



2026 Alameda Countywide Transportation Plan POLICY BLUEPRINT

PREPARED BY:
FEHR & PEERS



ALAMEDACTC.ORG
OCTOBER 2024

WHAT IS IN THE POLICY BLUEPRINT?



01

SETTING THE FOUNDATION.....4

Introduction to the 2026 Countywide Transportation Plan (CTP) and the Policy Blueprint.



04

SAFETY POLICY.....16

Description of the policy background and objectives that define the outcomes and priorities for the 2026 CTP safety goal.



07

ECONOMIC VITALITY POLICY.....34

Description of the policy background and objectives that define the outcomes and priorities for the 2026 CTP economic vitality goal.



02

PARTNERING WITH COMMUNITIES.....8

Overview of engagement activities with partner agencies, community organizations, and the general public that helped inform the Blueprint.



05

EQUITY POLICY.....22

Description of the policy background and objectives that define the outcomes and priorities for the 2026 CTP equity goal.



08

ADVANCING THE POLICY BLUEPRINT...40

Look ahead to the next phases of the CTP that will carry out the Blueprint through projects, programs, strategies, and near-term actions.



03

VISION AND GOALS.....12

Comprehensive vision for the future of transportation in Alameda County, accompanied by four goals to guide achievement of the vision.



06

CLIMATE POLICY.....28

Description of the policy background and objectives that define the outcomes and priorities for the 2026 CTP climate goal.



REFERENCES.....44

Detailed list of all sources used in the Blueprint.

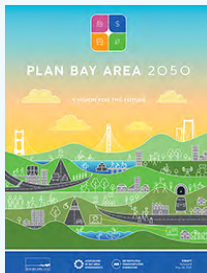
01 SETTING THE FOUNDATION

The Countywide Transportation Plan envisions the future of transportation in Alameda County

The Countywide Transportation Plan (CTP) creates a vision for the future of transportation in Alameda County, sets priorities, and guides decision-making at the Alameda County Transportation Commission (Alameda CTC) as it plans, funds, and delivers transportation improvements. Alameda CTC updates this transportation plan approximately every four years to respond

to changing conditions and evaluate new opportunities and demands placed on the transportation system. The CTP is an important input to the Metropolitan Transportation Commission's (MTC's) Plan Bay Area, the region's long-range transportation and land use plan, as the CTP represents Alameda County's needs within the region in adherence with regional and state guidelines.

Aligning the 2026 CTP with regional, state, and local priorities positions Alameda County to leverage local dollars



Plan Bay Area 2050
Long-range regional plan for housing, economic development, transportation, and environmental resilience developed by MTC and the Association of Bay Area Governments (ABAG)

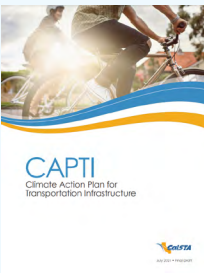


Plan Bay Area 2050+
Update to Plan Bay Area 2050 that refines the strategies based on lessons learned during the COVID-19 pandemic

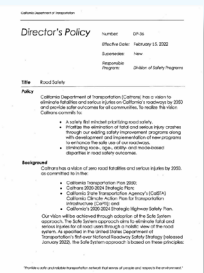
Updates to the CTP allow Alameda CTC to respond to changing needs and priorities

Regular updates to the CTP provide an opportunity to reflect changes in local needs and incorporate evolving federal, state, and regional policies and priorities. Alameda CTC's goals for the 2026 CTP focus on safety, equity, climate, and economic vitality, which aligns closely with planning and policy activities in the Bay Area and State of California, as well as at

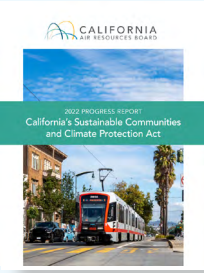
the national level. This alignment supports Alameda CTC's and partner agencies' competitiveness for grant funds, helping leverage local dollars. The vision, goals, and policy objectives of the 2026 CTP will ultimately be advanced through projects, strategies, and other recommended actions detailed in the final plan.



State of California's Climate Action Plan for Transportation Infrastructure (CAPTI)
Framework for sustainable investment and detailed strategies and actions for state transportation funding decisions



California Department of Transportation (Caltrans) Vision Zero & Safe Road Policy
Caltrans policy committing to the Safe System Approach and reaffirming the vision of zero fatalities and serious injuries on state highways by 2050



Senate Bill 375
California state law passed in 2008 that sets greenhouse gas emission reduction targets for all metropolitan areas, including the Bay Area

The Policy Blueprint is the foundation of the 2026 CTP

Development of the 2026 CTP will involve a robust, multi-year process anchored by the Policy Blueprint (Blueprint). The Blueprint builds on the transportation vision of the previous CTP, approved in 2020, with updated goals for safety, equity, climate, and economic vitality and a series of policy objectives that advance each goal. The 2026

CTP will further develop and detail application of the goals and policy objectives through a needs assessment; identification of a priority set of projects, programs, strategies, and near-term actions; and performance evaluation. **Figure 1** describes the timeline for the development of the 2026 CTP.

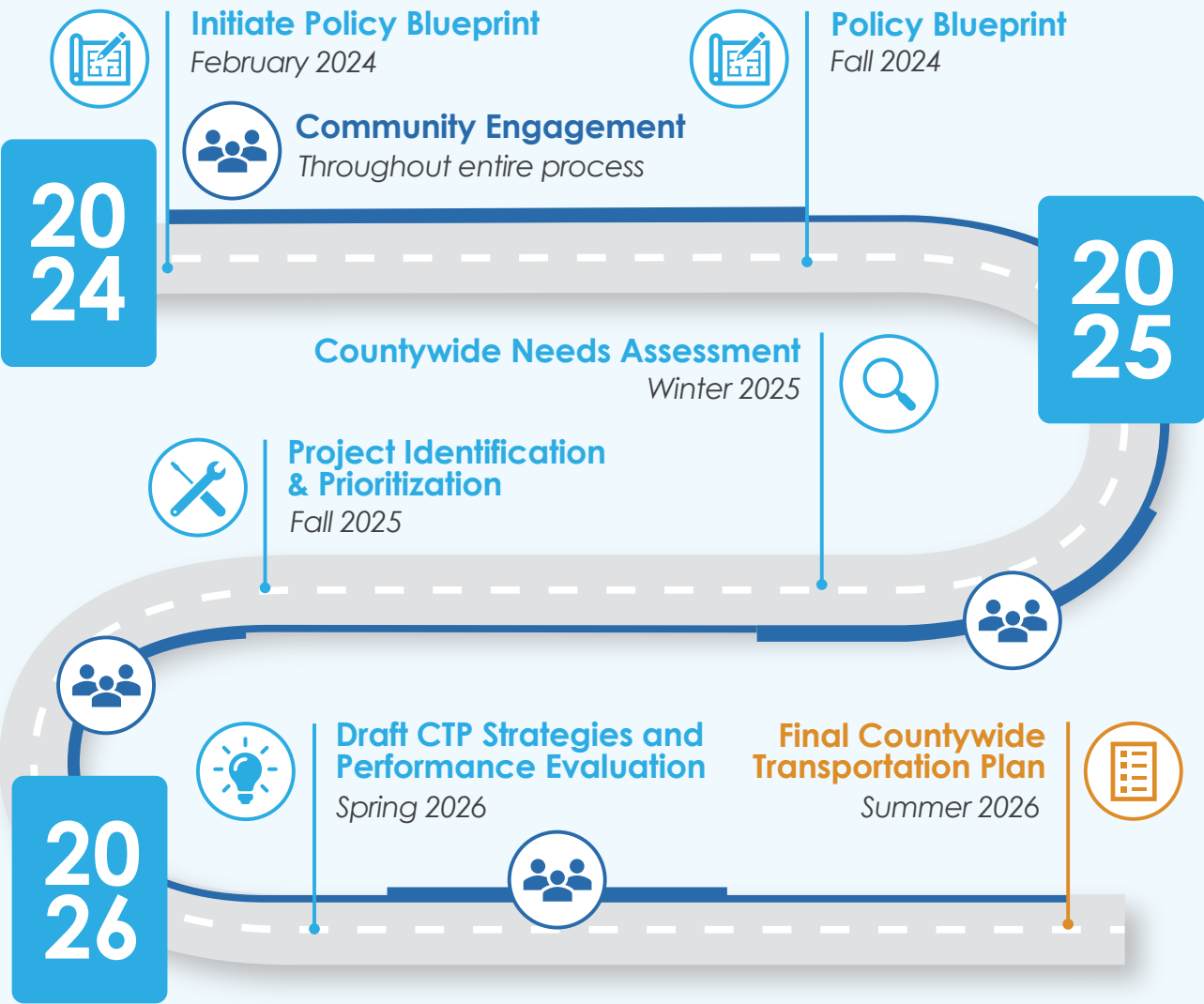
To fully reflect Alameda County's needs, both the Blueprint and CTP will be shaped by extensive outreach. The Blueprint engagement process consisted of conversations with community-based organizations (CBOs), discussions with partner jurisdictions, and direction from the Alameda CTC Commission. The general

public also had opportunities to provide input through tabling events and an online questionnaire.

Figure 2 shows how recent Alameda CTC, regional, and state policies and the engagement process came together to inform the Blueprint.

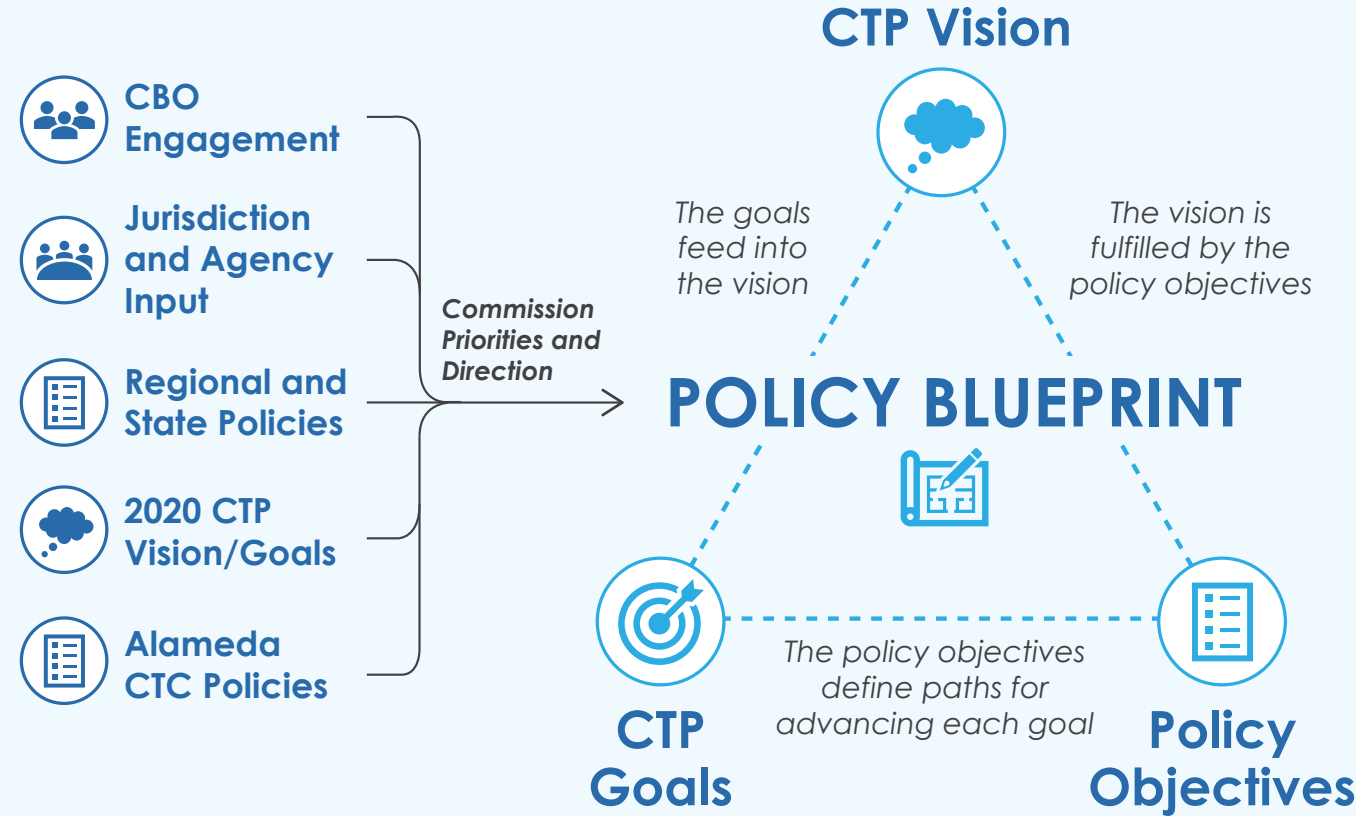
High-level timeline of the 2026 CTP process

Figure 1



Inputs to the Policy Blueprint

Figure 2



02 ADVANCING THE POLICY BLUEPRINT

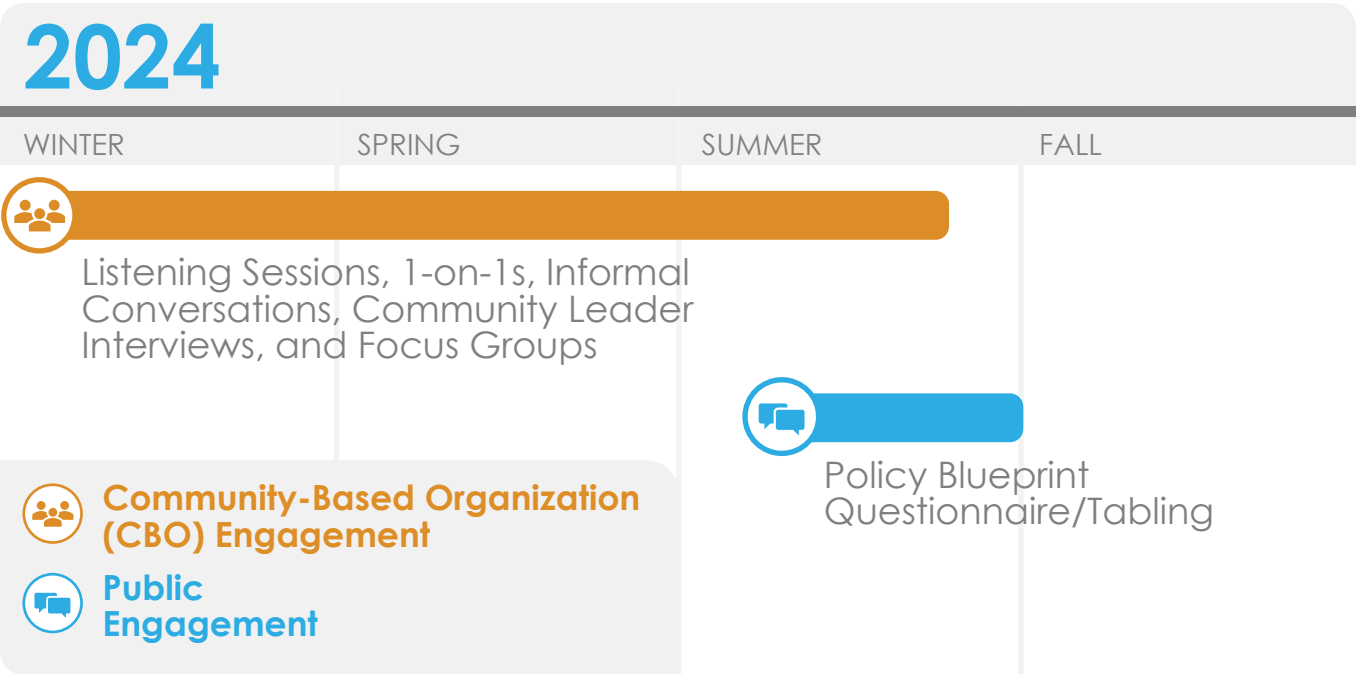
Inclusive engagement informs every aspect of the 2026 CTP and Blueprint

Inclusive engagement was fundamental to the development and refinement of every aspect of the Blueprint and will continue to inform the 2026 CTP. Throughout 2024, Alameda CTC used a layered engagement approach to gather feedback from a variety of stakeholders. These stakeholders included partner agencies, CBOs, and the general public, utilizing both in-person and virtual methods, as shown in **Figure 3**.

Alameda CTC initiated conversations with CBOs at the start of the Blueprint process, reflecting Alameda CTC's commitment to building lasting partnerships with CBOs as valued community representatives and desire for broader and deeper input on key issues. As local experts and leaders, CBOs reflect the values and priorities of communities who may be less familiar with, or trusting of, government agencies, and can help represent historically marginalized communities in the county.

Timeline of public engagement throughout 2024

Figure 3



The Blueprint reflects findings from extensive community engagement

More than 40 CBO representatives and community leaders from around the county participated in a wide range of events between January and August 2024, including listening sessions, focus groups, pop-ups, one-on-one discussions, interviews, and an online questionnaire to solicit input on goals and objectives. The Blueprint aligns with the needs and priorities, challenges, and vision for the future of transportation identified through those discussions. Alameda CTC will continue to build partnerships with these organizations through the 2026 CTP process and beyond.

The participating organizations provide social services, education, community advocacy, disability services, community

art, health care, environmental justice, youth advocacy, and bike and pedestrian advocacy across all parts of Alameda County. Organizations were compensated for participating in these events. Specific groups and their geographies are shown in **Figure 4**.

Additionally, staff interviewed project managers and outreach coordinators from recent major planning efforts, including AC Transit's ReAlign, BART's Link21, LAVTA's Wheels in Motion, MTC's Next Gen Freeways Study, and WETA's Service Vision update to understand community needs expressed in those processes and prevent duplicative outreach within the county.

Alameda CTC engagement included...



40

community-based organizations



100

questionnaire responses



5

listening sessions & focus groups



21

one-on-one discussions & interviews

Participating organizations by County Planning Area

Figure 4



Countywide/Regional

1. Bay Area Mural Program
2. Bike East Bay
3. Building Futures
4. Communities for a Better Environment
5. East Bay Asian Local Development Corporation
6. El Timpano
7. Girls Inc. of Alameda County
8. Greenbelt Alliance
9. Save the Bay
10. TransForm
11. Youth vs Apocalypse



North Planning Area

1. 24-hour Oakland Parent Teacher Children Center
2. Alameda Point Collaborative
3. Bike/Walk Alameda
4. Center for Independent Living Berkeley



South Planning Area

1. Deaf Plus Adult Community
2. Newark Community Church
3. Fremont Family Resource Center



Central Planning Area

1. Bike/Walk Castro Valley
2. Cherryland Community Association
3. Community Resources for Independent Living
4. Eden Area Municipal Advisory Council
5. Hayward South Alameda County NAACP
6. San Leandro 2050



East Planning Area

1. CityServe of the Tri-Valley
2. Innovation Tri-Valley Leadership Group
3. Three Valleys Community Foundation



Central Planning Area

5. Community Action for a Sustainable Alameda
6. Cycles of Change
7. East Bay Center For the Blind
8. Emeryville Bicycle and Pedestrian Advisory Committee
9. Golden Age Senior Center
10. Oakland Paratransit for the Elderly and Disabled
11. Oakland Chinatown Improvement Council
12. Red, Bike, and Green
13. Roots Community Health Center
14. San Antonio Station Alliance
15. Temescal/Telegraph Business Improvement District
16. University of California, Berkeley
17. United Seniors of Oakland and Alameda County

Three key themes emerged from inclusive engagement on the Blueprint

Enhance access, safety, and equity in transportation

- Focus on the most vulnerable, such as youth, older adults, people walking and biking, and people with disabilities.
- Improve coordination and connectivity between jurisdictions and between transit services.
- Improve transit and paratransit access, reliability, and cost.

Strengthen connection with communities

- Offer many options to participate for communities that are harder to reach.
- Utilize a variety of channels to reach communities, such as attending standing meetings, hosting workshops, and collaborating with schools and community organizations.
- Build off previous community plans.

Commit to continued CBO collaboration

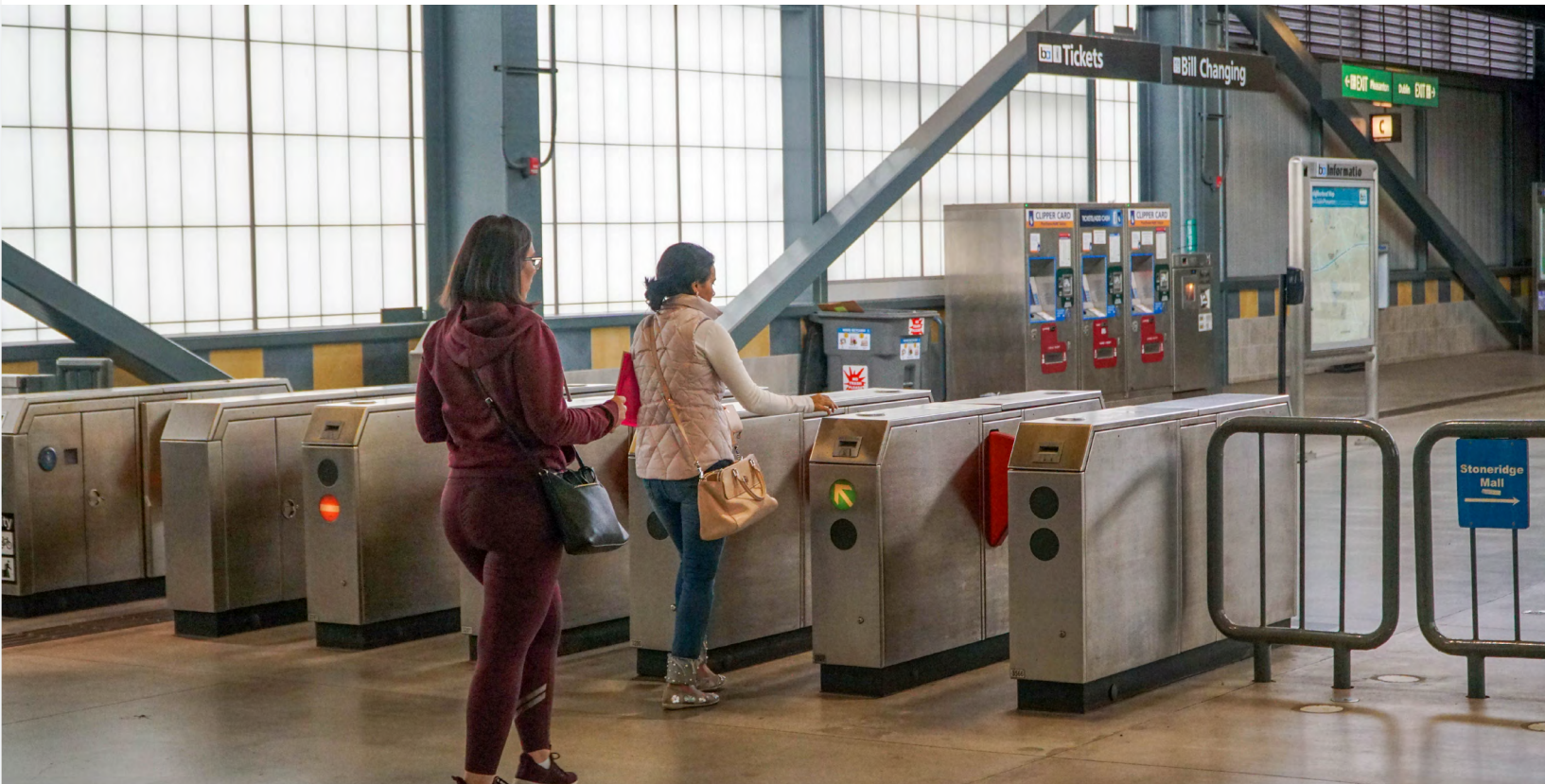
- Identify groups composed of vulnerable users.
- Respect community input and focus on fostering meaningful dialogue.
- Compensate people and organizations appropriately to boost engagement.

Agency partners were essential to shape the Blueprint

Alameda CTC staff brought regular updates to technical partner agency meetings, the Commission, and its standing committees for input throughout the Blueprint development process. This included multiple public meetings with the Bicycle and Pedestrian Advisory Committee (BPAC), Alameda County Technical Advisory Committee (ACTAC), the Paratransit Advisory and Planning Committee (PAPCO), and the Paratransit Technical Advisory Committee (ParaTAC). In addition, technical staff from partner agencies engaged in the development of the updated High-Injury Network and

Proactive Safety Network (PSN) through three meetings of Alameda CTC’s Active Transportation Working Group (ATWG) and additional one-on-one discussions. Alameda CTC staff also organized five staff-level planning area and transit agency workshops to discuss the goals, policy objectives, and local needs.

Developing the 2026 CTP will involve deep collaboration with agency partners and elected officials, incorporating feedback from Commissioners, staff from each of the county’s 14 local jurisdictions, and staff from the county’s seven transit agencies.



03 VISION AND GOALS

2026 CTP Vision

Alameda County residents, businesses, and visitors will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting safety, equity, sustainability, access, transit operations, public health, and economic opportunities.

The Blueprint defines four goals that support the transportation vision

The Blueprint establishes the 2026 CTP vision for the countywide transportation system, responding to current and future travel, climate, economic, and demographic trends, as well as today's transportation needs and opportunities. To support the 2026 CTP vision, the Blueprint defines goals for the 2026 CTP covering the following topics:

-  **Safety**
-  **Equity**
-  **Climate**
-  **Economic Vitality**

These goals build off the previous CTP and are the foundation for the 2026 CTP. For each CTP goal, the Blueprint establishes a set of policy objectives that define outcomes and priorities.

Although the Blueprint presents the four goals and associated policy objectives separately, they are interrelated. Safety, equity, climate, and economic vitality together represent a holistic approach to transportation, quality of life, and vibrancy in Alameda County. **Figure 5** represents this overlap between the goals, which, when addressed comprehensively, help create complete communities that achieve the plan's vision of a vibrant and livable Alameda County.

All four goals are interconnected

Figure 5



The four goals for the 2026 CTP together enact the transportation vision

Safety

Reduce fatalities and severe injuries of all users towards zero by deterring unsafe speeds, prioritizing vulnerable users, and implementing the Safe System Approach.

Equity

Advance deliberate policies, systems and actions to deliver a transportation system that removes barriers and transportation-related inequities and results in more equitable opportunities, access and positive outcomes for marginalized communities.

Climate

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.

Economic Vitality

Support a resilient Alameda County economy and vibrant local communities through a transportation system that is affordable, clean, reliable, well-maintained and integrated with land uses that support sustainable travel.



04 SAFETY POLICY



2026 CTP Safety Goal

Reduce fatalities and severe injuries of all users towards zero by deterring unsafe speeds, prioritizing vulnerable users, and implementing the Safe System Approach.

Safety is a top priority for Alameda CTC

Alameda CTC continues to prioritize transportation safety and understands that no one should lose their life or experience life-altering injuries while traveling on streets in Alameda County. Alameda CTC adopted the Safe System Approach in the 2020 CTP, recognizing that traffic deaths and severe injuries are preventable. Subsequent adoption of the All Ages and Abilities Policy and

Design Expectations further advanced safety for vulnerable users by setting high-quality bikeways standards for the Countywide Bikeways Network. Regional, state, and federal agencies have also adopted the Safe System Approach and have emphasized safety in planning initiatives, project development, and funding programs.

What is the Safe System Approach?

The Safe System Approach is a transportation safety framework led by the U.S. Department of Transportation and adopted by Alameda CTC and state and regional agencies, including Caltrans and MTC. The Safe System Approach acknowledges the inevitability of human mistakes and reality of human vulnerabilities, prioritizing building and reinforcing layers of protection to prevent serious and fatal collisions.

The goal of the Safe System Approach is to eliminate crashes that result in death and serious injuries. It acknowledges that this vision requires all levels of government to prioritize safety and develop proactive tools. The objectives of the Safe System Approach address five elements of a safe transportation system: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.



Deaths from traffic collisions remain unacceptably high

While Alameda County jurisdictions have made significant efforts to improve safety, deaths from traffic collisions remain unacceptably high. Fatal and serious crashes in Alameda County increased by 23% between 2020 and 2022, matching state and national trends.

Alameda County traffic deaths disproportionately impact vulnerable road users, including residents of low-income communities, people of color,

and people walking and biking. Over 100 people were killed while walking or biking in Alameda County between 2018 and 2022, accounting for 41% of all traffic fatalities despite comprising only four percent of commute trips. Across all modes, 108 people were killed in Alameda County Equity Priority Communities (EPCs), representing 38% of traffic fatalities compared to the 27% of the County's population that resides in EPCs.

Alameda CTC will use data-driven tools to identify safety issues and guide the 2026 CTP recommendations

High-Injury Network (HIN)

Alameda CTC has used an HIN since 2019 and updated the network as part of the Blueprint process. The HIN is a tool for understanding which corridors have a history of the most fatal and serious injuries based on reported collisions.

Proactive Safety Network (PSN)

Alameda CTC developed a PSN to identify streets where vulnerable users are most exposed roadway to conditions that contribute to fatal and serious injury collisions, as some streets with underlying safety considerations may not have experienced a large number of collisions in recent years.

The recommendations of the 2026 CTP will advance the Safe System Approach

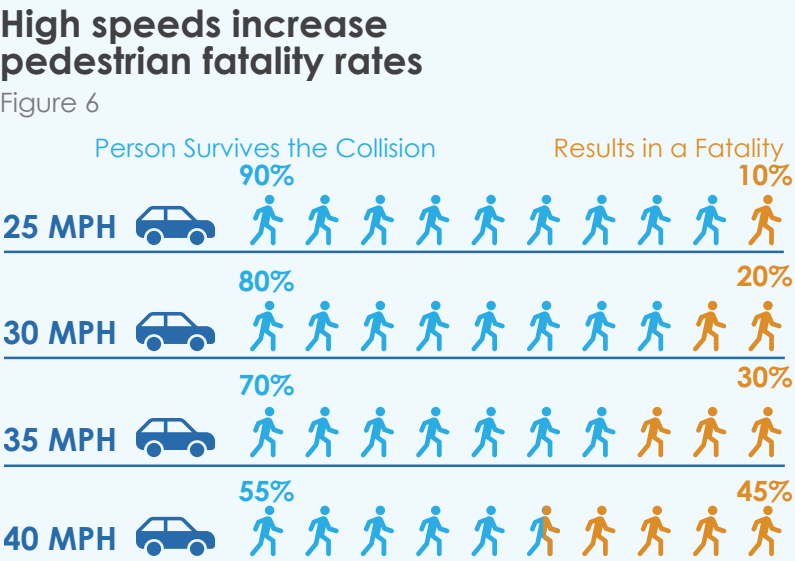
Through its transportation investments and work program, Alameda CTC has a unique role to play in encouraging the design of roadway projects, including walking and bicycle facilities, that consider the safety of all roadway users.

The Blueprint establishes policy objectives that advance the Safe System Approach principles, with a focus on three elements of the Safe System Approach:

- Safer People**
People walking, biking, and rolling, people with disabilities, youth and seniors, and transit riders are the most vulnerable to the impact of crashes when they do happen.
- Safer Speeds**
People are less likely to survive crashes at high speeds, so lowering speeds is critical to reducing crash severity by reducing impact forces, providing additional time for drivers to stop, and improving visibility.
- Safer Roads**
Designs that accommodate human mistakes can greatly reduce the severity of crashes that do occur. This includes separating users in space and time from high traffic volumes and speeds, as well as reducing or eliminating conflict points.

What are safe speeds?

High speeds increase both the frequency and severity of crashes. For people walking, risk of death increases exponentially as speeds increase. A person hit by a vehicle traveling slower than 25mph is much more likely to survive than if hit by vehicles traveling at higher speeds.



Design makes a difference

West Street Multimodal Safety Project, Oakland

With routine paving scheduled for West Street, the City of Oakland developed a design that includes traffic calming, pedestrian safety enhancements, upgraded buffered bicycle lanes, and protected intersections for connectivity with the bikeway network. Initial evaluation after 12 months showed that 85th percentile speeds dropped by six miles per hour, demonstrating how design can encourage safer speeds.



Walnut Avenue Bikeway, Fremont

The Walnut Avenue Bikeway project replaced existing bicycle lanes and wide travel lanes with raised bicycle facilities and protected intersections at several high-traffic locations. These features improved pedestrian safety and visibility and placed cyclists at sidewalk level, which reduced vehicle conflicts. The increased perceived comfort increased bike ridership along the corridor and resulted in a wider range of users, including children and families.



Safety Policy Objectives

The Blueprint identifies the following policy objectives to integrate into the 2026 CTP that advance safety:

Eliminate Fatal and Serious Injury Crashes

Eliminate fatal and serious injury crashes on Alameda County roadways by 2050.

Design for Safe Target Speeds

Support roadway designs with target design speeds that eliminate roadway conditions that commonly result in death and serious injuries.

Utilize the High-Injury Network and Proactive Safety Network

Support projects consistent with the Safe System Approach that prioritize safety on the High-Injury Network and Proactive Safety Network.

Prioritize Vulnerable Users

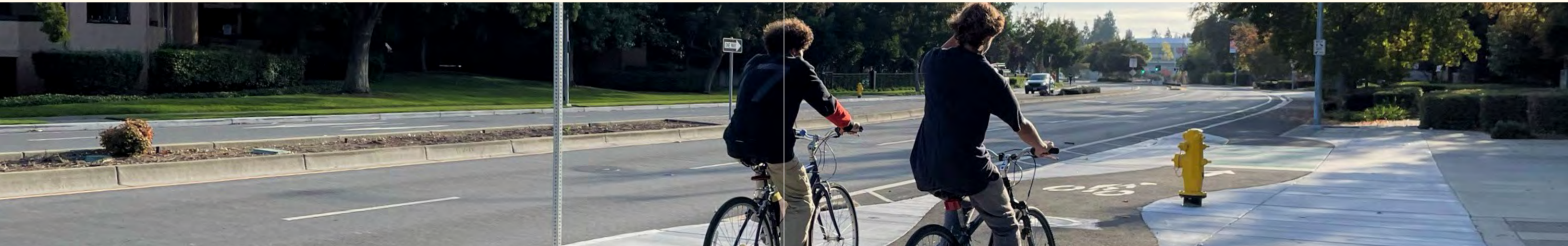
Prioritize safety enhancements on roadways, sidewalks, and streetscapes for vulnerable users: people walking, biking, and rolling, people with disabilities, youth and older adults, accessing transit, and other marginalized communities.

Separate Users

Support projects that improve safety and separate vulnerable users from high traffic volumes and speeds, and reduce or eliminate conflict points on local roads, at grade crossings, and around interchanges and freeway ramp terminals.

Advance the Safe System Approach

Explore partnerships and advance knowledge of speed management and the Safe System Approach for technical staff, stakeholders, and decision-makers.



05 EQUITY POLICY



2026 CTP Equity Goal

Advance deliberate policies, systems and actions to deliver a transportation system that removes barriers and transportation-related inequities and results in more equitable opportunities, access and positive outcomes for marginalized communities.

Addressing historical inequities is central to Alameda CTC’s mission

Equity is foundational to Alameda CTC’s work and is prioritized throughout the planning, funding, and delivery of transportation projects and programs. In 2022, Alameda CTC launched an equity initiative to acknowledge the importance of equity and explore how to infuse equity into the agency’s

work. The Commission adopted the Alameda CTC Equity Statement and the agency’s first Race and Equity Action Plan (REAP). The REAP recommends actions to incorporate equity into all agency functions, including guidance for staff on equitable engagement and approach to the 2026 CTP.

Alameda CTC Equity Statement

“Alameda CTC recognizes inequities in marginalized communities and is committed to advancing racial, socio-economic, and environmental justice in order to maintain the diversity of our communities. Alameda CTC adopts and implements deliberate policies, systems, and actions to deliver transportation funding, projects and programs that result in more equitable opportunities and positive outcomes for marginalized communities.”

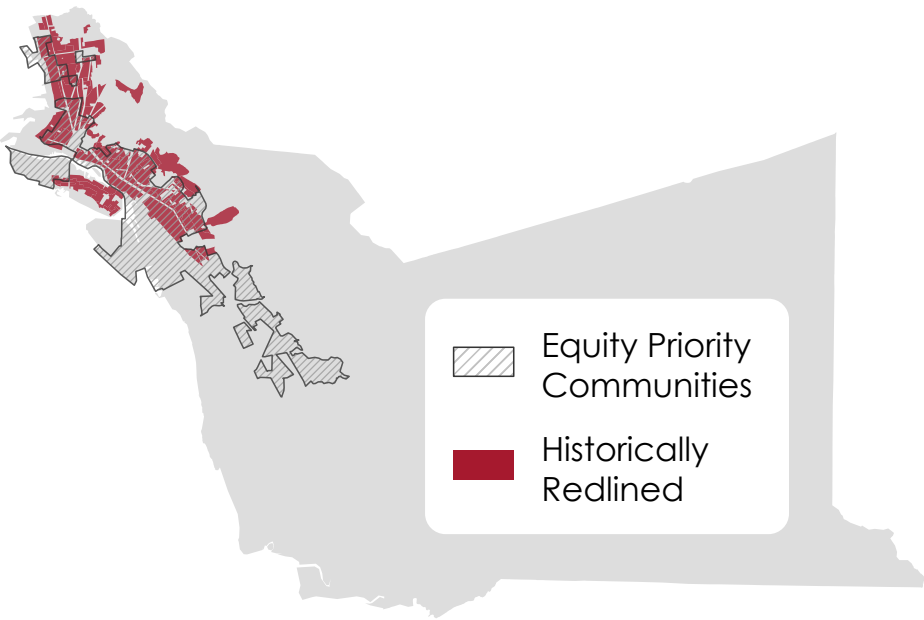
Adopted September 2022

Transportation-related disparities persist to the present day

As part of the 2022 equity initiative, the REAP explored the impact of transportation-related inequities countywide. Historic policy decisions like redlining, shown in **Figure 7**, excluded people of color from accessing government programs and financial services for housing. This segregated low-income and communities of color, many of which align with EPCs and continue to experience inequitable outcomes today.

Equity Priority Communities and historically redlined communities overlap

Figure 7



What are Equity Priority Communities?

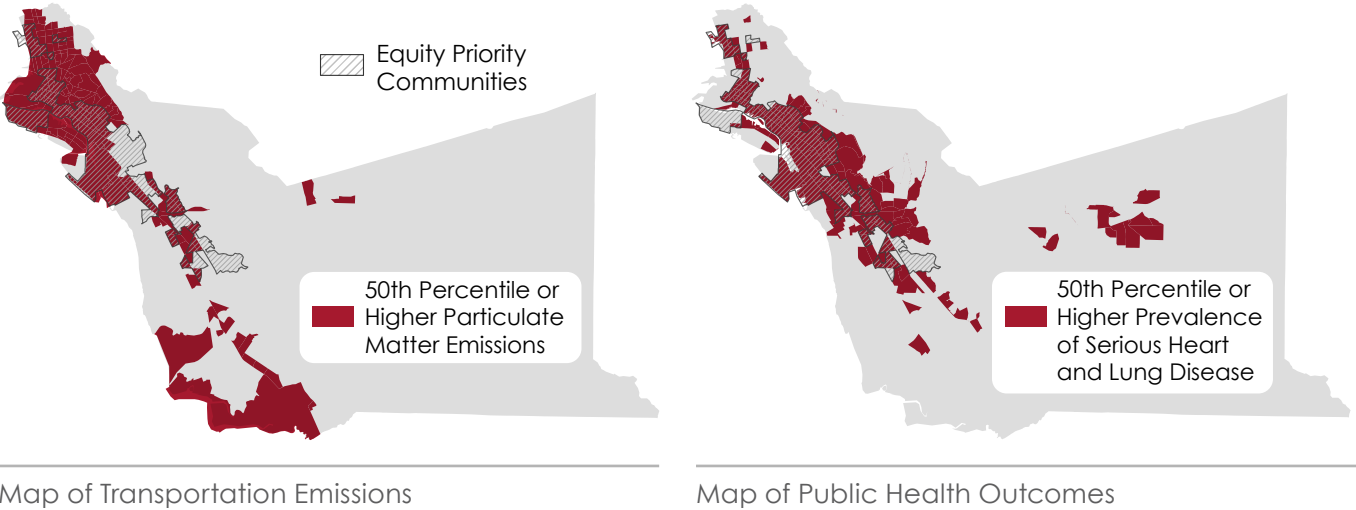
As defined by MTC, EPCs are census tracts with a significant concentration of traditionally marginalized populations, reflecting these demographic factors:

- People of Color
- Low-Income
- Limited English Proficiency
- Zero-Vehicle Household
- Seniors 75 Years and Over
- People with Disabilities
- Single Parent Families
- Severely Rent-Burdened

Equity communities are exposed to negative public health outcomes

In Alameda County, equity communities are also exposed to high concentrations of particulate matter (PM) emitted from cars, trucks, the Port, and railyards, as shown in **Figure 8**. Exposure to transportation emissions near freeways and industrial uses can have lasting health impacts, such as serious heart and lung disease.

Equity Priority Communities are impacted by transportation-related inequities
Figure 8



Community-based plans help identify key issues facing marginalized communities

Community-based transportation plans (CBTPs) are plans that bring residents, CBOs, and transportation agencies together to identify challenges in low-income neighborhoods. Previous plans and community engagement have identified lasting impacts of inequitable transportation policies in low-income communities of color, including impacts listed on the right.

The 2020 Alameda Countywide CBTP elevated these community needs in the 2020 CTP and will continue to inform the 2026 CTP update. Alameda CTC supports the development of local CBTPs and the prioritization of these investments at all levels of government.

- Infrastructure gaps and barriers**
- Lack of sidewalks, lighting, and maintenance investments
 - Impact of freeways and railroads on connectivity and safety
 - Lack of transit reliability
- Land use**
- Imbalance between jobs and affordable housing
 - Lack of access to green space
- Environmental injustices**
- High auto and truck emissions
 - Urban heat island effects caused by limited tree canopy

The 2026 CTP will prioritize marginalized communities countywide

While EPCs identify geographic communities that experience some of the deepest inequities, Alameda CTC recognizes that regional economic forces like housing unaffordability create challenges for communities countywide. Marginalized communities can be found in all parts of Alameda County, including urban core communities with historical underinvestment and suburban locations where geographic isolation results in limited access to services, jobs, and transit.

Addressing inequities means serving marginalized communities wherever they travel to access jobs, schools, services, and other needs, not just where they live. For example, low-income riders of Union City Transit, Livermore-Amador Valley Transit (LAVTA), AC Transit, and paratransit constitute an equity priority population, even though they may not live in an MTC-designated EPC.



While marginalized communities tend to be concentrated in North and Central County, people with marginalized identities live throughout Alameda County.

47% of LAVTA riders earn less than \$25,000 per year.

How will the 2026 CTP address disability needs?

People with disabilities have wide-ranging experiences with Alameda County's transportation system and experience complex mobility needs. The impacts of accessibility barriers can be exacerbated by the intersection of these needs with other types of marginalization, such as race and income.

The equity policy objectives set overarching priorities for mobility and accessibility for equity priority populations. Interventions that address key barriers, including for people with disabilities, will be addressed in the 2026 CTP and through existing Alameda CTC programs, in partnership with groups that represent people with disabilities.



Equity Policy Objectives

The Blueprint identifies the following policy objectives to integrate into the 2026 CTP that advance equity:



Prioritize Community-Based Projects

Prioritize transportation enhancements identified in Community-Based Transportation Plans and other community-centered processes.



Foster Partnerships

Create and maintain partnerships with community-based organizations and service providers and utilize culturally appropriate methods to elevate historically underrepresented populations.



Improve Infrastructure

Prioritize projects that improve safety, reduce emissions, maintain a state of good repair, or provide important transportation services identified by vulnerable users and heavily-impacted communities.



Increase Access to Destinations

Remove transportation-related barriers and increase access to key destinations, such as jobs, parks, schools, health care, grocery stores, and services for historically underserved populations.



Reduce Climate Impacts

Reduce transportation-related climate and environmental burdens in marginalized communities.



Reduce the Transportation Cost Burden

Reduce the transportation cost burden for low-income communities through programs that support transit, active transportation and services for older adults and people with disabilities.



06 CLIMATE POLICY



2026 CTP Climate Goal
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.

The 2026 CTP will build on Alameda CTC’s climate commitments

The 2020 CTP recognized that California is not on track to achieve the greenhouse gas (GHG) emission reductions needed to meet current goals. Doing so requires significant changes to how communities and transportation systems are planned, funded, and delivered. The core recommendations of the 2020 CTP remain relevant: reduce emissions by shifting away from single-occupant vehicles and advancing the use of zero-emission technologies, all while

supporting climate adaptation. Emission reductions from mode shift and zero-emission vehicles also improve public health outcomes by reducing particulate matter in the air. As detailed in the REAP, equity communities in Alameda County bear a disproportionate burden of particulate matter exposure and associated health impacts and are the communities that will benefit the most from action on climate to reduce emissions.

Encouraging multimodal travel is key to improving climate, health, and safety

The transportation sector accounts for over one-third of all of California’s GHG emissions, with the majority of these emissions attributable to passenger vehicles. Driving in Alameda County has continued to increase, and countywide vehicle miles traveled (VMT) on freeways is now higher than pre-pandemic levels

and continues to rise. This increase in driving negatively impacts communities by increasing congestion, reducing traffic safety, and decreasing air quality. It also contributes to climate change impacts, such as flooding, extreme heat, and wildfires, through ongoing GHG emissions.

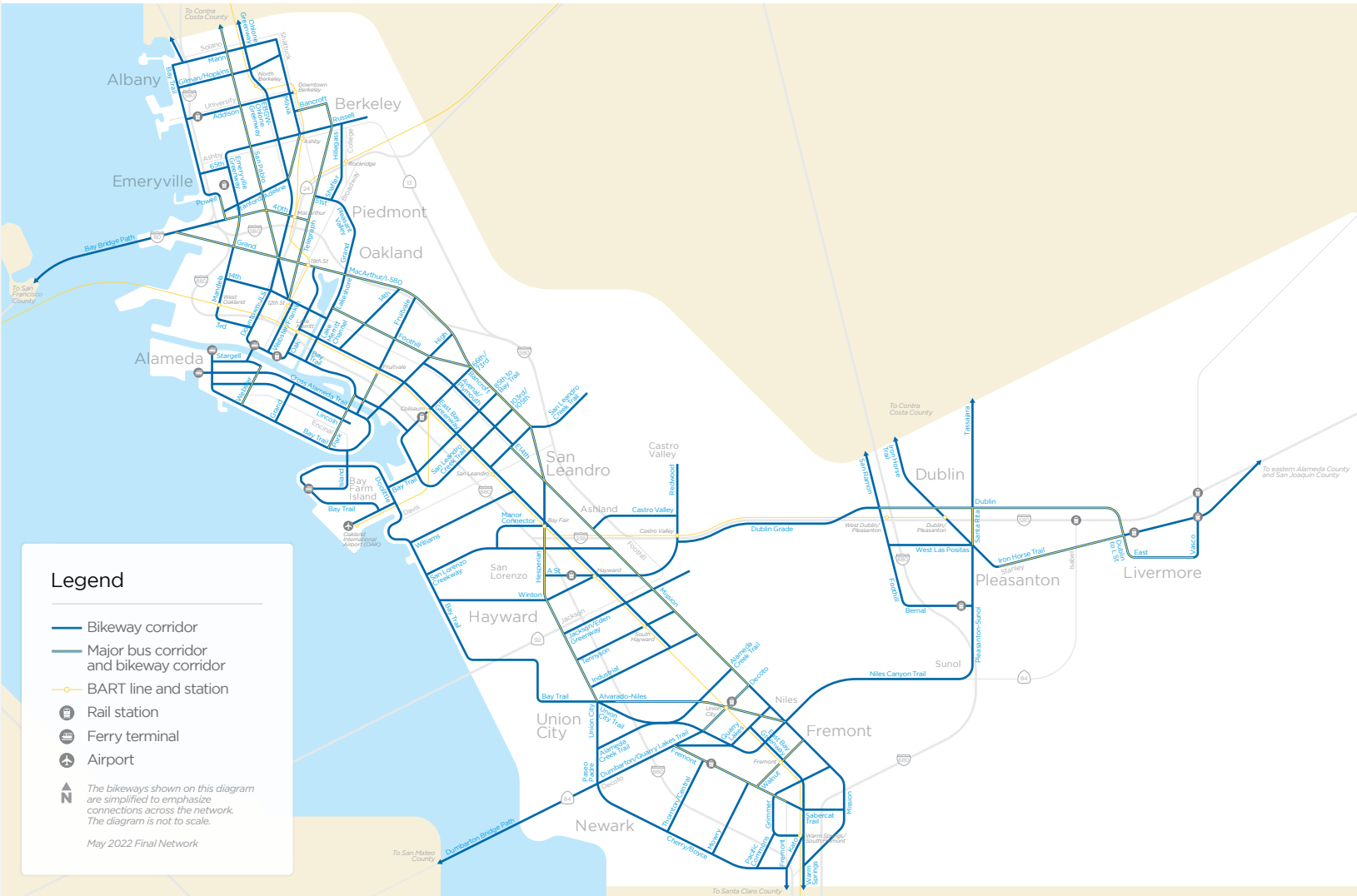
The 2026 CTP will improve and expand multimodal access and safety throughout Alameda County and support development in places where walking, biking, and riding transit is most efficient and practical. This will help residents countywide meet their travel needs with transit and active transportation instead of driving. The Countywide Bikeway Network adopted by Alameda CTC in 2022, shown on **Figure 9**, is an example of the high-quality and connected network that can help support mode shift.

Statewide Call to Reduce Emissions

Alameda CTC is committed to implementing strategies to help support state and regional climate goals to reduce GHG emissions from transportation.

The Countywide Bikeway Network creates a connected network of high-quality bikeways

Figure 9



Adaptation and resilience are core long-term strategies

The consequences of climate change are expected to result in more extreme environmental conditions, and Alameda County communities are already starting to experience flooding and fires that expose infrastructure vulnerabilities. Alameda CTC recognizes that responding to the climate crisis means helping communities adapt to changing conditions and rethinking how transportation investments can create broader benefits toward climate resilience.

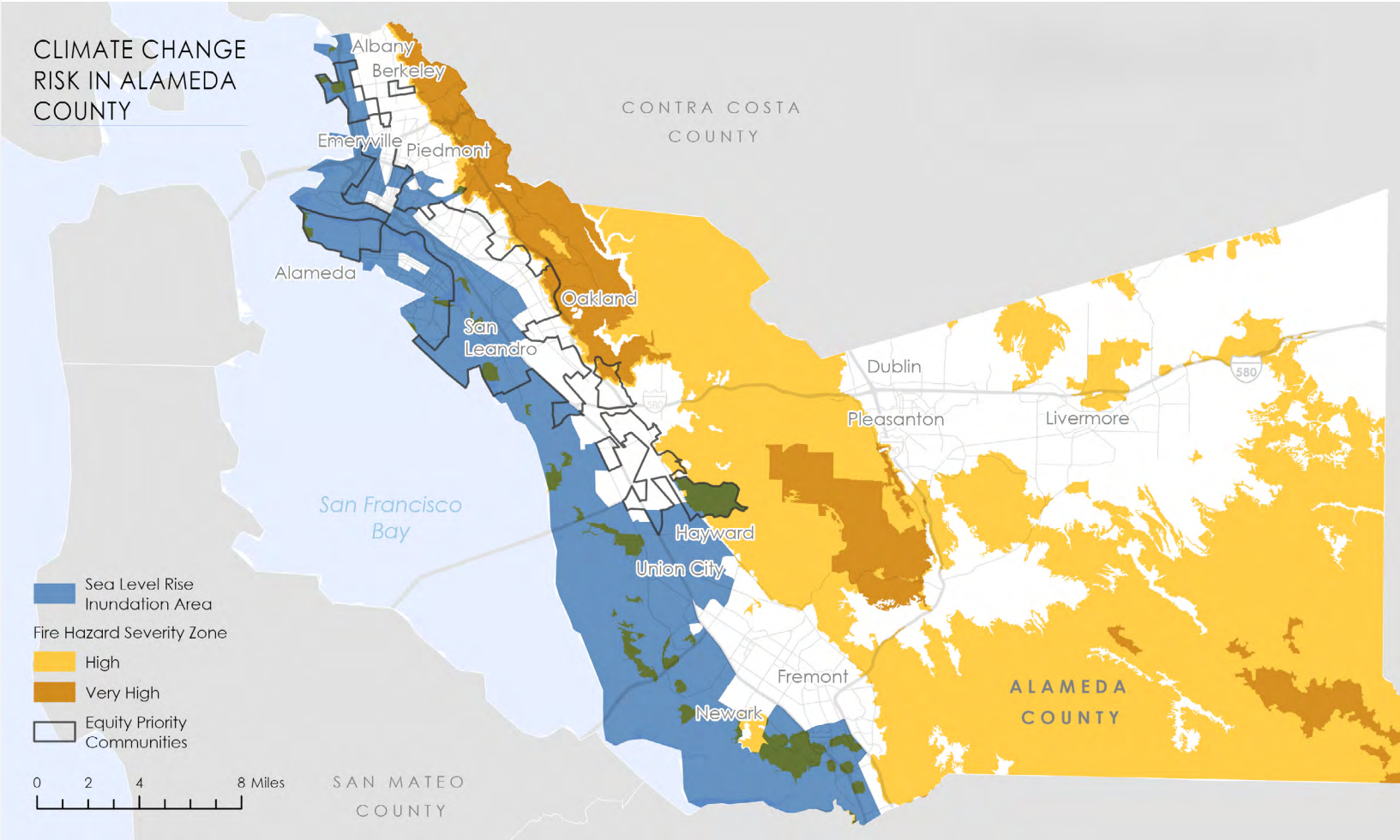
Sea level rise, inland flooding, and wildfires are major climate risks that affect large portions of Alameda County. Areas experiencing these risks were mapped as part of the REAP, shown in **Figure 10**. Many agencies have been investigating these emerging risks and their implications for future planning and investments that

adapt to the already-changing climate and are resilient to uncertainties.

The 2026 CTP will advance state policies that prioritize infrastructure projects that mitigate climate-related health and safety hazards for communities vulnerable to transportation and climate impacts. This will include projects with stormwater facilities to reduce water pollution and street trees to mitigate the urban heat island effect and emissions impacts. Investments will be prioritized in historically marginalized communities disproportionately impacted by transportation emissions. The 2026 CTP will also investigate areas of opportunity for Alameda CTC in the emerging space of climate resilience, in partnership with regional and state agencies and local jurisdictions.

Climate risks affect large portions of Alameda County

Figure 10



Climate Policy Objectives

The Blueprint identifies the following policy objectives to integrate into the 2026 CTP that advance climate goals:

Support Multimodal Corridors

Support and prioritize efficient and safe multimodal travel along major arterial corridors.

Implement a Safe Active Transportation Network

Advance projects on the Countywide Bikeways Network, close gaps, and improve safe pedestrian access to transit to create a continuous, comfortable, and convenient active transportation network, using the Safe System Approach.

Connect Communities

Identify gaps and opportunity areas for Alameda CTC to lead multijurisdictional efforts to develop and implement high-quality multimodal improvements that support safety and improve multimodal connectivity and reliability.

Improve Transit

Improve transit safety, first and last mile access, and user-experience by encouraging transit priority infrastructure along major transit corridors, mobility hubs, and amenities on all transit corridors.

Reduce Congestion

Prioritize solutions to congestion and bottlenecks such as signal timing, transit prioritization, high occupancy vehicles (HOV) priority, and other operational tools that do not materially increase roadway capacity or increase speeds.

Reduce Barriers

Identify opportunities to eliminate or mitigate barriers created by freeways, rail crossings, waterways or other facilities that divide communities and restrict access to areas of planned housing and commercial development, transit stations and bus stops.

Advance Clean Transportation Options

Advance clean transportation initiatives related to zero-emission transportation options.

Support Local Zero Emission Efforts

Support local jurisdiction efforts to transition municipal and transit fleets and facilities to zero emissions.

Integrate Sustainable and Resilient Infrastructure

Identify ways to integrate sustainable climate-adaptive and resilient elements, such as urban greening and stormwater mitigation, into transportation infrastructure projects to support healthier and more resilient communities.

Prepare for Sea-Level Rise

Identify areas of risk and opportunities related to sea-level rise impacting transportation infrastructure in Alameda County.

07 ECONOMIC VITALITY POLICY



2026 CTP Economic Vitality Goal

Support a resilient Alameda County economy and vibrant local communities through a transportation system that is affordable, clean, reliable, well-maintained and integrated with land uses that support sustainable travel.

Transportation supports sustainable local and regional economic growth

An efficient and effective transportation system is critical to support a thriving local and regional economy. Transportation provides access to opportunities, and the ability of goods and services to move throughout the county is fundamental to support local businesses. Alameda CTC has long prioritized and invested in transportation infrastructure that supports efficient and sustainable goods movement, as

well as ways to integrate land use and transportation that support broader economic development in local communities.

The 2026 CTP will continue to advance sustainable multimodal travel and goods movement countywide and promote growth in targeted regional priority areas that provide convenient access to employment opportunities and housing.

A strong industrial sector is essential to the economic health of Alameda County

Alameda County is the primary intermodal goods movement hub for the northern California megaregion, providing most of the critical infrastructure that the megaregion relies upon to bring goods to and from international and domestic marketplaces. This includes the Port of Oakland, the San Francisco Bay Oakland International Airport, freight rail mainlines,

and major interstates. The Port of Oakland alone generates close to 100,000 jobs in Northern California and \$174 billion in annual economic activity.

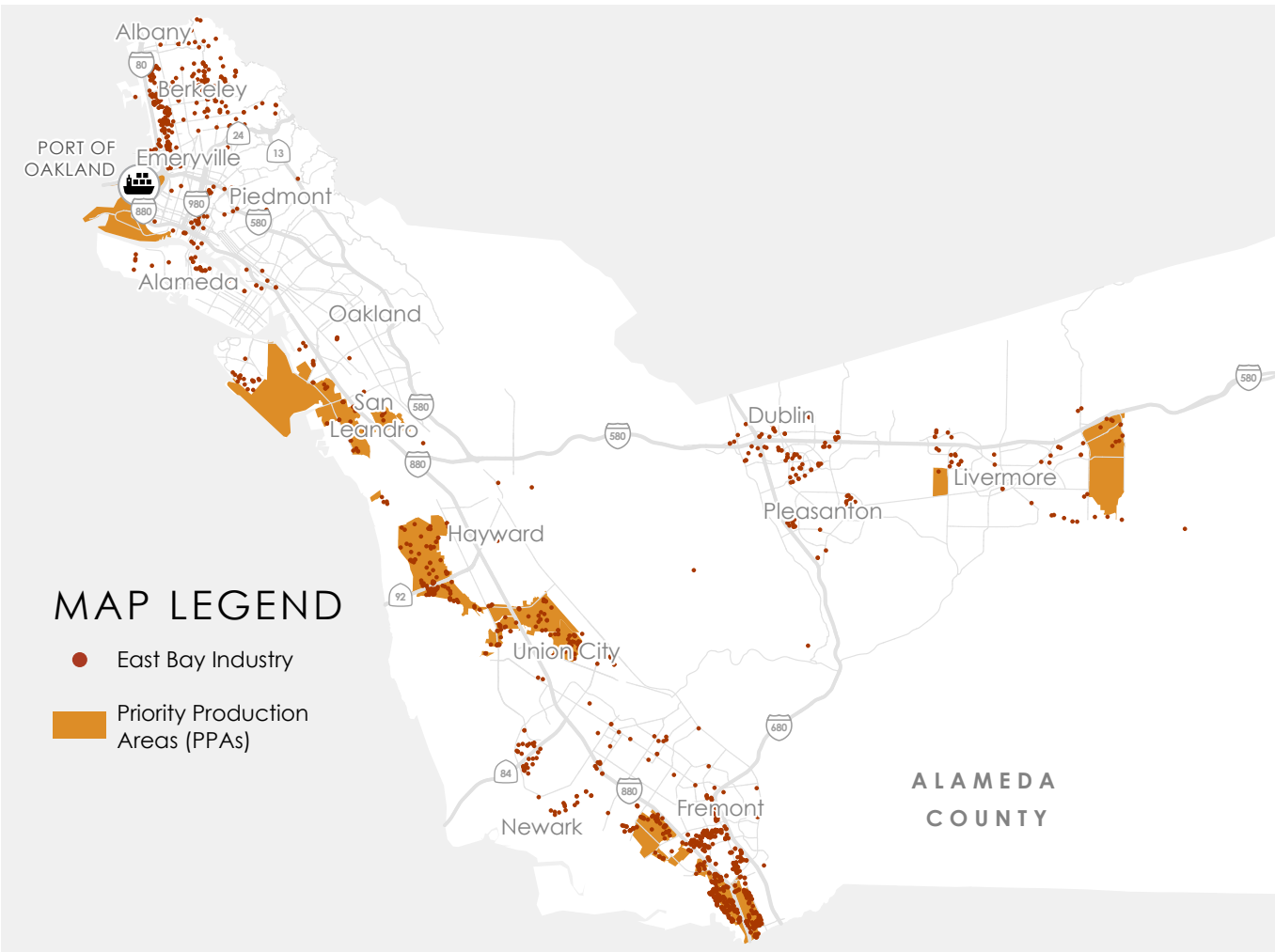
Alameda County's goods movement infrastructure also supports and strengthens a light and advanced manufacturing industry cluster in Alameda County. About one-third

of Alameda County's employment comes from advanced manufacturing and goods movement-dependent industries, and between 2011 and 2021, industrial employment in the life sciences, manufacturing, transportation, and logistics sectors grew by 32%. These jobs—many of which do not require a four-year degree—not only support regionally significant goods movement, but also provide economic opportunities to a broad range of Alameda County residents.

MTC-designed Priority Production Areas (PPAs) represent industrial job clusters served by the region's goods movement network and prioritized for economic development investments. Alameda County PPA's are distributed across the county and along I-880 and I-580, as shown in **Figure 11**. The 2026 CTP will support a modern, efficient goods movement system that benefits the region and local residents by investing in these locations.

Priority Production Areas and East Bay industrial uses

Figure 11



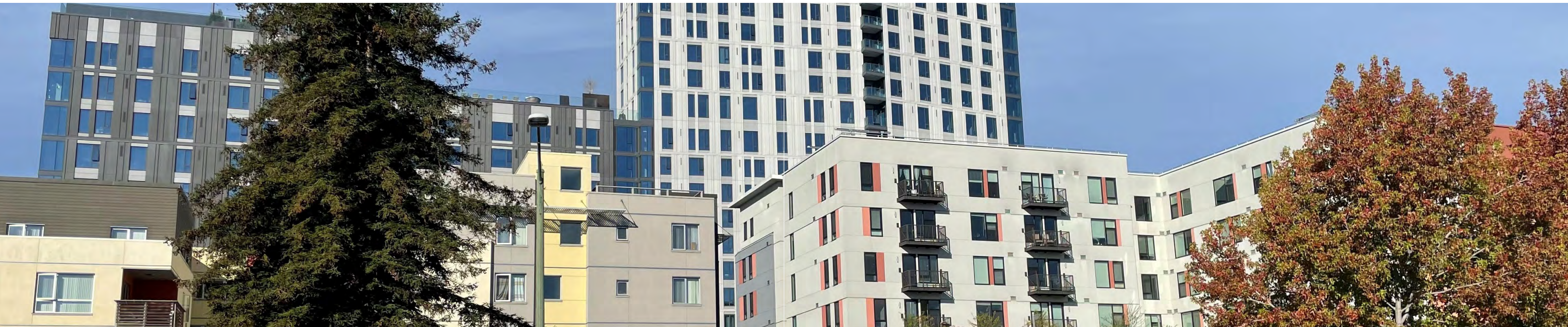
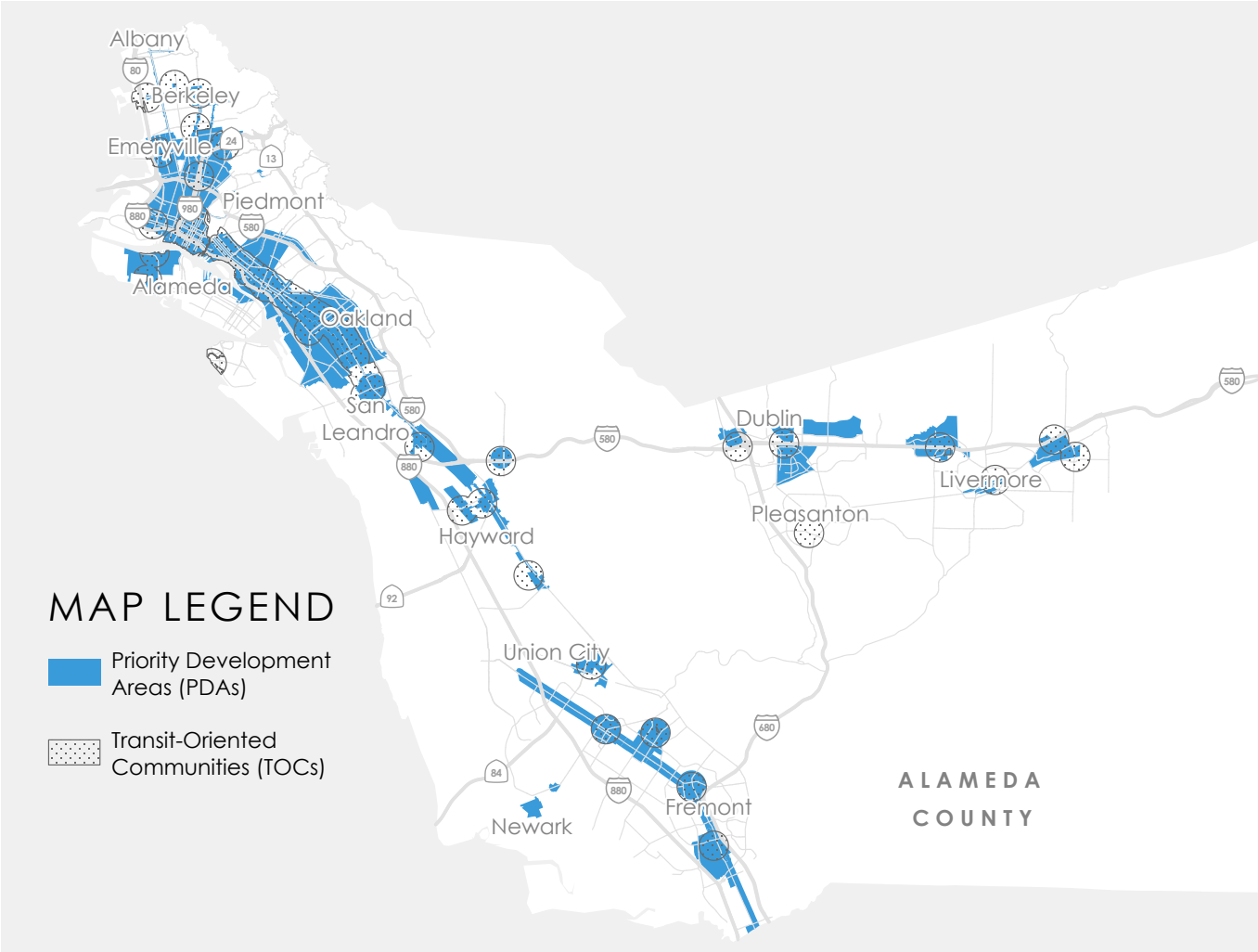
Alameda CTC supports improving access to opportunities through better transportation options and denser development

Integrating land use and transportation investments supports access and broader economic development. Priority Development Areas (PDAs) are locally-identified priority locations to focus dense residential and commercial development in areas with access to high-quality public transit. MTC’s Transit-Oriented Communities (TOC) policy also prioritizes investments in transit-rich areas to increase housing supply and commercial density. Alameda County PDAs and TOCs are shown in **Figure 12**. Focusing housing and jobs investments in PDAs and TOCs is critical to building resilient, vibrant, and diverse communities and offers a pathway to sustainable growth. The 2026 CTP will continue to support development throughout transportation and quality of life investments.

Gaps in transit, pedestrian, and bicycling access disproportionately affect lower-income communities and communities of color, where residents face obstacles in finding and reaching economic opportunities due to higher transportation costs and fewer accessible destinations. Investing in public transit, active transportation, and other mobility programs in historically marginalized communities supports greater access to job opportunities, strengthens the financial well-being of Alameda County residents, and alleviates housing and transportation cost burdens. These investments complement federally-funded workforce development programs and services that help job seekers gain employment and connect businesses with a qualified workforce.

Priority Development Areas and Transit-Oriented Communities

Figure 12



| Economic Vitality Policy Objectives

The Blueprint identifies the following policy objectives to integrate into the 2026 CTP that advance economic vitality:

Modernize Freight Transportation

Modernize and improve efficiency for Alameda County's freight transportation system and advance projects that improve goods movement access and mobility.

Support Zero-Emission Commercial Activity

Support zero-emission freight and commercial activity throughout the county.

Support Compact Multimodal Development Areas

Support compact development and multimodal transportation investments in Priority Development Areas and Transit Oriented Communities.

Build Up Public Spaces

Support projects and programs that expand access and improve quality of life in public spaces.

Connect Planned Developments and Commercial Districts

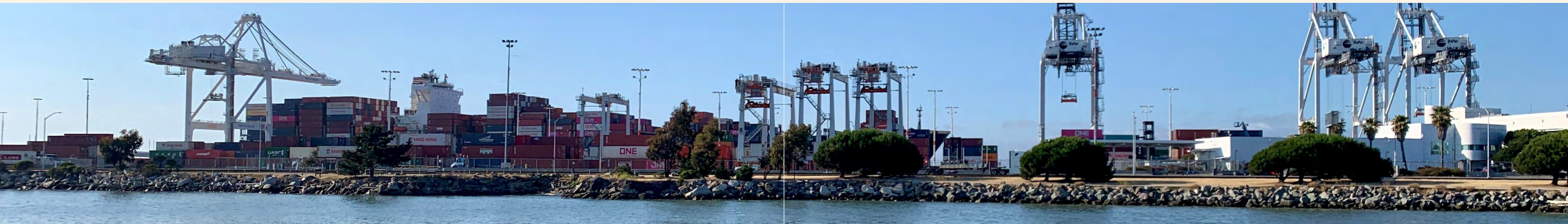
Connect communities with areas of planned development and local commercial districts.

Support Priority Production Areas

Improve transportation access and infrastructure in Priority Production Areas and emerging industrial clusters.

Improve Equitable Access to Economic Opportunities

Facilitate equitable access to economic opportunities and expand synergies between transportation and workforce development.



08 ADVANCING THE POLICY BLUEPRINT

The 2026 CTP will build on inclusive engagement to move the Blueprint forward

Alameda CTC will continue to conduct inclusive engagement throughout the 2026 CTP process, deepening and building relationships with CBOs throughout the county, including in marginalized communities. Alameda CTC will also continue to engage local jurisdictions, agencies, and policy stakeholders.

The 2026 CTP engagement plan will consider activities from the menu of options to the right, which were designed based on recommendations and feedback from CBOs. This engagement will inform the 2026 CTP as it identifies specific projects, programs, strategies and actions that carry out the objectives Blueprint.

CTP Working Group

A group of CBO leaders meeting regularly throughout the engagement process to share their input on project milestones and engagement.

Community Pop-Ups and Pop-Ins

Pop-up tabling events and pop-ins, or joining standing meetings of CBO partners.

Community Surveys

Outreach in English, Spanish, and Chinese about transportation-related topics that will inform the priorities and recommendations of the 2026 CTP.

Social Media and Text Messaging

Multilingual social media posts and text messaging campaigns designed in collaboration with CBOs to gather input on specific survey questions and support broader participation in the 2026 CTP.



The technical phases of the 2026 CTP will develop detailed recommendations for the policy objectives

Needs Assessment

The needs assessment will add additional countywide and planning area-level detail, particularly across each goal, to inform development of detailed strategies and project prioritization. This analysis will identify actions needed to advance each policy objective.

Prioritization and Evaluation Approaches

The Blueprint and needs assessment will be operationalized into methods for prioritizing and evaluating 2026 CTP projects and strategies. This will guide the call for projects' request for information.

Project Prioritization and Strategy Development

The draft priority project list will be created after evaluating local agency-submitted projects and, if applicable, identification and development of projects or strategies that address remaining gaps. A set of detailed strategies will be developed to guide agency decision-making, work programs, and engagement with partner agencies.

Performance Evaluation

The performance evaluation will assess how well the 2026 CTP performs in alignment with the goals and policy objectives. This assessment will inform priority project list and strategy refinement. As required by MTC in their CTP guidelines, the evaluation will include quantitative metrics for at least VMT and equity, as well as transit priority performance targets to address transit speed and reliability on major streets.

2026 CTP Finalization

The performance evaluation results, stakeholder engagement, community input, and policy direction from the Commission will inform final refinement of the priority project list and strategies. Near-term actions will be identified to map next steps. The Commission will formally adopt the 2026 CTP.

The 2026 CTP will build on the 2020 CTP strategies

Many strategies from the 2020 CTP continue to be relevant and will be built upon in the 2026 CTP, in alignment with the Policy Blueprint. The 2020 CTP strategies covered the following topics:



Advance Equity



Safe Systems Approach



Complete Corridors Approach



Partnerships to Address Regional and Megaregional Issues



Transit Accessibility and TDM



New Mobility and an Automated, Low-Emission, Shared Future



REFERENCES

PAGE	DESCRIPTION	SOURCE
4	Regional and state guidelines from <i>MTC Guidelines for Countywide Transportation Plans</i> .	MTC Resolution 4550, Guidelines for Countywide Transportation Plans, 2022. https://mtc.ca.gov/sites/default/files/6b_Attachment-A.pdf
17	Fatal and serious crashes in Alameda County increased by 23% between 2020 and 2022. Over 100 people were killed while walking or biking in Alameda County between 2018 and 2022, accounting for 41% of all traffic fatalities.	Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley, 2018-2022.
17	Walking and biking comprises four percent of commute trips in Alameda County.	U.S. Census Bureau, American Community Survey 5-Year Estimates, 2022.
18	A person hit by a vehicle traveling slower than 25mph is much more likely to survive than if hit by vehicles traveling at higher speeds.	Tefft, "Impact Speed and a Pedestrian's Risk of Severe Injury or Death," AAA Foundation for Traffic Safety, 2011. https://nacto.org/wp-content/uploads/2017/11/2011Pedestrian
19	Design makes a difference: case studies from the West Street Multimodal Safety Project in Oakland and the Walnut Avenue Bikeway in Fremont.	Alameda CTC, Countywide Bikeways Network Phasing and Implementation Strategies and Case Studies, 2024. https://www.alamedactc.org/wp-content/uploads/2024/05/Strategies_CaseStudies_WP-1_20240531_FINAL.pdf
21	Prioritize safety enhancements on roadways, sidewalks, and streetscapes for vulnerable users.	Bundle, et al., "A National Study on the Comparative Burden of Pedestrian Injuries from Falls Relative to Pedestrian Injuries from Motor Vehicle Collisions," 2023. https://pmc.ncbi.nlm.nih.gov/articles/PMC10441469/
23	As defined by MTC, EPCs are census tracts with a significant concentration of traditionally marginalized populations.	MTC, "Equity Priority Communities," 2024. https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities

PAGE	DESCRIPTION	SOURCE
23-24	Map: Equity Priority Communities and historically redlined communities overlap. Map: Equity Priority Communities are impacted by transportation-related inequities.	Alameda CTC, Race and Equity Action Plan, 2022. https://www.alamedactc.org/wp-content/uploads/2022/12/AlamedaCTC_REAP_2022_Final.pdf
24	Previous plans and community engagement have identified lasting impacts of inequitable transportation policies in low-income communities of color.	Alameda County Community-Based Transportation Plan, 2020. CTP Inclusive Engagement, 2024.
25	47% of LAVTA riders earn less than \$25,000 per year.	LAVTA Comprehensive Operational Analysis Existing Conditions Report, 2015. https://www.wheelsbus.com/wp-content/uploads/2016/02/LAVTA-Existing-Conditions-Final.pdf
28	The transportation sector accounts for over one-third of all of California's GHG emissions, with the majority of these emissions attributable to passenger vehicles.	California Air Resources Board, California's Sustainable Communities and Climate Protection Act 2022 Progress Report, 2022. https://ww2.arb.ca.gov/sites/default/files/2023-05/2022%20SB%20150%20CA%20Sustainable%20Communities%20Report%20ADA.pdf
28	Driving in Alameda County has continued to increase, and countywide VMT on freeways is now higher than pre-pandemic levels and continues to rise.	Alameda CTC, Multimodal Monitoring Summary Report, 2022. https://www.alamedactc.org/wp-content/uploads/2023/05/2022_Multimodal_Monitoring_Report.pdf
29	Map: The Countywide Bikeway Network creates a connected network of high-quality bikeways.	Alameda CTC, Countywide Bikeways Network Map, 2022. https://www.alamedactc.org/wp-content/uploads/2024/05/Countywide_Bikeways_Network_RPT_Conceptual-Corridors.pdf

REFERENCES (cont.)

PAGE	DESCRIPTION	SOURCE
30	Many agencies have been investigating these emerging risks and their implications for future planning and investments that adapt to the already-changing climate and are resilient to uncertainties.	MTC and BCDC Sea Level Rise Adaptation Funding and Investment Framework, 2023. https://mtc.ca.gov/planning/resilience/sea-level-rise-adaptation-funding-investment-framework
31	Map: Climate risks affect large portions of Alameda County.	Alameda CTC, Race and Equity Action Plan, 2022. https://www.alamedactc.org/wp-content/uploads/2022/12/AlamedaCTC_REAP_2022_Final.pdf
34	The Port of Oakland alone generates close to 100,000 jobs in Northern California and \$174 billion in annual economic activity.	Port of Oakland, 2024. https://www.portofoakland.com/about-the-port-of-oakland/
35	About one-third of Alameda County's employment comes from advanced manufacturing and goods movement-dependent industries, and between 2011 and 2021, industrial employment in the life sciences, manufacturing, transportation, and logistics sectors grew by 32%.	East Bay EDA, East Bay Industrial Land, 2023. https://resilienteastbay.org/wp-content/uploads/EB-Industrial-Lands_FINAL_Oct2023.pdf
35	Map: Priority Production Areas and East Bay industrial uses.	MTC Priority Production Areas, 2022. Resilient East Bay and the East Bay Economic Development Alliance, East Bay Industrial Uses, 2024.
37	Map: Priority Development Areas and Transit-Oriented Communities.	MTC Priority Development Areas, 2022. MTC Transit-Oriented Communities Policy Areas, 2024.

