



Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, April 23, 2026, 2:00 PM

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

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

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

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

Chair: David Haubert
Vice Chair: Marilyn Ezzy Ashcraft

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

Location Information:

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

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

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

Fremont City Hall
3300 Capitol Avenue
Fremont, CA 94538

Zoom Link:

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

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

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

3.1 Public Comment Information

4. Chair and Vice Chair Report

5. Executive Director's Report

5.1 Executive Director's Report - April 2026 Information [5.1_COMM_ED-Report_April2026_20260423.pdf](#)

6. Recognition of Safe Routes to Schools Golden Sneaker and Platinum Award Recipient

6.1 Recognition of the Alameda County Safe Routes to Schools Program Golden Sneaker Contest Winning School Information [6.1_COMM_SR2S_Golden_Sneaker_Contest_20260423.pdf](#)

7. Consent Calendar

7.1 Approve the March 26, 2026 Commission Meeting Minutes Action [7.1_COMM_Minutes_20250326.pdf](#)

7.2 Approve Agreement 26R390000 with the California Highway Patrol for Express Lanes Enforcement Services Action [7.2_COMM_CHP_Agreement_20260423.pdf](#)

7.3 Approve Amendment No 6. to Agreement A17-0021 with Novani, LLC for Information Technology Support Services of the I-580 Express Lanes Action [7.3_COMM_A17-0021-A6_Novani_20260423.pdf](#)

7.4 Approve Amendment No. 7 to Agreement A18-0048 with Kimley-Horn and Associates, Inc. for Interstate 880 Interchange Improvements (Winton Avenue and A Street) Action [7.4_COMM_I-880 Winton_A_KHA_20260423.pdf](#)

7.5 Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update Information

[7.5_COMM_CMP_Environmental_Docs_20260423.pdf](#)

7.6 2026 Countywide Transportation Plan Update

Information

[7.6_COMM_CTP_Update_20260423.pdf](#)

7.7 Community Committee Appointments Update

Information / Action

[7.7_COMM_Community_Advisory_Appointments_20260423.pdf](#)

8. Committee Reports

8.1 Bicycle and Pedestrian Advisory Committee Update

Information

[8.1_COMM_BPAC_Update_20260423.pdf](#)

8.2 Independent Watchdog Committee Update

Information

[8.2_COMM_IWC_Update_20260326.pdf](#)

8.3 Paratransit Advisory and Planning Committee Update

Information

[8.3_COMM_PAPCO_Update_20260423.pdf](#)

9. Regular Matters

9.1 Approve Recommended Position on AB 1837 (González) and Receive Federal, State, Regional and Local Legislative Activities Update

Action

[9.1_COMM_Legislative_Update_20260423.pdf](#)

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

Action

[9.2_COMM_RSEP-A_RM3_KH_Amendment_20260423.pdf](#)

[9.2_COMM_RSEP-A_RM3_KH_Amendment_Presentation_20260423.pdf](#)

9.3 Approve Countywide Ramp Intersection Safety Plan Contract Award and Execution

Action

[9.3_COMM_CRISP_Contract_Award_20260423.pdf](#)

10. Adjournment

Next Meeting:

May 28, 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.



EXECUTIVE DIRECTOR'S REPORT



Delivering on Our Promises

Alameda CTC Commissioners and partners celebrate the OAAP kickoff event.

Alameda CTC continues to advance a multimodal and sustainable approach to enhance mobility, safety, and access throughout Alameda County. This month, we highlight exciting progress across the agency's work, from kicking off construction for the Oakland Alameda Access Project, to expanding on-demand accessible rides through the Access for All program, to the San Pablo Avenue Parallel Bike Project.

Alameda CTC remains committed to responsible stewardship of public funds through ongoing oversight and financial updates, including this month's focus on the proposed FY2026-27 budget. Thank you for your partnership as we work together to make Alameda county safer, better connected, and more accessible for all.

Sincerely,
Tony Tavares, Executive Director

Construction Begins on Oakland Alameda Access Project

Construction is now underway on the Oakland Alameda Access Project, a \$175 million investment to improve safety, mobility and connectivity between Oakland and Alameda. Delivered by Alameda CTC, Caltrans, the cities of Oakland and Alameda and regional stakeholders, the project advances long-standing goals to support safer, more reliable travel for all users, enhance regional connectivity, and reduce congestion and air pollution.

Project leaders held a kickoff event on April 13, bringing together agency representatives and community partners to mark the official start of construction. The milestone reflects years of planning, coordination and community engagement.

Key project features include a new "horseshoe" connection providing a direct route from the Posey Tube to northbound I-880 and 5th Street. This improvement will reduce cut-through traffic in Chinatown and nearby neighborhoods while simplifying freeway access. Additional upgrades will reconfigure ramps to improve safety and traffic flow.

The project also delivers significant benefits for active travel users, including a new dedicated bicycle and pedestrian walkway in the Webster Tube, along with upgraded bike lanes and sidewalks on city streets. These improvements will enhance safety near schools, businesses and residential areas while supporting more sustainable travel options.

Funded through a combination of local, state and federal sources—including Measure B and BB, SB 1 and the State Transportation Improvement Program—the project represents a major step forward in improving regional mobility and quality of life.

State Funding Expands On-Demand Accessible Rides

Alameda CTC has a history of directing local funding to increase transportation access to residents with disabilities, especially those who rely on wheelchairs that need dedicated space and specialized equipment for travel. One way is to provide funding for organizations that have Wheelchair Accessible Vehicles (WAVs), which are vehicles equipped with wheelchair ramps and equipment inside the vehicle to secure wheelchairs. There is a critical shortage in on-demand WAV services in the County, because most WAV trips are provided by regular bus transit or must be scheduled through paratransit services.

To broaden access, the State of California has developed a funding program exclusively for this service, called the Access

for All (AFA) program. The AFA program distributes funding to expand access to same-day, on-demand rides in WAVs. Funded by the California Public Utilities Commission (CPUC), the program is supported by a fee on every California transportation network company (TNC) ride, such as Lyft and Uber. CPUC collects and directs revenues from these fees back to counties where the TNC rides occurred to increase accessible service with WAVs.

Last month, the state announced \$2.4 million for three Alameda County-based providers —the City of Fremont, Onward Health, and the Center for Independent Living (CIL). Two of these are long-time recipients of Alameda CTC's own accessible transportation funding, building on Measure BB funding to expand

their community-based offerings to meet this important gap. Alameda CTC provided initial funding for City of Fremont's WAV service and regularly funds CIL.

Going forward, these recipients will be eligible for annual funding for WAV operations directly through Alameda CTC. As of 2025, Alameda CTC can administer the AFA program as a Local Access Fund Administrator. In addition to funding through Measure BB, Alameda CTC will receive funding from the CPUC on an annual basis to support on-going WAV services in the County, including to those receiving awards from the state this year.

More information is available on the CPUC [website](https://www.cpuc.ca.gov/news-and-updates/all-news/how-california-is-expanding-on-demand-accessible-rides).

(<https://www.cpuc.ca.gov/news-and-updates/all-news/how-california-is-expanding-on-demand-accessible-rides>)

LOCAL FUNDING HIGHLIGHT: Community Connections Program Supports Mobility for Older Adults and People with Disabilities

From July to December of 2025, with funding support from the Commission, the Center for Independent Living (CIL) conducted six community workshops, delivered over 650 mobility management services, and provided 70 training sessions. In May 2024, Alameda CTC awarded \$1.25 million in Measure B funds to the CIL to implement the Community Connections program. This program provides travel training, mobility management, and transit access for older adults and people with disabilities. Additionally, CIL partners with public transit partners to provide services to better meet the full range of transit needs for customers with diverse disabilities, particularly those who are low-income or face additional barriers to transportation.



San Pablo Parallel Bike Project Advances Towards Design Completion and Construction

Alameda CTC has partnered with the cities of Oakland, Berkeley, and Albany on the development of the San Pablo Parallel Bike Project, which will reach design completion in May 2026. Once finished, the project will close gaps and improve safety along the bicycle routes parallel to and connecting with San Pablo Avenue. Following design completion, the project will be advertised for construction with a goal of awarding a construction contract at the end of 2026. The project is funded with \$13 million in federal grant funding for construction matched with local Measure BB funds.



The project will add and improve neighborhood bike routes and make streets safer and calmer. It will create continuous bike friendly routes on both sides of San Pablo Avenue. The completed project will include:

- Barriers that limit cut-through car traffic on neighborhood streets;
- Small round islands in intersections to slow cars;
- Center islands to make it safer to cross wider streets;
- Flashing lights at crossings to make people walking and biking more visible;
- Signs to help people follow the bike routes;
- Upgraded curb ramps for accessibility;
- New traffic controls to improve safety and manage movement; and
- Extended corners to shorten crossing distances and slow turning cars.

More information about this and other Alameda CTC projects can be found on the agency's [Projects webpage](https://www.alamedactc.org/projects-projects). (<https://www.alamedactc.org/projects-projects>)

Alameda CTC to Launch 2028 Comprehensive Investment Plan

Alameda CTC's Comprehensive Investment Plan (CIP) is a near-term strategic programming document that directs how funds administered by Alameda CTC are programmed, allocated, and documented. Alameda CTC's 2028 CIP is launching this summer, along with a call for projects totaling approximately \$200 million in Alameda CTC discretionary local funding sources and competitive federal transportation funding distributed at the regional level. Funding sources for eligible capital projects and programs include:

- Measures B and BB
- Vehicle Registration Fee (VRF)
- Transportation Fund for Clean Air (TFCA)
- I-580 Toll Revenues
- Federal One Bay Area Grant Program Cycle 4 (OBAG 4)

Alameda CTC anticipates hosting a 2028 CIP Workshop this June to kick off the 2028 CIP process.

Budget Planning Update

Throughout April, the finance team collaborated with all agency departments to identify funding requirements for fiscal year (FY) 2026-27. This process resulted in a balanced and sustainable budget proposal to support Alameda CTC's planning, funding, projects, and programs work in Alameda County. The proposed FY 2026-27 budget will be presented to the Finance and Administration Committee (FAC) and Commission for approval in May.

Agency Activities

In April 2026 the following events were either hosted, sponsored or participated in by Alameda CTC:

- April 1 – East Bay Procurement Summit
- April 11 – Central County Community Connections Plan (4CP) Pop Up Booth, Padres Unidos de Cherryland Easter Event, Hayward
- April 13 – OAAP Kick Off Celebration, Oakland
- April 18 – 4CP Walk Audit & Design Workshop, San Lorenzo Unified School District

Bike Mobile Events

- March 27 – Rosa Parks Environmental Science, Berkeley
- March 29 – Roosevelt Elementary, San Leandro
- March 31 – Joe Michell, Livermore
- April 2 – Washington High, Fremont
- April 3 – Marin Elementary, Albany
- April 14 – American High, Fremont
- April 15 – Tyrrell Elementary, Hayward
- April 22 – Cabrillo Elementary, Fremont

Committee Activities

The Alameda County Technical Advisory Committee (ACTAC) received reports on April 9th on the 2028 Comprehensive Investment Plan and One Bay Area Grant/CARE Program programming guidelines and call for project schedule. It also received an update on the 2026 Countywide Transportation Plan.

Contracting Opportunities

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

Professional Services

- I-680 Northbound Express Lane Gap Closure PS&E (Open April '26)
- I-580/I-680 Interchange Project PA/ED (Open June '26)
- On-Call Planning and Engineering Services (Open July '26)

Construction

- San Pablo Avenue Parallel Bike Improvements (Open July '26)
- East Bay Greenway Multimodal – North Segment (San Leandro – Broadmoor Boulevard to E14th Street) (Open August '26)
- East Bay Greenway Multimodal – North Segment (Lake Merritt to Fruitvale BART Segment)



STAY CONNECTED WITH ALAMEDA CTC

Sign up for our e-newsletter to receive project updates, engagement opportunities, and the latest from Alameda CTC.



Subscribe today!

Scan the QR code or visit us at bit.ly/AlamedaCTCSubscribe

Visit [Alameda CTC's Meetings webpage](https://www.alamedactc.org/all-meetings) for details on upcoming meetings. (<https://www.alamedactc.org/all-meetings>)



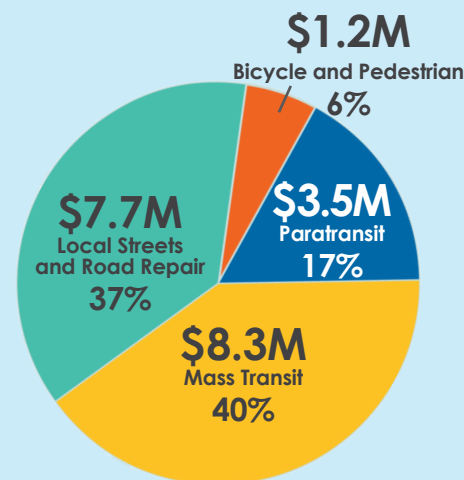
To request free language assistance, call 510-208-7400, visit www.alamedactc.org/Title-VI or email TitleVI@alamedactc.org

Investing in Our Communities

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

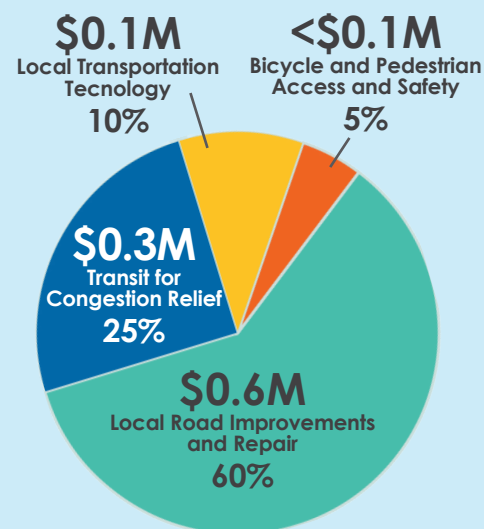
Measure BB Program Distributions (Dec '25)

Measure BB direct local distributions since April 2015. More than \$1.10 billion has been distributed. Over \$20 million was distributed in December 2025.



Vehicle Registration Fee (Dec '25)

Over \$1 million in vehicle registration fees was collected in December 2025. Since 2011, Alameda CTC has distributed more than \$98.6 million of these fees for local road improvement and repair.





Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 16, 2026

TO: Alameda County Transportation Commission

FROM: Denise Turner, Associate Program Analyst/Program Manager

SUBJECT: Recognition of the Alameda County Safe Routes to Schools Program
Golden Sneaker Contest Winning School

Recommendation

This item will provide the Commission with an update on the Safe Routes to Schools (SR2S) Program Golden Sneaker Contest. Annually, the countywide winner of the Platinum Sneaker Award is recognized during the Commission's April meeting. This item is for information only.

Summary

The Golden Sneaker Contest was held March 2 through March 13, 2026. This year, 88 schools registered for the contest and over 15,500 students from over 725 classrooms across Alameda County participated. During the two-week event, Alameda County students, classrooms, and schools participated to see who could walk, roll, carpool, and/or use public transit the most. Teachers supported their students by facilitating time each school day to tally activities including walking, biking, and taking public transit along with a wide array of other mobility devices such as scooters, roller skates, skateboards, and use of wheelchairs and assistive devices. The event was an exciting way to encourage students to stay active, try different modes of travel, enhance connections between teachers and students, and celebrate the mission of the SR2S Program. Students from the classroom at each school with the highest participation earn their school's Golden Sneaker Trophy.

School tallies were also calculated for the highly coveted Platinum Sneaker Award, which is awarded to the school with the highest participation countywide. The Platinum Sneaker-winning school, Christensen Middle School, is located in Livermore and part of the Livermore Valley Joint Unified School District. A representative of the winning school will receive a commemorative sneaker-shaped plaque and will be celebrated virtually during the April

Commission meeting. Alameda CTC will also acknowledge this year's winner in a press release following the April Commission meeting, on social media, and in the Alameda County SR2S May e-newsletter to share the exciting news with school districts, schools, and friends and partners of the SR2S Program. Additional information about the event can be found on the [Golden Sneaker Contest event webpage](#).

Countywide encouragement events like the Golden Sneaker Contest support implementation of the comprehensive SR2S Program by boosting enthusiasm and awareness of active and shared travel options to support travel to and from school. Strategically calendared in Autumn, Spring and before Summer, the encouragement events offer families an opportunity to kickstart and refresh options to shift their mode of travel.

Background

Operating since 2006, the SR2S Program promotes safe, active, and shared transportation choices for parents/caregivers and students to encourage travel mode shift for the trip to and from school. The Program offers direct support and various programming elements to over 300 public elementary, middle, and high schools in Alameda County, and fosters partnerships and collaborates with school communities across the county to promote active (walking and rolling) and shared (carpooling and transit) transportation options while emphasizing and teaching safety.

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



Alameda County Transportation Commission Meeting Minutes Thursday, March 26, 2026, 2:00 p.m.

7.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present except Commissioners Haubert, Hu, Miley, and Solomon.

Commissioner Bowen attended as the alternate for Commissioner Tam.

Commissioner Eicher attended as the alternate for Commissioner Balch.

Commissioner Jenkins attended as the alternate for Commissioner Fife.

Commissioner Lunaparra attended as the alternate for Commissioner Fortunato Bas.

Subsequent to the roll call:

Commissioner Solomon arrived during item 4.

Commissioner Miley arrived during item 6.

3. Public Comment

There were two verbal public comments.

4. Chair and Vice Chair Report

Vice Chair Ezzy Ashcraft shared a brief report.

5. Executive Director's Report

Executive Director Tony Tavares provided the Commission with several updates.

6. Consent Calendar

6.1 Approve the February 26, 2026 Commission Meeting Minutes

6.2 Fiscal Year 2025-26 Second Quarter Report of Claims Acted Upon Under the Government Claims Act Update

6.3 Approve the Alameda CTC Fiscal Year 2025-26 Second Quarter Consolidated Financial Report

6.4 Approve Amendments to the Alameda CTC Administrative Code

6.5 Approve Administrative Amendments to Various Agreements to Extend Agreement Expiration Dates

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

6.7 Approve the Release of a Request for Qualifications for On-Call Planning and Engineering Services

6.8 Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

6.9 Federal, State, Regional, and Local Legislative Activities Update

6.10 Approve Various Actions for the Alameda County Safe Routes to Schools Program

6.11 Community Committee Appointments Update

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

Yes: Bowen, Brown, Eicher, Ezzy Ashcraft, González, Hannon, Hernandez, Jenkins, Jordan, Lunaparra, Marchand, Márquez, McCarthy, Miley, Salinas, Salwan, Singh, Solomon, Taplin, Young
No: None
Abstain: None
Absent: Haubert, Hu

7. Committee Member Reports

7.1 Bicycle and Pedestrian Advisory Committee Update

There was no committee report.

7.2 Independent Watchdog Committee Update

Independent Watchdog Committee (IWC) Chair Damian Park provided a report from the March IWC meeting.

7.3 Paratransit Advisory and Planning Committee Update

Paratransit Advisory and Planning Committee (PAPCO) Chair Sandra Johnson provided a report from the March PAPCO meeting.

8. Regular Matters

8.1 Approve the Fiscal Year 2025-26 Mid-Year Budget Update and Receive a Staffing/Recruitment Status Update - Public Hearing

Vice Chair Ezzy Ashcraft opened the public hearing. Patricia Reavey recommended that the Commission approve the proposed Fiscal Year 2025-26 Mid-Year Budget Update, including authority to pay direct local distribution payments to member agencies based on formulas established in the 2014 Transportation Expenditure Plan, regardless of actual sales tax collections. She also provided an update on staff vacancies and recruitment and retention efforts in compliance with Government Code section 3502.3(a). Following the public comment period for this item, Vice Chair Ezzy Ashcraft closed the public hearing.

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

Yes: Bowen, Brown, Eicher, Ezzy Ashcraft, González, Hannon, Hernandez, Jenkins, Jordan, Lunaparra, Marchand, Márquez, McCarthy, Miley, Salinas, Salwan, Singh, Solomon, Taplin, Young
No: None
Abstain: None

Absent: Haubert, Hu

8.2 2025 Performance Report Update

Shannon McCarthy provided the Commission with an update on the 2025 Performance Report. This item was for information only.

9. Adjournment



Memorandum

7.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 16, 2026

TO: Alameda County Transportation Commission

FROM: Ashley Tam, Principal Transportation Engineer

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

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Agreement 26R390000 with the California Highway Patrol (CHP) for three years with a total not-to exceed amount of \$5,202,000 for I-580 and I-680 Express Lanes enforcement services.

Summary

Alameda CTC operates and maintains the I-580 and I-680 Express Lanes to manage congestion and provide travel reliability for the public. Alameda CTC currently maintains corridor-specific agreements with the CHP to provide the necessary and essential patrol and enforcement services to maintain optimal express lanes operations. The current agreements will expire on June 30, 2026. A new enforcement service agreement is recommended to consolidate enforcement services for both corridors into a single agreement and to allow continued express lane enforcement services through June 2029.

Background

There are currently two methods of enforcement of express lanes: automated toll enforcement and manual enforcement by CHP. Automated toll enforcement utilizes license plate recognition cameras to identify vehicles without a FasTrak® toll tag. CHP provides manual enforcement to visually inspect vehicle occupancy and confirm that vehicles with toll tags that are switched to high-occupancy settings meet the occupancy requirements. CHP also enforces illegal crossing of double-white lines, vehicles that have no license plates and other violations as appropriate for traffic safety. Like all express lanes in California, CHP officers volunteer for overtime duty to perform express lane enforcement and are paid hourly overtime rates that are consistent for express lanes across the state. The current overtime rates are shown in the table in Attachment A.

Pursuant to California Streets and Highway Code Section 149.5, an agreement with CHP authorizes reimbursement for CHP express lanes enforcement activities. Each of the existing agreements with CHP have been amended and extended several times, with sufficient budget additions to ensure continued enforcement monitoring of each express lane corridor. The current agreements expire on June 30, 2026, and staff and CHP are recommending that instead of amendments to two agreements, one new agreement be issued for services on both corridors to reduce administrative costs associated with managing two contracts. The agreement is for a three-year period ending on June 30, 2029, with an estimated budget of \$5,202,000 for officer time and mileage to fulfill enforcement shifts across both corridors, including the new segment of I-680 between SR-84 and Alcosta Boulevard. The contract value reflects agreed-upon enforcement assumptions between Alameda CTC and CHP, consisting of up to seven six-hour enforcement shifts per weekday (Monday through Friday) across the I-580 and I-680 corridors. The agreement is cost-reimbursable, and CHP will be paid only for shifts that are filled and worked.

Fiscal Impact

The fiscal impact for approving this item is \$5,202,000, which will be included in future fiscal year budgets.

Attachment:

A. CHP Classifications and Overtime Rates

Attachment A. CHP Classifications and Overtime Rates

CLASSIFICATION	OVERTIME RATE
CHP Officer	\$133.51 per hour
CHP Sergeant	\$162.43 per hour
Motorcycle Officer	\$140.15 per hour
Motorcycle Sergeant	\$170.52 per hour
Office Services Supervisor I	\$46.10 per hour
Office Technician	\$46.94 per hour
Office Assistant	\$43.51 per hour
CHP Automobile	\$2.05 per mile
CHP Motorcycle	\$2.07 per mile



Memorandum

7.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 16, 2026

TO: Alameda County Transportation Commission

FROM: Ashley Tam, Principal Transportation Engineer

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

Recommendation

It is recommended that the Commission approve Amendment No. 6 to Agreement No. A17-0021 with Novani, LLC (Novani) for an additional \$65,000 and a one-year time extension to June 30, 2027 for continued information technology (IT) support services of the I-580 Express Lanes.

Summary

Alameda CTC operates and maintains the Interstate 580 (I-580) Express Lanes, located in the Tri-Valley corridor through the Cities of Dublin, Pleasanton, and Livermore, which opened to traffic in February 2016. The I-580 Express Lanes utilize an All-Electronic Toll (AET) collection system, which includes computer servers located in a data center managed by Novani under Agreement No. A17-0021. The agreement includes all services needed for the data center, and rental and maintenance costs. The requested additional budget of \$65,000 and one year time-extension are required to continue uninterrupted I-580 Express Lanes operations for the next year. A summary of all contract actions related to Agreement No. A17-0021 is provided in the table in Attachment A.

Background

The I-580 Express Lanes includes on-premises computer servers that run the software necessary for express lanes operations. The computer servers are located in a data center that has been managed by Novani since the start of I-580 Express Lanes operations under Agreement No. A17-0021, which expires on June 30, 2026. The agreement includes fixed annual and monthly fees for data center costs, including rental and power costs, normal maintenance activities, and on-call services for required updates and decommissioning services.

In 2025, work began on the I-580 Upgrade Project to replace toll system equipment and software on the I-580 Express Lanes that are at the end of their useful life. The I-580 Upgrade Project includes cloud hosting, and once completed, the on-premise servers for the legacy toll system can be decommissioned. However, until the new toll system is fully implemented and operational, the legacy I-580 toll system must remain in service, requiring continued hosting of the existing servers. Therefore, staff is recommending approval of a one-year extension to Agreement No. A17-0021 to allow for continued hosting of the legacy I-580 computer servers while the Upgrade Project is underway.

The cost required to continue hosting the I-580 Express Lane servers for an additional year beyond June 30, 2026 is \$151,000, including on-call budget. The current contract will have a remaining budget of \$86,000 when it expires on June 30, 2026, requiring an additional \$65,000 for continued hosting of the I-580 Express Lanes computer servers through June 2027, while maintaining an on-call budget that can be used for any required changes. The increase to the contract amount would result in a not-to-exceed total amount of \$2,163,615. A summary of all contract actions related to Agreement No. A17-0021 is provided in Attachment A. Services under this agreement will no longer be needed after the I-580 Upgrade Project is completed.

Fiscal Impact

The fiscal impact for approving this item is \$65,000, which will be included in the budget for FY26-27.

Attachment:

- A. Summary of Agreement No. A17-0021

Attachment A. Summary of Agreement No. A17-0021

Contract Status	Work Description	Value	Total Contract Not-to-Exceed Amount
Original Professional Services Agreement with Novani (A17-0021) <i>Approved January 28, 2016</i>	Information Technology Services. Term of agreement was September 2016 through June 2018.	\$573,200	\$573,200
Amendment No. 1 <i>Dated June 30, 2018</i>	Extended by three years to June 30, 2021	\$925,415	\$1,498,615
Amendment No. 2 (Administrative Amendment) <i>Dated June 22, 2020</i>	Modification of indemnification and insurance requirement provisions	N/A	\$1,498,615
Amendment No. 3 <i>Dated November 19, 2020</i>	Extended by one year to June 30, 2022	\$370,000	\$1,868,615
Amendment No. 4 (Administrative Amendment) <i>Dated June 23, 2022</i>	Extended by two years to June 30, 2024	N/A	\$1,868,615
Amendment No. 5 <i>Dated June 2024</i>	Provide additional budget and two-year time extension to continue IT Services	\$230,000	\$2,098,615
Proposed Amendment No. 6 <i>April 2026 (This agenda item)</i>	Provide additional budget and one-year time extension to continue IT Services	\$65,000	\$2,163,615
Total Amended Contract Not-to-Exceed Amount			\$2,163,615



Memorandum

7.4

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 16, 2026

TO: Alameda County Transportation Commission

FROM: Farid Javandel, Director of Project Delivery

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

Recommendation

It is recommended that the Commission authorize the Executive Director or designee to execute Amendment No. 7 to Agreement A18-0048 with Kimley Horn Associates, Inc. (KHA) for Project Approval and Environmental Document (PA&ED) phase services for Interstate 880 Interchange Improvements (Winton Avenue/A Street), Project Number 1471000 (Project).

Summary

Alameda CTC is the sponsor and implementing agency for the Project which is currently in the PA&ED phase and being developed in partnership with the California Department of Transportation (Caltrans) and City of Hayward (City). During the final environmental document review in early 2024, Caltrans indicated that the Project must have the next phase, Plans, Specifications & Estimates (PS&E), fully funded and included in the Transportation Improvement Program (TIP) for Caltrans to approve the Project's National Environmental Policy Act (NEPA) document. Due to lack of full funding for the PS&E phase at that time, the Project was put on hold in early 2024. Following establishment of a full funding plan for the PS&E phase of I-880 A Street Interchange as the first phase to proceed to PS&E, the TIP was updated on October 15, 2025, and PA&ED work was reinitiated.

The Project was presented to the Metropolitan Transportation Commission (MTC) Air Quality Task Force (AQTF) on June 25, 2020, for an air quality conformity determination, as a requirement for Federal Highway Administration (FHWA) to concur with air quality conformity, and to enable Caltrans to sign the NEPA document. According to the Caltrans agreement with regulatory agencies, a project must seek a new air quality conformity

determination if NEPA is not approved within three years of the initial air quality conformity determination. To seek a new air quality conformity determination and get Caltrans approval of the final environmental document and project report, KHA and their subconsultants will need to update several technical reports for Caltrans review and approval. Approval of this item would provide necessary resources and adequate time for KHA and their subconsultants to update various technical reports, the final environmental document and final project report for Caltrans review and approval, and complete post PA&ED state and federal filing requirements.

Background

The Project will reconfigure the I-880 interchanges at Winton Avenue and A Street to enhance access to the surrounding residential, retail and commercial land uses, implement complete street features at both interchanges, and provide auxiliary lanes along I-880 in northbound and southbound directions between the two interchanges. Alameda CTC initiated the PA&ED phase in fall 2019 after completion of the Project Study Report – Project Development Support (PSR-PDS), scoping document. The Draft Environmental Document was released for public review and comments on May 27, 2022, followed by a public meeting on June 12, 2022. Due to lack of full funding for the PS&E phase, the Project was put on hold in early 2024. PA&ED work was reinitiated in October 2025 following a establishment of a full funding plan for the PS&E phase for the I-880 A Street Interchange as the first phase to proceed to PS&E work, including previously programmed Alameda CTC funds and an additional allocation of \$1,350,000 from the City of Hayward’s Measure BB funds approved on September 2, 2025.

Due to a gap of over three years since the last air quality conformity determination by the AQTF, updated documentation will be prepared for review by the AQTF to seek a new air quality conformity determination. Also, there have been changes in several regulatory requirements since technical documents were last submitted for Caltrans review early 2024. To capture these changes, the consultants need to update several technical reports including the traffic operations analysis report, project description, air quality report, final environmental document, final project report, design standard decision document and right of way datasheet. Alameda CTC entered into a professional services agreement with KHA on July 7, 2018, for an amount not to exceed \$4,000,000 to complete PSR-PDS and PA&ED. Subsequent contract amendments A18-0048-A1 through A18-0048-A6 addressed updates to indemnification and conflict of interest clauses and time extensions. Staff have negotiated with KHA a not-to-exceed amount of \$180,000 to complete the additional work. Staff is recommending approval of contract Amendment No. 7 with KHA for a not-to-exceed total amount of \$4,180,000 and a six-month time extension from December 31, 2026, to June 30, 2027.

Fiscal Impact

The fiscal impact for approving this item is \$180,000, which was included in the budget adopted for FY25-26.



Memorandum

7.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 16, 2026

TO: Alameda County Transportation Commission

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

SUBJECT: Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update

Recommendation

It is recommended that the Commission receive an update on the Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

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

Between February 16, 2026 and March 15, 2026, Alameda CTC did not submit comments on any NOPs or DEIRs.

Fiscal Impact

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



Memorandum

7.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 16, 2026

TO: Alameda County Transportation Commission

FROM: Kristen Villanueva, Director of Planning and Programs
Colin Dentel-Post, Assistant Director of Planning

SUBJECT: 2026 Countywide Transportation Plan Update

Recommendation

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

Summary

Alameda CTC updates the CTP approximately every four to six years to respond to changing conditions and evaluate new opportunities and demands placed on the transportation system. The Policy Blueprint adopted by the Commission in 2024 serves as the foundation of the 2026 CTP, defining the goals and policy objectives that guide development of the strategies, near-term actions, and projects and programs included in the Plan.

This item provides updates on key elements of the CTP, including the list of projects and programs submitted for consideration by local jurisdictions, and draft implementation strategies and actions. After Commission input, staff will conduct final briefings and discussions with partner agencies; complete the required performance evaluation of the plan; return to the CTP Working Group comprised of community-based organizations for a final round of engagement; and release the Draft Plan for public input before finalizing it later this year.

Background

Alameda CTC prepares a CTP that establishes a vision and goals for the transportation system in Alameda County and identifies transportation project priorities and strategies to advance toward the vision and goals over time. The CTP is a long-range planning document that directly feeds into regional transportation plans produced by the Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG). Recommendations from CTPs also inform Alameda CTC's funding and legislative advocacy,

programming actions, capital project development, programs implementation and priorities for planning initiatives.

CTP Project and Program Submissions

One key element of the CTP is a list of transportation projects and programs that help implement the CTP and advance the vision and goals and policy objectives. Projects must be included in the CTP to be eligible to compete in the future for funding from Alameda CTC and for inclusion in the Regional Transportation Plan/Sustainable Communities Strategy. While simply being included in these plans does not guarantee funding, inclusion is a requirement to compete for many competitive funding sources as well as for various project approval actions.

Over the last year, Alameda CTC met extensively with local agency staff to discuss needs and priorities, and local jurisdictions submitted projects and programs for consideration for inclusion in the CTP. This process generated approximately 385 candidate submissions¹, including both projects and programs, which are bundles of smaller projects (\$3 million or less), longer-term concepts included in completed plans², or operational projects. Alameda CTC is currently reviewing the projects and programs submitted to evaluate how projects advance the policy objectives in the Commission-adopted Policy Blueprint and meet the needs identified through the community engagement and needs assessment elements of the CTP.

Attachment A presents the list of projects and programs submitted to Alameda CTC over the past year, organized by the following categories of submissions (listed in alphabetical order):

Bridges and Railway Crossings	Roadway Maintenance and Repair
Clean Transportation	Technology
Climate Adaptation and Resilience	Trails and Greenways
Goods Movement	Transit Capital Expansions
HOV and Express Lanes	Transit Operating & Maintenance Facilities
Interchange Modernizations	Transit Service Improvements
Multimodal Corridors	Transit Station Access and Modernization
Paratransit and Transit Pass	Transportation Demand Management

Staff will have additional discussions with sponsor agencies through the first half of this year to identify projects that best advance the Policy Blueprint and gaps and opportunities for future planning efforts, projects or programs. Staff will also work with local jurisdictions to ensure additional projects or programs initially not submitted or that need more detail or clarification are considered for inclusion in the final Draft Plan.

¹ The list of projects and programs included in Attachment A includes additional programmatic categories as well as candidate projects that were grouped together, resulting in a total number of projects and programs reflected in Attachment A that differs from the 385 candidate submissions.

² Costs to conduct studies or plans are not included in the CTP programs list.

CTP Implementation Plan: Strategies and Actions

The 2026 CTP will include a set of strategies and near-term actions for more specific planning, policy, and project implementation efforts. Attachment B presents an initial draft set of strategies and actions for consideration that would address priority needs across the CTP and the Countywide Active Transportation Plan (CATP). The strategies connect directly to objectives in the Policy Blueprint, whereas the proposed draft actions are near-term implementation actions. After Commission input and consultation with partner agencies, staff will refine the set of strategies and near-term actions and add timelines to each action.

Several of the actions would facilitate implementation of capital projects, with project development support, creation of a major project investment strategy, and coordinating funding advocacy for regional, state and federal sources. These are implementation areas that staff have heard from the Commission and partner agencies as needed to make measurable progress toward the ambitious vision of the CTP.

Next month, staff will return to the Commission to consider additional strategies and actions to address the key needs identified through the 2026 Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities (Paratransit Needs Assessment).

CTP Long-Term Assessment

Alameda CTC is required to comply with MTC guidelines for CTPs related to estimating the plan's performance metrics, in particular related to vehicle miles travelled and equity. The 2026 CTP will include a quantitative assessment of long-term changes in transportation outcomes from implementing the CTP's projects, programs and strategies. In addition, consistent with MTC's CTP guidelines, the evaluation will incorporate regionally-adopted land use and long-term transit priorities included in the region's Regional Transportation Plan/Sustainable Communities Strategy.

Next Steps

After Commission input, staff will: conduct final briefings and discussions with partner agencies; complete the required performance evaluation of the plan; return to the CTP Working Group comprised of community-based organizations for a final round of engagement; and release the Draft Plan for public input before finalizing later this year.

Fiscal Impact

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

Attachments:

- A. 2026 CTP Project and Program Submissions
- B. 2026 CTP Draft Implementation Plan

#	Project Name	Agency	Total Cost (\$, millions)
Bridges and Railway Crossings			
1	Rail Safety Enhancement Program (Near-term Phases A and B)	Alameda CTC	\$123
2	Powell Street Bridge Widening	City of Emeryville	\$50
3	UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	City of Fremont	\$13
4	UPRR Quiet Zones: Other Fremont Locations	City of Fremont	\$3
5	Central Avenue Overpass	City of Newark	\$70
6	Quiet Zones RR Crossing Improvements Project	City of Newark	\$10
7	UP At-Grade Crossing Safety Upgrades	City of Union City	\$5
8	I Street Railroad At-Grade Crossing Closure	City of Union City	\$5
Climate Adaptation and Resilience			
9	Bay Farm Island Northern Shoreline Adaptation Project	City of Alameda	\$22
10	Estuary Adaptation Project	City of Alameda	\$167
11	South Shore Beach Adaptation Project	City of Alameda	\$20
12	Neptune Drive Flood Protection and Bridge Repair Project	City of San Leandro	\$6
13	Oakland International Airport Perimeter Dike Improvement Project (Phase 2)	Port of Oakland	\$43
14	Doolittle Drive Flood Hazard Improvements (SR-61)	Port of Oakland/Caltrans	TBD
Goods Movement			
15	7th Street Grade Separation East	Alameda CTC	\$378
16	Oakland Army Base Infrastructure Improvements	City of Oakland	\$346
17	Adeline Street Bridge Replacement	City of Oakland/Caltrans	\$300
18	Arterial Roadway Improvements Project	Port of Oakland	\$21
HOV and Express Lanes			
19	I-680 Express Lanes: NB SR-84 to Alcosta (Phase 2)	Alameda CTC	TBD
20	Bay Bridge Forward Interstate 80 Westbound High Occupancy Vehicle and Bus Lane Extension Project	MTC	\$4
21	Bay Bridge Forward Interstate 580 Westbound High Occupancy Vehicle Lane Extension Project	MTC	\$7
22	Bay Bridge Forward: I-80 HOV Lane Access Restrictions	MTC	\$7
23	Bay Bridge Forward: I-80 Localized Transit Priority/HOV Strategies Project	MTC	\$5
Interchange Modernizations			
24	I-880/Whipple Rd./Industrial Pkwy SW Interchange Modernizations	Alameda CTC	\$220
25	I-880/Winton Avenue/A Street Interchange Modernization	Alameda CTC	\$68
26	I-580/I-680 Interchange Improvements	Alameda CTC	TBD
27	I-80/Ashby Avenue Interchange Modernization	Alameda CTC	\$157
28	SR-262 Safety and Interchange Improvements	Alameda CTC	\$76
29	University Avenue/I-80 Interchange Project	City of Berkeley	\$132
30	I-580 Interchange Improvements at Hacienda	City of Dublin	\$46
31	I-580/Fallon/El Charro Interchange Modernization (Phase 2)	City of Dublin	\$53
32	Auto Mall Parkway Improvements Near I-680	City of Fremont	\$80
33	I-680/Mission Boulevard (North) Interchange Modernization	City of Fremont	\$40
34	I-680/Washington Boulevard Interchange Modernization	City of Fremont	\$35
35	I-880/Decoto Road Interchange Modernization	City of Fremont	\$33
36	Rt 92/Clawiter/Whitesell Interchange Modernization	City of Hayward	\$40
37	I-580 Greenville Road Interchange Improvements	City of Livermore	\$100
38	I-580 SR-84/Isabel Interchange Improvements Phase 2	City of Livermore	\$30
39	I-580/First Street Interchange Modernization	City of Livermore	\$60
40	I-580/Vasco Road Interchange Modernization	City of Livermore	\$120
41	42nd Avenue & High Street I-880 Access Improvements	City of Oakland	\$29
42	I-680 Overcrossing Widening and Improvements at Stoneridge Drive	City of Pleasanton	\$19
43	I-680 Sunol Interchange Modernization	City of Pleasanton	\$27
44	Santa Rita Road I-580 Overcrossing Widening	City of Pleasanton	\$11
45	I-880/Alvarado-Niles Interchange Multimodal Modifications	City of Union City	\$20
46	Whipple Road Multimodal Corridor Project	City of Union City	\$26
47	Bay Bridge Forward I-80 Powell Street Interchange Transit Access Improvements Project	MTC	\$4
Multimodal Corridors			
48	Foothill Blvd Corridor Improvements	AC Transit	\$22
49	Fruitvale Ave. Corridor Short Term Improvements	AC Transit	\$5
50	Grand Avenue Corridor Bus Lanes	AC Transit	\$57
51	Shattuck Ave./Martin Luther King Jr. Way Corridor	AC Transit	\$80
52	International Boulevard Transit Lane Delineation	AC Transit	\$4
53	Castro Valley Boulevard Corridor Improvements	ACPWA	\$12
54	Castro Valley Boulevard Streetscape Improvement Phase II	ACPWA	\$13
55	Center Street Corridor Improvement Project	ACPWA	\$15
56	Crow Canyon Road Roundabouts	ACPWA	\$13
57	Crow Canyon Road Safety Improvements	ACPWA	\$4
58	Hesperian Boulevard (Phase 2)	ACPWA	\$15
59	Patterson Pass Road Safety Improvements	ACPWA	\$7
60	Redwood Road Corridor Improvement Project	ACPWA	\$14

Projects Submitted for the 2026 CTP
Projects sorted by category then by agency in alphabetical order
Costs more than \$3 million

Costs as of 9/2025 and subject to change

#	Project Name	Agency	Total Cost (\$, millions)
61	Tesla Rd. Safety Improvements (Phase 1)	ACPWA	\$42
62	East Bay Greenway (Phase 1): Bayfair Drive to 162nd Avenue	ACPWA	\$8
63	Tesla Road Safety Improvements Phase II	ACPWA	\$7
64	Vasco Road Safety Improvement Phase II	ACPWA	\$27
65	San Pablo Avenue Corridor: Bus/Bike Lanes	Alameda CTC	\$255
66	San Pablo Avenue Corridor: Multimodal Corridor Improvements - Safety Enhancements	Alameda CTC	\$33
67	San Pablo Avenue Corridor: Multimodal Corridor Improvements - Parallel Bike	Alameda CTC	\$17
68	5th Street Safety Project	City of Alameda	\$3
69	Bike and Ped improvements on commercial corridors: Park St and Webster St	City of Alameda	\$9
70	Clement Ave. and Tilden Way Complete Streets	City of Alameda	\$14
71	Fernside Blvd Traffic Calming & Bikeways	City of Alameda	\$20
72	Grand Street Safety Improvements	City of Alameda	\$16
73	Lincoln Avenue/Marshall Way Safety Improvements	City of Alameda	\$24
74	Neighborhood Greenways	City of Alameda	\$10
75	Willie Stargell Complete Street Corridor	City of Alameda	\$18
76	Buchanan Streetscape	City of Albany	\$10
77	Solano Avenue Streetscape Improvement Project	City of Albany	\$50
78	Ashby Avenue Complete Streets Corridor	City of Berkeley	\$7
79	Center Street Plaza Project	City of Berkeley	\$3
80	Gilman Street Complete Streets Corridor	City of Berkeley	TBD
81	Shattuck Avenue Complete Streets Corridor	City of Berkeley	\$15
82	Heinz Bicycle Boulevard	City of Berkeley	TBD
83	Derby Street Bicycle Boulevard	City of Berkeley	TBD
84	Sacramento Street High Priority Pedestrian and Bicycle Crossings Project	City of Berkeley	\$5
85	Telegraph Ave Pedestrian and Transit Mall	City of Berkeley	\$30
86	Adeline Street Corridor Transportation Improvements	City of Berkeley	TBD
87	Telegraph Avenue Multimodal Corridor	City of Berkeley	TBD
88	Martin Luther King Jr Way Complete Streets Corridor	City of Berkeley	\$6
89	University Avenue Complete Streets Corridor	City of Berkeley	\$4
90	Oxford Street Complete Streets Corridor	City of Berkeley	\$25
91	Claremont Avenue Complete Streets Corridor	City of Berkeley	\$12
92	Dublin Blvd. - North Canyons Pkwy Extension	City of Dublin	\$127
93	Fallon Road Widening Project	City of Dublin	\$18
94	Tassajara Road Realignment	City of Dublin	\$38
95	Tassajara Road Widening from N. Dublin Ranch Drive to Quarry Lanes	City of Dublin	\$15
96	40th Street Transit-Only Lanes and Multimodal Enhancements	City of Emeryville	\$33
97	Kato Road Complete Street	City of Fremont	\$10
98	Mowry Ave. Complete Streets	City of Fremont	\$30
99	Peralta Ave. Complete Streets	City of Fremont	\$20
100	Vargas Road Safety Improvements	City of Fremont	\$5
101	Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA	City of Fremont	\$4
102	Decoto Road Complete Street: I-880 to Paseo Padre Parkway	City of Fremont	\$39
103	Fremont Boulevard Complete Street in Downtown and Irvington PDAs	City of Fremont	\$13
104	Fremont Boulevard Complete Streets in Warm Springs PDA	City of Fremont	\$20
105	A St/B St Safety/Complete Streets	City of Hayward	\$50
106	Downtown Safe Streets	City of Hayward	\$48
107	Hayward Blvd Multi-modal Project	City of Hayward	\$3
108	Hesperian Safe Streets	City of Hayward	\$38
109	Jackson St Safe Streets	City of Hayward	\$14
110	Mission Blvd Safe Streets	City of Hayward	\$44
111	Tennyson Rd. Corridor PDA Complete Streets	City of Hayward	\$27
112	Thornton Avenue Complete Streets Corridor	City of Newark	\$15
113	18th Street Bikeway	City of Oakland	\$3
114	7th Street Connection Project	City of Oakland	\$32
115	7th Street Paving Improvement Project	City of Oakland	\$4
116	8th Street Corridor Improvements Project	City of Oakland	\$22
117	9th Street Complete Streets Project	City of Oakland	\$3
118	Calm East Oakland Streets	City of Oakland	\$22
119	East 12th Street Bikeway	City of Oakland	\$16
120	Embarcadero West Rail Safety and Access Improvements	City of Oakland	\$59
121	Foothill Blvd Complete Streets Paving Project	City of Oakland	\$3
122	Franklin Street Paving Improvement Cycletrack Project	City of Oakland	\$17
123	Grand Avenue Complete Streets Paving Project	City of Oakland	\$15
124	HSIP 10 14th Street Pedestrian Crossing Improvements and Road Diet	City of Oakland	\$3
125	HSIP 10 98th Avenue	City of Oakland	\$3
126	HSIP 10 Systemic Improvements	City of Oakland	\$3
127	HSIP 11 Major Crossing Improvements	City of Oakland	\$3
128	Lake Merritt to Bay Trail Connection / 5th Avenue Complete Streets	City of Oakland	\$13
129	LAMMPS Phase II & Phase III	City of Oakland	\$25
130	Martin Luther King Jr Way Streetscape Improvements	City of Oakland	\$41

Projects Submitted for the 2026 CTP
 Projects sorted by category then by agency in alphabetical order
 Costs more than \$3 million

Costs as of 9/2025 and subject to change

#	Project Name	Agency	Total Cost (\$, millions)
131	MacArthur Smart City Corridor Phase 2	City of Oakland	\$13
132	Martin Luther King Jr Way Complete Streets Project	City of Oakland	\$13
133	Upper Telegraph Avenue Paving Complete Streets Project	City of Oakland	\$15
134	2nd Street Transit Hub & Bike Lane Connection	City of Oakland	\$10
135	Broadway Streetscape Improvements	City of Oakland	\$37
136	East Bay BRT Corridor Pedestrian Safety Improvements	City of Oakland	\$25
137	Foothill Road Complete Streets	City of Pleasanton	\$8
138	I-580 Overcrossing Bicycle and Pedestrian Improvements	City of Pleasanton	\$3
139	West Las Positas Bike Corridor Improvements	City of Pleasanton	\$6
140	Extension of El Charro Road from Stoneridge Drive to Stanley Blvd	City of Pleasanton	\$116
141	Cross Town Class IV Corridors and Williams St. Pedestrian Improvements	City of San Leandro	\$48
142	Doolittle Drive Streetscape	City of San Leandro	\$15
143	Downtown San Leandro Pedestrian Lighting & Streetscapes	City of San Leandro	\$8
144	Fairway Drive Traffic Calming Project	City of San Leandro	\$3
145	Hesperina Class IV Bikeway Gap Closure Project	City of San Leandro	\$8
146	MacArthur Blvd Roundabout	City of San Leandro	\$7
147	Marina Boulevard Streetscape	City of San Leandro	\$13
148	Mission Blvd (SR 238) "Complete Street" Project	City of Union City	\$20
149	Quarry Lakes Parkway (Segment 5)	City of Union City	\$146
150	Quarry Lakes Parkway (Segments 1-2)	City of Union City	\$122
151	Quarry Lakes Parkway (Segments 3-4)	City of Union City	\$216
152	Union City Blvd. Complete Streets	City of Union City	\$10
153	Alvarado-Niles Road Rehab and Multimodal Corridor	City of Union City	\$20
154	7th Street Infrastructure Improvements	City of Union City	\$3
155	West Oakland Link Phase 1	MTC	\$64
156	West Oakland Link Phase 2	MTC	\$40
Roadway Maintenance and Repair			
157	Airway Blvd Culvert Replacement	City of Livermore	\$15
158	Lake Chabot Road Stabilization Project	City of San Leandro	\$5
Technology			
Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) Technology Upgrade			
159	Upgrade	AC Transit	\$34
160	Enterprise Asset Management Software Upgrade	AC Transit	\$6
161	Traffic Signal Modernization & Interconnect Project	City of Newark	\$10
162	Bay Bridge Forward: Smart Transbay Transit	MTC	TBD
163	I-880 Optimized Corridor Operations	MTC	\$3
Trails and Greenways			
164	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	ACPWA	\$77
165	Niles Canyon Trail (Phase 1)	ACPWA	\$32
166	Niles Canyon Trail (Phase 2)	ACPWA	\$31
167	San Lorenzo Creek Trail Project	ACPWA	\$29
168	East Bay Greenway (Phase 1): Lake Merritt BART to Bayfair BART	Alameda CTC	\$197
169	East Bay Greenway (Phase 1): Bayfair BART to South Hayward BART	Alameda CTC	\$3
170	East Bay Greenway (Phase 2): Urban Trail	Alameda CTC	\$501
171	Bay Farm Bike Bridge Access Upgrades/Bay Trail Adaptation	City of Alameda	\$4
172	Oakland-Alameda Estuary Bridge	City of Alameda	\$303
173	Pierce-Cleveland Bikeway Connection	City of Albany	\$6
174	Greenway and Mandela Connector	City of Emeryville	\$5
175	Dumbarton to Quarry Lakes Trail	City of Fremont	\$35
176	East Bay Greenway (Reach 6): Innovation District to Bay Trail	City of Fremont	\$85
177	East Bay Greenway: Irvington BART Station Area	City of Fremont	\$15
178	Grimmer Greenway Trail: Central Park to Fremont Boulevard	City of Fremont	\$5
179	Grimmer to Pacific Commons Trail	City of Fremont	\$55
180	Mission Creek Trail Gap Closure: Palm Avenue to Mission Boulevard	City of Fremont	\$6
181	Sabercat Trail: Irvington BART to Ohlone College	City of Fremont	\$70
182	Shinn Trail Connection to Niles	City of Fremont	\$15
183	Eden Greenway Active Trans Corridor	City of Hayward	\$220
184	Livermore Iron Horse Trail	City of Livermore	\$5
185	66th Avenue Coliseum BART to Bay Trail Project	City of Oakland	\$25
186	73rd Avenue Active Routes to Transit	City of Oakland	\$44
187	85th Avenue Pedestrian and Bicyclist Path	City of Oakland	\$13
188	Bancroft Avenue Greenway	City of Oakland	\$24
189	Oakland Waterfront Promenade: Bay Trail Gap Closure	City of Oakland/ Port of Oakland	TBD
190	Iron Horse Trail Improvements	City of Pleasanton	\$13
191	San Leandro Creek Trail	City of San Leandro	\$41
192	Shoreline Park Project	City of San Leandro	\$40
193	Station District Pedestrian Bridge	City of Union City	\$30
Transit Capital Expansions			

Projects Submitted for the 2026 CTP
 Projects sorted by category then by agency in alphabetical order
 Costs more than \$3 million

Costs as of 9/2025 and subject to change

#	Project Name	Agency	Total Cost (\$, millions)
194	South Bay Connect	CCJPA	\$465
195	Berkeley-San Francisco Ferry	City of Berkeley/SF Bay Ferry	\$119
196	Irvington BART Station	City of Fremont	\$300
197	Bayside TOD PDA Transit Station and Pedestrian Overcrossing	City of Newark	\$15
198	Redwood City-Oakland Ferry	SF Bay Ferry	\$54
199	Altamont Corridor Vision (ACE)	SJRRRC	\$2,510
200	Valley Link	TVSJVRRA	\$2,065
Transit O&M Facilities			
201	Division 4 Replacement (Phase 1)	AC Transit	\$30
202	Hayward Maintenance Complex (Phase 1)	BART	\$415
203	Operations Control Center (OCC) Modernization	BART	\$145
204	Atlantis O&M Facility	LAVTA	\$87
205	Union City Transit Facility Upgrades	Union City Transit	\$20
Transit Service Improvements			
206	BART Core Capacity	BART	\$4,760
207	Oakland Alameda Water Shuttle	City of Alameda	\$6
208	ACE Medium-Term Service Increases	SJRRRC	\$883
Transit Station Access and Modernization			
209	Bay Fair Connection	BART	\$236
210	Dublin/Pleasanton BART Station Active Access Improvements	BART	\$17
211	West Oakland TOD	BART	TBD
212	Fremont BART Station Modernization	City of Fremont	\$8
213	Isabel/Valley Link Multimodal Improvements	City of Livermore	\$40
214	S. Front/Valley Link Multimodal Improvements	City of Livermore	\$40
215	Coliseum City Transit Hub/Coliseum City infrastructure	City of Oakland	\$230
216	San Leandro BART Station Area Safety Improvements	City of San Leandro	\$6
217	Union City BART Mobility Hub	City of Union City	\$6
218	Union Landing Transit Center Modifications	Union City Transit	\$5

#	Program Name	Agency
Bridges and Railway Crossings		
1	Right-of-Way Safety Improvement Program	CCJPA
2	Railroad Grade Separations - Oakland	City of Oakland
3	Railroad Grade Separations - San Leandro	City of San Leandro
Clean Transportation		
4	Zero Emission Bus Maintenance Bay Upgrades	AC Transit
5	Zero Emission Bus Fueling and Charging Infrastructure Equipment and Construction	AC Transit
6	Hydrogen Fuel Cell Powered Port Equipment	CTE/Port of Oakland
7	Port of Oakland and UPS transition to Battery Electric Trucks	Port of Oakland
8	Port Wide EV Readiness Program (Aviation)	Port of Oakland
9	Airport Electric Shuttle Bus Fleet & Facility	Port of Oakland
10	Green Power Microgrid	Port of Oakland
11	Transforming the Port of Oakland to Zero Emissions	Port of Oakland
12	Electrification of Materials and Equipment Transport	Port of Oakland
13	Powering Progress: Electrification of Materials and Equipment Transport at the Port of Oakland	Port of Oakland
14	Central Bay O&M Expansion and Electrification	SF Bay Ferry
15	Alameda Main St. Electrification	SF Bay Ferry
16	Oakland Terminal Modernization	SF Bay Ferry
17	Harbor Bay Terminal Modernization	SF Bay Ferry
18	Seaplane Lagoon Electrification	SF Bay Ferry
Climate Adaptation and Resilience		
19	BART Adaptation, Resilience, and Sustainability Investments	BART
20	Citywide Green Infrastructure and Stormwater Management Program	City of Alameda
21	Climate Action and Resiliency Plan Implementation	City of Alameda
22	Green Stormwater Infrastructure Implementation Plan	City of Dublin
23	Climate Action Plan Implementation	City of Emeryville
24	Green Infrastructure Projects Program	City of Emeryville
25	Lindsay Tract Green Infrastructure and Storm Drain Improvements	City of Newark
26	Green Stormwater Infrastructure in Transportation Program	City of Oakland
27	Climate Adaptation Planning for Neighborhood-led Resiliency	City of Oakland/Port of Oakland
28	Green Infrastructure Improvements	City of San Leandro
29	Sea Level Rise	City of San Leandro
30	Stormwater Trash Capture Device Installation Project	City of San Leandro
Goods Movement		
31	Goods Movement Improvements Program	City of Oakland
32	Inner & Outer Harbor Turning Basins Widening	Port of Oakland
33	Oakland Alameda Estuary Marine Debris Removal and Regional Stewardship Project	Port of Oakland
34	Seaport Near & On-Dock Rail Enhancements	Port of Oakland
35	Powering the Future (2021)	Port of Oakland
36	Wharf Infrastructure Modernization	Port of Oakland
37	Terminal Modernization Project	Port of Oakland
Multimodal Corridors and Programs		
38	Delay Hotspot Correction Program	AC Transit
39	Alameda County Pedestrian, Bicycle and Trail Master Plan Implementation Program	ACPWA
40	Safe Routes to School	Alameda CTC
41	Active Transportation Plan Implementation	City of Alameda
42	Citywide Roundabout Implementation	City of Alameda
43	Vision Zero Action Plan Implementation	City of Alameda
44	Bus Infrastructure: Bus Stop Improvements (TCP #3), Transit Signal Priority (TCP #10), Westline Drive Bus Lane (TCP #17), Alameda Point Bus Rapid Transit (TCP #19) and Bikes in Buses through Posey Tube (TCP #31)	City of Alameda
45	Active Transportation Program	City of Albany
46	Accessible Protected Bike Lane Streets	City of Berkeley
47	Citywide Bike Boulevard/Major Street Intersections Project	City of Berkeley
48	Street Trauma Prevention Program Implementation - Traffic Calming and Emergency Response Times	City of Berkeley
49	Vision Zero Action Plan Implementation	City of Berkeley
50	Complete Streets, Vision Zero, & Transit Corridor Studies and Implementation	City of Berkeley
51	Downtown Dublin Streetscape Plan Implementation	City of Dublin
52	Dublin Bicycle and Pedestrian Plan Implementation	City of Dublin
53	Local Roadway Safety Plan Implementation	City of Dublin

#	Program Name	Agency
54	SR2S Improvements	City of Dublin
55	Bicycle and Pedestrian Plan Implementation	City of Emeryville
56	Powell Street Traffic Safety Improvements	City of Emeryville
57	Active Transportation Infrastructure Maintenance	City of Fremont
58	Citywide Active Transportation Improvements	City of Fremont
59	Citywide ADA Sidewalk and Intersection Improvements	City of Fremont
60	Bicycle and Pedestrian Master Plan	City of Hayward
61	Local Road Safety Plan	City of Hayward
62	Safe Routes to Schools	City of Hayward
63	Speed Management Plan	City of Hayward
64	Livermore Bicycle, Pedestrian & Active Transportation Plan	City of Livermore
65	City of Newark Active Transportation Plan	City of Newark
66	Citywide Bicycle Master Plan Implementation	City of Newark
67	Citywide Pedestrian Master Plan implementation	City of Newark
68	Safe Route to Schools Improvements Program	City of Newark
69	ADA 30-Year Curb Ramp Transition Plan	City of Oakland
70	Bike Plan Priority Corridors	City of Oakland
71	City-Wide Bike Plan Implementation Program	City of Oakland
72	Complete Streets Paving Infrastructure Program	City of Oakland
73	Implementation Program for Citywide Safe Routes to Schools and Traffic Calming Improvements	City of Oakland
74	Oakland 2024 High Injury Network Corridor Improvements	City of Oakland
75	Pedestrian Plan Implementation & Stairs/Paths Program	City of Oakland
76	Quick-Build Program	City of Oakland
77	Undercrossing Improvements Program	City of Oakland
78	City of Oakland Capital Improvement Program (CIP) - Priority Unfunded List	City of Oakland
79	Downtown Oakland Specific Plan (DOSP) Mobility Implementation Projects	City of Oakland
80	East Oakland Community Based Transportation Plan (EOMAP) / East Oakland Neighborhoods Initiative (EONI) Plan Area Projects	City of Oakland
81	Grand Ave Mobility Plan Implementation	City of Oakland
82	Hegenberger Road Complete Streets Plan	City of Oakland
83	Oakland Chinatown Complete Streets Improvements	City of Oakland
84	Oakland Complete Streets Program	City of Oakland
85	West Oakland Community Based Transportation Plan Area Projects	City of Oakland
86	West Oakland, Jack London District, and Downtown Oakland Connectivity Projects	City of Oakland
87	Transit Action Strategy / Transit Capital Program	City of Oakland / AC Transit
88	City of Pleasanton Bicycle and Pedestrian Master Plan	City of Pleasanton
89	City of Pleasanton Travel Action Plan	City of Pleasanton
90	Citywide Bicycle and Pedestrian Plan & Sidewalk Program Implementation	City of San Leandro
91	Local Street Rehabilitation and Complete Streets Implementation including Green Streets Infrastructure	City of San Leandro
92	2035 General Plan Traffic Circulation Improvements	City of San Leandro
93	San Leandro Street Circulation and Capacity Improvements	City of San Leandro
Paratransit and Transit Pass Programs		
94	Mobility for Seniors and People with Disabilities - Paratransit	Alameda CTC
95	Student Transit Pass Program	Alameda CTC
96	BART Means-Based Fare Discount Program	BART
97	Free Bus Pass Program for Seniors and People with Disabilities	City of Alameda
98	LAVTA Wheels Access Mobility Management	LAVTA
99	Para-Taxi Operations	LAVTA
100	Regional Paratransit Trip Booking (RPTB) Demonstration Project	MTC
Roadway Maintenance and Repair		
101	Estuary Bridges Maintenance and Repairs	ACPWA
102	Railroad Crossing Annual Maintenance	ACPWA
103	Sidewalk Repair Program	ACPWA
104	Citywide Streetlight Renewal	City of Albany
105	Marin Pavement & Curb Ramp Rehabilitation	City of Albany
106	Annual Sidewalk Rehabilitation Program	City of Albany
107	Annual Street Rehabilitation Program	City of Albany
108	Dublin's Annual Street Resurfacing	City of Dublin
109	Citywide Pavement Rehabilitation	City of Fremont
110	Annual Pavement Maintenance	City of Livermore
111	Bridge Rehabilitation	City of Livermore
112	City Local Bridge Seismic Evaluation	City of Livermore

#	Program Name	Agency
113	Annual Pavement Rehabilitation Program	City of Newark
114	Annual Sidewalk, Curb, & Gutter Rehabilitation Program	City of Newark
115	Citywide Bridge Retrofit & Preventive Maintenance Program	City of Oakland
116	City-Wide Paving Program	City of Oakland
117	Citywide Sidewalk Repairs	City of Oakland
118	Bridge Maintenance Program	City of San Leandro
119	Stormdrain Maintenance and Repair Program	City of San Leandro
Technology		
120	All Door Boarding Pilot Program	AC Transit
121	New Technologies and Innovations	City of Alameda
122	Multimodal Corridor Signal Interconnect & Transit Signal Priority Upgrades	City of Berkeley
123	City-wide Traffic Signal Modernization	City of Dublin
124	Technology Enhancements to connect arterials with freeways for Connected and autonomous vehicles	City of Dublin
125	Traffic Signal Modernization Program	City of Emeryville
126	Citywide Traffic Signal Modernization	City of Fremont
127	Signal Master Plan	City of Hayward
128	City-Wide Traffic Signal System Management	City of Oakland
129	Speed Camera Program Expansion	City of Oakland
130	City of Pleasanton Automated Traffic Signal Performance Expansion	City of Pleasanton
131	Traffic Signal Modernization	City of San Leandro
132	Annual Cloud-Based TSP Software License	LAVTA
133	AVL System Upgrade	LAVTA
Trails and Greenways		
134	Village Greens and Greenways	City of Emeryville
135	City-Wide Bay Trail Network	City of Oakland
136	City of Pleasanton Trails Master Plan	City of Pleasanton
137	Shoreline Bay Trail Maintenance and Improvement Program	City of San Leandro
Transit O&M Facilities		
138	Facility Campus State of Good Repair Program	AC Transit
139	Operator Restroom Planning and Construction	AC Transit
140	Service Critical Infrastructure Program	AC Transit
141	BART Core Infrastructure and Systems Investments	BART
142	BART Fleet and Maintenance Facility Investments	BART
143	Replacement Fleet Program	Union City Transit
144	Replacement Fleet Program – 35-foot CNG Fixed-Route Vehicles	Union City Transit
Transit Service Improvements		
145	Intra East Bay Express Bus Service	AC Transit
146	Fremont, Newark and Hayward Service Improvements	AC Transit
147	Bus Service (AC Transit) - Increased Service and Frequencies	City of Alameda
148	Water Shuttle Operations	City of Alameda
149	Alameda/Oakland Ferry Frequency Increase	SF Bay Ferry
150	Harbor Bay Ferry Frequency Increase	SF Bay Ferry
151	Oakland Alameda Water Shuttle Operations	SF Bay Ferry
152	Seaplane Frequency Increase	SF Bay Ferry
153	SSF Frequency Increase	SF Bay Ferry
Transit Station Access and Modernization		
154	Bus Stop Improvement Program	AC Transit
155	BART Stations and Access Investments	BART
156	Transit Stop Amenities	City of Berkeley
157	Go Tri-Valley Program Operations	LAVTA
158	LAVTA First-Mile/Last-Mile Microtransit Program	LAVTA
159	LAVTA Systemwide Passenger Facilities Rehabilitation and Enhancement	LAVTA
160	Airport Way Finding Signage	Port of Oakland
Transportation Demand Management Programs		
161	Alameda CTC Transportation Demand Management Program	Alameda CTC
162	Transportation Demand Management: Transit Pass Expansion (TCP #4), Public/Private Partnerships (TCP #12), TDM Ordinance (TCP #29) and Citywide TMA (TCP #32)	City of Alameda
163	Citywide Bicycle Parking	City of Berkeley
164	Parking Management Program	City of Hayward
165	City-Wide Parking Management & Mobility Program	City of Oakland

2026 CTP Implementation Plan: Draft Strategies and Actions

This Attachment presents an initial set of draft strategies and actions that would address priority needs across the Countywide Transportation Plan (CTP) and the Countywide Active Transportation Plan (CATP). The strategies connect directly to objectives in the Policy Blueprint whereas the proposed draft actions are near-term implementation actions.

Additional strategies and actions to address the key needs identified through the 2026 Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities (Paratransit Needs Assessment) are not yet included in this table. Those strategies and actions will be added in advance of the final Draft Plan.

Major Need: Improve Equitable Access to Transit and Destinations	
Draft Strategies	Draft Actions
Facilitate capital project delivery that removes barriers	Draft a strategic advancement and investment plan for highest priority medium-scale projects (e.g. more than \$25 million) that address priority areas and remove barriers to safe, active travel Develop a freeway ramp safety and multimodal connectivity program that identifies projects, including quick implementation/low cost and longer term/higher cost for all highway ramps in the County. (underway with Countywide Ramp Intersection Safety Plan)
Implement a complete countywide active transportation network	Identify priority Countywide Bikeways Network (CBN) and Three Major Trail segments and develop collaborative action plans with local agencies to advance design and implementation of projects on priority segments
Invest in multimodal corridors to deliver effective transit	Work with MTC, Transit Operators, and jurisdictions to collaboratively define the Transit Priority Network for Alameda County Develop a program of multimodal corridor studies that identify priority transit, active transportation, and safety treatments on multi-jurisdictional arterials on the Transit Priority Network and strategies to implement them

Major Need: Improve Equitable Access to Transit and Destinations	
Draft Strategies	Draft Actions
Enhance affordable transportation options	Evaluate long-term sustainability of the countywide Student Transit Pass Program and explore opportunities to expand affordable access to transit for youth Facilitate coordination between employers and transit operators to expand employer-supplied transit benefits, reducing cost barriers for workers and supporting sustainable transit ridership and funding Expand Transportation Demand Management offerings to include transit incentives along Express Lane corridors, around major transit hubs, and with major employers Expand community and youth access to affordable transportation, including bicycles and transit
Advance and prioritize community-identified projects for vulnerable and historically underserved communities	Develop specific implementation plans for the current Community-Based Transportation Plans (CBTPs) in Alameda County Continue to include robust engagement with and led by community-based organizations as a standard agency practice and explore opportunities for ongoing collaboration with CTP Working Group partners Support funding and development for priority actions from all CBTPs countywide through regional funding and technical assistance

Major Need: Reduce Speeding	
Draft Strategies	Draft Actions
Design for safe target speeds	Revise and expand Commission's All Ages and Abilities policy to be a Safe System Approach policy that informs programming of competitive capital grants and includes safety principles for all road users and speed management Advocate for expanded legislative authority to allow jurisdictions implement automated speed enforcement, focusing on countywide and local high injury networks; facilitate technical support and information exchange Fund and/or conduct before-and-after studies on major projects to assess the effectiveness of updated roadway designs on reducing speeds
Upgrade traffic signals for safety and reliability	Develop a smart signal standard and pilot smart signal technology on 1 to 2 multi-jurisdictional arterials to implement consistent speed management and safety data gathering
Advance the safe system approach	Review city Local Road Safety Plans (LRSP) for Safe System Approach techniques and recommend ways to incorporate speed reduction and rapid response; consider potential benefits of a countywide LRSP Continue to invest in safety education and encouraging safe, active travel habits for students at all grade levels in Alameda County through the Safe Routes to Schools program

2026 CTP Implementation Plan: Draft Strategies and Actions

Major Need: Protect Vulnerable Road Users	
Strategy	Action
Prioritize improvements on the High-Injury Network (HIN) and Proactive Safety Network (PSN)	Collaborate with local agencies to plan safety improvements on priority arterials on the HIN and PSN that span multiple jurisdictions, identifying infrastructure and technological safety enhancements Explore opportunities to create a dedicated funding program exclusively for safety treatments on the county's HIN & PSN, with a priority to treatments on both the HIN & PSN
Prioritize safety around schools	Establish and launch a Safe Routes to School capital grant program that provides funding and technical assistance to implement safety improvements at schools

Major Need: Invest in Public Spaces	
Strategy	Action
Support compact multimodal development areas	Work with transit agencies and cities to identify high priority locations for focused collaboration to develop multimodal, multijurisdictional strategic implementation
Build up public spaces	Provide coordination/project management support for corridor and paving projects on streets in commercial and other areas with concentrations of pedestrians, to better integrate safety and placemaking enhancements

2026 CTP Implementation Plan: Draft Strategies and Actions

Major Need: Maintain the Existing System	
Strategy	Action
Improve infrastructure and services	Deliver tailored capacity-building webinars and training on sidewalk data collection, evaluation, and maintenance best practices Work with jurisdictions to understand their financial and operational needs to bring facilities up to a state of good repair and asset management prioritization techniques
Integrate sustainable and resilient infrastructure	Explore planning and funding opportunities to incorporate urban greening and stormwater mitigation into projects and facilitate information sharing with jurisdictions

Major Need: Plan for a Resilient Future	
Strategy	Action
Explore emerging technologies to manage congestion	Participate in regional projects, including Future of Highways, Express Lanes Strategic Plan update, and other studies to advance technological and operational strategies to manage congestion Participate in industry forums and conferences to evaluate the potential for emerging technologies (e.g., shared, autonomous) and associated incentive or regulatory approaches to help manage congestion and support efficient delivery

Major Need: Plan for a Resilient Future	
Strategy	Action
Partner with regional, state, and local agencies to plan for clean transportation	Participate in MTC's Electrification Strategy update to help identify opportunities for fleet electrification projects in Alameda County Continue to collaborate with local jurisdictions, transit agencies, the Bay Area Air District and AVA to identify opportunities to install and implement charging and other electrification projects
Partner with regional, state, and local agencies to plan for goods movement and freight-supporting land uses	Participate in future regional and Caltrans planning for freight transportation (rail, truck, water) Collaborate with local jurisdictions and business groups to identify high-priority needs and opportunities to support local goods movement and industrial clusters
Partner with regional, state, and local agencies to plan for long-term climate impacts	Collaborate with MTC, Caltrans/CalSTA, the Air District and others on future climate mitigation and adaptation studies
Plan for a transformative, multimodal future	Continue long term investments to create a complete Countywide Bike Network and Transit Priority Network that serve existing and new developments Explore opportunities for transformative transit investments, along with technology solutions

Alameda CTC Community Advisory Committee Appointment Detail for Vice Mayor Matthew Solomon, City of Emeryville

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or have already expired.

Paratransit Advisory and Planning Committee (PAPCO)



Reappoint

(action required)

John Suter



Term Began: September 2023

Term Expired: September 2025

03/27/2026

Date

Lorrayne Leong, Deputy City Clerk for

Vice Mayor Matthew Solomon, City of Emeryville

To re-appoint a member, please date and sign the form and return it to Alameda CTC Clerks (clerk@alamedactc.org).

Immediate Past President
JOHN MARCHAND
Mayor of Livermore

President
MARK SALINAS
Mayor of Hayward

Vice President
JUAN GONZÁLEZ
Mayor of San Leandro

Alameda County Mayors' Conference

Alameda
Marilyn Ezzy Ashcraft

April 8, 2026

Albany
Peggy McQuaid

Angie Ayers
Associate Administrative Analyst
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Berkeley
Adena Ishii

Dublin
Sherry Hu

Transmitted via email to: aayers@alamedaactc.org

Emeryville
Sukhdeep Kaur

Dear Ms. Ayers:

Fremont
Raj Salwan

At its regular meeting of April 8, 2026, the Alameda County Mayors' Conference reappointed Alfred A. Exner as a District 4 representative to the Alameda County Transportation Commission Independent Watchdog Committee for a term of two years.

Hayward
Mark Salinas

Livermore
John Marchand

Please contact Mr. Exner directly at [REDACTED] if you have any questions regarding next steps and/or any requests for additional information.

Newark
Michael Hannon

Please contact me if you have any questions or need to follow up regarding this appointment.

Oakland
Barbara Lee

Sincerely,

Piedmont
Betsy Andersen

Steven Bocian

Pleasanton
Jack Balch

Steven Bocian
Executive Director, Alameda County Mayors' Conference
sbocian@acmayorsconference.org
[Alameda County Mayors' Conference](#)

San Leandro
Juan González

c. Alfred Exner

Union City
Gary Singh

Executive Director
Steven Bocian

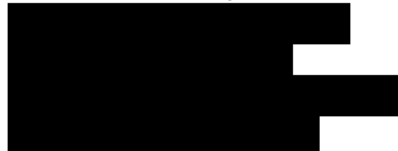
Alameda CTC Community Advisory Committee Appointment Detail for President Melissa Hernandez, BART

Check the box(es) and date and sign this form to approve reappointment of members whose terms are expiring or have already expired.

Paratransit Advisory and Planning Committee (PAPCO)

☒ **Reappoint**
(action required)

Michelle Rousey



Term Began: January 2016

Term Expired: January 2018

4/14/2026

Date

Signed by:

Melissa Hernandez

BD3FEF8CF53B4C8...

President Melissa Hernandez, BART

To re-appoint a member, please date and sign the form and return it to Alameda CTC Clerks (clerk@alamedactc.org).

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

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

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

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

	Title	Last	First	City	Appointed By	Term Began	Reappt.	Term Expires
13		Vacancy			Alameda County Board of Supervisors, District 4			
14		Vacancy			Alameda County Mayor's Conference, District 1			
15		Vacancy			Alameda County Mayor's Conference, District 2			
16		Vacancy			Alameda County Mayor's Conference, District 3			
17		Vacancy			East Bay Economic Development Alliance			

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Member Roster - Fiscal Year 2025-2026**

	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
1	Johnson, Chair	Sandra J.	Oakland	Alameda County Board of Supervisors, District 4	Sep-10	Jul-25	Jul-27
2	Suter, Vice Chair	John	Emeryville	City of Emeryville	May-21	Sep-23	Sep-25
3	Costello	Shawn	Dublin	City of Dublin	Sep-08	Jun-16	Jun-18
4	Hastings	Herb	Dublin	Alameda County Board of Supervisors, District 1	Mar-07	Oct-18	Oct-20
5	Lewis	Anthony	Alameda	City of Alameda	Jul-18		Jul-20
6	Marshall	Roger	Fremont	City of Fremont	Jan-24		Jan-26
7	Mital	Arun	Fremont	AC Transit	Jan-24		Jan-26
8	Pansino	Jeanne "Dede"	Albany	City of Albany	Mar-25		Mar-27
9	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton	Sep-09	Apr-19	Apr-21
10	Rousey	Michelle	Oakland	BART	May-10	Jan-16	Jan-18
11	Stadmire	Sylvia	Oakland	Alameda County Board of Supervisors, District 3	Sep-07	Jul-19	Jul-21
12	Van Slyke	Helen	Hayward	Alameda County Board of Supervisors, District 2	Apr-24		Apr-26
13	Waltz	Esther Ann	Livermore	LAVTA	Feb-11	Mar-26	Mar-28

	Last	First	City	Appointed By	Term Began	Re apptmt.	Term Expires
14	Vacancy			Alameda County Board of Supervisors, District 5			
15	Vacancy			City of Berkeley			
16	Vacancy			City of Hayward			
17	Vacancy			City of Livermore			
18	Vacancy			City of Newark			
19	Vacancy			City of Oakland			
20	Vacancy			City of Piedmont			
21	Vacancy			City of San Leandro			
22	Vacancy			City of Union City			
23	Vacancy			Union City Transit			



Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 16, 2026

TO: Alameda County Transportation Commission

FROM: Carolyn Clevenger, Deputy Executive of Planning and Policy
Remy Goldsmith, Assistant Director of Policy and Government Affairs

SUBJECT: Approve Recommended Position on AB 1837 (González) and Receive Federal, State, Regional and Local Legislative Activities Update

Recommendation

It is recommended that the Commission take a support position on Assembly Bill 1837 (AB 1837) introduced by Mark D. González to indefinitely authorize video enforcement of parking violations for transit and receive an update on the federal, state, regional and local legislative activities.

Summary

This item recommends that the Commission take a support position on AB 1837 (González), which indefinitely authorizes video enforcement of parking violations in transit-only lanes and at transit stops, including use of forward-facing cameras.

Background

Each month, staff brings items to the Commission that are guided by the priorities identified in Alameda CTC's 2026 Legislative Program, approved by the Commission in December 2025 and included as Attachment A. The Legislative Program informs Alameda CTC's legislative activities, including recommended positions on pending legislation and updates on relevant legislative and policy developments.

State Update

Budget: State revenues currently exceed the Governor's January projections, with December and January revenues coming in \$6 billion above forecast and February revenues meeting expectations. The Legislative Analyst's Office (LAO) has increased its 2025–26 outlook by \$8 billion, while other projections suggest revenues could exceed the Governor's forecast by \$15–\$40 billion over the two-year budget window. Given earlier constrained budget expectations, these revenue levels are positive news; however, the LAO cautions gains may

not be sustained. Top priorities for higher revenues based on discussions in Sacramento would likely include education and the state’s Rainy Day reserve set asides.

Originally scheduled for early March, the Commission is now preparing for the annual legislative advocacy trip to Sacramento at the end of April. Discussions will continue to focus on advancing Alameda CTC priorities and strengthening relationships with decision-makers.

Legislation: February 20th was the last day to introduce bills. Nearly 1,800 bills were introduced, including 1,100 bills introduced in the last week alone. More than 600 spot bills, or placeholders, were introduced, allowing lawmakers to introduce specific legislation later in the session. Staff continues to evaluate bills and monitor developments related to the Alameda CTC Legislative Program and will bring updates to the Commission over the course of spring and summer. A number of bills introduced were related to ebikes, which has been of interest to the Commission. Staff are evaluating bills and monitoring which bills develop further, and will bring summaries and recommendations to the Commission as more details emerge.

Staff recommends the Commission take a support position on AB 1837, as detailed in Table 1 below.

Table 1. Recommended Bill Position

Bill	Summary	Analysis	Recommended Position
<u>AB 1837 (González, Mark D)</u> Video imaging of parking violations.	Would remove the expiration date of existing authorization allowing public transit operators to enforce forward parking violations in transit-only traffic lanes and transit stops through the use of video imaging. The current authorization is set to expire January 1, 2027.	Helps support transit operators’ ability to operate on time schedules and encourage ridership while deterring traffic violations. AC Transit has taken a support position and is a co-sponsor of the bill.	Support

Fiscal Impact

There is no fiscal impact.

Attachment:

- A. Alameda CTC 2026 Legislative Program

2026 Legislative Program

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

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

In-depth Core Legislative Priorities

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Memorandum

9.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 16, 2026

TO: Alameda County Transportation Commission

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

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

Recommendation

It is recommended that the Commission approve the following to deliver the Rail Safety Enhancement Program – Phase A Project construction phase:

1. Resolution 26-003 and the Initial Project Report required to request \$25 million in Regional Measure 3 (RM3) funds.
2. Amendment No. 4 to Agreement No. A20-0014 with Kimley-Horn and Associates, Inc. for an additional \$1.5 million.

Summary

Alameda CTC is the sponsor and implementing agency for the Rail Safety Enhancement Program – Phase A (RSEP-A) (Project), which will construct pedestrian and roadway safety improvements at 26 at-grade rail crossings and two trespass areas throughout six jurisdictions within Alameda County. RSEP-A Package 1 consists of at-grade crossings in the City of Livermore and the City of Hayward and achieved the ready-to-list (RTL) milestone in March 2026. The remaining RSEP-A crossings will be delivered by Alameda CTC in multiple-phased construction packages and utilize the alternative Construction Manager/General Contract (CM/GC) delivery method.

Securing funding allocations from external agencies is required to award the construction phase of the CM/GC contract. As part of the allocation process for the \$25 million of RM3 funding programmed to the Project, the Metropolitan Transportation Commission (MTC) requires sponsor agencies to obtain board approval of the allocation request package, including a resolution and Initial Project Report (IPR). In coordination with MTC,

Alameda CTC is requesting an RM3 allocation for the entire \$25 million for the Project construction phase. Staff also recommends approval to amend the professional services agreement with Kimley-Horn and Associates, Inc. (KHA) for an additional \$1.5 million and a two-year time extension to June 30, 2028, for continued design and right-of-way (R/W) services for RSEP-A and design services during construction (DSDC) for Package 1.

Background

Alameda CTC is currently advancing delivery of RSEP-A, which includes pedestrian and roadway safety improvements across six jurisdictions throughout the county, including in the cities of Berkeley, Oakland, San Leandro, Hayward, Livermore and unincorporated Alameda County. The Project was successful in leveraging local funds and secured a total of \$80 million of external funding (\$25 million of Consolidated Rail Infrastructure and Safety Improvement (CRISI) funds from the Federal Railroad Administration (FRA), \$25 million of RM3 funds from MTC, and \$30 million of State Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) funds from the California Transportation Commission (CTC)). The Project will use the CM/GC delivery method to allow for construction to begin on each package in a phased manner to ensure the safety improvements are delivered as quickly as possible.

Alameda CTC, as the lead agency for the California Environmental Quality Act (CEQA), cleared the Livermore crossings through a Categorical Exemption in February 2023 and considered and approved the Hayward crossings pursuant to a Mitigated Negative Declaration in June 2023. In December 2025, a CEQA Addendum (Attachment B) was prepared to reflect minor changes which were incorporated into the final design. The FRA, as the lead agency for the National Environmental Policy Act (NEPA), approved the Livermore and Hayward crossings through a Categorical Exclusion and subsequent re-evaluation in September 2024 and January 2026, respectively.

Package 1 is the first RSEP-A package ready for construction and includes the grade crossings in the City of Livermore and the City of Hayward. Package 1 achieved RTL in March 2026, allowing Alameda CTC to submit an allocation request for SB1 TCEP construction funds to the CTC for consideration and approval at the May 2026 CTC meeting. In addition, the FRA CRISI funds have been secured. This item focuses on allocation of RM3 funds for construction. Pending allocation approvals from external funding agencies, the construction contract will be brought to the Commission for approval and award at a future date. Package 1 is anticipated to begin and complete construction in summer 2026 and summer 2028, respectively. The remaining packages are nearing final design approval and are anticipated to achieve RTL by spring 2027.

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

of the \$25 million programmed (RM3 Project #3, sub-project #3.2) to the construction phase of the Project. Per MTC's RM3 Policies and Procedures (MTC Resolution No. 4404), project sponsors must submit a governing-board certification of compliance with RM3 provisions to receive allocations. It is recommended that the Commission approves Resolution 26-003 (Attachment A), which approves Alameda CTC's RM3 allocation request. Pending Commission approval, the MTC Commission is anticipated to consider Alameda CTC's allocation request in May 2026.

Alameda CTC awarded Agreement No. A20-0014 to KHA for environmental, design and R/W services in July 2020 through a competitive bid process. The CM/GC process involves significant collaboration between the designer, CM/GC contractor and the construction management team during the pre-construction phase to collectively identify and manage risks early, leading to expedited project delivery, better cost control and improved efficiency. Additional services, budget and a time extension are needed due to additional coordination required as part of the CM/GC process, ongoing technical support, and utility coordination to help mitigate risks before construction, provide additional grant support and resources for on-call needs, as well as provide DSDC services and contingency for Package 1.

Staff has negotiated with KHA and recommends a contract amendment of \$1.5 million and a two-year time extension to June 30, 2028, to align with Package 1's construction duration. The amendment would provide sufficient budget for KHA to provide final design phase and coordination efforts required as part of the CM/GC process, coordination with Caltrans, crossing closure analysis, additional support and technical support to obtain RTL for all packages, grant support, additional deliverables to meet grant requirements, DSDC services for Package 1 and contingency. KHA is a certified Local Business Enterprise and with the proposed amendment, KHA will continue to meet the Alameda CTC contract equity program requirements and project delivery commitments. A summary of actions for Agreement A20-0014 with KHA is included in Attachment C.

Fiscal Impact

The fiscal impact for approving this item is \$1.5 million, which will be included in the FY26-27 budget. Upon approval by MTC, the allocated RM3 funds will be committed to the project funding plan.

Attachments:

- A. [Resolution 26-003 and RM3 IPR](#)
- B. [Package 1 CEQA Addendum](#)
- C. Summary of Agreement No. A20-0014 with KHA

Attachment C – Summary of Agreement No. A20-0014 with KHA

Contract Status	Work Description / Amendment	Value	Total Contract Not-to-Exceed Amount
Original Professional Services Agreement <i>Approved July 2020</i>	Environmental, design and right-of-way (R/W) phase services	\$3,859,621	\$3,859,621
Amendment No. 1 <i>Approved July 2022</i>	Additional budget for environmental support for Oakland crossings and to extend the term from 8/31/2023 to 12/31/2024	\$760,000	\$4,619,621
Amendment No. 2 <i>Approved October 2023</i>	Additional budget for coordination with the Federal Railroad Administration and technical support to achieve ready-to-list and to extend the term from 12/31/2024 to 6/30/2026	\$1,030,379	\$5,650,000
Amendment No. 3 <i>Approved September 2024</i>	Additional budget for cultural studies, grant support and coordination	\$700,000	\$6,350,000
Proposed Amendment No. 4 <i>April 2026 (This agenda item)</i>	Additional budget for coordination with Construction Manager/General Contractor, Caltrans, and multiple utility providers, utility and R/W agreement and technical support, crossing closure analysis, new grant application and support and Package 1 DSDC services and to extend the term from 6/30/2026 to 6/30/2028	\$1,500,000 <i>(Proposed)</i>	\$7,850,000
Total Amended Contract Not-to-Exceed Amount			\$7,850,000



Rail Safety Enhancement Program – Phase A

A presentation to the Alameda County Transportation Commission

April 23, 2026

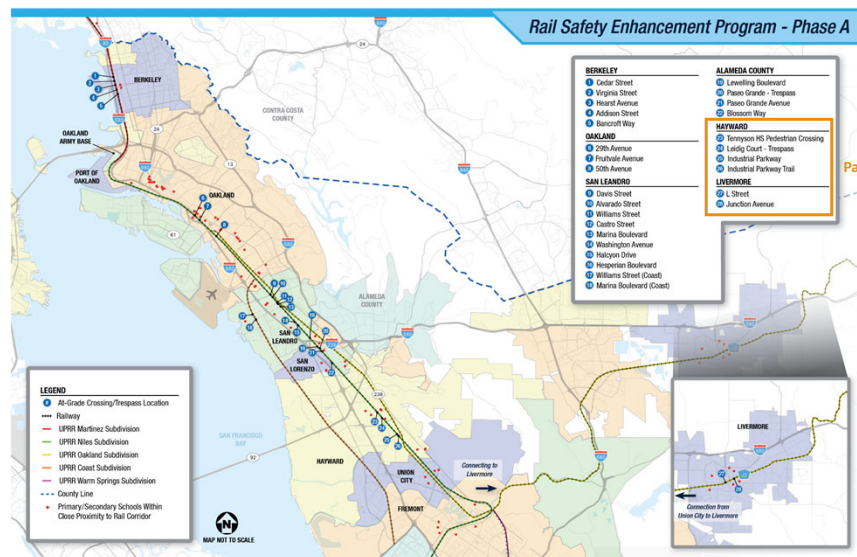
Project Overview

- 26 at-grade crossings and two trespass locations
- Multiple phased construction packages
- Construction Manager/General Contractor (CM/GC) delivery method

Project Partners



Project Stakeholders

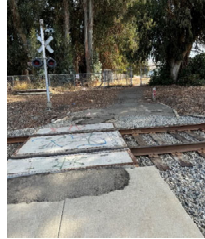


Rail Safety Enhancement Program – Phase A

2

Program Benefits and Typical Improvements

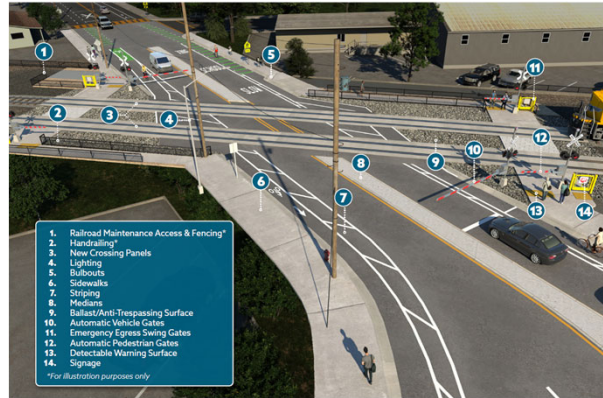
- Improves pedestrian, bicycle and vehicle user safety, especially near schools
- Improves rail and roadway safety
- Closes pedestrian gaps at some crossing locations
- Increases reliability and efficiency of goods movement
- Eliminates barriers to walking and biking and encourages mode shifts from trucks to rail and walking/biking



Existing: Lack of safety features at Tennyson High School Pedestrian Crossing (Hayward)



Existing: Vehicle driving in opposing lane and queuing at Hearst Avenue Crossing (Berkeley)



After: Rendering of typical crossing features



Rail Safety Enhancement Program – Phase A

3

Package 1 (Livermore and Hayward) Status

- June 2023 – California Environmental Quality Act (CEQA) completion
- September 2024 – National Environmental Policy Act (NEPA) completion
- December 2025
 - CEQA Addendum (Attachment B of staff report)
 - Obtained pre-award authority approval for Consolidated Rail Infrastructure and Safety Improvements (CRISI) funds from the Federal Railroad Administration
- January 2026 – NEPA Re-evaluation
- March 2026
 - Final design completion
 - Right-of-way certification
 - Ready-to-list (RTL)
 - Submitted Trade Corridor Enhancement Program (TCEP) allocation request to the California Transportation Commission



Rail Safety Enhancement Program – Phase A

4

RSEP-A External Funding

- \$25 million of Federal CRISI funds for construction
- \$30 million of State Senate Bill 1 TCEP funds for construction
- \$25 million of Regional Measure 3 (RM3) funds for construction
- **Total of \$80 million of external funding for construction**



RM3 Allocation

- Alameda CTC is the Project Sponsor
- MTC's allocation process requires Sponsor board approval of allocation request package including:
 - RM3 Implementing Agency Resolution of Project Compliance
 - Initial Project Report (IPR)
- Requesting RM3 allocation for entire \$25 million of construction funds for RSEP-A (Attachment A of staff report)



Next Steps

➤ Package 1 (Livermore and Hayward)

- 4/23/26 - Alameda CTC Board approval of Resolution and IPR
- 5/13/26 - MTC Programming and Allocations Committee recommendation for RM3
- 5/15/26 - CTC meeting approval of TCEP allocation
- 5/27/26 - MTC Commission meeting approval of RM3 allocation
- June 2026 - Alameda CTC Board approval to award construction contract

➤ Remaining Packages (San Leandro, Berkeley, Oakland and Alameda County)

- FY 26/27 - CTC meeting approval of TCEP allocation
- FY 26/27 - FY 27/28 - Alameda CTC Board approval to award construction contract



Agreement No. A20-0014 Amendment No. 4

- July 2020 – Kimley-Horn and Associates, Inc. was awarded contract for environmental, design, and R/W services through a competitive bid process
- Requesting Amendment No. 4 for additional \$1.5 million and a 2-year time extension to 6/30/2028 to provide the following services:
 - Final design and coordination with CM/GC and Construction Management team for all RSEP-A packages as required for the CM/GC process
 - Coordination with Caltrans
 - Crossing closure analysis
 - Additional coordination and technical support to obtain RTL for all packages
 - Grant application support
 - Design services during construction for Package 1
 - On-call budget



Recommended Actions

- 1) Approve Resolution 26-003 and the IPR required to request the allocation of \$25 million of RM3 funds
- 2) Approve Amendment No. 4 to Agreement No. A20-0014 with Kimely-Horn and Associates, Inc. for an additional \$1.5 million and a two-year time extension to June 30, 2028



Thank You

For more information, visit

www.AlamedaCTC.org



Memorandum

9.3

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: April 16, 2026

TO: Alameda County Transportation Commission

FROM: Kristen Villanueva, Director of Planning
Colin Dentel-Post, Assistant Director of Planning

SUBJECT: Approve Countywide Ramp Intersection Safety Plan Contract Award and Execution

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A26-0065 with Fehr & Peers for a not-to-exceed amount of \$1,500,000 to provide planning services for the Countywide Ramp Intersection Safety Plan (CRISP).

Summary

CRISP will analyze intersections across the county where freeway ramps meet surface streets to identify safety and connectivity needs, advancing the Commission's goals related to safety, multimodal mobility, and health in communities adjacent to high-traffic volumes and speeds. The Plan will assess and prioritize on- and off-ramp intersections countywide and advance improvements at high-priority locations. Working with stakeholders including the California Department of Transportation (Caltrans), local jurisdictions, and community-based organization partners, the Plan will engage community members to develop concept designs, cost estimates, and funding and implementation plans for these locations. Work is expected to begin this fiscal year and take approximately two years, with the first phase of countywide analysis lasting approximately nine months, followed by development of improvement plans for pilot locations.

To support the contract opportunity, upon request, Alameda CTC staff held information sessions with three firms before releasing a Request for Proposals (RFP). RFP 26-0007 was released on November 17, 2025. A pre-proposal meeting was held on December 2, 2025, with ten firms in attendance. Proposals were received from three firms: Alta Planning + Design, Fehr & Peers, and Project Pet. An independent selection panel reviewed the three proposals and proceeded to interview two firms in February 2026. Based on those interviews, the selection panel concluded that Fehr & Peers was the top-ranked firm. Fehr & Peers distinguished itself with a well-developed approach to the scope of work and a cohesive team consisting of three firms with complementary expertise.

Alameda CTC negotiated the contract with Fehr & Peers for a not-to-exceed amount of \$1,500,000. Approximately \$500,000 is included for community and stakeholder engagement, countywide technical analysis, and development of a strategy to advance high-priority locations into project development and implementation. Approximately \$1,000,000 is identified to then advance a set of pilot locations through initial scoping and detailed implementation plan development. In evaluating the cost proposal for this contract, staff reviewed similar recent countywide efforts that included technical analysis, engagement, and project scoping tasks.

Background

CRISP will implement recommendations of the Countywide Transportation Plan Policy Blueprint and other local and regional plans focused on improving roadway safety for all modes and addressing barriers. Alameda CTC will coordinate with Caltrans and local agencies to first evaluate and prioritize safety, connectivity and active transportation needs at freeway ramp intersections countywide, then identify and advance improvements at a subset of locations. Work will begin by evaluating major issues and identifying and prioritizing needs at on- and off-ramp intersections based on recommendations of previous planning efforts by Caltrans, Alameda CTC and local jurisdictions.

The project team will select several high-priority locations and work with stakeholders including Caltrans, local jurisdictions, and community-based organization partners to develop concept designs for these locations. This process is anticipated to include two phases of public outreach: the first to identify community needs at each priority location and the second to seek feedback on proposed concept plans. Upon completion of the second round of engagement, the plan will refine proposed concept plans and develop cost estimates and implementation plans for each location.

The contract will be funded with local Congestion Management Agency fees. As such, the Alameda CTC Local Business Contract Equity Program requirements does not apply.

Levine Act Statement: Fehr & Peers and its subconsultants did not report any conflicts in accordance with the Levine Act.

Fiscal Impact

Funding for CRISP is included in Alameda CTC's FY 25/26 budget. Adequate funding will be included in subsequent agency fiscal year budgets.