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ALAMEDA COUNTY TRANSPORTATION COMMISSION

# EXECUTIVE DIRECTOR'S REPORT

JUNE 2025



## Delivering on Our Promises

With this first report as Executive Director, it is my pleasure to share how honored I am to lead Alameda CTC, an agency so deeply committed to improving transportation for all who live, work, and travel in Alameda County.

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

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

Thank you for your continued partnership as we build a more connected, safe, and accessible Alameda County. I look forward to working with you.

Sincerely,  
Tony Tavares

Executive Director

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## Project Updates

### Milestone Reached for 7th Street Grade Separation Project

The Alameda County Transportation Commission (Alameda CTC), in partnership with the Port and City of Oakland, is making major progress on the 7th Street Grade Separation East project. This important effort will create a new, modern roadway to replace the existing, outdated 7th Street bridge, allowing traffic, pedestrians, and cyclists to safely pass under the overpass. The project will also advance goods movement efficiencies by providing better access to and from the Port of Oakland, one of the busiest ports on the west coast. The effort also includes a new elevated sidewalk and bike path to better connect the community as well as a community-requested "green wall" that incorporates vegetation into the project.

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

One of the biggest milestones so far is the near completion of a special type of retaining wall called a Deep Soil Mix (DSM) wall on the west side of the project area. This wall helps hold back water and soil during construction. About 42% of the overall DSM work needed for the project is complete. Crews have also started installing dewatering wells that help manage groundwater during excavation.

Earlier this month, the large DSM equipment—including a 120-foot-tall rig and portable concrete plant—was carefully moved across active train tracks to the east side of

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the project. DSM wall construction on the east side of the project will continue through the summer and marks the start of a much more active phase of work. Surrounding communities were advised in May about this increase in work activity.

On the project's west side, crews will begin building tie-back walls. These are reinforced retaining walls that use steel cables or rods ("tie-backs") anchored deep into the ground to hold the wall in place. They provide strong support and help prepare the area for the new roadway and permanent walls.

This work requires digging large amounts of soil. The project team will monitor truck activity closely and make sure designated routes are followed. Community members will continue to receive updates if traffic is affected.

Overall, the project is about 25% complete. Major construction is expected to finish by summer 2028, weather permitting.



DSM rig working adjacent to KM lines  
Photo by WSP

## Planning Updates

### Countywide Active Transportation Plan Update Begins

Last month, Alameda CTC kicked off work on an update to the Countywide Active Transportation Plan (CATP.) Last updated in 2019, the CATP will establish key, updated pedestrian and bicycle priorities and recommend policies to advance the agency goals of safety, equity, climate, and economic vitality.

CATP recommendations will, in turn, inform the concurrent update to the Countywide Transportation Plan (CTP). The updated plan will incorporate recently completed safety and bicycle planning, including the Countywide Bikeways Network, All Ages and Abilities Policy, High-Injury Network update, and new Proactive Safety Network.

In addition, the CATP update will focus on improving pedestrian conditions across the county. The plan will establish pedestrian design goals and guidelines for streets that serve different needs and look at how existing barriers affect connections to and from places of countywide significance. The CATP update will incorporate robust outreach in concert with ongoing CTP engagement, including with partner agencies via an Active Transportation Working Group, community-based organizations through the CTP Working Group, active transportation and economic development stakeholders, and the broader public. Public engagement is planned to begin in late summer with completion of the CATP update anticipated by late 2026.

Please go to [Alameda CTC's Active Transportation Page](#) to learn more about our work.

## Policy News

Alameda CTC continues to track key transportation legislation and funding decisions at the federal, state, regional, and local levels to support important projects and programs across the county.

### State Update

The May budget revision issued by Governor Newsom last month projects a \$12 billion deficit—possibly growing to over \$20 billion—due to factors like federal tariffs, a spike in Medi-Cal costs, and delayed tax payments.

These estimates indicate California is facing serious budget challenges that may impact transportation funding opportunities.

A major proposal in the Governor's budget is to extend and rebrand the Cap-and-Trade program as "Cap-and-Invest," continuing it through 2045. Under this plan, \$1 billion per year would go to high-speed rail, and funding for firefighting would gradually increase. However, the proposal eliminates support for several key programs, including funding for transit operations, capital projects, and zero-emission freight vehicles. The Legislature approved its own budget proposal and negotiations between the two branches to establish a final agreed upon budget must wrap up before the start of the next fiscal year, July 1.

### Federal Update

In early June, a delegation of Alameda CTC Commissioners headed to Washington, D.C. to meet with federal lawmakers and agency staff. Goals were to highlight the national importance of Alameda CTC's work, advocate for sustained transportation funding, and share local successes in delivering major infrastructure investments.



Photo of Commissioners in DC (left to right): Alameda CTC Vice Chair Marilyn Ezzy Ashcraft, Alameda CTC Chair David Hauber, Commissioner Melissa Hernandez, and Commissioner Mark Salinas. Photo by HB Strategies



## Programming News

### Direct Local Distribution Compliance Status Update

Alameda CTC is responsible for administering Measure B, Measure BB, and the VRF Programs. Annually, Alameda CTC distributes over half of all revenues generated by these programs through a prescribed formula established within the expenditure plans to twenty eligible recipients within Alameda County. These formula funds are known as Direct Local Distributions (DLD) funds and are for local transportation programs.

To document the receipt and use of DLD funds, Alameda CTC requires recipients of Measure B, Measure BB, and VRF DLD funds to submit audited financial statements and program compliance reports every year. These reports are reviewed by Alameda CTC and the Independent Watchdog Committee (IWC) to verify that DLD funds are expended in compliance with the transportation expenditure plans and Alameda CTC's expenditure requirements.

Upon the most recent review of DLD recipients' financial statements and program compliance reports, Alameda CTC finds all twenty DLD recipients in compliance with the DLD program compliance requirements for the Fiscal Year 2023-24 reporting period. DLD recipients found to be under certain performance metric goals such as Pavement Conditions Index, updated bicycle/pedestrian master plan, and on-time performance have provided corrective action plans and strategies as part of the compliance process that outline a plan to use DLD funds to address these areas. The IWC's assessment of the DLD programs will be included as part of the IWC's Annual Report to the Public in Summer 2025.

### Finance Updates

During May, the Commission approved the FY2025-26 budget. Approval of this sustainable balance budget allows Alameda CTC staff to continue to plan, fund, and deliver transportation programs and projects in Alameda County throughout FY2025-26. The Commission also approved the FY2024-25 third quarter financial report which compares actual revenues and expenditures to approved FY2024-25 budget.

This report demonstrates that Alameda CTC remains in a strong financial position compared to budget as of March 31, 2025.

In June, the finance team began preparations for the interim phase of the annual audit which is scheduled to begin later in the month. During the audit's interim phase, the partner on the audit from independent auditor Maze and Associates met with the Audit Committee to review the scope and timing of the audit and discuss fraud considerations required per Statement of Auditing Standards #145. Auditors will also review the agency's policies and procedures, conduct testing, and develop the overall audit plan.

### Contracting Opportunities

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

#### Professional Services

- I-680 Express Lane/High Occupancy Vehicle Lane Environmental and Design Services
- Express Lanes Maintenance Services
- Oversight Project Management and Project Support
- Project Controls Services
- Contract Compliance and Equity Support Services
- Paratransit Coordination Services
- Express Lane System Manager and Program Support

#### Construction

- San Pablo Avenue Parallel Bike Improvements

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

## Committee Activities

**June 5 – The Alameda County Technical Advisory Committee (ACTAC)** met to review several key program and project updates. Committee members received an update on the **status of federal inactive projects** in Alameda County, which included current efforts to move delayed projects forward and avoid risk of losing funding. Members were also provided a summary of the **One Bay Area Grant (OBAG) Cycles 2 and 3**, outlining the obligation status of local and regional projects supported by this funding source.

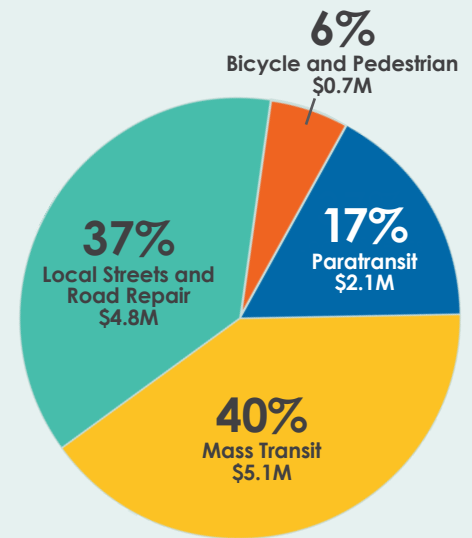
*Committee Activities cont'd on page 4*

## Transportation Investments

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

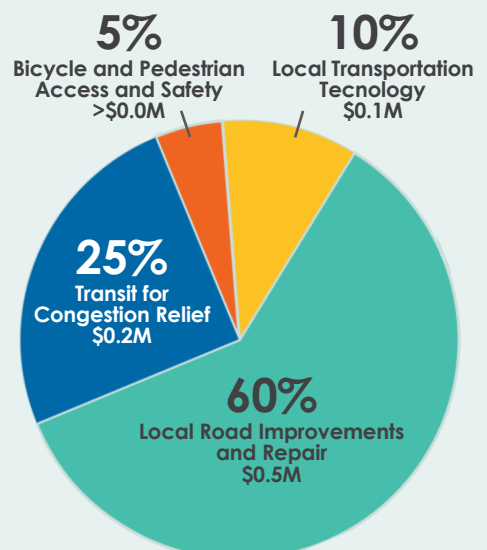
### Measure BB Program Distributions

Measure BB direct local distributions began in April 2015 and total more than \$1.10 billion; over \$12.8 million was distributed in February 2025.



### Vehicle Registration Fee

Since 2011, Alameda CTC has distributed more than \$98.6 million for local road improvement and repair; \$0.9 million was collected in February 2025.



Agency Activities

During June 2025, Alameda CTC either hosted, sponsored or participated in the following events:

- June 2 – 5: Commission’s Annual Federal Legislative Trip
- June 16 – June 17: MTC Accessible Futures Conference for the Bay Area disability community
- June 26 – July 3: Government Finance Officers Association Annual Conference
- June 27: Bay Area County Transportation Agencies Executive Roundtable

Bike Mobile Outreach Events:

- June 2 – Rosa Parks Environmental Science Elementary, Berkeley
- June 4 – Tassafaronga Village, Oakland
- June 5 – Glen Berry Apartments, Hayward
- June 6 – Maralisa Meadows Apartments, Livermore
- June 9 – Castro Valley Public Library, Castro Valley
- June 12 – Bushrod Recreation Center, Oakland
- June 13 – Laguna Commons Apartments, Fremont
- June 16 – North Berkeley Public Library, Berkeley
- June 17 – Main Street Village Apartments, Fremont
- June 20 – Stoney Creek Apartments, Livermore
- June 21 – University Village, Albany
- June 23 – Shinsei Gardens Apartments, Oakland
- June 24 – San Leandro Public Library - Manor Branch, San Leandro
- June 25 – Eldridge Gonaway Commons, Oakland
- June 26 – Alta Mira Apartments, Hayward
- June 27 – Eagle Village / Rosefield Apartments, Alameda

Committee Activities cont’d from page 3

Additionally, the committee reviewed the **Direct Local Distribution (DLD) Program Compliance Summary Report** for FY 2023–24. This report outlined how local jurisdictions and transit operators used Measure B, Measure BB, and Vehicle Registration Fee funds, and assessed whether spending aligned with program guidelines. The meeting also included approval of the **updated FY 2025–26 ACTAC meeting calendar**, establishing the schedule for the upcoming fiscal year.

**June 23 – The Paratransit Advisory and Planning Committee (PAPCO)** met to take action on key items related to paratransit funding and committee leadership. Members approved the FY 2025–26 Paratransit Direct Local Distribution (DLD) Program Plans, which outline how local Measure B and Measure BB funds will support transportation services for seniors and people with disabilities in the coming year.

The committee also held officer elections to select the Chair, Vice Chair, and representatives to other advisory bodies for FY 2025–26.

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

Other News

Now Available: 2024 Alameda CTC Annual Report

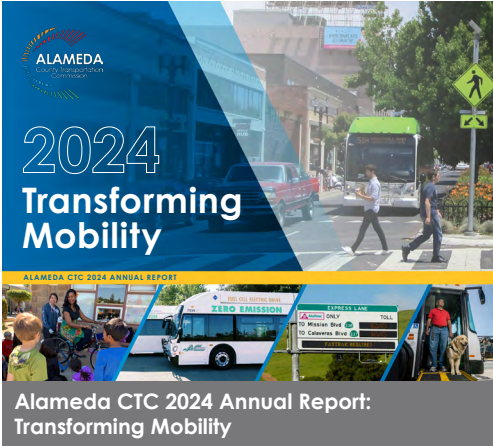
Alameda CTC is proud to release its newly redesigned **2024 Annual Report**, themed Transforming Mobility. The report highlights a year of progress in planning, funding and delivering projects to advance a more connected, equitable, and resilient transportation system for Alameda County. The report features key milestones such as the launch of the 2026 Countywide Transportation Plan, federal funding for the East Bay Greenway, and major construction achievements on projects like the Gilman Interchange and 7th Street Grade Separation.

The new design continues to uphold Alameda CTC’s commitment to transparency and accountability. To learn more about how local sales tax dollars including Measure BB are being invested to improve mobility countywide, [please read the full 2024 annual report](#).

Public Hearing Set for July: Independent Watchdog Committee 23rd Annual Draft Report

The Independent Watchdog Committee (IWC) monitors how voter-approved transportation funds are spent in Alameda County. The committee reviews expenditures and performance for Measure B (2000) and Measure BB (2014) and reports its findings to the public.

The IWC will hold a public hearing to receive comments on its [Draft 23rd Annual Report to the Public](#).





**When**  
2 p.m., Thursday, July 17, 2025

**Where**  
Location details will be available at [www.alamedactc.org/all-meetings](http://www.alamedactc.org/all-meetings)

**For more information, call 510.208.7400**