



DATE: July 16, 2020

TO: Alameda County Transportation Commission

FROM: Cathleen Sullivan, Director of Planning
Kristen Villanueva, Senior Transportation Planner

SUBJECT: 2020 Countywide Transportation Plan: Draft Recommendations and COVID-19 Strategies

Recommendation

Receive an overview of the draft 2020 Countywide Transportation Plan (CTP) recommendations, including the draft final countywide 10-year priority project list, draft final strategies, draft near-term priority actions, long-term projects, and programmatic investment types, as well as the approach to addressing COVID-19 in the CTP. This is an information item.

Summary

The culmination of nearly a year and a half of engagement with partner agencies and Commissioners on the 2020 update to the Countywide Transportation Plan, this memo presents an overview of the CTP development process and the draft final recommendations of the CTP.

Although the CTP is a long-range plan, the 2020 update also seeks to articulate transportation priorities for the next 10 years. As such, two key focus areas for this CTP have been project/program priorities and strategies to advance in the next ten years; these two elements comprise the core recommendations of the Plan:

- 1. 10-Year Priority Projects and Programs.** This set of projects will be prioritized over the next 10 years to help address current transportation needs throughout Alameda County and work towards the vision and goals articulated in the CTP. This list also includes programs that represent long-standing agency commitments.
- 2. Strategies and Near-Term Actions.** A set of strategies based on guiding principles, industry best practices, and an analysis of gaps in the project list will complement the 10-Year Priority Projects/Programs; these can inform funding, advocacy, policy, planning, technical assistance, and project implementation. Near-Term Actions have been identified to implement strategies over the next four years, until the next update of the CTP.

These core recommendations will guide Alameda CTC decision-making and help achieve the ambitious transportation vision established by the Commission in coming years. The CTP will also include a summary of the needs assessment, outcomes of the Community-Based Transportation Plan, long-term projects, and programmatic investments.

The information presented here reflects significant input from ACTAC and Commissioners collected via roughly bimonthly Committee/Commission meetings over the past year and a half and smaller group planning area meetings in April and May. The July meeting is a critical milestone for final direction from the Commission as feedback received from ACTAC and Commissioners in July will be incorporated as staff initiates the final phase of public outreach on the CTP in late summer and early fall. CTP adoption is anticipated by late fall 2020.

Given the advent of the COVID-19 pandemic during recent months, the CTP will also seek to acknowledge the risks and opportunities posed by the major economic, health and transportation upheaval it has caused. The CTP will describe some currently known implications of COVID-19 and the Shelter in Place order, and some near-term actions the agency is taking to address them. However, there are major unknowns regarding how the situation will unfold over coming months and years. As such, staff is proposing that the COVID-19 discussion start with the CTP and then become a separate strategy that is updated periodically as necessary to respond to this highly dynamic situation. This memo begins to outline this approach.

Background

Every four years, Alameda CTC prepares and updates the CTP, which is a 30-year, long-range planning and policy document that guides future transportation decisions for all modes and users in Alameda County. The 2020 CTP update CTP contains:

- **Needs Assessment.** An assessment of existing transportation needs in the county, based on recently completed countywide modal plans, countywide evaluations such as for Safe Routes to School, the biennial traffic level of service monitoring, and annual performance data, as well as discussions with local stakeholders.
- **Community-Based Transportation Plan.** An assessment of transportation needs in the county's low-income and minority communities with a focus on community input collected via public outreach activities.
- **Core Recommendations:**
 - **10-Year Priority Projects and Programs.** A set of projects to be prioritized over the next 10 years to help Alameda County address its existing transportation needs and work towards the vision and goals articulated in the CTP; also includes programs that represent long-standing agency commitments.
 - **Strategies and Near-Term Actions.** A set of strategies based on guiding principles, industry best practices, identified needs, and an analysis of gaps in the project list; strategies complement the 10-Year Priorities by informing funding, advocacy, policy, planning, technical assistance, and project

implementation. Near-Term Actions are identified to implement strategies over the next four years.

- **Long-Term Projects and Programmatic Investments.** The full range of projects and programs submitted to the CTP with a 30-year time horizon.

CTP Development Process

Development on the CTP has been underway since the beginning of 2019, with CTP items brought to ACTAC, PPLC, and the Commission through May 2020. The Commission approved the Vision and Goals for the CTP in September 2019. The Vision and goal statements are included in Attachment A. These goals established the four fundamental pillars of the plan, that the transportation system should seek to be:

- Accessible, Affordable and Equitable
- Safe, Healthy and Sustainable
- High Quality and Modern Infrastructure
- Economic Vitality

Based on these goals, a technical needs assessment was developed with accompanying high-level strategies. Part 1 of the needs assessment, covering Active Transportation and Freeways, was presented in January of this year. In March, needs assessment findings and strategies for Arterials, Transit, and Goods Movement were presented. Also based on these goals, a project screening was conducted to identify priority projects that best met the CTP goals and needs.

A key input into the CTP is the Community-Based Transportation Plan (CBTP), a parallel effort to the CTP. The CBTP was conducted as a countywide effort with the primary objective of understanding needs in the county's Communities of Concern (COCs)¹. The plan relied on direct engagement in COCs and detailed review of recent local planning and engagement efforts in those areas to identify needs. In fall 2019 and early winter 2019/2020, over 400 surveys were collected in COCs and have been summarized into high level findings that were [included in the May PPLC meeting packet](#). In addition, an online survey was administered in May 2019 that was designed to be representative of Alameda County's diverse population across planning areas, and included a significant sample from people in MTC's designated Communities of Concerns (CoC). CBTP findings have helped inform priority projects and strategies and will be integrated into the CTP document.

The major findings from the needs assessment and the CBTP effort were presented to partner agency staff and Commissioners over the last few months. A high level summary of countywide needs is included in Attachment B.

April 2020 marked the transition from technical plan development to detailed partner agency and Commission engagement around priority projects and strategies ensuring CTP

¹ Community of Concern refers to MTC's designation of communities that have a high concentration of both minority and low-income households or that have a high concentration of other factors including people with disabilities, seniors, and cost-burdened renters.

recommendations reflect county and local priorities and address the most pressing needs facing communities. In April and May, staff conducted eight virtual meetings with small groups of partner agency staff and Commissioners organized by planning area. Subsequent discussions and project refinements were conducted throughout June in advance of presentation of the draft final recommendations in July. A graphic illustrating all engagement conducted to date for the 2020 CTP as well as a draft engagement schedule through summer is included in Attachment C.

CTP Core Recommendations

Two focus areas for this CTP are project/program priorities and strategies. Although the CTP is a long-range plan, the 2020 update seeks to articulate Alameda County's transportation priorities for the next 10 years. To meet this goal, the core recommendations of the 2020 CTP are a list of 10-Year Priority Projects and Programs, and a set of Strategies and Near-Term Actions.

10-Year Priority Projects and Programs

The 10-Year Priority List was developed through an iterative process with partner agencies, starting with a technical project screening, analysis of gaps, and robust discussions with agencies and Commissioners on local priorities.

The full countywide 10-Year List is provided in Attachment D. A webmap presenting the list is under development for use in public engagement and will be shared with the Commission. Implementing the projects in the 10-year List will accomplish the following Commission priorities and advance the CTP goals:

- **Advance multimodal corridors throughout the county.** These projects improve multimodal options in corridors centered around major arterials by providing pedestrian safety enhancements, high-quality bicycle facilities, improved transit operations, and/or other complete streets and placemaking improvements. The multimodal corridor improvements are often closely tied with and supportive of land use and economic development throughout the county.
- **Expand the reach of greenways and trails.** These projects expand the County's network of multi-use paths and trails for safe travel using active modes.
- **Significantly improve rail safety and connectivity.** These projects improve safety of at-grade rail crossings and connect critical pieces of the rail network in Alameda County, supporting seamless transit options.
- **Expand rail and ferry capacity and construct station area and access improvements.** These projects improve rail transit and ferry service in the county by improving existing service, providing new services, and/or improving access to rail stations and ferry terminals.
- **Support transit facilities.** These projects provide essential maintenance and operations facilities for transit operators to support existing service and allow for future increases in service levels.

- **Modernize freeway interchanges and create safe, multimodal access through interchanges.** These projects modernize freeway interchanges, improve safety and operations on interchanges, improve multimodal connectivity through interchanges, and increase capacity for carpools, buses, and other high-occupancy vehicles.
- **Construct infrastructure and emission reduction projects to support goods movement, including at the Port of Oakland.** These projects modernize infrastructure at the Port of Oakland to improve goods movement operations and advance projects throughout the county to reduce impacts on communities.
- **Begin to adapt our infrastructure to sea level rise.** These projects improve resiliency to sea level rise at threatened coastal locations.

The 10-Year List includes improvements in all parts of the county with consideration made to balance investments among the four Planning Areas. The 10-Year List also supports our Communities of Concern (CoC) and Priority Development Areas as two key lenses on which projects were prioritized. Of the 91 projects in the 10-Year List, 60 (66%) are within CoCs and address needs identified in the CBTP and 70 (77%) of the projects are located in Priority Development Areas. Expanding this a little further, 70 (77%) of the projects are located in or provide access to CoCs and 82 (90%) are located in or provide access to Priority Development Areas, further emphasizing support for these areas and ensuring transportation and land use is closely coordinated and mutually supportive. Note these summaries do not include the five countywide programs in the priority list.

In addition to the set of projects identified through the iterative prioritization process, the 10-Year Priority List also includes programs that represent long-standing Alameda CTC commitments that are reinforced in the CTP. These include the Safe Routes to School Program, Student Transit Pass Program, Paratransit and Senior Mobility Program, and funding commitments for transit operations and bringing local streets and roads to a state of good repair.

All projects and programs submitted by local jurisdictions and agencies that are not designated 10-Year Priorities will still be included in the CTP as Long-Term Projects and Programmatic Investments. These are not prioritized for near-term investment, but they are included as projects planned for delivery in the 30-year time horizon of the CTP. Attachment E presents the 30-year list of projects and programmatic projects for the CTP.

Strategies and Near-Term Priority Actions

To complement the 10-Year Priority projects and programs and help move the county towards the CTP vision and goals, Alameda CTC has identified a series of Strategies. Strategies reflect guiding principles, industry best practices and a gaps analysis of areas that aren't fully covered by projects. Strategies can inform funding, advocacy, policy, technical assistance, and project implementation.

As with other core recommendations, the identification of strategies has been an iterative process that has incorporated input from Commissioners and partner agency staff since early 2020. Given the multimodal nature of many of the strategies and the redundancy created

by some of the cross-cutting strategies, strategies have been re-organized into five thematic groups shown below. The first two strategies, the Safe Systems Approach and the Complete Corridors Approach, were presented to the Multi-Modal Committee and Commission in June.

- **Safe Systems Approach.** These strategies support improving the safety of streets and facilities for all transportation users.
- **Complete Corridors Approach.** These strategies support planning, design, and implementation of multimodal travel corridors centered on major arterials.
- **Partnerships to Address Regional and Megaregional Issues.** These strategies support partnerships and coordination on issues that require regional or megaregional action.
- **Transit Accessibility & Transportation Demand Management (TDM).** These strategies support reducing the use of single-occupant vehicles by incentivizing use of other modes and making transit easy and affordable to use.
- **Automated and Electric Future and New Mobility.** These strategies support the transition to electric and automated vehicles, including electrification of goods movement operations, as well as strategies to address new mobility options.

Equity: Equity is a core goal of the CTP and a cross-cutting concern for all of these strategies as we strive to ensure equity is fully integrated into the CTP. An equity overlay has identified those strategies which most directly address equity issues across all strategies and respond to needs identified in the CBTP.

For each Strategy category, a series of Near-Term Actions have been developed that identify specific steps Alameda CTC can take to implement the strategies over the next four years until the next update of the CTP. These actions are designed to be achievable and specific and the list of actions is not intended to be static; it will continue to evolve in support of these strategies in coming years as opportunities emerge. A summary of Strategies and associated Near-Term Actions are shown in Table 1. Additional details on each Near-Term Action will be included in the CTP, such as key external partners, and specific milestones or metrics to track progress.

Table 1 Strategies and Near-Term Actions

| Strategies | Near-Term Actions |
|---|--|
| <p>Equity (CBTP): Equity is a cross-cutting concern across all strategies. Strategies and Actions that address key findings from the CBTP are indicated by two red asterisks**.</p> | |
| <p>Safe Systems Approach</p> | |
| <ol style="list-style-type: none"> 1. ** Improve Safety on the High-Injury Network, with an eye towards community disparities. 2. ** Support Context-Appropriate Speed Limit Setting and Automated Speed Enforcement Policies. 3. Modernize Interchanges for Safer Multimodal Travel, including addressing pedestrian experience at underpasses. 4. ** Enhance Safety at At-Grade Rail Crossings. | <ul style="list-style-type: none"> • ** Support projects that address the high-injury network, with a particular focus on projects that address the HIN in Communities of Concern. • ** Support legislation that enables automated speed enforcement. • ** Reform the speed limit setting process to align with a Safe Systems Approach to allow for context-appropriate speed limit setting. • Facilitate coordination with Caltrans to expedite multimodal treatments at interchanges. • Implement the Rail Safety Enhancement Program to improve safety of at-grade crossings countywide. • ** Support implementation of SR2S school site assessments, including exploration of potential for a mini-grant program. • ** Expand Access Safe Routes equity program within SR2S program. |

| Strategies | Near-Term Actions |
|--|---|
| Complete Corridors Approach | |
| <ol style="list-style-type: none"> 5. ** Improve Bus Service Frequency, Reliability, Quality and Travel Time. 6. ** Manage the Curb to Balance Needs of Multiple Users. 7. ** Build the Low-Stress Walking and Biking Network, including low-stress facilities on arterials and/or alternative routes. 8. ** Plan and Deliver Urban Greenways and Trails. 9. Coordinate with Caltrans for Faster Project Advancement and Innovation. 10. Support Modern Traffic Signals that Operate Seamlessly Across Jurisdictions and Deliver Robust Transit Signal Priority. 11. Address Navigation Apps Directing Regional Travelers to Local Streets. 12. Support Placemaking and Economic Development Through Street Design. 13. ** Manage Truck Parking and Congestion. | <ul style="list-style-type: none"> • ** Support and lead multi-jurisdictional, multimodal corridor projects that address access, safety, and comfort for all modes; and incorporate creative curb management strategies and modern signals. Glean lessons learned to inform other corridor projects. • Facilitate coordination with Caltrans and other relevant stakeholders to expedite multimodal complete streets treatments in Caltrans right-of-way. • ** Support project development and delivery for interjurisdictional urban greenway and trail projects, many of which traverse COCs. • Seek to engage navigation app companies on policies to reduce cut-through traffic in communities, building off discussions cities or regional partners have had to date. • ** Develop model truck and private coach bus parking policies and programs. |
| Partner to Address Regional and Megaregional Issues | |
| <ol style="list-style-type: none"> 14. Enhance Interregional Rail Service. 15. ** Provide Seamless Transit Connections. 16. Create a Continuous Managed Lane Network. 17. Provide Express Bus Service and Bus Prioritization on Freeways and Approaches. 18. ** Improve Priority Freight Routes and Shift More Freight to Rail. 19. Proactively Plan for and Support Climate Resiliency Efforts. | <ul style="list-style-type: none"> • Partner to advance megaprojects and megaregional projects that benefit Alameda County residents and businesses, e.g. interregional rail service, by serving as project partners and/or TAC members as appropriate. • ** Partner to improve transit fare integration, seamless transit connections. • Advance express lane projects in partnership with Caltrans and MTC, including I-680 gap closure, I-580 existing and new segments, I-80 DAA, and I-880 construction. Pair managed lanes with express bus prioritization projects and enhanced express bus services, including consideration of bus on shoulder. • ** Work with megaregional partners, the State and UPRR to improve rail infrastructure and capacity to encourage rail use and open up opportunities for improved passenger rail services. |

| Strategies | Near-Term Actions |
|---|---|
| Transit Accessibility and TDM | |
| <p>20. Incentivize Non-Single Occupant Vehicle Use and efforts to reduce vehicle miles traveled.</p> <p>21. ** Improve Fare Integration and Explore Affordable Fare Options.</p> <p>22. ** Expand First/Last-Mile Options and Improve Access to Major Transit Hubs.</p> <p>23. Explore Innovative, Agile Solutions to Supplement Transit, e.g. in low density settings or to serve older adults; consider potential impacts of innovative strategies.</p> <p>24. Support necessary transit O&M facilities</p> | <ul style="list-style-type: none"> • ** Continue to expand and enhance the Student Transit Pass Program. • ** Track the regional Clipper START program² for low-income transit riders and explore potential to expand to additional Alameda County operators with full consideration of financial and ridership implications for transit agency budgets. |
| Automated and Electric Future and New Mobility | |
| <p>25. ** Support advancing an Electrified Future for all modes, including Infrastructure for Near-Zero/Zero-Emission Truck Technology.</p> <p>26. Plan for an Automated Future (incl. addressing workforce issues, congestion impacts and vehicle miles traveled).</p> <p>27. Advance New Mobility Strategy.</p> | <ul style="list-style-type: none"> • Provide local assistance and support information exchange with technology trends in automated vehicles, connected infrastructure, and electrification. • Support policies and legislation that encourage shared AVs. • Implement high priority strategies and actions coming out of the New Mobility Strategy. |
| Implementing and Monitoring Progress on the CTP | |
| | <ul style="list-style-type: none"> • Track and report to Commission on progress towards CTP goals and addressing CBTP needs at periodic intervals. |

² Webpage for Clipper START program: <https://mtc.ca.gov/our-work/plans-projects/other-plans/means-based-fare-discount-program>

COVID-19 Risks and Opportunities

The COVID-19 pandemic occurred as the CTP moved into the final phase of developing the 10-Year Priority List and Strategies. Given the 30-year time horizon of the CTP and uncertainty concerning how the pandemic will change transportation over the near- and long-term, the 10-Year Priorities and Strategies described above remain relevant. Concurrently, Alameda CTC is also developing an approach to understanding and addressing potential changes stemming from the current crisis.

The pandemic and associated shelter-in-place policies have resulted in major shifts in behavior and economic conditions. However, the duration and depth of these shifts are unknown, and the consequences over the medium- to long-term are uncertain. Some shifts may persist and even grow, whereas others may quickly revert to pre-pandemic conditions. These uncertainties fall into the following overarching categories:

- **Economic Conditions.** Future economic conditions are unpredictable, from the speed of recovery in employment and economic activity, to the location of new office and housing development. This may have major impacts on transportation and land use, including considerations such as: the future of brick and mortar retail versus online shopping, congestion levels, the feasibility of mixed-use transit oriented development, the vitality of historic business districts and downtowns and international trade.
- **Agency Funding.** The funding outlook for public agencies depends on the length and depth of the reduction in economic activity, potential for federal economic stimulus funding, and potential for new regional funding measures.
- **Social Behavior.** Long-term changes to social behavior are uncertain, including the extent to which technology adoption permanently increases working from home and long-distance learning, potential effects on car ownership rates and aversion to shared spaces and public transit use, and the impact on discretionary travel and home deliveries.
- **State and Federal Transportation Policy.** State and federal transportation policies may shift in response to the pandemic, particularly in terms of the types of projects that receive stimulus or other matching funds.

These uncertainties present both risks and opportunities. For example, a persistent shift towards working from home may have economic repercussions for business districts, but it may also reduce peak-hour congestion and potentially allow for an increased focus on projects like trails and placemaking on local streets that directly improve residential communities. However, even if significant portions of the workforce continue to work from home, if those that do travel to work turn increasingly to driving alone, congestion in commercial areas and on major regional and interregional corridors could be severe.

Given the uncertainty on the lasting impact across these variety of fronts, staff will continue to monitor economic and transportation indicators that will inform an evolving strategy of how our agency responds to COVID-19. Alameda CTC already tracks trends related to economic conditions and the transportation system and MTC tracks several metrics as well.

Many of these metrics are also key indicators of the major uncertainties stemming from the pandemic. As changing conditions necessitate, staff will provide status reports to the Commission on metrics such as:

- Sales tax revenue
- Congestion levels
- Transit ridership
- Stimulus funding

This framework will allow Alameda CTC to assess the progression of the crisis and monitor how shifts may change or normalize and therefore require adjustments.

In addition to monitoring economic and transportation trends, Alameda CTC has a key strategic role to play in the very near-term, particularly in terms of supporting jurisdictions and transit agencies in weathering the immediate crisis and contributing to economic stabilization and recovery. Alameda CTC can both reduce downside risks and take advantage of new opportunities through near-term actions. Key interim strategies and actions that Alameda CTC has either initiated or already completed are shown in Table 2.

Table 2 Interim COVID-19 Strategies and Immediate/Near-Term Actions

| Strategy | Immediate/Near-Term Action |
|--|---|
| Support Alameda County's economic recovery and capitalize on the need for safe space for walking and biking in neighborhoods | <ul style="list-style-type: none"> • Establish a \$1.125M COVID-19 Rapid Response Bicycle and Pedestrian Mini-Grant Program to fund quick-build capital transportation improvement projects that support improved bicycle and pedestrian accessibility to local businesses, while respecting transit service. |
| Support economic stabilization for local agencies | <ul style="list-style-type: none"> • Modify programming rules to support recipient constraints, e.g. adjust timely use of funds policy (per Commission's June action). |
| Support vulnerable populations uniquely threatened by COVID-19 | <ul style="list-style-type: none"> • Changing Paratransit fund eligibility to include meal delivery (per Commission's June action). • Make modifications to our school programs, STPP and SR2S, to address evolving student and parent needs and changing school policies |
| Support transit recovery and make people feel safe again on transit | <ul style="list-style-type: none"> • Track discussions at and outcomes of MTC's Blue Ribbon Transit Recovery Task Force. • Support public education on public transit cleanliness/ sanitation protocols to boost rider confidence and encourage safe reentry into public transit. • Partner with transit agencies and local jurisdictions to identify transit priority projects that can be implemented quickly to support transit reliability and capacity constraints given COVID operating practices. |

| Strategy | Immediate/Near-Term Action |
|---------------------------------------|--|
| Stimulate the economy and create jobs | <ul style="list-style-type: none"> • Continue to advance major projects to stimulate the economy and create jobs. • Track stimulus bills, share information with Alameda County agencies, and catalog local "shovel ready" projects. |

The CTP will capture the beginning of COVID-19 discussions and actions, but this will not be the end of the discussion. Alameda CTC will continue to listen to the needs of local agencies, evaluate the changing landscape for delivering our own projects and programs, and continue to respond and act as necessary. Our COVID-19 response strategy will become an independent effort that lasts beyond adoption of the CTP and will be updated on a regular basis as conditions necessitate.

Next Steps

Feedback received in July will be incorporated as we initiate the final phase of public engagement on the CTP. This phase of public engagement will occur in August and September 2020 and will focus on sharing information about the identified transportation needs and strategies contained in the draft CTP, and solicit feedback on strategies, including which strategies participants would like to see prioritized in the CTP.

The public outreach will be primarily conducted through establishing a "virtual open house" through our website, reaching out to organizations that have been engaged and solicit feedback, and conducting focus groups to the extent that groups are available remotely while Shelter in Place orders are in effect. More information on the virtual open house will be emailed to Commissioners for sharing via Social Media.

In the fall, staff will return to the Commissioners to share what we heard during the final phase of outreach and present the final CTP for adoption.

Fiscal Impact: There is no fiscal impact for this item associated with this item.

Attachments:

- A. 2020 CTP Vision, Goals and Goal Statements
- B. Needs Assessment Major Findings
- C. 2020 CTP Engagement Summary
- D. 10-Year Priority Projects and Programs
- E. 30-Year Projects and Programmatic Projects

Attachment A

2020 CTP Vision and Goals Statements

- 1 Accessible, Affordable and Equitable**

Improve and expand connected multimodal choices that are available for people of all abilities, affordable to all income levels and equitable.
- 2 Safe, Healthy and Sustainable**

Create safe multimodal facilities to walk, bike and access public transportation to promote healthy outcomes and support strategies that reduce reliance on single-occupant vehicles and minimize impacts of pollutants and greenhouse gas emissions.
- 3 High Quality and Modern Infrastructure**

Deliver a transportation system that is of a high quality, well-maintained, resilient, and maximizes the benefits of new technologies for the public.
- 4 Economic Vitality**

Support the growth of Alameda County's economy and vibrant local communities through a transportation system that is safe, reliable, efficient, cost-effective, high-capacity and integrated with sustainable transit-oriented development facilitating multimodal local, regional and interregional travel.

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Attachment B

Needs Assessment Major Findings

Development of the 2020 CTP is grounded in a thorough assessment of needs throughout the county, covering multiple modes and specific needs of Communities of Concern as defined by MTC. As presented to partner agencies and Commissioners in April and May, the Needs Assessment identified the following major transportation needs in Alameda County:

- **Safe Transportation Facilities.** There is a need for safety improvements across all modes and users with an emphasis on the High-Injury Network.
- **Better Transit Access and Connectivity.** There is a need for improved access to transit stops and stations, including connectivity between transit services.
- **Greater Travel Time Reliability.** There is a need for improved travel time reliability, especially on major corridors and for high-frequency transit.
- **Increased Transit Capacity on Critical Routes.** There is a need for greater transit capacity on critical commuting routes.
- **More Options for Interregional Commuters.** There is a need for competitive non-single occupant vehicle options for interregional commuters traveling through the county.
- **Enhanced Placemaking.** There is a need for enhanced placemaking and complete streets in downtowns and along commercial corridors.
- **Improved Operations at the Port.** There is a need for goods movement operational improvements at the Port of Oakland, including reducing impacts to communities.

Needs specific to low-income and minority communities were identified through the Community-Based Transportation Plan (CBTP) process, which involved outreach to Communities of Concern (CoCs) throughout the county. Community engagement consisted of an online poll and intercept surveys at community pop-up events at locations including farmers' markets and transit stations. Alameda CTC also interviewed four community-based organizations to provide focused reflections on the information received from the pop-up workshop surveys.

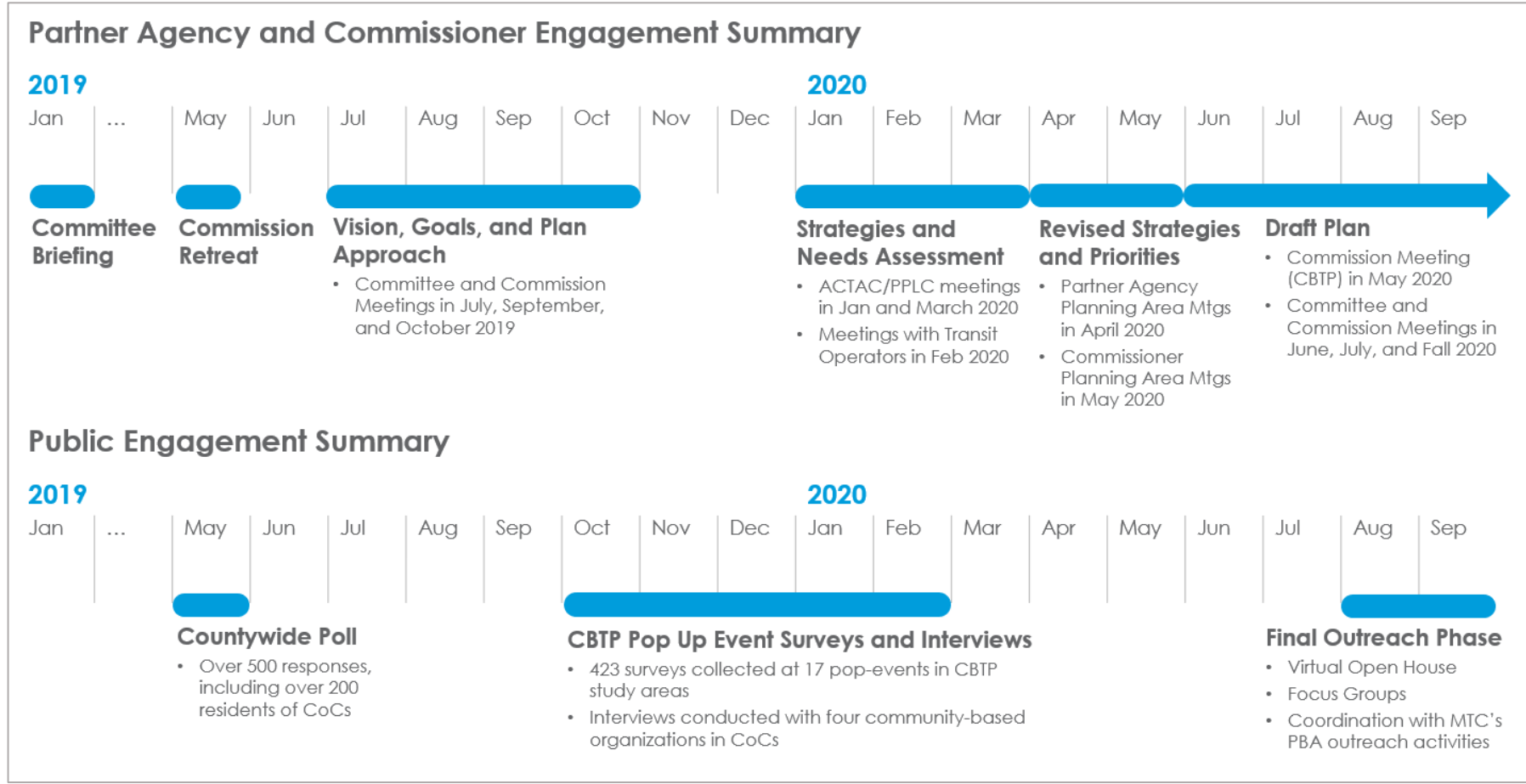
The CBTP identified the following overarching transportation needs in low-income and minority communities in Alameda County:

- **Safe Biking and Walking.** There is a need for safer walking and biking facilities. Concern has been raised about safely crossing roadways with high traffic volumes and high traffic speeds, indicating a need for safer crosswalks.
- **Pedestrian Quality and Safety.** There is a need for improved pedestrian infrastructure and amenities, including completion of sidewalks and more street lighting to deter crime and improve personal safety at night while walking.
- **Affordable Transit Fares.** Introducing affordable transportation options is noted as a key concern for residents in CoCs. Additional needs include safer access to transit stops and stations. Outside of the North planning area, improved access to reliable and frequent transit has been raised as a significant need. The major high frequent bus lines and rail stations are concentrated in North County, leaving potential transit dependent populations with limited options elsewhere in the county.

- **Better Access to Transit.** There is a need to expand the frequent transit network to provide options for off-peak commuters and increase the frequency of transit in CoCs. Additional needs include safer access to transit stops and stations. .
- **Pavement Quality in CBTP Study Areas.** There is a need to improve pavement condition in CBTP study areas.

Attachment C

2020 CTP Engagement Summary



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Draft Final 10-Year Priority Projects and Programs for the 2020 CTP

| 10-Year Priority List - Multi-Jurisdiction/Multi-Agency | | | | |
|---|---|------------------------|----------------------------|---------------------------------------|
| ID | Project | Sponsor Agency | Location | Total Cost (\$ Millions) ¹ |
| 1 | Alameda Point Transit Network Improvements | AC Transit | Alameda | \$150 |
| 2 | Division 4 Replacement (Design, Outreach and Environmental) | AC Transit | N/A | \$30 |
| 3 | Fruitvale Ave Corridor Short Term Improvements | AC Transit | Oakland | \$61 |
| 4 | Shattuck Ave/Martin Luther King Jr Way Corridor Project | AC Transit | Berkeley and Oakland | \$57 |
| 5 | West Grand Ave Corridor - Project Bundle | AC Transit/ Oakland | Oakland | \$93 |
| 5A | Grand Avenue Corridor Bus Lanes | AC Transit | Oakland | \$83 |
| 5B | West Grand Ave Road Diet | Oakland | Oakland | \$10 |
| 6 | Niles Canyon Trail (Phase 1) | Alameda County | Fremont | \$30 |
| 7 | San Pablo Avenue Corridor - Project Bundle | Alameda CTC | North County | \$312 |
| 7A | San Pablo Avenue Complete Streets Corridor | Berkeley | Berkeley | \$7 |
| 7B | San Pablo Complete Streets | Albany | Albany | \$5 |
| 8 | East 14th/Mission and Fremont Blvd Corridor - Project Bundle | Alameda CTC | Central and South County | \$280 |
| 8A | Fremont Boulevard Complete Street in Downtown and Irvington PDAs | Fremont | Fremont | \$24 |
| 8B | Mission Blvd. / East 14th Phase III | Alameda County | Uninc. Central County | \$45 |
| 8C | Mission Blvd Phase 3 Improvements | Hayward | Hayward | \$18 |
| 8D | Mission Blvd (SR 238) "Complete Street" Project | Union City | Union City | \$20 |
| 8E | Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA: Paseo Padre to Argonaut | Fremont | Fremont | \$3 |
| 9 | East Bay Greenway (Phase 1) - Project Bundle ² | Alameda CTC | Multi-Area | \$254 |
| 9A | East Bay Greenway | Alameda CTC | North and Central County | \$190 |
| 9B | East Bay Greenway (Reach 6): Innovation District to Bay Trail w/ New I-880 Bridge | Fremont | Fremont | \$62 |
| 9C | East Bay Greenway: Irvington BART Station Area | Fremont | Fremont | \$2 |
| 10 | 7th Street Grade Separation West | Alameda CTC | Port of Oakland | \$312 |
| 11 | Rail Safety and Connectivity - Project Bundle | Alameda CTC | Multi-Area | \$155 |
| 11A | Railroad Quiet Zone Multimodal Safety Project | Berkeley | Berkeley | \$11 |
| 11B | Railroad At-Grade Corridor Safety Project through Jack London District | Oakland | Oakland | \$18 |
| 11C | Railroad Crossing Upgrades - Near Term Safety Enhancements | San Leandro | San Leandro | \$3 |
| 11D | UPRR Quiet Zones: Centerville Area, Tier 1 Priorities | Fremont | Fremont | \$4 |
| 12 | SR-262 Mission Boulevard Cross Connector Improvements (Phase 1 - Warm Springs Grade Separation) | Alameda CTC | Fremont | \$350 |
| 13 | Oakland/Alameda Access Project | Alameda CTC | Alameda and Oakland | \$114 |
| 14 | I-680 Express Lanes: SR-84 to Alcosta Phase 1 (Southbound) | Alameda CTC | Dublin and Pleasanton | \$260 |
| 15 | I-680/SR-84 Interchange and SR-84 Expressway | Alameda CTC | Unincorporated East County | \$244 |
| 16 | I-580/I-680 Interchange (Phase 1) | Alameda CTC | Dublin and Pleasanton | \$300 |
| 17 | I-80/Ashby Avenue Interchange Modernization | Alameda CTC | Berkeley and Emeryville | \$100 |
| 18 | I-80/Gilman Street Interchange Modernization | Alameda CTC | Berkeley | \$62 |
| 19 | I-880/Winton Avenue/A Street Interchange Modernization | Alameda CTC | Hayward | \$114 |
| 20 | I-880/Whipple Rd/Industrial Pkwy SW Interchange Modernizations | Alameda CTC | Hayward and Union City | \$220 |
| 21 | Mobility for Seniors and People with Disabilities - Paratransit | Alameda CTC | Multi-Area | N/A |
| 22 | Safe Routes to School | Alameda CTC | Multi-Area | N/A |
| 23 | State of Good Repair (Local Streets and Roads) | Alameda CTC | Multi-Area | N/A |
| 24 | Student Transit Pass Program | Alameda CTC | N/A | N/A |
| 25 | Transit Operations | Alameda CTC | N/A | N/A |
| 26 | 19th Street Bike Station Plaza | BART | Oakland | \$6 |
| 27 | 19th Street/Oakland BART Station Street Elevator | BART | Oakland | \$12 |

Draft Final 10-Year Priority Projects and Programs for the 2020 CTP

| ID | Project | Sponsor Agency | Location | Total Cost (\$ Millions) ¹ |
|-----|---|------------------------|------------------------------|---------------------------------------|
| 28 | Dublin/Pleasanton BART Station Active Access Improvements | BART | Dublin/Pleasanton | \$16 |
| 29 | North Berkeley BART Station Active Access Improvements | BART | Berkeley | \$13 |
| 30 | Irvington BART Station | BART/Fremont | Fremont | \$180 |
| 31 | Lake Merritt BART Station Area Improvements | BART/Oakland | Oakland | \$60 |
| 32 | BART Core Capacity | BART | N/A | \$1,587 |
| 33 | Bay Fair Connection | BART | N/A | \$234 |
| 34 | Hayward Maintenance Complex (HMC) Phase 1 | BART | N/A | \$209 |
| 35 | BART Next Generation Fare Gates in Alameda County | BART | Multi-Area | \$35 |
| 36 | Transit Operations Facility (TOF) | BART | N/A | \$60 |
| 37 | West Oakland TOD | BART | Oakland | \$30 |
| 38 | South Bay Connect | CCJPA | Central and South County | \$264 |
| 39 | Iron Horse Trail - Project Bundle | | East County | \$48 |
| 39A | <i>Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard</i> | <i>Dublin</i> | <i>Dublin</i> | <i>\$10</i> |
| 39B | <i>Livermore Iron Horse Trail</i> | <i>Livermore</i> | <i>Livermore</i> | <i>\$20</i> |
| 39C | <i>Iron Horse Trail Improvements</i> | <i>Pleasanton</i> | <i>Pleasanton</i> | <i>\$18</i> |
| 40 | Decoto Road Complete Streets Corridor - Project Bundle | Fremont and Union City | Fremont and Union City | \$50 |
| 40A | <i>Decoto Road Complete Street: I-880 to Paseo Padre Parkway</i> | <i>Fremont</i> | <i>Fremont</i> | <i>\$20</i> |
| 40B | <i>I-880/Decoto Road Interchange Modernization</i> | <i>Fremont</i> | <i>Fremont</i> | <i>\$10</i> |
| 40C | <i>Decoto Road Complete Streets Project</i> | <i>Union City</i> | <i>Union City</i> | <i>\$20</i> |
| 41 | San Francisco Bay Trail and Bay Trail Connectors (Phase 1) | MTC/ABAG | Multi-Area | TBD |
| 42 | Bay Bridge Forward - Project Bundle | MTC/Alameda CTC | North County | TBD |
| 42A | <i>The Link - Improved Bike/Ped Access to East Span of San Francisco – Oakland Bay Bridge</i> | <i>MTC/ABAG</i> | <i>Oakland</i> | <i>\$63</i> |
| 42B | <i>Powell Transbay Bus I-80 Ramp/Bus Stop</i> | <i>Emeryville</i> | <i>Emeryville</i> | <i>\$4</i> |
| 43 | I-580 Design Alternatives Assessments (DAAs) Implementation (Phase 1) | MTC/Alameda CTC | Central and South County | \$128 |
| 44 | Oakland Army Base Infrastructure Improvements (Remainder of Project) | Oakland | Oakland/Port of Oakland | \$34 |
| 45 | Near and Mid-Term Port Operations and Emission Reductions - Project Bundle | Port of Oakland | Port of Oakland | TBD |
| 45A | <i>Roundhouse EV Charging Facility</i> | <i>Port of Oakland</i> | <i>Port of Oakland</i> | <i>\$12</i> |
| 45B | <i>Seaport Near Dock Rail Enhancements</i> | <i>Port of Oakland</i> | <i>Port of Oakland</i> | <i>\$8</i> |
| 45C | <i>Port Operational Efficiency Enhancements</i> | <i>Port of Oakland</i> | <i>Port of Oakland</i> | <i>\$25</i> |
| 45D | <i>Port Wide Electrification</i> | <i>Port of Oakland</i> | <i>Port of Oakland</i> | <i>TBD</i> |
| 46 | Dumbarton Corridor - Project Bundle | SAMTRANS/Newark | South County | TBD |
| 46A | <i>Bayside TOD PDA Transit Station and Pedestrian Overcrossing</i> | <i>Newark</i> | <i>Newark</i> | <i>\$12</i> |
| 47 | ACE Medium-Term Service Increases | SJRRRC | East County and South County | TBD |
| 48 | Valley Link - Project Bundle | | East County | \$1,631 |
| 48A | <i>Valley Link (Bay Area Portion)</i> | <i>TVSJVRRRA</i> | <i>East County</i> | <i>\$1,530</i> |
| 48B | <i>Greenville /Valley Link Multimodal Improvements</i> | <i>Livermore</i> | <i>Livermore</i> | <i>\$40</i> |
| 48C | <i>Isabel/Valley Link Multimodal Improvements</i> | <i>Livermore</i> | <i>Livermore</i> | <i>\$23</i> |
| 48D | <i>S. Front/Valley Link Multimodal Improvements</i> | <i>Livermore</i> | <i>Livermore</i> | <i>\$39</i> |
| 49 | Berkeley-San Francisco Ferry | WETA | Berkeley | \$60 |
| 50 | Redwood City-San Francisco-Oakland Ferry | WETA | Alameda and Oakland | \$60 |
| 51 | Seaplane Lagoon-San Francisco Ferry | WETA | Alameda | \$42 |

Notes

1. Total cost reflects information provided by sponsors in CTP project submittals unless indicated as a "Phase" in the project name. These phased costs reflect an estimate of expenditure that could occur within 10-year window. Costs indicated as TBD are pending further coordination with project sponsor.

2. ROW costs are not included.

Draft Final 10-Year Priority Projects and Programs for the 2020 CTP

| 10-Year Priority List - Local Projects | | | | |
|--|---|----------------|---------------------------------------|-------------|
| Project | Sponsor Agency | Location | Total Cost (\$ Millions) ¹ | |
| 52 | Lincoln Avenue/Marshall Way Safety Improvements | Alameda | Alameda | \$5 |
| 53 | Shoreline Overtopping Near Webster and Posey Tubes | Alameda | Alameda | \$30 |
| 54 | Willie Stargell Bus Priority and Multimodal Safety Corridor | Alameda | Alameda | \$6 |
| 55 | East Lewelling Boulevard Complete Streets - Phase II | Alameda County | Unincorporated Central County | \$10 |
| 56 | Hesperian Boulevard Phase II | Alameda County | Unincorporated Central County | \$15 |
| 57 | Tesla Rd Safety Improvements Phase 1 | Alameda County | Unincorporated East County | \$15 |
| 58 | Solano Avenue Complete Streets | Albany | Albany | \$12 |
| 59 | Adeline Street Corridor Transportation Improvements | Berkeley | Berkeley | \$11 |
| 60 | Martin Luther King Jr Way Complete Streets Corridor | Berkeley | Berkeley | \$10 |
| 61 | Telegraph Avenue Multimodal Corridor | Berkeley | Berkeley | \$9 |
| 62 | Dublin Blvd. - North Canyons Pkwy Extension | Dublin | Dublin | \$164 |
| 63 | I-580/Fallon/El Charro Interchange Modernization, Phase 2 | Dublin | Dublin and Pleasanton | \$32 |
| 64 | 40th Street Transit-Only Lanes and Multimodal Enhancements | Emeryville | Emeryville | \$16 |
| 65 | Greenway and Mandela Connector | Emeryville | Emeryville | \$3 |
| 66 | Quiet Zone Safety Engineering Measures | Emeryville | Emeryville | \$7 |
| 67 | Dumbarton to Quarry Lakes Trail | Fremont | Fremont | \$25 |
| 68 | I-680 Interchange Modernizations at Washington and Mission - Project Bundle | Fremont | Fremont | \$20 |
| 68A | <i>I-680/Mission Boulevard (North) Interchange Modernization</i> | <i>Fremont</i> | <i>Fremont</i> | <i>\$10</i> |
| 68B | <i>I-680/Washington Boulevard Interchange Modernization</i> | <i>Fremont</i> | <i>Fremont</i> | <i>\$10</i> |
| 69 | Sabercat Trail: Irvington BART to Ohlone College w/ new I-680 Bridge and Blacow Undercrossing | Fremont | Fremont | \$56 |
| 70 | Downtown Hayward PDA Multimodal Complete Streets Project | Hayward | Hayward | \$35 |
| 71 | Main Street Complete Street Project | Hayward | Hayward | \$5 |
| 72 | Rt 92/Clawiter/Whitesell Interchange Modernization | Hayward | Hayward | \$40 |
| 73 | Tennyson Rd. Corridor PDA Complete Streets Project | Hayward | Hayward | \$0 |
| 74 | Atlantis O&M Facility | LAVTA | East County | \$33 |
| 75 | I-580 First Street Interchange Modernization | Livermore | Livermore | \$62 |
| 76 | I-580 Vasco Road Interchange Modernization | Livermore | Livermore | \$81 |
| 77 | Central Avenue Overpass | Newark | Newark | \$35 |
| 78 | Thornton Avenue Complete Streets Corridor Project | Newark | Newark | \$26 |
| 79 | 42nd Ave & High St I-880 Access Improvements | Oakland | Oakland | \$18 |
| 80 | Bancroft Avenue Greenway | Oakland | Oakland | \$18 |
| 81 | Broadway Transit Corridor | Oakland | Oakland | \$22 |
| 82 | Downtown Oakland East-West Safe Streets - Project Bundle | Oakland | Oakland | \$20 |
| 82A | <i>14th Street Safe Routes in the City</i> | <i>Oakland</i> | <i>Oakland</i> | <i>\$14</i> |
| 82B | <i>19th Street BART to Lake Merritt Urban Greenway</i> | <i>Oakland</i> | <i>Oakland</i> | <i>\$6</i> |
| 83 | East Bay BRT Corridor Active Transportation Safety Improvements - Project Bundle | Oakland | Oakland | \$34 |
| 83A | <i>East Bay BRT Corridor Pedestrian Safety Improvements</i> | <i>Oakland</i> | <i>Oakland</i> | <i>\$20</i> |
| 83B | <i>East 12th St Bikeway</i> | <i>Oakland</i> | <i>Oakland</i> | <i>\$14</i> |
| 84 | East Oakland Neighborhood Bikeways | Oakland | Oakland | \$11 |
| 85 | Telegraph Avenue Complete Streets | Oakland | Oakland | \$11 |
| 86 | MacArthur Smart City Corridor Project | Oakland | Oakland | \$13 |
| 87 | West Oakland Industrial Streets (Phase 1) - Project Bundle | Oakland | Oakland | TBD |
| 87A | <i>West Oakland Industrial Streets (Phase 1)</i> | <i>Oakland</i> | <i>Oakland</i> | <i>TBD</i> |
| 87B | <i>7th Street Bikeway</i> | <i>Oakland</i> | <i>Oakland</i> | <i>\$10</i> |
| 88 | I-680 Sunol Interchange Modernization | Pleasanton | Pleasanton | \$45 |

Draft Final 10-Year Priority Projects and Programs for the 2020 CTP

| | Project | Sponsor Agency | Location | Total Cost (\$ Millions) ¹ |
|----|---|-----------------|--------------|--|
| 89 | West Las Positas Bike Corridor Improvements | Pleasanton | Pleasanton | \$13 |
| 90 | Doolittle Drive Resiliency | Port of Oakland | Port/Alameda | \$50 |
| 91 | Oakland International Airport Perimeter Dike | Port of Oakland | Port/Alameda | \$53 |
| 92 | San Leandro BART Station Area Safety Improvements | San Leandro | San Leandro | \$5 |
| 93 | Downtown San Leandro Streetscapes | San Leandro | San Leandro | \$6 |
| 94 | San Leandro Creek Trail | San Leandro | San Leandro | \$33 |
| 95 | Union Landing Transit Center Modifications | UC Transit | Union City | \$5 |
| 96 | Quarry Lakes Parkway (formerly East West Connector) | Union City | Union City | \$286 |

Notes

1. Total cost reflects information provided by sponsors in CTP project submittals unless indicated as a "Phase" in the project name. These phased costs reflect an estimate of expenditure that could occur within 10-year window. Costs indicated as TBD are pending further coordination with project sponsor.

Draft Final Fully Funded Project List for the 2020 CTP

| Fully Funded Projects | | | |
|-----------------------|---|----------------|--------------------------|
| ID | Project | Sponsor Agency | Total Cost (\$ millions) |
| 97 | Central Avenue Safety Improvements | Alameda | \$15 |
| 98 | New Alameda Point Ferry Terminal | Alameda | \$22 |
| 99 | Ralph Appezzato Memorial Parkway Dedicated Bus Lanes or Bus Queue Jump Lanes | Alameda | \$9 |
| 100 | Meekland Avenue Corridor Improvements | Alameda County | \$9 |
| 101 | 7th Street Grade Separation East | Alameda CTC | \$317 |
| 102 | I-680 Express Lanes (NB): SR-84 to Automall Pkwy Phase 1 | Alameda CTC | \$236 |
| 103 | 19th Street/Oakland BART Station Modernization | BART | \$50 |
| 104 | Milvia Bikeway Project | Berkeley | \$3 |
| 105 | Shattuck Complete Streets and De-Couplet | Berkeley | \$10 |
| 106 | Southside Complete Streets & Transit Improvement | Berkeley | \$9 |
| 107 | Dougherty Road Widening | Dublin | \$23 |
| 108 | Dublin Boulevard widening | Dublin | \$7 |
| 109 | Fremont Boulevard & Thornton Avenue Complete Streets in Centerville PDA, (Part of former SR 84) | Fremont | \$9 |
| 110 | Fremont Boulevard Safe and Smart Corridor | Fremont | \$11 |
| 111 | Relinquished State Route 84: State of Good Repair Improvements | Fremont | \$18 |
| | <i>Funded through Local Area Transportation Improvement Plan subject to sale of surplus State ROW</i> | | |
| 112 | Warm Springs BART West Access Bridge and Plaza | Fremont | \$41 |
| 113 | Mission Blvd Phase 2 Improvements | Hayward | \$33 |
| 114 | Fruitvale Alive Gap Closure Streetscape Project | Oakland | \$9 |
| 115 | 14th Avenue Streetscape Project | Oakland | \$7 |
| 116 | Union City Intermodal Station, Phase 3 | Union City | \$75 |

Draft Final 30-Year Project List for the 2020 CTP

| 30-Year List of Projects | | | |
|--------------------------|--|----------------|--------------------------|
| ID | Project | Sponsor Agency | Total Cost (\$ millions) |
| 117 | Foothill Blvd Corridor Short Term Improvements | AC Transit | \$50 |
| 118 | Clement Ave and Tilden Way Complete Streets | Alameda | \$15 |
| 119 | West End Bike/Ped Crossing | Alameda | \$150 |
| 120 | Castro Valley Boulevard Streetscape Improvement Phase II | Alameda County | \$25 |
| 121 | Crow Canyon Road Safety Improvements | Alameda County | \$10 |
| 122 | East 14th Phase I (Retrofit to add Class IV) | Alameda County | \$20 |
| 123 | Estuary Bridges Maintenance and Repairs | Alameda County | \$15 |
| 124 | Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project | Alameda County | \$63 |
| 125 | Niles Canyon Trail (Remainder of Project) | Alameda County | \$120 |
| 126 | Patterson Pass Road Safety Improvements | Alameda County | \$15 |
| 127 | San Lorenzo Creek Trail Project | Alameda County | \$34 |
| 128 | Strobridge Avenue IC Modifications / Ramp Improvements | Alameda County | \$20 |
| 129 | Tesla Road Safety Improvements Phase II | Alameda County | \$11 |
| 130 | Vasco Road Safety Improvement Phase II | Alameda County | \$22 |
| 131 | East Bay Greenway (Remainder of Project) | Alameda CTC | TBD |
| 132 | I-580/I-680 Interchange (Remainder of Project) | Alameda CTC | \$1,200 |
| 133 | I-680 Express Lanes (NB): Automall Pkwy to SC County Line Phase 2 | Alameda CTC | \$130 |
| 134 | I-680 Express Lanes: SR-84 to Alcosta Phase 2 (northbound) | Alameda CTC | \$228 |
| 135 | I-680 Express Bus to Silicon Valley | Alameda CTC | \$50 |
| 136 | SR-262 Mission Boulevard Cross Connector Improvements (Remainder of Project) | Alameda CTC | \$562 |
| 137 | Ashby Avenue Complete Streets Corridor | Berkeley | \$3 |
| 138 | Berkeley Marina Bay Trail Extension and University Avenue Reconstruction | Berkeley | \$88 |
| 139 | Center Street Plaza Project | Berkeley | \$3 |
| 140 | College Avenue Complete Streets Corridor | Berkeley | \$3 |
| 141 | Dwight & Channing Complete Streets Corridor | Berkeley | \$4 |
| 142 | Gilman Street Complete Streets Corridor | Berkeley | \$8 |
| 143 | Gilman Street Multimodal Railroad Grade Separation Project | Berkeley | \$78 |
| 144 | Ohlone Greenway and Intersection Improvement Project | Berkeley | \$7 |
| 145 | Sacramento Complete Streets Corridor | Berkeley | \$3 |
| 146 | Shattuck Avenue Complete Streets Corridor | Berkeley | \$15 |
| 147 | University Avenue Complete Streets Corridor | Berkeley | \$4 |
| 148 | I-580 Interchange Imps at Hacienda | Dublin | \$36 |
| 149 | Tassajara Road Widening from N. Dublin Ranch Drive to City Limit | Dublin | \$23 |
| 150 | Powell Street Bridge Widening | Emeryville | \$9 |
| 151 | Auto Mall Parkway Improvements Near I-680 | Fremont | \$50 |
| 152 | Fremont Boulevard Complete Streets in Warm Springs PDA | Fremont | \$5 |
| 153 | Grimmer Greenway Trail: Central Park to Fremont Boulevard | Fremont | \$6 |
| 154 | Grimmer to Pacific Commons Trail w/ new I-880 Bridge | Fremont | \$51 |
| 155 | Kato Road Complete Street | Fremont | \$7 |
| 156 | Mission Creek Trail Gap Closure: Palm Avenue to Mission Boulevard | Fremont | \$4 |
| 157 | Mowry Ave Complete Streets w/ new Bike/Ped Tunnel at UPRR Undercrossing (Part of former SR 84) | Fremont | \$10 |
| 158 | Peralta Ave Complete Streets (Part of former SR 84) | Fremont | \$14 |
| 159 | Shinn Trail Connection to Niles w/ new Alameda Creek Bridge | Fremont | \$10 |
| 160 | UPRR Quiet Zones: Other Fremont Locations | Fremont | \$4 |
| 161 | Vargas Road Safety Improvements | Fremont | \$5 |

Draft Final 30-Year Project List for the 2020 CTP

| ID | Project | Sponsor Agency | Total Cost (\$ millions) |
|-----|--|-----------------|--------------------------|
| 162 | Fremont BART Station Modernization | Fremont/BART | \$5 |
| 163 | Hayward Blvd Multi-modal Project | Hayward | \$3 |
| 164 | Mission Blvd. Linear Park | Hayward | \$5 |
| 165 | First Street Bike Improvements | Livermore | \$3 |
| 166 | I-580 Greenville Road Interchange Improvements | Livermore | \$68 |
| 167 | I-580 SR-84/Isabel Interchange Improvements Phase 2 | Livermore | \$43 |
| 168 | San Francisco Bay Trail and Bay Trail Connectors (Remainder of Project) | MTC/ABAG | TBD |
| 169 | I-580 Design Alternatives Assessments (DAAs) Implementation (Remainder of Project) | MTC/Alameda CTC | \$272 |
| 170 | 27th Street Complete Streets Corridor | Oakland | \$4 |
| 171 | Coliseum City Transit Hub/Coliseum City infrastructure | Oakland | \$200 |
| 172 | East Oakland Industrial Streets (Central Estuary Plan) | Oakland | \$65 |
| 173 | Gondola Project Phase 1 Washington Street | Oakland | \$350 |
| 174 | Gondola Project Phase 2 Alameda Connection Segment | Oakland | \$569 |
| 175 | Howard Terminal Railroad Grade Separation Project for Vehicles and for Pedestrians/Bikes | Oakland | \$298 |
| 176 | Lakeside Family Streets | Oakland | \$5 |
| 177 | Park Boulevard Path | Oakland | \$5 |
| 178 | West Oakland Industrial Streets (Remainder of Project) | Oakland | \$40 |
| 179 | Downtown Parking Garage | Pleasanton | \$68 |
| 180 | Extension of El Charro Road from Stoneridge Drive to Stanley Blvd | Pleasanton | \$137 |
| 181 | Foothill Road Complete Streets | Pleasanton | \$0 |
| 182 | I-680 Overcrossing Widening and Improvements (at Stoneridge Drive) | Pleasanton | \$44 |
| 183 | Santa Rita Road I-580 Overcrossing Widening | Pleasanton | \$49 |
| 184 | Airport Drive Rehabilitation | Port of Oakland | \$9 |
| 185 | Inner Harbor Turning Basin | Port of Oakland | \$350 |
| 186 | Outer Harbor Turning Basin Expansion | Port of Oakland | \$80 |
| 187 | Cross Town Class IV Corridors and Williams St. Pedestrian Improvements | San Leandro | \$4 |
| 188 | Doolittle Drive Streetscape | San Leandro | \$12 |
| 189 | MacArthur Blvd Roundabout, Streetscape, and Park & Ride | San Leandro | \$4 |
| 190 | Marina Boulevard Streetscape | San Leandro | \$10 |
| 191 | Railroad Crossing Upgrades - Long Term Grade Separations | San Leandro | \$61 |
| 192 | ACE Long-Term Service Increases and Capital Improvements | SJRRRC | \$883 |
| 193 | Altamont Corridor Vision Phase 1 (within Bay Area) | SJRRRC/TVSJVRRA | \$2,510 |
| 194 | I-880/Alvarado-Niles Interchange "Complete Streets" Modifications | Union City | \$20 |
| 195 | Station District Pedestrian Bridge | Union City | \$15 |
| 196 | Union City Boulevard Widening (Whipple to City Limit) | Union City | \$17 |
| 197 | Whipple Road Widening Project | Union City | \$25 |

Draft Final Programmatic Projects for the 2020 CTP

| Programmatic Elements | | | |
|-------------------------------------|---|----------------|--------------------------|
| ID | Project | Sponsor Agency | Total Cost (\$ millions) |
| Bike/Ped Plan Implementation | | | |
| 198 | Bicycle Master Plan Build-out | Alameda | \$41 |
| 199 | Pedestrian Master Plan Build-out | Alameda | \$40 |
| 200 | Vision Zero Action Plan and Safe Routes to School Build-out | Alameda | \$25 |
| 201 | Active Transportation Program | Albany | \$21 |
| 202 | Citywide Bicycle Parking | Berkeley | \$4 |
| 203 | Citywide Bike Boulevard/Major Street Intersections Project | Berkeley | \$8 |
| 204 | Complete Streets & Transit Corridor Studies and Implementation | Berkeley | \$20 |
| 205 | West Berkeley Areawide Pedestrian & Bicycle Improvements | Berkeley | \$10 |
| 206 | SR2S Improvements | Dublin | \$7 |
| 207 | Bicycle and Pedestrian Plan Implementation | Emeryville | \$59 |
| 208 | Village Greens and Greenways | Emeryville | \$5 |
| 209 | Citywide ADA Sidewalk and Intersection Improvements | Fremont | \$95 |
| 210 | Citywide Bike Master Plan Implementation | Fremont | \$164 |
| 211 | Citywide Pedestrian Master Plan Implementation | Fremont | \$80 |
| 212 | Citywide Safe Routes to Schools Improvements | Fremont | \$25 |
| 213 | Citywide Trails Plan Implementation | Fremont | \$50 |
| 214 | Bicycle and Pedestrian Master Plan | Hayward | \$25 |
| 215 | Safe Routes to Schools | Hayward | \$2 |
| 216 | Livermore Bicycle, Pedestrian & Active Transportation Plan | Livermore | \$183 |
| 217 | Citywide Bicycle Master Plan Implementation | Newark | \$28 |
| 218 | Citywide Pedestrian Master Plan implementation | Newark | \$47 |
| 219 | ADA 30-Year Curb Ramp Transition Plan | Oakland | \$66 |
| 220 | Bike Plan Short-Term Priority Corridors | Oakland | \$17 |
| 221 | City-Wide Bay Trail Network | Oakland | \$8 |
| 222 | City-Wide Bike Plan Implementation Program | Oakland | \$76 |
| 223 | Citywide Sidewalk Repairs | Oakland | \$30 |
| 224 | Downtown Oakland Specific Plan (DOSP) Mobility Implementation Projects | Oakland | \$60 |
| 225 | East Oakland Community Based Transportation Plan Area Projects | Oakland | \$25 |
| 226 | Implementation Program for Citywide Safe Routes to Schools | Oakland | \$23 |
| 227 | Oakland Complete Streets Program | Oakland | \$199 |
| 228 | Pedestrian Plan Implementation Program | Oakland | \$109 |
| 229 | West Oakland Community Based Transportation Plan Area Projects | Oakland | \$25 |
| 230 | Piedmont Pedestrian and Bike Master Plan | Piedmont | \$9 |
| 231 | City of Pleasanton Bicycle and Pedestrian Master Plan | Pleasanton | \$38 |
| 232 | City of Pleasanton Trails Master Plan | Pleasanton | \$64 |
| 233 | Citywide Bicycle and Pedestrian Plan & Sidewalk Program Implementation | San Leandro | \$14 |
| Roadway Improvement Programs | | | |
| 234 | Citywide Smart Signal Program | Alameda | \$5 |
| 235 | New Technologies and Innovations | Alameda | \$10 |
| 236 | Webster/Posey Tubes Lifeline Replacement or New Transit/Bike/Pedestrian Lifeline Tube | Alameda | \$10 |
| 237 | Roadway Multimodal Safety Improvements in Unincorporated Alameda County | Alameda County | \$19 |
| 238 | Sidewalk Improvements in Unincorporated Alameda County | Alameda County | \$210 |
| 239 | I-580 Integrated Corridor Mobility (ICM) | Alameda CTC | \$146 |
| 240 | West Berkeley Area Intersection Project | Berkeley | \$4 |

Draft Final Programmatic Projects for the 2020 CTP

| ID | Project | Sponsor Agency | Total Cost (\$ millions) |
|--|---|-----------------|--------------------------|
| 241 | Multimodal Corridor Signal Interconnect & Transit Signal Priority Wayside Upgrade | Berkeley | \$12 |
| 242 | Vision Zero Action Plan Implementation | Berkeley | \$8 |
| 243 | Downtown Dublin Streetscape Plan Implementation | Dublin | \$40 |
| 244 | Technology Enhancements to connect arterials with freeways for Connected and autonomous vehicles | Dublin | \$20 |
| 245 | Powell Street Traffic Safety Improvements | Emeryville | \$10 |
| 246 | Traffic Signal Modernization Program | Emeryville | \$5 |
| 247 | Citywide Pavement Rehabilitation | Fremont | \$90 |
| 248 | Citywide Traffic Signal Modernization | Fremont | \$20 |
| 249 | Citywide Vision Zero Traffic Safety Improvements | Fremont | \$10 |
| 250 | Freeway Interchange Safety Improvements and Modernization Identified in Caltrans D4 Bike Plan | Fremont | \$10 |
| 251 | Fremont Citywide Transit Signal Priority | Fremont | \$5 |
| 252 | Annual Pavement Maintenance | Livermore | \$103 |
| 253 | Citywide Bridge Preventive Maintenance Program | Oakland | \$21 |
| 254 | City-Wide Intelligent Transportation System Program | Oakland | \$240 |
| 255 | City-Wide Parking Management & Mobility Program | Oakland | \$21 |
| 256 | City-Wide Paving Program | Oakland | \$1,410 |
| 257 | City-Wide Traffic Signal System Management | Oakland | \$60 |
| 258 | Downtown Oakland Specific Plan (DOSPP) - Mobility Implementation Action | Oakland | \$8 |
| 259 | Intersection Safety Improvements Program | Oakland | \$20 |
| 260 | Underpass Improvement Program | Oakland | \$20 |
| 261 | West Oakland, Howard Terminal, Jack London District, Downtown Oakland Connectivity Project | Oakland | \$175 |
| 262 | City of Pleasanton Automated Traffic Signal Performance Expansion | Pleasanton | \$0 |
| 263 | Seaport Pavement Management/Paving Program | Port of Oakland | \$150 |
| 264 | 2035 General Plan Traffic Circulation Improvements | San Leandro | \$24 |
| 265 | Local Street Rehabilitation and Complete Streets Implementation | San Leandro | \$165 |
| 266 | San Leandro Street Circulation and Capacity Improvements | San Leandro | \$17 |
| 267 | Traffic Signal Modernization | San Leandro | \$4 |
| Transit Fare Programs | | | |
| 267 | Means-Based Fare Discount Program | BART | \$55 |
| 268 | LAVTA Integrated Mobility App Development and Implementation | LAVTA | \$2 |
| Transit Planning and Operations | | | |
| 269 | All Door Boarding Pilot Program | AC Transit | TBD |
| 270 | Delay Hotspot Correction Program | AC Transit | \$10 |
| 271 | Fremont and Newark Service Improvements | AC Transit | TBD |
| 272 | Infrastructure Analysis and Upgrade Planning | AC Transit | \$1 |
| 273 | Intra East Bay Express Bus Service | AC Transit | \$6 |
| 274 | Alameda Shuttle (assumes that the Alameda Shuttle #1, Crosstown Bus #22 and Regional Transit Hub #28 are combined) | Alameda | \$6 |
| 275 | Bus Service (AC Transit) - Increased Frequencies: Alameda Point Bus Rapid Transit Service (TCP #19), Local Bus Routes (TCP #24), Transbay Bus Routes (TCP #25), Faster Line 51A Bus Service (TCP #33) | Alameda | \$16 |
| 276 | Water Shuttle Operations | Alameda | \$40 |
| 277 | LAVTA Individualized Marketing Programs | LAVTA | \$1 |
| 278 | LAVTA On-Demand First-Mile/Last-Mile Microtransit Program | LAVTA | \$16 |
| 279 | LAVTA Shared Autonomous Vehicle Demonstration and Deployment | LAVTA | \$50 |
| 280 | LAVTA Short Range Transit Planning | LAVTA | \$0 |
| 281 | Para-Taxi Operations | LAVTA | \$2 |
| 282 | New San Francisco-Oakland Transbay Rail Crossing (advanced planning) | MTC/ABAG | TBD |

Draft Final Programmatic Projects for the 2020 CTP

| ID | Project | Sponsor Agency | Total Cost (\$ millions) |
|--|---|-----------------|--------------------------|
| 283 | 2nd Transbay Crossing-I-980 Multimodal Boulevard Study | Oakland | \$2 |
| 284 | Broadway Shuttle Operations and Improvements | Oakland | \$68 |
| 285 | BART Metro Infill Station Study | Oakland/BART | \$1 |
| 286 | Alameda/Oakland Ferry Frequency Increase | WETA | \$44 |
| 287 | Harbor Bay Ferry Frequency Increase | WETA | \$83 |
| 288 | South San Francisco Frequency Increase | WETA | \$130 |
| Transit Capital Programs | | | |
| 289 | Service Critical Infrastructure Program | AC Transit | \$78 |
| 290 | Bus Infrastructure: Bus Stop Improvements (TCP #3), Transit Signal Priority (TCP #10), Westline Drive Bus Lane (TCP #17), Alameda Point Bus Rapid Transit (TCP #19) and Bikes in Buses through Posey Tube (TCP #31) | Alameda | \$18 |
| 291 | BART Station Modernization Program | BART | \$2,273 |
| 292 | Secure Bike Parking Program | BART | \$6 |
| 293 | Security Program | BART | \$112 |
| 294 | Station Access Program | BART | \$234 |
| 295 | System Reinvestment and Capacity Improvement Program | BART | \$5,237 |
| 296 | System Support Program | BART | \$78 |
| 297 | Downtown Berkeley Transit Center & Transit Corridor Improvements | Berkeley | \$6 |
| 298 | Citywide Bus Shelter Improvements | Fremont | \$10 |
| 299 | AVL System Upgrade | LAVTA | \$1 |
| 300 | LAVTA Systemwide Passenger Facilities Rehabilitation and Enhancement | LAVTA | \$3 |
| 301 | Transit Capital Program (with AC) | Oakland | \$100 |
| 302 | Replacement Fleet Program | UC Transit | \$18 |
| Adaptation and Resilience Programs | | | |
| 303 | Sea Level Rise Resiliency - Doolittle Drive (State Route 61) and Webster/Posey Tubes area (State Route 260) and Critical High Use Roads (City lead) | Alameda | \$20 |
| 304 | Climate Adaptation/Resiliency and Sustainability Program | BART | \$162 |
| 305 | Seismic Retrofit Program | BART | \$820 |
| 306 | Climate Action Plan Implementation | Emeryville | \$25 |
| 307 | Green Infrastructure Projects Program | Emeryville | \$10 |
| 308 | Lindsay Tract Green Infrastructure and Storm Drain Improvements | Newark | \$4 |
| 309 | Green Stormwater Infrastructure in Transportation Program | Oakland | \$45 |
| 310 | "Big Ship Ready" Marine Terminal Modernization | Port of Oakland | \$74 |
| 311 | Port Wide Electrification | Port of Oakland | \$218 |
| 312 | Seaport Infrastructure Resiliency- Emergency Power System | Port of Oakland | \$20 |
| Transportation Demand Management Programs | | | |
| 313 | Carpool Projects: Casual Carpool Pick-up Spots (TCP #14) and Constitution Way Carpool Lane (TCP #15) | Alameda | \$4 |
| 314 | Comprehensive Congestion Pricing | Alameda | \$2 |
| 315 | Transportation Awareness Campaign | Alameda | \$0 |
| 316 | Transportation Demand Management: EasyPass Expansion (TCP #4), Public/Private Partnerships (TCP #12), TDM Ordinance (TCP #29) and Citywide TMA (TCP #32) | Alameda | \$6 |