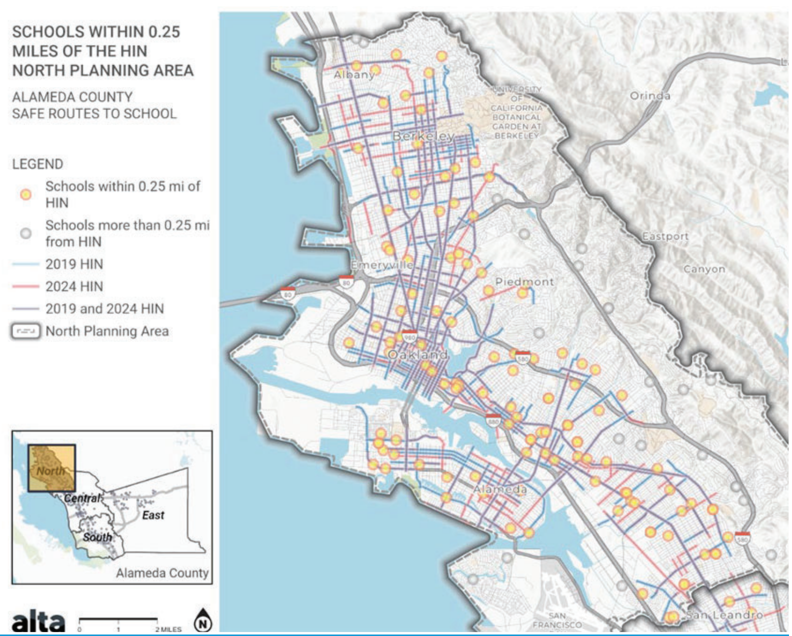
CATP Key Need Areas

2. Providing access to transit and key destinations (cont'd)
   - Freeways, rail, and water create barriers – need safe crossings
   - Wide streets on priority safety networks also act as barriers
   - Major investments needed to complete 3 major trails and CBN



CATP Key Need Areas

3. Protecting vulnerable users
   - HIN, PSN, and freeway crossings especially concentrated in equity areas
   - Safety and accessibility are critical near schools and for older adults and people with disabilities



CATP Key Need Areas

4. Investing in lighting, greenery, public spaces
   - Improve safety, encourage active transportation, and promote well-being
   - Especially important for pedestrian priority streets
5. Maintaining existing infrastructure
   - Sidewalks, bike lanes, and trails all need maintenance
   - Many older trail segments need upgrades to current standards

Credit: City of Fremont

Sidewalk Maintenance Survey

- Surveyed all 15 jurisdictions on sidewalk maintenance and funding practices
- Approaches to sidewalk maintenance and repair vary significantly
- Combination of funding sources are used to support maintenance
- Maintenance and accessibility needs intersect

- **Need for best practice knowledge-sharing on sidewalk repair, including ADA transition plans**

Potential CATP Strategies

Planning and Design Guidance

- Develop design guidance for pedestrian safety and comfort
- Provide education and knowledge-sharing opportunities (e.g. on sidewalk maintenance)
- Develop new Active Transportation Plan Guidelines for local jurisdictions

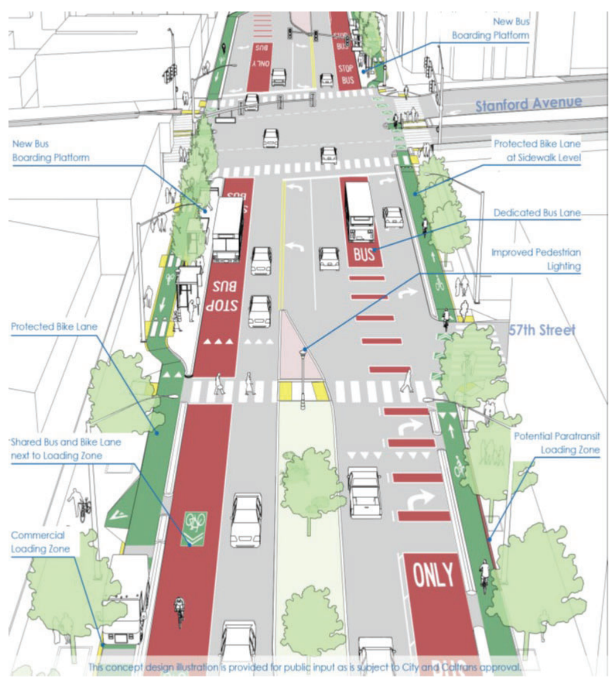
Funding Strategies & Partnerships

- Refine policy around design expectations
- Identify and prioritize projects that address the five key need areas
- Strengthen coordination role in high-priority multi-jurisdiction corridors
- Help jurisdictions implement Safe Routes to School infrastructure improvements

Potential CATP Strategies

Multimodal Corridor Development

- Continue to lead implementation of high-priority multimodal projects
- Identify new projects that Alameda CTC or partners could deliver
  - Ramp intersection improvements (CRISP)
  - Potentially additional multimodal corridors



Next Steps


2025
2026
Spring
Summer
Fall
Winter
Spring
Summer
Fall
Stakeholder and Community Engagement
Policies & Goals
Needs Assessment
Recommendations
Final Plan
We are here


Thank You