



Planning, Policy and Legislation Committee (PPLC) Meeting Agenda Monday, May 11, 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 April 13, 2026 Planning, Policy and Legislation Committee Meeting Minutes

Action

[4.1_PPLC_Minutes_20260413.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_20260511.pdf](#)

5. Regular Matters

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

Action

[5.1_PPLC_Legislative_Update_20260511.pdf](#)

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

Information

[5.2_PPLC_PNA_Update_20260511.pdf](#)

[5.2_PPLC_PNA_Update_Presentation_20260511.pdf](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:

June 15, 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, April 13, 2026, 11:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

1. Call to Order

2. Roll Call

A roll call was conducted. All members were present except Commissioners Salinas, Salwan 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 March 9, 2026 Planning, Policy and Legislation Committee Meeting Minutes

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

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

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

No: None

Abstain: None

Absent: Salinas, Salwan, Tam

5. Regular Matters

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

Carolyn Clevenger recommended that the Commission take a support position on Assembly Bill 1837 and provided a legislative update.

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

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

No: None
Abstain: None
Absent: Salinas, Salwan

5.2 2026 Countywide Transportation Plan Update

Kristen Villanueva provided the Commission with an update on the 2026 Countywide Transportation Plan.

5.3 Approve Countywide Ramp Intersection Safety Plan Contract Award and Execution

Colin Dentel-Post recommended that the Commission approve the execution of an agreement to provide planning services for the Countywide Ramp Intersection Safety Plan.

Commissioner Jordan moved to approve the item. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call vote:

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

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

There was one verbal staff report.

8. Adjournment



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: May 4, 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 March 16, 2026 and April 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: May 4, 2026

TO: Planning, Policy and Legislation Committee

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

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

Recommendation

It is recommended that the Commission approve sponsoring legislation related to the State Route 238 (SR 238) Local Alternative Transportation Improvement Program (LATIP) and that the Commission take a support position on Assembly Bill 2015 (AB 2015) introduced by Assemblymember Buffy Wicks to require a study of the impacts of third-party navigation applications on the transportation system, and receive an update on federal, state, regional and local legislative activities.

Summary

This item recommends that the Commission approve sponsoring legislation related to the SR 238 LATIP to allow a new LATIP to be developed by local agencies involved in the initial SR 238 LATIP and then approved by the California Transportation Commission (CTC). In addition, this item recommends the Commission take a support position on AB 2015 (Wicks) to require that the California Department of Transportation (Caltrans), in coordination with local partners, conduct a study of the impacts of third-party navigation applications on the state highway and local street and road networks and submit a report to the Legislature on or before January 1, 2028.

Background

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

State Update

Legislation: This month's legislative update includes three main elements: state legislative schedule and a reaccommodation to support AB 2015, recommendation to sponsor legislation related to the SR 238 LATIP, and a summary of proposed e-bike legislation.

- State legislation: Bills are now being reviewed in the legislature's policy and appropriations committees. May 1st is the deadline for the Senate and Assembly policy committees to report to their respective appropriations committees on bills that would require state spending. May 8th is the deadline for policy committees to hear and report on non-fiscal bills introduced in their house. Once bills are reviewed by the Senate and Assembly Appropriations Committees, the house of origin deadline is May 29th.

Staff recommend a support position on AB 2015, which would require Caltrans to conduct a comprehensive study of the impact of third-party navigation applications on the state highway system and local street and road networks. The legislation specifically requires Caltrans to work in consultation with the California State Transportation Agency (CalSTA) and local authorities. The study would analyze the extent to which congestion has diverted from state highways to local streets, any impacts to vehicles miles traveled and safety, implications for local road maintenance needs, and the effect of traffic diversion on emergency response times. On or before January 1, 2028, Caltrans would be required to submit the study to the Legislature and include recommendations for regulatory or legislative action to improve the alignment between third-party applications and state and local traffic management goals. This study could provide data and information for local jurisdictions and inform potential policies and practices at the local or statewide level.

Table 1 below details recommended and existing positions.

- SR 238 LATIP legislation: In the early 2000s, three bills (SB 509, 2004; AB 1462, 2005; and AB 1386, 2009) collectively amended Government Code Section 14528.5 to provide for the use of revenues from the sale of excess property on the proposed routing of SR 238 to fund a LATIP, subject to approval by the CTC. The legislation stated that the CTC "shall not approve any local alternative transportation improvement program submitted after July 1, 2010." The bills did not include the actual prioritized project list; that list is the SR 238 LATIP, which was developed and codified through a locally-led Policy Advisory Committee process and approved by the governing boards of the participating local jurisdictions. The local jurisdictions included: City of Hayward, City of San Leandro, Alameda County, and the Alameda County Congestion Management Agency and Alameda County Transportation Authority, Alameda CTC's predecessor agencies. While some projects from the prioritized list have advanced, others are not moving forward. There is interest in updating the priority project list and project funding available to

allow revenues to be allocated to a new set of priority projects within the participating jurisdictions.

To allow the CTC to approve a new SR 238 LATIP, Government Code Section 14528.5 must be further amended as noted below. The proposed amendment would be specifically targeted at this element of the statute and would not modify any other parts of the legislation. Concurrently, the local jurisdictions (including Alameda CTC), and Caltrans are working together to establish a process and schedule to develop an updated SR 238 LATIP. Updates will be provided to the Commission on the development of the new SR 238 LATIP as that effort advances. The updated SR 238 LATIP would still be required to go to each agency's governing body for approval prior to being submitted to the CTC for approval. The proposed amendment would enable the CTC to approve the updated 238 LATIP when it is complete.

Staff recommend sponsoring legislation to secure the change either through an omnibus bill, trailer bill, or a gut and amend process. The preferred path will be as part of an omnibus bill, given the limited proposed legislative change. The proposed amendment to Section 14528.5(b) is shown here in strikethrough (for deletions) and underlined (for insertions) format to note the clause staff propose amending:

(b) The commission shall have the final authority regarding the content and approval of the local alternative transportation improvement program. ~~The commission shall not approve any local alternative transportation improvement program submitted under this section after July 1, 2010.~~ The commission may approve an amendment to the local alternative transportation improvement program that was submitted under this section prior to July 1, 2010.

- Electric bike legislation: A number of bills have been introduced this session related to e-bikes, with a particular focus on safety. Attachment B includes a summary of the proposed e-bike legislation. Proposed legislation addresses a number of concerns including requiring registration for certain bike classes, license plates, regulating motor output, increasing awareness about devices wrongly marketed as e-bikes, and more. Bills are currently going through committee processes and updates will be provided at your meeting.

Table 1. Recommended and Existing Bill Position

Bill	Summary	Analysis	Recommended or Current Position
AB 2015 (Wicks D) Department of Transportation: third-party navigation applications: study and report.	AB 2015 would require Caltrans, in consultation with CalSTA and local authorities, to conduct a comprehensive study on the impact of third-party navigation applications on the state highway system and local street and road networks. The study would analyze how third-party navigation applications affect congestion displacement, local infrastructure, safety metrics, and emergency response. Caltrans must include policy recommendations for regulatory or legislative action to improve the alignment between third-party navigation applications and state and local traffic management goals. Caltrans must submit the study to the legislature on or before January 1, 2028.	The study would analyze the impacts of third-party applications on the roadway network, including a focus on local congestion and neighborhood streets, safety, local infrastructure impact, and emergency response.	Recommended Position: Support
AB 1837 (González, Mark D) 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. MTC has taken a support position on the bill.	Current Position: Support

Budget: The May Revision of the Governor’s Budget must be released by May 15th and will provide updated revenue estimates and a clearer picture of the state’s fiscal condition. There continues to be uncertainty in the state’s budget outlook, driven by volatility in capital gains, unexpected revenues and federal funding reductions. As a result, the Administration is preparing for a range of scenarios, including the need for spending reductions or other actions to maintain a balanced budget. Following the release of the May budget revision, the Legislature will begin its accelerated budget process, including hearings on outstanding items and negotiations with the Administration to meet the June 15th constitutional deadline to complete the budget process.

In late April, a subset of Commissioners conducted Alameda CTC’s annual legislative advocacy trip to Sacramento. Discussions focused on advancing Commission priorities and strengthening relationships with decision-makers.

Fiscal Impact

There is no fiscal impact.

Attachments:

- A. Alameda CTC 2026 Legislative Program
- B. Summary of Proposed Electric Bike (e-Bike) Legislation

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.

Attachment B
Electric Bicycle (e-bike) Legislation

As of: April 22, 2026

Bills	Subject	Status
<u>AB 1557</u> <u>(Papan D)</u> Vehicles: electric bicycles.	Existing law defines an electric bicycle being in one of 3 classes. It must have pedals and an electric motor that does not exceed 750 watts of power. AB 1557 would make the following changes to the e-bike classifications: • States any e-bike is “not capable of exceeding” 750 watts of peak power.” • Lowers from 20 mph to 16 mph the maximum speed a Class 1 or Class 2 e-bike can provide assistance. • A person under 16 may not operate an e-bike with a motor capable of exceeding 250 watts. • Imposes penalties on manufacturers and retailers for selling e-bikes that violate these restrictions. Assembly Transportation and Assembly Judiciary approved AB 1557. The bill is pending in Assembly Appropriations.	ASSEMBLY APPROPRIATIONS COMMITTEE (APPR)
<u>AB 1569</u> <u>(Davies R)</u> Pupil safety: electric bicycle parking: safety program.	AB 1569 would require the Department of Education in partnership with the California Highway Patrol to develop an e-bike safety training program for students in grades 7-12. The bill encourages schools and parent organizations to conduct safety training classes on e-bike use. AB 1569 was unanimously approved by Assembly Education and Assembly Transportation and is pending in Assembly Appropriations.	ASSEMBLY APPR

<u>AB 1614</u> (Dixon R) Vehicles: bicycles.	AB 1614 expands existing law to require that bicycle operators and passengers be properly seated when riding on bicycle paths, as is already required on local streets and roads. AB 1614 would require riders to remain seated on bicycles designed with seats particularly on multiuse paths where riders frequently encounter pedestrians, children, and other cyclists traveling at varying speeds. Riding without proper seating can reduce control and increase the likelihood of collisions or falls. AB 1614 was unanimously approved by Assembly Transportation, and is pending in Assembly Appropriations.	ASSEMBLY APPR
<u>AB 1942</u> (Bauer-Kahan D) Electric bicycles: registration and special license plates.	AB 1942 would require all Class 2 and Class 3 e-bikes to be registered with the state and display a special license plate. The bill would impose penalties of \$100 for the first offense, \$200 for the second offense, and \$250 each subsequent offense. Assembly Transportation approved AB 1942; however, committee chair, Assemblymember Lori Wilson, and a few other Democrat members, abstained. Assemblymember Wilson expressed concerns regarding the cost to implement and comply with this bill.	ASSEMBLY APPR
<u>AB 2284</u> (Dixon R) Electric bicycles: Attorney General list.	AB 2284 would require the Attorney General in partnership with biking nonprofits to compile a list of devices marketed as e-bikes that are not actually legal e-bikes. AB 2284 failed passage in the Assembly Transportation Committee. While reconsideration was granted, it is unlikely this bill will move forward.	ASSEMBLY TRANSPORTATION COMMITTEE (TRANS)

AB 2346 (Wilson D) Vehicles: electric bicycles and speed limits.	AB 2346 makes numerous changes relating the sale and operation of e-bikes. In addition to the items below, the bill would also impose penalties for violating these laws. • Prohibits a person under the age of 16 from riding an electric bicycle at a speed greater than 15 mph. • Authorizes local authorities to set speed limits on bicycle paths of 20 or 15 mph and on multiuse trails at 20, 15 or 10 mph. • Sets a prima facie speed limit of 10 mph on sidewalks and specifies that a violation of this provision does not result in a negligent operator point. • Requires manufactures and distributors of electric bikes to apply a permanent label to each electric bike specifying the classification number, top assisted speed, and motor wattage of the electric bicycle, in Arial font in at least 9-point type. • Requires manufacturers and distributors of electric bicycles to include a written description of California's electric bicycle laws with the bicycle's packaging to provide to the consumer. • Requires class 1 and 2 electric bicycles sold on or after January 1, 2029, to be equipped with a speedometer. • Requires all electric bikes sold on or after January 1, 2029, to have an integrated front lamp emitting a white light. AB 2346 was unanimously approved by the Assembly Transportation Committee, and is pending in the Assembly Judiciary Committee.	ASSEMBLY APPR
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<u>AB 2595</u> (Papan D) Vehicles: electric bicycles.	AB 2595 would enact the San Mateo Electric Bike Safety Pilot Program. This would allow San Mateo County and the cities within the county to adopt an ordinance prohibiting a person under 12 from riding a Class 1 or Class 2 e-bike. The bill allows for penalties to be imposed and outlines the content of a report to be completed on the pilot program. AB 2595 was barely approved by the Assembly Transportation Committee on a vote of 11-0. Assemblymember Wilson and several other Democrats abstained on this bill.	ASSEMBLY APPR
<u>SB 956</u> (Choi R) Vehicles: Electric bicycle special license plate pilot program.	SB 956 would create a pilot program within Orange County that would require e-bikes to display a special license plate. This pilot program allows for a fee to be imposed to purchase the license plate, and penalties may be imposed for violating the pilot program. SB 956 remains in the Senate Transportation Committee and is unlikely to move forward.	SENATE TRANSPORTATION COMMITTEE (TRANS)
<u>SB 1167</u> (Blakespear D) Vehicles: electric bicycles.	SB 1167 would create statewide definitions for electric bicycles (e-bikes) and regulate how faster and more dangerous e-motorcycles (e-motos) could be sold and marketed. The bill makes comprehensive and well thought out definitions of e-bikes, motor-driven cycles, and mopeds, and updates labeling and disclosure requirements for manufacturers and sellers of these devices. It also expands prohibitions on false advertising related to e-bikes. The bill additionally establishes new operational and safety requirements, as specified, expands reckless driving provisions to include bicycles, and imposes additional reporting requirements on law enforcement. Senate Transportation and Senate Natural Resources unanimously approved SB 1187.	SENATE APPR



Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

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DATE: May 4, 2026

TO: Planning, Policy, and Legislation Committee

FROM: Krystle Pasco, Senior Program Analyst
Grasielita Diaz, Associate Transportation Planner

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

Recommendation

This item will provide the Commission with an update on the Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities. This item is for information only.

Summary

Alameda CTC initiated the Alameda County Mobility Needs Assessment for Older Adults and People with Disabilities (Paratransit Needs Assessment) in March 2025 to identify the current and future needs of older adults and people with disabilities in Alameda County and to create actionable plans to meet those needs.

Staff provided an update of this effort to the Committee in November 2025 covering key findings from community and agency engagement alongside a technical needs assessment. Since then, staff developed a comprehensive list of draft strategies that could address the needs of older adults and people with disabilities in Alameda County. In collaboration with the Paratransit Advisory and Planning Committee (PAPCO), the Paratransit Technical Advisory Committee (ParaTAC), and key stakeholders, staff refined these strategies into a shortlist of draft priority strategies. Both sets of strategies are included in Attachment A.

Following input from the Commission, the strategy list will be incorporated into the final Paratransit Needs Assessment report and will inform implementation recommendations.

Background

Alameda CTC coordinates and delivers a countywide Paratransit program to enhance mobility and independence for older adults and people with disabilities in Alameda County. The program is funded by 10 percent of Measure BB sales tax revenue, which is distributed to city paratransit programs, Americans with Disabilities Act (ADA)-mandated operators, and through discretionary grants. Alameda CTC also maintains the [Access Alameda](#) website and printed guide as a countywide resource for paratransit services and information.

The program periodically assesses the transportation needs of older adults and people with disabilities to inform continuous improvement of the program. The current Paratransit Needs Assessment updates the [2017 Assessment](#), reflecting significant changes in the transportation landscape since then, including new travel patterns, evolving and dynamic services, and shifting funding and operational constraints. The Paratransit Needs Assessment is also aligned with the [2026 Countywide Transportation Plan update](#), ensuring the needs of older adults and people with disabilities are integrated into broader countywide planning recommendations.

Strategy Development and Prioritization

From fall 2025 through winter 2026, staff synthesized community engagement findings and existing conditions in Alameda County to identify key themes and strategies to address accessible transportation needs. These findings, including key themes related to service levels and coverage, service access and information, and safety and security, were shared at the November Committee meeting. A comprehensive list of draft strategies, as shown in Attachment A, was developed to address the key findings and needs. These strategies were refined and prioritized based on stakeholder engagement with PAPCO, ParaTAC, and key stakeholders, an assessment to ensure the strategies address the needs, and analysis to determine which strategies held the highest potential for immediate impact and feasibility within Alameda CTC's paratransit program. Following input from the Commission, implementation plans will be developed for the five priority strategies.

Draft Priority Strategies

The following draft strategies represent the highest priorities based on community engagement and staff technical analysis and were identified by both PAPCO and ParaTAC for near-term implementation. These will advance to more detailed implementation planning led by Alameda CTC with partner agencies and organizations. Full descriptions of these priority strategies are included in Attachment A:

Priority Strategy	Thematic Need Addressed
Define and operationalize a county-level mobility management function	Service Access and Information

Priority Strategy	Thematic Need Addressed
Develop and support a consistent program design across communities for Alameda CTC-funded services and programs	Service Levels and Coverage Service Access and Information
Identify and expand on-demand, accessible transportation options where there are service gaps	Service Levels and Coverage
Invest in and prioritize safety and physical access improvements for older adults and people with disabilities	Safety and Security
Explore opportunities for enhancing affordability across the program and potential new means-based initiatives	Service Levels and Coverage

Attachment A includes the full list of strategies developed for the Paratransit Needs Assessment. The comprehensive list of strategies will be incorporated into the final report and can inform future planning for all agencies and organizations involved in accessible transportation within Alameda County.

Next Steps

Staff will develop detailed implementation plans for the priority strategies and finalize the Paratransit Needs Assessment report in the fall.

Fiscal Impact

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

Attachment:

- A. Paratransit Needs Assessment Draft Strategy List

Attachment A

Paratransit Needs Assessment Draft Strategy List

Draft Priority Strategies

- **Define and operationalize a county-level mobility management function.**

As part of an ongoing regional mobility management initiative, define mobility management in Alameda County that focuses on providing consistent information and referrals for older adults and people with disabilities. Work with sub-county agencies already performing this function, coordinate and define expectations, and estimate resources and costs needed.

- **Develop and support a consistent program design across communities for Alameda CTC-funded services and programs.**

Work with partner agencies to establish a baseline program of offerings across the county and standardize eligibility. Provide more guidelines and recommendations on program offerings to ensure that programs and program distribution are offered consistently across the county.

- **Identify and expand on-demand, accessible transportation options where there are gaps in service.**

Evaluate new and existing efforts in the county, assess ongoing demand for services, and work to expand coverage countywide. Identify targeted pilot programs and initiatives to fill gaps in service. Build upon the Access for All Program for on-demand wheelchair accessible vehicles (WAVs) transportation to strengthen coverage countywide.

- **Invest in and prioritize safety and physical access improvements for older adults and people with disabilities.**

Support efforts that assess and invest in safer, more accessible infrastructure for older adults and people with disabilities, especially when accessing common destinations, including senior centers, medical facilities, and transportation stations. Identify opportunities to more effectively fund and deliver upgrades at bus stops that are consistent with Public Right-of-Way Accessibility Guidelines (PROWAG) from the U.S. Access Board.

- **Explore opportunities for enhancing affordability across the program and potential new means-based initiatives.**

Develop a comprehensive strategy for affordability options across the program, such as means-based offerings and improving access to discount fare cards, for income-qualified residents.

Strategies identified to meet additional needs

- Support local, regional, and statewide funding options as part of Alameda CTC's legislative program.
- Expand data collection and analysis techniques to understand city program rider experiences.
- Explore opportunities for instituting a mobility services helpline to address urgent transportation questions and issues.
- Enhance customer service training for transportation staff.
- Update marketing plan and materials for accessible transportation services and options across the county.
- Support on-demand WAV transportation.
- Explore ways to expand subsidized transportation network companies (TNC) programs across the county with mobile applications and concierge options.
- Support countywide volunteer driver transportation/door-through-door options.
- Support improved quality of ADA-mandated services.
- Pilot single-seat rides across jurisdictions within Alameda County.
- Improve access for all mobility devices across transit and paratransit services.
- Support programs that allow riders to take trips outside of business hours.
- Support accessible transportation opportunities and programs specifically for youth with disabilities.
- Explore and support innovations in meal delivery services and accessing healthcare.
- Support local jurisdictions and agencies in preparing emergency plans that consider mobility constraints for older adults and people with disabilities.
- Explore ways to expand wheelchair breakdown service throughout Alameda County.
- Encourage jurisdictions to update ADA transition plans and identify a strategy to implement transportation infrastructure improvements identified in these plans.
- Support initiatives to educate users on transportation technology and internet-based platforms.
- Support technology solutions for mobility programs, including creating a mobility wallet to access vouchers and exploring countywide eligibility for means-based fare programs through data collaboration.
- Support adaptive, new mobility services such as accessible options for bikeshare, car share and autonomous vehicles.



Mobility Needs Assessment for Older Adults and People with Disabilities

Planning, Policy and Legislation Committee | May 11, 2026



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Agenda

- Paratransit Needs Assessment Overview
- Strategy Development Process
- Draft Priority Strategies
- Next Steps



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Paratransit Needs Assessment (PNA) Overview

- Our goal is to **identify the current and future** needs of older adults and people with disabilities in Alameda County and develop recommendations to meet their needs.
- This assessment will **update** the 2017 Needs Assessment.
- This assessment **aligns** with the 2026 updates to the Countywide Transportation Plan (CTP) and the Countywide Active Transportation Plan (ATP).



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Alameda CTC-Funded Program



- 10% of Annual Measure BB Revenues
- 9% for City-directed programs, East Bay Paratransit & LAVTA
- 1% For Discretionary Grants and Program Administration



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Needs Assessment Components



- Look at **existing and future conditions** in Alameda County for where needs currently exist and where needs may develop.
- Review relevant local and national **peer programs** to understand best practices that Alameda CTC may consider implementing.
- Conduct **community engagement** to understand the lived experiences of those who utilize accessible transportation.
- Develop **recommendations for potential strategies** that can address the identified needs.



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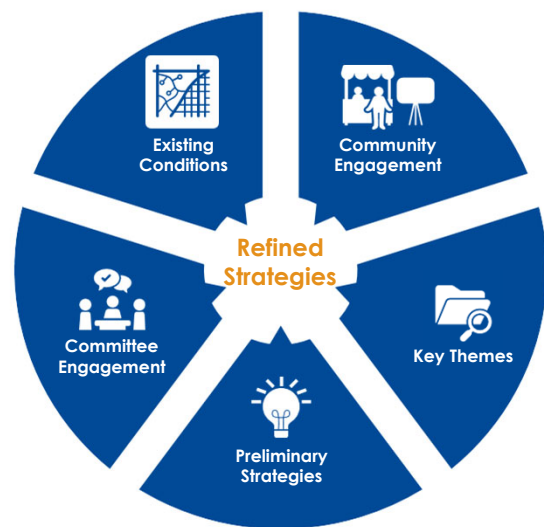
Strategy Development Process

• Fall 2025 – Winter 2026

- Synthesized community input + existing conditions to identify key accessibility needs
- Coordinated with committees and stakeholders to refine themes and preliminary strategies

• Key Themes

- Service Levels & Coverage
- Service Access & Information
- Safety & Security



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Draft Priority Strategies

Define and operationalize a
County-level mobility
management function

Identify and expand on-
demand, accessible
transportation options where
there are gaps in service

Develop and support a
consistent program design
across communities for
Alameda CTC-funded
services and programs

Invest in and prioritize safety
and physical access
improvements for older
adults and people with
disabilities

Explore opportunities for
enhancing affordability
across the program and
potential new means-
based initiatives



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Draft Priority Strategies

Define and operationalize a
County-level mobility
management function

Theme: Service Access & Information

As part of an ongoing regional mobility management initiative, define mobility management in Alameda County that focuses on providing consistent information and referrals for older adults and people with disabilities. Work with sub-county agencies already performing this function, coordinate and define expectations, and estimate resources and costs needed.

Identify and expand on-
demand, accessible
transportation options where
there are gaps in service

Theme: Service Levels & Coverage

Evaluate new and existing efforts in the County, assess ongoing demand for services, and work to expand coverage countywide. Identify targeted pilot programs and initiatives to fill gaps in service. Build upon the Access for All Program for on-demand Wheelchair Accessible Vehicles (WAV) transportation to strengthen coverage countywide.



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Next Steps

Summer – Fall 2026:

- Final Paratransit Needs Assessment Report
- Priority strategies adopted into the 2026 Countywide Transportation Plan
- Develop detailed implementation plans for the priority strategies with partner agencies and incorporate into the on-going program



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Thank You

For more information, visit
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