



Planning, Policy and Legislation Committee (PPLC) Meeting Agenda Monday, March 9, 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 February 9, 2026 Planning, Policy and Legislation Committee Meeting Minutes

Action

[4.1_PPLC_Minutes_20260209.pdf](#)

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

Information

[4.2_PPLC_CMP_Environmental_Docs_20260309.pdf](#)

5. Regular Matters

- 5.1 Federal, State, Regional, and Local Legislative Activities Update

Information / Action

[5.1_PPLC_Legislative_Update_20260309.pdf](#)

- 5.2 2025 Performance Report Update

Information

[5.2_PPLC_2025_Performance_Report_Update_20260309.pdf](#)

[5.2_PPLC_2025_Performance_Report_Update_Presentation_20260309.pdf](#)

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

Action

[5.3_PPLC_SR2S_20260309.pdf](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:

April 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, February 9, 2026, 11:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present except Commissioner Salinas.

Commissioner Jordan participated in the meeting under §54953 for Just Cause.

Commissioner Bowen attended as the alternate for Commissioner Tam.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the January 12, 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 McCarthy 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 Federal, State, Regional and Local Legislative Activities Update

Carolyn Clevenger provided the Commission with an update on the federal, state, regional and local legislative activities. This item was for information only.

This item received one verbal public comment

5.2 2026 Countywide Active Transportation Plan Update

Colin Dentel-Post and Aleida Andrino-Chavez provided the Commission with an update on the 2026 Countywide Active Transportation Plan. This item was for information only.

This item received one verbal public comment.

6. Committee Member Reports

There were two verbal committee member reports.

7. Staff Reports

There were three verbal staff reports.

8. Adjournment



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: March 2, 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 Environmental Impact Reports prepared by local jurisdictions and comments on the potential impact of proposed land development on the regional transportation system.

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

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



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 2, 2026

TO: Planning, Policy and Legislation Committee

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

SUBJECT: Federal, State, Regional and Local Legislative Activities Update

Recommendation

It is recommended that the Commission receive an update on the federal, state, regional and local legislative activities. This item is for information only.

Summary

This item provides the Commission with an update on the state and federal legislative activities, with the legislative sessions in both Sacramento and Washington D.C. getting underway. At the March Planning, Policy and Legislation (PPLC) meeting, the Commission will be joined remotely by members of the federal advocacy team to provide an overview of the year ahead for federal transportation policy and funding.

Background

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

State Update

The deadline to introduce new bills for consideration this session was February 20th. Staff are currently reviewing bills to evaluate potential impacts on Alameda CTC programs and priorities. Staff will continue to monitor bill developments and provide updates as legislation advances.

The Commission is preparing for the annual legislative advocacy trip to Sacramento in early March. The visit will include meetings with the Alameda County legislative delegation, Bay Area legislative transportation leaders, and key state agencies. Discussions will focus on

advancing Alameda CTC priorities and strengthening relationships with decision-makers. Key areas of emphasis are safety, including interest in expanding the use of automated speed enforcement technologies, equity, climate and economic vitality.

Federal Update

Alameda CTC's federal advocacy team, HBS and Covino Smith & Simon, will join the PPLC meeting to provide the Commission with an overview of activities at the federal level. The update will focus on key issues related to transportation policy, federal funding, and the upcoming surface transportation reauthorization. The Commission is preparing for the annual legislative advocacy trip to Washington, D.C., in June.

Fiscal Impact

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

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

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: March 2, 2026

TO: Planning, Policy and Legislation Committee

FROM: Shannon McCarthy, Senior Transportation Planner

SUBJECT: 2025 Performance Report Update

Recommendation

It is recommended that the Commission receive an update on key findings related to the 2025 Performance Report. This item is for information only.

Summary

As the Congestion Management Agency for Alameda County, Alameda CTC is responsible for regularly assessing and reporting on transportation system performance. Alameda CTC presents countywide performance trends across a variety of metrics through the Performance Report. Every other year, the Performance Report is supplemented by more detailed data that Alameda CTC collects to conduct legislatively mandated congestion monitoring. Together, these two efforts ensure Alameda CTC's conformity with state legislation and allow the agency to better understand the county's multimodal transportation system.

The Performance Report provides an opportunity to investigate the latest data available on a wide range of topics relevant to the county's transportation system to illuminate trends as they unfold and support informed decision making. The 2025 Performance Report, included in Attachment A, presents findings related to countywide demographics, the economy and goods movement, auto congestion, safety, transit performance, and active transportation in Alameda County using the latest data available from 2024 and 2025. This report incorporates findings from the last multimodal monitoring cycle conducted in 2024, and includes a compendium of current and historical performance measures for reference.

Fiscal Impact

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

Attachment:

- A. [2025 Performance Report](#)



Congestion Management Program (CMP)

- **Requires congestion management agencies to:**
 - Designate a CMP roadway network
 - Monitor level of service (LOS) biannually
 - Develop plans to address congestion
 - Assess and report on transportation system performance

- **Alameda CTC monitors:**
 - 550-mile roadway network
 - 140-mile transit network
 - Bicycle, pedestrian & scooter counts at 150 locations



2025 Performance Report



**FULL
REPORT**

Attachment A

- 2025 Performance Report
- Data Compendium (FY15-16 – FY24-25)

TODAY
EXCERPT
OF KEY
FINDINGS

- 1 Population & Economy
- 2 Auto Travel
- 3 Safety
- 4 Transit Performance



2025 Performance Report

3

1

Population and Economy

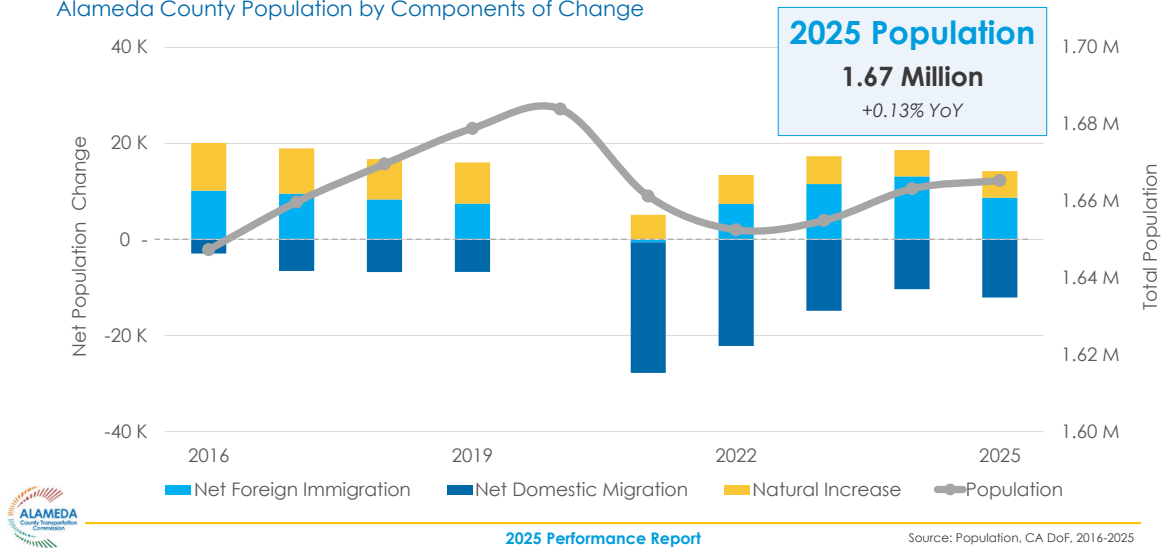


2025 Performance Report

4

Total Population Stable in 2025

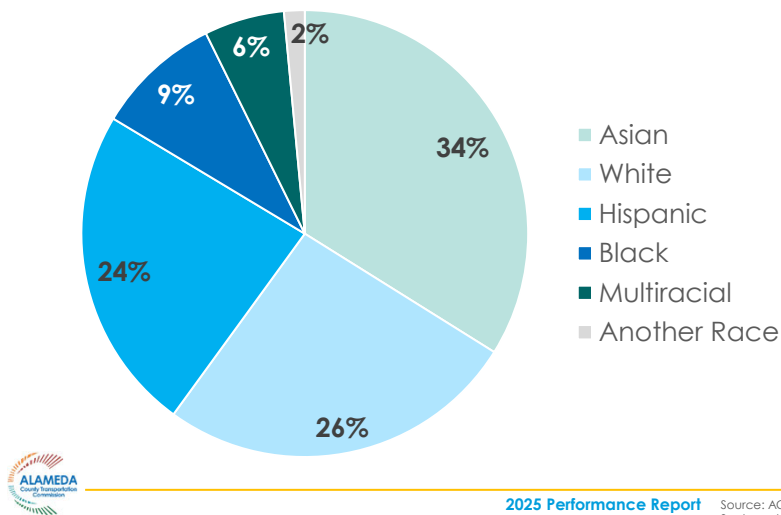
Alameda County Population by Components of Change



5

Diverse & Aging County

Alameda County 2024 Race & Ethnicity



Linguistic Diversity

48%

+4% vs. 2014

Speak a language
other than English
at home

Median Age

39.5 Years

+2.4 years vs. 2014

Adults 65+

16%

+4% vs. 2014

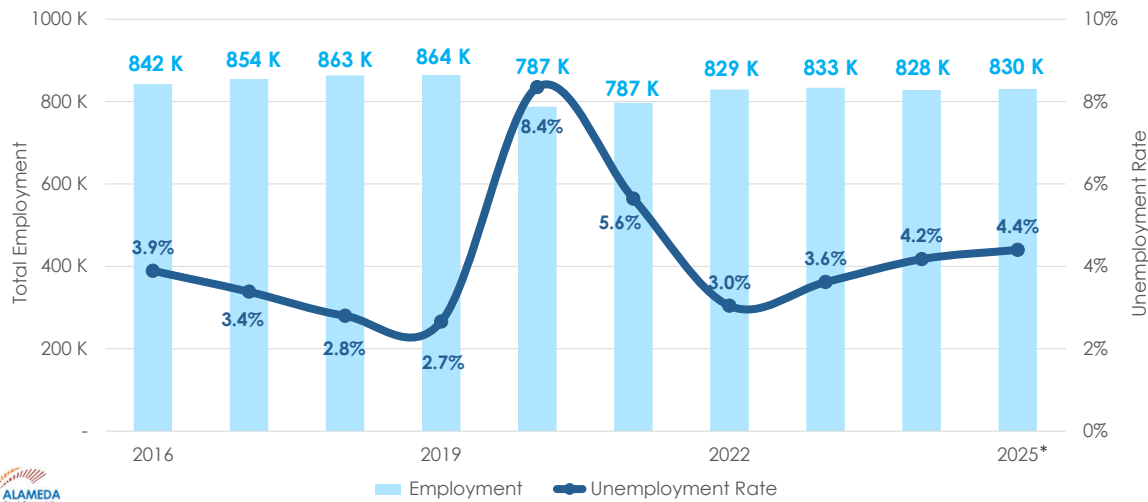
2025 Performance Report

Source: ACS, CP05 Comparative Demographic Estimates, S1601 Language Spoken at Home, S0101 Age and Sex, Alameda County, 2014-2024

6

Employment Remains Stagnant

Alameda County Jobs & Bay Area Metro Unemployment Rate



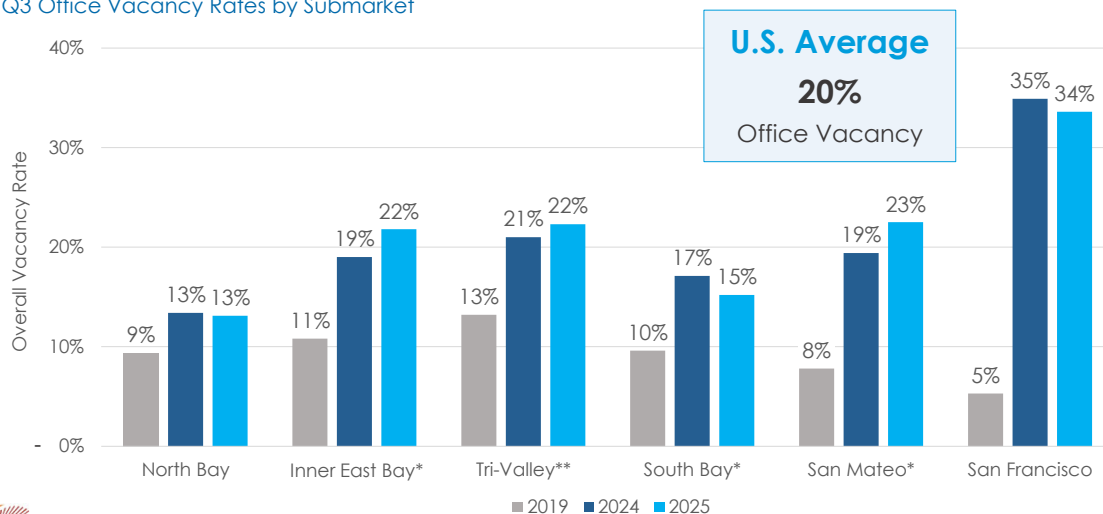
2025 Performance Report

Source: BLS, 2016-2025. Note: 2025 is provisional. Employment: Alameda County. Unemployment rate: San Francisco-Oakland-Hayward Metro Area.

7

Bay Area Office Vacancy Rates

Q3 Office Vacancy Rates by Submarket



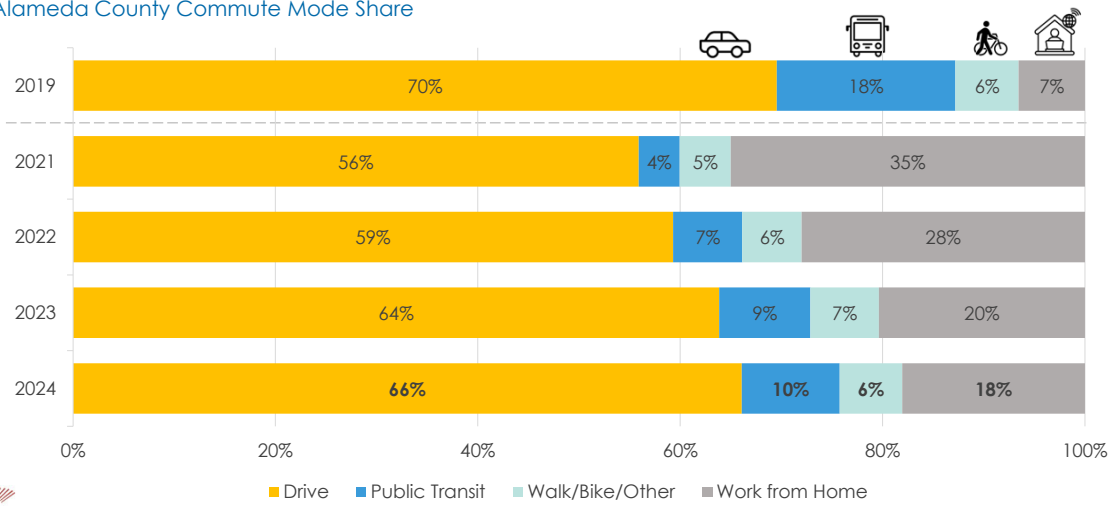
2025 Performance Report

Source: Cushman & Wakefield MarketBeat Reports. Note: *Includes R&D. **Office R&D, may not be comparable to other submarkets.

8

Driving & Transit Commutes Grow

Alameda County Commute Mode Share



2025 Performance Report

Source: ACS, Table B08006 Sex of Workers by Means of Transportation to Work, Alameda County, 2019-2024.

9

2

Auto Travel

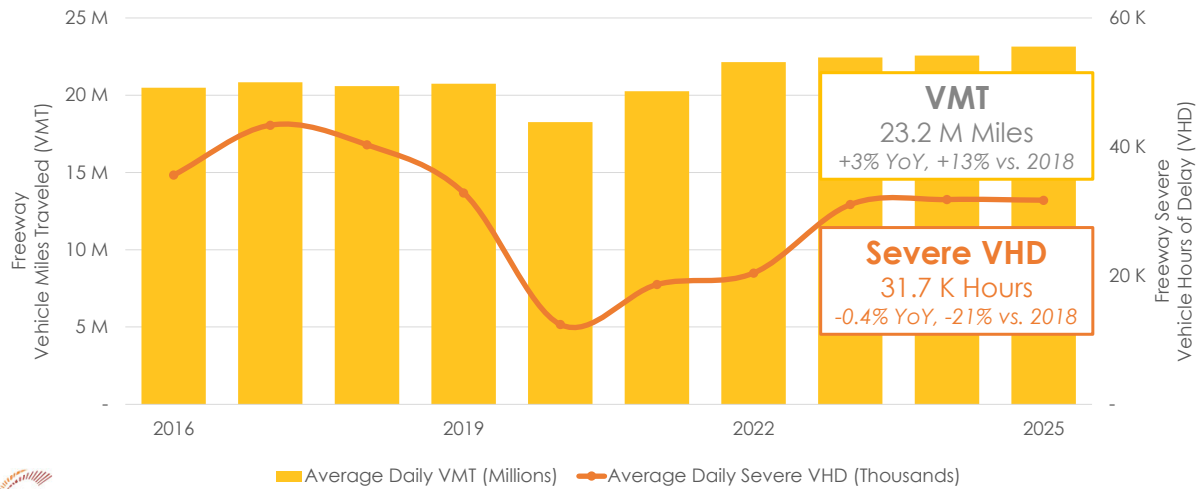


2025 Performance Report

10

Severe Freeway Delay Lags Behind Rising Travel

Alameda County Average Daily Freeway VMT and Severe VHD (<35 mph)



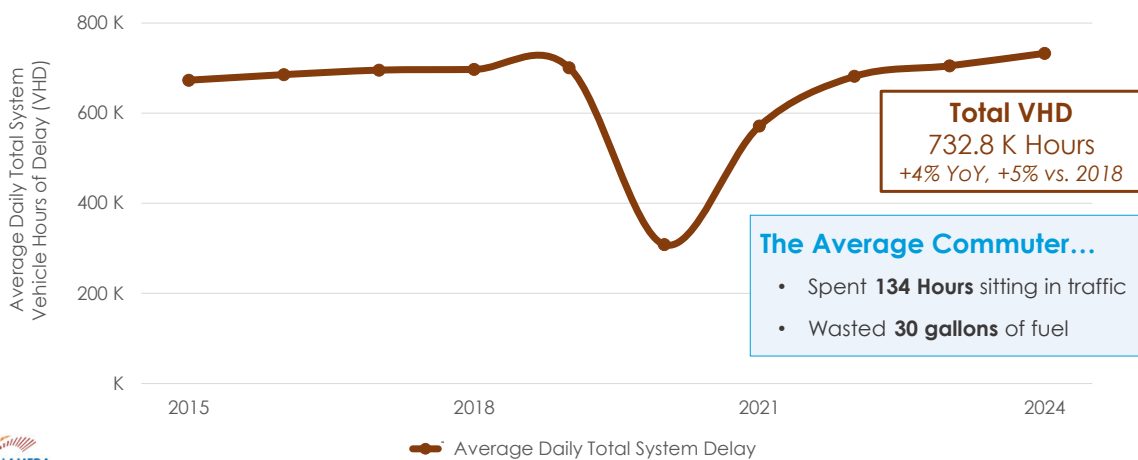
2025 Performance Report

Source: Caltrans, Performance Measurement System, Vehicle Hours Delay, Alameda County, 2016-2025

11

Total System Delay Above Pre-Pandemic Levels

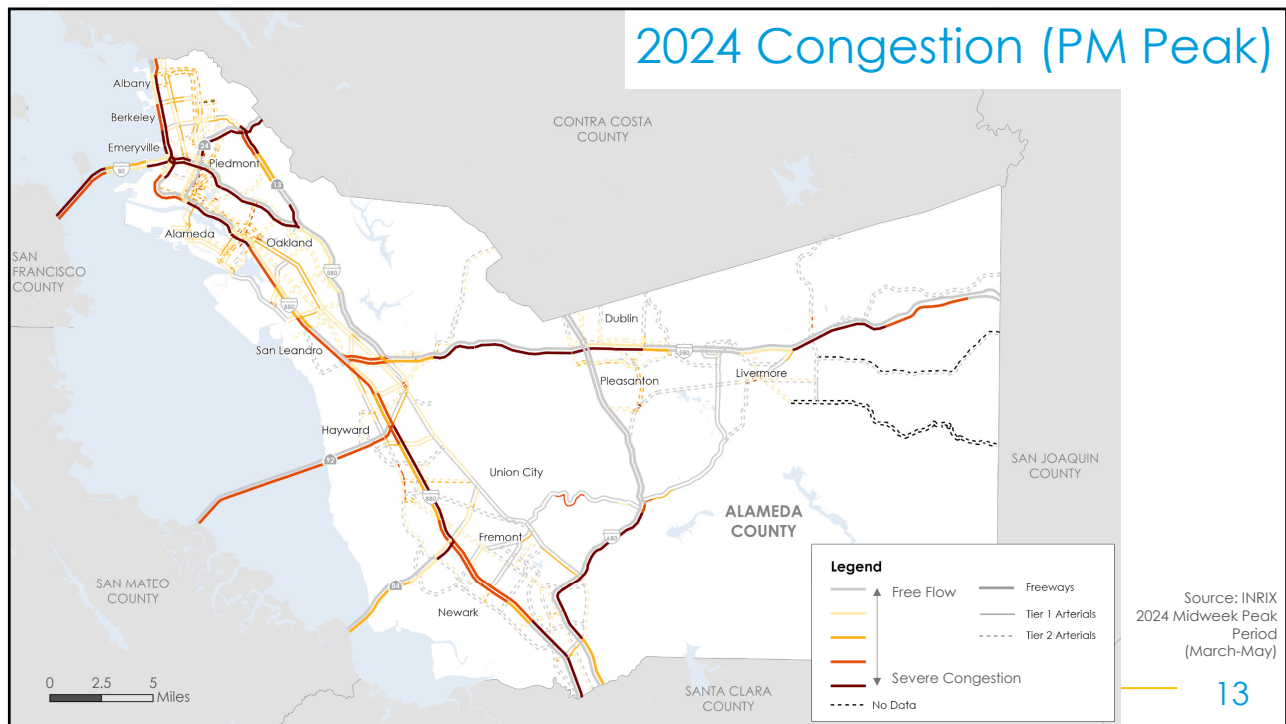
SF-Oakland Metro Avg. Daily Total System VHD (< Free Flow)



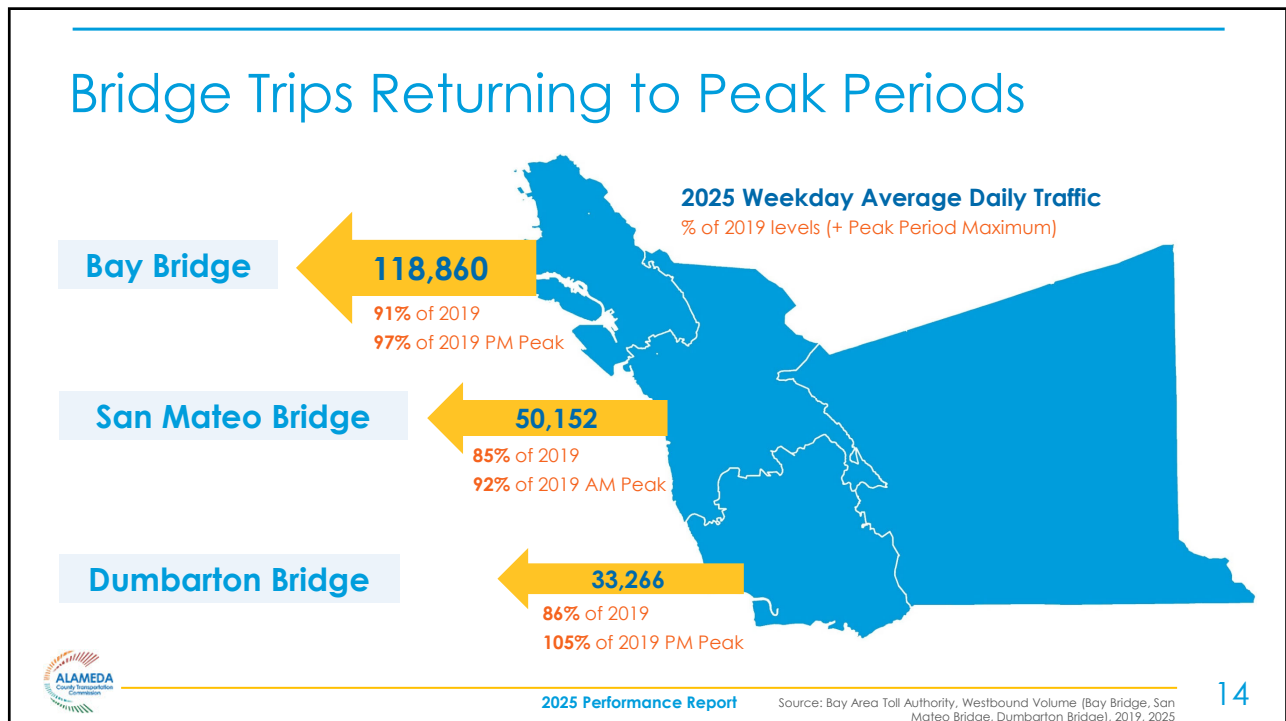
2025 Performance Report

Source: Texas A&M Transportation Institute, Mobility Division, 2025 Urban Mobility Report, San Francisco-Oakland CA, freeways & local roads, 2018-2024.

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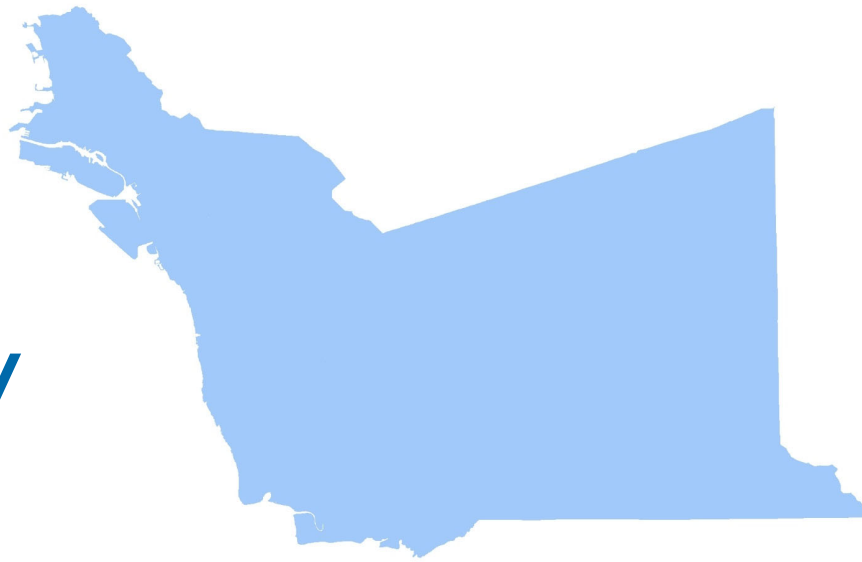
13



14

3

Safety

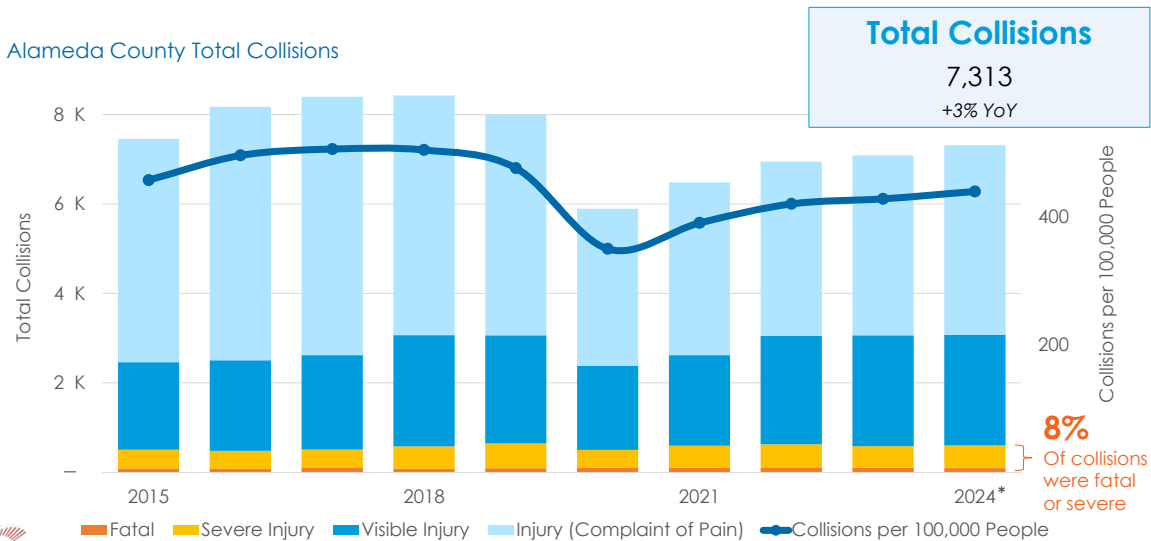


2025 Performance Report

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Traffic Collisions Rising in Alameda County

Alameda County Total Collisions



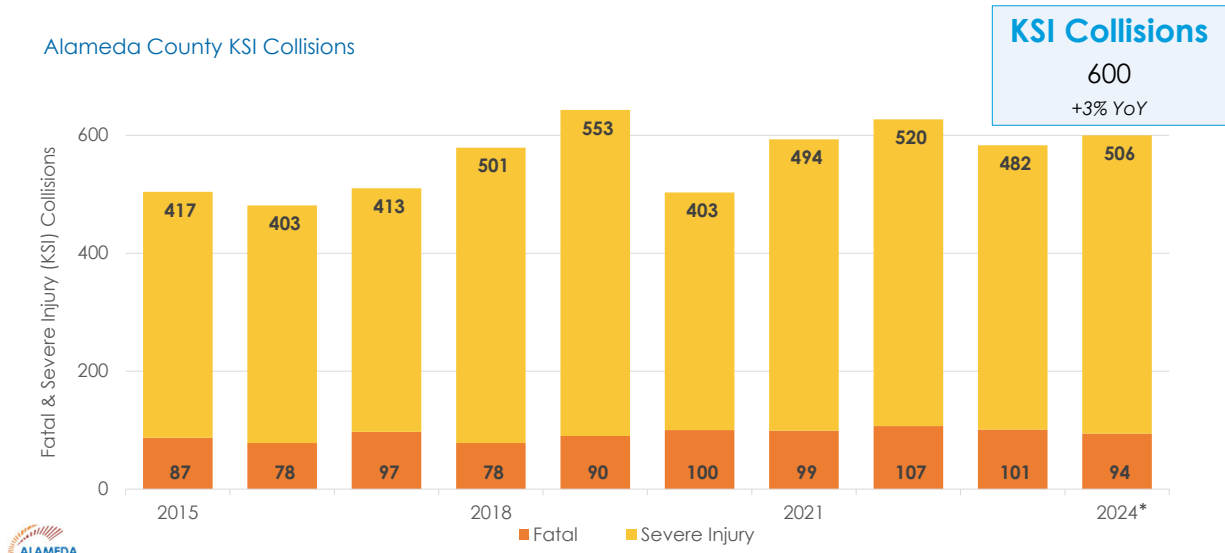
2025 Performance Report

Source: University of California, Berkeley SafeTREC, Transportation Injury Mapping System (TIMS), Alameda County, 2015-2024. *Provisional

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Fatal & Severe (KSI) Collisions Remain High

Alameda County KSI Collisions



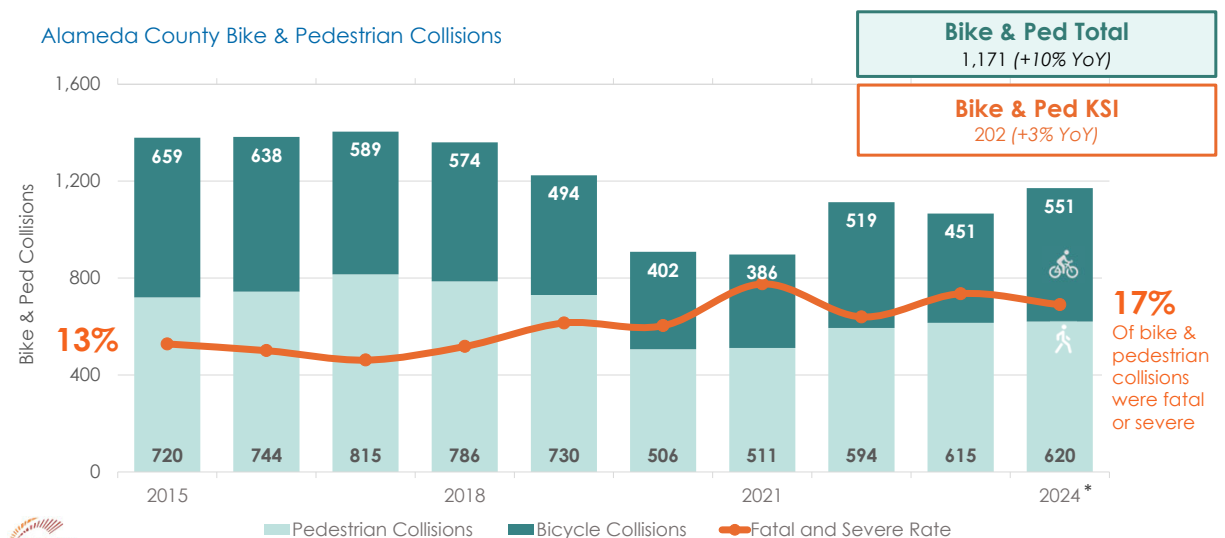
2025 Performance Report

Source: University of California, Berkeley SafeTREC, Transportation Injury Mapping System (TIMS), Alameda County, 2015-2024. *Provisional

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Sharp Rise in Bicycle Collisions

Alameda County Bike & Pedestrian Collisions



2025 Performance Report

Source: University of California, Berkeley SafeTREC, Transportation Injury Mapping System (TIMS), Alameda County, 2015-2024. *Provisional

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Transit Performance



2025 Performance Report

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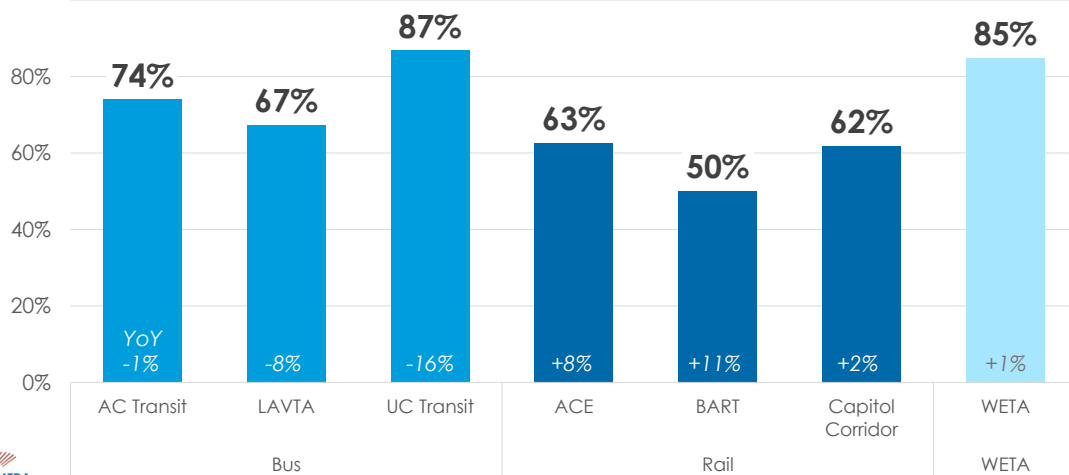
Ridership Recovery Continues

October 2025 Ridership as Share of Pre-Pandemic Levels

7 Operator FY25 Total

105.5 M Trips

+5% YoY



2025 Performance Report

Source: Total October Ridership, 2019-2025, Transit Agency Board Reports

20

Commuters Returning to Key BART Stations

October 2025 BART Ridership

BART Station	Avg. Weekday Ridership	YoY
Downtown Berkeley	7,260	+18%
West Oakland	4,210	+17%
Rockridge	3,190	+16%
19 th St Oakland	5,580	+14%
Castro Valley	1,420	+10%
Warm Springs/South Fremont	1,360	+10%
Dublin/Pleasanton	3,430	+9%

Tap and Ride
10%
Already used for
of all BART trips



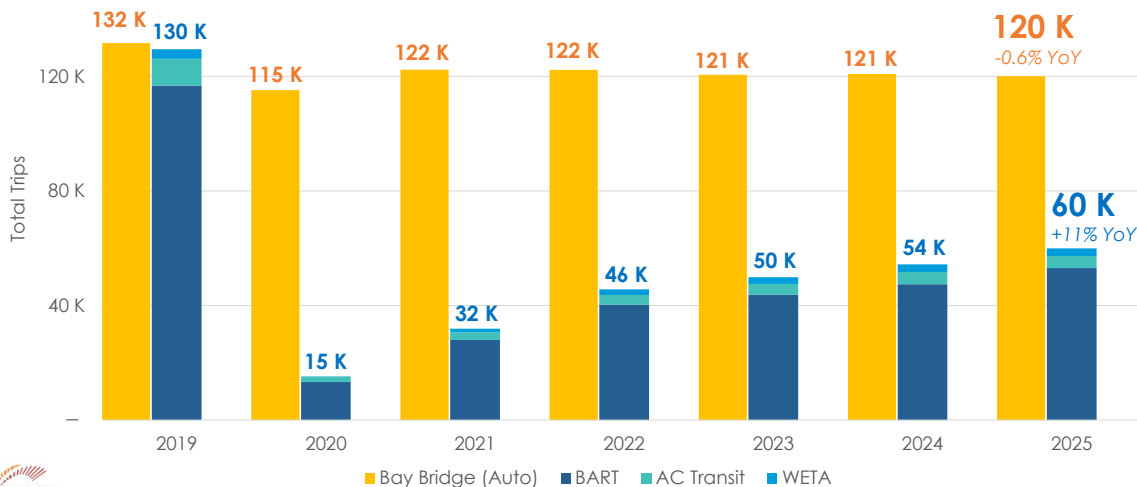
2025 Performance Report

Sources: October Ridership by Station, 2024-2025; BART Monthly Ridership Snapshot; MTC Regional Network Management Presentation, January 2025

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Oakland-SF Transbay Trips by Mode

October Average Weekday Westbound Trips



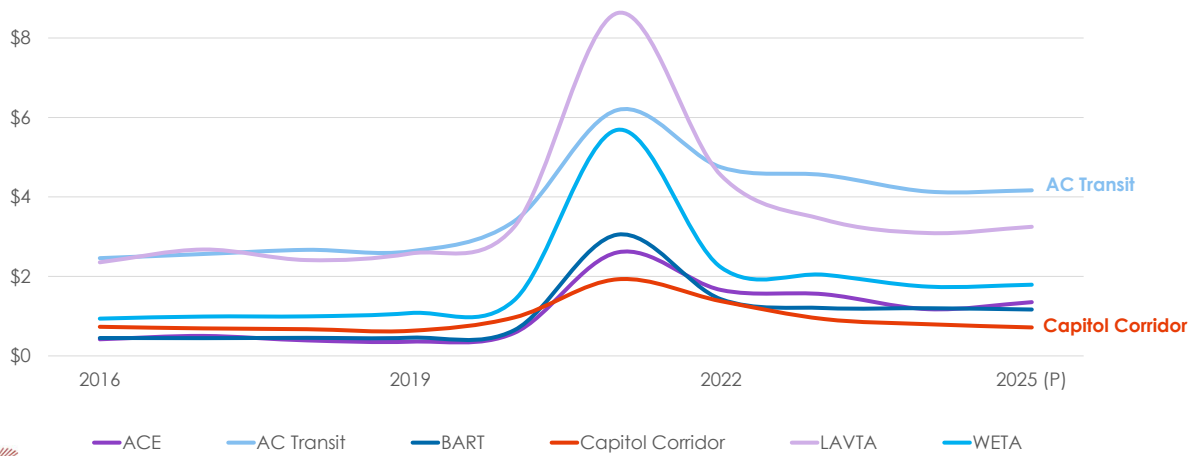
2025 Performance Report

Source: BATA, BART, AC Transit, WETA, 2025 October

22

Cost Efficiency Remains Stable

Operating Cost per Passenger Mile



2025 Performance Report

Source: National Transit Database (NTD), FY 2016-2025.
Note: FY2025 (P) data is provisional. UC Transit data not available.

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2025 In Review



2025 Performance Report

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Summary & Next Steps

2025 Key Findings

- Economy
 - Elevated office vacancy rates despite stable employment and decline in remote work
- Auto Travel
 - Rising auto travel contributing to increasingly widespread traffic congestion
- Safety
 - Concerning rise in bicyclist collisions given high severity rate for bikers and pedestrians
- Transit
 - Ridership recovery continues as commuters return

Next Steps

- Spring 2026: Auto & Transit Speed Monitoring
- Fall 2026: Active Transportation Count Program



Thank You!

Alameda County Transportation Commission • 1111 Broadway, Suite 800
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Memorandum

5.3

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DATE: March 2, 2026

TO: Planning, Policy, and Legislation Committee

FROM: Kristen Villanueva, Director of Planning and Programs
Denise Turner, Associate Program Analyst/Program Coordinator

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

Recommendation

It is recommended that the Commission approve and authorize the Executive Director or designee for the following actions related to the Alameda County Safe Routes to Schools (SR2S) program:

- Execute Amendment No. 2 to Professional Services Agreement A23-0009 with Toole Design Group to extend the term by 24 months from June 30, 2026 to June 30, 2028, with a budget increase of \$2,709,718.
- Execute Amendment No. 1 to Professional Services Agreement A23-0010 with Alta Planning and Design to extend the term by 24 months from June 30, 2026 to June 30, 2028, with a budget increase of \$3,399,279.
- Approve the programming and allocation of \$453,463 from the Measure BB Bicycle and Pedestrian Program (TEP-44) to fulfill the minimum match required for the \$3.5 million of federal One Bay Area Grant Cycle 4 (OBAG 4) funds, approved fall 2025.

Background

The Alameda County SR2S program promotes safe, active, and shared transportation choices as travel options for students, parents, caregivers, and school staff to travel to and from school. The program offers a wide variety of program elements to public elementary, middle, and high schools, currently serving over 300 schools throughout Alameda County.

The SR2S program relies on professional services consultant firms to implement the program. The two current contracts, approved by the Commission on May 25, 2023, cover a three-year initial term that began in Fiscal Year (FY) 23-24 and are due to expire on

June 30, 2026. The initial contracts include an option to extend for an additional 24 months, or two fiscal years (FY 26-27 and FY 27-28), for a total contract term of five years, consistent with Alameda CTC contracting policy. Given the two teams' successful implementation of program activities over the past three years, including expanding the program to over 300 schools and achieving meaningful participation at countywide and school-specific events, staff recommend continuation of the program through the available duration of the contracts. No major changes to the services provided by the program are proposed with these amendments, which will ensure uninterrupted continuation of professional services support, provide certainty for the smaller sub-contractors on the teams, and enable a seamless transition into the new federal funding cycle of OBAG 4.

Since 2013, the Alameda County SR2S Program has been funded primarily with federal OBAG funding received from the Metropolitan Transportation Commission (MTC). Typically, a portion of the Alameda County OBAG target fund estimate is reserved for the Alameda County SR2S program. In budgeting for the 2-year contract extensions, it was determined that a sufficient balance of OBAG 3 funding would remain from the base contract to cover the fourth year of the two contracts. In late 2025, the MTC and Alameda CTC Commissions approved the advance programming of \$3.5 million of OBAG 4 funding for the Alameda County SR2S Program, which will be used to fund the fifth year of the two contracts. This item recommends the Commission approve an additional \$453,463 in Measure BB Bicycle and Pedestrian Program (TEP-44) funds to fulfill the 11.47 percent minimum local match requirement for the federal OBAG 4 funding. Alameda CTC staff will return to the Commission later this spring with an update on the overall OBAG 4 program, including the programming schedule and fund estimate.

Alameda CTC staff negotiated the two contract amendments to provide the services necessary to complete the required scopes of work for the SR2S program:

- Amendment No. 2 to Professional Services Agreement A23-0009 with Toole Design Group to extend the term by 24 months from June 30, 2026 to June 30, 2028, with a budget increase of \$2,709,718 for an amended negotiated amount, not-to-exceed \$6,876,597. This agreement includes delivery of SR2S Student Education, Communications, Countywide Encouragement Events, Partnership and Outreach Services.
- Amendment No. 1 to Professional Services Agreement A23-0010 with Alta Planning and Design to extend the term by 24 months from June 30, 2026 to June 30, 2028, with a budget increase of \$3,399,279 for an amended negotiated amount, not-to-exceed \$8,851,592. This agreement includes delivery of SR2S Direct Student Safety Training, Program Evaluation, Engineering Technical Assistance and School Safety Assessments.

Additional SR2S program information and resources can be found on the program's [website](#) and the agency's [webpage](#).

Levine Act Statement: Toole Design Group and Alta Planning and Design and their respective subconsultants did not report any conflicts in accordance with the Levine Act.

Fiscal Impact

The fiscal impact for approving this item is \$6,108,997, which will be reflected in the agency budgets for FY 26-27 and FY 27-28. This amount includes \$453,463 from the Measure BB Bicycle and Pedestrian Program (TEP-44) approved in this item and \$5,655,534 of previously approved funding from federal and local sources.

Attachment:

- A. Safe Routes to Schools Program [Fact Sheet](#)