



Memorandum

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1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: January 15, 2026

TO: Alameda County Transportation Commission

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, 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 Appenzato 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.

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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 Appezzato Memorial Parkway (Appezzato 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 Appezzato 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 Appezzato 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/Appezzato 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

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 ~~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

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- ~~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.

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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)

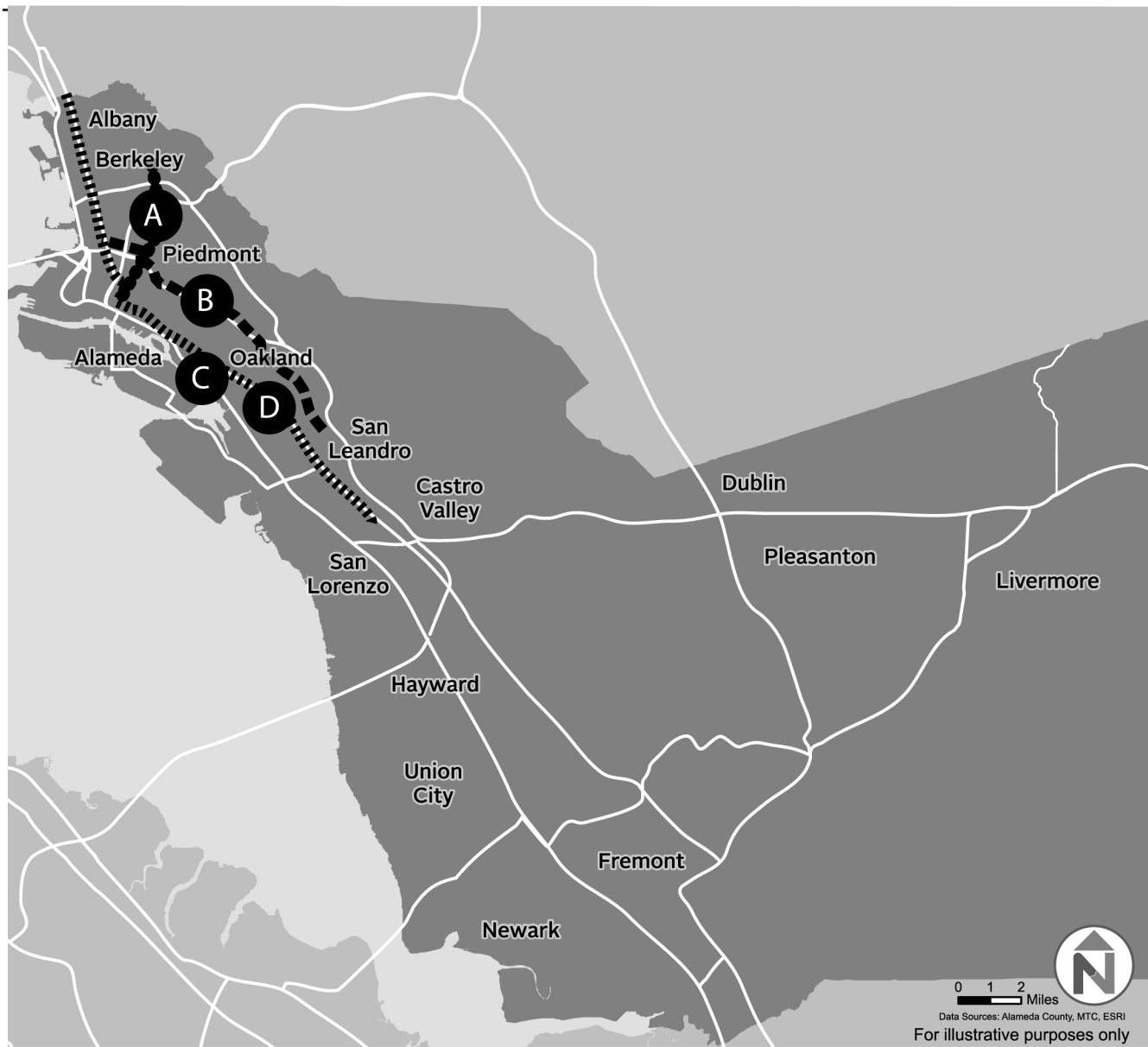
Funding will be provided for the implementation of transit priority treatments to improve transit reliability, reduce travel times and encourage more transit riders on the well-utilized College/Broadway corridor.

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 | C ——— | City of Alameda to Fruitvale
BART Bus Rapid Transit |
| B ■■■■■■ | AC Transit Grand MacArthur
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