

DRAFT



Community-Based Transportation Plan Recommendations



DRAFT RECOMMENDATIONS

This document presents **draft** recommendations to address the mobility and access needs of Alameda County's low-income and minority communities that are identified in the 2020 update to the **Community-Based Transportation Plan (CBTP)**. The recommendations are presented in the form of broad countywide strategies and near-term actions to implement those strategies, as well as specific transportation projects that would address community-specific needs.

Development of this CBTP has been integrated with development of the 2020 Countywide Transportation Plan (CTP) to ensure the countywide plan thoroughly considers equity and the needs of disadvantaged and historically underserved communities. As such, the CBTP recommendations presented here are reflected in core recommendations of the CTP; some CBTP actions have additional detail to address specific CBTP-identified needs, these are denoted with bold italic text in the tables of this document.

Countywide CBTP recommendations are organized in the following categories that reflect the main needs described in the CBTP:

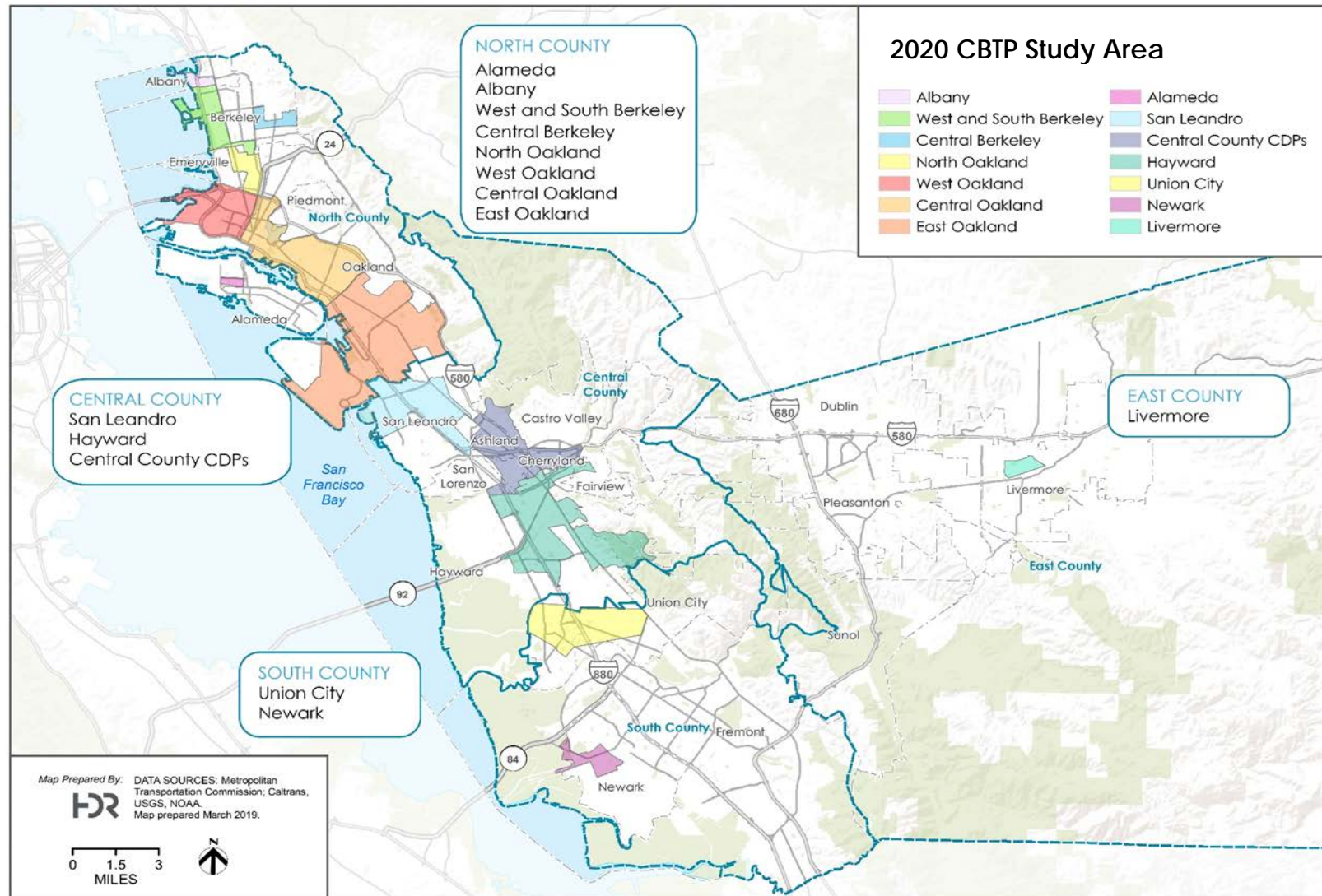
1. Safe Biking and Walking
2. Affordable and Accessible Transportation
3. Bus Transit Use and Experience
4. Air Quality and Goods Movement Impacts
5. Traffic Congestion and Pavement Condition

Strategies and near-term actions are presented for each category. Strategies can inform funding, advocacy, policy, technical assistance, and project implementation. Actions are specific steps Alameda CTC will take to implement the strategies over the next 2-4 years. These actions are designed to be achievable and specific. This 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.

The COVID-19 pandemic occurred as the CBTP moved into the final phase of developing recommendations. There is uncertainty concerning how the pandemic will change mobility and access needs over the near- and long-term, however the needs collected before the pandemic and recommendations developed in response to these needs are still relevant. That said, a discussion of additional near-term actions that will be taken in response to the unique circumstance of the COVID-19 pandemic is included for each recommendation category. This is a dynamic area and Alameda CTC will continue to respond to the crisis as it unfolds.

In addition to the countywide strategies and actions, a key recommendation of the CBTP is to support jurisdictions in implementing transportation projects to address identified needs. As such, the last table in this document presents the priority transportation projects that have been identified for the Countywide Transportation Plan that will help to address the local transportation issues specific to each CBTP study area. **CBTP study areas are shown in Figure 1.**

Figure 1. Map of Alameda County CBTP Study Areas



Note: CBTP study areas are comprised of Communities of Concern, which is a designation that the Metropolitan Transportation Commission (MTC) uses for the regional CBTP program.

CBTP RECOMMENDATION 1: SAFE BIKING AND WALKING

The need for safety improvements for walking and biking throughout Alameda County has been identified by residents in all areas and highlighted in an analysis of transportation data. Through community outreach, particular concern has been raised about difficulty crossing roadways with high traffic volumes and high traffic speeds, indicating a need for safer crosswalks. Safely walking and bicycling to schools has also been raised as a significant issue within CBTP study areas and this issue is acute near railroad tracks that are close to many schools in the county.

Table 1 presents countywide recommendations that will address support for safer walking and bicycling within the county's CBTP study areas. The strategies and actions include improving safety on the roadways that have the highest concentration of crashes (the High-injury Network or HIN for short), supporting changes to speed limits and enforcement policies, building out a low-stress walking and biking network, and increasing safe walking and biking options for students on their way to school.

Table 1 Strategies and Near-Term Actions for Safe Biking and Walking

CBTP/CTP Strategy
<ul style="list-style-type: none">• Improve safety on the High-Injury Network, with an eye towards community disparities.• Support context-appropriate speed limit setting and automated speed enforcement Policies.• Build the low-stress walking and biking network, including low-stress facilities on arterials and/or alternative routes, including planning and delivering greenways and trails.
CBTP/CTP Near-Term Action
<ul style="list-style-type: none">• Support projects that address the High-injury Network (HIN), with a particular focus on projects that address the HIN in Communities of Concern (CBTP study areas).• 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.• Support implementation of Safe Routes to School (SR2S) school site assessments, including exploration of potential for a mini-grant program.• Expand Access Safe Routes equity program within SR2S program.• Support project development and delivery for interjurisdictional urban greenway and trail projects, many of which traverse CBTP study areas.

COVID-19 RECOMMENDATIONS AND STRATEGIES: SAFE BIKING AND WALKING

The need to safely walk and bicycle to places and for public health has become more acute during the COVID-19 pandemic. This is especially true in the Latinx and Black communities that comprise many of the county's CBTP study areas where there have been the highest reports of positive cases. Alameda CTC is committed to supporting the county's economic recovery and capitalize on the need for county residents and visitors to enjoy safe spaces to walk and bicycle.

Alameda CTC acted in July 2020 to create a Rapid Response Bicycle and Pedestrian Grant Program that will fund "quick-build" transportation measures. These measures can include traffic calming, roadway closures, and temporary repurposing of streets with more space for safely walking and bicycling. These are considered "quick-build" because cities are able to construct them over a shorter time than traditional transportation projects. Table 2 presents the agency's COVID-19 strategy and action recommendation related to walking and bicycling. As the pandemic progresses, Alameda CTC will continue to develop response actions that address evolving transportation needs for walking and bicycling safety.

Table 2 COVID-19 Strategies and Actions – Safe Biking and Walking

CBTP/CTP Strategy
<ul style="list-style-type: none">• Support Alameda County's economic recovery and capitalize on the need for safe space for walking and biking in neighborhoods
CBTP/CTP Near-Term Action
<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.

CBTP RECOMMENDATION 2: AFFORDABLE AND ACCESSIBLE TRANSPORTATION

The need for more affordable and accessible transportation options has been noted as a key concern for residents in CBTP study areas throughout the county. With regards to affordability, there are discounted or free transit fares for students, older adults, and people with disabilities within the county, but there is a gap in affordable transportation programs for adults ages 19 to 64. Strategies to further streamline and reduce the cost of public transportation are included in this recommendation.

Table 3 presents countywide recommendations that will address the need for more affordable and accessible public transit within the county's CBTP study areas. This includes strategies and actions to provide smoother transit connections, improve fare integration, and introduce more affordable fares.

Table 3 Strategies and Near-Term Actions for Affordable and Accessible Transportation

CBTP/CTP Strategy
<ul style="list-style-type: none">• Provide seamless transit connections.• Improve fare integration and explore affordable fare options.
CBTP/CTP Near-Term Action
<ul style="list-style-type: none">• Partner to improve transit fare integration, seamless transit connections.• Continue to expand and enhance the Student Transit Pass Program.• Track the regional Clipper START program¹ that will allow lower-income adults regardless of age to qualify for fare discounts and explore potential to expand to additional Alameda County operators with full consideration of financial and ridership implications for transit agency budgets.• <i>Continue to allocate 10% of sales tax revenue² for affordable transit for seniors and people with disabilities in the form of paratransit. In 2020, this is estimated to be approximately \$8 million.</i>

COVID-19 RECOMMENDATIONS AND STRATEGIES: AFFORDABLE AND ACCESSIBLE TRANSPORTATION

Access to essential goods and services has been significantly constrained during the COVID-19 pandemic, uniquely affecting the county's most vulnerable communities who also reside in

¹ Webpage for Clipper START program: <https://mtc.ca.gov/our-work/plans-projects/other-plans/means-based-fare-discount-program>

² Based on the Transportation Expenditure Plan from the 2014 Measure BB

many of the CBTP study areas. Alameda CTC is committed to support vulnerable populations' ability to access affordable transportation and the essential goods and services they need.

Table 4 presents two actions that Alameda CTC is currently implementing for this strategy. These include allowing meals to be delivered to seniors and people with disabilities through the agency's paratransit program and modifications to the agency's school-based programs: Safe Routes to School (SR2S) and the Student Transit Pass Program (STPP).

During the summer of 2020, the STPP team introduced an online STPP application to ensure that program benefits reach students and families quickly while the districts in Alameda County initiate distance learning. The STPP team has also been coordinating with individual STPP schools on all components of program procedures to ensure students and families can access the program during virtual school orientations and at the beginning of the school year while students learn at home. Likewise, the Alameda County SR2S Program has aligned with the phased distance learning approaches of the county's participating schools and is planning to move seamlessly from fully remote to a hybrid model that can transition into onsite activities. The SR2S Program has customized online resources for training, live interactive webinars, and pre-recorded school assemblies to bring SR2S resources into the home.

Table 4 COVID-19 Strategies and Actions – Affordable and Accessible Transportation

CBTP/CTP Strategy
<ul style="list-style-type: none"> Support vulnerable populations uniquely threatened by COVID-19.
CBTP/CTP Near-Term Action
<ul style="list-style-type: none"> Change Paratransit fund eligibility to include meal delivery. Make modifications to our school programs, STPP and SR2S, to address evolving student and parent needs and changing school policies.

CBTP RECOMMENDATION 3: BUS TRANSIT USE AND EXPERIENCE

As highlighted throughout the CBTP, there is a need to expand the frequent public transit network across the county, especially outside of denser areas like downtown Berkeley and Oakland. In particular, the need to provide options for off-peak commuters, increase the frequency of transit, and construct infrastructure to safely access transit stops and stations have been highlighted as key needs throughout the county's CBTP study areas.

Table 5 presents countywide recommendations that will address the need for improved bus frequency, balanced curb management or all users, services that extend the reach of public transit by providing access to stops/stations, and more community-supportive transit projects along major arterial roadways. For this last category of arterial transit projects, lessons can be

learned from implementation of the East Bay Bus Rapid Transit project in East Oakland and the current multimodal corridor projects led by Alameda CTC (San Pablo Avenue and E. 14th/Mission/Fremont Boulevards.).

Table 5 Strategies and Near-Term Actions for Improving Bus Transit Use and Experience

CBTP/CTP Strategy
<ul style="list-style-type: none"> • Improve bus service frequency, reliability, quality and travel time. • Manage the curb to balance needs of multiple users. • Expand first/last-mile options and improve access to major transit hubs.
CBTP/CTP Near-Term Action
<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. • <i>Continue to allocate 24% of sales tax revenue³ for transit operations and maintenance. In 2020, this is estimated to be approximately \$30 million for Alameda County transit operators with \$27 million for BART and AC Transit.</i> • <i>Continue to help fund bus priority projects in CBTP study areas as listed in Table 9 at the end of this document for each area.</i> • <i>Implement lessons learned from the East Bay Bus Rapid Transit project such as working often and directly with community partners from initial concept to project completion; and developing safe routes for walking and bicycling to the new transit line.</i>

COVID-19 RECOMMENDATIONS AND STRATEGIES: BUS TRANSIT USE AND EXPERIENCE

The onset of the COVID-19 pandemic has had a significant impact on the provision of transit services and programs. Alameda CTC has implemented and will continue to support near term actions to support transit ridership and service improvements to help restore transit use in the county and preserve this critical access to affordable transportation for CBTP communities. Near term actions to help support transit in the county are indicated in the Table 6 below.

Table 6 COVID-19 Strategies and Actions – Bus Transit Use and Experience

CBTP/CTP Strategy
<ul style="list-style-type: none"> • Support transit recovery and make people feel safe again on transit. • Support vulnerable populations uniquely threatened by COVID-19.

³ Based on the Transportation Expenditure Plan from the 2014 Measure BB

CBTP/CTP Near-Term Action

- 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.

CBTP RECOMMENDATION 4: AIR QUALITY AND GOODS MOVEMENT IMPACTS

CBTP study areas throughout the county are disproportionately impacted by goods movement activities due to their location close to significant transportation infrastructure, such as truck activity associated with the Port of Oakland and warehousing along the I-880, freight rail traveling directly through communities, and dense truck movements along I-880, I-238, and I-580 to the Central Valley. As described in the CBTP, this has translated into poor air quality near the Port of Oakland and along freeways, and safety issues along railroad tracks within communities.

Table 7 presents countywide recommendations that will address the need for improved air quality and mitigation of goods movement impacts, such as improvement of priority freight routes, advancing an electrified future for all modes, effectively managing truck parking and congestion, supporting cities in adding street trees and other air quality mitigation strategies as well as implementation of truck management plans. Recommendations include actions specific to addressing air quality issues within the West Oakland CBTP study area that will be developed as part of planning for AB 617 with the community and the Bay Area Air Quality Management District (BAAQMD).

Table 7 Strategies and Near-Term Actions for Air Quality and Goods Movements Impacts

CBTP/CTP Strategy

- Improve priority freight routes and shift more freight to rail.
- Enhance safety at at-grade rail crossings.
- Support advancing an Electrified Future for all modes, including infrastructure for near-zero/zero-emission truck technology.

CBTP/CTP Near-Term Action

- Work with megaregional partners, the State and UPRR to improve rail infrastructure and capacity to encourage rail use and open opportunities for improved passenger rail services.
- Facilitate project advancement into the Environmental and Design phases for the Rail Safety Enhancement Program.
- ***Provide local assistance and support information exchange with technology trends in automated vehicles, connected infrastructure, and electrification.***
- ***Continue to partner with BAAQMD on the implementation of strategies/outcomes of AB 617.***
- ***Support cities in adding street trees and other air quality mitigations to transportation projects, such as for multimodal corridors near freeways and areas of high truck activity.***
- ***Support cities' implementation of truck management plans.***
- ***Participate in the Caltrans truck management plan for Northern Alameda County.***

COVID-19 STRATEGIES:

AIR QUALITY AND GOODS MOVEMENT IMPACTS

One side effect of the COVID-19 pandemic has been a reduction in travel and goods movement during spring and early summer 2020, which has resulted in some air quality improvements. However, medium-term impacts are unknown, so Alameda CTC will monitor the evolving impacts of COVID-19 on travel needs for the goods movement sector and its impact on communities.

CBTP RECOMMENDATION 5: TRAFFIC AND PAVEMENT CONDITION

Alameda County's CBTP study areas are twice as likely to be home to "at-risk" pavement conditions as other areas, which means that the pavement condition is past the point of quick upgrades and approaching the time when major maintenance will be needed. As summarized from outreach, improving potholes and roads is a top priority for residents as well as reducing the impacts of traffic congestion, often times as the result of spillover traffic from crowded freeways during commute times.

Table 8 presents countywide recommendations that will improve existing pavement condition, including the prioritization of repaving streets based on equity factors. Strategies to increase investment in alternative modes to lessen congestion in CBTP study areas are included in the preceding recommendations.

Table 8 Strategies and Recommendations for Improving Pavement Condition

CBTP/CTP Strategy

- *Alameda CTC on-going funding commitment to Local Streets and Roads maintenance*

CBTP/CTP Near-Term Action

- *Continue to allocate 20% of sales tax revenue⁴ each year to local cities and agencies for upgrading pavement quality through the Direct Local Distribution Fund program. For 2020, this is estimated to be approximately \$32 million.*
- *Encourage cities to prioritize repaving streets based on combination of street condition and equity factors. As an example, the City of Oakland prioritizes pavement projects by both road condition and the proportion of residents in a neighborhood who are in underserved communities.*

**COVID-19 STRATEGIES:
TRAFFIC AND PAVEMENT CONDITION**

As mentioned in the previous strategy, one side effect of the COVID-19 pandemic has been a reduction in travel and goods movement during spring and early summer 2020, which has resulted in some traffic improvements. However, medium-term impacts are unknown, so Alameda CTC will monitor the evolving impacts of COVID-19 on traffic levels on Alameda County freeways and through communities. Additionally, many pavement projects have been completed during the pandemic as transportation agencies continue to address the pavement maintenance backlog from before the pandemic.

⁴ Based on the Transportation Expenditure Plan from the 2014 Measure BB

DRAFT CBTP PROJECT RECOMMENDATIONS BY CITY AND AREA

The previous sections describe countywide strategies that will be advanced across CBTP study areas throughout the county. While some strategies will be more relevant in some areas than others, the strategies presented above are broadly relevant across all areas. This section highlights the specific key findings for each CBTP study area, organized by jurisdiction, and the transportation projects that have been prioritized in the 2020 CTP that speak directly to the findings from community engagement within each area. These projects are either within the boundaries of the CBTP study area or increase access to the area.

Table 9 Specific CBTP Findings and Project Recommendations by Jurisdiction

Alameda	Findings from Community Engagement	<ul style="list-style-type: none"> • Concern around transit amenities: better bus shelters and apps for smartphones, more weekend/night service • Concern for pedestrian safety due to driving behaviors
	Priority Transportation Projects in CTP	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Alameda’s CBTP study area:</p> <ul style="list-style-type: none"> • Alameda Point Transit Network Improvements • Lincoln Avenue/Marshall Way Safety Improvements • Willie Stargell Bus Priority and Multimodal Safety Corridor <p>Advance additional projects that will increase access within and to the CBTP study area and protect from sea level rise:</p> <ul style="list-style-type: none"> • Seaplane Lagoon Ferry Service • Shoreline Overtopping Near Webster and Posey Tubes
Albany	Findings from Community Engagement	<ul style="list-style-type: none"> • Support for infrastructure improvements to connect residents to businesses, schools, and recreational facilities across within and near the CoC • Concerns around pavement quality for biking, lack of bike lanes • Concerns around traffic, travel time, and lack of affordable parking

Albany	Priority Transportation Projects in CTP	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Albany's CBTP study area:</p> <ul style="list-style-type: none"> • Solano Avenue Complete Streets • San Pablo Avenue Multimodal Corridor Project
Berkeley	Findings from Community Engagement	<ul style="list-style-type: none"> • Concern around community displacement, as well as concerns for retaining existing industries • Concerns around safety, affordability and cleanliness on BART • A desire for more reliable bus service on nights/weekends, more frequent weekday service
	Priority Transportation Projects in CTP	<p>Improve safety and transit quality through multimodal corridors or other transit projects that are within or provide access to Berkeley's CBTP study areas:</p> <ul style="list-style-type: none"> • Adeline Street Corridor Transportation Improvements • Martin Luther King Jr Way Complete Streets Corridor • Telegraph Avenue Multimodal Corridor Project • San Pablo Avenue Multimodal Corridor Project • North Berkeley BART Station Active Access Improvements <p>Advance additional projects that will increase access within and to the CBTP study area or otherwise protect the community from goods movement impacts:</p> <ul style="list-style-type: none"> • I-80/Gilman and I/80 Ashby Interchange Modernization • Rail Safety Enhancement Program • Berkeley – San Francisco Ferry
Oakland	Findings from Community Engagement	<ul style="list-style-type: none"> • Focus on active transportation education programming for youth • Existing pavement in poor condition • Concern around pedestrian safety due to vehicular speed and lack of sidewalks • Significant local air pollution exposure and health impacts, particularly in West Oakland • Socioeconomic, cultural, and discriminatory barriers faced by people of color to access bicycling and public spaces more generally

<p>Oakland</p>	<p>Priority Transportation Projects in CTP</p>	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Oakland’s CBTP Study Areas:</p> <ul style="list-style-type: none"> • Bikeways: Bancroft Avenue, Telegraph Avenue, West Oakland, East Oakland Neighborhood • Downtown Oakland East-West Safe Streets • East Bay BRT Corridor Active Transportation Safety Project • MacArthur Smart City Corridor Project • BART: 19th Street BART Improvements, West Oakland TOD, Lake Merritt Station Area • AC Transit corridors: West Grand Avenue, San Pablo Avenue, Fruitvale Avenue, Broadway, and Shattuck/MLK • East Bay Greenway <p>Mitigate against goods movement impacts for air quality and safety:</p> <ul style="list-style-type: none"> • West Oakland Industrial Streets and 7th Street Bikeway • Rail Safety Enhancement Program • Near and Mid-Term Port Operations and Emission Reductions <p>Advance additional projects that will increase access within and to the CBTP study area:</p> <ul style="list-style-type: none"> • 42nd Ave & High Street I-880 and Oakland/Alameda Access • Bay Bridge Forward and I-580 DAA Recommendations • Emeryville: 40th Street Greenway and Mandela Connector, Quiet Zone Safety Measures
<p>Unincorp. Alameda County: Ashland, Cherryland, and Castro Valley</p>	<p>Findings from Community Engagement</p>	<ul style="list-style-type: none"> • Pedestrian safety, including: safer crossings, traffic calming, and better sidewalks • A desire for more frequent daytime bus service, nighttime/weekend service, and higher reliability
	<p>Priority Transportation Projects in CTP</p>	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Ashland, Cherryland and Castro Valley CBTP study areas:</p> <ul style="list-style-type: none"> • E14th/Mission Blvd Corridor Projects • East Lewelling Boulevard Complete Streets - Phase II • Hesperian Phase II • East Bay Greenway • Rail Safety Enhancement Program

Hayward	Findings from Community Engagement	<ul style="list-style-type: none"> • Interchanges along I-880 identified as notable barriers for walking and cycling • Concern for safe and accessible walking facilities • Need for more daytime/weekend/night bus service and affordable fares
	Priority Transportation Projects in CTP	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Hayward's CBTP study areas:</p> <ul style="list-style-type: none"> • E14th/Mission Blvd Corridor Project • Tennyson Road Corridor Project • Downtown Hayward PDA and Main Street Complete Streets • Rail Safety Enhancement Program • East Bay Greenway <p>Improve safety and access through multimodal interchanges that are within or provide access to Hayward's CBTP study areas:</p> <ul style="list-style-type: none"> • I-880/Winton/A Street Interchange • I-880/Whipple Road/Industrial Parkway Interchange • Rt 92/Clawiter/Whitesell Interchange
San Leandro	Findings from Community Engagement	<ul style="list-style-type: none"> • Improve automobile and pedestrian safety outcomes on multimodal corridor • Identify strategies to improve sidewalk conditions, lighting, and bicycle infrastructure • A desire for more daytime bus and night/weekend service, fewer/shorter transfers
	Priority Transportation Projects in CTP	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to San Leandro's CBTP study areas:</p> <ul style="list-style-type: none"> • E14th/Mission Blvd Corridor Projects • Downtown San Leandro Streetscapes • East Bay Greenway <p>Improve safety and multimodal access within and to San Leandro's CBTP study areas:</p> <ul style="list-style-type: none"> • San Leandro Creek Trail • Rail Safety Enhancement Program • San Leandro BART Station Area Safety

Newark	Findings from Community Engagement	<ul style="list-style-type: none"> • Interest in investments in active transportation infrastructure • Concerns around accessing BART, cleanliness, free transfers to/from bus, more parking at stations, more night/weekend service. • Need for more night/weekend bus service, more daytime service, accessible vans/paratransit
	Priority Transportation Projects in CTP	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Newark's CBTP study areas:</p> <ul style="list-style-type: none"> • Dumbarton Corridor Project Bundle • Thornton Avenue Complete Streets Corridor <p>Advance additional projects that will increase safety and access within and to the CBTP study areas</p> <ul style="list-style-type: none"> • Central Avenue Overpass
Union City	Findings from Community Engagement	<ul style="list-style-type: none"> • Interest in investments in active transportation infrastructure • Better access to transit • Transit options are not close to destinations, more frequent daytime/night/weekend service is needed • Concerns around safety and walking. Fast traffic, fear for personal safety, crime, better walking facilities are needed
	Priority Transportation Projects in CTP	<p>Improve safety and transit quality through multimodal corridors that are within or provide access to Union City's CBTP study areas:</p> <ul style="list-style-type: none"> • Dumbarton Corridor Project Bundle • E14th/Mission Blvd Corridor Projects • Fremont: Dumbarton to Quarry Lakes Trail <p>Advance additional projects that will increase safety and access within and to the CBTP study areas</p> <ul style="list-style-type: none"> • Rail Safety Enhancement Program • Union Landing Transit Center Modifications

Livermore	Findings from Community Engagement	<ul style="list-style-type: none"> • Need for improvements to pedestrian crossings, better walking and biking facilities that are separate from road. • Concerns over high traffic speeds • Interest in better access to transit
	Priority Transportation Projects in CTP	<p>Improve safety and transit quality through trails, interchange and rail projects that are within or provide access to Union City’s CBTP study areas:</p> <ul style="list-style-type: none"> • Iron Horse Trail, 580/First Street Interchange • Valley Link and multimodal access improvements • Rail Safety Enhancement Program • ACE Medium-Term Service Increase
County-wide	CBTP County-wide Needs	<ul style="list-style-type: none"> • Improved Safety for Pedestrians and Cyclists • Improved Access to Frequent and Affordable Transit • Reduced Impacts on Communities from Truck Traffic and Parking • Less Traffic and/or Smoother Traffic Flow • Improved Transit Services • Improved Pedestrian and Cyclist Safety in High-Traffic Areas • Improved Bicycle Infrastructure
	Priority Transportation Projects in CTP	<p>Advance the five on-going programs in CTP’s 10-year list, with a focus on addressing these needs within and accessing CBTP study areas:</p> <ul style="list-style-type: none"> • Mobility for Seniors and People with Disabilities - Paratransit • Safe Routes to School • State of Good Repair (Local Streets and Roads) • Student Transit Pass Program • Transit Operations <p>Advance countywide projects that are within or provide access to multiple CBTP study areas:</p> <ul style="list-style-type: none"> • Bay Trail and Bay Trail Connectors • BART Core Capacity • BART Bay Fair Connection

MONITORING AND EVALUATION

As a final strategy for the CTP and CBTP, Alameda CTC, in partnership with our jurisdictions and transit agencies, will track progress on implementation of projects, programs, strategies, and actions identified here and periodically report back to the Commission. The 2020 CTP also includes a COVID-19 strategy that includes reporting on transportation performance areas that are being impacted by the Shelter-in-Place orders, such as transit ridership and congestion levels; these will be included in annual performance reports to the Commission.

Alameda CTC further supports the recommendations of the CTP and CBTP by integrating them into funding allocation processes and decisions. Alameda CTC funding decisions are streamlined into one unified Comprehensive Investment Plan (CIP). The CIP is a short-term funding document that has a 5-year horizon. Figure 2 illustrates the flow from planning to funding. Public agencies in Alameda County such as cities, the County and transit agencies submit funding requests on a two-year cycle to Alameda CTC for fund sources such as the Measure BB sales tax and Vehicle Registration Fee (VRF). The decisions on how much funding is allocated to which projects are made through a rigorous evaluation process where project applicants must illustrate how the projects and programs they propose support the countywide vision and goals. The CIP directly programs funds to specific projects and programs, including those implemented by Alameda CTC and by other agencies. The CIP project evaluation process will incorporate the priorities and needs identified in the 2020 CBTP and CTP.

Figure 2. Alameda CTC Flow from Planning to Funding for Projects and Programs

