



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

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

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Young

BART

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Councilmember Preston Jordan

City of Berkeley

Councilmember Terry Taplin

City of Dublin

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Vice Mayor Matthew Solomon

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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: 26

NOES: 0

ABSTAIN: 0

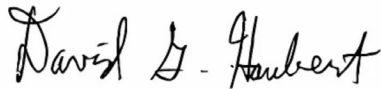
ABSENT: 1

Balch, Bowen, Brown, Ezzy
Ashcraft, Fife, Fortunato Bas,
González, Hannon, Haubert,
Hernandez, Jordan, Marchand,
Márquez, McCarthy, Miley,
Salinas, Salwan, Singh, Solomon,
Taplin, Young

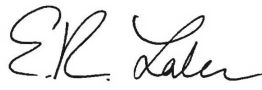
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SIGNED:

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

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"**