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

Programs and Projects Committee (PPC) Meeting Agenda
Monday, November 9, 2026, 10:00 AM

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

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

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

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

Committee Chair:	Elisa Márquez	Executive Director:	Tony Tavares
Vice Chair:	Carroll Fife	Staff Liaison:	Vivek Bhat
Members:	Jack Balch Marilyn Ezzy Ashcraft Nikki Fortunato Bas Juan González Michael Hannon David Haubert Gary Singh Terry Taplin Joel Young	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

Union City - City Hall
International Conference Room
34009 Alvarado-Niles Road
Union City, CA 94587

Oriental Plaza No. 1
East Chang'an Avenue
Dongcheng District
Beijing, China 100006

Zoom Link:
https://us06web.zoom.us/j/87601740888?pwd=OEFrRzY0VUpmVHh1TU1YYjJWTGdaZz09

Dial-in Information: 1 (669) 900 6833
Webinar ID: 876 0174 0888
Password: 435122

Meeting Agenda

1. Call to Order

2. Roll Call

3. Public Comment

3.1 Public Comment
Information

4. Consent Calendar

4.1 Approve October 5, 2026 Programs and Projects Committee Meeting Minutes
Action
4.1_PPC_Minutes_20261005.pdf

4.2 Approve Administrative Amendments to Various Project Funding Agreements
Action
4.2_PPC_PFA_Admin_Amendment_20261109.pdf

4.3 I-580 and I-680 Express Lanes Quarterly Operations Update
Information
4.3_PPC_I-580_680_Ops_FY26-27_Q1_20261109.pdf

5. Regular Matters

5.1 Approve Time Extension Requests to the 2014 Transportation Expenditure Plan Deadlines for Securing Environmental Clearance and a Full Funding Plan Action
Action
5.1_PPC_MBB_Environmental_Extension_20261109.pdf

5.2 Approve Concurrence Action of AC Transit's Regional Measure 3 Allocation Request for the MacDonald Avenue and Cutting Boulevard Project
Action
5.2_PPC_RM3_ACTransit_Allocation_20261109.pdf

5.3 Approve Award of Contract A26-0111 to HNTB for Express Lanes System Manager and Program Support Services
Action
5.3_PPC_A26-0111_HNTB_Award_20261109.pdf

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:
TBD

Notes:

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

1. **Call to Order**

2. **Roll Call**
A roll call was conducted and all members were present except Commissioner Fife, Commissioner Márquez, and Commissioner Young.

Subsequent to Roll Call:
Commissioner Taplin arrived during item 5.1.
Commissioner Haubert arrived during item 5.2.

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

4. **Consent Calendar**
   - **4.1 Approve the September 14, 2026 Programs and Projects Committee Meeting Minutes**
   - **4.2 Approve Administrative Amendments to Extend Agreement Expiration Dates**
   - **4.3 Approve Administrative Amendments to Various Project Funding Agreements**

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

Yes:	*Balch, Ezzy Ashcraft, Fortunato Bas, González, Hannon, Singh*
No:	*None*
Abstain:	*None*
Absent:	*Fife, Haubert, Márquez, Taplin, Young*

5. **Regular Matters**
   - **5.1 Approve Nominations for the 2028 Comprehensive Investment Plan – One Bay Area Grant Cycle 4 County and Community Action Resource & Empowerment Programs**
   Christine Shin and Seon Joo Kim recommended that the Commission approve the recommended nominations for the federal One Bay Area Grant Cycle 4 County and the regional Community Action Resource & Empowerment Programs.

Commissioner Taplin made a motion to approve the item. Commissioner Fortunato Bas seconded the motion. The motion passed with the following roll call vote:

Yes:	*Balch, Ezzy Ashcraft, Fortunato Bas, González, Hannon, Singh, Taplin*
No:	*None*
Abstain:	*None*
Absent:	*Fife, Haubert, Márquez, Young*

5.2 San Pablo Avenue Parallel Bike Improvements Project Update
Matthew Bomberg provided an update on current activities related to the award of the construction contract for the San Pablo Avenue Parallel Bike Improvements Project.

6. Committee Member Reports
There were two committee member reports.

7. Staff Reports
There was one staff report.

8. Adjournment

DATE:	November 2, 2026
TO:	Programs and Projects Committee
FROM:	John Nguyen, Director of Programming and Project Controls Christine Shin, Senior Program Analyst
SUBJECT:	Approve Administrative Amendments to Various Project Funding Agreements

Recommendation

It is recommended that the Commission approve the administrative amendments to Project Funding Agreements (PFAs) receiving Alameda CTC-administered funds, as identified in Attachment A: Project Funding Agreement Amendment Summary.

Summary

Amendments are requested to funding agreements to facilitate project delivery.

Background

Alameda CTC enters into Project Funding Agreements (PFAs) with project sponsors receiving Alameda CTC-administered funding sources, including Measure B, Measure BB, Vehicle Registration Fee (VRF), and Transportation Fund for Clean Air (TFCA) funds. These agreements establish the mutually agreed-upon project scope, budget, schedule, funding requirements, and agreement expiration dates.

During project implementation, sponsors may encounter delays related to procurement, interagency coordination, design review, or project closeout activities. In such events, amendments may be needed to extend agreement deadlines or adjust project budgets while maintaining the approved scope. Staff has reviewed, and recommends the approval of the amendment requests identified in Attachment A.

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

Attachment:

A. Project Funding Agreement Amendment Summary

No.	Agency	Project	Agreement No.	Amendment History/ Current Request	Amendment History and Request Justification
1	Bay Area Rapid Transit	Core Capacity Rail Car Procurement Project	A25-0022	A1. 60-month extension from 12/31/26 to 12/31/31. (current request)	Project Sponsor notes procured rail car delivery is delayed at the border and Alameda CTC reimbursements are scheduled later with other funding. Project sponsor anticipates final billing and closeout to occur in 2031.
2	Bay Area Rapid Transit	Next Generation Fare Gates Project (NGFG)	A25-0008	A1. 12-month extension from 12/31/26 to 12/31/27. (current request)	Project Sponsor requires additional time to submit final reimbursements and to closeout the project.
3	Bay Area Rapid Transit	West Oakland BART TOD & Station Modernization: Bike Station	A23-0070	A1. Modify funding to allocate TFCA. A2. TFCA deadline extension from 12/12/2026 to 12/31/2027. (current request)	Project Sponsor identified that they would need more funding to draw down TFCA funding only. The current amendment request is to extend the TFCA deadline only and does not extend the agreement expiration deadline.
4	City of Alameda	Citywide Bike Rack Parking Program	A25-0060	A1. 12-month TFCA deadline extension from 12/31/26 to 12/31/27, and a 6-month agreement extension from 06/30/27 to 12/31/27. (current request)	Project Sponsor requires additional time to install the bike rack program components, and to close out the program.
5	City of Alameda	Jean Sweeney Open Space Park EV Charge	A25-0061	A1. 18-month extension from 06/30/2027 to 12/31/2028. (current request)	Project Sponsor encountered delays due to need to procure a new transformer, which would add approximately 12 months to the project timeline.
6	City of Fremont	Fremont Boulevard/Walnut Avenue Bikeway Project	A23-0043	A1. 36-month extension from 12/31/2026 to 12/31/2029. (current request)	Project Sponsor indicated the Fremont Avenue Bikeway Corridor is expected to begin in Summer 2027 after extensive design; requiring additional time.

DATE:	November 2, 2026
TO:	Programs and Projects Committee
FROM:	Ashley Tam, Principal Transportation Engineer Nicholas Johnston, Associate Program Analyst
SUBJECT:	I-580 and I-680 Express Lanes Quarterly Operations Update

Recommendation

This item provides the Commission with an update on the operation of the I-580 Express Lanes and I-680 Sunol Express Lanes for the first quarter of fiscal year 2026-2027. This item is for information only.

Summary

Staff provides quarterly operations updates to inform the Commission about how Alameda County Transportation Commission's (CTC's) express lanes are performing. This update covers the first quarter of fiscal year 2026-2027 (July through September 2026). The express lanes continue to provide higher average speeds and lower average lane densities than the general-purpose lanes, as well as travel reliability along the corridors.

Background

Alameda CTC operates and maintains express lanes on I-580 and I-680 in Alameda County. The I-580 Express Lanes, which opened in February 2016, span approximately 10 miles in the eastbound direction from Hacienda Drive in Pleasanton to Greenville Road in Livermore, and approximately 12 miles in the westbound direction from Greenville Road to the I-680 interchange in Dublin. The I-680 Sunol Express Lanes span approximately 11 miles in the southbound direction from State Route (SR)-84 near Pleasanton to the Alameda/Santa Clara County line, and 9 miles in the northbound direction from just south of Auto Mall Parkway to SR-84. The southbound direction of the I-680 Sunol Express Lanes began operation in September 2010, and the northbound direction began operation in March 2023.

The express lanes improve travel time and reliability by optimizing corridor capacity and offering drivers a choice. Single-occupancy vehicles (SOVs) may use the express lanes by paying a toll, while carpools, motorcycles, and transit vehicles with a FasTrak® Flex toll tag can travel toll-free. Tolling is fully electronic, with dynamic rates calculated as often as every 3

minutes based on traffic conditions. California Highway Patrol (CHP) provides enforcement, and the Bay Area FasTrak Regional Customer Service Center manages customer accounts, while Alameda CTC oversees additional agreements to support ongoing operations and maintenance for the express lanes.

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

Attachment:

A. I-580 and I-680 FY 2026-2027 Q1 Operations Updates

Attachment A

I-580 FY 2026-2027 Q1 Operations Update:

Performance of the I-580 Express Lanes for the first quarter (Q1) of fiscal year (FY) 2026-2027 is summarized below.

Trips Taken			Year-Over-Year Change
Type	Total	Average Daily	
All Express Lane Trips	2,217,000	34,600	-1%
Paid Trips	1,016,000	15,900	+0.4%
Percentage of Toll-free Trips	54%		-1%

Direction	Average Peak Period*				Average Assessed Toll Rate
	Speeds (mph)		Level of Service		
	Express Lane	General-Purpose Lanes	Express Lane	General-Purpose Lanes	
Eastbound (EB)	59	51	C	D	$3.49
Westbound (WB)	67	60	B	C	$2.36

*EB Peak Period: 3-6 p.m.; WB Peak Period: 6-9 a.m.

CHP performed 643 hours of enforcement services and made 762 enforcement contacts on I-580 during the first two months of the quarter.

I-680 FY 2026-2027 Q1 Operations Update:

Performance of the I-680 Express Lanes for Q1 of FY2026-2027 is summarized below.

Trips Taken			Year-Over-Year Change
Type	Total	Average Daily	
All Express Lane Trips	2,267,000	36,000	+5%
Paid Trips	1,026,000	16,300	+1%
Percentage of Toll-free Trips	55%		+1%

Direction	Average Peak Period*				Average Assessed Toll Rate (SOVs)
	Speeds (mph)		Level of Service		
	Express Lane	General Purpose Lanes	Express Lane	General Purpose Lanes	
Northbound (NB)	57	50	C	C	$3.47
Southbound (SB)	65	56	B	C	$3.50

*NB Peak Period: 3-6 p.m.; SB Peak Period: 6-9 a.m.

CHP performed 639 hours of enforcement services and made 770 enforcement contacts on I-680 during the first two months of the quarter.

DATE:	November 2, 2026
TO:	Programs and Projects Committee
FROM:	John Nguyen, Director of Programming and Project Controls
SUBJECT:	Approve Time Extension Requests to the 2014 Transportation Expenditure Plan Deadlines for Securing Environmental Clearance and a Full Funding Plan

Recommendation

It is recommended that the Commission approve a one-year extension for four (4) projects identified on Attachment A, Table 1 to extend the deadlines for securing environmental clearance approval and developing a full funding plan.

Summary

The 2014 Transportation Expenditure Plan's (TEP) require sales tax revenues be used in an efficient and effective manner to address Alameda County's transportation needs. The 2014 TEP's Implementation Guideline #8 (Strict Project Deadlines) requires named capital projects to secure environmental clearance approval and establish a full funding plan by December 31, 2022, with the Commission authorized to approve annual one-year extensions. Since December 2022, projects have either satisfied the deadline, received annual extensions, or been deemed no longer subject to the requirement. Four projects currently remain outstanding and have not yet completed the required actions.

It is recommended that the Commission approve a one-year extension requested by the Project Sponsors for the four (4) projects remaining projects subject to the TEP requirement identified in Table 1 of Attachment A: 2014 Transportation Expenditure Plan Investments Subject to Strict Project Deadline Status and Extension Summary to provide additional time to complete the requirements. The deadline would be extended from December 31, 2026, to December 31, 2027.

Background

In November 2014, Alameda County voters approved the 2014 Measure BB Transportation Expenditure Plan (2014 TEP), which directs Measure BB sales tax revenues toward transportation improvements throughout Alameda County.

The 2014 TEP includes 46 project and program investments, including 19 specifically named capital projects (refer to Attachment B: 2014 Transportation Expenditure Plan Investments). Implementation Guideline #8 requires these projects to secure environmental clearance approval and establish a full funding plan by December 31, 2022, with the Commission authorized to approve annual one-year extensions. Commitments for projects that fail to satisfy these requirements may be considered for reallocation in accordance with the TEP.

Since 2015, projects subject to this requirement have either met the deadline, received annual extensions, or been determined no longer subject to the requirement. The Valley Link Rail in Alameda County Project (TEP-20), which was added to the TEP in 2020, is subject to a separate deadline of December 31, 2027.

On December 11, 2025, the Commission extended the deadline to December 31, 2026, for the four (4) remaining projects that had not yet satisfied the requirement. During 2026, Alameda CTC collected project status updates and extension requests from project sponsors, as summarized in Attachment A. Based on this review, staff determined that these projects identified in Table 1 continue to require additional time to satisfy the requirement. As project development and funding strategies advance, future annual extensions may be necessary for these complex projects.

Additionally, for the AC Transit Grand/MacArthur BRT (TEP-15), which is no longer considered deliverable as currently described in the TEP, AC Transit and Alameda CTC are evaluating options to reprogram the Measure BB commitment and will return to the Commission with recommendations.

Staff recommends the Commission approve a one-year extension for the four (4) projects identified in Table 1, extending the deadline from December 31, 2026, to December 31, 2027. Alameda CTC staff will continue to monitor project progress and return to the Commission with updated compliance status and any extension requests prior to December 31, 2027.

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

Attachments:

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

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

Time Extension Request: Extend time from December 31, 2026 to December 31, 2027

Table 1: Projects Requesting Additional Time to Complete Environmental and Full Funding Plan

TEP ID	Sponsor	Title	Total Measure BB Commitment	Total Allocation To Date	Approximate Expended to Date	Environmental Approval Date	Full Funding Plan Status	Progress Report During 2026 Calendar Year	Anticipated Actions Provided by the Sponsor During 2027 Calendar Year	Issues/Notes
17	Fremont	Irvington BART Station	$ 120,000,000	$ 26,710,000	$ 18,005,000	Completed in 2006 / Amended in 2019	Under Development	The City continues to seek opportunities for funding and partnership for the Irvington BART project. Fremont is not a transit agency and is not eligible to apply for transit project funding from currently available grant sources. Funding applications for project construction need to be submitted by BART. BART has placed the project "on hold" until they are first able to resolve their current shortfall in operating revenues. The City anticipates that the project will remain "on hold" pending the result of the Bay Area transit operations tax measure that is on the November 2026 ballot. Fremont actively participated in MTC's Plan Bay Area 2050+ update process (from Fall 2024 through January 2025) and successfully gained MTC approval to retain the Irvington BART station Project as "Tier 1 / Bucket 1" priority for implementation. Other major Bay Area transit projects were delayed to "Tier 2".	The Irvington BART project will continue to be "on hold" until the results of the Bay Area transit operations tax measure planned for the November 2026 ballot - Regional Transit Measure. Should the transit operations tax measure pass voter approval, the City plans to re-engage BART to discuss feasibility for project application for TIRCP funding. The City will also continue to advocate and explore other federal and state funding options that will likely be needed to piece together a complete project construction funding plan.	Limited funding opportunities are currently available to Fremont for the project due to other near-term priorities of MTC and BART for regional funding, although the Irvington Station is specifically included in County and Regional Funding Plans. $168M funding shortfall of $290M total project cost. Future annual extensions are anticipated for this project as the funding plan is under development.
22	Union City	Union City Intermodal Station	$ 75,000,000	$ 3,051,000	$ 51,000	East West Connector/ Quarry Lakes Parkway. Completed in 2006 Union City Intermodal Station, Phase 3 (Intercity Rail) Project TBD	Under Development	The City received fund allocations for East West Connector/ Quarry Lakes Parkway (City Project No. 18-04) Segments 1 and 2 design work in 2024 and 2025 from Alameda CTC and MTC. Union City Intermodal Station, Phase 3 (Intercity Rail) Project The City intended to partner with SJRRC to construct Quarry Lakes Parkway Segment 4 in conjunction with the Intermodal Station, as there is overlapping scope with Quarry Lakes Project, Segment 4. However, per SJRRC, they cannot pursue environmental clearance of the Intermodal Station at this time. The City continues to work with the SoCo Rail Study and California State Rail Plan partners, including SJRRC, to identify funding opportunities to develop and construct the project and requests an extension of time to identify a new delivery strategy.	The City is working to complete the Final Design and Right-of-way for East West Connector/ Quarry Lakes Parkway Segments 1 and 2. The City will be requesting an allocation from Alameda CTC in Spring 2027 for construction of Segment 2. Segment 1 design is underway, and the City is projecting to submit an allocation request to Alameda CTC for construction funds at the end of 2027. The City is pursuing a range of state, regional, and federal funding sources and may utilize long-term funding commitments and debt financing to address construction funding needs. Future funding availability remains uncertain pending the outcome of the November 2026 regional transit funding measure. The Union City Intermodal Station project remains on hold because SJRRC/ACE is not advancing environmental clearance activities. The City is evaluating alternative delivery strategies and requests additional time to identify a path forward. While improvements at the existing Union City BART Station have largely been completed, the City had anticipated delivering QLP Segment 4 in coordination with the Intermodal Station because of overlapping infrastructure needs.	The City of Union City indicated that most Union City BART Station improvements have been completed and that the remaining $72 million of TEP-22 funding may no longer be needed for the original station improvement purpose. The City anticipates requesting that the remaining TEP-22 funds be programmed to the East-West Connector/Quarry Lakes Parkway (QLP) project and the Union City Intermodal Station Phase 3 (SoCo Rail) project. East West Connector/ Quarry Lakes Parkway contains a $70M funding shortfall of $328M total project costs. Union City Intermodal Station, Phase 3 (Intercity Rail)/So Co Rail Project is estimated at $220M with no funding secured. A Measure BB TEP amendment will be required before any TEP-22 funds can be considered for allocation to the QLP project, as portions of the project are outside the current eligible scope. Future annual extensions are anticipated for this project as the funding plan is under development.
38	Hayward	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	$ 60,000,000	$ 10,800,000	$ 5,664,000	Completed in 2022	Under Development	The City of Hayward evaluated applying for the FY 2026 BUILD Grant Program but elected not to pursue an application this cycle. Future funding opportunities will continue to be evaluated. Alameda CTC received a request to amend the SR 238 LATIP on May 28, 2026. AB 2788, signed on September 14, 2026, authorized Alameda CTC to submit LATIP amendments. The City of Hayward submitted a funding request through the federal surface transportation reauthorization process. The request remains under consideration. Alameda CTC is submitting SB-1 Trade Corridor Enhanhcement Program (TCEP) and Local Partnership Program (LPP) funding applications this November.	The City of Hayward will explore amendments to the SR 238 LATIP to improve funding availability for the project. The City of Hayward is supporting Alameda CTC's $65 million SB-1 TCEP and LLP funding applications for project construction, award annoucements are expected in Spring 2027. Project continues progress within the Final Design phase with completion expected at the end of 2027.	TEP-38 is being implemented with TEP-39. $120M funding shortfall of $250M total project cost. Sponsor notes challenges with securing funding for this project. Future annual extensions are anticipated for these commitments as the project funding plan is under development.
39	Hayward	I-880 Industrial Parkway Interchange Improvements	$ 44,000,000	$ 10,700,000	$ 5,411,000	Completed in 2022	Under Development		I-880 Industrial Parkway Interchange Improvements ('TEP-39) is being delivered with the I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements (TEP-38). *See TEP 38- notes for project status.*	

Table 2: Complete Environmental Clearance and Full Funding Plan by December 31, 2027

TEP ID	Sponsor	Title	Total Measure BB Commitment	Total Allocation To Date	Expended to Date
20	TVSJVRRA	Valley Link Rail in Alameda County	$ 400,000,000	$ -	$ -

2014 Transportation Expenditure Plan List of Investments

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

2014 Transportation Expenditure Plan List of Investments

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

Notes:

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

Shading Legend

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

DATE:	November 2, 2026
TO:	Programs and Projects Committee
FROM:	John Nguyen, Director of Programming and Project Controls
SUBJECT:	Approve Concurrence Action of AC Transit's Regional Measure 3 Allocation Request for the MacDonald Avenue and Cutting Boulevard Project

Recommendation

It is recommended that the Commission approve a concurrence action in support of Alameda-Contra Costa Transit's (AC Transit) request to the Metropolitan Transportation Commission (MTC) for $3.0 million in Regional Measure 3 (RM3) funds for the Macdonald Avenue and Cutting Boulevard Transit Improvements Project.

Summary

Alameda CTC and AC Transit are co-sponsors of the AC Transit Rapid Bus Corridor Improvements RM3 program category. The AC Transit Board has already approved a request for $3.0 million of RM3 funds for the Macdonald Avenue and Cutting Boulevard Transit Improvements Project. RM3 now requires Alameda CTC concurrence before AC Transit may access these funds through MTC.

Background

In June 2018, voters in the nine-county San Francisco Bay Area approved RM3. The measure provides $4.45 billion in transportation funding, with an estimated $1 billion eligible for Alameda County projects. The measure includes a plan to build projects that support better goods movement and economic development, highway and express lane improvements, major transit investments in operations and capital projects, and active transportation. An increase in bridge tolls on all Bay Area toll bridges, except the Golden Gate Bridge, is the source of the funding. Alameda CTC and AC Transit are the project sponsors of the AC Transit Rapid Bus Corridor Improvements, which is one of the categories within the RM3 program and includes $100 million in toll funds. This funding category includes investments toward bus purchases and capital improvements to reduce travel times and increase service frequency along key corridors.

At AC Transit's October 14, 2026 Board meeting, AC Transit approved $3.0 million of RM3 funds for the Macdonald Avenue and Cutting Boulevard Transit Improvements Project, which includes transit, safety, and accessibility improvements. The RM3 Allocation Request Package (Attachment A) was submitted to MTC as part of the RM3 capital allocation process and is scheduled for consideration at MTC's Commission meeting on November 18, 2026. Final allocation approval is subject to MTC Commission action and receipt of all required project sponsor concurrences, including Alameda CTC concurrence.

Since Alameda CTC is the co-sponsor for the AC Transit Rapid Bus Corridor Improvements category, per RM3 guidance, MTC requires both project sponsors to provide their concurrence and approval for the funding request. Over the past several months, AC Transit staff has coordinated with Alameda CTC and MTC staff to identify projects that are ready for implementation and eligible for RM3 funding.

Staff recommends the Commission concur with and approve AC Transit's RM3 allocation request. Alameda CTC and AC Transit will continue to coordinate with MTC on a long-term programming strategy for the remaining RM3 funds within the AC Transit Rapid Bus Corridor Improvements category. The table below summarizes the current RM3 Rapid Bus Corridor Improvements Category Program of Projects.

Regional Measure Project 12: Rapid Bus Corridor Improvements Category Program of Projects			
Agency	**Project Title**	**Allocation Status**	**RM3 Amount** *($ in Millions)*
AC Transit	Telegraph Rapid	Allocated	$2.7
AC Transit	Quick Build: Durant, MacArthur, and International	Allocated	$1.5
AC Transit	MacDonald Ave and Cutting Blvd	Current Request	$3.0
AC Transit	Transit Priority	Planned	$15.0
AC Transit	Foothill Blvd	Planned	$15.0
AC Transit	Fruitvale Blvd	Planned	$1.0
AC Transit	AC Transit Rapid Bus Improvements Reserve	Planned	$11.8
Alameda CTC	Alameda CTC Implemented Transit Corridor Reserve	Planned	$50.0
		Total	**$100.0**

Staff will work with AC Transit and MTC to identify future programming opportunities for the remaining $92.8 million in RM3 funds. Future allocation requests will be brought forward for approval by the Commission, AC Transit Board, and MTC.

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

Attachment:

A. AC Transit RM3 Allocation Request Package

Regional Measure 3
Allocation Request

RM3 Project Information

Project Number	12
Project Title	Rapid Corridor Improvements
Project Funding Amount	$100,000,000

Subproject Information (if different from overall RM3 project)

Subproject Number	12.3
Subproject Title	Macdonald Avenue and Cutting Boulevard Transit Improvements
Subproject Funding Amount	$3,000,000

RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase

Total: None to date for this Subproject

Current Allocation Request:

Request submittal date	Amount	Phase
September 11th, 2026	$3,000,000	CON

I. RM3 Allocation Request Information

a. **Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.**

The Project Team has been working with the City of Richmond, MTC, and other stakeholders to complete the design phase and begin construction in Spring 2027. The 95% design package has been submitted to stakeholders for comment. Solicitation process to hire a contractor for

construction is expected to take place from October 2026 – April 2027. The project team expects to complete construction early in calendar year 2028, with final evaluations and close out activities completed shortly thereafter.

b. **Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

AC Transit's proposed transit improvement project focuses on improving safety and accessibility for both bus riders and non-bus riders, improving bus operations, and improving customer experience. This project will improve AC Transit service along Macdonald Avenue between Richmond Parkway and San Pablo Avenue. The project includes signal upgrades (Transit Signal Priority and Queue Jumps), bus stop relocations for improved pedestrian safety, curb extensions for bus stops to improve service reliability, sidewalk repairs, repainting faded curbs, bus shelter installation for enhanced rider comfort, new or upgraded ADA-compliant curb ramps and pedestrian improvements. The Project will deliver similar improvements to local AC Transit stops on Cutting Blvd between San Pablo Avenue and Harbor Way.

c. Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.

d. Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.

The Project achieved 95% Design in August 2026. Upon approval of this allocation request, AC Transit will begin procurement for construction and expects construction to begin in Spring 2027, with final evaluations and close out activities completed in early 2028.

e. If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)

N/A

f. Request Details

Amount being requested	$3,000,000
Project phase being requested	Construction
Are there other fund sources involved in this phase?	☒ Yes ☐ No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	October 14th 2026

Month/year being requested for MTC commission approval of allocation	November 2026

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

g. List any other planned bridge toll allocation requests in the next 12 months

None for the Macdonald Avenue and Cutting Blvd Local Projects. There is a concurrent allocation request for the Cutting Blvd Regional Project from Project 25, Subproject 25.3 that will be considered by the MTC Commission in October 2026. All three projects, MacDonald Avenue, Cutting Blvd Local, and Cutting Blvd Regional, will be delivered concurrently under the same third-party contract.

Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

Project Number	12
Project Title	Rapid Corridor Improvements
RM3 Funding Amount	$100,000,000

Subproject Information

Subproject Number	12.3
Subproject Title	Macdonald Avenue and Cutting Boulevard Transit Improvements
RM3 Funding Amount	$3,000,000

I. Overall Subproject Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

Project Sponsor and Implementing Agency: AC Transit

b. Detailed Project Description *(include definition of deliverable segment if different from overall project/subproject)*

AC Transit's proposed transit improvement project focuses on improving safety and accessibility for both bus riders and non-bus riders, improving bus operations, and improving customer experience. This project will improve AC Transit service along Macdonald Avenue between Richmond Parkway and San Pablo Avenue. The project includes signal upgrades (Transit Signal Priority and Queue Jumps), bus stop relocations for improved pedestrian safety, curb extensions for bus stops to improve service reliability, sidewalk repairs, repainting faded curbs, bus shelter installation for enhanced rider comfort, new or upgraded ADA-compliant curb ramps and pedestrian improvements. The Project will deliver similar improvements to local AC Transit stops on Cutting Blvd between San Pablo Avenue and Harbor Way.

c. Impediments to Project Completion

None at this time. Project has recently completed the 95% Design milestone.

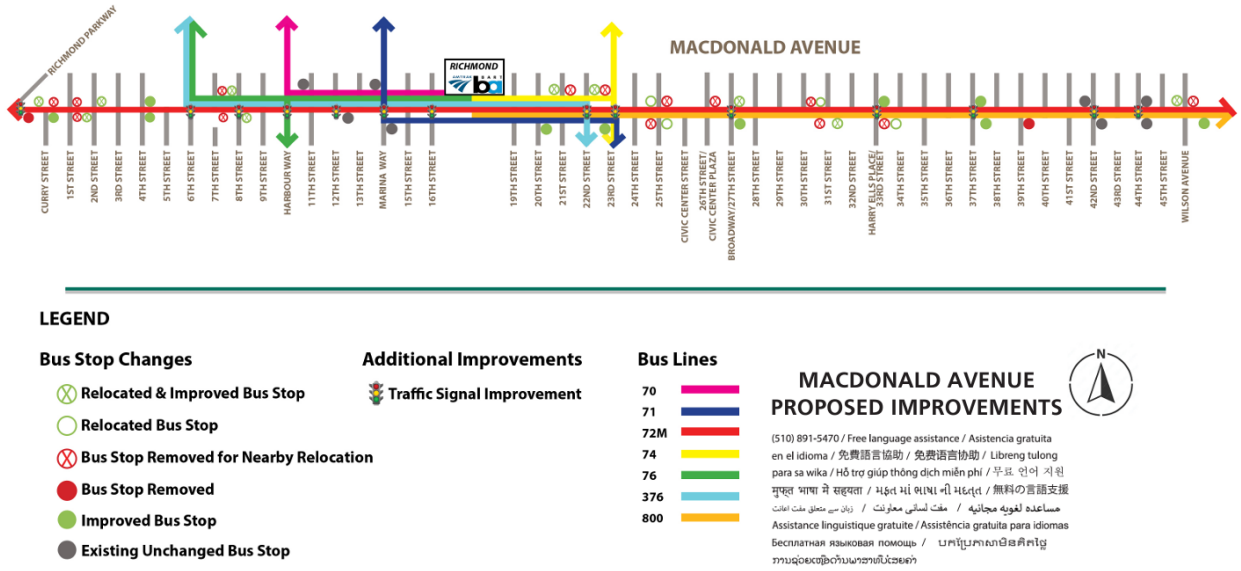
d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

Cost estimates add a 16% contingency reserve for risk and change orders as well as a 15% Construction Management budget to the 95% Design milestone estimates.

e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

AC Transit will maintain TSP equipment and bus stop sign and pole. Caltrans will operate and maintain signals under their jurisdiction. The City of Richmond will maintain all other improvements.

f. Project Graphic(s) *(include below or attach)*



II. Project Phase Description and Status

a. **Environmental/Planning** Does NEPA apply? Yes ☐ No ☒

These tasks are complete.

b. Design

As of September 2026, AC Transit had completed the 95% milestone.

c. Right-of-Way Activities / Acquisition

Right-of-way acquisition not anticipated.

d. Construction / Vehicle Acquisition / Operating

AC Transit plans to issue Notice To Proceed to construction in April 2027.

III. Project Schedule

Phase-Milestone	**Planned**	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	9/2024	5/2025
Final Design - Plans, Specs. & Estimates (PS&E)	5/2025	11/2026
Right-of-Way Activities /Acquisition (R/W)	n/a	n/a
Construction (Begin – Open for Use) / Acquisition (CON)	5/2027	1/2028

IV. Project Budget

Capital

Project Budget	**Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)**
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	$1,232
Right-of-Way Activities /Acquisition (R/W)	n/a
Construction / Rolling Stock Acquisition (CON)	$7,342
Total Project Budget (in thousands)	$8,574

Deliverable Segment Budget (if different from Project budget)	**Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)**
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	

Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Operating	**Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)**
Annual Operating Budget	n/a

V. Project Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.

VI. Contact/Preparation Information

Contact for Project Sponsor

Name: Jesse Rosemoore
Title: Senior Capital Planning Specialist
Phone: 510-220-0178
Email: jrosemoore@actransit.org
Mailing Address: 1600 Franklin St. Fl 5, Oakland, CA 94612

DATE:	November 2, 2026
TO:	Programs and Projects Committee
FROM:	John Lowery, Director of Express Lane Operations Ashley Tam, Principal Transportation Engineer
SUBJECT:	Approve Award of Contract A26-0111 to HNTB Corporation for Express Lane System Manager and Program Support Services

Recommendation

It is recommended that the Commission approve and authorize the Executive Director or designee to execute a three-year professional services agreement with HNTB Corporation for an Express Lanes System Manager and Program Support Services for a total not-to-exceed amount of $4,800,000, with the option to extend the agreement for up to two additional one-year terms.

Summary

Alameda County Transportation Commission (CTC) owns and operates express lanes on the I-580 and I-680 corridors in Alameda County. Express lanes toll collection systems are designed, implemented, operated, and maintained by a Toll System Integrator (TSI). To meet contractual requirements and ensure the toll systems perform as intended, Alameda CTC staff rely on the services of a System Manager for independent technical oversight of the TSI during system design, installation, testing, ongoing operations, and maintenance. In addition to system oversight, Program Support Services provide the specialized toll industry expertise, strategic guidance, and technical support needed for the continued operation and management of Alameda CTC's Express Lanes Program.

Following a competitive request for proposal (RFP) process, HNTB Corporation was ranked as the top firm based on its demonstrated qualifications, relevant experience managing toll programs, and knowledge of Bay Area express lanes operations. The proposed agreement will ensure continued System Manager and Program Support Services for Alameda CTC's I-580 and I-680 Express Lanes.

Background

Under Alameda CTC's current System Manager contract, the consultant is overseeing and supporting implementation of the I-680 Southbound Express Lane from Alcosta Boulevard to

SR-84 as well as the I-580 Toll System Replacement Project. The current contract will conclude following system acceptance of these projects. Ongoing support and toll system oversight are needed under a new contract as these projects transition into operations.

Alameda CTC released an RFP for Express Lane System Manager and Program Support Services on March 3, 2026. Nine firms attended a pre-proposal meeting on March 19, 2026. By the proposal due date of April 10, 2026, Alameda CTC received three proposals. An independent selection panel comprising representatives from the San Mateo County Express Lanes Joint Powers Authority and Alameda CTC reviewed the three proposals, then interviewed two firms in June 2026. Based on the results of the evaluation process, the panel ranked HNTB as the top firm among the applicants. Staff subsequently negotiated a not-to-exceed amount of $4.8 million for the agreement.

Fiscal Impact: The fiscal impact for approving this item is $4.8 million over five years. The Fiscal Year 2026-2027 budget includes a portion of the contract cost, and the remaining costs will be included in future agency fiscal year budgets.