



Planning, Policy and Legislation Committee (PPLC) Meeting Agenda Monday, September 14, 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:	Kristen Villanueva
Members:	Marilyn Ezzy Ashcraft David Haubert Preston Jordan John Marchand Conna McCarthy Mark Salinas Raj Salwan Matthew Solomon Lena Tam	Acting 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

3.1 Public Comment Information

4. Consent Calendar

4.1 Approve the June 15, 2026 Planning, Policy & Legislation Meeting Minutes Action

[4.1_PPLC_Minutes_20260615.pdf](#)

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

[4.2_COMM_CMP_Environmental_20260914.pdf](#)

5. Regular Matters

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

[5.1_PPLC_Legislative_Update_20260914.pdf](#)

5.2 Central County Community Connections Plan Update Information

[5.2_PPLC_4CP_Plan_Update_20260914.pdf](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:

October 5, 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, June 15, 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 Commissioner Bowen.

Commissioner Bowen attended as the alternate for Commissioner Tam.

Commissioner Zhang attended as the alternate for Commissioner Salwan.

Subsequent to Roll Call:

Commissioner Bowen arrived during item 5.2.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1 Approve the May 11, 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 with a correction to the minutes. Commissioner Ezzy Ashcraft seconded the motion. The motion passed with the following roll call vote:

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

No: None

Abstain: None

Absent: Bowen

5. Regular Matters

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

Carolyn Clevenger and Remy Goldsmith recommended the Commission approve support positions on Senate Bill 1087 (Cabaldon) and Senate Bill 830 (Arreguín/Wiener) and provided an update on federal, state, regional, and local legislative activities.

Commissioner Ezzy Ashcraft moved to approve the staff recommendation. Commissioner Solomon seconded the motion. The motion passed with the following roll call vote:

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

No: None

Abstain: None

Absent: Bowen

5.2 Approve Senate Bill 63 Connect Bay Area Funding Framework

Carolyn Clevenger recommended the Commission approve the Senate Bill 63 Connect Bay Area funding framework for Alameda County return to source funding and small operator funding.

This item received two verbal public comments.

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

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

No: None

Abstain: None

Absent: None

6. Committee Member Reports

There were no committee member reports.

7. Staff Reports

There was one staff report.

8. Adjournment



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 8, 2026

TO: Planning, Policy and Legislation Committee

FROM: Colin Dentel-Post, Assistant Director of Planning
Aleida Andrino-Chavez, Associate Transportation Planner

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

Recommendation

It is recommended that the Commission receive an update on the Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments. This item is for information only.

Summary

Commenting on Notices of Preparation (NOPs) and Draft Environmental Impact Reports (DEIRs) fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the CMP. As part of the LUAP, Alameda CTC reviews NOPs, General Plan Amendments, and DEIRs prepared by local jurisdictions and comments on the potential impact of proposed land development on the regional transportation system.

Between May 16, 2026, and August 15, 2026, Alameda CTC submitted comments on one DEIR and one NOP: the City of Newark's Harvest in Newark Project DEIR and the City of Oakland's General Plan Update NOP.

Fiscal Impact

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

Attachments:

- A. Comments on the City of Newark's Harvest in Newark DEIR
- B. Comments on the City of Oakland General Plan Update NOP



July 10, 2026

Carmelisa Lopez, Senior Planner, carmelisa.lopez@newarkca.gov
City of Newark
37101 Newark Boulevard
Newark, CA 94560

SUBJECT: Response to the Notice of Preparation (NOP) of the ***Harvest in Newark Project***

Dear Ms. Lopez,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of the ***Harvest in Newark Project Draft Environmental Impact Report***. The project site is located in the southeastern portion of the Ohlone College Newark Center campus property at 39399 Cherry Street in the City of Newark, Alameda County, California. The project plot is roughly “L” shaped with an area of approximately 20.42 acres and is located within Area 3 of the Newark Areas 3 and 4 Specific Plan. The project site is bordered by the Ohlone College Newark Center Campus to the north, a flood control channel to the east, Union Pacific Railroad (UPRR) tracks to the south, and partially developed vacant land (gravel parking lot for the Newark Center Campus) owned by the Ohlone Community College District, and City-owned parkland to the west. The proposed project is situated approximately 0.2 mile south of Cherry Street, 0.35 mile east of Mowry Avenue, and 0.9 mile south of Interstate (I-) 880.

The proposed project would build 274 rental units in 84 two-story duplex buildings and 18 three-story, six-unit townhome buildings with a mix of two-, three-, and four-bedroom units, each with a private garage. In addition, the project would include a clubhouse building with leasing/management office, a resident lounge and business center, game room and fitness room. The project would also include a community swimming pool and spa, outdoor seating areas, a tot lot play area and dog park. The project would include construction of 718 on-site parking spaces, including 509 garage spaces and 39 covered spaces for residents, and 170 surface parking spaces for guests.

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the project sponsor to conduct a transportation impact analysis of the project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>. This transportation impact analysis should be submitted separately from the Environmental Impact Report as this analysis is no longer part of the CEQA requirements.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Newark and the Alameda CTC signed a Countywide Model Agreement on April 1st, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter

agreement is available upon request. The most current version of the [Alameda CTC Countywide Travel Demand Model](#) was updated in October, 2025 to be consistent with the assumptions of Plan Bay Area 2050.

Use of the Alameda County Transportation Commission Vehicle Miles Traveled (VMT) Reduction Calculator Tool

- Alameda CTC has developed a [VMT Reduction Calculator Tool](#) to assist its member agencies in complying with the requirements of SB 743 for the analysis of traffic impacts of certain land use projects under CEQA. The Tool estimates reductions in VMT derived from the implementation of Transportation Demand Management (TDM) Strategies with the project. The proposed project is within an area with an average VMT per resident that is over 32% higher than the Alameda County average. According to CEQA Guidelines Section 15064.3(b)(1), the project is presumed to have a significant impact on the transportation network.

Alameda CTC recommends considering potential multimodal transportation options to access the project that would reduce the VMT generated and associated adverse effects on the transportation network. The section below explains the anticipated impacts of the project in more detail.

Impacts

- Although SB 743 requires the use of VMT analyses rather than Level of Service (LOS) analyses to determine projects' transportation impacts under CEQA, since automobile delay cannot be deemed a significant environmental impact, Government Code Section 65089(b) and the Congestion Management Program (CMP) Land Use Analysis continue to require jurisdictions to analyze each project's potential impacts on the CMP roadway network. The required LOS analysis on the CMP roadway network may be included in an appendix to the project EIR or as a separate document.
 - CMP roadway facilities in the project area include:
 - I-880
 - Cherry Street
 - Mowry Avenue
 - Stevenson Boulevard
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts.
- The EIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include: Alameda Contra Costa Transit (AC Transit), Bay Area Rapid Transit (BART), Amtrak, and ACE
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See [Appendix C of the 2025 CMP](#) document for more details.
- The EIR should address potential impacts of the project to people biking and walking in and near the Project area, especially nearby roads included in the [Countywide High-Injury Network \(HIN\)](#).

[the Proactive Safety Network \(PSN\)](#), and the [Countywide Bikeways Network](#) as well as the major barriers identified in the 2019 [Countywide Active Transportation Plan](#).

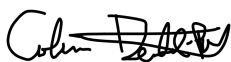
- Impacts to consider on conditions for pedestrians and cyclists include effects of vehicle traffic on safety and conditions for people walking, bicycling, and rolling; site development; roadway improvements; and consistency with adopted plans. See [Appendix C of the 2025 CMP](#) document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP transit service standards, and/or reduce VMT below the applicable level of significance;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The EIR should discuss the adequacy of proposed mitigation measures according to the criteria above. In particular, the EIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The EIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Project sponsors are encouraged to discuss multimodal tradeoffs associated with mitigation measures or project elements that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts on automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The EIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7474, or Aleida Andrino-Chavez, Associate Transportation Planner, at (510) 208-7480, if you have any questions.

Sincerely,



Colin Dentel-Post

Principal Transportation Planner

cc: Aleida Andrino-Chavez, Associate Transportation Planner



July 29, 2026

Daniel Finley, generalplan@oaklandca.gov

City of Oakland Bureau of Planning
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

SUBJECT: Case File Number GP21002-ER02
Response to the Notice of Preparation (NOP) of the ***Draft Environmental Impact Report for Phase 2 of the Oakland 2045 General Plan Update***

Dear Mr. Finley,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of ***the Draft Environmental Impact Report for Phase 2 of the Oakland 2045 General Plan Update (the Project)***. Phase 2 of the Oakland 2045 General Plan Update will comprehensively update the Land Use and Transportation Element (LUTE); Estuary Policy Plan (EPP), Open Space, Conservation and Recreation Element (OSCAR); and Noise Element and will establish a new Infrastructure and Capital Facilities Element.

The Project area encompasses the entire City of Oakland, which is located on the eastern shore of the San Francisco Bay and is the county seat of Alameda County and geographic center of the Bay Area. The City's jurisdictional boundaries extend from the San Francisco Bay and Oakland Estuary on the west and southwest, to the Berkeley-Oakland Hills on the east, bordered by Berkeley and Emeryville to the north and San Leandro to the south. The Project would establish the policy framework that guides future land use, transportation investments, zoning updates, infrastructure planning, and development decisions across Oakland through 2045. The Project emphasizes walkable neighborhoods, transit-oriented growth, environmental justice, economic opportunity, industrial compatibility, and equitable access to services and infrastructure.

Basis for Congestion Management Program (CMP) Review

- It appears that the proposed Project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires Project sponsors to conduct a transportation impact analysis of the Project. For information on the CMP, please visit: <https://www.alamedactc.org/planning/congestion-management-program/>.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP requires local jurisdictions to conduct travel model runs themselves or through a consultant. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on November 19th, 1992. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the Project. A copy of a sample letter agreement is available upon request. The most current version of the [Alameda CTC Countywide](#)

[Travel Demand Model](#) was updated in October 2025 to be consistent with the assumptions of Plan Bay Area 2050.

Use of the Alameda County Transportation Commission Vehicle Miles Traveled (VMT) Reduction Calculator Tool

- Alameda CTC has developed a [VMT Reduction Calculator Tool](#) to assist its member agencies in complying with the requirements of SB 743 for the analysis of traffic impacts of certain land use projects under CEQA. The Tool estimates reductions in VMT derived from the implementation of Transportation Demand Management (TDM) Strategies with the Project. Since this is a general plan update that will impact the City of Oakland as a whole, there are certain areas along the eastern hills that may be presumed to have higher VMT per capita and per employee than the Alameda County average. If the Project would add land use capacity to these higher VMT areas, then, according to CEQA Guidelines Section 15064.3(b)(1), the project is presumed to have a significant impact on the transportation network.

Alameda CTC recommends promoting potential multimodal transportation options, in particular in densely populated districts that would reduce the VMT generated and associated adverse effects on the transportation network. The section below explains the anticipated impacts of the project in more detail.

Impacts

- Although SB 743 requires the use of VMT analyses rather than Level of Service (LOS) analyses to determine projects' transportation impacts under CEQA, since automobile delay cannot be deemed a significant environmental impact, Government Code Section 65089(b) and the Congestion Management Program (CMP) Land Use Analysis continue to require jurisdictions to analyze each project's potential impacts on the CMP roadway network. The required LOS analysis on the CMP roadway network may be included in an appendix to the project EIR or as a separate document, such as a memorandum to Alameda CTC.
 - There are numerous CMP roadways within Oakland, including four interstates, I-80, I-580, I-880, and I-980; two State Routes (SR), SR-13 and SR-24; and many surface streets. Please refer to the [2025 Congestion Management Program](#) to find a list of roadways subject to CMP analysis.
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts.
- The EIR should address potential impacts of the Project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the Project include: Alameda Contra Costa Transit (AC Transit), Amtrak, the San Francisco Bay Ferry, and the Bay Area Rapid Transit (BART).
 - Transit impacts for consideration include the effects of Project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See [Appendix C of the 2025 CMP](#) document for more details.
- The EIR should address potential impacts of the Project to people biking and walking in and near the Project area, especially nearby roads included in the [Countywide High-Injury Network \(HIN\)](#).

[the Proactive Safety Network \(PSN\)](#), and the [Countywide Bikeways Network](#) as well as the major barriers identified in the 2019 [Countywide Active Transportation Plan](#).

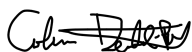
- Impacts to consider on conditions for pedestrians and cyclists include effects of vehicle traffic on safety and conditions for people walking, bicycling, and rolling; site development; roadway improvements; and consistency with adopted plans. See [Appendix C of the 2025 CMP](#) document for more details.

Mitigation Measures

- Alameda CTC's policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP transit service standards, and/or reduce VMT below the applicable level of significance;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the Federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The EIR should discuss the adequacy of proposed mitigation measures according to the criteria above. In particular, the EIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The EIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Project sponsors are encouraged to discuss multimodal tradeoffs associated with mitigation measures or project elements that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify impacts on automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but Project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The EIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered.

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7474, or Aleida Andrino-Chavez, Associate Transportation Planner, at (510) 208-7480, if you have any questions.

Sincerely,



Colin Dentel-Post

Assistant Director of Planning

cc: Aleida Andrino-Chavez, Associate Transportation Planner



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 8, 2026

TO: Planning, Policy and Legislation Committee

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

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

Recommendation

It is recommended that the Commission receive an update on federal, state, regional and local legislative activities.

Summary

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

Background

Each month, staff brings items to the Commission guided by the priorities identified in Alameda CTC's 2026 Legislative Program, approved by the Commission in December 2025 and included as Attachment A. The Legislative Program informs Alameda CTC's legislative activities, including recommended positions on pending legislation and updates on relevant legislative and policy developments. A summary of recommended and current positions taken by the Commission is included in Table 1.

Federal Update

The current federal surface transportation bill, the Infrastructure Investment and Jobs Act (IIJA), runs through September 30, 2026. The House released its bipartisan five-year surface transportation reauthorization bill, Building Unrivaled Infrastructure and Long-term Development for America's 250th Act (BUILD America 250 Act), in May. The BUILD 250 Act was approved by the House Transportation and Infrastructure Committee but has not received a floor vote. Senate Environmental and Public Works (EPW) Committee leadership has indicated their intention to release a Senate highway proposal in September; however, there likely will not be sufficient time for the House and Senate to negotiate a final bill by the end of September.

With the November elections approaching, September activity is expected to focus on approval of a continuing resolution (CR) to keep funding flowing while negotiations continue. In August, the Senate passed a CR through December 11 that includes funding for the surface transportation program. The House is expected to take up the CR when it returns in September.

State Update

Budget: Throughout August, budget trailer bill negotiations focused on the Cap and Invest appropriations, which are a major funding source for several transportation programs. Statutory funding targets in the Cap and Invest Program include \$800 million for the Affordable Housing and Sustainable Communities Program, \$400 million for the Transit and Intercity Rail Capital Program, and \$200 million for the Low Carbon Transit Operations Program. Based on updated projections, funding for all three programs is at risk. Staff will provide updates as available.

Legislation: August 31 is the last day for each chamber to pass bills, and September 30 is the last day for the Governor to sign or veto legislation. Updates on final actions taken before the close of session will be provided at the Committee meeting.

Table 1. Summary of Current Bill Positions August 26, 2026

Bill	Summary	Analysis	Commission Position & Bill Status
SB 1087 (Cabaldon) Streamlines state transportation planning law.	Existing law requires metropolitan planning organizations to adopt Regional Transportation Plans (RTPs) every four years. Existing state law requires an Sustainable Communities Strategy (SCS) to achieve regional targets for the reduction of greenhouse gas emissions be included in each RTP. This bill would require the SCS element be included every eight years.	SB 1087 seeks to streamline the development and implementation process of RTP/SCSs to allow for more focus on implementation and better balance statewide and regional objectives. These goals directly support the work of Alameda CTC by refocusing staff resources and funding at the regional level with an emphasis on implementing	Support Passed out of Senate and pending on Assembly Floor.

Bill	Summary	Analysis	Commission Position & Bill Status
		projects, programs and policies.	
<u>SB 830</u> (<u>Arreguín</u> and <u>Wiener</u>) Revises original legislation authorizing regional sales tax measure.	Existing law authorizes a sales tax applicable to Alameda, Contra Costa, San Mateo and Santa Clara counties and the City and County of San Francisco to support public transit to be placed on the November 2026 ballot. Existing law establishes specified procedures for that election. This bill revises election procedures by, among other things, requiring the measure to be identified on the ballot by the designation “Regional Transit Measure” and requiring each county elections official in the district to select arguments in favor of, and against, the measure to be included in the county voter information guide of each county, as specified.	SB 830 updates specific election procedures should a measure be placed on the November 2026 ballot. The updates will improve the clarity and transparency for voters should a measure qualify for the ballot by allowing county-specific arguments to be included in voter information guides. Assemblymember Wicks is a principal co-author, and Assemblymembers Bonta and Ortega are co-authors.	Support Approved by the Legislature and signed into law on July 16th. Chapter 101, Statutes of 2026
<u>AB 2015</u> (<u>Wicks</u>) Department of Transportation: third-party navigation applications: study and report.	AB 2015 would require California Department of Transportation (Caltrans), in consultation with the California State Transportation Agency (CalSTA) and local authorities, to conduct a pilot study in a region or area of the state, as	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	Support Approved by Senate Appropriations Committee with amendments pending on the Senate Floor.

Bill	Summary	Analysis	Commission Position & Bill Status
	determined by the department, on the impact of third-party navigation applications on the state highway system and local street and road networks. The pilot 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, 2029.	impact, and emergency response.	
SB 1167 (Blakespear) Electric Bicycle Safety.	SB 1167 makes comprehensive revisions to definitions of e-bikes and electric cycle or e-motos or mopeds, including definitions of speeds and motor power, and updates labeling and disclosure requirements for manufacturers and sellers of these devices. It also expands prohibitions on false advertising related to	SB 1167 takes a targeted approach to advancing safety by focusing on clarifying which electric devices qualify as e-bikes and establishing clearer rules for devices that are higher-speed or higher-powered, which are recognized as posing greater safety risks. This	Support Approved by Assembly Appropriations Committee and is pending on Assembly Floor.

Bill	Summary	Analysis	Commission Position & Bill Status
	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.	approach strengthens safety and oversight, without limiting access to the e-bikes that support sustainability, mobility, and accessibility goals.	
<u>AB 1837</u> <u>(González, Mark)</u> Video imaging of parking violations.	Would extend until January 1, 2034 the expiration date of existing authorization allowing public transit operators to enforce parking violations in transit-only traffic lanes and transit stops through the use of video imaging. The current authorization is set to expire January 1, 2027.	Helps support transit operators' ability to operate on time schedules and encourage ridership while deterring traffic violations. AC Transit has taken a support position and is a co-sponsor of the bill. MTC has taken a support position on the bill.	Support Passed Legislature and with Governor for signature or veto.
<u>AB 2788</u> <u>(Assembly Transportation Committee)</u> Transportation Omnibus bill.	Among its provisions, authorizes Alameda CTC to amend SR 238 Local Alternative Transportation Improvement Program to update with a new priority project list and funding allocations.	Allows participating local jurisdictions to update and approve the SR 238 LATIP for submission to the California Transportation Commission, allowing remaining SR 238 property-sale revenues to be directed to current transportation priorities.	Sponsor Passed Legislature and with Governor for signature or veto.

Fiscal Impact

There is no fiscal impact.

Attachment:

- A. Alameda CTC 2026 Legislative Program

2026 Legislative Program

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

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

In-depth Core Legislative Priorities

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Memorandum

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DATE: September 8, 2026

TO: Planning, Policy and Legislation Committee

FROM: Colin Dentel-Post, Assistant Director of Planning
Shannon McCarthy, Senior Transportation Planner

SUBJECT: Central County Community Connections Plan Update

Recommendation

This item will provide the Planning, Policy and Legislation Committee with an update on the Central County Community Connections Plan (4CP). This is an informational item only.

Summary

The 4CP is a community-driven planning effort that aims to improve mobility and safety in communities in San Leandro, San Lorenzo, Ashland, Cherryland, and Castro Valley that are divided by significant freeway infrastructure. Initiated in 2025, the 4CP has identified community-prioritized corridors and areawide needs and will recommend strategies to advance near-term improvements focused on safety, access, and climate resilience. This item provides a summary of findings from the extensive community engagement and technical analysis to date. The Hesperian and Lewelling area emerged from the planning process as the highest priority for near-term advancement. Alameda CTC is developing a strategy to advance a Hesperian and Lewelling Complete Streets Project into more detailed project development. Staff will seek Commission approval of the final 4CP in early 2027.

Background

In 2024, Alameda CTC was awarded a Sustainable Transportation Planning Grant by the California Department of Transportation (Caltrans) to develop the I-580/I-238/I-880 Safe Access & Community Resilience Plan, now referred to as the 4CP. The [study area](#) extends along I-238 and I-580 from I-880 to Castro Valley BART, and is home to multiple racially and linguistically diverse, low-income, and equity-priority communities that are heavily impacted by extensive freeway and railroad infrastructure. This effort builds upon numerous local, county, and regional plans, all of which highlight the need for improved safety, multimodal access to transit, public health and climate resilience outcomes in central Alameda County.

Engagement

The 4CP is one of three Community-Based Transportation Plans (CBTPs) currently underway in central Alameda County; Alameda CTC is leading the 4CP in partnership with Caltrans and funded the BayFair and Hayward CBTPs. The 4CP relies on extensive community engagement to co-create plan recommendations. The 4CP project team is coordinating closely with the cities of San Leandro and Hayward, as well as Alameda County's Public Works and Community Development agencies, AC Transit, BART, and the Hayward Area Recreational District. Alameda CTC has also partnered with six community-based organizations (CBOs) to more effectively reach historically underserved communities.

4CP Progress Update

In 2025, the 4CP team completed a review of existing plans, a focused technical needs assessment, and the first round of stakeholder and public engagement to confirm needs and priority corridors. The review and assessment highlighted the need for: speed management; reducing conflict points at freeway ramp intersections; more connected, high-quality bicycle and pedestrian infrastructure; and more transit stop amenities, shade, and permeable surfaces.

Public Outreach Round 1

The first round of 4CP public engagement, between November 2025 and January 2026, included a CBO focus group, listening sessions hosted in partnership with CBOs, and an online webmap and survey. Alameda CTC received 47 surveys and 117 webmap comments in addition to comments documented through the focus group and listening sessions.

Community feedback confirmed the plan's goals and echoed needs assessment findings, with improved safety and access consistently rated the top two community priorities. Based on community support and technical needs analysis, Alameda CTC selected ten high-priority street segments that were not already being addressed through other planning efforts for focused planning through the 4CP. The 4CP then developed both areawide recommendations and two draft improvement ideas for each priority corridor.

Public Outreach Round 2

The second round of 4CP public outreach took place between April and May 2026. Alameda CTC partnered with CBOs to promote and hold 11 community outreach events as well as an online survey. In total, 430 community members provided over 700 comments on draft recommendations and priority corridor improvement ideas. Community members were asked to provide feedback on recommended improvements for all corridors in the study area (e.g. enhancing crosswalks, expanding bike facilities, and installing new bus stop amenities) as well as two potential improvement concepts for each of the 4CP priority corridors (e.g. one concept that showed wider sidewalks and separated bike lanes versus a second that depicted safety upgrades in a narrower footprint to preserve more auto lanes).

Across the 4CP study area, community members rated safer walking, safer biking, and slowing down cars as their top three priorities, consistent with findings from the first round of

outreach. Many community members expressed support for bold safety improvements, particularly near schools and transit. However, some raised concerns around potential traffic impacts if vehicle lanes are reduced, especially in Cherryland and Castro Valley.

Hesperian and Lewelling Complete Streets Project

The study's needs analysis and community feedback identified Hesperian and Lewelling boulevards as two of the highest-priority corridors, with strong support for active transportation safety improvements. The Hesperian and Lewelling Complete Streets Project would implement pedestrian, bicycle, transit, and traffic calming improvements along Hesperian Boulevard between Springlake Drive and Grant Avenue and along Lewelling Boulevard from Washington Boulevard to Hesperian Boulevard, including safety improvements at several freeway ramp intersections. Additional planning and technical work is underway for these two corridors as part of the 4CP. Meanwhile, Alameda CTC applied to the 2028 Comprehensive Investment Plan for funding to advance the project into project development.

Next Steps and Schedule

The 4CP will continue to develop and refine recommendations for each of the ten 4CP priority corridors and advance preliminary design concepts for Hesperian and Lewelling Boulevards based on public and stakeholder input. The draft plan and implementation strategy will be shared for the third and final round of public comment in late 2026. Staff will return to the Commission with the final plan and request approval of the 4CP in early 2027.

Fiscal Impact: There is no fiscal impact. This is an informational item only.