



Planning, Policy and Legislation Committee (PPLC) Meeting Agenda Monday, June 15, 2026, 11:30 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:	Melissa Hernandez	Executive Director:	Tony Tavares
Vice Chair:	Rowena Brown	Staff Liaison:	Carolyn Clevenger
Members:	Marilyn Ezzy Ashcraft David Haubert Preston Jordan John Marchand Conna McCarthy Mark Salinas Raj Salwan Matthew Solomon Lena Tam	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

Fremont City Hall
3300 Capitol Avenue
Fremont, CA 94538

Zoom Link:

<https://us06web.zoom.us/j/87601740888?pwd=OEFrRzYoVUpmVHh1TU1YYjJWVGdaZz09>

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

4. Consent Calendar

- 4.1 Approve the May 11, 2026 Planning, Policy and Legislation Committee (PPLC) Meeting Minutes

Action

[4.1_PPLC_Minutes_20260511.pdf](#)

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

Information

[4.2_PPLC_CMP_Environmental_Docs_20260615.pdf](#)

5. Regular Matters

- 5.1 Approve Support Positions on Senate Bill 1087 (Cabaldon) and Senate Bill 830 (Arreguín/Wiener) and Receive a Federal, State, Regional and Local Legislative Activities Update

Action

[5.1_PPLC_Legislative_Update_20260615.pdf](#)

- 5.2 Approve Senate Bill 63 Connect Bay Area Funding Framework

Action

[5.2_PPLC_SB_63_Funding_Framework_20260615.pdf](#)

[5.2_PPLC_SB_63_Funding_Framework_Presentation_20260615.pdf](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:

July 13, 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.



Planning, Policy and Legislation Committee
Meeting Minutes
Monday, May 11, 2026, 11:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present except Commissioners Haubert and Salinas.

Commissioner Bowen attended as the alternate for Commissioner Tam.

Subsequent to Roll Call:

Commissioner Haubert arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1 Approve the March 9, 2026 Planning, Policy and Legislation Committee Meeting Minutes

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

Commissioner Marchand moved to approve the Consent Calendar. Commissioner Salwan seconded the motion. The motion passed with the following roll call vote:

Yes: Bowen, Brown, Ezzy Ashcraft, Haubert, Hernandez, Jordan, Marchand, McCarthy, Salwan, Solomon

No: None

Abstain: None

Absent: Salinas

5. Regular Matters

5.1 Approve Sponsoring Legislation Related to the State Route 238 Local Alternative Transportation Improvement Program and a Support Position on Assembly Bill 2015 (Wicks), and Receive a Federal, State, Regional, and Local Legislative Activities Update

Carolyn Clevenger and Remy Goldsmith recommended the Commission approve a set of actions including sponsoring legislation related to State Route 238 Local Alternative Transportation Improvement Program and a support position on Assembly Bill 2015 (Wicks).

Commissioner Solomon moved to approve the staff recommendation and take a support position for Senate Bill 1167 (Blakespear). Commissioner Brown seconded the motion. The motion passed with the following roll call vote:

Yes: Bowen, Brown, Ezzy Ashcraft, Haubert, Hernandez, Jordan, Marchand, McCarthy, Salwan, Solomon

No: None

Abstain: None

Absent: Salinas

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

Grasi Diaz provided an update on the Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities. This item was for information only.

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

There was one staff report.

8. Adjournment



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 8, 2026

TO: Planning, Policy and Legislation Committee

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 April 16, 2026 and May 15, 2026, Alameda CTC submitted comments on one DEIR, the City of Livermore General Plan 2045.

Fiscal Impact

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

Attachment:

- A. Comments on the City of Livermore General Plan 2045 DEIR



April 24, 2026

Shannon Pagan, Senior Planner slpagan@livermoreca.gov

City of Livermore
1052 S Livermore Avenue
Livermore, CA 94550

SUBJECT: Draft Environmental Impact Report (DEIR) Livermore General Plan 2045

Dear Ms. Pagan,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the City of Livermore General Plan 2045.

The DEIR evaluates the environmental impacts associated with updates to the City's current 2003–2025 General Plan, including revisions to goals, policies, actions, and land use designations affecting the natural and built environment. Two alternatives are evaluated: the No Project Alternative and the Reduced Industrial and Concentrated Residential Alternative. The proposed General Plan Update incorporates regional growth forecasts through 2045 and includes updates to the Livermore Municipal Code and the Livermore Development Code to ensure consistency among these documents.

The City of Livermore is located in eastern Alameda County within the Livermore Valley and is bounded by rolling hills to the north, south, and east, and by the cities of Dublin and Pleasanton to the west. Interstate 580 bisects the City and serves as a major east–west thoroughfare in Alameda County, providing regional access. State Route 84 also provides regional access along the City's southwestern boundary. The EIR Study Area includes all land within the City limits, Urban Growth Boundary, and Sphere of Influence.

The Alameda County Transportation Commission (Alameda CTC) respectfully submits the following comments:

Congestion Management Program (CMP) Review

While Senate Bill 743 changed the metric used to evaluate transportation impacts for purposes of the California Environmental Quality Act (CEQA), the Alameda County Congestion Management Program (CMP) legislation continues to require project sponsors to evaluate project impacts on the CMP roadway network outside of CEQA review. This analysis may be submitted to Alameda CTC as a stand-alone memorandum.

Several roadways within the City of Livermore are included in the CMP network. Tier 1 facilities, which include freeways and principal arterials, are as follows:

- State Route 84 (Isabel Avenue)
- Interstate 580
- First Street

The City also includes several Tier 2 facilities (major and minor arterials), which are identified in the [Congestion Management Program 2025](#).

Use of Countywide Travel Demand Model

Alameda CTC appreciates that the City of Livermore developed its Travel Demand Model based on the Alameda CTC Travel Demand Model, as stated on page 3.17-22 of the DEIR. The analysis indicates that Vehicle Miles Traveled (VMT) per capita and VMT per employee are projected to decrease compared to existing conditions. These reductions are attributed to the implementation of land use and climate action strategies, transit-supportive and active transportation policies and projects, and the inclusion of Transportation Demand Management (TDM) measures in development planning applications, as discussed on page 3.16-23 of the DEIR.

Alameda County Transportation Plan

Alameda CTC appreciates the City's use of the [Alameda County Transportation Plan \(CTP\) 2020](#), which is currently being updated and is expected to be adopted by the Commission in fall 2026. The CTP establishes a 30-year transportation vision for Alameda County and is updated every four years to reflect evolving transportation priorities, policies, and implementation strategies.

As shown on page 3.16-5 of the DEIR, the 2020 CTP identifies the following projects as significant to the City of Livermore within the next 10-year horizon:

- I-580/First Street Interchange Modernization
- I580/Vasco Road Interchange Modernization
- Iron Horse Regional Trail Improvements
- Rail Project-San Joaquin Valley

Alameda CTC also appreciates reference to the Alameda Countywide Multimodal Arterial Plan, Alameda County wide Transit plan, and Alameda Countywide Active Transportation Plan.

Transportation Demand Management Program

The DEIR appropriately acknowledges the importance of policies and requirements that encourage active transportation, transit use, and denser development patterns, as well as the inclusion of TDM strategies in development planning applications to mitigate potential VMT generated by new land use projects.

Alameda CTC developed a [VMT Reduction Estimator Tool](#) to assist project sponsors in identifying effective TDM strategies to reduce project-generated VMT.

Alameda County Active Transportation Plan (2019)

Alameda CTC appreciates the City's reference to the 2019 Alameda Countywide Active Transportation Plan (ATP), which is currently being updated and is expected to be adopted by the Commission in late 2026. Since the 2019 adoption, Alameda CTC has conducted significant work related to bicycle and pedestrian planning, including updates to the High Injury Network (HIN), development of the County's first Proactive Safety Network (PSN), and adoption of All-Ages and Abilities (AAA) design guidance and policy.

Based on these efforts, Alameda CTC developed a Countywide Bicycle Network (CBN), for which AAA design standards are required. The current ATP update will place greater emphasis on pedestrian planning and accessible design guidance, supporting the goals of the Livermore General Plan 2045 by

Shannon Pagan,
April 24, 2026
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providing updated standards for pedestrians and people with disabilities. Additional information on the HIN, PSN, CBN, and ATP 2026 update is available on the [Alameda CTC Active Transportation webpage](#).

Within the City of Livermore, Dublin Boulevard to L Street, East Avenue, Vasco Road, and the Iron Horse Trail are identified as part of the Countywide Bicycle Network, and implementation of bicycle facilities along these corridors must comply with AAA design standards.

Transit

Alameda CTC is pleased that the DEIR advances transit use through policies that support transportation alternatives to automobile travel, including the incorporation of mobility hubs, prioritization and funding of transit enhancements and bicycle and pedestrian safety improvement projects, and support for frequent, reliable, cost-efficient, and connected transit service, as detailed on page 3.16-12 of the DEIR.

Cumulative Transportation Impacts

Based on the analysis presented in the DEIR, implementation of the proposed General Plan 2045 would not conflict with applicable plans, programs, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. As stated on page 3.16-26, the proposed General Plan includes goals and policies requiring coordination with Caltrans, the Metropolitan Transportation Commission (MTC), Alameda CTC, and neighboring jurisdictions to ensure a cohesive regional transportation network. Accordingly, the proposed Project would not result in a cumulative transportation impact related to conflicts with adopted circulation-related plans or policies.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7400 or Aleida Andrino-Chavez at (510) 208-7480 if you have any questions.

Sincerely,



Kristen Villanueva
Director of Planning and Programs
cc: Aleida Andrino-Chavez, Associate Transportation Planner



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: June 8, 2026

TO: Planning, Policy and Legislation Committee

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

SUBJECT: Approve Support Positions on Senate Bill 1087 (Cabaldon) and Senate Bill 830 (Arreguín/Wiener) and Receive a Federal, State, Regional and Local Legislative Activities Update

Recommendation

It is recommended that the Commission approve support positions on Senate Bill 1087 (Cabaldon) (SB 1087) and Senate Bill 830 (Arreguín/Wiener) (SB 830) and receive an update on federal, state, regional and local legislative activities.

Summary

This item provides an update on federal, state, regional and local legislative activities.

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. A summary of recommended and current positions taken by the Commission is included in Table 1.

Federal Update

In early June, a delegation of Commissioners is traveling to Washington DC to meet with Alameda County Congressional lawmakers, agency representatives and staff from key legislative committees. Key meeting topics include highlighting Alameda CTC's success partnering with the federal government to deliver regional and nationally significant projects, advocacy for continued support of the surface transportation reauthorization bill BUILD America 250, and a request to continue to support Alameda CTC's recently

submitted Safe Streets for All grant application for the Alameda Countywide Priority Corridors Safety Initiative.

State Update

Budget: Governor Gavin Newsom released the May Revision to his January budget proposal on May 14. While the state's revenue outlook improved from the initial January budget draft thanks to continued strength in California's technology sector and in particular AI, the Governor warned that California still faces ongoing structural deficits and significant uncertainty tied to federal actions, market volatility, future revenue swings, and risks associated with tariffs. In response, the May Revision proposes a balanced budget over the next two fiscal years while increasing state reserves in anticipation of future economic downturns.

A major focus of the May Revision is the Governor's proposal to extend and significantly restructure California's cap-and-trade program, now referred to as "Cap-and-Invest." The proposal would extend the program through 2045 while revising how auction revenues are distributed and how allowances are allocated, substantially reducing future funding available for transit, housing, wildfire prevention and other climate-related programs currently supported by Greenhouse Gas Reduction Fund revenues. Transit providers have voiced concerns about the major funding changes. Discussions remain ongoing regarding the future allocation of Cap-and-Invest revenues.

The Legislature is expected to continue budget negotiations with the Administration until the constitutionally-mandated June 15 deadline. The new fiscal year begins July 1.

Legislation: Bills still under consideration for this session continue to make their way through the committee process. July 2 is the last day for policy committees to meet and report bills before the summer recess begins. The legislature will reconvene from summer recess on August 3. Staff recommend support positions on two bills.

- SB 1087 is sponsored by the Metropolitan Transportation Commission and Association of Bay Area Governments (MTC/ABAG) along with the other three major metropolitan planning organizations (MPO) in the state. The bill proposes numerous updates to the existing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) guidelines and requirements, as well as targeted changes to transportation funding programs to support implementation of the plans. While MPOs have long been required by federal law to develop a long-range, financially-constrained RTP, in 2008, California's Senate Bill 375 required those plans also include an SCS in order to integrate transportation, land use and housing decisions to meet state climate goals.

SB 1087 seeks to update the requirements with a more streamlined RTP/SCS development process to allow for an increased focus on implementation and better alignment of state funding programs to regional priorities. While MTC/ABAG leads the development of the RTP/SCS in the Bay Area, Alameda CTC and local

jurisdictions spend significant staff resources partnering on the development of the plans. Expected amendments will address the timing of various provisions of the bill to ensure county transportation agencies are able to effectively engage in and advocate for priority projects and programs in the RTP/SCS and funding processes.

- SB 830 is a cleanup bill related to Senate Bill 63 Connect Bay Area Act (SB 63), which was passed into law in 2025 and authorizes a regional transportation funding measure to support transit to be placed on the November 2026 ballot in Alameda, Contra Costa, San Mateo, and Santa Clara counties and the City and County of San Francisco. The Commission took a support position on SB 63 in 2025. SB 830 includes a number of updates to election procedures related to the potential measure, including requiring the measure to be identified as a “Regional Transit Measure” and allowing the proposed arguments in favor of, and against, the measure to be specific to each county. The proposed legislation will improve clarity and transparency should a potential measure qualify for the ballot.

Table 1. Summary of Recommended and Current Bill Positions

Bill	Summary	Analysis	Recommended or Current Position
SB 1087 (Cabaldon)	Existing law requires metropolitan planning organizations to adopt RTPs every four years. Existing state law requires an SCS to achieve regional targets for the reduction of greenhouse gas emissions be included in each RTP. This bill would require the SCS element be included every eight years. This bill would exempt the preparation and adoption of regional transportation plans, sustainable communities strategies, and alternative planning strategies from the California Environmental Quality Act and update requirements for projects considered for the Solutions	SB 1087 seeks to streamline the development and implementation process of RTP/SCSs to allow for more focus on implementation and better balance statewide and regional objectives. These goals directly support the work of Alameda CTC by refocusing staff resources and funding at the regional level with an emphasis on implementing	Recommended Position: Support

Bill	Summary	Analysis	Recommended or Current Position
	for Congested Corridors Program.	projects, programs and policies.	
SB 830 (Arreguín and Wiener)	Existing law authorizes a sales tax applicable to Alameda, Contra Costa, San Mateo and Santa Clara counties and the City and County of San Francisco to support public transit to be placed on the November 2026 ballot. Existing law establishes specified procedures for that election. This bill would revise election procedures by, among other things, require the measure to be identified on the ballot by the designation “Regional Transit Measure” and require the district to select arguments in favor of, and against, the measure to be included in the county voter information guide of each county, as specified.	SB 830 updates specific election procedures should a measure be placed on the November 2026 ballot. The updates will improve the clarity and transparency for voters should a measure qualify for the ballot by allowing county-specific arguments to be included in voter information guides. Assemblymember Wicks is a principal co-author, and Assemblymembers Bonta and Ortega are co-authors.	Recommended Position: Support
AB 2015 (Wicks) Department of Transportation: third-party navigation applications: study and report.	AB 2015 would require California Department of Transportation (Caltrans), in consultation with the California State Transportation Agency (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.	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	Current Position: Support

Bill	Summary	Analysis	Recommended or Current Position
	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. Caltrans must submit the study to the legislature on or before January 1, 2028.	emergency response.	
SB 1167 (Blakespear) Electric Bicycle Safety.	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 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.	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 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	Current Position: Support

Bill	Summary	Analysis	Recommended or Current Position
		sustainability, mobility, and accessibility goals.	
<u>AB 1837</u> <u>(González, Mark)</u> Video imaging of parking violations.	Would extend until January 1, 2034 the expiration date of existing authorization allowing public transit operators to enforce parking violations in transit-only traffic lanes and transit stops through the use of video imaging. The current authorization is set to expire January 1, 2027.	Helps support transit operators' ability to operate on time schedules and encourage ridership while deterring traffic violations. AC Transit has taken a support position and is a co-sponsor of the bill. MTC has taken a support position on the bill.	Current Position: Support

Fiscal Impact

There is no fiscal impact.

Attachment:

A. Alameda CTC 2026 Legislative Program

2026 Legislative Program

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

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

In-depth Core Legislative Priorities

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Memorandum

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• www.AlamedaCTC.org

DATE: June 8, 2026

TO: Planning, Policy and Legislation Committee

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy
John Nguyen, Director of Programming and Project Controls

SUBJECT: Approve Senate Bill 63 Connect Bay Area Funding Framework

Recommendation

It is recommended that the Commission approve the Senate Bill (SB) 63 Connect Bay Area funding framework for Alameda County return to source funding and small operator funding.

Summary

In 2025, [SB 63](#) (Wiener/Arreguín), the Connect Bay Area Act, was enacted to address the looming fiscal cliff facing transit operators in the Bay Area. The bill established the [Public Transit Revenue Measure District](#) (District) and authorized a regional transportation revenue measure to be placed on the November 2026 ballot in the counties of Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara for the purposes of supporting public transit.

This item recommends a SB 63 funding framework for Alameda County, consisting of a return to source funding distribution and a formula distribution to small operators, to guide the types of projects, programs and services that could be funded, should a measure be successful on the November 2026 ballot.

Background

Transit operators in the Bay Area continue to face significant projected budget shortfalls following the COVID-19 pandemic. SB 63 was enacted in 2025 and authorizes a transportation funding measure to be placed on the November 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties to sustain and improve transit. Alameda CTC took a support position on SB 63 in 2025 and worked closely with the authors, transit agencies, MTC and County Transportation Agency partners in developing and negotiating the legislation. A fact sheet detailing SB 63, the Connect Bay Area Act, is included as Attachment A.

The measure is projected to generate approximately \$980 million annually and would be funded by a 14-year transportation sales tax of 0.5% in all counties other than San Francisco, which would be subject to a 1% rate. SB 63 assigns specific percentages of the funding generated in each county to the large operators included in the bill: BART, AC Transit, Muni and Caltrain. Those funds must be used to maintain transit service and will be allocated directly from the District to the transit agencies. An additional 5% of the funds are allocated to MTC to fund regional transit rider-focused improvements.

The vast majority of funding generated in Alameda County is assigned to the large transit operators given the high ridership and levels of transit service in the county, via direct formulas detailed in the legislation. A small percentage of the funding, 4.75%, generated in Alameda County is identified in the legislation as return to source funding, and 2.43% is identified for small bus operators in Alameda County. Per the legislation, Alameda CTC is responsible for two actions: (1) to administer the return to source funding for Alameda County; and (2) to determine the funding split for the Alameda County small bus operators included in the legislation, the Livermore Amador Valley Transit Authority (LAVTA) and Union City Transit.

Table 1 below details the estimated Fiscal Year 2027-2028 (FY28) revenue distributions, reflecting the first full year of anticipated collections.

Table 1. Estimated FY2028 Revenues

Agency	Estimated FY28 Revenues	Participating Counties
AC Transit	\$47.70m	Funding from Alameda and Contra Costa counties
BART	\$307.50m	Funding from Alameda, Contra Costa, San Francisco and San Mateo counties
WETA/SF Ferry	\$6.49m	Funding from Alameda, Contra Costa, and San Francisco counties
MTC Transit Transformation	\$43.09m	Funding from Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties
Alameda CTC Return to Source	\$9.57m	Funding from Alameda County
Alameda County Small Operators	\$4.90m	Funding from Alameda County

Source: Revenue estimates provided by MTC; data source – HDL Companies as of October 2025.

Alameda County Return to Source Funding

SB 63 identifies a small amount of return to source funding for Alameda CTC to support transit. The estimated annual return to source funding for Alameda County ranges from

approximately \$9.57m to \$13.61m per year over the life of the measure. Eligible uses are limited to public transit capital and operating expenses, and roadway repavement projects on roads served by fixed-route transit. Alameda CTC recommends approving a framework to provide additional detail regarding the types of projects and programs that could be funded and delivered. Actual programming and allocation actions would be the subject of future Commission actions.

As noted above, SB 63 dictates that revenues must be used to support transit, specifically transit capital investments, transit operations, or pavement rehabilitation on roads with fixed-route transit service. If SB 63 is approved, both BART and AC Transit are forecast to continue facing operating deficits. While both agencies are actively working to increase ridership and reduce costs to prevent service reductions, the projected operating needs are expected to exceed available revenues. To address this need, staff recommend the Commission prioritize funding for transit operations for the first three fiscal years (FY2028-2030) to reduce the likelihood of service reductions.

It is recommended that the return to source framework prioritize transit improvements and rider-focused investments, with the overarching goal of improving transit service, access, and customer experience. The proposed investment categories, example projects and programs, and proposed funding percentages are detailed below.

Table 2. Return to Source Framework

Investment Category	Example Project Types	% of Total Return to Source Funds
Fast, frequent and reliable service	• Improve transit reliability on major corridors (i.e. transit priority treatments, transit signal priority, etc.) • Transit elements of complete streets projects • Maintain or increase transit service • New transit services • State of good repair investments	80%
Accessible and affordable transit	• Continue or expand free and reduced fare programs (students, older adults, people with disabilities, low-income residents) • Accessibility improvements or paratransit	10%
Improved customer experience	• Safety, cleanliness, and accessibility improvements • Bus stops, shelters, lighting, BART stations and ferry terminal improvements	10%
Total		100%

Projects and programs receiving return to source funding will be determined through future calls for projects and approved by the Commission. The proposed framework will guide these future calls for projects and will be integrated into Alameda CTC's Comprehensive Investment Plan (CIP) process where feasible. Staff recommends revisiting the framework after the first five years of the measure.

Small Operator Funding

SB 63 dictates that Alameda CTC shall determine the amount each small bus operator in the county receives for transit operations expenses from the funding identified for Alameda County small operators. Alameda CTC will direct the District on how to allocate the funds directly to LAVTA and Union City Transit based on the allocation approved by the Commission. This funding would support ongoing operating needs for LAVTA and Union City Transit and is essential to both agencies' ability to sustain existing service.

Alameda CTC staff worked closely with LAVTA and Union City Transit to develop a consensus recommendation for a data-driven, transparent methodology for allocating the small operator funds. The proposed formula would be based on 50% ridership, and 50% service area population, calculated as a three-year rolling average. The three-year rolling average will provide a level of stability in funding, which is important to enable transit agencies to plan and budget with some level of certainty. Table 3 provides an illustrative example application of the formula based on the most recent three-year period; actual allocations would be determined based on data updated on an annual basis. Staff recommends revisiting the allocation framework after the first five years of the measure.

Table 3. Illustrative Application of Small Operator Allocation Framework

Agency	2023-2025 Rolling Average Service Area Population	2023-2025 % Share of Population	2023-2025 Rolling Average Ridership	2023- 2025 % Share of Ridership	Calculated Funding Split
LAVTA	237,457	78.0%	1,278,941	83.0%	80.5%
Union City Transit	67,030	22.0%	262,821	17.0%	19.5%

Notes: Population from CA Department of Finance; ridership is fixed bus ridership from the National Transit Database and confirmed annually with operators.

This approach focuses on incentivizing increasing ridership, while also acknowledging the importance of a return to source component, consistent with the Commission's key principles in the development of SB 63 in 2025.

Outreach Findings

To inform the recommendations, staff reviewed the findings from the extensive outreach and public engagement conducted for the 2026 Countywide Transportation Plan (CTP) and the Needs Assessment for Older Adults and People with Disabilities, both of which were

presented to the Commission earlier this year. Outreach for both efforts took place in 2025 and 2026, and included countywide surveys, focus groups, partnerships with community-based organizations, and extensive discussions with partner agencies.

Alameda CTC conducted extensive community engagement to inform priorities for the CTP, which is summarized in the [CTP Summer-Fall 2025 Community Engagement Summary Report](#) presented to the Commission in [January](#). The CTP outreach included 21 events across all jurisdictions in Alameda County, engagement with more than 3,700 people, over 2,000 survey responses, and 88 Share My Story comments to identify priority needs across the county. Targeted engagement with older adults and people with disabilities was also conducted in 2025 and 2026, including outreach to over 600 individuals across 16 events, and over 500 survey responses to identify priority needs.

The community and stakeholder needs and priorities identified through those processes include a number of priorities needs directly related to the eligible uses identified in SB 63. Key findings from this outreach focused on core transit needs of reliability, affordability, customer experience, and expanded service access. The findings informed the proposed investment framework detailed above.

Fiscal Impact

There is no fiscal impact.

Attachment:

- A. SB 63 Connect Bay Area Fact Sheet



SB 63: Connect Bay Area Act

Fact Sheet

March 2026

What is SB 63?

Senate Bill 63 (Wiener/Arreguín), the Connect Bay Area Act, was enacted in 2025 and authorizes a transportation funding measure to be placed on the November 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties.

An authorized measure would generate approximately \$980 million annually to sustain and improve transit and would be funded by a 14-year regional transportation sales tax (0.5% in each county except San Francisco, where the rate would be 1%). Any measure would be administered by the newly established Public Transit Revenue Measure District (District), governed by the same board as the Metropolitan Transportation Commission (MTC).

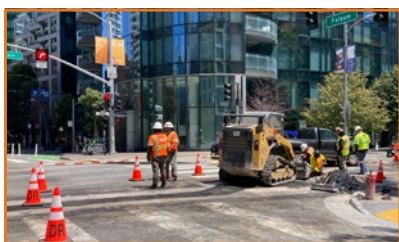
What is the purpose of SB 63?

- **Prevent major service cuts** on BART, Muni, Caltrain and AC Transit resulting from budget shortfalls following the COVID-19 pandemic.
- **Improve the transit rider experience** by making transit more affordable, easier to navigate, and more accessible for all riders, including seniors and persons with disabilities.
- **Make other transportation improvements** in Alameda, Contra Costa, San Mateo and Santa Clara counties.



Where would the money go?

Approximately 63% of the money raised goes to the operation of buses, trains and ferries on BART, Muni, Caltrain, AC Transit, San Francisco Bay Ferry, East Bay bus agencies and Golden Gate Transit.



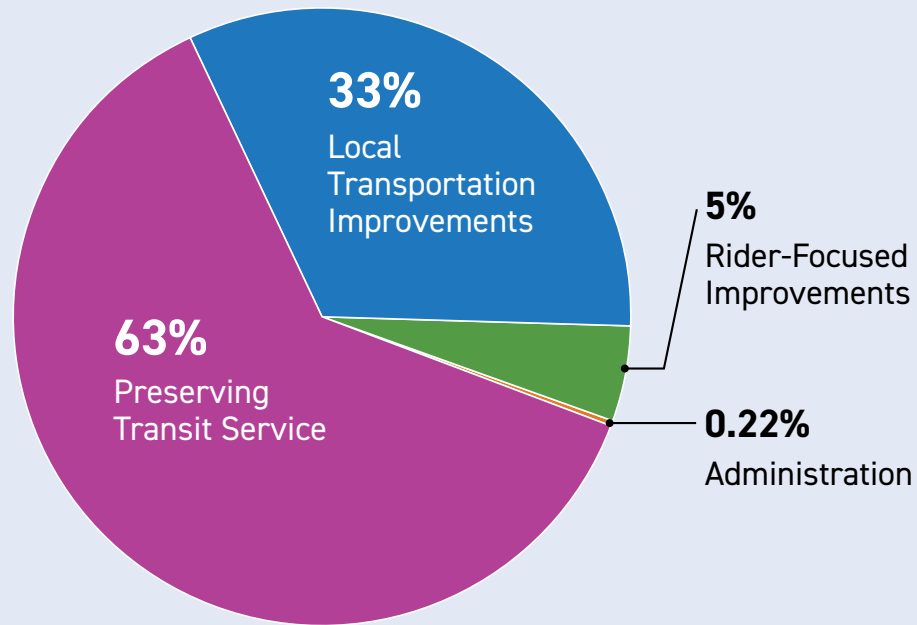
About one-third is guaranteed for Santa Clara Valley Transportation Authority (VTA), SamTrans, Contra Costa Transportation Authority, and Alameda County Transportation Commission, who have the flexibility to use the money for transit infrastructure and vehicles, running transit service, or paving roads with regular bus service.



Around 5% would fund improvements to the rider experience by making transit faster, more affordable, more accessible for seniors and people with disabilities, and easier to navigate with improved signage.

Finally, up to 0.22% can be used for measure administration costs incurred by the Metropolitan Transportation Commission and the new Public Transit Revenue Measure District. Measure proceeds can also cover specified one-time costs, such as election costs.

Connect Bay Area Act Expenditure Plan



Financial Efficiency Review and Oversight

SB 63 requires a two-phase financial efficiency review of BART, Muni, Caltrain and AC Transit directed by an oversight committee. The committee includes four independent experts, four transit agency representatives and the MTC Chair or their designee.

Phase 1 will be completed before a ballot measure and will identify cost-saving measures already taken by transit agencies and ways the agencies could improve service and the rider experience without new funding. If voters approve a measure authorized by SB 63 on the November 2026 ballot, additional oversight provisions will take effect, as described below:

- **Independent Oversight Committee:** SB 63 requires that the District appoint an Independent Oversight Committee to confirm money distribution follows the SB 63 expenditure plan. The Independent Oversight Committee will include at least one appointee from the five counties — Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara — that comprise the District.
- **Maintenance of Effort:** BART, Muni, Caltrain, AC Transit, Golden Gate Transit and SF Bay Ferry along with East Bay bus agencies must maintain existing levels of funding for running their transit services (with some exceptions subject to MTC approval). This requirement is intended to ensure that dollars collected as a result of SB 63 will increase, rather than replace, current money used to provide transit service.
- **Additional County-Level Transit Agency Accountability:** Passage of the measure would provide each of the five counties in the District with additional oversight of BART, Muni, Caltrain and AC Transit. If a transit agency's standards with respect to fares, services, station cleanliness or maintenance are inconsistent between counties, a county may convene a binding review committee of MTC commissioners from the relevant counties with the authority to withhold a portion of measure funds from the subject agency until the issue is corrected.
- **Phase 2 Financial Efficiency Review:** SB 63 requires a deeper evaluation of cost structures and strategies to support financial sustainability.

Connect Bay Area Act Expenditure Plan

Annual Funding by Purpose and Recipient, Fiscal Year 2028 Estimate¹

PRESERVING TRANSIT SERVICE

Money must be used to run and maintain transit service.

BART	\$310M
Muni	\$155M
Caltrain	\$70M
AC Transit	\$50M
East Bay Bus Agencies² and Golden Gate Transit/Ferry	\$20M
San Francisco Bay Ferry	\$6M

LOCAL TRANSPORTATION IMPROVEMENTS

Money must be used for transit infrastructure, running transit service, and/or paving roads with regular bus service.

Santa Clara VTA	\$245M
SamTrans	\$45M
Contra Costa Transportation Authority	\$25M
Alameda County Transportation Commission	\$10M

RIDER-FOCUSED IMPROVEMENTS

Money must be used to make transit faster, more affordable, more accessible for seniors and people with disabilities, and easier to navigate with improved signage.

Transit priority projects, Clipper® START discount program, free and discounted transfers, paratransit improvements and customer navigation.	\$45M
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ADMINISTRATION

Money must be used by the District and MTC to oversee and administer funding and programs under the measure.

\$2M

Notes:

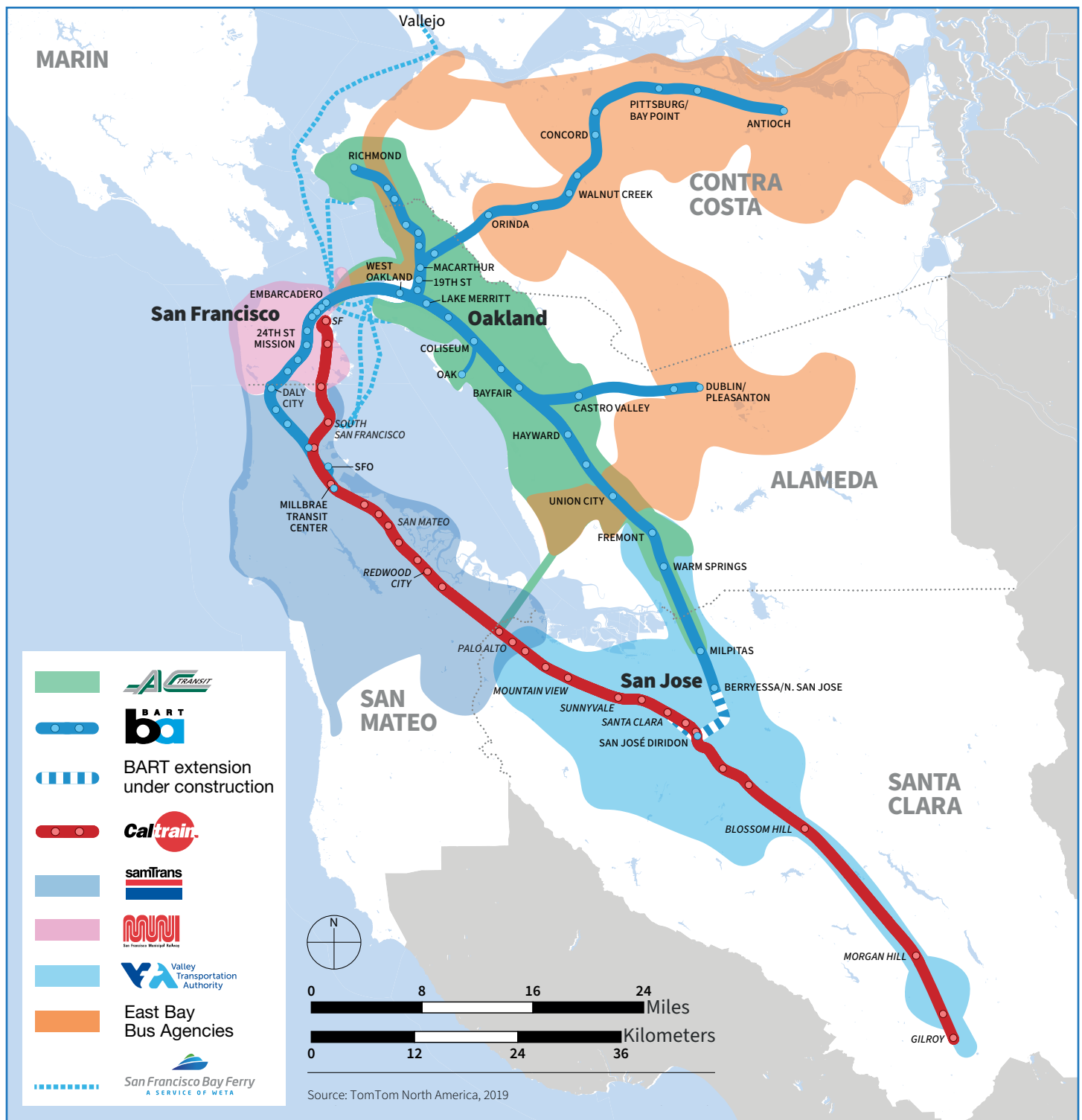
1 Amounts shown are net revenue after state administrative fees, estimated at \$7 million in FY 2028. The fees are subject to change, but this forecast assumes the current California Department of Tax and Fee Administration rate of 0.82% for 1/2-cent counties and 0.41% for SF (1% rate). Amounts shown do not reflect one-time costs that will be covered in early year(s) of measure (including election cost reimbursements, SB 63 required financial efficiency review costs, potential legal costs and other one-time costs tied to administering the tax ordinance).

2 East Bay bus agencies include County Connection, Tri Delta Transit, Union City Transit, WestCAT and Wheels.

• Sums may not total due to rounding. Amounts greater than or equal to \$20 million are rounded to the nearest \$5 million. Amounts less than \$20 million are rounded to the nearest \$1 million.

Source: MTC analysis of an October 2025 assessment of projected net revenues by HDL Companies

Service Areas of Transit Agencies Funded by a Connect Bay Area Act Regional Measure



Notes: Golden Gate Transit is not shown on this map, although it is expected to receive approximately \$1 million/year.

Funding for VTA and SamTrans is eligible for transit capital (i.e., infrastructure and vehicle costs), operations (i.e., costs needed to run the system) and local road repairs on roads served by regular transit service. Funding for all other agencies is available only for transit operating purposes (i.e., costs needed to run the system).

East Bay Bus Agencies refers to County Connection, Tri Delta Transit, Union City Transit, WestCAT and Wheels.

The above map was made for illustrative purposes, and the precise boundaries of each transit agency can be found on its website.

This map is accurate at the time of publication, and may be subject to change.



ALAMEDA
County Transportation
Commission

Today's Agenda

- SB 63 Connect Bay Area Act
- Return to source framework
- Small bus operator funding

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SB 63 Connect Bay Area Act

- Authorizes a transportation funding measure to be placed on the November 2026 ballot to sustain and improve transit
- 14-year, ½ percent sales tax in Alameda, Contra Costa, San Mateo and Santa Clara counties and 1 percent in San Francisco
- Estimated to generate approximately \$980 million annually
- Includes accountability and oversight provisions
- Public Transit Revenue Measure District (District) is established to administer the measure should it pass
- Agencies are approving local funding frameworks now to provide more information to the public should a measure advance



Connect Bay Area Funding Categories

Legislation details percentages of funding generated in each county for specific uses.

Agency	Estimated FY28 Revenues	Participating Counties
AC Transit	\$47.70M	Funding from Alameda and Contra Costa counties
BART	\$307.50M	Funding from Alameda, Contra Costa, San Francisco and San Mateo counties
WETA/SF Ferry	\$6.49M	Funding from Alameda, Contra Costa, and San Francisco counties
MTC Transit Transformation	\$43.09M	Funding from Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties
Alameda CTC Return to Source	\$9.57M	Funding from Alameda County
Alameda County Small Bus Operators	\$4.90M	Funding from Alameda County

Source: MTC provided forecasts prepared by HDL Companies as of 10/2025



Alameda County Return to Source Funding

- Administered by Alameda CTC
- Approximately \$9-10m annually
- Funds may only be used for:
 - Public transit operations and capital
 - Public transit components of larger capital projects
 - Targeted pavement repairs on local roads served by fixed route transit
- Funding framework to serve as basis of future Commission actions to determine specific investments
- Recommend the Commission revisit the framework after the first five years of the measure



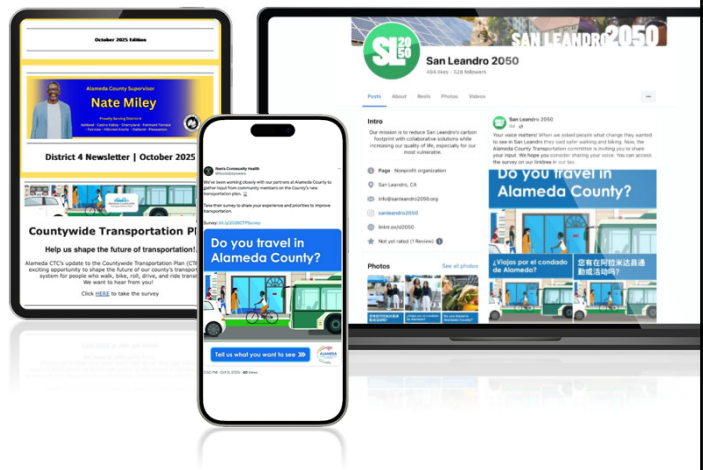
SB 63 Connect Bay Area Funding Framework

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Public and Stakeholder Engagement Approach

Leverage recent extensive outreach efforts

- 2026 Countywide Transportation Plan
 - 21 events across all jurisdictions, engaged over 3,700 people
 - Partner agency meetings on needs and priority projects and programs
- Mobility Needs Assessment for Older Adults and People with Disabilities (PNA)
 - 16 events, engaged over 600 people
 - Priorities informed by PAPCO and ParaTAC discussions



SB 63 Connect Bay Area Funding Framework

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Key Transit Outreach Findings



Fast, Frequent, and Reliable Service

- **CTP Outreach:** 58% of survey respondents prioritized frequency, reliability, safety, and comfort
- **CTP Draft Project List:** transit service improvements, multimodal corridors, capital expansion projects
- **PNA:** Identified service gaps, demand for expanded service coverage, and interest in new service options



Accessible and Affordable Transit

- **CTP:** 63% of survey respondents prioritized helping underserved communities access work, school, and essential services
- **PNA:** Identified affordability concerns and discounted fare access challenges



Improved Customer Experience

- **CTP:** Concerns about safety, cleanliness, lighting, and bus stop/station conditions
- **PNA:** Physical access barriers to transit, elevator reliability, rider comfort concerns



SB 63 Connect Bay Area Funding Framework

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Key Takeaways

- CTP and PNA outreach findings reinforce the same *core transit needs*: reliability, affordability, customer experience, and expanded service access
- The findings align with the proposed investment categories and provide *community-based support* for these potential funding areas
- Example investments can help address both broad *countywide transit priorities and needs identified by underserved communities*, older adults, and people with disabilities



SB 63 Connect Bay Area Funding Framework

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Return to Source Framework

- **Goal:** Improve transit service, access, and customer experience
- Prioritize transit operations for the first three years to reduce likelihood of service cuts

Investment Category	Example Project Types	% of Funds
Fast, frequent and reliable service	• Improve transit reliability on major corridors (i.e. transit priority treatments, transit signal priority, etc.) • Transit elements of complete streets projects • Maintain or increase transit service • New transit services • State of good repair investments	80%
Accessible and affordable transit	• Continue or expand free and reduced fare programs (students, older adults, people with disabilities, low-income residents) • Accessibility improvements or paratransit	10%
Improved customer experience	• Safety, cleanliness, and accessibility improvements • Bus stops, shelters, lighting, BART stations and ferry terminal improvements	10%
Total		100%



SB 63 Connect Bay Area Funding Framework

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Small Operator Funding

- Funding specifically identified for LAVTA and Union City Transit for transit operations
- Alameda CTC determines the split and funds are administered by the District
- Collaborative process with LAVTA and Union City Transit to determine a data-driven, transparent approach



SB 63 Connect Bay Area Funding Framework

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Small Operator Allocation Framework

- Distribution formula based equally on population and ridership, calculated annually as a 3-year rolling average
- Incentivizes growing ridership and return to source for local bus service
- Recommend the Commission revisit the framework after the first five years of the measure

Agency	2023-2025 Rolling Average Service Area Population	2023-2025 % Share of Population	2023-2025 Rolling Average Ridership	2023-2025 % Share of Ridership	Calculated Funding Split
LAVTA	237,457	78.0%	1,278,941	83.0%	80.5%
Union City Transit	67,030	22.0%	262,821	17.0%	19.5%

Source: Population from CA Department of Finance; ridership is fixed bus ridership from the National Transit Database and confirmed annually with operators.



SB 63 Connect Bay Area Funding Framework

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Recommendation

Approve the SB 63 Connect Bay Area funding framework for Alameda County return to source funding and small operator funding



SB 63 Connect Bay Area Funding Framework

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THANK YOU

QUESTIONS?

For more information, visit
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