



Planning, Policy and Legislation Committee (PPLC) Meeting Agenda Monday, April 13, 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 March 9, 2026 Planning, Policy & Legislation Committee Meeting Minutes

Action

[4.1_PPLC_Minutes_20260309.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_20260413.pdf](#)

5. Regular Matters

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

Action

[5.1_PPLC_Legislative_Update_20260413.pdf](#)

- 5.2 2026 Countywide Transportation Plan Update

Information

[5.2_PPLC_CTP_Update_20260413.pdf](#)

[5.2_PPLC_CTP_Update_Presentation_20260413.pdf](#)

- 5.3 Approve Countywide Ramp Intersection Safety Plan Contract Award and Execution

Action

[5.3_PPLC_CRISP_Award_20260413.pdf](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:

May 11, 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, March 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 Commissioners McCarthy, Salinas and Tam.

Commissioner Bowen attended as the alternate for Commissioner Tam.

Subsequent to roll call:

Commissioner Bowen arrived during item 5.1.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the February 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 Haubert moved to approve the Consent Calendar. Commissioner Marchand seconded the motion. The motion passed with the following roll call vote:

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

No: None

Abstain: None

Absent: McCarthy, 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.

5.2 2025 Performance Report Update

Shannon McCarthy provided the Commission with an update on the 2025 Performance Report. This item was for information only.

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

Denise Turner recommended that the Commission approve a set of actions related to the Alameda County Safe Routes to Schools program.

Commissioner Haubert moved to approve the item. Commissioner Solomon seconded the motion. The motion passed with the following roll call vote:

- Yes: Bowen, Brown, Ezzy Ashcraft, Haubert, Hernandez, Jordan, Marchand, Salwan, Solomon*
- No: None*
- Abstain: None*
- Absent: McCarthy, Salinas*

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

There were two verbal staff reports.

8. Adjournment



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 6, 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 February 16, 2026 and March 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: April 6, 2026

TO: Planning, Policy and Legislation Committee

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

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

Recommendation

It is recommended that the Commission take a support position on Assembly Bill 1837 (AB 1837) introduced by Mark D. González to indefinitely authorize video enforcement of parking violations for transit and receive an update on the federal, state, regional and local legislative activities.

Summary

This item recommends that the Commission take a support position on AB 1837 (González), which indefinitely authorizes video enforcement of parking violations in transit-only lanes and at transit stops, including use of forward-facing cameras.

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

Budget: State revenues currently exceed the Governor's January projections, with December and January revenues coming in \$6 billion above forecast and February revenues meeting expectations. The Legislative Analyst's Office (LAO) has increased its 2025–26 outlook by \$8 billion, while other projections suggest revenues could exceed the Governor's forecast by \$15–\$40 billion over the two-year budget window. Given earlier constrained budget expectations, these revenue levels are positive news; however, the LAO cautions gains may

not be sustained. Top priorities for higher revenues based on discussions in Sacramento would likely include education and the state's Rainy Day reserve set asides.

Originally scheduled for early March, the Commission is now preparing for the annual legislative advocacy trip to Sacramento at the end of April. Discussions will continue to focus on advancing Alameda CTC priorities and strengthening relationships with decision-makers.

Legislation: February 20th was the last day to introduce bills. Nearly 1,800 bills were introduced, including 1,100 bills introduced in the last week alone. More than 600 spot bills, or placeholders, were introduced, allowing lawmakers to introduce specific legislation later in the session. Staff continues to evaluate bills and monitor developments related to the Alameda CTC Legislative Program and will bring updates to the Commission over the course of spring and summer. A number of bills introduced were related to ebikes, which has been of interest to the Commission. Staff are evaluating bills and monitoring which bills develop further, and will bring summaries and recommendations to the Commission as more details emerge.

Staff recommends the Commission take a support position on AB 1837, as detailed in Table 1 below.

Table 1. Recommended Bill Position

Bill	Summary	Analysis	Recommended Position
<u>AB 1837 (González, Mark D)</u> Video imaging of parking violations.	Would remove the expiration date of existing authorization allowing public transit operators to enforce forward parking violations in transit-only traffic lanes and transit stops through the use of video imaging. The current authorization is set to expire January 1, 2027.	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.	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

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 6, 2026

TO: Planning, Policy and Legislation Committee

FROM: Kristen Villanueva, Director of Planning and Programs
Colin Dentel-Post, Assistant Director of Planning

SUBJECT: 2026 Countywide Transportation Plan Update

Recommendation

It is recommended that the Commission receive an update on the 2026 Countywide Transportation Plan (CTP). This item is for information only.

Summary

Alameda CTC updates the CTP approximately every four to six years to respond to changing conditions and evaluate new opportunities and demands placed on the transportation system. The Policy Blueprint adopted by the Commission in 2024 serves as the foundation of the 2026 CTP, defining the goals and policy objectives that guide development of the strategies, near-term actions, and projects and programs included in the Plan.

This item provides updates on key elements of the CTP, including the list of projects and programs submitted for consideration by local jurisdictions, and draft implementation strategies and actions. After Commission input, staff will conduct final briefings and discussions with partner agencies; complete the required performance evaluation of the plan; return to the CTP Working Group comprised of community-based organizations for a final round of engagement; and release the Draft Plan for public input before finalizing it later this year.

Background

Alameda CTC prepares a CTP that establishes a vision and goals for the transportation system in Alameda County and identifies transportation project priorities and strategies to advance toward the vision and goals over time. The CTP is a long-range planning document that directly feeds into regional transportation plans produced by the Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG). Recommendations from CTPs also inform Alameda CTC's funding and legislative advocacy,

programming actions, capital project development, programs implementation and priorities for planning initiatives.

CTP Project and Program Submissions

One key element of the CTP is a list of transportation projects and programs that help implement the CTP and advance the vision and goals and policy objectives. Projects must be included in the CTP to be eligible to compete in the future for funding from Alameda CTC and for inclusion in the Regional Transportation Plan/Sustainable Communities Strategy. While simply being included in these plans does not guarantee funding, inclusion is a requirement to compete for many competitive funding sources as well as for various project approval actions.

Over the last year, Alameda CTC met extensively with local agency staff to discuss needs and priorities, and local jurisdictions submitted projects and programs for consideration for inclusion in the CTP. This process generated approximately 385 candidate submissions¹, including both projects and programs, which are bundles of smaller projects (\$3 million or less), longer-term concepts included in completed plans², or operational projects. Alameda CTC is currently reviewing the projects and programs submitted to evaluate how projects advance the policy objectives in the Commission-adopted Policy Blueprint and meet the needs identified through the community engagement and needs assessment elements of the CTP.

Attachment A presents the list of projects and programs submitted to Alameda CTC over the past year, organized by the following categories of submissions (listed in alphabetical order):

Bridges and Railway Crossings	Roadway Maintenance and Repair
Clean Transportation	Technology
Climate Adaptation and Resilience	Trails and Greenways
Goods Movement	Transit Capital Expansions
HOV and Express Lanes	Transit Operating & Maintenance Facilities
Interchange Modernizations	Transit Service Improvements
Multimodal Corridors	Transit Station Access and Modernization
Paratransit and Transit Pass	Transportation Demand Management

Staff will have additional discussions with sponsor agencies through the first half of this year to identify projects that best advance the Policy Blueprint and gaps and opportunities for future planning efforts, projects or programs. Staff will also work with local jurisdictions to ensure additional projects or programs initially not submitted or that need more detail or clarification are considered for inclusion in the final Draft Plan.

¹ The list of projects and programs included in Attachment A includes additional programmatic categories as well as candidate projects that were grouped together, resulting in a total number of projects and programs reflected in Attachment A that differs from the 385 candidate submissions.

² Costs to conduct studies or plans are not included in the CTP programs list.

CTP Implementation Plan: Strategies and Actions

The 2026 CTP will include a set of strategies and near-term actions for more specific planning, policy, and project implementation efforts. Attachment B presents an initial draft set of strategies and actions for consideration that would address priority needs across the CTP and the Countywide Active Transportation Plan (CATP). The strategies connect directly to objectives in the Policy Blueprint, whereas the proposed draft actions are near-term implementation actions. After Commission input and consultation with partner agencies, staff will refine the set of strategies and near-term actions and add timelines to each action.

Several of the actions would facilitate implementation of capital projects, with project development support, creation of a major project investment strategy, and coordinating funding advocacy for regional, state and federal sources. These are implementation areas that staff have heard from the Commission and partner agencies as needed to make measurable progress toward the ambitious vision of the CTP.

Next month, staff will return to the Commission to consider additional strategies and actions to address the key needs identified through the 2026 Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities (Paratransit Needs Assessment).

CTP Long-Term Assessment

Alameda CTC is required to comply with MTC guidelines for CTPs related to estimating the plan's performance metrics, in particular related to vehicle miles travelled and equity. The 2026 CTP will include a quantitative assessment of long-term changes in transportation outcomes from implementing the CTP's projects, programs and strategies. In addition, consistent with MTC's CTP guidelines, the evaluation will incorporate regionally-adopted land use and long-term transit priorities included in the region's Regional Transportation Plan/Sustainable Communities Strategy.

Next Steps

After Commission input, staff will: conduct final briefings and discussions with partner agencies; complete the required performance evaluation of the plan; return to the CTP Working Group comprised of community-based organizations for a final round of engagement; and release the Draft Plan for public input before finalizing later this year.

Fiscal Impact

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

Attachments:

- A. 2026 CTP Project and Program Submissions
- B. 2026 CTP Draft Implementation Plan

Projects Submitted for the 2026 CTP
 Projects sorted by category then by agency in alphabetical order
 Costs more than \$3 million

5.2A

Costs as of 9/2025 and subject to change

#	Project Name	Agency	Total Cost (\$, millions)
Bridges and Railway Crossings			
1	Rail Safety Enhancement Program (Near-term Phases A and B)	Alameda CTC	\$123
2	Powell Street Bridge Widening	City of Emeryville	\$50
3	UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	City of Fremont	\$13
4	UPRR Quiet Zones: Other Fremont Locations	City of Fremont	\$3
5	Central Avenue Overpass	City of Newark	\$70
6	Quiet Zones RR Crossing Improvements Project	City of Newark	\$10
7	UP At-Grade Crossing Safety Upgrades	City of Union City	\$5
8	I Street Railroad At-Grade Crossing Closure	City of Union City	\$5
Climate Adaptation and Resilience			
9	Bay Farm Island Northern Shoreline Adaptation Project	City of Alameda	\$22
10	Estuary Adaptation Project	City of Alameda	\$167
11	South Shore Beach Adaptation Project	City of Alameda	\$20
12	Neptune Drive Flood Protection and Bridge Repair Project	City of San Leandro	\$6
13	Oakland International Airport Perimeter Dike Improvement Project (Phase 2)	Port of Oakland	\$43
14	Doolittle Drive Flood Hazard Improvements (SR-61)	Port of Oakland/Caltrans	TBD
Goods Movement			
15	7th Street Grade Separation East	Alameda CTC	\$378
16	Oakland Army Base Infrastructure Improvements	City of Oakland	\$346
17	Adeline Street Bridge Replacement	City of Oakland/Caltrans	\$300
18	Arterial Roadway Improvements Project	Port of Oakland	\$21
HOV and Express Lanes			
19	I-680 Express Lanes: NB SR-84 to Alcosta (Phase 2)	Alameda CTC	TBD
20	Bay Bridge Forward Interstate 80 Westbound High Occupancy Vehicle and Bus Lane Extension Project	MTC	\$4
21	Bay Bridge Forward Interstate 580 Westbound High Occupancy Vehicle Lane Extension Project	MTC	\$7
22	Bay Bridge Forward: I-80 HOV Lane Access Restrictions	MTC	\$7
23	Bay Bridge Forward: I-80 Localized Transit Priority/HOV Strategies Project	MTC	\$5
Interchange Modernizations			
24	I-880/Whipple Rd./Industrial Pkwy SW Interchange Modernizations	Alameda CTC	\$220
25	I-880/Winton Avenue/A Street Interchange Modernization	Alameda CTC	\$68
26	I-580/I-680 Interchange Improvements	Alameda CTC	TBD
27	I-80/Ashby Avenue Interchange Modernization	Alameda CTC	\$157
28	SR-262 Safety and Interchange Improvements	Alameda CTC	\$76
29	University Avenue/I-80 Interchange Project	City of Berkeley	\$132
30	I-580 Interchange Improvements at Hacienda	City of Dublin	\$46
31	I-580/Fallon/El Charro Interchange Modernization (Phase 2)	City of Dublin	\$53
32	Auto Mall Parkway Improvements Near I-680	City of Fremont	\$80
33	I-680/Mission Boulevard (North) Interchange Modernization	City of Fremont	\$40
34	I-680/Washington Boulevard Interchange Modernization	City of Fremont	\$35
35	I-880/Decoto Road Interchange Modernization	City of Fremont	\$33
36	Rt 92/Clawiter/Whitesell Interchange Modernization	City of Hayward	\$40
37	I-580 Greenville Road Interchange Improvements	City of Livermore	\$100
38	I-580 SR-84/Isabel Interchange Improvements Phase 2	City of Livermore	\$30
39	I-580/First Street Interchange Modernization	City of Livermore	\$60
40	I-580/Vasco Road Interchange Modernization	City of Livermore	\$120
41	42nd Avenue & High Street I-880 Access Improvements	City of Oakland	\$29
42	I-680 Overcrossing Widening and Improvements at Stoneridge Drive	City of Pleasanton	\$19
43	I-680 Sunol Interchange Modernization	City of Pleasanton	\$27
44	Santa Rita Road I-580 Overcrossing Widening	City of Pleasanton	\$11
45	I-880/Alvarado-Niles Interchange Multimodal Modifications	City of Union City	\$20
46	Whipple Road Multimodal Corridor Project	City of Union City	\$26
47	Bay Bridge Forward I-80 Powell Street Interchange Transit Access Improvements Project	MTC	\$4
Multimodal Corridors			
48	Foothill Blvd Corridor Improvements	AC Transit	\$22
49	Fruitvale Ave. Corridor Short Term Improvements	AC Transit	\$5
50	Grand Avenue Corridor Bus Lanes	AC Transit	\$57
51	Shattuck Ave./Martin Luther King Jr. Way Corridor	AC Transit	\$80
52	International Boulevard Transit Lane Delineation	AC Transit	\$4
53	Castro Valley Boulevard Corridor Improvements	ACPWA	\$12
54	Castro Valley Boulevard Streetscape Improvement Phase II	ACPWA	\$13
55	Center Street Corridor Improvement Project	ACPWA	\$15
56	Crow Canyon Road Roundabouts	ACPWA	\$13
57	Crow Canyon Road Safety Improvements	ACPWA	\$4
58	Hesperian Boulevard (Phase 2)	ACPWA	\$15
59	Patterson Pass Road Safety Improvements	ACPWA	\$7
60	Redwood Road Corridor Improvement Project	ACPWA	\$14

Projects Submitted for the 2026 CTP
 Projects sorted by category then by agency in alphabetical order
 Costs more than \$3 million

Costs as of 9/2025 and subject to change

#	Project Name	Agency	Total Cost (\$, millions)
61	Tesla Rd. Safety Improvements (Phase 1)	ACPWA	\$42
62	East Bay Greenway (Phase 1): Bayfair Drive to 162nd Avenue	ACPWA	\$8
63	Tesla Road Safety Improvements Phase II	ACPWA	\$7
64	Vasco Road Safety Improvement Phase II	ACPWA	\$27
65	San Pablo Avenue Corridor: Bus/Bike Lanes	Alameda CTC	\$255
66	San Pablo Avenue Corridor: Multimodal Corridor Improvements - Safety Enhancements	Alameda CTC	\$33
67	San Pablo Avenue Corridor: Multimodal Corridor Improvements - Parallel Bike	Alameda CTC	\$17
68	5th Street Safety Project	City of Alameda	\$3
69	Bike and Ped improvements on commercial corridors: Park St and Webster St	City of Alameda	\$9
70	Clement Ave. and Tilden Way Complete Streets	City of Alameda	\$14
71	Fernside Blvd Traffic Calming & Bikeways	City of Alameda	\$20
72	Grand Street Safety Improvements	City of Alameda	\$16
73	Lincoln Avenue/Marshall Way Safety Improvements	City of Alameda	\$24
74	Neighborhood Greenways	City of Alameda	\$10
75	Willie Stargell Complete Street Corridor	City of Alameda	\$18
76	Buchanan Streetscape	City of Albany	\$10
77	Solano Avenue Streetscape Improvement Project	City of Albany	\$50
78	Ashby Avenue Complete Streets Corridor	City of Berkeley	\$7
79	Center Street Plaza Project	City of Berkeley	\$3
80	Gilman Street Complete Streets Corridor	City of Berkeley	TBD
81	Shattuck Avenue Complete Streets Corridor	City of Berkeley	\$15
82	Heinz Bicycle Boulevard	City of Berkeley	TBD
83	Derby Street Bicycle Boulevard	City of Berkeley	TBD
84	Sacramento Street High Priority Pedestrian and Bicycle Crossings Project	City of Berkeley	\$5
85	Telegraph Ave Pedestrian and Transit Mall	City of Berkeley	\$30
86	Adeline Street Corridor Transportation Improvements	City of Berkeley	TBD
87	Telegraph Avenue Multimodal Corridor	City of Berkeley	TBD
88	Martin Luther King Jr Way Complete Streets Corridor	City of Berkeley	\$6
89	University Avenue Complete Streets Corridor	City of Berkeley	\$4
90	Oxford Street Complete Streets Corridor	City of Berkeley	\$25
91	Claremont Avenue Complete Streets Corridor	City of Berkeley	\$12
92	Dublin Blvd. - North Canyons Pkwy Extension	City of Dublin	\$127
93	Fallon Road Widening Project	City of Dublin	\$18
94	Tassajara Road Realignment	City of Dublin	\$38
95	Tassajara Road Widening from N. Dublin Ranch Drive to Quarry Lanes	City of Dublin	\$15
96	40th Street Transit-Only Lanes and Multimodal Enhancements	City of Emeryville	\$33
97	Kato Road Complete Street	City of Fremont	\$10
98	Mowry Ave. Complete Streets	City of Fremont	\$30
99	Peralta Ave. Complete Streets	City of Fremont	\$20
100	Vargas Road Safety Improvements	City of Fremont	\$5
101	Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA	City of Fremont	\$4
102	Decoto Road Complete Street: I-880 to Paseo Padre Parkway	City of Fremont	\$39
103	Fremont Boulevard Complete Street in Downtown and Irvington PDAs	City of Fremont	\$13
104	Fremont Boulevard Complete Streets in Warm Springs PDA	City of Fremont	\$20
105	A St/B St Safety/Complete Streets	City of Hayward	\$50
106	Downtown Safe Streets	City of Hayward	\$48
107	Hayward Blvd Multi-modal Project	City of Hayward	\$3
108	Hesperian Safe Streets	City of Hayward	\$38
109	Jackson St Safe Streets	City of Hayward	\$14
110	Mission Blvd Safe Streets	City of Hayward	\$44
111	Tennyson Rd. Corridor PDA Complete Streets	City of Hayward	\$27
112	Thornton Avenue Complete Streets Corridor	City of Newark	\$15
113	18th Street Bikeway	City of Oakland	\$3
114	7th Street Connection Project	City of Oakland	\$32
115	7th Street Paving Improvement Project	City of Oakland	\$4
116	8th Street Corridor Improvements Project	City of Oakland	\$22
117	9th Street Complete Streets Project	City of Oakland	\$3
118	Calm East Oakland Streets	City of Oakland	\$22
119	East 12th Street Bikeway	City of Oakland	\$16
120	Embarcadero West Rail Safety and Access Improvements	City of Oakland	\$59
121	Foothill Blvd Complete Streets Paving Project	City of Oakland	\$3
122	Franklin Street Paving Improvement Cycletrack Project	City of Oakland	\$17
123	Grand Avenue Complete Streets Paving Project	City of Oakland	\$15
124	HSIP 10 14th Street Pedestrian Crossing Improvements and Road Diet	City of Oakland	\$3
125	HSIP 10 98th Avenue	City of Oakland	\$3
126	HSIP 10 Systemic Improvements	City of Oakland	\$3
127	HSIP 11 Major Crossing Improvements	City of Oakland	\$3
128	Lake Merritt to Bay Trail Connection / 5th Avenue Complete Streets	City of Oakland	\$13
129	LAMMPS Phase II & Phase III	City of Oakland	\$25
130	Martin Luther King Jr Way Streetscape Improvements	City of Oakland	\$41

#	Project Name	Agency	Total Cost (\$, millions)
131	MacArthur Smart City Corridor Phase 2	City of Oakland	\$13
132	Martin Luther King Jr Way Complete Streets Project	City of Oakland	\$13
133	Upper Telegraph Avenue Paving Complete Streets Project	City of Oakland	\$15
134	2nd Street Transit Hub & Bike Lane Connection	City of Oakland	\$10
135	Broadway Streetscape Improvements	City of Oakland	\$37
136	East Bay BRT Corridor Pedestrian Safety Improvements	City of Oakland	\$25
137	Foothill Road Complete Streets	City of Pleasanton	\$8
138	I-580 Overcrossing Bicycle and Pedestrian Improvements	City of Pleasanton	\$3
139	West Las Positas Bike Corridor Improvements	City of Pleasanton	\$6
140	Extension of El Charro Road from Stoneridge Drive to Stanley Blvd	City of Pleasanton	\$116
141	Cross Town Class IV Corridors and Williams St. Pedestrian Improvements	City of San Leandro	\$48
142	Doolittle Drive Streetscape	City of San Leandro	\$15
143	Downtown San Leandro Pedestrian Lighting & Streetscapes	City of San Leandro	\$8
144	Fairway Drive Traffic Calming Project	City of San Leandro	\$3
145	Hesperina Class IV Bikeway Gap Closure Project	City of San Leandro	\$8
146	MacArthur Blvd Roundabout	City of San Leandro	\$7
147	Marina Boulevard Streetscape	City of San Leandro	\$13
148	Mission Blvd (SR 238) "Complete Street" Project	City of Union City	\$20
149	Quarry Lakes Parkway (Segment 5)	City of Union City	\$146
150	Quarry Lakes Parkway (Segments 1-2)	City of Union City	\$122
151	Quarry Lakes Parkway (Segments 3-4)	City of Union City	\$216
152	Union City Blvd. Complete Streets	City of Union City	\$10
153	Alvarado-Niles Road Rehab and Multimodal Corridor	City of Union City	\$20
154	7th Street Infrastructure Improvements	City of Union City	\$3
155	West Oakland Link Phase 1	MTC	\$64
156	West Oakland Link Phase 2	MTC	\$40
Roadway Maintenance and Repair			
157	Airway Blvd Culvert Replacement	City of Livermore	\$15
158	Lake Chabot Road Stabilization Project	City of San Leandro	\$5
Technology			
Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) Technology Upgrade			
159	Upgrade	AC Transit	\$34
160	Enterprise Asset Management Software Upgrade	AC Transit	\$6
161	Traffic Signal Modernization & Interconnect Project	City of Newark	\$10
162	Bay Bridge Forward: Smart Transbay Transit	MTC	TBD
163	I-880 Optimized Corridor Operations	MTC	\$3
Trails and Greenways			
164	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project	ACPWA	\$77
165	Niles Canyon Trail (Phase 1)	ACPWA	\$32
166	Niles Canyon Trail (Phase 2)	ACPWA	\$31
167	San Lorenzo Creek Trail Project	ACPWA	\$29
168	East Bay Greenway (Phase 1): Lake Merritt BART to Bayfair BART	Alameda CTC	\$197
169	East Bay Greenway (Phase 1): Bayfair BART to South Hayward BART	Alameda CTC	\$3
170	East Bay Greenway (Phase 2): Urban Trail	Alameda CTC	\$501
171	Bay Farm Bike Bridge Access Upgrades/Bay Trail Adaptation	City of Alameda	\$4
172	Oakland-Alameda Estuary Bridge	City of Alameda	\$303
173	Pierce-Cleveland Bikeway Connection	City of Albany	\$6
174	Greenway and Mandela Connector	City of Emeryville	\$5
175	Dumbarton to Quarry Lakes Trail	City of Fremont	\$35
176	East Bay Greenway (Reach 6): Innovation District to Bay Trail	City of Fremont	\$85
177	East Bay Greenway: Irvington BART Station Area	City of Fremont	\$15
178	Grimmer Greenway Trail: Central Park to Fremont Boulevard	City of Fremont	\$5
179	Grimmer to Pacific Commons Trail	City of Fremont	\$55
180	Mission Creek Trail Gap Closure: Palm Avenue to Mission Boulevard	City of Fremont	\$6
181	Sabercat Trail: Irvington BART to Ohlone College	City of Fremont	\$70
182	Shinn Trail Connection to Niles	City of Fremont	\$15
183	Eden Greenway Active Trans Corridor	City of Hayward	\$220
184	Livermore Iron Horse Trail	City of Livermore	\$5
185	66th Avenue Coliseum BART to Bay Trail Project	City of Oakland	\$25
186	73rd Avenue Active Routes to Transit	City of Oakland	\$44
187	85th Avenue Pedestrian and Bicyclist Path	City of Oakland	\$13
188	Bancroft Avenue Greenway	City of Oakland	\$24
189	Oakland Waterfront Promenade: Bay Trail Gap Closure	City of Oakland/ Port of Oakland	TBD
190	Iron Horse Trail Improvements	City of Pleasanton	\$13
191	San Leandro Creek Trail	City of San Leandro	\$41
192	Shoreline Park Project	City of San Leandro	\$40
193	Station District Pedestrian Bridge	City of Union City	\$30
Transit Capital Expansions			

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#	Project Name	Agency	Total Cost (\$, millions)
194	South Bay Connect	CCJPA	\$465
195	Berkeley-San Francisco Ferry	City of Berkeley/SF Bay Ferry	\$119
196	Irvington BART Station	City of Fremont	\$300
197	Bayside TOD PDA Transit Station and Pedestrian Overcrossing	City of Newark	\$15
198	Redwood City-Oakland Ferry	SF Bay Ferry	\$54
199	Altamont Corridor Vision (ACE)	SJRRRC	\$2,510
200	Valley Link	TVSJVRRA	\$2,065
Transit O&M Facilities			
201	Division 4 Replacement (Phase 1)	AC Transit	\$30
202	Hayward Maintenance Complex (Phase 1)	BART	\$415
203	Operations Control Center (OCC) Modernization	BART	\$145
204	Atlantis O&M Facility	LAVTA	\$87
205	Union City Transit Facility Upgrades	Union City Transit	\$20
Transit Service Improvements			
206	BART Core Capacity	BART	\$4,760
207	Oakland Alameda Water Shuttle	City of Alameda	\$6
208	ACE Medium-Term Service Increases	SJRRRC	\$883
Transit Station Access and Modernization			
209	Bay Fair Connection	BART	\$236
210	Dublin/Pleasanton BART Station Active Access Improvements	BART	\$17
211	West Oakland TOD	BART	TBD
212	Fremont BART Station Modernization	City of Fremont	\$8
213	Isabel/Valley Link Multimodal Improvements	City of Livermore	\$40
214	S. Front/Valley Link Multimodal Improvements	City of Livermore	\$40
215	Coliseum City Transit Hub/Coliseum City infrastructure	City of Oakland	\$230
216	San Leandro BART Station Area Safety Improvements	City of San Leandro	\$6
217	Union City BART Mobility Hub	City of Union City	\$6
218	Union Landing Transit Center Modifications	Union City Transit	\$5

#	Program Name	Agency
Bridges and Railway Crossings		
1	Right-of-Way Safety Improvement Program	CCJPA
2	Railroad Grade Separations - Oakland	City of Oakland
3	Railroad Grade Separations - San Leandro	City of San Leandro
Clean Transportation		
4	Zero Emission Bus Maintenance Bay Upgrades	AC Transit
5	Zero Emission Bus Fueling and Charging Infrastructure Equipment and Construction	AC Transit
6	Hydrogen Fuel Cell Powered Port Equipment	CTE/Port of Oakland
7	Port of Oakland and UPS transition to Battery Electric Trucks	Port of Oakland
8	Port Wide EV Readiness Program (Aviation)	Port of Oakland
9	Airport Electric Shuttle Bus Fleet & Facility	Port of Oakland
10	Green Power Microgrid	Port of Oakland
11	Transforming the Port of Oakland to Zero Emissions	Port of Oakland
12	Electrification of Materials and Equipment Transport	Port of Oakland
13	Powering Progress: Electrification of Materials and Equipment Transport at the Port of Oakland	Port of Oakland
14	Central Bay O&M Expansion and Electrification	SF Bay Ferry
15	Alameda Main St. Electrification	SF Bay Ferry
16	Oakland Terminal Modernization	SF Bay Ferry
17	Harbor Bay Terminal Modernization	SF Bay Ferry
18	Seaplane Lagoon Electrification	SF Bay Ferry
Climate Adaptation and Resilience		
19	BART Adaptation, Resilience, and Sustainability Investments	BART
20	Citywide Green Infrastructure and Stormwater Management Program	City of Alameda
21	Climate Action and Resiliency Plan Implementation	City of Alameda
22	Green Stormwater Infrastructure Implementation Plan	City of Dublin
23	Climate Action Plan Implementation	City of Emeryville
24	Green Infrastructure Projects Program	City of Emeryville
25	Lindsay Tract Green Infrastructure and Storm Drain Improvements	City of Newark
26	Green Stormwater Infrastructure in Transportation Program	City of Oakland
27	Climate Adaptation Planning for Neighborhood-led Resiliency	City of Oakland/Port of Oakland
28	Green Infrastructure Improvements	City of San Leandro
29	Sea Level Rise	City of San Leandro
30	Stormwater Trash Capture Device Installation Project	City of San Leandro
Goods Movement		
31	Goods Movement Improvements Program	City of Oakland
32	Inner & Outer Harbor Turning Basins Widening	Port of Oakland
33	Oakland Alameda Estuary Marine Debris Removal and Regional Stewardship Project	Port of Oakland
34	Seaport Near & On-Dock Rail Enhancements	Port of Oakland
35	Powering the Future (2021)	Port of Oakland
36	Wharf Infrastructure Modernization	Port of Oakland
37	Terminal Modernization Project	Port of Oakland
Multimodal Corridors and Programs		
38	Delay Hotspot Correction Program	AC Transit
39	Alameda County Pedestrian, Bicycle and Trail Master Plan Implementation Program	ACPWA
40	Safe Routes to School	Alameda CTC
41	Active Transportation Plan Implementation	City of Alameda
42	Citywide Roundabout Implementation	City of Alameda
43	Vision Zero Action Plan Implementation	City of Alameda
44	Bus Infrastructure: Bus Stop Improvements (TCP #3), Transit Signal Priority (TCP #10), Westline Drive Bus Lane (TCP #17), Alameda Point Bus Rapid Transit (TCP #19) and Bikes in Buses through Posey Tube (TCP #31)	City of Alameda
45	Active Transportation Program	City of Albany
46	Accessible Protected Bike Lane Streets	City of Berkeley
47	Citywide Bike Boulevard/Major Street Intersections Project	City of Berkeley
48	Street Trauma Prevention Program Implementation - Traffic Calming and Emergency Response Times	City of Berkeley
49	Vision Zero Action Plan Implementation	City of Berkeley
50	Complete Streets, Vision Zero, & Transit Corridor Studies and Implementation	City of Berkeley
51	Downtown Dublin Streetscape Plan Implementation	City of Dublin
52	Dublin Bicycle and Pedestrian Plan Implementation	City of Dublin
53	Local Roadway Safety Plan Implementation	City of Dublin

#	Program Name	Agency
54	SR2S Improvements	City of Dublin
55	Bicycle and Pedestrian Plan Implementation	City of Emeryville
56	Powell Street Traffic Safety Improvements	City of Emeryville
57	Active Transportation Infrastructure Maintenance	City of Fremont
58	Citywide Active Transportation Improvements	City of Fremont
59	Citywide ADA Sidewalk and Intersection Improvements	City of Fremont
60	Bicycle and Pedestrian Master Plan	City of Hayward
61	Local Road Safety Plan	City of Hayward
62	Safe Routes to Schools	City of Hayward
63	Speed Management Plan	City of Hayward
64	Livermore Bicycle, Pedestrian & Active Transportation Plan	City of Livermore
65	City of Newark Active Transportation Plan	City of Newark
66	Citywide Bicycle Master Plan Implementation	City of Newark
67	Citywide Pedestrian Master Plan implementation	City of Newark
68	Safe Route to Schools Improvements Program	City of Newark
69	ADA 30-Year Curb Ramp Transition Plan	City of Oakland
70	Bike Plan Priority Corridors	City of Oakland
71	City-Wide Bike Plan Implementation Program	City of Oakland
72	Complete Streets Paving Infrastructure Program	City of Oakland
73	Implementation Program for Citywide Safe Routes to Schools and Traffic Calming Improvements	City of Oakland
74	Oakland 2024 High Injury Network Corridor Improvements	City of Oakland
75	Pedestrian Plan Implementation & Stairs/Paths Program	City of Oakland
76	Quick-Build Program	City of Oakland
77	Undercrossing Improvements Program	City of Oakland
78	City of Oakland Capital Improvement Program (CIP) - Priority Unfunded List	City of Oakland
79	Downtown Oakland Specific Plan (DOSF) Mobility Implementation Projects	City of Oakland
80	East Oakland Community Based Transportation Plan (EOMAP) / East Oakland Neighborhoods Initiative (EONI) Plan Area Projects	City of Oakland
81	Grand Ave Mobility Plan Implementation	City of Oakland
82	Hegenberger Road Complete Streets Plan	City of Oakland
83	Oakland Chinatown Complete Streets Improvements	City of Oakland
84	Oakland Complete Streets Program	City of Oakland
85	West Oakland Community Based Transportation Plan Area Projects	City of Oakland
86	West Oakland, Jack London District, and Downtown Oakland Connectivity Projects	City of Oakland
87	Transit Action Strategy / Transit Capital Program	City of Oakland / AC Transit
88	City of Pleasanton Bicycle and Pedestrian Master Plan	City of Pleasanton
89	City of Pleasanton Travel Action Plan	City of Pleasanton
90	Citywide Bicycle and Pedestrian Plan & Sidewalk Program Implementation	City of San Leandro
91	Local Street Rehabilitation and Complete Streets Implementation including Green Streets Infrastructure	City of San Leandro
92	2035 General Plan Traffic Circulation Improvements	City of San Leandro
93	San Leandro Street Circulation and Capacity Improvements	City of San Leandro
Paratransit and Transit Pass Programs		
94	Mobility for Seniors and People with Disabilities - Paratransit	Alameda CTC
95	Student Transit Pass Program	Alameda CTC
96	BART Means-Based Fare Discount Program	BART
97	Free Bus Pass Program for Seniors and People with Disabilities	City of Alameda
98	LAVTA Wheels Access Mobility Management	LAVTA
99	Para-Taxi Operations	LAVTA
100	Regional Paratransit Trip Booking (RPTB) Demonstration Project	MTC
Roadway Maintenance and Repair		
101	Estuary Bridges Maintenance and Repairs	ACPWA
102	Railroad Crossing Annual Maintenance	ACPWA
103	Sidewalk Repair Program	ACPWA
104	Citywide Streetlight Renewal	City of Albany
105	Marin Pavement & Curb Ramp Rehabilitation	City of Albany
106	Annual Sidewalk Rehabilitation Program	City of Albany
107	Annual Street Rehabilitation Program	City of Albany
108	Dublin's Annual Street Resurfacing	City of Dublin
109	Citywide Pavement Rehabilitation	City of Fremont
110	Annual Pavement Maintenance	City of Livermore
111	Bridge Rehabilitation	City of Livermore
112	City Local Bridge Seismic Evaluation	City of Livermore

#	Program Name	Agency
113	Annual Pavement Rehabilitation Program	City of Newark
114	Annual Sidewalk, Curb, & Gutter Rehabilitation Program	City of Newark
115	Citywide Bridge Retrofit & Preventive Maintenance Program	City of Oakland
116	City-Wide Paving Program	City of Oakland
117	Citywide Sidewalk Repairs	City of Oakland
118	Bridge Maintenance Program	City of San Leandro
119	Stormdrain Maintenance and Repair Program	City of San Leandro
Technology		
120	All Door Boarding Pilot Program	AC Transit
121	New Technologies and Innovations	City of Alameda
122	Multimodal Corridor Signal Interconnect & Transit Signal Priority Upgrades	City of Berkeley
123	City-wide Traffic Signal Modernization	City of Dublin
124	Technology Enhancements to connect arterials with freeways for Connected and autonomous vehicles	City of Dublin
125	Traffic Signal Modernization Program	City of Emeryville
126	Citywide Traffic Signal Modernization	City of Fremont
127	Signal Master Plan	City of Hayward
128	City-Wide Traffic Signal System Management	City of Oakland
129	Speed Camera Program Expansion	City of Oakland
130	City of Pleasanton Automated Traffic Signal Performance Expansion	City of Pleasanton
131	Traffic Signal Modernization	City of San Leandro
132	Annual Cloud-Based TSP Software License	LAVTA
133	AVL System Upgrade	LAVTA
Trails and Greenways		
134	Village Greens and Greenways	City of Emeryville
135	City-Wide Bay Trail Network	City of Oakland
136	City of Pleasanton Trails Master Plan	City of Pleasanton
137	Shoreline Bay Trail Maintenance and Improvement Program	City of San Leandro
Transit O&M Facilities		
138	Facility Campus State of Good Repair Program	AC Transit
139	Operator Restroom Planning and Construction	AC Transit
140	Service Critical Infrastructure Program	AC Transit
141	BART Core Infrastructure and Systems Investments	BART
142	BART Fleet and Maintenance Facility Investments	BART
143	Replacement Fleet Program	Union City Transit
144	Replacement Fleet Program – 35-foot CNG Fixed-Route Vehicles	Union City Transit
Transit Service Improvements		
145	Intra East Bay Express Bus Service	AC Transit
146	Fremont, Newark and Hayward Service Improvements	AC Transit
147	Bus Service (AC Transit) - Increased Service and Frequencies	City of Alameda
148	Water Shuttle Operations	City of Alameda
149	Alameda/Oakland Ferry Frequency Increase	SF Bay Ferry
150	Harbor Bay Ferry Frequency Increase	SF Bay Ferry
151	Oakland Alameda Water Shuttle Operations	SF Bay Ferry
152	Seaplane Frequency Increase	SF Bay Ferry
153	SSF Frequency Increase	SF Bay Ferry
Transit Station Access and Modernization		
154	Bus Stop Improvement Program	AC Transit
155	BART Stations and Access Investments	BART
156	Transit Stop Amenities	City of Berkeley
157	Go Tri-Valley Program Operations	LAVTA
158	LAVTA First-Mile/Last-Mile Microtransit Program	LAVTA
159	LAVTA Systemwide Passenger Facilities Rehabilitation and Enhancement	LAVTA
160	Airport Way Finding Signage	Port of Oakland
Transportation Demand Management Programs		
161	Alameda CTC Transportation Demand Management Program	Alameda CTC
162	Transportation Demand Management: Transit Pass Expansion (TCP #4), Public/Private Partnerships (TCP #12), TDM Ordinance (TCP #29) and Citywide TMA (TCP #32)	City of Alameda
163	Citywide Bicycle Parking	City of Berkeley
164	Parking Management Program	City of Hayward
165	City-Wide Parking Management & Mobility Program	City of Oakland

2026 CTP Implementation Plan: Draft Strategies and Actions

This Attachment presents an initial set of draft strategies and actions that would address priority needs across the Countywide Transportation Plan (CTP) and the Countywide Active Transportation Plan (CATP). The strategies connect directly to objectives in the Policy Blueprint whereas the proposed draft actions are near-term implementation actions.

Additional strategies and actions to address the key needs identified through the 2026 Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities (Paratransit Needs Assessment) are not yet included in this table. Those strategies and actions will be added in advance of the final Draft Plan.

Major Need: Improve Equitable Access to Transit and Destinations	
Draft Strategies	Draft Actions
Facilitate capital project delivery that removes barriers	Draft a strategic advancement and investment plan for highest priority medium-scale projects (e.g. more than \$25 million) that address priority areas and remove barriers to safe, active travel Develop a freeway ramp safety and multimodal connectivity program that identifies projects, including quick implementation/low cost and longer term/higher cost for all highway ramps in the County. (underway with Countywide Ramp Intersection Safety Plan)
Implement a complete countywide active transportation network	Identify priority Countywide Bikeways Network (CBN) and Three Major Trail segments and develop collaborative action plans with local agencies to advance design and implementation of projects on priority segments
Invest in multimodal corridors to deliver effective transit	Work with MTC, Transit Operators, and jurisdictions to collaboratively define the Transit Priority Network for Alameda County Develop a program of multimodal corridor studies that identify priority transit, active transportation, and safety treatments on multi-jurisdictional arterials on the Transit Priority Network and strategies to implement them

Major Need: Improve Equitable Access to Transit and Destinations	
Draft Strategies	Draft Actions
Enhance affordable transportation options	Evaluate long-term sustainability of the countywide Student Transit Pass Program and explore opportunities to expand affordable access to transit for youth Facilitate coordination between employers and transit operators to expand employer-supplied transit benefits, reducing cost barriers for workers and supporting sustainable transit ridership and funding Expand Transportation Demand Management offerings to include transit incentives along Express Lane corridors, around major transit hubs, and with major employers Expand community and youth access to affordable transportation, including bicycles and transit
Advance and prioritize community-identified projects for vulnerable and historically underserved communities	Develop specific implementation plans for the current Community-Based Transportation Plans (CBTPs) in Alameda County Continue to include robust engagement with and led by community-based organizations as a standard agency practice and explore opportunities for ongoing collaboration with CTP Working Group partners Support funding and development for priority actions from all CBTPs countywide through regional funding and technical assistance

2026 CTP Implementation Plan: Draft Strategies and Actions

Major Need: Reduce Speeding	
Draft Strategies	Draft Actions
Design for safe target speeds	Revise and expand Commission's All Ages and Abilities policy to be a Safe System Approach policy that informs programming of competitive capital grants and includes safety principles for all road users and speed management Advocate for expanded legislative authority to allow jurisdictions implement automated speed enforcement, focusing on countywide and local high injury networks; facilitate technical support and information exchange Fund and/or conduct before-and-after studies on major projects to assess the effectiveness of updated roadway designs on reducing speeds
Upgrade traffic signals for safety and reliability	Develop a smart signal standard and pilot smart signal technology on 1 to 2 multi-jurisdictional arterials to implement consistent speed management and safety data gathering
Advance the safe system approach	Review city Local Road Safety Plans (LRSP) for Safe System Approach techniques and recommend ways to incorporate speed reduction and rapid response; consider potential benefits of a countywide LRSP Continue to invest in safety education and encouraging safe, active travel habits for students at all grade levels in Alameda County through the Safe Routes to Schools program

2026 CTP Implementation Plan: Draft Strategies and Actions

Major Need: Protect Vulnerable Road Users	
Strategy	Action
Prioritize improvements on the High-Injury Network (HIN) and Proactive Safety Network (PSN)	Collaborate with local agencies to plan safety improvements on priority arterials on the HIN and PSN that span multiple jurisdictions, identifying infrastructure and technological safety enhancements Explore opportunities to create a dedicated funding program exclusively for safety treatments on the county's HIN & PSN, with a priority to treatments on both the HIN & PSN
Prioritize safety around schools	Establish and launch a Safe Routes to School capital grant program that provides funding and technical assistance to implement safety improvements at schools

Major Need: Invest in Public Spaces	
Strategy	Action
Support compact multimodal development areas	Work with transit agencies and cities to identify high priority locations for focused collaboration to develop multimodal, multijurisdictional strategic implementation
Build up public spaces	Provide coordination/project management support for corridor and paving projects on streets in commercial and other areas with concentrations of pedestrians, to better integrate safety and placemaking enhancements

2026 CTP Implementation Plan: Draft Strategies and Actions

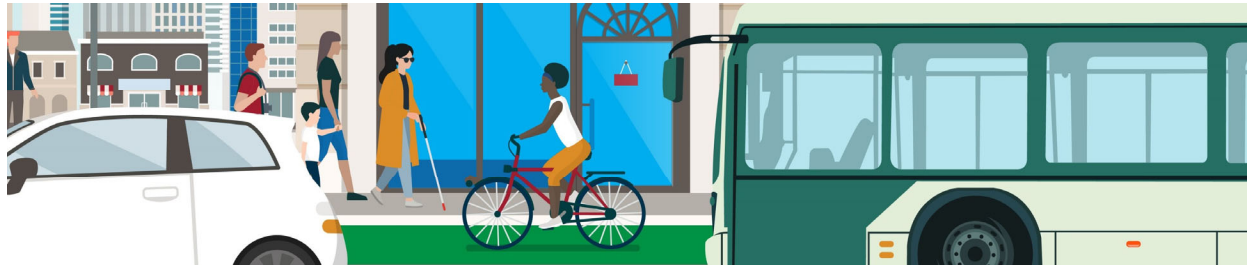
Major Need: Maintain the Existing System	
Strategy	Action
Improve infrastructure and services	Deliver tailored capacity-building webinars and training on sidewalk data collection, evaluation, and maintenance best practices Work with jurisdictions to understand their financial and operational needs to bring facilities up to a state of good repair and asset management prioritization techniques
Integrate sustainable and resilient infrastructure	Explore planning and funding opportunities to incorporate urban greening and stormwater mitigation into projects and facilitate information sharing with jurisdictions

Major Need: Plan for a Resilient Future	
Strategy	Action
Explore emerging technologies to manage congestion	Participate in regional projects, including Future of Highways, Express Lanes Strategic Plan update, and other studies to advance technological and operational strategies to manage congestion Participate in industry forums and conferences to evaluate the potential for emerging technologies (e.g., shared, autonomous) and associated incentive or regulatory approaches to help manage congestion and support efficient delivery

2026 CTP Implementation Plan: Draft Strategies and Actions

Major Need: Plan for a Resilient Future	
Strategy	Action
Partner with regional, state, and local agencies to plan for clean transportation	Participate in MTC's Electrification Strategy update to help identify opportunities for fleet electrification projects in Alameda County Continue to collaborate with local jurisdictions, transit agencies, the Bay Area Air District and AVA to identify opportunities to install and implement charging and other electrification projects
Partner with regional, state, and local agencies to plan for goods movement and freight-supporting land uses	Participate in future regional and Caltrans planning for freight transportation (rail, truck, water) Collaborate with local jurisdictions and business groups to identify high-priority needs and opportunities to support local goods movement and industrial clusters
Partner with regional, state, and local agencies to plan for long-term climate impacts	Collaborate with MTC, Caltrans/CalSTA, the Air District and others on future climate mitigation and adaptation studies
Plan for a transformative, multimodal future	Continue long term investments to create a complete Countywide Bike Network and Transit Priority Network that serve existing and new developments Explore opportunities for transformative transit investments, along with technology solutions

2026 Countywide Transportation Plan



CTP Update

Policy, Planning, and Legislation Committee

April 13, 2026

Purpose

Receive feedback on the draft project and programs list and implementation plan

Agenda

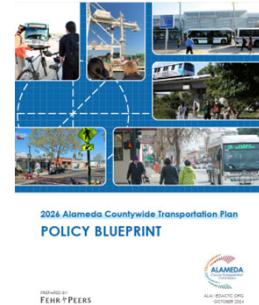
1. CTP Background
2. Project & Programs List Development
3. Draft Strategies and Key Near-Term Actions
4. Next Steps



What does the CTP do?

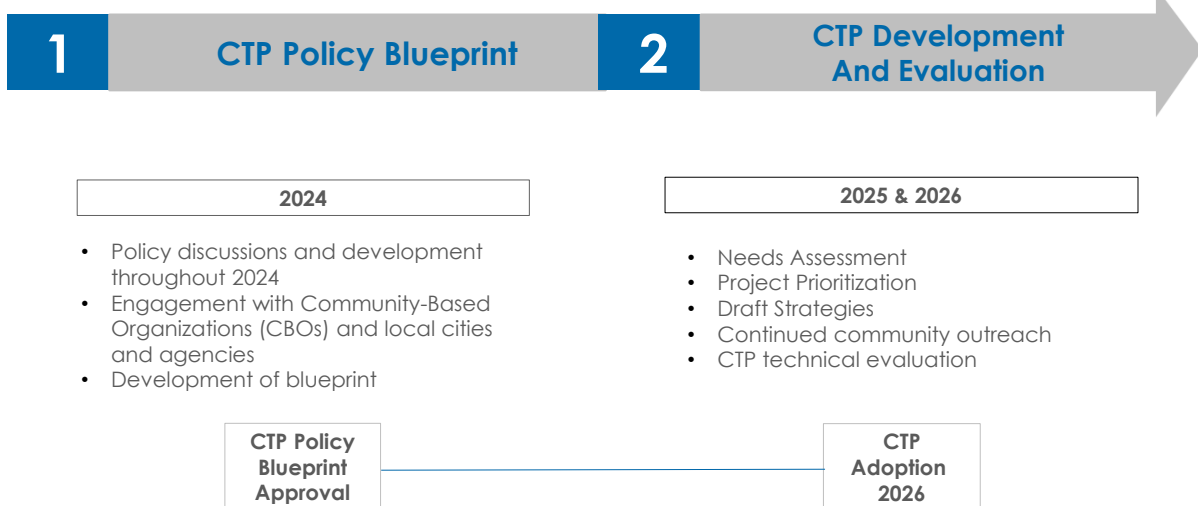
The CTP...

- Establishes a countywide **transportation vision and goals**
- Articulates needs and priorities for the Regional Transportation Plan: **Plan Bay Area 2060**
- Enables **funding eligibility** (ex. OBAG cycles) for many projects and informs **funding criteria**
- Informs agency **policy priorities, planning initiatives, and advocacy platform**



3

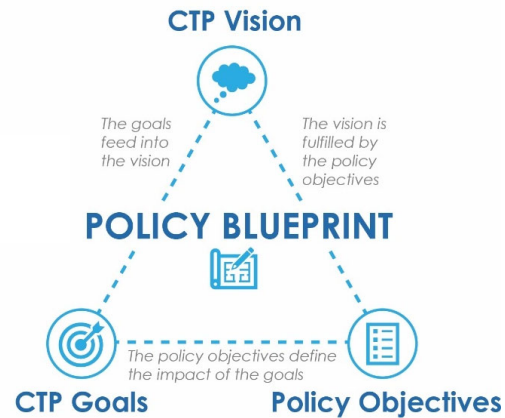
Background: Two-Phased Approach



4

What is the Policy Blueprint?

- **Adopted** by the Commission in October 2024
- **Vision and four goals** for the 2026 CTP as part of the Policy Blueprint:
 - Equity
 - Safety
 - Climate
 - Economic Vitality
- **Policy Objectives** for each goal



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Safety Goal and Policy Objectives

Goal

Reduce fatalities and severe injuries of all users towards zero by deterring unsafe speeds, prioritizing vulnerable users, and implementing the Safe System Approach.

Policy Objectives

- Eliminate Fatal and Serious Injury Crashes
- Design for Safe Target Speeds
- Utilize the High-Injury Network and Proactive Safety Network
- Prioritize Vulnerable Users
- Separate Users
- Advance the Safe System Approach



Note: complete list of policy objectives for each goal in Policy Blueprint

6

Policy Blueprint to Implementation Plan



Strategies represent implementation directions for each policy objective.

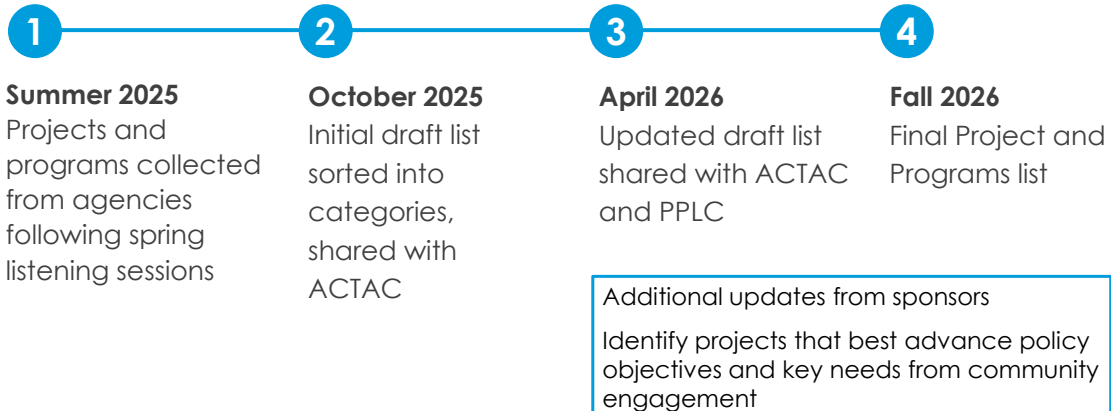
Near-Term Actions are concrete near-term steps that inform Alameda CTC's work plan and help advance each strategy.



Draft Project and Program List Development



Project and Programs List Development



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Project and Program Categories

Bridges and Railway Crossings
Clean Transportation
Climate Adaptation and Resilience
Goods Movement
HOV and Express Lanes
Interchange Modernizations
Multimodal Corridors
Paratransit and Transit Pass

Roadway Maintenance and Repair
Technology
Trails and Greenways
Transit Capital Expansions
Transit Operating & Maintenance Facilities
Transit Service Improvements
Transit Station Access and Modernization
Transportation Demand Management

- Projects have a cost more than \$3 million
- Programs are bundles of small projects, operational investments, or long-term concepts



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Projects that Fully Advance the Policy Blueprint

Safety

- On High-Injury Network or Proactive Safety Network with safety design elements
- Does not materially increase speeds or roadway capacity

Equity

- From a community-based plan
- Increases safety or access in an equity area
- Removes barriers for older adults and people with disabilities

Climate

- Covers multiple modes, reduces barriers
- On Countywide Bikeways Network with All Ages and Abilities bicycle facilities
- Climate adaptation and clean fuels

Economic Vitality

- In a Priority Development Area or Transit Oriented Community and improves multimodal access
- Improves goods movement near commercial areas



Draft Implementation Plan

Strategies and Near-Term Actions



Major Countywide Needs



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Example actions since the Policy Blueprint was adopted:

- Countywide Ramp Intersection Safety Plan (CRISP)
- Central County Community Connections Plan (4CP)
- Active Transportation Plan (ATP) update and Paratransit Needs Assessment (PNA) scoped to advance issue areas identified during Policy Blueprint



Countywide Transportation Plan: Policy Blueprint

14



Major Need

Improve Equitable Access to Transit and Destinations

Potential New Near-Term Actions

Facilitate Capital Project Delivery

Draft a strategic advancement and investment plan for highest priority medium-scale projects (more than \$25 million) that address priority areas

Implement a Complete Countywide Active Transportation Network

Identify priority segments and develop collaborative action plan with local agencies to advance design and implementation

Invest in Multimodal Corridors to Deliver Effective Transit

Work with MTC, Transit Operators, and jurisdictions to collaboratively define the Transit Priority Network for Alameda County



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Major Need

Reduce Speeding

Potential New Near-Term Actions

Design for Safe Target Speeds

Revise and expand Commission's All Ages and Abilities policy to be a Safe System Approach policy that informs programming of competitive capital grants and includes safety principles for all road users and speed management

Upgrade Traffic Signals for Safety and Reliability

Develop a smart signal standard and pilot smart signal technology on 1 to 2 multi-jurisdictional arterials to implement consistent speed management and safety data gathering



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Major Need

Protect Vulnerable Road Users

Potential New Near-Term Actions

Prioritize improvements on the High-Injury Network (HIN) and Proactive Safety Network (PSN)

Collaborate with local agencies to plan safety improvements on priority arterials on the HIN and PSN that span multiple jurisdictions, identifying infrastructure and technological safety enhancements

Prioritize Safety Around Schools

Establish and launch a Safe Routes to School capital grant program that provides funding and technical assistance to implement safety improvements at schools

Note: recommendations to expand accessible transportation services and programs will be shared at the May meeting of PPLC



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Major Need

Plan for a Resilient Future

Key Proposed Near-Term Actions

Emerging Technologies to Manage Congestion

Participate in regional projects, including Future of Highways, Express Lanes Strategic Plan update, and other studies to advance technological and operational strategies to manage congestion

Plan for Goods Movement

Collaborate with local jurisdictions and business groups to identify high-priority needs and opportunities for local goods movement and industrial clusters

Transformative, Multimodal Future

Explore opportunities for transformative transit investments, along with technology solutions



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Next Steps

- Spring 2026
 - Additional discussions with sponsor agencies
 - Discuss accessible transportation strategies with PPLC
 - Long-term assessment of CTP
 - Final CTP Working Group meeting
- Summer 2026 – CTP public review draft and comment period
- Fall 2026 – Final CTP taken to Commission for adoption





Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

DATE: April 6, 2026

TO: Planning, Policy and Legislation Committee

FROM: Kristen Villanueva, Director of Planning
Colin Dentel-Post, Assistant Director of Planning

SUBJECT: Approve Countywide Ramp Intersection Safety Plan Contract Award and Execution

Recommendation

It is recommended that the Commission approve and authorize the Executive Director to execute Professional Services Agreement A26-0065 with Fehr & Peers for a not-to-exceed amount of \$1,500,000 to provide planning services for the Countywide Ramp Intersection Safety Plan (CRISP).

Summary

CRISP will analyze intersections across the county where freeway ramps meet surface streets to identify needs related to safety for all modes and connectivity, supporting safety, multimodal mobility, and health in communities adjacent to high-traffic volumes and speeds. The Plan will prioritize on- and off-ramp intersections countywide and advance improvements at high-priority locations. Working with stakeholders including the California Department of Transportation (Caltrans), local jurisdictions, and community-based organization partners, the Plan will engage community members to develop concept designs, cost estimates, and funding and implementation plans for these locations. Work is expected to begin this fiscal year and take approximately two years.

To support the contract opportunity, upon request, Alameda CTC staff held information sessions with three firms before releasing a Request for Proposals (RFP). RFP 26-0007 was released on November 17, 2025. A pre-proposal meeting was held on December 2, 2025, with ten firms in attendance. Proposals were received from three firms. An independent selection panel reviewed the three proposals and proceeded to interview two firms in February 2026. Based on those interviews, the selection panel concluded that Fehr & Peers was the top-ranked firm. Fehr & Peers distinguished itself with a well-developed approach to the scope of work and a cohesive team consisting of three firms with complementary expertise.

Alameda CTC negotiated the contract with Fehr & Peers for a not-to-exceed amount of \$1,500,000.

Background

CRISP will implement recommendations of the Countywide Transportation Plan Policy Blueprint and other local and regional plans focused on improving roadway safety for all modes and addressing barriers. Alameda CTC will coordinate with Caltrans and local agencies to first evaluate and prioritize safety, connectivity and active transportation needs at freeway ramp intersections countywide, then identify and advance improvements at a subset of locations. Work will begin by evaluating major issues and identifying and prioritizing needs at on- and off-ramp intersections based on recommendations of previous planning efforts by Caltrans, Alameda CTC and local jurisdictions.

The project team will select several high-priority locations and work with stakeholders including Caltrans, local jurisdictions, and community-based organization partners to develop concept designs for these locations. This process is anticipated to include two phases of public outreach: the first to identify community needs at each priority location and the second to seek feedback on proposed concept plans. Upon completion of the second round of engagement, the plan will refine proposed concept plans and develop cost estimates and implementation plans for each location.

The contract will be funded with local Congestion Management Agency fees. As such, the Alameda CTC Local Business Contract Equity Program requirements will not apply.

Levine Act Statement: Fehr & Peers and its subconsultants did not report any conflicts in accordance with the Levine Act.

Fiscal Impact

Funding for CRISP is included in Alameda CTC's FY 2025/2026 budget. Adequate funding will be included in subsequent agency fiscal year budgets.