



Planning, Policy and Legislation Committee (PPLC) Meeting Agenda Monday, January 12, 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

246 Argonne Way
Long Beach, CA 90803

Zoom Link:

<https://uso6web.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 November 10, 2025 Planning, Policy and Legislation Committee Meeting Minutes

Action

[4.1_PPLC_Minutes_20251110.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_Env_Docs_20260112.pdf](#)

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

Information / Action

[4.3_PPLC_ACTC_Legislative_Update_20260112.pdf](#)

5. Regular Matters

- 5.1 2026 Countywide Transportation Plan Engagement Update

Information

[5.1_PPLC_CTP_Engagement_Update_20260112.pdf](#)

[5.1_PPLC_CTP_Engagement_Update_Presentation_20260112.pdf](#)

- 5.2 Approve an Amendment to the 2014 Measure BB Transportation Expenditure Plan

Action

[5.2_PPLC_TEP_Amendment_20260112.pdf](#)

[5.2_PPLC_TEP_Amendment_Presentation_20260112.pdf](#)

6. Committee Member Reports

7. Staff Reports

8. Adjournment

Next Meeting:

February 9, 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, November 10, 2025, 11:30 a.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Call to Order

2. Roll Call

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

Commissioner Bowen attended as the alternate for Commissioner Tam.

Subsequent to roll call:

Commissioner Bowen arrived during item 4.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. Approve the October 6, 2025 Planning, Policy and Legislation Committee Meeting Minutes

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

4.3 Approve the Bicycle and Pedestrian Advisory Committee Bylaws Update

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

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

No: None

Abstain: None

Absent: None

5. Regular Matters

5.1 Approve the 2026 Legislative Program

Remy Goldsmith recommended that the Commission approve the 2026 Legislative Program.

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

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

No: None

Abstain: None

Absent: None

5.2 Paratransit Needs Assessment Update

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

5.3 Approve the Access for All (AFA) Grant Program Guidelines

Kristen Villanueva recommended that the Commission approve the 2025 – 2026 AFA Grant Program Guidelines, so that staff can release a Call for Projects in winter 2025 – 2026.

Commissioner Solomon 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, Salinas, Salwan, Solomon

No: None

Abstain: None

Absent: None

5.4 Plan Bay Area 2050+ Update

Carolyn Clevenger informed the Commission that an update from the Metropolitan Transportation Commission and the Association of Bay Area Governments on Plan Bay Area 2050+ would be provided at the December Commission meeting. This item was for information only.

6. Committee Member Reports

There was one committee member report.

7. Staff Reports

There were no staff reports.

8. Adjournment



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: January 5, 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

Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Update. This item is for information only.

Summary

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

Between October 16 and December 15, 2025, Alameda CTC has not submitted comments on any NOPs or DEIRs.

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



Memorandum

4.3

1111 Broadway, Suite 800, Oakland, CA 94607

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• www.AlamedaCTC.org

DATE: January 5, 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

Provide the Commission with an update on the federal, state, regional and local legislative activities. This item is for information only.

Summary

This item provides the Commission with an update on the state budget, potential implications for transportation funding, and efforts to reauthorize the next federal surface transportation bill, a critical measure for state and local transportation improvement projects.

Background

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

State Budget

An estimated \$18 billion state budget deficit is projected by the California Legislative Analyst's Office (LAO) in the upcoming fiscal year, driven by cuts to federal funding, economic uncertainty related to higher tariffs, and a sluggish economy that is limiting revenue growth. While the California Department of Finance reports some revenue stability, overall growth is not keeping pace with rising costs. This issue may result in reduced, delayed, or more competitive funding for state transportation programs; staff will monitor the ongoing budget pressures and bring updates to this Committee as needed.

Federal Reauthorization of Surface Transportation Bill

In 2026, federal activities are expected to focus on development and authorization of the next surface transportation bill, which will replace the Infrastructure Investment and Jobs Act (IIJA), the current federal surface transportation law. The IIJA provides the primary source of multi-year funding certainty for highway, transit, and safety programs nationwide and is critical for state and local transportation improvement projects. Both the U.S. Department of Transportation and Congress continue to reiterate a shared goal of enacting a long-term authorization before the current law expires at the end of September 2026. Staff will provide updates as legislation develops.

Fiscal Impact

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

Attachment:

- A. Alameda CTC 2026 Legislative Program

2026 Legislative Program

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

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

In-depth Core Legislative Priorities

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 5, 2026

TO: Planning, Policy and Legislation Committee

FROM: Kristen Villanueva, Director of Planning and Programs
Chris G. Marks, Senior Transportation Planner
Grasielita Diaz, Associate Transportation Planner

SUBJECT: 2026 Countywide Transportation Plan Engagement Update

Recommendation

Receive an update on the 2026 Countywide Transportation Plan (CTP) engagement. This item is for information only.

Summary

Alameda CTC updates the CTP approximately every four to six years to respond to changing conditions and evaluate new opportunities and demands placed on the transportation system. The 2026 CTP update will build on recommendations from the [Policy Blueprint](#), approved by the Commission in October 2024, which sets the plan's vision and goals, and identifies policy objectives that detail how the plan will advance each of the four goals related to safety, equity, climate, and economic vitality.

Consistent with Policy Blueprint recommendations to conduct robust and inclusive public engagement throughout Alameda County, Alameda CTC launched a major round of public engagement between July and October 2025 to collect input on needs and priorities for the CTP. At the January PPLC meeting, staff will provide an update on engagement activities including a summary of partnerships with community-based organizations (CBOs), outcomes from digital and in-person events, and key findings that will inform development of the CTP's draft recommendations. The CTP Summer-Fall 2025 Community Engagement Summary Report is included as **Attachment A**.

Background

Public engagement activities conducted between July and October included 21 in-person outreach events and a suite of digital promotions. Engagement through in-person outreach events spanned all areas of the County with at least one event in every local jurisdiction. Events ranged from large community festivals that reached hundreds of

people to smaller, partnered neighborhood events hosted with CBO partner organizations to engage hard-to-reach communities. The full list of events, including partnered events, is included in **Attachment A**.

To expand the reach of the 2026 CTP and hear from a variety of people, especially from historically underserved communities, Alameda CTC formed a group of community leaders from CBOs in a CTP Working Group. Ten CBOs from across Alameda County informed outreach strategy, disseminated and promoted engagement activities, and directly supported outreach alongside staff.

Alameda CTC used recommendations from the agency's Inclusive Engagement Report and the CTP Working Group to increase multilingual outreach and reduce barriers to engagement. Examples of inclusive engagement efforts included partnering with El Timpano, which distributed targeted communications reaching over 3,500 mostly Spanish-speaking residents in Alameda County via WhatsApp and SMS messages. The CTP survey and all promotional materials were available in English, Spanish, and Simplified Chinese. Multilingual staff were present at all events for conversations in English, Spanish, Mandarin Chinese, Tagalog, and Vietnamese. Staff also offered paper surveys, a phone-in option, and one-on-one assistance at events to reduce participation barriers.

Engagement Results and Key Findings

Outreach generated almost 6,000 touchpoints including over 2,000 responses to the 5-minute CTP survey, 3,750 in-person interactions which generated qualitative feedback on transportation priorities, and 88 Share My Story responses. The Share My Story feature allowed respondents to submit longer-form feedback and perspectives on transportation needs and priorities.

The CTP survey reached all Alameda County zip codes with at least one survey respondent in every zip code, and response rates were generally proportional to the population within each planning area. Approximately 21 percent of responses came from Equity Priority Community ZIP codes. Optional demographic questions, answered by more than 90 percent of respondents, showed substantial representation across incomes, age, and racial/ethnic groups. Compared with Alameda County, older, White/Caucasian respondents and women were slightly overrepresented and Black/African American and Latino/Hispanic respondents and young residents were slightly underrepresented.

Across all engagement methods, several consistent themes emerged:

- **Providing equitable transit access** through expanding access to reliable, affordable, and safe transit.
- **Addressing speeding** to improve safety on roadways is a critical community priority to across all areas of the county.
- **Protecting vulnerable users** by focusing on safety for older adults, youth, and people walking or biking.

- **Investing in lighting, greenery, and public spaces** to improve safety, encourage active transportation, and promote community well-being.
- **Maintaining existing infrastructure** with a focus on road and sidewalk conditions.

These five priorities remained consistent in survey responses and conversations across all areas of Alameda County. **Attachment A** describes these high-level themes in further detail with additional context by area as applicable.

Conclusions and Next Steps

The CTP is supported by two parallel, detailed planning efforts underway: the Paratransit Needs Assessment and the Countywide Active Transportation Plan (CATP). As presented at November's PPLC meeting, Alameda CTC conducted additional, specific outreach with older adults and people with disabilities in August and September 2025 to inform the Paratransit Needs Assessment. This included a tailored survey, tabling at senior centers and health or resource fairs, and outreach with Alameda CTC's Paratransit Advisory and Planning Committee. The CATP will directly use engagement conducted for the CTP to inform focus areas and implementation recommendations. The Commission will receive an update on the CATP at the February PPLC meeting.

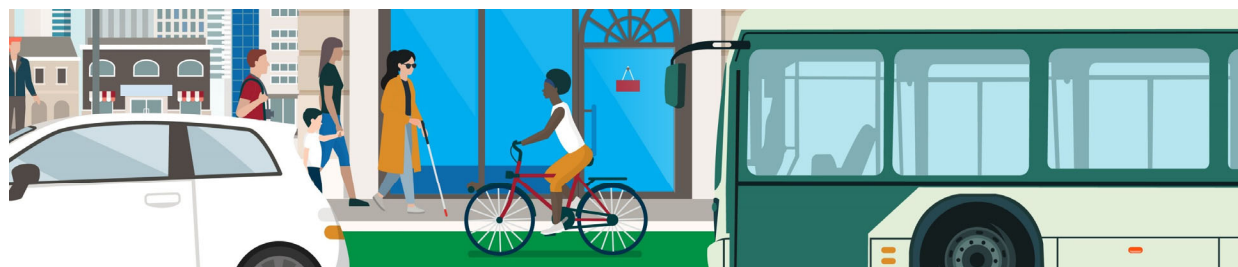
Engagement findings from CTP outreach, along with strategies and recommendations from the Paratransit Needs Assessment and CATP, will be coordinated and reflected in the CTP's strategies and core recommendations. Staff will present draft CTP recommendations to the Commission this spring for review and feedback, followed by one more round of public outreach before finalizing the CTP later this year.

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

Attachment:

- A. [CTP Summer-Fall 2025 Community Engagement Summary Report](#)

2026 Countywide Transportation Plan



Engagement Update

Planning, Policy, and Legislation Committee

January 12, 2026

What does the CTP do?

The CTP...

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



2024 Alameda Countywide Transportation Plan
POLICY BLUEPRINT

PREPARED BY
FERRIS PEERS

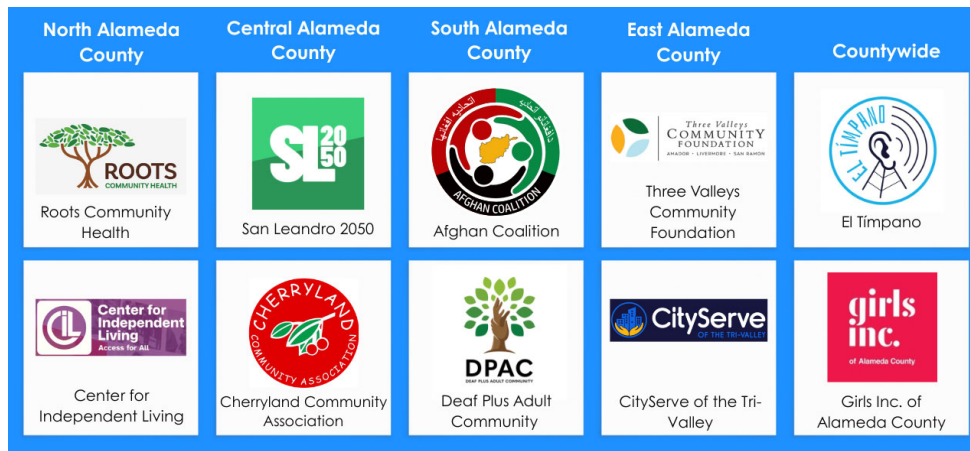


2026 CTP Timeline



3

The CTP Working Group



4

Talked with **3,750+ people** across **21 events**



North

1. Downtown Alameda Art & Wine Faire
2. Laurel StreetFair World Music Festival
3. Oakland Chinatown Streetfest
4. Solano Avenue Stroll
5. Piedmont Harvest Festival
6. Emeryville Harvest Festival
7. **Euniece Law Annual Community Resource Fair with Roots Community Health**



Central

1. Castro Valley Fall Fest
2. Hayward Mariachi Festival
3. **Cherryland Community Association General Meeting**
4. **San Leandro Food Pantry with San Leandro 2050**



South

1. Fremont Summer Concerts in the Park
2. Fremont Festival of the Arts
3. Newark National Night Out
4. Union City Night Out
5. Newark Days
- * **Afghan Coalition Digital Promotion**



East

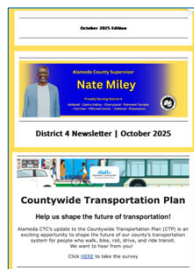
1. Pleasanton Concert in the Park
2. Dublin Splatter
3. Livermore Farmers Market
4. **CityServe Health & Wellness Expo**
5. **CityServe Survey Work Session**



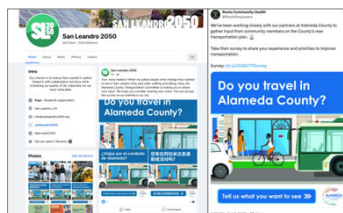
Events in blue were conducted in partnership with CTPWG members.

5

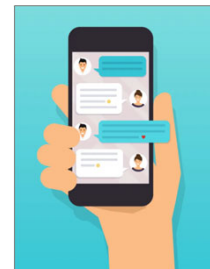
37+ promotions by 21+ partners – THANK YOU!



19+ e-blasts & e-news,
reaching **11,000+**
people



20 social media posts
to **87,000+** followers



SMS messages with El
Tímpano, reaching
3,400+ Spanish-
language subscribers



6

Reached **2,100+** people through digital engagement



2,084

Complete Survey Responses



88

Share My Story Responses

3 languages

1,974 English
93 Spanish
17 Chinese

21%

From ZIP Codes in Equity Communities

62

In English

26

In Spanish



7

Top themes across all methods and planning areas



Provide Equitable Transit Access



Reduce Speeds



Protect Vulnerable Users



Invest in Public Spaces



Maintain Existing System



8



Priorities by Theme



Provide Equitable Transit Access

58% want transit that connects to work, school, & services

1. Access & frequency
2. Safety at stops and on transit
3. Cost, comfort, convenience
4. Connections



Reduce Speeds

66% say speeding is a top safety priority

1. Driving too fast on local roads
2. Traffic calming measures to slow cars down
3. Infrastructure & road design to protect people
4. Safety concerns related to freeway ramps



Protect Vulnerable Users

58% want improved safety near schools, parks, senior centers, and hospitals

1. Conflict zones with people using different modes
2. Crossings, missing bike lanes and missing sidewalks



9



Priorities by Theme



Invest in Public Spaces

63% support planting trees and adding parks

1. Improve lighting
2. Maintain trees and add new greenery
3. Improve parks and public amenities



Maintain Existing System

40% want transportation investment in underserved communities

1. Potholes & pavement conditions
2. Cracked sidewalks
3. Frustration with increasing traffic congestion
4. Air quality issues



10

CTP Next Steps

- **Winter/Spring 2026:** Integrate findings with the Paratransit Needs Assessment (PNA) and the Countywide Active Transportation Plan (ATP)
- **Winter/Spring 2026:** Develop CTP strategies and draft core recommendations
- **Spring 2026:** Present Draft Recommendations to PPLC
- **Mid-2026:** Final CTP completion



11





Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 5, 2026

TO: Planning, Policy and Legislation Committee

FROM: Carolyn Clevenger, Deputy Executive Director of Planning and Policy

SUBJECT: Approve an Amendment to the 2014 Measure BB Transportation Expenditure Plan

Recommendation

Approve an Amendment to the 2014 Measure BB Transportation Expenditure Plan (2014 TEP).

Summary

The proposed amendment to the 2014 TEP, (*see pages 27-30 of this packet*), as requested by the City of Alameda (Attachment A) and AC Transit (Attachment B), would replace the “Alameda to Fruitvale BART Rapid Bus” project with a “City of Alameda Transit Priority and Improvement Program.” The amount of \$9 million remains unchanged.

This is an action item and requires 2/3 approval at the Commission meeting per the 2014 TEP Implementing Guidelines.

Background

The 2014 TEP is guided by principles (“Implementation Guidelines”) that ensure that the revenue generated by the sales tax is spent only for the purposes outlined in the TEP, in the most efficient and effective manner possible, consistent with serving the transportation needs of Alameda County. The Implementation Guidelines include strict project delivery deadlines to ensure that the projects promised in the plan can be completed in a timely manner, and requirements for how funds be reallocated should the need arise. Implementation Guideline 8 establishes that “each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Commissioners for one-year time extensions.” (2014 TEP, page 38)

Each year, Alameda CTC requests project sponsors of those projects that have not yet met the deadlines requirement to submit project status updates, including a description of their efforts to obtain environmental clearance approval and a full funding plan, anticipated milestones schedules, and any requests for a time extension. In December 2024, the Commission, with the support of the City of Alameda, did not extend the project deadline requirements for the Alameda to Fruitvale BART Rapid Bus project. Through discussions with the City of Alameda and AC Transit, it was determined that no specific bus rapid transit project was advancing as originally planned in the 2014 TEP. Instead, the City of Alameda and AC Transit identified a set of improvements to support transit. The Commission directed staff to work with the City of Alameda and AC Transit to define a program of projects, determine TEP eligibility and return to the Commission with a recommendation to reprogram Measure BB funds in 2025.

On June 16, 2025, Alameda CTC received a request from the City of Alameda and supported by the AC Transit Board of Directors to amend the 2014 TEP to replace the Alameda to Fruitvale BART Rapid Bus project with a program of transit priority and transit improvement projects.

TEP Amendment Process

In approving Measure BB and the accompanying 2014 TEP, it was anticipated that amendments would be needed over the life of the measure. Implementation Guideline 22 details how funds may be reallocated should the need arise over time.

Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be reallocated to another project or program of the same type, such as Transit, Streets, Highways, Community Development Investments, or Bicycle and Pedestrian Safety, at the discretion of the Alameda CTC. (2014 TEP, page 39)

The Alameda to Fruitvale BART Rapid Bus project is part of the BART, Bus, Senior, and Youth Transit section of the TEP, within the Rapid Bus and Transit Improvements Project investment category. The proposed amendment is consistent with TEP Implementation Guideline 22 as the funds will remain within the BART, Bus, Senior, and Youth Transit section of the TEP, and will maintain the geographic equity of the TEP. In addition, the proposed amendment will ensure improvements are delivered in a timely fashion to benefit the voters of Alameda County.

Proposed Amendment

As of 2016, the City of Alameda planned to use the \$9 million identified in the TEP for the Alameda to Fruitvale BART Rapid Bus project for dedicated bus lanes on Ralph Appezato Memorial Parkway. The City of Alameda was at that time anticipating high-frequency AC Transit service to the planned development at Alameda Point. Since that time, AC Transit has conducted an extensive overhaul of service through the agency's Realign

Plan implemented in 2025. This restructuring of service results in reduced bus service to the corridor, with one-hour frequencies along Ralph Appezato Memorial Parkway. This level of service is not sufficient to justify dedicated bus lanes.

The City of Alameda worked closely with AC Transit to identify a program of transit improvements in the City of Alameda that, while not a full bus rapid transit project, are consistent with the description of the Rapid Bus and Transit Improvements category of the 2014 TEP and will enhance transit reliability and service. The TEP states that \$35 million in “sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects,” including \$9 million specifically identified for the Alameda to Fruitvale BART Rapid Bus. Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors.

While the proposed program of projects is not anticipated to directly improve bus operations or increase ridership at the same level as a rapid bus project would, AC Transit has determined that it does not have the resources available to operate rapid bus service along the originally intended corridor in the near-term. Given the lack of progress on this project since the approval of Measure BB in 2014, and that there is no Rapid Bus/BRT project proposed or in development between Alameda and the Fruitvale BART station, the project as originally intended in the TEP is considered undeliverable or infeasible, as described in Guideline 22. The proposed amendment would enable these funds to be spent on transit reliability and enhancement projects that match AC Transit’s current service plan and need, including lines serving Alameda Point, and support the delivery of transit improvements to benefit the public. The proposed amendment is fully consistent with Implementation Guideline 22 of the TEP which details how funds may be reallocated over time.

City of Alameda Transit Priority and Improvement Program

The City of Alameda is currently advancing a number of multimodal projects that include substantial transit priority and transit improvement elements. Funding in this program will be used for elements of the projects that directly benefit and improve transit service.

The City of Alameda Transit Priority and Improvement Program will increase transit service reliability and provide bus stop amenities and access improvements to support transit priority elements of multimodal projects, such as those on Lincoln Avenue/Marshall Way/Pacific Avenue, Stargell Avenue, and Westline Drive.

- Lincoln/Marshall/Pacific Corridor Improvements: Transit service and safety enhancements on a three-mile corridor in Alameda, include bus stop enhancements (i.e., new bus islands, bus stop consolidations, and bus stop amenities). Serves AC Transit lines 96, 631, and 663.
- Stargell Avenue Roundabout and Transit Improvements: Pedestrian safety and transit operational improvements along Willie Stargell Avenue between Main Street

and Mariner Square Loop/East Campus Drive, include four new bus stops following Realign Plan implementation. Serves AC Transit lines 19 and 96.

- Westline Drive Bus Queue Jump Lane: Northbound transit-only lane along Westline Drive/Eighth Street between Otis Drive and Portola Avenue. Serves AC Transit lines 30, 663, and W.

The City of Alameda coordinated with AC Transit to present the program of projects to various local committees for review and feedback, including presentations and discussions at the AC Transit/City of Alameda Interagency Liaison Committee (ILC) in January 2025, and the City of Alameda's Transportation Commission, which endorsed the program of projects in February 2025. The City of Alameda City Council approved the recommendation on May 6, 2025, and the AC Transit Board approved the proposal at its June 11, 2025, Board meeting.

Proposed Amendments Comment Period

The TEP amendment process requires approval of the proposed amendments by Alameda CTC and a 45-day comment period by jurisdictions in Alameda County. Following the September 25, 2025 Commission action, staff initiated the comment period. All jurisdictions within Alameda County were notified via email and letter of the proposed amendments and comment period, and the information was posted on the Alameda CTC webpage Latest News. The comment period ended on November 12, 2025. No comments were received.

Proposed Amendment

Attachment C is the Commission Resolution that documents the amendment. The recommended proposed amendment includes the following elements, which are documented in track changes in Attachment D:

*Existing TEP Language to be Amended as noted in **red** and ~~striketrough~~:*

Amend the BART, Bus, Senior, and Youth Transit references in the TEP as follows:

TEP Table 1 (List of Investments) on Page 3

~~Alameda to Fruitvale BART Rapid Bus~~ **City of Alameda Transit Priority and Improvement Program**

BART, Bus, Senior and Youth Transit, Rapid Bus and Transit Improvements, Page 16

Delete the third bullet under discussion of AC Transit's BRT Projects as described above and as shown below:

- ~~The Alameda to Fruitvale BART Rapid Bus service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.~~

Add a new Program as detailed below:

City of Alameda Transit Priority and Improvement Program

The City of Alameda Transit Priority and Improvement Program will increase transit service reliability and provide bus stop amenities and access improvements to support transit priority elements of multimodal projects such as on Lincoln Avenue/Marshall Way/Pacific Avenue, Stargell Avenue, and Westline Drive.

Page 17

Remove “City of Alameda to Fruitvale BART Bus Rapid Transit” from the legend next to item **C** as shown on the map. Replace with “**City of Alameda Transit Priority and Improvement Program**”

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. City of Alameda TEP Amendment Request Letter
- B. [AC Transit TEP Amendment Request Support Letter](#)
- C. Resolution No. 26-001 for 2014 TEP Amendment
- D. Proposed 2014 TEP Amendment Redline Markups and Technical Amendments



June 16, 2025

Alameda County Supervisor David Haubert, Chair
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

Subject: Request to Amend 2014 Measure BB Transportation Expenditure Plan

Dear Chair Haubert:

The purpose of this letter is to request the Alameda County Transportation Commission (Alameda CTC) to amend the 2014 Measure BB Transportation Expenditure Plan (TEP). On May 6, 2025, the City of Alameda's City Council authorized this request for "The Alameda to Fruitvale BART Rapid Bus" project on page 16 of the TEP, which totals \$9 million, to be replaced with "a program of transit-focused multimodal projects." This request was developed in coordination with AC Transit, which approved the proposal on June 11, 2025, at its Board meeting.

Background

In November 2014, Alameda County voters passed Measure BB authorizing an extension and augmentation of a preexisting transportation sales tax (Measure B) for transportation projects and programs, which is administered by Alameda CTC. The 2014 Measure BB TEP includes four named rapid bus investments, including a bus corridor project within the City of Alameda titled "The Alameda to Fruitvale BART Rapid Bus" for \$9 million. According to the TEP, these named rapid bus projects must:

"...enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects on some of the busiest corridors in the AC Transit system... Funds may be used for project development, design, construction, access, and enhancement of the rapid transit corridors."

For "The Alameda to Fruitvale BART Rapid Bus" project, the TEP states that the project:

"will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda."

City of Alameda
Mayor's Office
2263 Santa Clara Avenue, Room 320
Alameda, California 94501
510.747.4700

In 2016, the City of Alameda planned to use the \$9 million in Measure BB funds for dedicated bus lanes on Ralph Appezato Memorial Parkway (Appezato Pkwy), anticipating high-frequency AC Transit service due to the planned development at Alameda Point. In 2017, the City of Alameda included the project in its Capital Improvement Plan and requested Alameda CTC to program the \$9 million in Measure BB funds to the project.

By 2023, AC Transit's draft Realign Plan omitted the anticipated new bus service along Appezato Pkwy, prompting discussions with AC Transit, including at the AC Transit/City of Alameda Interagency Liaison Committee (ILC), on alternative transit projects. Although AC Transit adjusted its final 2024 Realign Plan to include Line 19 serving Appezato Pkwy at one-hour frequency, this infrequent level of service did not justify dedicated bus lanes.

The TEP requires projects to complete delivery milestones by a certain deadline to demonstrate project feasibility and progress. Projects may request annual time extensions from Alameda CTC. In fall 2024, as part of the annual time extension request, the City of Alameda noted the change in project status. Consequently, on December 5, 2024, Alameda CTC declined a time extension for the Alameda to Fruitvale BART Rapid Bus/Appezato Pkwy Bus Lanes project due to no near-term bus rapid transit implementation as originally intended in the TEP. Thus, Measure BB funds would need to be reprogrammed towards eligible transit improvements.

In early 2025, City of Alameda staff, working closely with AC Transit staff, proposed a program of transit-focused multimodal projects elsewhere in Alameda as alternative uses of the \$9 million in Measure BB funds. The AC Transit/City of Alameda ILC discussed this proposal in January 2025, which was well received with positive support. The City of Alameda's Transportation Commission endorsed this recommendation in February 2025 and Alameda's City Council approved the proposal on May 6, 2025. As mentioned, the AC Transit Board approved the proposal on June 11, 2025.

TEP Amendment Request

The City of Alameda requests to amend the TEP's "Alameda to Fruitvale BART Rapid Bus" project on page 16 of the TEP to be replaced with "a program of transit-focused multimodal projects." This proposal focuses on reducing bus travel time and on continuing the momentum of the City's high-priority projects with **a program of transit-focused multimodal projects** on Lincoln Avenue/Marshall Way/Pacific Avenue, Stargell Avenue, and Westline Drive as described below.

Lincoln/Marshall/Pacific Corridor Improvements: This project enhances safety on a three-mile High Injury Corridor, as identified in the Vision Zero Action Plan. Funds would support a bus island at the Academy of Alameda (on Pacific Avenue at Fourth Street), consolidated bus stops between Fifth Street and Webster Street for improved efficiency, bus stop amenities, and intersection improvements to make bus stops safer and easier to access. The project will serve Alameda Point via Line 96. Project webpage: www.alamedaca.gov/LincolnMarshallPacific

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2263 Santa Clara Avenue, Room 320
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510.747.4700

Stargell Avenue Roundabout and Transit Improvements (Phase 1): The project will add transit-focused improvements to Willie Stargell Avenue between Main Street and Mariner Square Loop/East Campus Drive. The project includes access enhancements and amenities at four new bus stops on the corridor that will serve the newly re-routed Line 19 with implementation of AC Transit's Realign plan. Single-lane roundabouts at Fifth Street and Mariner Square Loop/East Campus Drive will support pedestrian safety and transit operations for Lines 19 and 96 serving Alameda Point. The proposed roundabout at Stargell Avenue/Fifth Street is prioritized for Phase 1 implementation. The proposed roundabout at Stargell Avenue/Mariner Square Loop/East Campus Drive is Phase 2 and is unfunded. Project webpage: www.alamedaca.gov/Stargell

Westline Bus Queue Jump Lane: As stated in the Transportation Choices Plan, the Westline Drive Bus Queue Jump Lane project would identify a transit-only lane along Westline Drive/Eighth Street between Otis Drive and Portola Avenue, in the northbound direction. A dedicated bus lane would allow buses traveling northbound to Central Avenue to bypass general traffic queues. As part of a multimodal concept design process, the project also would identify bikeways on or adjacent to Westline Drive/Eighth Street to help close the Westline Drive/Shoreline Drive and Central Avenue bike lane gap. The project would serve future South Shore development via Line 20.

The City of Alameda can fully comply with the requirements for Measure BB recipients, including but not limited to, annual audits and compliance reporting, separate accounting funds for Measure BB, Independent Watchdog Committee reviews, performance measures, environmental clearance, timely use of funds, contracting requirements, public reviews, and approvals.

On behalf of the City of Alameda, I would like to express my appreciation to Alameda CTC for considering this request to amend the 2014 Measure BB TEP.

Thank you to your esteemed staff for their time and prompt attention to this matter.

Best regards,



Marilyn Ezzy Ashcraft
Mayor, City of Alameda

Cc: Tony Tavares, Executive Director, Alameda CTC
Salvador Llamas, General Manager, AC Transit
Jennifer Ott, City Manager, City of Alameda
Allen Tai, Planning, Building and Transportation Director, City of Alameda
Erin Smith, Public Works Director, City of Alameda

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2263 Santa Clara Avenue, Room 320
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**ALAMEDA COUNTY TRANSPORTATION COMMISSION
Resolution No. 26-001**

**Resolution of the Alameda County Transportation Commission
Amending the 2014 Transportation Expenditure Plan**

Commission Chair

Supervisor David Haubert,
Alameda County, District 1

Commission Vice Chair

Mayor Marilyn Ezzy Ashcraft,
City of Alameda

Alameda County

Supervisor Elisa Márquez, District 2
Supervisor Lena Tam, District 3
Supervisor Nate Miley, District 4
Supervisor Nikki Fortunato Bas, District 5

AC Transit

Director - District At-Large Joel B.
Young

BART

Vice President Melissa Hernandez

City of Albany

Councilmember Preston Jordan

City of Berkeley

Councilmember Terry Taplin

City of Dublin

Mayor Sherry Hu

City of Emeryville

Vice Mayor Matthew Solomon

City of Fremont

Mayor Raj Salwan

City of Hayward

Mayor Mark Salinas

City of Livermore

Mayor John Marchand

City of Newark

Mayor Michael K. Hannon

City of Oakland

Councilmember Carroll Fife
Councilmember At-Large Rowena
Brown

City of Piedmont

Vice Mayor Conna McCarthy

City of Pleasanton

Mayor Jack Balch

City of San Leandro

Mayor Juan González, III

City of Union City

Mayor Gary Singh

Executive Director

Tony Tavares

WHEREAS, by action of the governing body (“Commission”) of Alameda County Transportation Commission (“Alameda CTC”) at a regular Commission meeting on January 23, 2014, Alameda CTC approved the 2014 Transportation Expenditure Plan (“2014 TEP”), and in November 2014, the voters of Alameda County approved Measure BB, a sales tax measure intended to provide funding for the 2014 TEP.

WHEREAS, the 2014 TEP allocated \$3.73 billion to projects and programs to support BART, Bus, Senior, and Youth Transit as one of the Project Types in the TEP.

WHEREAS, the 2014 TEP included Implementing Guideline 8, Strict Project Deadlines, providing each project a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan.

WHEREAS, on December 5, 2024 the Commission did not approve a time extension to the deadlines under Implementing Guideline 8, Strict Project Deadlines, for the Alameda to Fruitvale BART Rapid Bus project.

WHEREAS, this project has not demonstrated progress in project development milestones necessary to meet the deadlines set forth in Implementing Guideline 8, Strict Project Deadlines.

WHEREAS, Implementing Guideline 22 included in the 2014 TEP details how funds may be reallocated during implementation of the 2014 TEP, stating that should a planned project become undeliverable, infeasible or unfundable, funding for that project will be reallocated to another project or program of the same type at the discretion of Alameda CTC.

WHEREAS, the 2014 TEP and Public Utilities Code section 180207 together provide that the 2014 TEP may be modified if an amendment is approved by a two-thirds vote of the Commission, with Alameda CTC’s member jurisdictions being provided with a minimum of 45 days to comment on any proposed Plan amendment.

WHEREAS, at the Commission’s regular meeting on September 25, 2025, the Commission gave initial approval by at least a two-thirds majority to the amendment to the 2014 TEP to address the project referenced above, and Alameda CTC thereafter provided notice to its member jurisdictions on September 26, 2025, of the commencement of the 45-day comment period for the proposed amendment.

WHEREAS, at the Commission’s regular meeting on January 22, 2026, following the completion of the 45-day comment period, the Commission considered all comments from its member jurisdictions and from members of the public, and gave final approval by at least a two-thirds majority to the proposed amendment to the 2014 TEP.

NOW THEREFORE, BE IT RESOLVED that the 2014 Transportation Expenditure Plan is amended with respect to the project identified above as set forth in Exhibit A attached hereto and by this reference incorporated herein.

DULY PASSED AND ADOPTED by the Alameda CTC Commission at the regular Commission meeting held on January 22, 2026 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

Attest:

David Haubert,
Chair, Alameda CTC

Elizabeth (Liz) Lake,
Clerk of the Commission

Exhibit A
Text of Amendments to the 2014 Transportation Expenditure Plan

*Existing TEP Language to be Amended as noted in **red** and ~~striketthrough~~:*

Amend the BART, Bus, Senior, and Youth Transit references in the TEP as follows:

TEP Table 1 (List of Investments) on Page 3

~~Alameda to Fruitvale BART Rapid Bus~~ **City of Alameda Transit Priority and Improvement Program**

BART, Bus, Senior and Youth Transit, Rapid Bus and Transit Improvements, Page 16

Delete the third bullet under discussion of AC Transit's BRT Projects as described above and as shown below:

- ~~The Alameda to Fruitvale BART Rapid Bus service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.~~

Add a new Program as detailed below:

City of Alameda Transit Priority and Improvement Program

The City of Alameda Transit Priority and Improvement Program will increase transit service reliability and provide bus stop amenities and access improvements to support transit priority elements of multimodal projects such as on Lincoln Avenue/Marshall Way/Pacific Avenue, Stargell Avenue, and Westline Drive.

Page 17

Remove "City of Alameda to Fruitvale BART Bus Rapid Transit" from the legend next to item C as shown on the map. Replace with "**City of Alameda Transit Priority and Improvement Program**"

See Table 1 for a detailed list of transportation investments.

Table 1: List of Investments				
Type	Investment Category	Project/Program	Amount (\$ x millions)	% of Total Funds
 BART, Bus, Senior, and Youth Transit (48%)	Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,455.15	18.8%
		Altamont Commuter Express	\$77.40	1.0%
		BART Maintenance	\$38.70	0.5%
		San Francisco Bay Area Water Emergency Transportation Authority	\$38.70	0.5%
		Livermore Amador Valley Transit Authority	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	\$174.63	2.24%
	Affordable Transit Program for Students and Youth	Affordable Student Transit Pass Program	\$15.00	0.19%
		Subtotal	\$1,857.63	24%
	Affordable Transit for Seniors and People with Disabilities	City-based and Locally Mandated	\$232.20	3.0%
		East Bay Paratransit - AC Transit	\$348.31	4.5%
		East Bay Paratransit - BART	\$116.10	1.5%
		Coordination and Service Grants	\$77.40	1.0%
		Subtotal	\$774.01	10%
	Rapid Bus Projects	Telegraph Avenue/East 14th/ International Boulevard project	\$10.0	14%
		Alameda to Fruitvale BART Rapid Bus City of Alameda Transit Priority and Improvement Program	\$9.0	
		Grand/MacArthur BRT	\$6.0	
		College/Broadway Corridor Transit Priority	\$10.0	
		Subtotal	\$35.0	
	BART System Modernization and Expansion	Irvington BART Station	\$120.0	
		Bay Fair Connector/BART METRO	\$100.0	
		BART Station Modernization and Capacity Program	\$90.0	
		BART to Livermore	\$400.0	
		Subtotal	\$710.0	
	Major Transit Corridor Enhancements and Rail Connections	Dumbarton Corridor Area Transportation Improvements	\$120.0	
		Union City Intermodal Station	\$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	\$110.0	
		Oakland Broadway Corridor Transit	\$10.0	
		Capitol Corridor Service Expansion	\$40.0	
		Subtotal	\$355.0	
	TOTAL		\$3,731.64	48%

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases will be determined as part of the Capital Improvement Program developed through a public process and adopted by Alameda CTC every two years and will include geographic equity provisions.

BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

RAPID BUS AND TRANSIT IMPROVEMENTS (\$35 M)

A total of \$35 M in sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects on some of the busiest corridors in the AC Transit system.

AC Transit East Bay Bus Rapid Transit (BRT) Projects (\$25 M)

Bus Rapid Transit is a technology that reduces bus travel times, improves the efficiency of transit service and reduces conflicts between bus service and auto travel on major streets. Three BRT corridors are proposed:

- **The Telegraph Avenue/East 14th/International Boulevard project** will provide enhanced transit service connecting the Cities of San Leandro and Oakland with potential improved rapid bus services to UC Berkeley.
- **The Grand/MacArthur BRT project** will enhance transit service and allow for significant reliability improvements in this critical corridor as well as enhancing access to regional services at the MacArthur BART station.
- ~~The Alameda to Fruitvale BART Rapid Bus service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.~~

Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors. These sales tax funds will allow the Telegraph/East 14th/International project to be completed and will provide the needed leverage as local matching funds to attract outside funds to the other corridors which are currently under development.

College/Broadway Corridor Transit Priority (\$10 M)

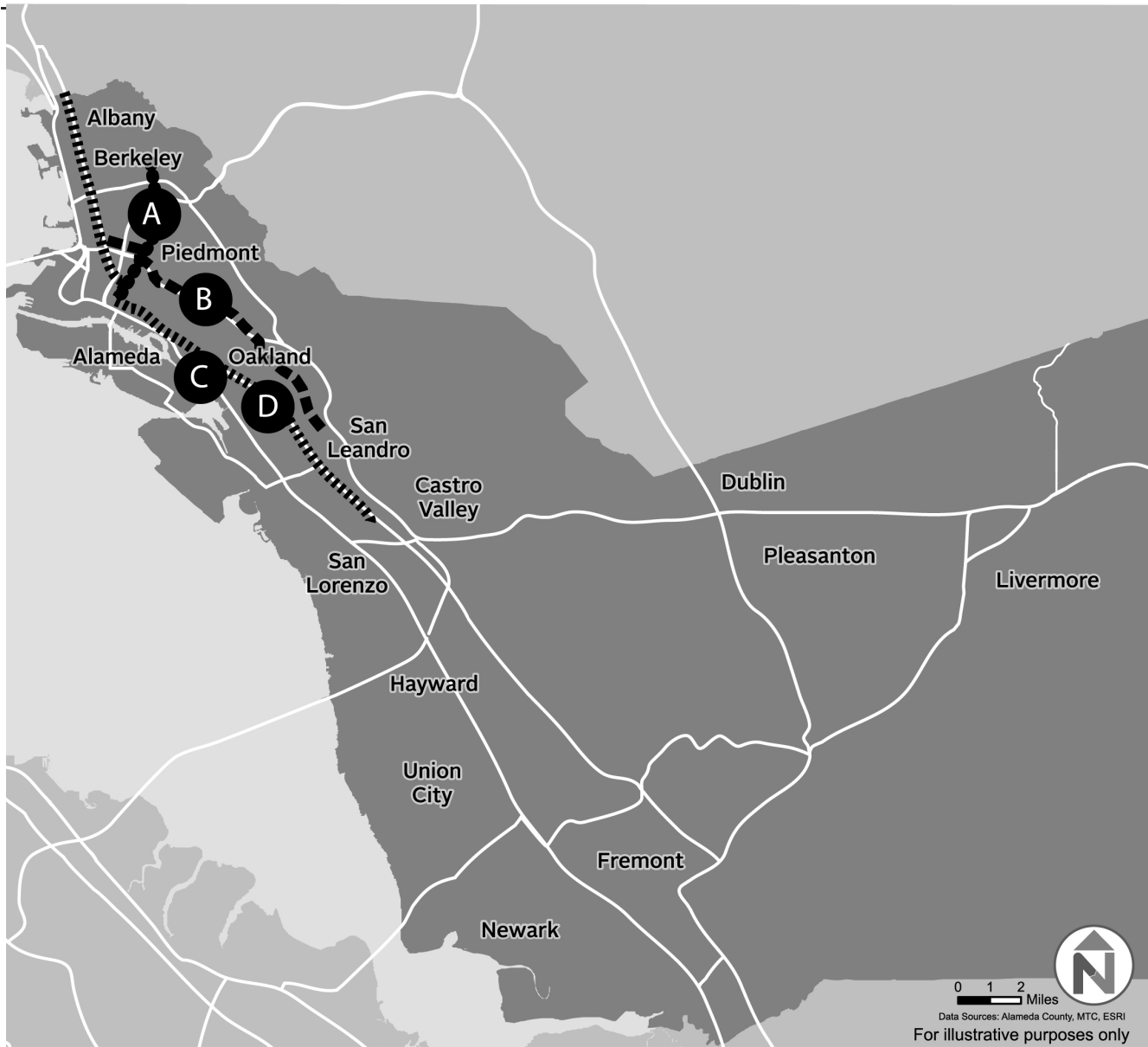
Funding will be provided for the implementation of transit priority treatments to improve transit reliability, reduce travel times and encourage more transit riders on the well-utilized College/Broadway corridor.

City of Alameda Transit Priority and Improvement Program (\$9 M)

The City of Alameda Transit Priority and Improvement Program will increase transit service reliability and provide bus stop amenities and access improvements to support transit priority elements of multimodal projects such as on Lincoln Avenue/Marshall Way/Pacific Avenue, Stargell Avenue, and Westline Drive.



RAPID BUS TRANSIT INVESTMENTS



- A** College/Broadway Corridor: Transit Priority
- B** - - - - - AC Transit Grand MacArthur Bus Rapid Transit
- C** ——— City of Alameda to Fruitvale BART Bus Rapid Transit
- D** AC Transit Telegraph Ave/ East 14th/ International Blvd Project

Not Shown:

- Affordable Transit for Seniors and Persons with Disabilities
- Innovative grants including an affordable youth transit pass program
- Transit Operations, Maintenance and Safety Investments



ALAMEDA COUNTY TRANSPORTATION COMMISSION

2014 Transportation Expenditure Plan Proposed Amendment

A presentation to the Planning, Policy and Legislation Committee

January 12, 2026

Overview

- 2014 Transportation Expenditure Plan
 - Implementing Guidelines
- Proposed Amendment
- Action



2014 Transportation Expenditure Plan

- Implementing Guidelines

- Implementation Guideline 8: Strict Project Deadlines

- *each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2022) to receive environmental clearance approvals and to have a full funding plan for each project (TEP, page 38)*

- Implementation Guideline 22: Fund Allocations

- *Should a planned project become undeliverable, infeasible or unfundable due to circumstances unforeseen at the time this Plan was created, or should a project not require all funds programmed for that project or have excess funding, funding for that project will be reallocated to another project or program of the same type (TEP, page 39)*



Background

- Each year, project sponsors of those projects that have not yet met the deadlines requirement must submit project status updates
- In December 2024, Commission did not provide a time extension for the Alameda to Fruitvale BART Rapid Bus project
 - The project as originally intended in the TEP is considered undeliverable or infeasible, as described in Guideline 22
 - There is no Rapid Bus/BRT project proposed or in development between Alameda and the Fruitvale BART station
 - AC Transit has significantly reduced service on the corridor
- Commission directed staff to work with the City of Alameda and AC Transit to define a program of projects, determine TEP eligibility and return to the Commission with a recommendation to reprogram the Measure BB funding



New Program: City of Alameda Transit Priority and Improvement Program

- The City of Alameda worked closely with AC Transit to identify a program of transit improvements in the City of Alameda consistent with the description of the Rapid Bus and Transit Improvements category of the TEP that will enhance transit reliability and service.
 - *"sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects"*
- Program will fund elements of multimodal projects that increase transit service reliability, provide transit priority and bus stop amenities, and improve access to transit
- Funding in this program will be used specifically for the elements of projects that directly benefit and improve transit service in the City of Alameda
- Funding amount remains \$9 million



Amendment Development

- City of Alameda and AC Transit coordinated closely to develop the proposed amendment
 - AC Transit/City of Alameda Interagency Liaison Committee, January 2025
 - City of Alameda's Transportation Commission, February 2025
 - City of Alameda City Council, May 2025 approved submitting amendment request
 - AC Transit Board of Directors, June 2025 approved support for amendment request
- Formal request for a TEP amendment submitted to Alameda CTC in June 2025



Proposed Amendment (Attachment D)

*Existing TEP Language to be Amended as noted in **red** and ~~strikethrough~~:*

Amend the BART, Bus, Senior, and Youth Transit references in the TEP as follows:

TEP Table 1 (List of Investments) on Page 3

~~Alameda to Fruitvale BART Rapid Bus~~ **City of Alameda Transit Priority and Improvement Program**



Proposed Amendment, cont. (Attachment D)

BART, Bus, Senior and Youth Transit, Rapid Bus and Transit Improvements, Page 16

Delete the third bullet under the discussion of AC Transit's BRT Projects as described above and as shown below:

- ~~• The Alameda to Fruitvale BART Rapid Bus service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.~~

Add a new Program as detailed below:

City of Alameda Transit Priority and Improvement Program

The City of Alameda Transit Priority and Improvement Program will increase transit service reliability and provide bus stop amenities and access improvements to support transit priority elements of multimodal projects such as on Lincoln Avenue/Marshall Way/Pacific Avenue, Stargell Avenue, and Westline Drive.



TEP Amendment Process

- Comment Period: Alameda CTC initiated the comment period on September 26, 2025
 - Commission approved initiating a 45-day comment period at the September 25, 2025, Commission meeting
 - Notification of the comment period was sent to all jurisdictions in Alameda County
 - Proposed amendment and comment period was posted on the Latest News section on the agency homepage
 - The comment period closed on November 12, 2025
- No comments were received



Recommendation

- This is an action item and requires 2/3 approval at the Commission meeting per the Implementing Guidelines of the 2014 TEP.

