



## **Alameda County Transportation Commission (Commission) Meeting Agenda Thursday, May 28, 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](http://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](mailto: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	Executive Director:	Tony Tavares
Vice Chair:	Marilyn Ezzy Ashcraft	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=VoRnUUNTTlNTQW02cog3aHVHeWRlZz09>

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 - May 2026 Information

### 6. Consent Calendar

#### 6.1 Approve the April 23, 2026 Alameda County Transportation Commission Meeting Minutes

##### **Action**

[6.1\\_COMM\\_Minutes\\_20260423.pdf](#)

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

##### **Information**

[6.2\\_COMM\\_Government\\_Claims\\_Act\\_FY2025-26\\_3rd\\_Qtr\\_Report\\_20260528.pdf](#)

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

##### **Action**

[6.3\\_COMM\\_FY2025-26\\_3rd\\_Qtr\\_Financial\\_Report\\_20260528.pdf](#)

#### 6.4 2025 Alameda CTC Annual Report Update

##### **Information**

[6.4\\_COMM\\_AlamedaCTC\\_Annual\\_Report\\_20260528.pdf](#)

#### 6.5 Adopt a Resolution Authorizing the Examination of 2000 Measure B and 2014 Measure BB Sales or Transaction and Use Taxes Records

##### **Action**

[6.5\\_COMM\\_Examine\\_Sales\\_Tax\\_Records\\_20260528.pdf](#)

#### 6.6 Approve the 2026 Comprehensive Investment Plan Update

##### **Action**

[6.6\\_COMM\\_2026\\_CIP\\_Update\\_20260528.pdf](#)

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

**Action**

[6.7\\_COMM\\_RSEP-B\\_20260528.pdf](#)

- 6.8 Approve Amendment No. 8 to Agreement No. A17-0030 with Kimley-Horn and Associates, Inc. for Design Services During Construction for the San Pablo Avenue Safety Enhancements Project; Approve Agreement No. A26-0101 with WMH Corporation for Project Approval and Environmental Document Phase Services for the San Pablo Avenue Bus Lanes and Bike Lanes Project

**Action**

[6.8\\_COMM\\_SPA\\_20260528.pdf](#)

- 6.9 Approve Amendment No. 3 to Agreement No. A23-0003 with Mark Thomas and Company, Inc. for Design Services During Construction for Two of the Construction Packages of the East Bay Greenway Multimodal Projects

**Action**

[6.9\\_COMM\\_EBGW\\_20260528.pdf](#)

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

**Information**

[6.10\\_COMM\\_CMP\\_Environmental\\_20260528.pdf](#)

- 6.11 Approve Sponsoring Legislation Related to the State Route 238 Local Alternative Transportation Improvement Program and Support Positions on Assembly Bill 2015 (Wicks) and Senate Bill 1167 (Blakespear) and Receive a Federal, State, Regional and Local Legislative Activities Update

**Action**

[6.11\\_COMM\\_Legislative\\_Update\\_20260528.pdf](#)

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

**Information**

- 6.13 Community Committee Appointments Update

**Information / Action**

[6.13\\_COMM\\_CAC\\_Membership\\_20260528.pdf](#)

## 7. Committee Reports

- 7.1 Bicycle and Pedestrian Advisory Committee Update

**Information**

[7.1\\_COMM\\_BPAC\\_Update\\_20260528.pdf](#)

- 7.2 Independent Watchdog Committee Update

**Information**

[7.2\\_COMM\\_IWC\\_Update\\_20260528.pdf](#)

- 7.3 Paratransit Advisory and Planning Committee Update

**Information**

[7.3\\_COMM\\_PAPCO\\_Update\\_20260528.pdf](#)

## 8. Regular Matters

- 8.1 Approve the Fiscal Year 2026-27 Proposed Budget and Receive a Staffing/Recruitment Status Update - Public Hearing

**Action**

[8.1\\_COMM\\_FY2026-27\\_Proposed\\_Budget\\_20260528.pdf](#)

[8.1\\_COMM\\_FY2026-27\\_Proposed\\_Budget\\_Presentation\\_20260528.pdf](#)

- 8.2 Approve the 2028 Comprehensive Investment Plan, One Bay Area Grant Cycle 4, and Safe Routes to School Capital Program Guidelines

**Action**

[8.2\\_COMM\\_2028\\_CIP\\_OBAG\\_Program\\_Guidelines\\_20260528.pdf](#)

[8.2\\_COMM\\_2028\\_CIP\\_OBAG\\_Program\\_Guidelines\\_Presentation\\_20260528.pdf](#)

## 9. Closed Session

- 9.1 Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director

**Information**

- 9.2 Report on Closed Session

**Information**

## 10. Executive Director's Performance Review

- 10.1 Finalize Executive Director Performance Evaluation for Fiscal Year 2025–26, Establish Objectives for Fiscal Year 2026–27, and Approve Salary Adjustment

**Action**

[10.1\\_COMM\\_ED\\_Performance\\_Evaluation\\_May2026\\_20260528.pdf](#)

## 11. Adjournment

### Next Meeting:

June 25, 2026

### Notes:

- All items on the agenda are subject to action and/or change by the Commission/Committee.
- To comment on an item not on the agenda, submit a speaker card to the Clerk or follow remote instructions listed in the agenda preamble.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.
- For language assistance, please call (510) 208-7475. We request at least five working days' notice to accommodate your request.

- Para obtener asistencia de idioma, comuníquese al (510) 208-7475. Para hacer lugar a su pedido, solicitamos que nos avise con una anticipación mínima de cinco días hábiles.
  - 如需语言协助, 请致电 (510) 208-7475. 请至少提前五个工作日通知, 以便满足您的要求。
  - Para sa tulong sa wika, tumawag sa (510) 208-7475. Mag-abiso nang limang araw na may pasok o mas maaga para mapagbigyan ang inyong kahilingan.
  - Để được hỗ trợ ngôn ngữ, vui lòng gọi (510) 208-7475. Chúng tôi yêu cầu quý vị thông báo ít nhất năm ngày làm việc để có thể đáp ứng được yêu cầu của quý vị.
- Call (510) 208-7450 (Voice) or 1(800) 855-7100 (TTY) five days in advance of the meeting to request a sign-language interpreter.
  - Call (510) 208-7400 48 hours in advance to request other accommodations or assistance at this meeting.



Alameda County Transportation Commission  
Meeting Minutes  
Thursday, April 23, 2026, 2:00 p.m.

6.1

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**1. Call to Order**

**2. Roll Call**

A roll call was conducted. All members were present except Commissioners Hernandez, Hu, Marchand, Salwan and Singh.

Commissioner Taplin attended the meeting remotely under § 54953.8.3(c) Just Cause.

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

**Subsequent to Roll Call:**

Commissioner Marchand arrived at Heritage House during item 9.3.

**3. Public Comment**

There was no public comment.

**4. Chair and Vice Chair Report**

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

**5. Executive Director's Report**

Executive Director Tony Tavares provided the Commission with several updates.

**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**

Chair Haubert celebrated the Golden Sneaker Contest and presented the Platinum Sneaker Award to Christensen Middle School in Livermore from Alameda CTC with Commissioner Marchand presenting the award in person at the school.

**7. Consent Calendar**

**7.1 Approve the March 26, 2026 Commission Meeting Minutes**

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

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

**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)**

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

**7.6 2026 Countywide Transportation Plan Update**

**7.7 Community Committee Appointments Update**

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

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

**8. Committee Reports**

**8.1 Bicycle and Pedestrian Advisory Committee Update**

There was no committee report.

**8.2 Independent Watchdog Committee Update**

There was no committee report.

**8.3 Paratransit Advisory and Planning Committee Update**

There was no committee report.

**9. Regular Matters**

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

Carolyn Clevenger recommended that the Commission take a support position on Assembly Bill 1837 and provided an update on the federal, state, regional and local legislative activities.

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

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

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

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

*Commissioner Salinas 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, Fife, Fortunato Bas, González, Hannon, Haubert, Jordan, Márquez, McCarthy, Miley, Salinas, Solomon, Taplin, Young*

*No: None*

*Abstain: None*

*Absent: Hernandez, Hu, Marchand, Salwan, Singh*

**9.3 Approve Countywide Ramp Intersection Safety Plan Contract Award and Execution**

Colin Dentel-Post recommended that the Commission approve an agreement to provide planning services for the Countywide Ramp Intersection Safety Plan.

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

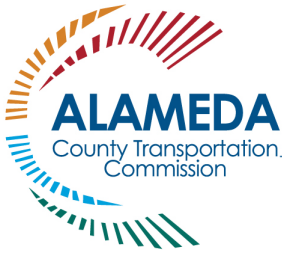
*Yes: Bowen, Brown, Eicher, Ezzy Ashcraft, Fife, Fortunato Bas, González, Hannon, Haubert, Jordan, Marchand, Márquez, McCarthy, Miley, Salinas, Solomon, Taplin, Young*

*No: None*

*Abstain: None*

*Absent: Hernandez, Hu, Salwan, Singh*

**10. Adjournment**



# Memorandum

6.2

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**DATE:** May 21, 2026

**TO:** Alameda County Transportation Commission

**FROM:** Patricia Reavey, Deputy Executive Director of Finance and Administration  
Elizabeth (Liz) Lake, Clerk of the Commission

**SUBJECT:** Fiscal Year 2025-26 Third Quarter Report of Claims Acted Upon Under the Government Claims Act Update

### Recommendation

This item will provide the Commission with an update on the Fiscal Year (FY) 2025-26 Third Quarter Report of Claims Acted Upon Under the Government Claims Act. This item is for information only.

### Summary

There were no actions taken by staff under the Government Claims Act during the third quarter of FY2025-26.

### Background

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

California Government Code Section 935.4 states:

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

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

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

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

### **Fiscal Impact**

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



# Memorandum

6.3

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**DATE:** May 21, 2026

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** Approve the Alameda CTC Fiscal Year 2025-26 Third Quarter Consolidated Financial Report

### Recommendation

It is recommended that the Commission approve the Alameda CTC Fiscal Year (FY) 2025-26 Third Quarter Consolidated Financial Report.

### Summary

Alameda CTC’s expenditures through March 31, 2026 are within year-to-date budget authority per the currently adopted budget. The agency remains in a strong financial position compared to budget through the third quarter of FY2025-26.

The attached FY2025-26 Third Quarter Financial Report has been prepared on a consolidated basis and is compared to the currently adopted budget on a year-to-date basis. This report provides a summary of FY2025-26 actual revenues and expenditures through March 31, 2026. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100 percent indicate that actual revenue or expenditure items are more than 75 percent of the total annual budget through the third quarter of the fiscal year, and percentages under 100 percent indicate that actual revenue or expenditure items are less than 75 percent of the total annual budget through the third quarter of the fiscal year. As of March 31, 2026, Alameda CTC activity for the fiscal year results in a net increase in fund balance in the amount of \$129.7 million. While various funds showed an increase to their fund balance, the most significant contributors were the Measure BB Capital Projects Fund and the Measure BB Special Revenue Fund, which collected sales tax revenues that outpaced expenditures through the third quarter.

## **Background**

The following are highlights of actual revenues and expenditures compared to budget as of March 31, 2026 by major category:

### *Revenues*

Sales tax revenues are under budget by \$2.2 million, or 0.8 percent, and investment income is over budget by \$8.1 million, or 27.8 percent, mostly due to changing market conditions and a shift to longer-term, higher-yield investments for a portion of Measure BB funds. Grant revenues are under budget by \$94.7 million, mostly related to timing on capital projects. Grant revenues are recognized on a reimbursement basis and, therefore, correlate directly with related expenditures. Consequently, capital and other project expenditures are also under budget.

### *Salaries and Benefits*

Salaries and benefits are under budget by \$0.6 million or 6.4 percent, as of March 31, 2026.

### *Administration*

Costs for overall administration are under budget by \$0.7 million, or 4.1 percent, mostly due to actual expenses for professional services, such as general legal fees and media consultant services coming in less than anticipated. This was offset by debt services costs that were more than 75 percent of the annual budget based on the timing of debt service requirements, as 100 percent of the annual costs were paid by March 31, 2026 compared to only 75 percent of the total annual budget. Debt service costs are required to be recorded when incurred per government accounting standards. Actual expenditures in the debt service fund will equal 100 percent of the budget at the fiscal year-end.

### *Freeway Operations*

Freeway operations expenditures are under budget by \$2.5 million, or 24.7 percent, primarily related to express lanes operations and maintenance costs coming in lower than budgeted, through the third quarter.

### *Planning*

Planning expenditures are under budget by \$1.1 million, or 28.8 percent, mostly related to a new initiative kicking off later this year, timing on planning projects, and work for the community-based plans, which is currently underway and will be billed later this year.

### *Programs*

Programs expenditures are under budget by \$12.6 million, or 7.1 percent, mainly due to delayed expenditures from project sponsors for grant-funded projects.

### *Capital Projects*

Capital project expenditures are under budget by \$272.3 million, or 72.0 percent, mostly due to costs that have been incurred but not yet billed to the agency and forthcoming expenditures on the following projects: Interstate 680 Express Lane-Southbound Gap Closure, the State Route 84 Widening and State Route 84/Interstate 680 Interchange, Oakland-Alameda Access Project and the 7th Street Grade Separation East Segment Projects.

Alameda CTC utilizes a rolling capital budget system in which any unused approved budget from prior years is available to pay for costs in subsequent fiscal years. Additional budget authority is requested by project only as needed in accordance with the budget process. The year-to-date budget amounts used for comparison is a straight-line amortization of the total approved project budget including unspent budget authority rolled over from the prior year. Expenditures planned through March 31, 2026 in the budget process generally differ from the straight-line budgeted amount used for this financial statement comparison. However, presenting the information with this comparison helps financial report users, project managers, and the project control team review year-to-date expenditures to give them an idea of how projects are progressing as compared to the approved budget. The agency's capital projects currently have no budget issues.

### *Limitations Calculations*

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

### **Fiscal Impact**

There is no fiscal impact for approving this item.

### **Attachment:**

- A. Alameda CTC Consolidated Revenues/Expenditures as of March 31, 2026

**ALAMEDA COUNTY TRANSPORTATION COMMISSION**  
**Consolidated Revenues/Expenditures**  
**March 31, 2026**

	<b>Total Consolidated</b>			<b>Favorable/ (Unfavorable)</b>
	<b>YTD Actuals</b>	<b>YTD Budget</b>	<b>% Used</b>	<b>Variance</b>
<b>REVENUES</b>				
Sales Tax Revenue	\$ 290,670,099	\$ 292,875,000	99.25	\$ (2,204,901)
Investment Income	37,362,955	29,227,500	127.83	8,135,455
Member Agency Fees	1,306,176	1,306,176	100.00	-
VRF Funds	9,434,363	9,000,000	104.83	434,363
TFCA Funds	1,560,093	1,494,725	104.37	65,368
Access for All Funds	1,282,682	1,282,682	100.00	-
Toll Revenues	15,021,489	14,962,500	100.39	58,989
Toll, Violation and Penalty Revenues	3,881,129	3,450,000	112.50	431,129
Other Revenues	9,493,996	7,012,500	135.39	2,481,496
Regional/State/Federal Grants	57,653,333	146,978,597	39.23	(89,325,264)
Local and Other Grants	388,530	5,722,226	6.79	(5,333,696)
<b>Total Revenues</b>	<b>\$ 428,054,845</b>	<b>\$ 513,311,906</b>	<b>83.39</b>	<b>\$ (85,257,061)</b>
<b>EXPENDITURES</b>				
<b>Administration</b>				
Salaries and Benefits <sup>(1)</sup>	\$ 2,587,766	\$ 2,789,372	92.77	\$ 201,606
General Office Expenses	2,279,137	2,701,624	84.36	422,487
Travel Expense	38,009	64,800	58.66	26,791
Debt Service <sup>(2)</sup>	9,046,000	6,784,500	133.33	(2,261,500)
Professional Services	2,285,694	4,145,276	55.14	1,859,582
Commission and Community Support	101,173	177,694	56.94	76,521
Contingency	-	375,000	-	375,000
Subtotal	16,337,779	17,038,266	95.89	700,487
<b>Freeway Operations</b>				
Salaries and Benefits <sup>(1)</sup>	285,067	380,152	74.99	95,085
Operating Expenditures	7,241,036	9,610,598	75.34	2,369,562
Subtotal	7,526,103	9,990,750	75.33	2,464,647
<b>Planning</b>				
Salaries and Benefits <sup>(1)</sup>	1,259,371	1,240,538	101.52	(18,833)
Transportation Planning	1,067,572	1,200,000	88.96	132,428
Congestion Management Program	392,749	667,500	58.84	274,751
Other Planning Projects	-	712,500	-	712,500
Subtotal	2,719,692	3,820,538	71.19	1,100,846
<b>Programs</b>				
Salaries and Benefits <sup>(1)</sup>	3,006,981	3,185,760	94.39	178,779
Programs Management and Support	1,413,057	1,302,526	108.49	(110,531)
Safe Routes to Schools Program	2,003,875	2,389,951	83.85	386,076
VRF Direct Local Distribution	5,377,587	5,130,000	104.83	(247,587)
VRF Programming	3,859,796	6,397,280	60.33	2,537,484
Measure BB Direct Local Distribution	147,896,953	149,055,569	99.22	1,158,616
Grant Awards	3,337,399	8,960,250	37.25	5,622,851
TFCA Programming	(825,970)	2,281,875	(36.20)	3,107,845
Exchange Fund Programming	340	12,347	2.75	12,007
Subtotal	166,070,018	178,715,558	92.92	12,645,540
<b>Capital Projects</b>				
Salaries and Benefits <sup>(1)</sup>	1,266,268	1,385,771	91.38	119,503
Capital Project Expenditures	104,458,877	376,615,547	27.74	272,156,670
Subtotal	105,725,145	378,001,318	27.97	272,276,173
<b>Total Expenditures</b>	<b>\$ 298,378,737</b>	<b>\$ 587,566,430</b>	<b>50.78</b>	<b>\$ 289,187,693</b>
<b>Net Change in Fund Balance</b>	<b>\$ 129,676,108</b>	<b>\$ (74,254,524)</b>		
<b>Beginning Fund Balance</b>	<b>1,181,052,386</b>	<b>1,181,052,386</b>		
<b>Ending Fund Balance</b>	<b>\$ 1,310,728,494</b>	<b>\$ 1,106,797,862</b>		

(1) Salaries and benefits are under budget by \$576,140 or 6.4% as of March 31, 2026.

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



# Memorandum

6.4

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**DATE:** May 21, 2026

**TO:** Alameda County Transportation Commission

**FROM:** Carolyn Clevenger, Deputy Executive Director of Planning and Policy  
Patricia Reavey, Deputy Executive Director of Finance and Administration

**SUBJECT:** 2025 Alameda CTC Annual Report Update

**Recommendation**

This item will provide the Committee with an update on the 2025 Alameda CTC Annual Report. This item is for information only.

**Summary**

Alameda CTC prepares an annual report each year, as required in the Public Utilities Code section 180111, on progress made to achieve the objective of improving transportation in Alameda County. The 2025 Annual Report highlights key transportation programs and projects that Alameda CTC plans, funds, and delivers and includes financial information for FY2024-25.

Many of these transportation investments are funded largely through local, voter-approved Measure B and Measure BB sales tax dollars and local, voter-approved Vehicle Registration Fee (VRF) funds. The report includes financial information related to Measure BB revenues and expenditures for the year ended June 30, 2025, as well as information related to the VRF Program, including the total net VRF revenue from the start of the program, and revenues and expenditures through June 30, 2025.

**Fiscal Impact**

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

**Attachment:**

- A. [Draft 2025 Alameda CTC Annual Report](#)



# Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** May 21, 2026

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** Adopt a Resolution Authorizing the Examination of 2000 Measure B and 2014 Measure BB Sales or Transaction and Use Taxes Records

## Recommendation

It is recommended that the Commission adopt a resolution authorizing staff to examine sales or transactions and use taxes records related to 2000 Measure B and 2014 Measure BB generated by the California Department of Tax and Fee Administration (CDTFA) pursuant to the contracts between Alameda CTC and CDTFA.

## Summary

Adopting a resolution authorizing the examination of 2000 Measure B and 2014 Measure BB sales and transaction and use taxes records will allow the Deputy Executive Director of Finance and Administration, the Director of Finance, and other staffing positions as designated by the Executive Director to request and receive detailed confidential information monthly on the specific transactions which account for the amount of sales tax dollars received in relation to both the 2000 Measure B and the 2014 Measure BB sales tax collections on a monthly basis.

Staff currently has the authority to receive this data and has been doing so for several years; however, titles of the positions designated have changed and were different on various resolutions submitted to the CDTFA based on changes to Alameda CTC's staffing plan over the years. It was recommended by CDTFA that the resolutions of authority be updated and consolidated into one resolution for the agency to include the various measures as staff recommends.

## Background

CDTFA requires that the Commission adopt a resolution authorizing the Deputy Executive Director of Finance and Administration, the Director of Finance, and other staffing

positions designated by the Executive Director to examine sales or transaction and use taxes records, before they release confidential information regarding transactions related to the agency's sales tax measures. While some staff currently has this authority, the titles vary among the measures, so this resolution will clean up records for both the agency and CDTFA and make administration more efficient.

**Fiscal Impact**

There is no fiscal impact for approving this item.

**Attachment:**

- A. Resolution 2026-004 Authorizing the Examination of Sales or Transaction and Use Taxes Records



# ALAMEDA COUNTY TRANSPORTATION COMMISSION

## Resolution No. 2026-004

### A Resolution Authorizing the Examination of Sales or Transactions and Use Taxes Records

**Commission Chair**

Supervisor David Haubert,  
Alameda County, District 1

**Commission Vice Chair**

Mayor Marilyn Ezzy Ashcraft,  
City of Alameda

**Alameda County**

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

**AC Transit**

Director - District At-Large Joel B. Young

**BART**

President Melissa Hernandez

**City of Albany**

Councilmember Preston Jordan

**City of Berkeley**

Councilmember Terry Taplin

**City of Dublin**

Mayor Sherry Hu

**City of Emeryville**

Vice Mayor Matthew Solomon

**City of Fremont**

Mayor Raj Salwan

**City of Hayward**

Mayor Mark Salinas

**City of Livermore**

Mayor John Marchand

**City of Newark**

Mayor Michael K. Hannon

**City of Oakland**

Councilmember Carroll Fife  
Councilmember At-Large Rowena Brown

**City of Piedmont**

Vice Mayor Conna McCarthy

**City of Pleasanton**

Mayor Jack Balch

**City of San Leandro**

Mayor Juan González, III

**City of Union City**

Mayor Gary Singh

**Executive Director**

Tony Tavares

**WHEREAS**, pursuant to Ordinance Numbers 2014-1 and 2000-1 (related to Jurisdiction Code numbers 965, 377 and 079) of Alameda County Transportation Commission (Alameda CTC) and Revenue and Taxation Code section 7270, Alameda CTC entered into contracts with the California Department of Tax and Fee Administration (Department) to perform all functions incident to the administration and collection of transactions and use taxes; and

**WHEREAS**, Alameda CTC’s governing body (Commission) deems it desirable and necessary for authorized officers, employees and representatives of Alameda CTC to examine confidential sales or transactions and use tax records of the Department pertaining to transactions and use taxes collected by the Department for Alameda CTC pursuant to that contract; and

**WHEREAS**, Section 7056 of the California Revenue and Taxation Code sets forth certain requirements and conditions for the disclosure of Department records, and Section 7056.5 of the California Revenue and Taxation Code establishes criminal penalties for the unlawful disclosure of information contained in, or derived from, the sales or transactions and use tax records of the Department.

**NOW, THEREFORE, THE COMMISSION HEREBY RESOLVES AS FOLLOWS:**

**Section 1.** That the Deputy Executive Director of Finance and Administration and the Director of Finance, or other officer or employee of Alameda CTC designated in writing by the Executive Director to the California Department of Tax and Fee Administration, is hereby appointed to represent Alameda CTC with authority to examine sales or transactions and use tax records of the Department pertaining to transactions and use taxes collected for Alameda CTC by the Department pursuant to the contracts between Alameda CTC and the Department.

**Section 2.**

The information obtained by examination of Department records shall be used only for purposes related to the collection of Alameda CTC transactions and use taxes by the Department pursuant to those contracts, and for purposes related to the following governmental functions of Alameda CTC:

(a) Revenue Projections and Analysis

The information obtained by examination of Department records shall be used only for those governmental functions of Alameda CTC listed above.

**BE IT FURTHER RESOLVED** that the information obtained by examination of Department records shall be used only for purposes related to the collection of Alameda CTC transactions and use taxes by the Department pursuant to the contracts between Alameda CTC and the Department and for those purposes relating to the governmental functions of Alameda CTC listed in Section 2 of this resolution.

**Section 3.**

That this resolution supersedes all prior resolutions of the Commission adopted pursuant to subdivision (b) of Revenue and Taxation Code Section 7056.

Duly passed and adopted by Alameda CTC at the regular meeting of the Commission held on Thursday, May 28, 2026, in Oakland, California by the following votes:

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

SIGNED: \_\_\_\_\_  
David Haubert  
Chair, Alameda CTC

ATTEST: \_\_\_\_\_  
Elizabeth (Liz) Lake  
Clerk of the Commission

I, Elizabeth (Liz) Lake, Clerk of the Commission of Alameda County Transportation Commission, DO HEREBY CERTIFY that the foregoing resolution was duly introduced, approved and adopted by the Alameda County Transportation Commission, at a regular meeting of the Commission held on the 28th day of May, 2026.

\_\_\_\_\_  
Elizabeth (Liz) Lake  
Clerk of the Commission



# Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** May 21, 2026

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** Approve the 2026 Comprehensive Investment Plan Update

## Recommendation

It is recommended that the Commission approve the following actions:

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

## Summary

The 2026 CIP Update includes the aforementioned adjustments to the programming and allocations of the current approved 2026 CIP. The resultant 2026 CIP Update recommended for approval includes an updated five-year programming total of approximately \$300.7 million, with \$285.9 million allocated in fiscal years (FYs) 2025-26 and 2026-27.

## Background

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

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

On May 22, 2025, the current 2026 CIP was approved by the Commission and included a five-year programming horizon from FYs 2025-26 through 2029-30, with a two-year allocation plan for the first two fiscal years of the CIP. The current 2026 CIP reflects approximately \$80.3 million in programming and \$65.4 million in allocations over the first two fiscal years of the CIP.

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

The 2026 CIP Update includes the following items:

**1. Previously Approved Programming - \$32.3 million**

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

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

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

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

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

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

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

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

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

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

### **3. Technical Adjustments**

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

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

With the aforementioned updates, the 2026 CIP Update includes a five-year programming total of approximately \$300.7 million, with \$285.9 million allocated in FYs 2025-26 and 2026-27. The final formal record for the 2026 CIP Update is shown in Attachment D: 2026 CIP Update Programming and Allocations.

## **Fiscal Impact**

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

## **Attachments:**

- A. Summary of Programming Changes
- B. FY2026-27 TFCA Program Recommendations
- C. 2026 CIP Update - Changes to Current Programming
- D. [2026 CIP Update Five-Year Programming and Two-Year Allocation Plan](#)

## 2026 Comprehensive Investment Plan Update

### Summary of Programming Changes

Previously Approved Programming

\$ x 1,000

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

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

**2026 Comprehensive Investment Plan Update**

**Summary of Programming Changes**

New Programming Recommendations for the 2026 CIP Update

\$ x 1,000

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

**2026 Comprehensive Investment Plan Update**

**Summary of Programming Changes**

*Technical Adjustments*

\$ x 1,000

<b>Table 3: Technical Adjustments (Phase allocation shifts, reprogramming, deprogramming for completed projects, fund source changes, and corrections)</b>							
No.	CIP ID	Project Sponsor	Project Title	Fund Source	Fund Type	Phase	Amount
1	00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	TFCA	Prog Mgr	CON	\$ (630)
2	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	OBAG	STP/CMAQ	CON	\$ (15,941)
3	00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	2014 MBB	TEP-27	CON	\$ 676
4	00192	Alameda CTC	Transportation Demand Management (TDM) Program	TFCA	Prog Mgr	Ops	\$ (56)
5	00287	Alameda CTC	Oakland Alameda Access Project	TFCA	FYE25	CON	\$ (311)
6	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	PE/Env	\$ 4,000
7	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	Final Design (PS&E)	\$ (3,100)
8	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	ROW	\$ (900)
9	00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	2014 MBB	TEP-26	CON	\$ 400
10	00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-26	ROW	\$ (288)
11	00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	2014 MBB	TEP-26	CON	\$ 288
12	00435	EBRPD	Oakland Bay Trail Extension	2014 MBB	TEP-42	CON	\$ (925)
13	00435	EBRPD	Oakland Bay Trail Extension	TFCA	FYE26	CON	\$ (175)
14	00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	2014 MBB	TEP-45	CON	\$ (45)
15	00486	Hayward	Downtown Bike Loop	2014 MBB	TEP-45	CON	\$ (24)
16	00472	Oakland	Martin Luther King Jr. Way Complete Streets	2000 MB	Disc-Transit	CON	\$ (1,000)
17	00472	Oakland	Martin Luther King Jr. Way Complete Streets	2010 VRF	Disc-Transit	CON	\$ 1,000
18	00466	SJRRRC	Union City Intermodal Station Phase 3 Project	2014 MBB	TEP-22	PE/Env	\$ (3,000)
19	00476	Union City	Union City Transit Electric Bus & Infrastructure	TFCA	FYE26	CON	\$ (304)
20	00476	Union City	Union City Transit Battery Electric Bus Charging Infrastructure	2010 VRF	Disc-Tech	CON	\$ (399)
21	00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2000 MB	Disc-TCD	CON	\$ (275)
22	00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2014 MBB	TEP-45	CON	\$ 275

## FY 2026-27 TFCA Program Recommendations

Sponsor	Project Name	Project Description	Air District Priority Area <sup>1</sup>	Total Project Cost	TFCA Requested	TFCA Recommended	Notes
<b>A-1. 70% Cities/County Share</b>							
Alameda	City of Alameda Bikeshare Pilot	Expand the regional bike share program, Bay Wheels, adding 8 stations with 8-12 docks each in west Alameda, including 53 e-bikes, for a 3-year pilot (TFCA scope for construction capital). These stations will serve transit, commercial areas, higher density residential areas and college students, supporting the mode shift during the Posey Tube closures.	SB 535 DAC AB 1550 LIC	\$ 495,000	\$ 163,000	\$ <b>163,000</b>	
Alameda	It's Electric Curbside Electric Vehicle Chargers	Deploy 14 curbside electric vehicle (EV) chargers in partnership with It's Electric. The hardware utilizes "spare" capacity from nearby buildings, paired with a detachable cable. This approach sidesteps the barrier of grid limitations and creates community buy-in by sharing the charger revenue with property partners, who have been solicited via extensive community outreach.	AB 1550 LIC	\$ 522,442	\$ 289,000	\$ <b>289,000</b>	
Alameda	Lincoln/ Marshall/ Pacific Avenue Buffered Bike Lanes	Implement a road diet and buffered bike lanes on the Lincoln / Marshall / Pacific corridor from Main Street to Wilma Chan Way. The project, part of a larger corridor project, will close a gap in the bikeway network and provide direct bicycle connections to two schools.	SB 535 DAC AB 1550 LIC	\$ 250,000	\$ 149,000	\$ <b>149,000</b>	
Alameda CTC	East Bay Greenway, Phase 1 Multimodal	Install Class 1 shared use paths, Class 4 protected bikeways, and Class 3 neighborhood bikeways on various streets in Oakland and San Leandro, from Lake Merritt BART Station to the Bayfair BART Station. Other (non-TFCA) scope includes protected intersections, ped x-ings, bus stop enhancements, and placemaking features. Also see the project line in Section B.	SB 535 DAC AB 1550 LIC AB 617 CERP	\$ 196,654,000	\$ 2,269,608	\$ <b>2,269,608</b>	2
Berkeley	Adeline Quick Build	Implement a road diet and a new Class IV bikeway on Adeline St from the City border with Oakland to Fairview St, closing a gap in the bikeway network. The project will also improve or upgrade existing bicycle lanes on Adeline St from Fairview St to Ashby Ave, add three pedestrian refuge islands, and add three bus boarding islands.	SB 535 DAC AB 1550 LIC	\$ 2,254,000	\$ 1,000,000	\$ <b>1,000,000</b>	
Fremont	Grimmer Greenway Trail Extension (Paseo Padre Parkway to Fremont Boulevard)	Construct a bi-directional trail along the north side of Grimmer Blvd between Paseo Padre Parkway and Fremont Blvd. The Class I facility will close an existing gap in the All Ages and Abilities bikeway network by replacing Class 2 bike lanes and provide improved connectivity to local and regional destinations.	AB 1550 LIC	\$ 3,732,000	\$ 285,000	\$ <b>285,000</b>	
<b>A-2. 30% Transit Discretionary Share</b>							
BART	General Transit Feed Specification (GTFS) Real-Time Pathways	Implement GTFS pathways, a digital interface that will provide turn-by-turn navigation and real-time system updates, for BART stations in Alameda County. Through dynamic signage and mobile apps, BART riders will be able to navigate complicated transit stations that may span blocks and have multiple exit points and make planned connections seamlessly.	SB 535 DAC AB 1550 LIC AB 617 CERP	\$ 3,400,000	\$ 400,000	\$ <b>163,000</b>	3

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

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

Program Notes:
1. The Air District has three designated Priority Areas: 1) SB 535 Disadvantaged Communities (DAC), 2) AB 1550 Low-Income Communities (LIC), and 3) AB 617 Community Emission Reduction Program Communities (CERP).
2. The recommended amount of FYE27 funds for project totals \$6,374,452 and replaces a prior TFCA award. Moving the TFCA award to the current TFCA program cycle is intended to better align the TFCA funding with the project schedule and reflect the updated TFCA cost-effectiveness. Upon Commission adoption of the 2026 CIP Update and FYE27 TFCA program, the project's prior TFCA grant will be cancelled. The Project is approved with a 3-year TFCA expenditure period to align with the project schedule.
3. The recommended TFCA amount is less than the requested amount due to the maximum qualifying TFCA amount based on the Air District's Cost Effectiveness calculation methodology.

Alameda CTC Comprehensive Investment Plan 2026 CIP Update - Changes to Current Programming Programming And Allocation Adjustments to previously approved 2026 CIP								Programming and Allocations (\$ x 1,000)						Total Allocated (Thru FY26-27)	Change Notes
								Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming			
									Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29		
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase								
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	2010 VRF	Disc-Transit	Transit	Ops	891			891			891	Previously Approved Programming/Allocation on 10/23/25
00424	Alameda	Alameda-Oakland Water Shuttle Operations (FY2027 & FY2028)	1-North	TFCA	FYE26	Transit	Ops	40			40			40	Previously Approved Programming/Allocation on 10/23/25
00510	Alameda	City of Alameda Bikeshare Pilot	1-North	TFCA	FY27	Bike/Ped	CON	163			163			163	New Programming and Allocation.
00510	Alameda	City of Alameda Bikeshare Pilot	1-North	2014 MBB	TEP-44	Bike/Ped	CON	594			594			594	New Programming and Allocation.
00511	Alameda	It's Electric Curbside Electric Vehicle Chargers	1-North	TFCA	FY27	Tech	CON	289			289			289	New Programming and Allocation.
00511	Alameda	Lincoln/ Marshall/ Pacific Avenue Buffered Bike Lanes	1-North	TFCA	FY27	Bike/Ped	CON	149			149			149	New Programming and Allocation.
00516	Alameda	Stargell Avenue Roundabout and Transit Improvements	1-North	2014 MBB	TEP-14	Transit	Final Design (PS&E)	440			440			440	New Programming and Allocation.
00501	Alameda	Citywide Bike Rack Parking Program	1-North	TFCA	FYE26	Bike/Ped	CON	37		37				37	Previously Approved Programming/Allocation on 10/23/25
00502	Alameda	Jean Sweeney Open Space Park EV Charger	1-North	TFCA	FYE26	Bike/Ped	CON	136		136				136	Previously Approved Programming/Allocation on 10/23/25
00503	Alameda County	Improvements of Meekland Avenue from Blossom Way to E. Lewelling Boulevard	2-Central	TFCA	FYE26	Bike/Ped	CON	87		87				87	Previously Approved Programming/Allocation on 10/23/25
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	ROW	(288)	(288)					(288)	Technical Adjustment: Phase Allocation Shift.
00069	Alameda CTC	I-80 Gilman Street Interchange Improvements	1-North	2014 MBB	TEP-26	HWY	CON	288	288					288	Technical Adjustment: Phase Allocation Shift.
00081	Alameda CTC	East Bay Greenway: Lake Merritt BART to South Hayward BART	2-Central	TFCA	Prog Mgr	Bike/Ped	CON	(535)	(535)					(535)	Technical Adjustment: Programming year change and amount update (see CIP ID 00479)
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	PE/Env	4,000	4,000					4,000	Previously Approved 9/24/25; Phase Allocation Shift
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	PE/Env	1,500			1,500			1,500	New Programming and Allocation.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	Final Design (PS&E)	(3,100)	(3,100)					(3,100)	Previously Approved 9/24/25; Phase Allocation Shift
00132	Alameda CTC	San Pablo Ave Safety Enhancements	1-North	2014 MBB	TEP-26	LSR	CON	5,125			5,125			5,125	New Programming and Allocation.
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	2014 MBB	TEP-26	LSR	ROW	(900)	(900)					(900)	Previously Approved 9/24/25; Phase Allocation Shift
00132	Alameda CTC	San Pablo Avenue (SR 123) Multi-Modal Corridor Project	1-North	OBAG	STP/CMAQ	LSR	CON	(15,941)	(15,941)					(15,941)	Technical Adjustment: Deprogramming - redirected to EBGWMM Ph. 1, North Segment (CIPID 00479)
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	Final Design (PS&E)	(676)	(676)					(676)	Technical Adjustment: Phase allocation shift
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	ROW	17,600		17,600				17,600	New Programming and Allocation.
00155	Alameda CTC	7th Street Grade Separation and Port Arterial Improvements Project	1-North	2014 MBB	TEP-27	Freight	CON	676	676					676	Technical Adjustment: Phase allocation shift
00192	Alameda CTC	Transportation Demand Management (TDM) Program	Multiple	TFCA	Prog Mgr	Transit	Ops	(56)			(56)			(56)	Technical Adjustment: Fund source change
00287	Alameda CTC	Oakland Alameda Access Project	1-North	2014 MBB	TEP-26	HWY	CON	25,000			25,000			25,000	New Programming and Allocation.
00287	Alameda CTC	Oakland Alameda Access Project	1-North	TFCA	FYE25	Bike/Ped	CON	(311)	(311)					(311)	Technical Adjustment: Programming year change and amount update
00287	Alameda CTC	Oakland Alameda Access Project	1-North	TFCA	FYE26	Bike/Ped	CON	380		380				380	Previously Approved Programming/Allocation on 2/26/26
00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	Multiple	2014 MBB	TEP-23	Freight	Final Design (PS&E)	2,000			2,000			2,000	New Programming and Allocation.
00288	Alameda CTC	Rail Safety Enhancement Program (SEP)	Multiple	2014 MBB	TEP-23	Freight	ROW	4,217			4,217			4,217	New Programming and Allocation.
00288	Alameda CTC	Rail Safety Enhancement Program - Phase A	Multiple	2014 MBB	TEP-23	Freight	CON	29,157			29,157			29,157	New Programming and Allocation.
00407	Alameda CTC	Alameda County Safe Routes to Schools	Multiple	OBAG	STP/CMAQ	Bike/Ped	Planning / Scoping	3,953			3,953			3,953	Previously Approved Programming/Allocation on 12/11/25
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2014 MBB	TEP-26	HWY	Final Design (PS&E)	250			250			250	New Programming and Allocation.
00413	Alameda CTC	SR84 Landscaping: S. of Ruby Hill Dr. to SR84/I-680 and along I-680 from SR84/I-680 to Koopman Road	4-East	2014 MBB	TEP-26	HWY	CON	5,900			5,900			5,900	New Programming and Allocation.
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	Planning / Scoping	(600)	(600)					(600)	Technical Adjustment: Phase allocation shift
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	PE/Env	600			600			600	Technical Adjustment: Phase allocation shift

Alameda CTC Comprehensive Investment Plan 2026 CIP Update - Changes to Current Programming Programming And Allocation Adjustments to previously approved 2026 CIP								Programming and Allocations (\$ x 1,000)						Total Allocated (Thru FY26-27)	Change Notes								
								CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset			Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming	
																			Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	I-580 Toll Revenue	Toll Revenue	HWY	PE/Env	2,000			2,000			2,000	Previously Approved Programming/Allocation on 2/26/26								
00477	Alameda CTC	I-580/I-680 Interchange Safety Improvements Project	4-East	2014 MBB	TEP-33	HWY	PE/Env	14,340			14,340			14,340	New Programming and Allocation.								
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	2014 MBB	TEP-42	Bike/Ped	Final Design (PS&E)	2,400			2,400			2,400	New Programming and Allocation.								
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	2014 MBB	TEP-42	Bike/Ped	CON	29,881			29,881			29,881	New Programming and Allocation.								
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	OBAG	STP/CMAQ	LSR	CON	15,941		15,941				15,941	Previously Approved Programming/Allocation on 9/1/25								
00479	Alameda CTC	East Bay Greenway Multimodal (EBGWMM) Phase 1, North Segment (Lake Merritt to Bayfair) Project	1-North	TFCA	FY27	Bike/Ped	CON	6,374			6,374			6,374	New Programming and Allocation.								
00515	Alameda CTC	Accessible Transportation Paratransit Program	Multiple	2014 MBB	TEP-12	Paratransit	Ops	3,500			3,500			3,500	New Programming and Allocation.								
00518	Alameda CTC	Countywide Transportation Safety and Accessibility Program	Multiple	2014 MBB	TEP-26	Various	Various	4,000			4,000			4,000	New Programming and Allocation.								
00519	Alameda CTC	I-680 Northbound Sunol Landscaping	4-East	2014 MBB	TEP-26	HWY	Final Design (PS&E)	200			200			200	New Programming and Allocation.								
00519	Alameda CTC	I-680 Northbound Sunol Landscaping	4-East	2014 MBB	TEP-26	HWY	CON	4,000			4,000			4,000	New Programming and Allocation.								
00520	Alameda CTC	SR84 Widening from south of Ruby Hill Drive to I-680 and SR84/I-680 Interchange Improvements	4-East	2014 MBB	TEP-26	HWY	CON	4,200			4,200			4,200	New Programming and Allocation.								
00521	Alameda CTC	Landscaping Along I-680 Southbound from SR84/I-680 Interchange to Alcosta Blvd	4-East	2014 MBB	TEP-26	HWY	Final Design (PS&E)	600			600			600	New Programming and Allocation.								
00521	Alameda CTC	Landscaping Along I-680 Southbound from SR84/I-680 Interchange to Alcosta Blvd	4-East	2014 MBB	TEP-26	HWY	CON	2,400			2,400			2,400	New Programming and Allocation.								
00512	BART	General Transit Feed Specification (GTFS) Real-Time Pathways	Multiple	TFCA	FYE27	Transit	CON	163			163			163	New Programming and Allocation.								
00517	BART	Core Capacity : Traction Power Substation - East Bay	Multiple	2014 MBB	TEP-26	Various	Various	17,126			17,126			17,126	New Programming and Allocation.								
00513	Berkeley	Adeline Quick Build	1-North	TFCA	FYE27	Bike/Ped	CON	1,000			1,000			1,000	New Programming and Allocation.								
00435	EBRPD	Oakland Bay Trail Extension	1-North	2014 MBB	TEP-42	Bike/Ped	CON	(925)		(925)				(925)	Technical Adjustment: Deallocation - project rescinded by sponsor								
00435	EBRPD	Oakland Bay Trail Extension	1-North	TFCA	FYE26	Bike/Ped	CON	(175)		(175)				(175)	Technical Adjustment: Deallocation - project rescinded by sponsor								
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	TFCA	FYE26	Bike/Ped	CON	45		45				45	Previously Approved Programming/Allocation on 10/23/25								
00468	Fremont	Fremont Boulevard Multimodal Corridor (Downtown to Irvington) Project	3-South	2014 MBB	TEP-45	Bike/Ped	CON	(45)		(45)				(45)	Technical Adjustment: Fund source change								
00514	Fremont	Grimmer Greenway Trail Extension (Paseo Padre Parkway to Fremont Boulevard)	3-South	TFCA	FYE27	Bike/Ped	CON	285			285			285	New Programming and Allocation.								
00486	Hayward	Downtown Bike Loop	2-Central	2014 MBB	TEP-45	Bike/Ped	CON	(24)		(24)				(24)	Technical Adjustment: Fund source change								
00486	Hayward	Downtown Bike Loop	2-Central	TFCA	FYE26	Bike/Ped	CON	24			24			24	Previously Approved Programming/Allocation on 10/23/25								
00508	LAFTA	Emergency Transit Operations for FY 26-27 and FY 27-28	4-East	I-580 Toll Revenue	Toll Revenue	Transit	Ops	4,000			4,000			4,000	Previously Approved Programming/Allocation on 2/26/26								
00504	Livermore	Arroyo Road Trail	4-East	TFCA	FYE26	Bike/Ped	CON	41		41				41	Previously Approved Programming/Allocation on 10/23/25								
00505	Livermore	ATP Implementation Projects - Olivia Avenue Bike Lanes	4-East	TFCA	FYE26	Bike/Ped	CON	58		58				58	Previously Approved Programming/Allocation on 10/23/25								
00425	Oakland	Broadway Streetscape and Transit Improvements	1-North	2014 MBB	TEP-24	Transit	CON	7,209			7,209			7,209	New Programming and Allocation.								
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2000 MB	Disc-Transit	Bike/Ped	CON	(1,000)		(1,000)				(1,000)	Technical Adjustment: Fund source change								
00472	Oakland	Martin Luther King Jr. Way Complete Streets	1-North	2010 VRF	Disc-Transit	Bike/Ped	CON	1,000		1,000				1,000	Technical Adjustment: Fund source change								
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2000 MB	Disc-TCO	Bike/Ped	CON	(275)	(275)					(275)	Technical Adjustment: Fund source change								
00398	San Leandro	Class IV Protected Bike Lanes on Hesperian Blvd and Fairmont Dr	2-Central	2014 MBB	TEP-45	Bike/Ped	CON	275	275					275	Technical Adjustment: Fund source change								
00466	SJRR	Union City Intermodal Station Phase 3 Project	4-East	2014 MBB	TEP-22	Transit	PE/Env	(3,000)	(3,000)					(3,000)	Technical Adjustment: Deallocation - project rescinded by sponsor								
00509	SJRR	Valley Link Rail Project - Phase 1A	4-East	I-580 Toll Revenue	Toll Revenue	Transit	Final Design (PS&E)	4,000			4,000			4,000	Previously Approved Programming/Allocation on 2/26/26								
00476	Union City	Union City Transit Electric Bus & Infrastructure	3-South	TFCA	FYE26	Transit	CON	(304)		(304)				(304)	Technical Adjustment: Deprogramming due to scope change.								

Alameda CTC Comprehensive Investment Plan 2026 CIP Update - Changes to Current Programming Programming And Allocation Adjustments to previously approved 2026 CIP								Programming and Allocations (\$ x 1,000)							Total Allocated (Thru FY26-27)	Change Notes
CIP ID	Sponsor	Project Title	PA	Fund Source	Fund Subset	Mode	Phase	Programmed Amount	Prior Allocations	Two-Year Allocation Plan		Future Programming				
									Prior Thru FY2024-25	FY2025-26	FY2026-27	FY2027-28	FY2028-29	FY2029-30		
00476	Union City	Union City Transit Battery Electric Bus Charging Infrastructure	3-South	2010 VRF	Disc-Tech	Transit	CON	(399)		(399)					(399)	Technical Adjustment: Deprogramming due to scope change.
00506	Union City	Dyer Street Pavement Rehabilitation Project Phase 2	3-South	TFCA	FYE26	Bike/Ped	CON	50		50					50	Previously Approved Programming/Allocation on 10/23/25
00507	Union City	Arizona Street Bicycle Improvements	3-South	TFCA	FYE26	Bike/Ped	CON	23		23					23	Previously Approved Programming/Allocation on 10/23/25
								<b>200,053</b>	<b>(20,387)</b>	<b>32,550</b>	<b>187,890</b>				<b>200,053</b>	



# Memorandum

6.7

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

**DATE:** May 21, 2026

**TO:** Alameda County Transportation Commission

**FROM:** Jhay Delos Reyes, Director of Project Delivery

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

## Recommendation

It is recommended that the Commission approve and authorize the Executive Director or designee to execute Amendment No. 1 to Agreement No. A25-0003 with Mark Thomas and Company (Mark Thomas) for an additional \$184,430 for Plans, Specifications and Estimates (PS&E) phase and extend the performance period to February 26, 2028 for services related to the Rail Safety Enhancement Program – Phase B (RSEP-B, Project No. 1618.000).

## Summary

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

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

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

## **Background**

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

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

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

## **Levine Act Statement**

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

**Fiscal Impact**

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

**Attachments:**

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

ATTACHMENT A - LOCATION MAP (H STREET)



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

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



# Memorandum

6.8

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**DATE:** May 21, 2026

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** Approve Amendment No. 8 to Agreement No. A17-0030 with Kimley-Horn and Associates, Inc. for Design Services During Construction for the San Pablo Avenue Safety Enhancements Project; Approve Agreement No. A26-0101 with WMH Corporation for Project Approval and Environmental Document Phase Services for the San Pablo Avenue Bus Lanes and Bike Lanes Project

## Recommendation

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

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

## Summary

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

additional \$1.15 million for Design Services During Construction (DSDC) services for the Safety Enhancements project.

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

## **Background**

### Safety Enhancements Project

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

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

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

## Bus Lanes and Bike Lanes Project

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

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

### **Fiscal Impact**

The fiscal impact for approving this item is \$5.15 million, which was included in the FY26-27 budget. The Comprehensive Investment Plan (CIP) item (PPC item 5.1) will program required local match funds for the construction phase of the Safety Enhancements project which will fund the KHA amendment. There are sufficient funds already programmed in the Bus Lanes and Bike Lanes project funding plan to support the WMH contract.

### **Attachment:**

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

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

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



# Memorandum

6.9

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

**DATE:** May 21, 2026

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** Approve Amendment No. 3 to Agreement No. A23-0003 with Mark Thomas and Company, Inc. for Design Services During Construction for Two of the Construction Packages of the East Bay Greenway Multimodal Projects

## Recommendation

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

## Summary

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

## Background

The East Bay Greenway Multimodal Projects will construct complete street improvements along the BART corridor in North and Central Alameda County. Project elements will include shared use paths, separated bikeways, bicycle and pedestrian crossing

improvements, lighting upgrades, new traffic signals and warning beacons, transit stop improvements, and stormwater treatment features.

Alameda CTC has environmentally cleared and secured approximately \$129.8 million in external funding for the portion of the East Bay Greenway from Lake Merritt to Bayfair [\$30.0 million of federal Reconnecting Communities and Neighborhoods (RCN), \$19.5 million of state Active Transportation Program (ATP), \$39.4 million of state Solutions for Congested Corridors Program (SCCP), \$25.0 million of regional Safe Routes to Transit and Bay Trail, and \$15.9 million of federal One Bay Area Grant (OBAG) funds]. The East Bay Greenway from Lake Merritt to Bayfair extends 10.6 miles, connects five BART station areas in the cities of Oakland and San Leandro, and was split into four construction packages for design and construction, as depicted in Attachment A:

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

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

The Oakland North and San Leandro packages achieved the RTL milestone (final Plans, Specifications, and Estimates (PS&E) and right-of-way certification) in April 2026. Alameda CTC has submitted construction funding allocation requests to the California Transportation Commission for consideration at its June 2026 meeting for SCCP and ATP funds, which will be expended on the Oakland North and San Leandro construction packages. Additional local match funding to fully fund the construction phase for these construction packages is included for approval in item 6.6, the Comprehensive Plan Update. Pending allocation approvals from external funding agencies, the construction contracts will be advertised and brought to the Commission for approval and award in Winter 2026.

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

Mark Thomas is the designer of record for the East Bay Greenway Multimodal project, and as such their support is needed during construction to respond to bidder inquiries and, contractor technical inquiries (Requests for Information), develop any needed change orders in response to unforeseen conditions, and produce as-builts/record drawings following project completion, necessitating a contract amendment for additional scope

and budget. Alameda CTC awarded Agreement No. A23-0003 to Mark Thomas for PS&E services in December 2022 through a competitive bid process. Staff negotiated with Mark Thomas and recommends a contract amendment of \$4.5 million and a 30-month time extension to support these DSDC efforts. The amendment would provide sufficient budget to complete all utility coordination, Caltrans coordination, and technical support to achieve RTL for all packages as well as DSDC and contingency for the Oakland North and San Leandro packages. A summary of actions for Agreement A23-0003 with Mark Thomas is included in Attachment B.

### **Fiscal Impact**

The fiscal impact for approving this item is \$4.5 million, which was included in the Fiscal Year 2026-27 budget. The Comprehensive Investment Plan Update, agenda item 6.6 will program the required local match funds for the ATP and SCCP grants assigned to the construction phase of the Oakland North and San Leandro packages, which will fund the DSDC amendments.

### **Attachments:**

- A. Alameda CTC East Bay Greenway Multimodal Project: Lake Merritt to Bayfair - Construction Packages
- B. Summary of Agreement No. A23-0003 with Mark Thomas and Company

# Alameda CTC East Bay Greenway Multimodal Project Lake Merritt to Bayfair – Construction Packages



Oakland North:  
Lake Merritt to Fruitvale

Oakland South:  
Fruitvale (54<sup>th</sup> Ave) to San  
Leandro (W Broadmoor)

San Leandro  
East 14<sup>th</sup>  
(Caltrans ROW)

**LEGEND**

**EBGW Alignment**

- █ EBGW Multimodal Project
- █ Existing Segments
- █ Segments Underway by Others

- BART
- State and Interstate Freeways
- Union Pacific Railroad
- Jurisdiction Boundaries
- Parks / Open Space

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

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



# Memorandum

6.10

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

**DATE:** May 21, 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 March 16, 2026 and April 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

6.11

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

**DATE:** May 21, 2026

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** Approve Sponsoring Legislation Related to the State Route 238 Local Alternative Transportation Improvement Program and Support Positions on Assembly Bill 2015 (Wicks) and Senate Bill 1167 (Blakespear) and Receive a Federal, State, Regional and Local Legislative Activities Update

## Recommendation

It is recommended that the Commission approve three items related to state legislation:

- Approve that the Commission sponsor legislation related to the State Route 238 (SR 238) Local Alternative Transportation Improvement Program (LATIP).
- Support Assembly Bill 2015 (AB 2015) introduced by Assemblymember Wicks to require a study of the impacts of third-party navigation applications on the transportation system.
- Support Senate Bill 1167 (SB 1167) introduced by Senator Blakespear to create statewide definitions for what qualifies as an electric bicycle (e-bikes) based on power and speed.

## Summary

This item recommends that the Commission approve sponsoring legislation related to the SR 238 LATIP to allow the California Transportation Commission (CTC) to approve an amendment to the initial SR 238 LATIP, which will be developed and approved locally by the same agencies that developed the initial SR 238 LATIP for submission to the CTC. In addition, this item recommends the Commission take support positions on two bills. The first bill is AB 2015 (Wicks), which would require the California Department of Transportation (Caltrans), in coordination with local partners, to conduct a study of the impacts of third-party navigation applications on the state highway and local street and road networks and submit a report to the Legislature on or before January 1, 2028. The second bill is SB 1167 (Blakespear), which would create a statewide definition that e-bikes are devices that do not

exceed 20 miles per hour (mph) (throttle) or 28 mph (pedal assist) and have motors of 750 watts or less. Devices exceeding these thresholds are not considered e-bikes and would be regulated according to their speed, power, and safety risks.

## **Background**

Each month, staff brings items to the Commission 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**

This month's legislative update includes: an update on the state legislative schedule and major activities; a recommendation for a support position on AB 2015; a recommendation to sponsor legislation related to the SR 238 LATIP; a summary of proposed e-bike legislation; and a recommendation for a support position on SB 1167. Table 1 below details recommended and existing positions.

- **Legislative schedule:** Bills are now being reviewed in the legislature's policy and appropriations committees. May 1st was the deadline for the Senate and Assembly policy committees to report to their respective appropriations committees on bills that would require state spending. May 8th was the deadline for policy committees to hear and report on non-fiscal bills introduced in their house. Once bills are reviewed by the Senate and Assembly Appropriations Committees, the house of origin deadline is May 29th.
- **Legislative recommendations:** Staff recommend a support position on AB 2015, which would require Caltrans to conduct a comprehensive study of the impact of third-party navigation applications on the state highway system and local street and road networks. The legislation specifically requires Caltrans to work in consultation with the California State Transportation Agency (CalSTA) and local authorities. The study would analyze the extent to which congestion has diverted from state highways to local streets, any impacts to vehicles miles traveled and safety, implications for local road maintenance needs, and the effect of traffic diversion on emergency response times. On or before January 1, 2028, Caltrans would be required to submit the study to the Legislature and include recommendations for regulatory or legislative action to improve the alignment between third-party applications and state and local traffic management goals. This study could provide data and information for local jurisdictions and inform potential policies and practices at the local or statewide level.
- **SR 238 LATIP legislation sponsorship:** In the early 2000s, three bills (SB 509, 2004; AB 1462, 2005; and AB 1386, 2009) collectively amended Government Code Section 14528.5 to provide for the use of revenues from the sale of excess property on the proposed routing of SR 238 to fund a LATIP, subject to approval by the CTC. The

legislation stated that the CTC “shall not approve any local alternative transportation improvement program submitted after July 1, 2010.” The bills did not include the actual prioritized project list; that list is the SR 238 LATIP, which was developed and codified through a locally-led Policy Advisory Committee process and approved by the governing boards of the participating local jurisdictions. The local jurisdictions included: City of Hayward, City of San Leandro, Alameda County, and the Alameda County Congestion Management Agency and Alameda County Transportation Authority, Alameda CTC’s predecessor agencies. While some projects from the prioritized list have advanced, others are not moving forward. There is interest in updating the priority project list and project funding available to allow revenues to be allocated to a new set of priority projects within the participating jurisdictions.

To allow the CTC to approve a new SR 238 LATIP, Government Code Section 14528.5 must be further amended as noted below. The proposed amendment would be specifically targeted at this element of the statute and would not modify any other parts of the legislation. Concurrently, the local jurisdictions (including Alameda CTC), and Caltrans are working together to establish a process and schedule to develop an updated SR 238 LATIP. Updates will be provided to the Commission on the development of the new SR 238 LATIP as that effort advances. The updated SR 238 LATIP would still be required to go to each agency’s governing body for approval prior to being submitted to the CTC for approval. If approved, the amendment would enable the CTC to approve the updated 238 LATIP when it is complete.

Staff recommend sponsoring legislation to secure the change either through an omnibus bill, trailer bill, or a gut and amend process. The preferred path will be as part of an omnibus bill, given the limited proposed legislative change. The proposed amendment to Section 14528.5(b) is shown here in strikethrough (for deletions) and underlined (for insertions) format to note the clause staff propose amending:

*(b) The commission shall have the final authority regarding the content and approval of the local alternative transportation improvement program. ~~The commission shall not approve any local alternative transportation improvement program submitted under this section after July 1, 2010.~~ The commission may approve an amendment to the local alternative transportation improvement program that was submitted under this section prior to July 1, 2010.*

- Electric bike (e-bike) legislation summary and legislative recommendation: A number of bills were introduced this session related to e-bikes, with a particular focus on safety. Attachment B includes a summary of the proposed e-bike legislation. Proposed legislation sought to address a number of concerns including requiring registration for certain bike classes, license plates, regulating motor

output, increasing awareness about devices wrongly marketed as e-bikes, and more. As noted in Attachment B, many of the bills related to e-bikes did not make it out of their fiscal committees and are considered dead.

The Planning, Policy and Legislation Committee had an extensive discussion of the various e-bike bills, many of which did not advance. Of the remaining bills, staff recommend a support position on one bill, SB 1167 (Blakespear) as noted below, and no position on the other two bills, AB 1569 (Davies) and AB 2346 (Wilson). Staff will continue to watch all bills and share updates as available with the Commission.

- AB 1569 (Davies) would require the California Highway Patrol and the State Department of Education to develop a standardized e-bike safety and training program for students grades 7-12. Alameda CTC has a long history of supporting and providing direct safety training to students through our Safe Routes to Schools Program and the bike safety education training element of our Transportation Demand Management program. Both of these programs already integrate e-bike training into their programming and have been working with their school and community partners to publicize and support the training. The legislation would duplicate work Alameda CTC is already doing, which is tailored to local community needs.
- AB 2346 (Wilson) includes a number of provisions related to e-bikes. The bill requires labeling and disclosure requirements of manufacturers and distributors of e-bikes, requires e-bikes come equipped with speedometers and lights and sets speed limits for e-bike riders who are under 16 years of age, would allow local authorities to set speed limits on biking paths and trails, and also set a prima facie speed limit of 10 miles per hour on a sidewalk. Some organizations are opposed to the bill because of concerns that it focuses too much on Class 1 and 2 e-bikes—two e-bike classes not posing the most critical safety issues. Given ongoing discussions various organizations are having with the bill’s sponsors and author, staff recommend the Commission continue to monitor the bill.
- Staff recommend the Commission take a support position on SB 1167 (Blakespear), which takes a targeted approach by focusing on clarifying which electric devices qualify as e-bikes and establishing clearer rules for devices that are higher-speed or higher-powered, which are recognized as posing greater safety risks. Specifically, the bill would define a legal e-bike as a device that has power of 750 watts or less and go no faster than 20 mph by throttle or 28 mph by pedal assist. It would also require that more powerful devices are clearly labeled and have consumer disclosures. The bill will ensure high speed, higher-powered devices such as e-motorcycles are not classified and labeled as e-bikes, increasing clarity for consumers and law enforcement. This approach strengthens safety and oversight, without

limiting access to the e-bikes that support sustainability, mobility, and accessibility goals.

**Table 1. Summary of Recommended and Existing Positions**

<b>Bill</b>	<b>Summary</b>	<b>Analysis</b>	<b>Recommended or Existing Position</b>
<p><b><u>AB 2015</u></b> <b>(Wicks D)</b> Department of Transportation: third-party navigation applications: study and report.</p>	<p>AB 2015 would require Caltrans, in consultation with CalSTA and local authorities, to conduct a comprehensive study on the impact of third-party navigation applications on the state highway system and local street and road networks.</p> <p>The study would analyze how third-party navigation applications affect congestion displacement, local infrastructure, safety metrics, and emergency response. Caltrans must include policy recommendations for regulatory or legislative action to improve the alignment between third-party navigation applications and state and local traffic management goals.</p> <p>Caltrans must submit the study to the legislature on or before January 1, 2028.</p>	<p>The study would analyze the impacts of third-party applications on the roadway network, including a focus on local congestion and neighborhood streets, safety, local infrastructure impact, and emergency response.</p>	<p>Recommended Position:  Support</p>
<p><b><u>SB 1167</u></b> <b>(Blakespear D)</b> Electric Bicycle Safety.</p>	<p>SB 1167 makes comprehensive revisions to definitions of e-bikes and electric cycle or e-motos or mopeds, including definitions of speeds and motor power, and updates labeling and disclosure requirements for manufacturers and sellers of these devices. It also expands prohibitions on false</p>	<p>SB 1167 takes a targeted approach to advancing safety by focusing on clarifying which electric devices qualify as e-bikes and establishing clearer rules for devices that are</p>	<p>Recommended Position:  Support</p>

Bill	Summary	Analysis	Recommended or Existing Position
	<p>advertising related to e-bikes. The bill additionally establishes new operational and safety requirements, as specified, expands reckless driving provisions to include bicycles, and imposes additional reporting requirements on law enforcement.</p>	<p>higher-speed or higher-powered, which are recognized as posing greater safety risks. This approach strengthens safety and oversight, without limiting access to the e-bikes that support sustainability, mobility, and accessibility goals.</p>	
<p><b><a href="#">AB 1837</a></b>  <b><a href="#">(González, Mark D)</a></b>  Video imaging of parking violations.</p>	<p>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.</p>	<p>Helps support transit operators' ability to operate on time schedules and encourage ridership while deterring traffic violations.</p> <p>AC Transit has taken a support position and is a co-sponsor of the bill. MTC has taken a support position on the bill.</p>	<p>Existing Position:  Support</p>

**Budget:** The May Revision of the Governor’s Budget was released on May 14th. There continues to be uncertainty in the state’s budget outlook, driven by volatility in capital gains, unexpected revenues and federal funding reductions. The Legislature will now begin its accelerated budget process, including hearings on outstanding items and negotiations with the Administration to meet the June 15th constitutional deadline to complete the budget process.

In late April, a subset of Commissioners conducted Alameda CTC's annual legislative advocacy trip to Sacramento. Discussions focused on advancing Commission priorities and strengthening relationships with decision-makers.

**Fiscal Impact**

There is no fiscal impact.

**Attachments:**

- A. Alameda CTC 2026 Legislative Program
- B. Summary of Proposed Electric Bike (e-Bike) Legislation



### 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.

<b>Core Legislative Priorities</b>
<p><b>Transportation Funding:</b> 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.</p>
<p><b>Safety:</b> 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.</p>
<p><b>Economic Vitality:</b> 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.</p>
<p><b>Healthy Communities:</b> 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.</p>
<p><b>Equity:</b> 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.</p>
<p><b>Effective Project Delivery and Operations:</b> Support policies that facilitate efficient and expedited project development and delivery processes, effective and efficient transportation system operations, and innovative and timely project delivery.</p>

## **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.

## Electric Bicycle (ebike) Legislation

May 15, 2026

Bills	Subject	Status
<p><b><u>AB 1557</u></b> <b>(Papan D)</b> Vehicles: electric bicycles.</p>	<p>Existing law defines an electric bicycle being in one of 3 classes. It must have pedals and an electric motor that does not exceed 750 watts of power.</p> <p>AB 1557 would make the following changes to the ebike classifications:</p> <ul style="list-style-type: none"> <li>• States any ebike is “not capable of exceeding” 750 watts of peak power.</li> <li>• Lowers from 20 mph to 16 mph the maximum speed a Class 1 or Class 2 ebike can provide assistance.</li> <li>• <u>A person under 16 may not operate an ebike with a motor capable of exceeding 250 watts.</u></li> <li>• Imposes penalties on manufacturers and retailers for selling ebikes that violate these restrictions.</li> </ul> <p>Assembly Transportation and Assembly Judiciary approved AB 1557. The bill is now pending in Assembly Appropriations.</p>	<p>ASSEMBLY APPR Held on Suspense File</p> <p style="text-align: center;">Dead</p>
<p><b><u>AB 1569</u></b> <b>(Davies R)</b> Pupil safety: electric bicycle parking: safety program.</p>	<p>AB 1569 was unanimously approved by the Assembly as part of the consent file.</p> <p>This bill would require the Department of Education in partnership with the CHP to develop an ebike safety training program for students in grades 7-12.</p> <p>The bill encourages schools and parent organizations to conduct safety training classes on ebike use.</p>	<p style="text-align: center;">Senate Rules Pending committee referral</p>
<p><b><u>AB 1614</u></b> <b>(Dixon R)</b></p>	<p>AB 1614 expands existing law to require that bicycle operators and passengers be</p>	<p style="text-align: center;">Senate Rules</p>

<p>Vehicles: bicycles.</p>	<p>properly seated when riding on bicycle paths, as is already required on local streets and roads.</p> <p>AB 1614 would require riders to remain seated on bicycles that are designed with seats particularly on multiuse paths where riders frequently encounter pedestrians, children, and other cyclists traveling at varying speeds. Riding without proper seating can reduce control and increase the likelihood of collisions or falls.</p>	<p>Pending committee referral</p>
<p><b><u>AB 1942</u></b> <b>(<u>Bauer-Kahan D</u>)</b> Electric bicycles: registration and special license plates.</p>	<p>AB 1942 would require all Class 2 and Class 3 ebikes to be registered with the state and display a special license plate.</p> <p>The bill would impose penalties of \$100 for the first offense, \$200 for the second offense, and \$250 each subsequent offense.</p> <p>Assembly Transportation approved AB 1942; however, committee chair, Assemblymember Lori Wilson, and a few other Democrat members, abstained. Assemblymember Wilson expressed concerns regarding the cost implement and comply with this bill.</p>	<p>ASSEMBLY APPR Held on Suspense File</p> <p>Dead</p>
<p><b><u>AB 2284</u></b> <b>(<u>Dixon R</u>)</b> Electric bicycles: Attorney General list.</p>	<p>AB 2284 would require the Attorney General in partnership with biking nonprofits to compile a list of devices marketed as e-bikes that are not actually legal e-bikes.</p> <p>AB 2284 failed passage in the Assembly Transportation Committee. While reconsideration was granted, it is unlikely this bill will move forward.</p>	<p>ASSEMBLY TRANS.</p> <p>Failed passage -- Dead</p>
<p><b><u>AB 2346</u></b> <b>(<u>Wilson D</u>)</b> Vehicles: electric bicycles and speed limits.</p>	<p>AB 2346 was approved by the Assembly Appropriations Committee on a unanimous vote, with two members abstaining.</p> <p>This bill makes numerous changes relating the sale and operation of ebikes.</p>	<p>ASSEMBLY FLOOR</p>

	<p>In addition to the items below, the bill would also impose penalties for violating these laws.</p> <ul style="list-style-type: none"> <li>• Prohibits a person under the age of 16 from riding an electric bicycle at a speed greater than 15 miles per hour (mph).</li> <li>• Authorizes local authorities to set speed limits on bicycle paths of 20 or 15 mph and on multiuse trails at 20, 15 or 10 mph.</li> <li>• Sets a prima facie speed limit of 10 mph on sidewalks and specifies that a violation of this provision does not result in a negligent operator point.</li> <li>• Requires manufactures and distributors of electric bikes to apply a permanent label to each electric bike specifying the classification number, top assisted speed, and motor wattage of the electric bicycle, in Arial font in at least 9-point type.</li> <li>• Requires manufacturers and distributors of electric bicycles to include a written description of California’s electric bicycle laws with the bicycle’s packaging to provide to the consumer.</li> <li>• Requires class 1 and 2 electric bicycles sold on or after January 1, 2029, to be equipped with a speedometer.</li> <li>• Requires all electric bikes sold on or after January 1, 2029, to have an integrated front lamp emitting a white light.</li> </ul>	
<p><b><u>AB 2595</u></b> <b><u>(Papan D)</u></b></p>	<p>AB 2595 was approved by the Assembly on a vote of 65-0, but 15 members</p>	<p>Senate Rules</p>

<p>Vehicles: electric bicycles.</p>	<p>abstained, including Assemblymembers Bonta, Lee, Wicks, and Wilson.</p> <p>AB 2595 would enact the San Mateo Electric Bike Safety Pilot Program. This would allow San Mateo County and the cities within the county to adopt an ordinance prohibiting a person under 12 from riding a Class 1 or Class 2 ebike. The bill allows for penalties to be imposed, and outlines the content of a report to be completed on the pilot program.</p>	<p>Pending committee referral</p>
<p><b>SB 956</b> <b>(Choi R)</b> Vehicles: Electric Bicycle Special License Plate Pilot Program.</p>	<p>SB 956 would create pilot program within Orange County that would require ebikes to display a special license plate. This pilot program allows for a fee to be imposed to purchase the license plate, and penalties may be imposed for violating the pilot program.</p>	<p>SENATE TRANS.  Failed Deadline -- Dead</p>
<p><b>SB 1167</b> <b>(Blakespear D)</b> Vehicles: electric bicycles.</p>	<p>SB 1167 was unanimously approved by Senate Appropriations.</p> <p>SB 1167 makes comprehensive revisions to definitions of electric bicycles (e-bikes), motor-driven cycles, and mopeds, and updates labeling and disclosure requirements for manufacturers and sellers of these devices. It also expands prohibitions on false advertising related to e-bikes. The bill additionally establishes new operational and safety requirements, as specified, expands reckless driving provisions to include bicycles, and imposes additional reporting requirements on law enforcement.</p>	<p>SENATE FLOOR</p>

## Application for the Alameda CTC Independent Watchdog Committee (IWC)



Alameda CTC invites Alameda County residents to serve on its **Independent Watchdog Committee**, which generally meets quarterly from 2:00 to 4:00 p.m. on the Thursday following the Alameda CTC Standing Committee meetings. Each member is appointed for a two-year term.

### Membership qualifications:

Each IWC member must be an Alameda County resident and must not be an elected official at any level of government or a public employee of an agency that oversees or benefits from the proceeds of the sales tax or have any economic interest in any Measure B or Measure BB-funded projects or programs.

Name: Muhammad Farooq

Home Address: [REDACTED]

Mailing Address (if different): \_\_\_\_\_

Phone: (home) \_\_\_\_\_ (work) \_\_\_\_\_ (cell) [REDACTED]

Email: [REDACTED]

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the IWC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer and relevant volunteer experience including organization, address, position and dates.
- IV. **Bio or Resume:** Please include your current biography or resume.

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

Signature

[Handwritten Signature]

Date

3/31/2026

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

**Appointing Party:**

Signature:

Elisa Marquez

Date:

4/30/26

# MUHAMMAD FAROOQ - CPA, CIA, ACA

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## SUMMARY

Strategic and hands-on **Internal Audit, SOX, and Risk Management leader** with 23+ years of global experience across **technology, SaaS, and IT-driven industries**, including 9 years with PwC and EY. Proven record of establishing and leading SOX 404 compliance and internal control frameworks for public and pre-IPO companies in the technology sector. Experienced in partnering with engineering, IT, and product teams to embed automated controls across billing, revenue recognition, and financial systems. Recognized for driving scalable governance and risk programs, leveraging automation and analytics, and providing board-level insights to strengthen compliance and operational resilience in high-growth, innovative environments.

**Expertise:** SOX 404 (COSO, PCAOB), SaaS billing controls, ASC 606 revenue recognition, ITGCs, automation, data analytics, risk assessment, and Audit Committee reporting.

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## PROFESSIONAL EXPERIENCE

### A10 Networks – San Jose, CA

#### Director of Internal Audit and SOX

*May 2022 – Present*

- Established and currently leading the **Internal Audit and SOX Compliance function** for a NASDAQ-listed technology company (\$250M+ revenue).
- Partner directly with the **Audit Committee, CEO, and CFO** to define Internal Audit Charter, strategy, and risk-based roadmap.
- Designed and executed **risk-based audit plans** covering financial, operational, IT, compliance, and fraud risk areas.
- Spearheaded implementation of **SOX 404 program**, ensuring PCAOB-compliant testing, effective remediation, and external auditor reliance.
- Provided **independent assurance** on governance, risk management, and control processes across global operations.
- Built and mentored a high-performing team, established audit methodology, and embedded data analytics for continuous improvement.
- Delivered regular updates to the **Audit & Risk Committee** with risk insights and strategic recommendations.

**Kaiser Permanente – Oakland, CA**

**Internal Audit Manager**

*July 2019 – April 2022*

- Directed audits for one of the largest healthcare providers in the U.S. (\$89B operating revenue, 12.5M members).
- Developed a multi-year risk-based audit plan aligned with strategic objectives and emerging risks.
- Led audits identifying \$90–100M in potential savings, significantly strengthening operational efficiency and controls.
- Supported enterprise risk management and compliance initiatives, including advisory support during COVID-19, enabling \$800M in recoveries.
- Implemented audit technology and dashboards (Power BI, Tableau) to improve monitoring and reporting to senior leadership.

**Emirates National Oil Company (ENOC) – Dubai, UAE**

**Senior Manager, Internal Audit**

*April 2009 – June 2019*

- Directed Internal Audit function for a \$20B multinational operating in 12+ countries.
- Designed and executed risk-based audit plans across business units, achieving \$20–30M in cost savings.
- Conducted governance, compliance, fraud, and operational audits, including a \$1.2B acquisition integration review.
- Reported to the Audit Committee and Board, strengthening organizational governance and compliance posture.
- Led fraud investigations, uncovering \$1.2M fraud, and implemented enterprise-wide preventive measures.
- Streamlined audit processes, achieving ISO certification and enhancing audit quality.

**PricewaterhouseCoopers LLP – New York, NY / Houston, TX**

**Experienced Senior Auditor**

*January 2006 – March 2009*

- Led external audits for Fortune 500 clients in financial services, oil & gas, and shipping industries.
- Specialized in IFRS to US GAAP conversions and complex accounting issues.
- Supervised audit teams and collaborated with client executives to deliver timely, high-quality reporting.

**Ernst & Young LLP – Karachi, Pakistan**

**Audit Assistant Manager**

*June 1999 – June 2005*

- Managed statutory audits, due diligence, and consulting engagements for multinational clients.
  - Promoted rapidly from trainee to assistant manager based on performance and leadership.
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**EDUCATION**

- **Master of Accounting and Finance** – Karachi, Pakistan  
*Major: Finance and Accounting; Minor: Strategic Financial Management, Auditing*
  - **Bachelor of Commerce** – Karachi, Pakistan  
*Major: Finance and Accounting; Minor: Business Law, Economics*
- 

**PROFESSIONAL CERTIFICATIONS**

- Certified Public Accountant (CPA) – March 2009
  - Certified Internal Auditor (CIA) – December 2013
  - Chartered Accountant (ACA) – Pakistan – August 2004
  - Chartered Certified Accountant (ACCA) – UK – August 2002
- 

**SKILLS**

- **Audit & Risk Management:** Risk-based audit planning, SOX 404, PCAOB standards, COSO, SEC compliance, fraud risk management
  - **Technical Expertise:** Internal Controls, ERM, Data Analytics (Power BI, Tableau), Audit Software Implementation, IFRS/US GAAP
  - **Leadership:** Board/Audit Committee reporting, team building, stakeholder management, governance advisory
- 

**AWARDS & RECOGNITION**

- **Spot Bonus** – Kaiser Permanente (2021) for outstanding performance.
- **CEO Excellence Award Nominee** – Emirates National Oil Company (2017, 2018), nominated among 9,000 employees.

# Application for the Alameda CTC Independent Watchdog Committee (IWC)



Alameda CTC invites Alameda County residents to serve on its **Independent Watchdog Committee**, which generally meets quarterly on the evening of the second Monday of the month. Each member is appointed for a two-year term.

### Membership qualifications:

Each IWC member must be an Alameda County resident and must not be an elected official at any level of government or a public employee of an agency that oversees or benefits from the proceeds of the sales tax or have any economic interest in any Measure B or Measure BB-funded projects or programs.

Name: Angel Padino  
Home Address: [REDACTED]  
Mailing Address (if different): [REDACTED]  
Phone: (home) [REDACTED] (work) [REDACTED] (cell) [REDACTED]  
Email: [REDACTED]

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the IWC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer and relevant volunteer experience including organization, address, position and dates.
- IV. **Bio or Resume:** Please include your current biography or resume.

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

Signature Angel Padino Date 8-28-2025

Return the application to your appointing party for signature (see [www.alamedactc.org/app-pages/view/8](http://www.alamedactc.org/app-pages/view/8)), or fax (510.893.6489) or mail it to Alameda CTC.

**Appointing Party:**

Signature: Nate Miley

Date: 04/30/2026

## **Subject: Independent Watchdog Committee**

### **I. Commission/Committee Experience:**

In 2016, I was an active member of the Oakland Community Organization (OCO) committee to clean up the trash in my east Oakland District 7 neighborhood. We met once a month and discussed the illegal dumping & met with city officials to see why it was allowed for people to dump on property without any repercussions. We met with our councilman Larry Reid, mayor Libby Schaff, Nate Miley district supervisor, Rob Bonta state representative at the time, we held town hall meetings with these and other city officials to resolve this issue.

### **II. Qualifications:**

I am qualified for the assignment to the IWC because I own my home in Supervisor Nate Miley's district, pay taxes and run my own plumbing contracting business,

### **III.: Relevant Work or Volunteer Experience:**

I have been a licensed plumbing contractor (Cal License #813990 ) since 2002. I am a homeowner east Oakland since 1991. I want to be part of the work to improve my neighborhood with better transportation. In my 54 years of living here in Oakland, I see transportation needs and want to help to be part of improving our neighborhoods and transportation infrastructure.

### **IV. Bio or Resume: Please include your current biography or resume.**

I was born & raised in east Oakland, went to all public schools in the flatlands from Lazear elementary school to Calvin Simmons Jr. high, formerly known as Hamilton then graduated from Fremont high school, I did volunteer high school wrestling coaching for a few years after graduating & went to college for a few more years. I decided to go to trade school and work with my hands. After completing my apprenticeship in plumbing I studied for my contractor's license as a back-up in case I was laid off from the union. As soon as I got my license, I signed my first contract and been a contractor ever since. I bought my first house in Oakland at a young age and then bought a rental property also in Oakland.

I feel that I'm rooted in Oakland and everything that happens here directly affects me. This is why I feel that I'm highly qualified.

Supervisor Nate Miley should appointment me as his representative on the IWC.

Ángel Patiño

Ángel Patiño

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

	<b>Last Name</b>	<b>First Name</b>	<b>City</b>	<b>Appointed By</b>	<b>Term Began</b>	<b>Re- apptmt.</b>	<b>Term Expires</b>
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)			



# Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, February 19, 2026, 5:30 p.m.

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

## 1. Call to Order

## 2. Roll Call

A roll call was conducted, and all members were present except for Ben Schweng and Kendra Toy. BPAC members welcomed a new member, Jianhan Wang, appointed by the Alameda County Board of Supervisors, District 2.

## 3. Public Comment

There were no public comments.

## 4. Consent Calendar

### 4.1. Approve the October 31, 2025 Bicycle and Pedestrian Advisory Committee (BPAC) Meeting Minutes

*Matt Turner made a motion to approve the Consent Calendar. Jason Purdy seconded the motion. The motion passed with the following vote:*

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

## 5. Regular Matters

### 5.1. Vision 980 Study Update

Becky Frank and Hunter Oatman-Stanford from Caltrans provided an update on the Vision 980 Study. This item was for information only.

### 5.2. San Pablo Avenue Multimodal Corridor Program Update

Matt Bomberg and Emma Burkhardt provided an update on the San Pablo Avenue Multimodal Corridor Program. This item was for information only.

### 5.3. 2026 Countywide Active Transportation Plan Update

Aleida Andrino-Chavez gave an update on the Countywide Active Transportation Plan. This item was for information only.

## 6. Committee Member Reports

### 6.1. BPAC Member Reports

There was one member's report. Matt Turner reported that he is participating in a community group opposing the initiative to permit trucks on I-580.

**6.2. BPAC Roster**

This item was included for informational purposes.

**6.3. Fiscal Year 2025-2026 BPAC Meeting Calendar**

This item was included for informational purposes.

**7. Staff Reports**

There were no staff reports.

**8. Adjournment**

**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	Apr-26	Apr-28
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			

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

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

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

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



# Memorandum

8.1

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

**DATE:** May 21, 2026

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** Approve the Fiscal Year 2026-27 Proposed Budget and Receive a Staffing/Recruitment Status Update

## Recommendation

It is recommended that the Commission approve the Alameda CTC Proposed Budget for Fiscal Year (FY) 2026-27. This item will also provide the Commission with an update on the agency's staffing and recruitment status.

## Summary

The Alameda CTC FY2026-27 Proposed Consolidated Budget demonstrates a sustainable, balanced budget. The Proposed Budget will provide resources of \$529.7 million, authorize expenditures of \$489.5 million for an overall increase in fund balance of \$40.2 million and a projected ending fund balance of \$1,122.2 million. It has been prepared based on the modified accrual basis of accounting, which is consistent with the basis of accounting utilized to prepare the agency's audited financial statements. It has been segregated by fund type and includes an adjustment column to eliminate interagency revenues and expenditures on a consolidated basis. The fund types included are General Fund, Express Lanes Funds, Special Revenue Funds, Exchange Fund, Debt Service Fund, and Capital Projects Funds.

## FY2026-27 Proposed Budget

The Proposed Budget is summarized in Attachment A of this staff report and contains projected revenues totaling \$529.7 million and anticipated expenditures of \$489.5 million including salaries and benefits expenditures which are nominal as compared to total budgeted expenditures. These revenue and expenditure totals constitute a net increase in fund balance of \$40.2 million for a projected consolidated ending fund balance of \$1,122.2 million.

Approval of the Proposed Capital Programs budget is requested for the total amount found in the “Proposed FY2026-27 Capital Budget w/ Estimated Rollover” column on the attached FY2026-27 Proposed Capital Programs Budget sheet (Attachment B). This column includes both the additional capital budget amount requested for FY2026-27 as well as an estimated rollover balance from the adopted FY2025-26 budget. The capital programs amount carried forward to the Proposed Consolidated Budget (Attachment A) does not include the roll forward budget authority because the expenditure amount is still included in the approved budget for FY2025-26 and, therefore, is already netted out of the projected roll forward fund balance from the FY2025-26 adopted budget. During the mid-year budget update process, the roll forward fund balance will be updated to actual based on audited financial statements. Consequently, the capital programs budget amount on the FY2026-27 Proposed Consolidated Mid-Year Budget Update spreadsheet, which will come to the Commission for approval later in FY2026-27, will be for the full capital programs budget including both the actual roll forward balance from FY2025-26 and any additional requested capital budget for FY2026-27. This methodology ensures accurate and reliable fund balance information in the Alameda CTC budget.

Direct local distribution (DLD) expenditures are distributed using a formula established in the 2014 Transportation Expenditure Plan (2014 TEP) and are estimated in the Proposed Budget based on projected sales tax revenues. Approval of DLD expenditures is requested based on actual revenues received, regardless of sales tax revenue projected, to allow staff to continue to pass through the DLD funding required in the 2014 TEP to the member agencies on a monthly basis.

The Proposed Budget includes projected revenues and expenditures necessary to provide vital transportation-related programs and planning projects for Alameda County and to deliver significant transportation related capital projects that expand access and improve mobility in Alameda County consistent with the Comprehensive Investment Plan. In addition, it includes projected revenues and expenditures necessary to maintain efficient operations of the I-580 and I-680 express lanes.

The Proposed Budget includes funding for all approved agency positions filled or planned to be filled during FY2026-27. Salaries and benefits in the Proposed Budget account for 1.7 percent of budgeted expenditures including roll forward capital budget authority.

The Commission has an adopted General Fund Balance Reserve Policy that conforms to best practices for mitigating risk, which was developed in accordance with best practice recommendations by the Government Finance Officers’ Association. In line with this policy and to ensure financial stability, Alameda CTC has included the General Fund balance reserve amount in this budget, calculated based on two months’ worth of expenditures in the General Fund and one month’s worth of expenditures in all other funds, which amounts to \$71.7 million. The Express Lanes Funds include maintenance reserves totaling \$15.0 million and operational risk reserves totaling \$40.0 million for both the I-580 and I-680 express lanes and a \$5.0 million reserve for the balance of funds allocated to capital projects in the I-580 Expenditure Plan that were not included as expenditures in the Proposed Budget. The

funds in the maintenance reserve ensure the ability to fund maintenance when needed on the express lanes, and the operational risk reserve funds are available to cover unanticipated expenses, such as those related to enduring commitments in the express lanes agreements with the California Department of Transportation, loss of revenue due to unexpected events such as a catastrophic failure of the toll lane systems, a natural disaster, and/or a pandemic that are not covered by insurance. The total amount of all reserves in the Proposed Budget is \$131.7 million, which is 15.7 percent of total expenditures including the roll forward capital budget.

The Measure BB cost limitation ratios were calculated based on the revenues and expenditures in the Proposed Budget, and the resulting calculated ratios are compliant with requirements in the 2014 TEP and the Public Utility Code.

## **Background**

Development of the Proposed Budget for FY2026-27 focused on the mission and core functions of Alameda CTC that will enable the agency to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. It includes funding to support key initiatives related to:

- Mobility
  - Deliver safe, community-supported multimodal projects
  - Increase accessibility for all transportation users
  - Modernize infrastructure
- Economy
  - Advance projects to support economic vitality, jobs, safety and access
  - Meet/exceed Local Business Contract Equity Program goals
  - Strengthen partnerships to expand employment, services and education
- Community
  - Expand community engagement
  - Advance multimodal projects that promote safety, sustainability and equity
  - Expand senior and youth safety and access programs
- Accountability
  - Develop sustainable and balanced budgets
  - Ensure transparency
  - Administer contracts to support economic stability, jobs and local and small businesses

## **Staffing and Recruitment Update**

Under Government Code section 3502.3(a), Alameda CTC is required to present the status of vacancies and recruitment and retention efforts. In the current fiscal year (FY2025-26), Alameda CTC has completed seven recruitments, for a Chief Deputy Executive Director, Deputy Executive Director of Projects, Director of Project Delivery, Director of Programming and Project Controls, Director of Finance, an Associate Program Analyst and a Principal Program Analyst. Four of Alameda CTC's 48 approved positions remain unfilled. Staff has

one recruitment underway for a finance position, which, once filled, will leave three vacancies.

Alameda CTC strives to be an employer of choice and continues to encourage professional development of staff. In 2022, staff identified and implemented steps to increase outreach efforts to attract diverse applicants from underserved communities and to remove potential bias in the application screening process. During recruitments, in addition to posting open positions on the agency's standard list of websites, all job opportunities are now also posted on websites directed towards women and minorities, and applicant names, school names, and other gender or race identifying information is redacted prior to distribution of application packets to hiring managers for consideration. Staff have not identified any obstacles in the hiring process that would require changes to policies and procedures.

### **Fiscal Impact**

The fiscal impact of approving the FY2026-27 Proposed Consolidated Budget will be to provide resources of \$529.7 million and authorize expenditures of \$489.5 million, with an overall increase in fund balance of \$40.2 million for a projected ending fund balance of \$1,122.2 million, of which \$131.7 million is reserved per the adopted fund balance reserve policy and for express lane maintenance, operational risk, and capital projects.

### **Attachments:**

- A. Alameda CTC Fiscal Year 2026-27 Proposed Consolidated Budget
- B. Alameda CTC Fiscal Year 2026-27 Proposed Capital Programs Budget

**Alameda County Transportation Commission  
Fiscal Year 2025-26  
Proposed Consolidated Budget**

**8.1A**

	General Funds Proposed	Express Lanes Funds Proposed	Special Revenue Funds Proposed	Exchange Fund Proposed	Debt Service Fund Proposed	Capital Project Fund Proposed	Inter-Agency Adjustments/ Eliminations Proposed	Total Proposed Budget FY2026-27	Current Adopted Budget FY2025-26	% Change
<b>Projected Beginning Fund Balance:</b>	\$ 164,907,362	\$ 82,261,496	\$ 476,333,592	\$ 9,917,665	\$ 3,145,468	\$ 345,480,771	\$ -	\$ 1,082,046,354	\$ 1,181,052,386	-8.4%
<b>Revenues:</b>										
Sales Tax Revenues	\$ 15,720,000	\$ -	\$ 280,358,872	\$ -	\$ -	\$ 96,921,128	\$ -	\$ 393,000,000	\$ 390,500,000	0.6%
Investment Income	4,179,500	2,475,000	12,518,900	500,000	-	12,121,600	-	31,795,000	38,970,000	-18.4%
Member Agency Fees	1,779,882	-	-	-	-	-	-	1,779,882	1,741,568	2.2%
VRF Funds	-	-	12,000,000	-	-	-	-	12,000,000	12,000,000	0.0%
TFCA Funds	-	-	1,990,945	-	-	-	-	1,990,945	1,992,966	-0.1%
Access for All	-	-	1,250,000	-	-	-	-	1,250,000	1,710,243	-26.9%
Toll Revenues	-	21,100,000	-	-	-	-	-	21,100,000	19,950,000	5.8%
Toll, Violation and Penalty Revenue	-	4,900,000	-	-	-	-	-	4,900,000	4,600,000	6.5%
Other Revenues	-	-	24,700	-	-	-	(24,700)	-	9,350,000	-100.0%
Regional/State/Federal Grants	2,986,413	-	3,091,083	-	-	55,651,182	-	61,728,677	195,971,461	-68.5%
Local and Other Grants	-	-	-	143,213	-	11,918	-	155,131	7,629,635	-98.0%
<b>Total Revenues</b>	24,665,795	28,475,000	311,234,500	643,213	-	164,705,828	(24,700)	529,699,635	684,415,873	-22.6%
<b>Expenditures:</b>										
<u>Administration</u>										
Salaries and Benefits	3,942,611	-	-	-	-	26,551	-	3,969,162	3,719,162	6.7%
General Office Expenses	3,792,268	-	12,100	250	-	12,550	(2,300)	3,814,868	3,602,165	5.9%
Travel Expense	81,000	-	-	-	-	-	-	81,000	86,400	-6.3%
Debt Service	-	-	-	-	9,051,000	-	-	9,051,000	9,046,000	0.1%
Professional Services	6,490,114	-	-	-	-	30,000	-	6,520,114	5,527,035	18.0%
Commission and Community Support	239,800	-	22,400	-	-	-	(22,400)	239,800	236,925	1.2%
Contingency	650,000	-	-	-	-	-	-	650,000	500,000	30.0%
<u>Express Lanes Operations</u>										
Salaries and Benefits	-	610,070	-	-	-	-	-	610,070	506,869	20.4%
Operating Expenditures	-	15,319,971	-	-	-	-	-	15,319,971	12,814,130	19.6%
<u>Planning</u>										
Salaries and Benefits	2,366,581	-	-	-	-	-	-	2,366,581	1,654,051	43.1%
Transportation Planning/Transportation Expenditure Plan	700,000	-	-	-	-	-	-	700,000	1,600,000	-56.3%
Congestion Management Program	830,000	-	-	-	-	-	-	830,000	890,000	-6.7%
Other Planning Projects	350,000	-	-	-	-	-	-	350,000	950,000	-63.2%
<u>Programs</u>										
Salaries and Benefits	378,112	-	4,972,230	118,171	-	-	(181,727)	5,286,785	4,247,680	24.5%
Programs Management and Support	-	-	1,560,000	-	-	-	-	1,560,000	1,736,701	-10.2%
Safe Routes to School Programs	-	-	3,300,000	-	-	-	-	3,300,000	3,186,601	3.6%
VRF Direct Local Distribution	-	-	6,840,000	-	-	-	-	6,840,000	6,840,000	0.0%
VRF Programming	-	-	14,186,600	-	-	-	-	14,186,600	8,529,706	66.3%
Measure BB Direct Local Distribution	-	-	200,013,106	-	-	-	-	200,013,106	198,740,758	0.6%
MB/MBB Grant Awards	-	-	21,838,500	-	-	-	-	21,838,500	11,947,000	82.8%
TFCA Programming	-	-	2,885,000	-	-	-	-	2,885,000	3,042,500	-5.2%
Exchange Fund Programming	-	-	-	-	-	-	-	-	16,463	-100.0%
<u>Capital Projects</u>										
Salaries and Benefits	-	209,471	-	-	-	1,855,002	(6,374)	2,058,099	1,847,697	11.4%
Capital Project Expenditures	-	4,790,529	14,000,000	25,042	-	168,260,259	-	187,075,829	502,154,063	-62.7%
<u>Indirect Cost Recovery/Allocation</u>										
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(188,101)	-	-	-	-	-	188,101	-	-	0.0%
<b>Total Expenditures</b>	19,632,385	20,930,040	269,629,935	143,463	9,051,000	170,184,362	(24,700)	489,546,485	783,421,905	-37.5%
<b>Interfund Transfer</b>	-	-	(22,542,750)	-	9,049,750	13,493,000	-	-	-	0.0%
<b>Net Change in Fund Balance</b>	5,033,410	7,544,960	19,061,814	499,750	(1,250)	8,014,466	-	40,153,150	(99,006,032)	-140.6%
<b>Projected Ending Fund Balance</b>	169,940,772	89,806,456	495,395,406	10,417,415	3,144,218	353,495,237	-	1,122,199,504	\$ 1,082,046,354	3.7%
<b>Express Lanes Maintenance Reserves</b>	-	15,000,000	-	-	-	-	-	15,000,000	13,000,000	15.4%
<b>Express Lanes Operational Risk Reserves</b>	-	40,000,000	-	-	-	-	-	40,000,000	40,000,000	0.0%
<b>Allocated to Capital Projects (not yet programmed)</b>	-	5,000,000	-	-	-	-	-	5,000,000	-	100.0%
<b>Fund Balance Reserve</b>	71,663,482	-	-	-	-	-	-	71,663,482	66,745,429	7.4%
<b>Projected Net Fund Balance</b>	\$ 98,277,291	\$ 34,806,456	\$ 495,395,406	\$ 10,417,415	\$ 3,144,218	\$ 353,495,237	\$ -	\$ 990,536,023	\$ 962,300,926	2.9%

Alameda County Transportation Commission  
 Fiscal Year 2026-27  
 Proposed Capital Programs Budget

Capital Programs	(A)	(B)	(A) - (B) = (C)	(D)	(C) + (D) = E	Funding			
	Adopted FY2025-26 Capital Budget	Estimated FY2025-26 Expenditures	Estimated FY2025-26 Rollover to FY2026-27	Proposed FY2026-27 Capital Budget Request	Proposed FY2026-27 Capital Budget w/ Estimated Rollover	Total Local	Total Regional	Total State	Total Federal
1986 Measure B Capital Program	\$ 4,661,487	\$ 548,000	\$ 4,113,487	\$ 20,000	\$ 4,133,487	\$ 4,133,487	\$ -	\$ -	\$ -
2000 Measure B Capital Program	60,541,033	\$ 16,293,012	44,248,021	\$ 8,751,861	\$ 52,999,882	52,999,882	-	-	-
2000 Measure B SRF Discretionary Capital Program	886,000	\$ 586,000	300,000	\$ -	\$ 300,000	300,000	-	-	-
2014 Measure BB Capital Program	404,403,395	\$ 117,629,319	286,774,076	\$ 161,331,481	\$ 448,105,557	232,222,751	72,527,888	117,358,835	25,996,083
2014 Measure BB SRF Discretionary Capital Program	7,956,843	\$ 3,790,407	4,166,436	\$ 14,000,000	\$ 18,166,436	18,166,436	-	-	-
Non-Sales Tax Capital Program	3,949,815	\$ 211,700	3,738,115	\$ 11,918	\$ 3,750,033	2,108,821	1,627,813	13,399	-
Non-Sales Tax Exchange Fund Capital Program	4,530,107	\$ 2,610,042	1,920,066	\$ 25,042	\$ 1,945,107	1,945,107	-	-	-
Non-Sales Tax SRF Capital Program	981,000	\$ 311,000	670,000	\$ -	\$ 670,000	670,000	-	-	-
Express Lanes Capital Program	16,099,628	\$ 11,271,619	4,828,009	\$ 5,000,000	\$ 9,828,009	9,828,009	-	-	-
	<u>\$ 504,009,308</u>	<u>\$ 153,251,099</u>	<u>\$ 350,758,210</u>	<u>\$ 189,140,302</u>	<u>\$ 539,898,511</u>	<u>\$ 322,374,494</u>	<u>\$ 74,155,701</u>	<u>\$ 117,372,234</u>	<u>\$ 25,996,083</u>



ALAMEDA COUNTY TRANSPORTATION COMMISSION

# FY2026-27 Proposed Budget

A presentation by  
**Yoana Navarro**  
Director of Finance  
May 28, 2026






## Budget Development Goals

Provide revenues and expenditures to deliver on the agency's mission and support key initiatives, consistent with the Comprehensive Investment Plan.

- Includes the allocation of resources and funding for:
  - Mobility/Community – prioritizes safe community supported multimodal projects, including projects that modernize infrastructure at interchanges and on the High-Injury Network and active transportation projects that increase accessibility for all users; and expands community engagement, senior and youth safety, and access programs
  - Economy/Accountability – advances projects to support economic vitality, jobs, safety and access; includes contracts in support of jobs and local and small businesses that meet LBCE Program goals; and strengthens partnerships to expand employment, services and education; ensuring transparency and sustainability



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## Overview of Proposed Budget

- Budget control by fund type

Fund types include:

- General Fund
- Express Lanes Funds
- Special Revenue Funds
- Exchange Fund
- Debt Service Fund
- Capital Projects Funds



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## Overview of Proposed Budget (cont'd)

Significant programming, planning, and programs activities in the budget include:

- Measure BB Direct Local Distributions
- Measure B and Measure BB Discretionary Grants Funding Programs
- Vehicle Registration Fee Program
- Transportation Funds For Clean Air Program
- Safe Routes to School (SR2S) Program
- Affordable Student Transit Pass Program
- Other Transportation Planning



## Overview of Proposed Budget (cont'd)

Significant capital projects in the budget include:

### Port/Rail

- GoPort Program of Projects
- Rail Safety Enhancement Program

### Multi-modal Interchange Modernization

- SR-84/I-680 Interchange Improvements Project
- Oakland Alameda Access Project

### Streets and Road Improvements

- Eastbay Greenway Multimodal Projects
- San Pablo Avenue Multi-Modal Corridor Projects

### Express Lanes

- I-680 Express Lane – Southbound Gap Closure
- I-580 and I-680 Express Lanes Toll System Updates

### Transit

- BART Core Capacity Rail Car Procurement



## Alameda County Transportation Commission

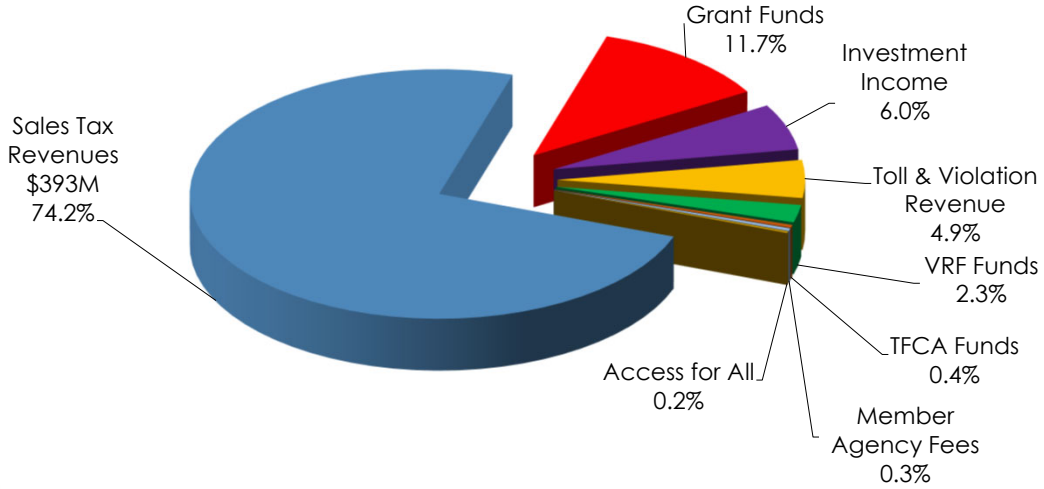
### Consolidated Budget Summary

REVENUES	Proposed Budget FY2026-27 (\$ in Millions)	Adopted Budget FY2025-26 (\$ in Millions)	% Change
Sales Tax Revenues	\$393.0	\$390.5	0.6%
Grant Revenues	61.9	203.6	(69.6%)
Investment Income	31.8	38.9	(18.3%)
Toll and Toll Violation/Penalty Revenues	26.0	24.6	5.7%
VRP Funds	12.0	12.0	0.0%
TFCA Funds	2.0	2.0	0.0%
Member Agency Fees	1.8	1.7	5.9%
Access for All Funds	1.2	1.7	(29.4%)
Other Revenues	-	9.4	(100.0%)
<b>Total Revenues</b>	<b>\$ 529.7</b>	<b>\$ 675.0</b>	<b>(21.5%)</b>



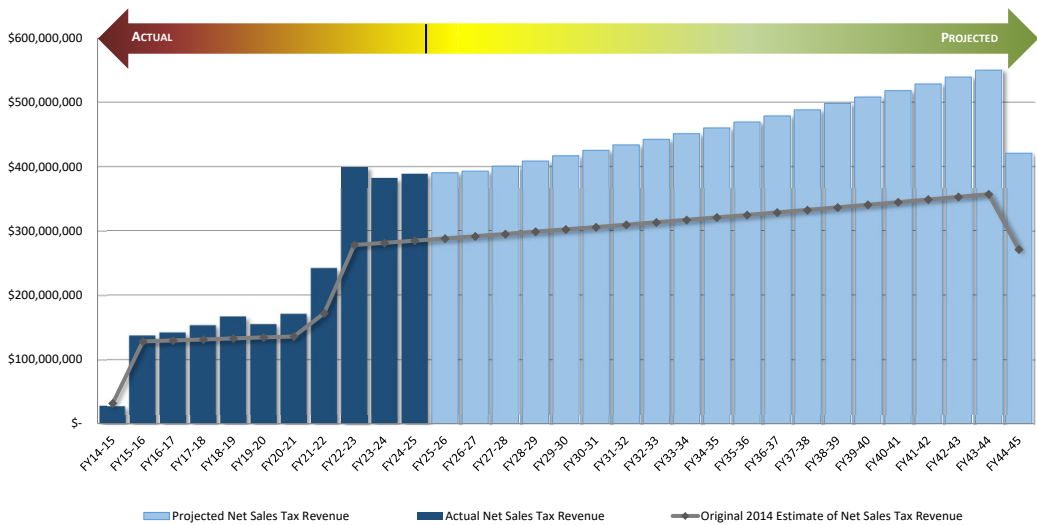
# Alameda CTC FY2026-27 Revenues

Total Revenues of \$529.7M



Alameda CTC FY2026-27 Proposed Consolidated Budget

# Measure BB Sales Tax Revenues



Alameda CTC FY2026-27 Proposed Consolidated Budget

# Alameda County Transportation Commission

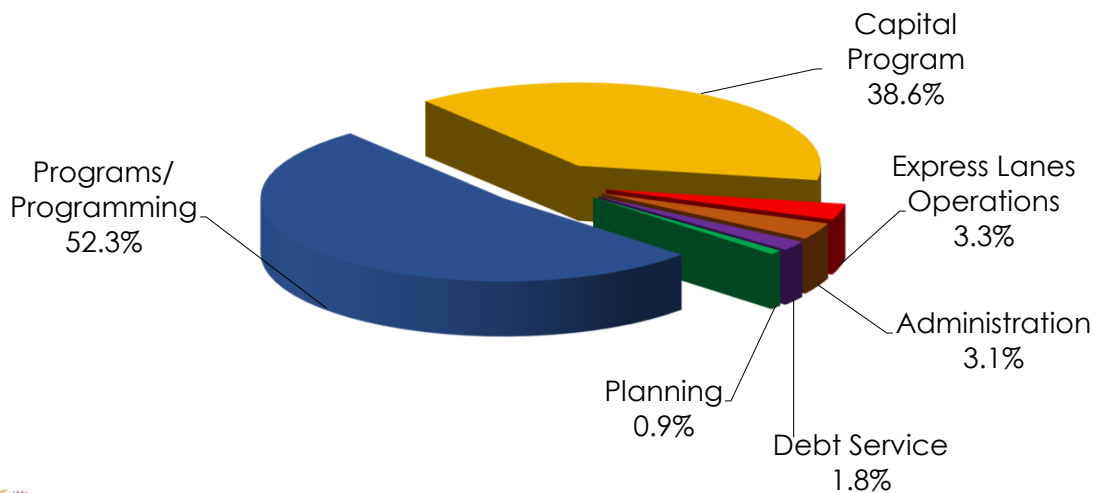
## Consolidated Budget Summary

EXPENDITURES	Proposed Budget FY2026-27 (\$ in Millions)	Adopted Budget FY2025-26 (\$ in Millions)	% Change
Administration	\$ 15.3	\$ 13.7	11.7%
Debt Service	9.1	9.0	1.1%
Express Lanes Operations	15.9	13.3	19.5%
Planning	4.2	5.1	(17.6%)
Programs/Programming	255.9	238.3	7.4%
Capital Program	189.1	504.0	(62.5%)
<b>Total Expenditures</b>	<b>\$ 489.5</b>	<b>\$ 783.4</b>	<b>(37.5%)</b>



## Alameda CTC FY2026-27 Expenditures

Total Expenditures of \$489.5M



# Alameda County Transportation Commission

## Fiscal Year 2026-27 Proposed Consolidated Budget Summary (\$ in Millions)

<b>Projected Beginning Fund Balance</b>	<b>\$ 1,082.0</b>
<b>REVENUES (\$ in millions)</b>	
Sales Tax Revenues	\$393.0
Grant Revenues	61.9
Investment Income	31.8
Toll and Toll Violation/Penalty Revenues	26.0
VRF Revenues	12.0
Other Income	5.0
<b>Total Revenues</b>	<b>529.7</b>
<b>EXPENDITURES (\$ in millions)</b>	
Administration	15.3
Debt Service	9.1
Express Lanes Operations	15.9
Planning	4.2
Programs/Programming	255.9
Capital Program	189.1
<b>Total Expenditures</b>	<b>(489.5)</b>
<b>Projected Ending Fund Balance</b>	<b>\$1,122.2</b>



Alameda CTC FY2026-27 Proposed Consolidated Budget

11

# Alameda County Transportation Commission

## Fiscal Year 2026-27 Reserves (\$ in Millions)

<b>Projected Ending Fund Balance</b>	<b>\$1,122.2</b>
<b>RESERVES/SET ASIDES</b>	
Express Lanes Maintenance	\$15.0
Express Lanes Operational Risk	40.0
Express Lanes Capital Projects Allocation	5.0
Fund Balance	71.7
<b>Total Reserves and Set Asides</b>	<b>(131.7)</b>
<b>Projected Net Fund Balance</b>	<b>\$990.5</b>



Alameda CTC FY2026-27 Proposed Consolidated Budget

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# Alameda County Transportation Commission

## Long-Term Liabilities

(\$ in Millions)	As of June 30, 2025	As of June 30, 2024	% Change
Revenue Bonds	\$127.4	\$131.3	(3.0%)
Lease Liability	15.5	16.3	(4.9%)
Pension	5.6	6.3	(11.1%)
OPEB	1.3	1.5	(13.3%)
Compensated absences	0.7	0.5	40.0%
<b>Total Liabilities</b>	<b>\$150.5</b>	<b>\$155.9</b>	<b>(3.5%)</b>



## Staffing and Recruitment Update

AB 2561/Government Code Section 3502.3(a)

- Completed 7 recruitments
  - Chief Deputy Executive Director
  - Deputy Executive Director of Projects
  - Director of Project Delivery
  - Director of Programming and Projects Controls
  - Director of Finance
  - Associate Program Analyst
  - Principal Program Analyst



## Staffing and Recruitment Update (continued)

- Alameda CTC has 48 authorized positions of which 4 remain unfilled. Recruitment is currently active for an Assistant Director of Finance position. Once filled, it will leave 3 vacancies.
  - Principal Transportation Engineer
  - Senior Transportation Engineer
  - Associate Transportation Engineer
- Employer of choice
  - Encourages professional development
  - Efforts to attract diverse applicants
  - Efforts to ensure no potential bias in screening process
  - No obstacles identified in hiring process requiring changes



## Conclusion

- A sustainable Alameda CTC FY2026-27 proposed budget
- Staff recommends approval of the proposed budget with the following fiscal impacts:
  - Provide resources of \$529.7 million
  - Authorize expenditures of \$489.5 million
  - Overall increase in fund balance of \$40.2 million
  - Projected ending fund balance of \$1,122.2 million





# Memorandum

8.2

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

**DATE:** May 21, 2026

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** Approve the 2028 Comprehensive Investment Plan, One Bay Area Grant Cycle 4, and Safe Routes to School Capital Program Guidelines

## Recommendation

It is recommended that the Commission approve Alameda CTC’s 2028 Comprehensive Investment Plan (CIP) Guidelines, the One Bay Area Grant Cycle 4 (OBAG 4) Program Guidelines and Safe Routes to School (SR2S) Capital Program Guidelines.

## Summary

The 2028 CIP with OBAG 4 Program Guidelines (Attachment A) and SR2S Capital Program Guidelines (Attachment B) outline the programming requirements, fund estimate, eligibilities, and selection criteria for development of the 2028 CIP.

## Background

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

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

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

The 2028 CIP funds will be programmed per the Draft 2028 CIP Program Guidelines (see Attachment A) and Alameda CTC’s Draft Safe Routes to School Capital Grant Pilot Program Guidelines (see Attachment B). These Program Guidelines outlines the programming requirements, fund estimate, eligibilities, and selection criteria for development of the 2028 CIP.

Next Steps

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

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

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

**Fiscal Impact**

Approval of this item does not have a fiscal impact.

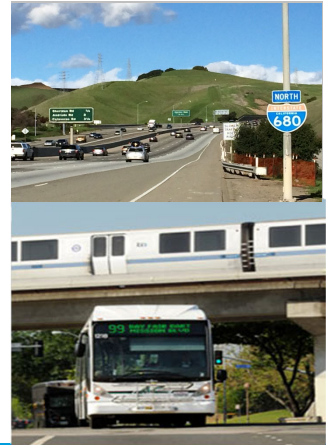
**Attachments:**

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



ALAMEDA COUNTY TRANSPORTATION COMMISSION

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

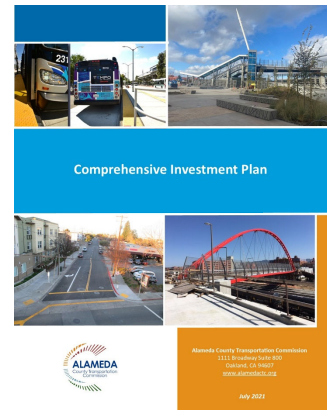


A presentation to the Commission  
Alameda CTC Staff  
May 28, 2026

## Comprehensive Investment Plan (CIP)

### Purpose:

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



## 2028 CIP Programming Horizon

FY	25-26	26-27	27-28	28-29	29-30	30-31	31-32
<b>2026 CIP</b>	A	A	P	P	P		
<b>2028 CIP</b>			A	A	P	P	P

A = Allocated; P = Programmed



## 2028 CIP Fund Estimate

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



# CIP Programming Principles

## 1. Must be an Eligible Applicant

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

## 2. Must be an Eligible Project

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

Capital Projects <small>(may include, but not limited to)</small>	Non-Capital Projects <small>(may include, but not limited to)</small>
<ul style="list-style-type: none"> <li>▪ Roadway safety or modernization improvements</li> <li>▪ Bicycle/Pedestrian Improvement Projects</li> <li>▪ Transit infrastructure enhancements</li> <li>▪ Capital safety and access improvements</li> <li>▪ Technology projects</li> </ul>	<ul style="list-style-type: none"> <li>• Safety education, enforcement, and promotional programs</li> <li>• Transportation demand and traffic management programs</li> <li>• Plans including Local Roadway Safety Plans, Vision Zero Plans, local planning for TOCs and CBTPs</li> <li>• Shuttle/Program operations</li> </ul>



# CIP Programming Principles (continued)

## 3. Matching and Minimum/Maximum Request Requirements

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

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

## 4. Maximum Number of Applications

- Maximum of four (4) applications per agency



## 2028 CIP Project Selection Criteria

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



## 2028 CIP Project Selection Criteria Cont.

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



# SR2S Capital Grant Pilot Program

## \$4M Available Estimate:

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

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



# Upcoming Programming Steps & Actions



## CIP Development Schedule

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



## Recommendation

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





# Memorandum

10.1

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

**DATE:** May 21, 2026

**TO:** Alameda County Transportation Commission

**FROM:** Tony Tavares, Executive Director

**SUBJECT:** Finalize Executive Director Performance Evaluation for Fiscal Year 2025–26, Establish Objectives for Fiscal Year 2026–27, and Approve Salary Adjustment

## Recommendation

It is recommended that the Commission take the following actions:

1. Finalize the Executive Director’s performance evaluation for Fiscal Year (FY) 2025–26;
2. Approve Annual Performance Objectives for FY 2026–27; and
3. Approve a ten percent merit-based salary adjustment for the Executive Director, effective July 1, 2026.

## Summary

Pursuant to the Executive Director’s employment agreement, the Finance and Administration Committee (FAC) is required to complete an annual evaluation of the Executive Director’s performance based on agreed-upon objectives, establish objectives for the following fiscal year, subject to Commission approval, and determine any adjustment to the Executive Director’s annual salary.

At its May 11, 2026 meeting, the FAC took the following actions:

1. Conducted the Executive Director’s performance evaluation for FY 2025–26;
2. Recommended approval of the Annual Performance Objectives for FY 2026–27; and
3. Designated the Commission Chair and Vice Chair to meet with the Executive Director prior to distribution of the May Commission packet to discuss a potential salary adjustment and include any recommendation in the packet for consideration at the May 28, 2026 Commission meeting.

The employment agreement requires the Executive Director to provide the Committee with a self-evaluation as the first step in the evaluation process. The Executive Director's report presented at the May 11, 2026 FAC meeting included a self-evaluation for FY 2025–26 and proposed objectives for FY 2026–27, with minor modifications recommended by the FAC. The report, including modifications, is included as Attachment A.

As directed by the FAC, the Commission Chair and Vice Chair subsequently met with the Executive Director to discuss a potential salary adjustment. Following that discussion, the Chair and Vice Chair recommend that the Commission approve a merit-based salary adjustment of ten percent over the Executive Director's current annual salary of \$380,000 in order to move toward parity with comparable peer agencies. No other changes to the Executive Director's salary or benefits was discussed.

If approved, the Executive Director's annual salary would increase from \$380,000 to \$418,000, effective July 1, 2026. The proposed salary of \$418,000 is below the midpoint of the Commission-adopted FY 2026–27 salary range of \$380,037 to \$486,423, which has a midpoint of \$433,230.

### **Fiscal Impact**

There is no fiscal impact to performing the Executive Director's performance evaluation and establishing FY 2026-27 objectives. The salary and benefits for the Executive Director's salary adjustment is within the approved FY 2026-27 salary range. The salary adjustment will be effective July 1, 2026 and has been incorporated into the proposed annual budget for FY 2026-27 coming to you concurrently in the May Commission meeting.

### **Attachment:**

- A. Finance and Administration Committee May 11, 2026 — Executive Director Performance Evaluation for FY 2025–26 and FY 2026–27 Objectives Memorandum *(including minor revisions recommended by the FAC at the May 11, 2026 meeting)*

# ATTACHMENT A

## Executive Director Performance Evaluation for FY 2025–26 and FY 2026–27 Objectives Memorandum

During FY2025–26, under the Commission’s leadership, the Executive Director led the agency in achieving its mission to plan, fund, and deliver transportation projects and programs that enhance safety, mobility, access, and economic vitality throughout Alameda County. In alignment with the agency’s strategic plan, I am pleased to report that we have made significant progress in advancing key initiatives and positioning Alameda CTC for continued success in the future.

Highlights of ongoing and upcoming activities include:

1. Construction of major capital improvements, including the Oakland Alameda Access Project (OAAP), 7th Street Grade Separation, East Bay Greenway, Rail Safety Enhancement Projects, and San Pablo Avenue improvements, nearing a total project cost of \$1 billion.
2. Comprehensive and inclusive planning, through the finalization of the Countywide Transportation Plan (CTP), reflecting the goals established by the Commission in October 2024.
3. Preparing for the future and leveraging scarce transportation funding with the 2028 Comprehensive Investment Plan (CIP) call for projects and continued project development aligned with the agency’s strategic priorities.
4. Broad and equitable safety improvements with the continued expansion of Safe Routes to Schools, Student Transit Pass, and paratransit programs to improve accessibility and mobility for all users.

We are also advancing several important studies, including a countywide Vision Zero safety initiative across all modes, and an evaluation of equity metrics, such as those developed by the Metropolitan Transportation Commission (MTC), to ensure that underserved communities are well represented alongside the broader Alameda County population, consistent with our agency’s goals.

I am excited to continue leading this outstanding agency as we plan, fund, and deliver programs and projects that advance our goals of safety, equity, climate action, and economic vitality for the people of Alameda County.

Key accomplishments and ongoing efforts are summarized below and detailed further in the attachments.

## Agency Vision

As Alameda CTC continues to evolve as a high-performing agency committed to excellence, transparency, and delivering meaningful transportation improvements, we will lead the transformation of the county's transportation system into a safer, smarter, and more sustainable network that leverages innovation, data, and regional collaboration to improve mobility, strengthen communities, and advance equitable outcomes.

This vision reflects a commitment to delivering a transportation system that enhances quality of life, supports environmental stewardship, and expands economic opportunity. Safety will be foundational, with system design and operations guided by a zero-fatality approach. Technology will be integrated to support real-time, data-driven decision-making and more efficient system performance. Sustainability will be embedded through investments that enhance clean energy, climate resilience, and adaptive infrastructure. Equity will be advanced through intentional, measurable actions that ensure all communities benefit from reliable and accessible mobility options.

The agency will modernize how we deliver transportation: streamlining processes; increasing transparency; and building a performance-driven organization that delivers projects and programs faster, smarter, and with greater accountability.

I am excited to continue leading this outstanding agency as we plan, fund, and deliver programs and projects that advance our goals of safety, equity, climate action, and economic vitality for the people of Alameda County. Key accomplishments and ongoing efforts are summarized below and detailed further in the attachments.

## Key Accomplishments and Ongoing Initiatives

### A. Advancing Major Projects and Programs

#### [I-680 Southbound Express Lane \(Alcosta Boulevard to SR-84\)](#)

Approximately nine miles of express lane infrastructure were completed and opened to the public in February 2026 (initially operating as HOV). Full express lane operations are anticipated in Summer 2026 following completion of the system integration.

#### [I-680 / SR-84 Interchange](#)

Construction was completed, and a ribbon-cutting ceremony was held in November 2025. Final closeout activities are underway. This project improves regional connectivity, particularly for Tri-Valley residents.

#### [7th Street Grade Separation East Project](#)

In partnership with the Port of Oakland and the City of Oakland, significant progress has been made on this critical goods movement and safety project. The new facility will improve multimodal access and freight mobility. Major construction milestones have been achieved with Phase 1 (shoofly trackwork) completion anticipated in late 2026.

### *Oakland Alameda Access Project (OAAP)*

Construction began on March 2, 2026. This transformative project improves safety, removes freeway traffic from Oakland Chinatown, and enhances bicycle and pedestrian connectivity between Oakland and Alameda.

## **B. Delivering Critical Safety & Multimodal Projects at Risk of Funding Loss**

We have taken steps to ensure that all transportation funding available to Alameda County is preserved and our taxpayers' investment in Measure BB is leveraged to the maximum degree feasible. Several major projects – including the East Bay Greenway, San Pablo Avenue improvements, and the Rail Safety Enhancement Program (RSEP) – faced risks of missing critical California Transportation Commission (CTC) funding deadlines due to incomplete project development elements.

Upon identifying these risks, immediate actions were taken to:

- Mobilize industry experts, including staff, consultants, and retired annuitants, who are experienced in the complex state and regional transportation funding processes.
- Address gaps in project readiness, including right-of-way, utility coordination, and technical documentation.
- Strengthen internal project delivery capacity.

These efforts were essential to protect over \$250 million in regional, state and federal funding subject to Timely Use of Funds (TUF) requirements. In parallel, the agency is implementing staff training programs focused on planning, funding, programming, and overall project delivery to address systemic knowledge gaps and improve long-term delivery performance.

## **C. Key Projects Advancing Toward Construction**

**Rail Safety Enhancement Program (RSEP):** Implements safety improvements at 26 at-grade crossings and two trespass locations across six jurisdictions. The project has leveraged approximately \$80 million in external funding, including \$30 million in State SB1 Trade Corridor Enhancement Program (TCEP) funds, which require allocation by June 2026.

**San Pablo Avenue Projects:** Both the Parallel Bike and Safety Enhancement projects are nearing final design (95–100%). Efforts are underway to complete outstanding elements (e.g., utility coordination, right-of-way) to meet CTC funding allocation deadlines in August 2026.

**East Bay Greenway (North Segment):** A 10.6-mile multimodal corridor spanning Oakland and San Leandro. Two segments are subject to June 2026 CTC TUF deadlines. Intensive efforts are underway to complete required deliverables and secure construction funding.

#### 4. Advancing Agency Priorities

**Countywide Transportation Plan (CTP):** Nearing completion; will establish updated multimodal priorities aligned with safety, equity, climate, and economic vitality goals.

**2028 Comprehensive Investment Plan (CIP):** Development underway, building on the \$407 million five-year program; call for projects anticipated Summer 2026.

**Program Delivery and Expansion:** Continued investment in Safe Routes to Schools, Student Transit Pass Program, and Paratransit (PAPCO).

**Systemwide Safety Initiatives:** Advancement of High Injury Network (HIN), Countywide Ramp Intersection Safety Plan (CRISP), and development of a countywide Vision Zero framework.

#### 5. Developing a Robust Project Pipeline

- Advancing projects to compete for and leverage local, regional, state, and federal funding.
- Strengthening planning and programming practices, including stakeholder engagement and technical analysis.
- Establishing a clear prioritization framework across near-, mid-, and long-term horizons.
- Implementing streamlined delivery processes and a robust project monitoring and control system.

#### 6. Fiscal Stewardship and Transparency

Alameda CTC received the Government Finance Officers Association (GFOA) Award for Excellence in Financial Reporting for its FY2023–24 Annual Comprehensive Financial Report (ACFR).

The FY2024–25 ACFR has been completed, received a clean audit opinion from independent auditors, and has been submitted to the GFOA for award consideration.

Alameda CTC's AAA rating reaffirmed for its Measure BB Senior Sales Tax Revenue Bonds, Series 2022.

#### 7. Legislative and Funding Advocacy

Alameda CTC, in coordination with regional partners, successfully supported the passage of Senate Bill 63, authorizing a potential regional transportation funding measure for the November 2026 ballot to address transit operational funding challenges.

Alameda CTC has successfully leveraged external regional, state, and federal funds with Measure B and Measure BB to deliver projects and programs in or nearing

construction and implementation this (FY2025-26) and next fiscal year (FY2026-27).

We will continue to leverage Measure B and Measure BB funds to the maximum degree feasible to secure and maximize external funds for future projects and programs in Alameda County.

## **8. Strengthening the Organization**

Since June 2025, key leadership positions have been filled, including:

- Chief Deputy Executive Director
- Deputy Executive Director of Projects
- Director of Finance
- Director of Project Delivery
- Communications staff

The agency has been reorganized around a **“One Team”** delivery-focused model, with expanded emphasis on staff development, mentoring, and training in planning, project delivery, transportation funding, and Measure B/BB implementation.

### **Fiscal Impact**

There is no fiscal impact related to performing the Executive Director’s performance evaluation of FY 2025-26 and establishing FY 2026-27 goals. Any salary adjustment will be effective July 1, 2026, and incorporated into the FY 2026-27 Proposed Budget.

### **Enclosures:**

- Status of Executive Director Objectives for FY 2025–26
- Executive Director Proposed Objectives for FY 2026-27

# Status of Executive Director’s Objectives for FY2025-26

## OBJECTIVES

## STATUS

### CAPITAL PROJECT DELIVERY

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

- |    |  |                      |
|----|--|----------------------|
| 1. | Actively engage in the management of major and complex transportation projects to ensure substantial progress and risk reduction with stakeholder engagement throughout the delivery phases of these projects. These projects include: |                      |
| a. | I-880 Oakland-Alameda Access Project in Oakland and Alameda  | <i>Underway</i>      |
| b. | I-680 Express Lanes Gap Closure Project from Route 84 to Alcosta Blvd  | <i>Completed</i>     |
| c. | SR 84 Enhancement and I-680/SR 84 Interchange Improvements Project in Pleasanton   | <i>Completed</i>     |
| d. | Rail Safety Enhancement Program – Phase A (RSEP-A) in Alameda County   | <i>Underway</i>      |
| e. | Port of Oakland’s Seventh Street Grade Separation East Project   | <i>Underway</i>      |
| f. | I-80 Ashby Interchange and Bicycle and Pedestrian Improvements Project   | <i>Underway</i>      |
| g. | East Bay Greenway Multimodal (EBGMM) Projects in Oakland, San Leandro, and Hayward   | <i>Underway</i>      |
| h. | San Pablo Avenue Multimodal Corridor Improvements Projects in Oakland, Emeryville, Albany, and Berkeley  | <i>Underway</i>      |
| i. | Route 262 (Mission Boulevard) in Fremont   | <i>Underway</i>      |
| j. | Regional Commuter Rail Connection Project (“Valley Link”)  | <i>Underway</i>      |
| k. | I-880 Interchange Modernizations project in central and south county supporting goods movement   | <i>Underway</i>      |
| l. | Other capital projects in transportation expenditure plans   |                      |
| 2. | Oversee the delivery and implementation of Measure B and Measure BB sales tax-funded projects and other externally funded projects in the Adopted Comprehensive Investment Plans.  | <i>Objective Met</i> |

## **LEVERAGE FUNDING, PARTNERSHIP AND ADVOCACY**

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

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

## **ORGANIZATIONAL EXCELLENCE**

### ***Foster a high-performing, inclusive, and resilient organization***

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

## **PLANNING AND PROGRAMS IMPLEMENTATION**

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

15. Continue the development of the 2026 Countywide Transportation Plan (CTP), draft plan review by spring/summer 2026. *Objective Met*
16. Advance safety projects and programs in the County's high injury network corridors and underserved communities. Advance Vision Zero strategies in collaboration with local jurisdictions. Support data-driven approaches to reduce traffic fatalities and serious injuries. *Objective Met*
17. Continue to expand the Affordable Student Transit Pass Program, Paratransit Program and Safe Routes to Schools Program. *Objective Met*
18. Develop and strengthen working relationships with major transit operators to improve mass transit efficiency and effectiveness, improve coordination in transit planning, and gain a stronger standing at the regional and state levels. *Objective Met*

- 19. Support goods movement and freight infrastructure to enhance regional trade and job creation. Prioritize transportation projects that improve access to employment centers and commercial districts. *Objective Met*
- 20. Collaborate with economic development agencies to support Alameda CTC's Local Business Contract Equity (LBCE) Program. *Objective Met*
- 21. Monitor and actively engage with MTC/ABAG and other regional and state agencies in the development and implementation policies, including the development of the Regional Transportation Plan - Plan Bay Area 2060. *Objective Met*

**FISCAL MANAGEMENT AND STEWARDSHIP**

***Excellent and efficient stewardship of public funds***

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

# Executive Director Proposed Objectives for FY 2026-27

## 1. Advancing Major Projects and Programs

### a. KEY GRANTS and FUNDING OPPORTUNITIES

#### **GRANTS CURRENTLY PROGRAMMED**

##### **Federal Discretionary Grants**

June 2026	<ul style="list-style-type: none"> <li>\$25 Million - Consolidated Rail Infrastructure and Safety Improvements (RSEP-A)</li> </ul>
September 2026	<ul style="list-style-type: none"> <li>\$30 Million – Federal Reconnecting Communities and Neighborhood (EBGMM)</li> <li>\$15 Million – Federal Safe Streets for All (San Pablo)</li> <li>\$13.1 Million – Federal One Bay Area Grant (San Pablo)</li> </ul>
March 2027	<ul style="list-style-type: none"> <li>\$15.9 Million – Federal One Bay Area Grant (EBGMM)</li> </ul>

##### **State Senate Bill 1 (SB 1) Discretionary Grants**

June 2026	<ul style="list-style-type: none"> <li>\$30 Million – Trade Corridor Enhancement Program (RSEP-A)</li> <li>\$19.5 Million – Active Transportation Program (EBGMM)</li> <li>\$39.4 Million – Solutions for Congested Corridors Program (EBGMM)</li> </ul>
July 2026	<ul style="list-style-type: none"> <li>\$30 Million – Trade Corridor Enhancement Program (RSEP-A)</li> </ul>
August 2026	<ul style="list-style-type: none"> <li>\$9.0 Million – Active Transportation Program (San Pablo)</li> </ul>

##### **Regional Funding Grants**

May 2026	<ul style="list-style-type: none"> <li>\$25 Million – Regional Measure 3 (RSEP-A)</li> </ul>
March 2027	<ul style="list-style-type: none"> <li>\$25 Million – Regional Measure 3 (EBGMM)</li> </ul>

#### **UPCOMING GRANT APPLICATIONS**

##### **Federal Funding Opportunities**

May 2026	2026 Federal Safe Streets for All <ul style="list-style-type: none"> <li>\$5 Million - Countywide Supplemental Safety and Planning Activities</li> </ul>
September 2026	FFY 27 Federal Community Project Funding Requests (formerly Earmarks)

	<ul style="list-style-type: none"> <li>• <del>\$5 Million – Congressional District 14 (formerly Eric Swalwell) for the East Bay Greenway Hayward project. (<i>Disqualified due to no Member currently in Congressional District 14</i>)</del></li> <li>• \$3 Million – Congressional District 12 (Lateefah Simon) for the Ashby BPOC and Operational Improvements project.</li> </ul>
October 2026	Federal One Bay Area Grant Cycle 4 <ul style="list-style-type: none"> <li>• \$15 Million – San Pablo Avenue Bus and Bike Lanes project</li> <li>• \$10 Million – East Bay Greenway Hayward project</li> <li>• \$10 Million – I-80 Ashby BPOC and Operational Improvement project</li> </ul>

### State Funding Opportunities

May 2026	Affordable Housing Sustainable Communities Grant Cycle 10 <ul style="list-style-type: none"> <li>• \$9 Million– EBGMM project</li> </ul>
October 2026	SB1 Local Partnership Program <ul style="list-style-type: none"> <li>• \$32 Million – I-880 Interchange Modernization at Whipple and Industrial project</li> </ul>
October 2026	SB1 Trade Corridor Enhancement Program <ul style="list-style-type: none"> <li>• \$65 Million – I-880 Interchange Modernization at Whipple and Industrial project</li> </ul>
October 2026	State Active Transportation Program Cycle 8 <ul style="list-style-type: none"> <li>• \$40 Million – East Bay Greenway Hayward project</li> </ul>

### Regional Funding Opportunities

October 2026	Regional Measure 3 Safe Routes to Transit and Bay Trail Program Cycle 2 <ul style="list-style-type: none"> <li>• \$25 Million – East Bay Greenway Hayward project</li> <li>• \$15 Million – I-80 Ashby BPOC and Operational Improvement project</li> </ul>
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#### b. Key Projects Underway

- 7th Street Grade Separation Projects
- Oakland Alameda Access Project (OAAP)
- SR-84/I-680 Interchange Improvements Project wrap up
- I-680 Southbound Express Lanes from SR-84 to Alcosta Boulevard Project Toll Systems

#### c. Upcoming Key Projects

##### Construction Phase:

- East Bay Greenway (Oakland & San Leandro segments)
  - **June 2026** –EBGW San Leandro advancing to construction
  - **July 2026** –EBGW Oakland North advancing to construction
- San Pablo Avenue Projects (safety and parallel bicycle improvements)
  - **July 2026** – SPA Parallel Bike Project advancing to construction
  - **September 2026** – SPA Safety Project advancing to construction
- Rail Safety Enhancement Program (RSEP):
  - **June 2026** -- Package 1 (Livermore & Hayward) advancing to construction
  - **Summer 2027** – Package 2 (San Leandro), Package 3 (Oakland & Berkeley) and Package 4 (Alameda County) advancing to construction

**Environmental / Design Phase:**

- I-580 / I-680 Interchange Safety Improvements (Project Approval & Environmental Document)
- I-680 Northbound Express Lane (SR-84 to Alcosta Boulevard)
- I-80 Ashby Interchange / Bike and Pedestrian Project
- I-880 Interchange Modernization Projects
- SR-262 (Mission Boulevard) Cross Connector
- Dublin Boulevard Extension
- Additional capital projects identified in the Transportation Expenditure Plan

**d. Project Management Oversight (PMO)**

- Quarry Lakes Parkway (formerly East-West Connector) Project
- Facilitate discussions involving the Irvington BART project
- Additional locally sponsored capital projects

## **2. Express Lanes Operations**

- I-680 Sunol HOV Conversion Project – Converts lanes (Alameda County line to SR-237) from HOT to HOV operations, consistent with the dissolution of the I-680 Sunol Smart Carpool Joint Powers Authority (May 31, 2024)
- I-680 Express Lane (SR-84 to Alcosta Boulevard):
  - Southbound: Opened as HOV in February; planned conversion to full Express Lane operations in late summer/ early fall 2026
  - Northbound: Design (PS&E) consultant on board by summer/fall 2026

## **3. Advancing Agency Priorities: Safety, Equity, Sustainability, and Economic Vitality**

- **October 2026** - Completion of Phase II of the Countywide Transportation Plan (CTP)
- Development of the 2026 Comprehensive Investment Plan (CIP), building on the \$407 million five-year program adopted in May 2024
- Call for Projects (Summer 2026) for the next CIP cycle
- Continued delivery and expansion of programs, including:
  - Safe Routes to Schools
  - Student Transit Pass Program
  - Paratransit Program (PAPCO) serving older adults and people with disabilities
- Advance systemwide safety initiatives:
  - Prioritize locations identified along the High Injury Network (HIN)
  - Countywide Ramp Intersection Safety Plan (CRISP)
  - Develop Countywide Vision Zero (Safe Systems Approach) document
- Consider equity issues affecting funding competitiveness for all jurisdictions throughout all four (4) Alameda County planning areas

## **4. Developing Efficient, Streamlined, and Robust Pipeline Of Future Projects**

- Identify and advance projects to position the agency to compete for and leverage local, regional, state, and federal funding opportunities.
- Assess internal planning and programming practices, including methods for obtaining external input and conducting technical and feasibility analyses.
- Develop a clear and transparent process for prioritizing programs and projects across time horizons: immediate, short-term (1–2 years), mid-term (5 years), and long-term (10 years).
- Establish efficient, streamlined processes to support timely project delivery.
- Implement a robust project and program monitoring and control system.
- Reassess and improve contracting and procurement processes to better support project delivery.

## **5. Strengthening the Organization**

### **Organizational Improvements**

- Re-organize internal staff structure centered on a “**One Team**” approach and delivery focus
- Expand staff development, mentoring, and training in:
  - Project delivery
  - Transportation financing
  - Measure B and Measure BB implementation
- Engage experienced industry professionals to support staff development

## **6. Legislation and Transportation Funding Advocacy**

- Support the passage of Senate Bill 63, authorizing a potential regional transportation funding measure for the November 2026 ballot to address transit funding challenges.
- Ensure that all transportation funding (regional, state and federal) available to Alameda County is preserved, and that Measure B and Measure BB funds are leveraged to the maximum degree feasible to secure and maximize those external funds.

## **7. Fiscal Stewardship**

- Continued commitment to sound fiscal practices and transparent financial reporting
- Positioning the agency to maintain financial excellence and achieve/retain a AAA credit rating