2026 Alameda Countywide Transportation Plan

October 2026

ALAMEDA County Transportation Commission

ALAMEDACTC.ORG



Prepared by:

Fehr & Peers

ACKNOWLEDGEMENTS

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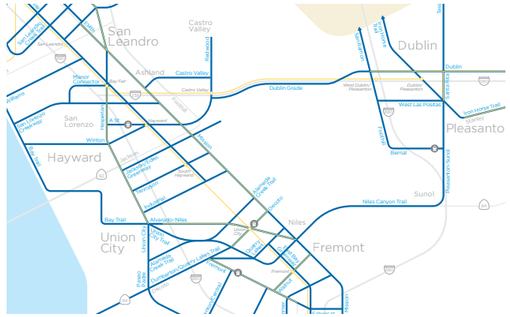
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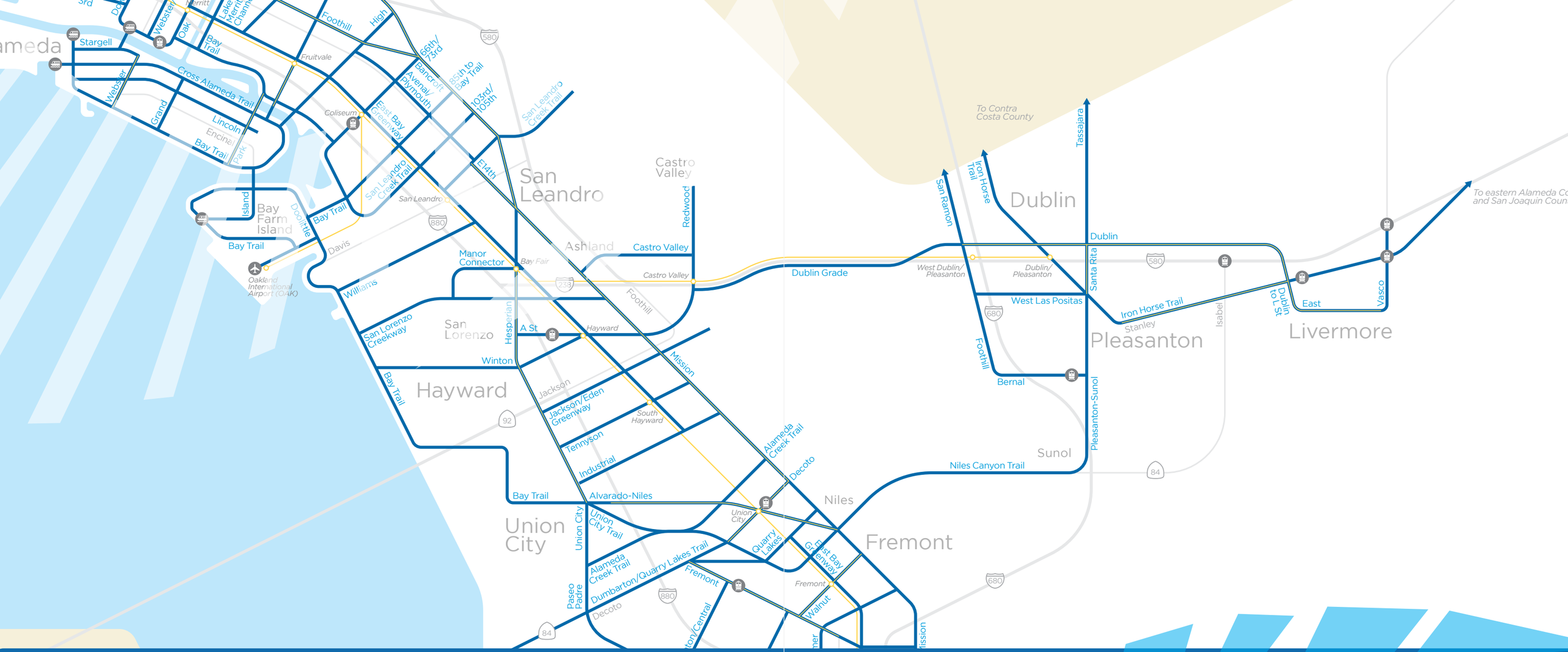
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CHAPTER 1
VISION AND PLANNING CONTEXT

Advancing the Policy Blueprint Through the 2026 CTP

The primary outcomes of the 2026 CTP are projects, programs, and an implementation plan to help achieve the vision and goals and guide Alameda CTC actions.

The 2026 Countywide Transportation Plan Policy Blueprint, adopted by the Alameda County Transportation Commission (Alameda CTC) in 2024, established a shared vision for the future of transportation in Alameda County. Shaped by input from community-based organizations, partner agencies, and the public, the Policy Blueprint codified Alameda CTC's commitments to the four goals of safety, equity, climate, and economic vitality, shown in **Figure 2,** and defined policy objectives for each that serve as the foundation for the 2026 Countywide Transportation Plan (2026 CTP).

The 2026 CTP builds on the Policy Blueprint through a multi-phase technical process and extensive community and stakeholder engagement that examined Alameda County's transportation needs in greater detail and identified ways for Alameda CTC to help address them. Two companion efforts, the 2026 Countywide Active Transportation Plan and the 2026 Assessment of Mobility Needs of People with Disabilities and Seniors in Alameda County (Paratransit Needs Assessment), were developed under the 2026 CTP framework, adding depth on specific populations and modes, as shown in **Figure 1**.

The project and program list reflects local, countywide, and regional priorities, which Alameda CTC developed and refined in close collaboration with Alameda County, the 14 cities in Alameda County, and seven transit agencies to meet the needs and achieve the goals and policy objectives. The implementation plan identifies strategies and actions to advance the project and program list.

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.

Figure 2

2026 CTP Goals

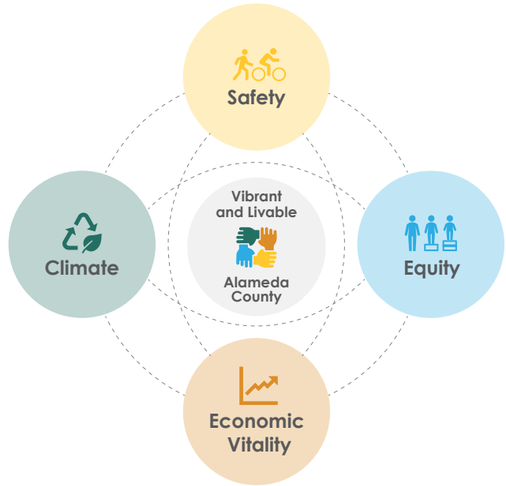


Figure 1

From Planning to Implementation



The 2026 CTP informs Plan Bay Area 2060, which identifies projects and programs that will qualify for federal, state, and regional funding. These funding sources support delivery and implementation of the projects and programs recommended in the 2026 CTP.

Planning for the Future

Alameda County is forecasted to add 28% more population and 25% more jobs by 2050, or about 480,000 new residents. Alameda County's planning areas, shown in **Figure 3,** provide a useful unit of analysis between the countywide and city levels. Each planning area has a distinct land use context and transportation needs, which are reflected in the needs assessment and recommendations.

The region's long-range plan estimates that all planning areas will grow over the next 25 years, as shown in **Table 1**, with the largest percentage growth in East County and the largest absolute growth in North County. Employment is projected to increase by 25%, with both the largest percentage and absolute growth occurring in Central County.

Figure 3

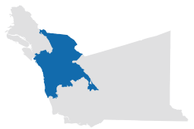
Alameda County Planning Areas

North Planning Area



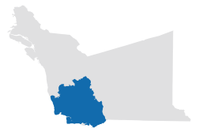
Alameda
Albany
Berkeley
Emeryville
Oakland
Piedmont

Central Planning Area



Ashland
Cherryland
Castro Valley
Hayward
San Leandro
San Lorenzo

South Planning Area



Fremont
Newark
Union City

East Planning Area



Dublin
Livermore
Pleasanton

Table 1

Projected Population and Employment Growth by Planning Area

Planning Area	2020 Population	2050 Projected Population	Population Growth	2020 Employment	2050 Projected Employment	Employment Growth
North	724,000	936,000	29%	450,000	520,000	16%
Central	387,000	448,000	16%	185,000	282,000	52%
South	357,000	442,000	24%	168,000	222,000	32%
East	230,000	350,000	52%	140,000	157,000	12%
Total	**1,698,000**	**2,176,000**	**28%**	**943,000**	**1,181,000**	**25%**

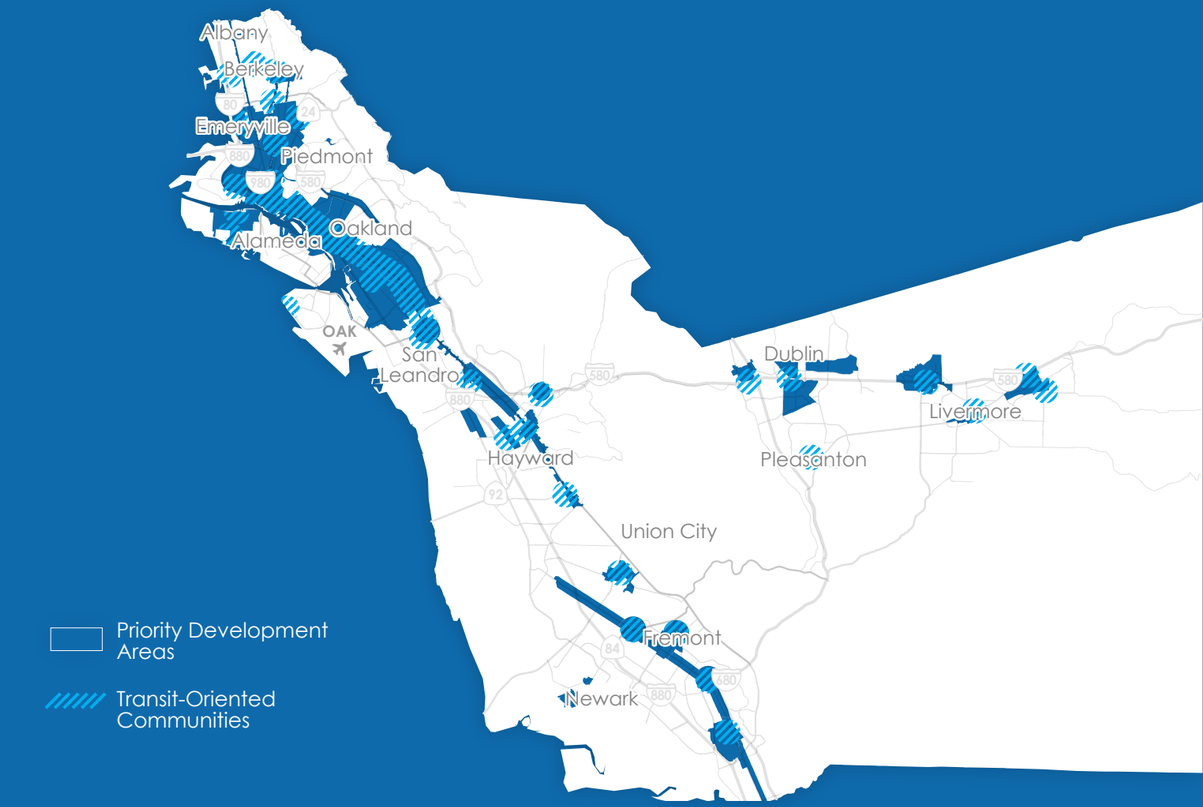
Source: AlaCC Model v2.1, 2025.

Supporting Growth in Priority Development Areas and Transit-Oriented Communities

The region's Transit-Oriented Communities (TOC) Policy, adopted in 2022 by the Metropolitan Transportation Commission (MTC), sets policies for minimum densities, parking, station access, and affordable housing within a half mile of rail stations, bus rapid transit stops, and ferry terminals. Priority Development Areas (PDAs) are areas of planned growth near public transit, submitted by jurisdictions to MTC for inclusion in Plan Bay Area 2050+. The 2026 CTP advances recommendations that support planned growth in PDAs and TOCs.

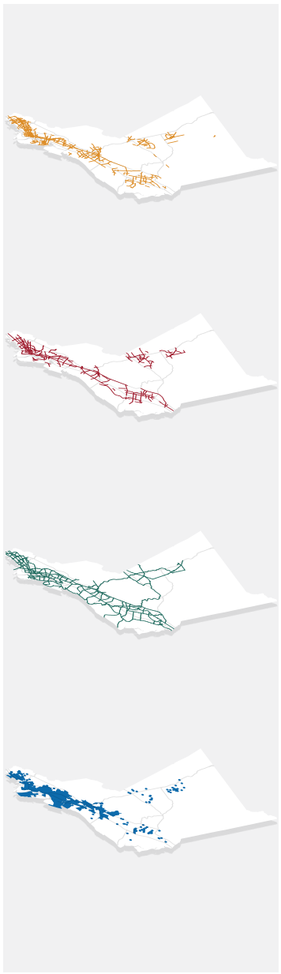
Figure 4

Priority Growth Areas in Alameda County



Focusing on Priority Safety Networks and Underserved Communities

Alameda CTC uses data-driven tools to identify gaps and prioritize investments consistent with the 2026 CTP goals. The 2026 CTP utilizes two priority networks for safety, one priority network for multimodal access and connectivity, and an equity geography definition. Alameda CTC uses these geographies to evaluate projects and inform the highly aligned projects list in Chapter 5. The implementation plan in Chapter 5 also includes strategies and actions to improve these networks.



High-Injury Network (HIN)

Corridors with the highest concentrations of serious pedestrian and bicyclist traffic injuries and fatalities

Proactive Safety Network (PSN)

Corridors with roadway characteristics that are linked to potential safety issues, with a focus on people walking and biking

Countywide Bikeways Network (CBN)

Corridors that create a cohesive, consistent, and connected network of high-quality bicycle facilities across Alameda County

Underserved Communities

Communities where underserved populations live, including MTC Equity Priority Communities, areas near affordable housing, and areas near housing resource centers

Alameda CTC All Ages and Abilities Policy

Alameda CTC's All Ages and Abilities (AAA) Policy provides a tool for addressing needs on the Priority Safety Networks.

The policy states that projects on the Countywide Bikeways Network are expected to incorporate design principles that make them safe and comfortable for people of all ages and abilities. It establishes the **NACTO Contextual Guidance for Selecting All Ages and Abilities** as the framework for determining which types of bike infrastructure meet that standard for specific road conditions, including vehicle traffic volume and speed.

Using a Comprehensive Approach to Equity

The 2026 CTP identifies underserved communities by building on MTC's Equity Priority Community (EPC) framework, which designates areas with high concentrations of low-income residents and other priority populations. The 2026 CTP's equity approach supplements the EPC framework by including areas near affordable housing developments and housing resource centers, capturing dispersed vulnerable populations who live outside EPC boundaries. These areas identify the geographic locations where targeted investments can benefit underserved communities, shown in **Figure 5**.

Geography alone does not capture the full picture of transportation equity. Transit services can deliver benefits to vulnerable riders regardless of where riders live, and AC Transit and BART carry high shares of lower-income riders (about 60% and 47% of total ridership, respectively) across the county. In addition, paratransit provides an essential mobility lifeline for older adults and people with disabilities who cannot use fixed-route service. These services are core equity investments, complementing the place-based identification of underserved communities.

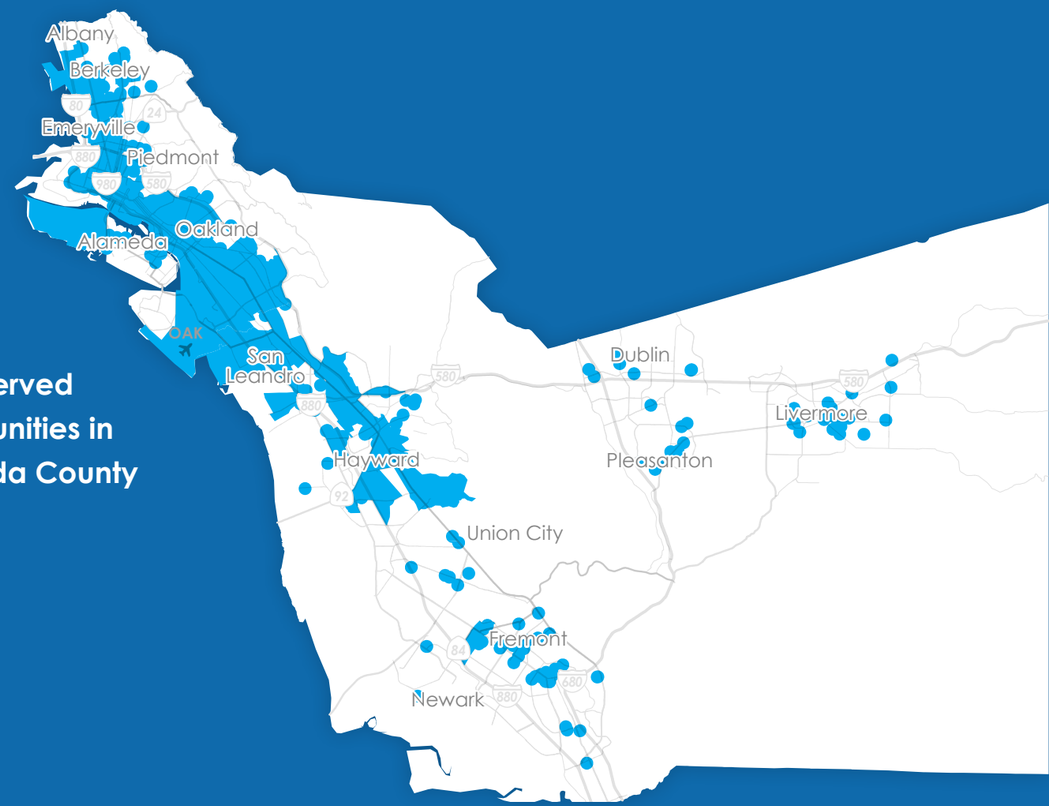


Figure 5

Underserved Communities in Alameda County

Supporting Older Adults and People with Disabilities

The 2026 CTP incorporates the Paratransit Needs Assessment, reflecting Alameda CTC's emphasis on older adults and people with disabilities as a priority equity focus.

Older age, disability, and lower income are closely correlated, and understanding the mobility needs of these groups is essential to delivering an equitable transportation system.

The assessment was developed in collaboration with Alameda CTC's Paratransit Advisory and Planning Committee (PAPCO), with multiple opportunities for committee input throughout the process. The findings informed the countywide needs, as well as the priority strategies that are incorporated into the 2026 CTP's implementation plan.





Coordinating With Regional Plans and Funding

As a gateway to regional destinations and home to over 1.6 million residents, Alameda County plays a central role in the broader Bay Area transportation network. The goals and policy objectives in the Policy Blueprint advance shared regional goals and conform to state and regional requirements.

Alameda CTC coordinates with regional transportation planning efforts, including Plan Bay Area and MTC's Transit Priority Policy.

The 2026 CTP aligns with and supports the strategies included in Plan Bay Area 2050+, the long-range regional plan adopted by MTC in March 2026. The recommendations of the 2026 CTP include Alameda County's transportation priority projects and programs, which will feed into Plan Bay Area 2060.

Alameda CTC also plays a role in regional planning through interagency coordination related to project planning, funding, and delivery. Alameda CTC recommends county priorities to MTC federal One Bay Area Grant funds, nominates projects for the Regional Transportation Improvement Program, and supports grant applications.





Engagement at the Hayward Mariachi Festival.



CHAPTER 2
ENGAGING COMMUNITIES

An Engagement-Driven Planning Process

Community engagement played a central role in shaping every aspect of the 2026 CTP.

Engagement with community-based organizations and public pop-up events began during the development of the Policy Blueprint, directly shaping the vision, goals, and policy objectives that underpin the rest of the 2026 CTP.

Outreach continued throughout the 2026 CTP process, ultimately informing the core recommendations of the plan. Alameda CTC established a CTP Working Group (CTPWG), made up of leaders from 10 community-based organizations across the county, to guide engagement strategy and review recommendations. This working group was part of implementing the Policy Blueprint objective to foster partnerships with CBOs and service providers.

In Summer 2025, Alameda CTC conducted a major community engagement effort including outreach events and a digital survey, reaching residents in all planning areas. This engagement process implemented recommendations from the Policy Blueprint to create an inclusive engagement process, with events in multiple languages and accessibility measures such as paper surveys and one-on-one technical assistance.

In addition to community engagement, the 2026 CTP included ongoing input from elected officials, technical staff, and agency partners through planning area workshops, 1-on-1 listening sessions, and Commission and committee updates.



Engagement at the Castro Valley Fall Festival.

Community engagement included...

21 Community Events

5 Languages *(English, Spanish, Simplified Chinese, Tagalog, and Vietnamese)*

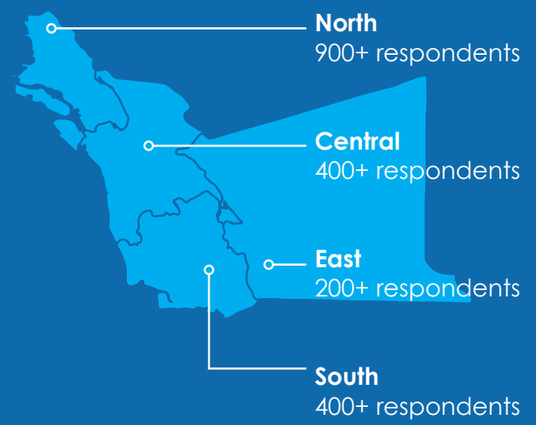


6,000 In-Person and Digital Touchpoints

21% of survey responses from an EPC zip code

3,500+ Spanish-speaking residents reached through a partnered SMS campaign

Input From All Planning Areas



31 Social media posts

87,000+ Unique Viewers

27 Newsletters and online publications

11,000+ Unique Viewers

Public Engagement

Public input informed every stage of the CTP development process. Feedback from residents helped identify transportation needs, shape project and program recommendations, and inform the implementation plan.

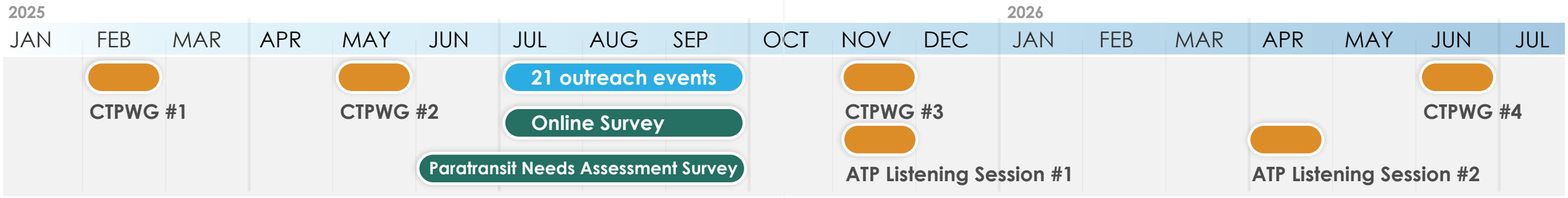
The goal of public engagement was to reach a wide range of Alameda County residents through a variety of outreach methods, including targeted efforts to reach people living in EPCs. Alameda CTC designed engagement to meet people where they are and provide multiple opportunities to share feedback, as shown in **Figure 6**.



Summer pop-up events throughout Alameda County.

Figure 6

Public and CBO Engagement Timeline



Partnerships With Community-Based Organizations

Community-based organizations played an important role in shaping the engagement process and reaching communities across the county. Following the Policy Blueprint phase, Alameda CTC formed the CTPWG to continue collaboration with community partners. The CTPWG included representatives from organizations working directly with communities across the county, listed in **Figure 7**. The group met four times during the CTP development process to review engagement materials, provide feedback on outreach strategies, and discuss recommendations. Alameda CTC also held workshops, focus groups, office hours, and one-on-one discussions, for a total of 25 meetings. This collaborative approach helped ensure that the engagement methods and materials were accessible and that the plan reflects diverse perspectives and priorities. In addition, Alameda CTC engaged active transportation organizations through both the CTP and Countywide Active Transportation Plan outreach.

Figure 7

Participating CBOs

North	Central	South	East	Countywide
Roots Community Health	San Leandro 2050	Afghan Coalition	Three Valleys Community Foundation	El Timpano
Center for Independent Living	Cherryland Community Association	Deaf Plus Adult Community	CityServe of the Tri-Valley	Girls Inc. of Alameda County

Agency Stakeholder Engagement

In addition to public engagement, Alameda CTC conducted extensive outreach with 25 jurisdictions and agencies across Alameda County to better understand priorities, key issues, and implementation challenges.

Engagement during the Policy Blueprint phase helped refine the CTP's goals and policy objectives. Stakeholder input continued throughout the CTP process, as shown in **Figure 9**, informing the identification of transportation needs, feeding into the project and program list, and highlighting ways Alameda CTC can support partner agencies in delivering improvements. This collaboration helped ground the plan in on-the-ground conditions and ensured that the CTP's recommendations reflect both technical analysis and the practical needs of agencies responsible for delivering projects and services.

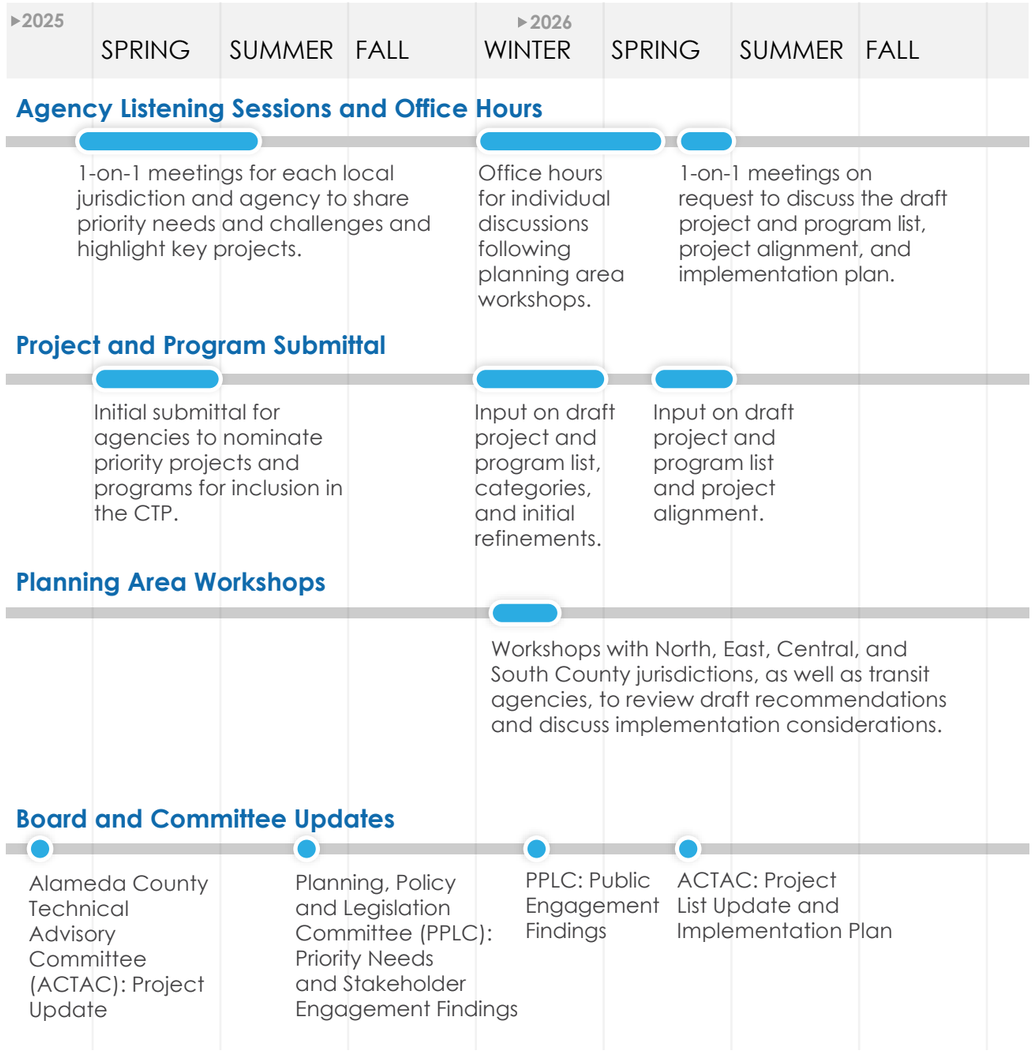
Figure 8

Participating Jurisdictions and Agencies

Alameda
City of Albany California
City of Berkeley
Dublin California
City of Emeryville
Hayward
Livermore California
Newark California
City of Oakland
City of Piedmont California
City of San Leandro
Union City
Port of Oakland
AC Transit
ACE Altamont Corridor Express
Capitol Corridor
East Bay Regional Park District
Tri-Valley • San Joaquin Valley Regional Rail Authority
Union City Transit
San Francisco Bay Ferry
LAVTA
City of Fremont
The City of Pleasanton
BART
Tri-Valley Wheels

Figure 9

Agency Stakeholder Engagement Timeline



46

Total agency stakeholder meetings held for the CTP, in addition to parallel outreach for the Countywide Active Transportation Plan and Paratransit Needs Assessment

CHAPTER 3

COUNTYWIDE NEEDS

Identifying Countywide Transportation Needs

Development of the 2026 CTP was grounded in a community-driven, multimodal assessment of transportation needs across Alameda County that included input from residents, stakeholders, and partner agencies, as well as technical analysis.

Transportation needs were identified through engagement as part of three parallel planning efforts: the CTP, the Countywide Active Transportation Plan, and the Paratransit Needs Assessment.

Technical analysis complemented these engagement efforts, helping to validate, contextualize, and supplement the issues raised by the community, ultimately informing the development of implementation strategies **(Figure 10)**.

CTP Engagement

The 2026 CTP engagement process identified countywide transportation needs for all road users and communities, beginning with the Policy Blueprint, which established high-level priorities through early community and stakeholder engagement. CTP outreach expanded on these findings, gathering detailed input from online survey and in-person interactions across all four planning areas.

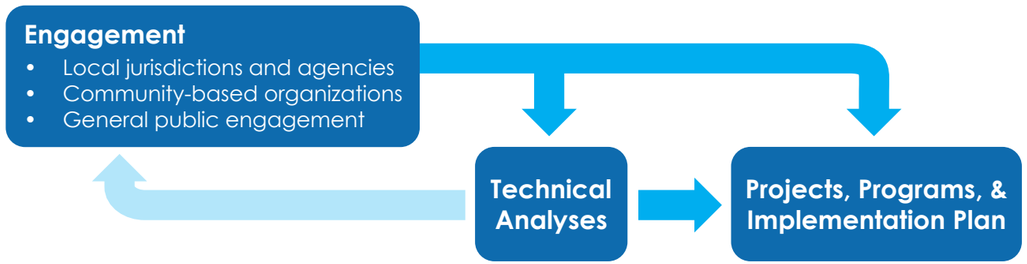
Parallel Engagement

The Countywide Active Transportation Plan engagement provided additional depth on walking and bicycling needs.

The Paratransit Needs Assessment focused specifically on the experiences and barriers faced by older adults and people with disabilities.

Figure 10

Use of Engagement Findings



Seven Key Themes

Seven key themes emerged consistently across community and stakeholder engagement and were consistent with and reinforced by technical analysis. In the following pages, engagement and technical analysis provides additional detail and context for each of these needs.



Improve Equitable Access to Transit and Destinations



Reduce Speeding



Protect Vulnerable Road Users



Invest in Public Spaces



Maintain the Existing System



Plan for a Resilient Future



Deliver Infrastructure for All Road Users

Improve Equitable Access to Transit and Destinations

Many parts of Alameda County remain underserved by high-quality transportation options. When networks for transit, walking, and biking are reliable and well-connected, they become viable choices for all residents. Ensuring that underserved communities can reach jobs and essential services through all travel modes is central to an equitable network with travel options to fit individual needs.

What We Heard
Improving equitable access was a top priority across all planning areas. North County residents raised concerns about access and safety. South and East County participants emphasized connections to jobs and services, and East County residents highlighted the need to reduce transportation costs.

CONNECTIVITY

Freeways, rail lines, and waterways create barriers that limit safe and direct routes for pedestrians, bicyclists, and transit riders.

338
collisions occurred on freeway ramps.
(2018-2024)



10%
were fatal or serious collisions

60%
of survey respondents identified improved connectivity as a key strategy to encourage more walking and biking.

There are gaps and safety needs along the Countywide Bikeways Network.



38% has a non-AAA facility

33% has no facility

Trails often have missing or unpaved connections that limit their effectiveness as safe travel corridors.

37%
of the Countywide Bikeways Network falls on the High-Injury Network or Proactive Safety Network, which represent streets with the highest safety needs.



Improve Equitable Access to Transit and Destinations

TRANSIT

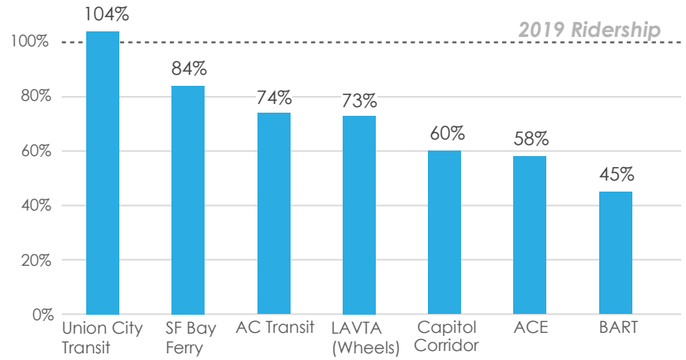
Transit frequency, reliability, safety, and comfort improvements are critical for affordable transportation access.

58%
of survey respondents said improving transit frequency, reliability, safety, and comfort was important for mode shift.

Transit speeds are
60-65%
of automobile speeds at peak hours, limiting the competitiveness of transit.



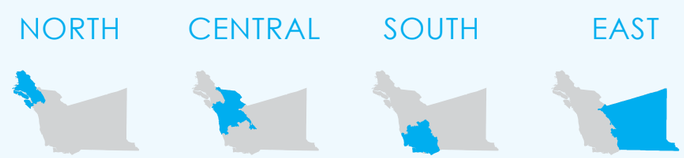
October 2024 Ridership as Share of 2019 Ridership



2024 ridership is **~50-75%** of 2019 ridership.

While coverage of high-frequency routes is comparatively robust in North County, South County and East County experience limited access to high-frequency transit.[1]

Miles of High-Frequency Transit Network



1. Defined as bus corridors with combined frequencies of 20 minutes or less, based on 2024 AC Transit and LAVTA routes and frequencies.

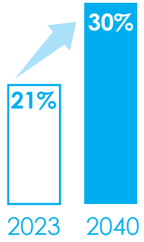
Improve Equitable Access to Transit and Destinations

PARATRANSIT AND DISABILITY ACCESS

People with disabilities face inaccessible infrastructure and unreliable transportation services.

10%
of Alameda County residents live with a disability, including 31% of the county's older adults

18%
of people with disabilities are below the poverty level



The share of residents over 60 is projected to grow by 2040.

Public engagement raised sidewalk gaps, non-compliant curb ramps, and other infrastructure issues as significant access challenges for people with disabilities.

The Paratransit Needs Assessment provides insight into specific needs.

87%
of paratransit survey respondents rely on paratransit to get to medical appointments

62%
say they lack convenient transportation to get where they need to go

Key needs include...

- ☑ Shorter wait times, expanded same-day service, and increased evening and weekend availability
- ☑ Improved access to information, including simplified eligibility and multilingual resources
- ☑ Discounted fares for low-income riders and older adults
- ☑ Safety and emergency preparedness, including driver training and emergency transportation
- ☑ Expanded service coverage and safer connections to fixed-route transit

Reduce Speeding

Managing excessive vehicle speeds is critical to reducing collision severity, particularly important near schools, parks, and on neighborhood streets. Addressing unsafe speeds in these contexts improves safety outcomes while also supporting smoother traffic flow and more predictable travel conditions for all road users.

What We Heard
Reducing vehicle speeds was a consistent priority countywide. East County residents cited speed reduction most frequently, both at in-person events and in survey responses. South County participants similarly identified speed as a top safety concern.

Injury collisions in Alameda County are concentrated on a small subset of streets.

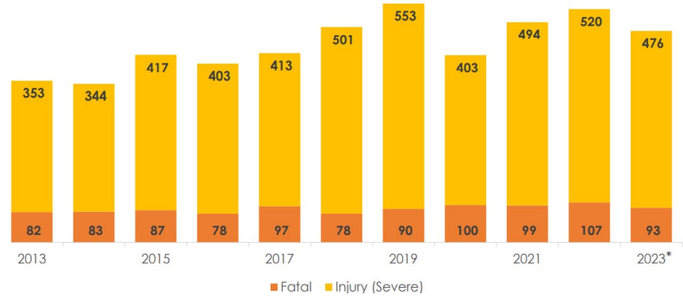
10%
of Alameda County roadways are on the HIN, but...

Over 70%
of pedestrian and bicycle injury collisions are on the HIN.

100
people die each year on Alameda County roads, and...

500
more are seriously injured.

Alameda County Fatal and Serious Collisions, 2013-2023 (All roads, including freeways)



Reduce Speeding

High speeds substantially increase the likelihood of collisions and exacerbate their severity.

66%
of CTP survey respondents identified speeding as the most critical safety issue that the county faces.

61%
of CTP survey respondents expressed a desire to prioritize safety improvements on streets with high-speed traffic.

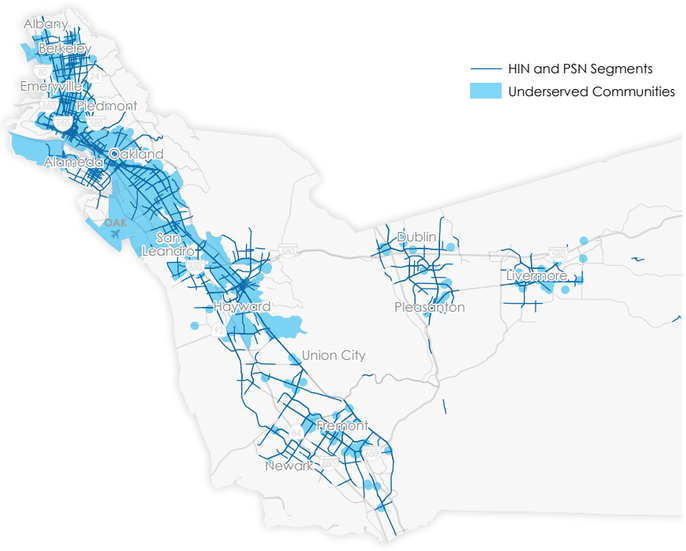
17%
of collisions involving a pedestrian or bicyclist in the county are serious or fatal, with speed being a key factor.

Collision exposure and systemic risk factors are concentrated in underserved communities.

Underserved Communities contain...

30% of the county's street network, but

75% of the HIN.



Protect Vulnerable Users

Improving safety for vulnerable road users, including older adults, youth, and people walking or biking, is a top priority. Safer street design, improved crossings, and expanded walking and bicycling infrastructure are important strategies for creating a safer transportation system.

What We Heard
Protecting people walking, biking, and using transit was a countywide priority. North County participants called for safer crossings and addressing gaps in bike and pedestrian infrastructure. East County highlighted safety near schools, parks, and senior centers.

Pedestrians and bicyclists are disproportionately involved in injury collisions.

120+
people were killed between 2018 and 2024 while walking or biking in Alameda County.

2x
as likely for collisions involving pedestrians or bicyclists to result in fatal or severe injuries.

40%
of survey respondents highlighted lack of protection for people walking and biking as a top safety issue.

34%
of survey respondents mentioned unsafe crossings for people walking and biking as a key need.

Young children and older adults are especially vulnerable road users and need focused resources.

Older adults and people with disabilities are vulnerable to poor sidewalk and crossing conditions.

75%
of schools in the Safe Routes to School program are within ¼-mile of the HIN.

64%
of respondents emphasized safety improvements near schools, parks, senior centers, and hospitals.

Alameda County ranks...

13th
for collisions involving youth pedestrians in California

8th
for collisions involving youth bicyclists in California

Invest in Public Spaces

Investing in high-quality public spaces creates safer and more welcoming streets and neighborhoods and supports local business activity. Lighting, greenery, and streetscape improvements support walking and biking, strengthen community connections, and improve overall quality of life.

What We Heard
Investments in streetscapes, lighting, greenery, and public amenities were important across the county. South County emphasized improving air quality and planning for future development, while East County emphasized electric vehicles and climate strategies.

The region is growing, and safe, multimodal investments are needed to support new development.

785,000
Alameda County jobs in 2024, representing 20% of the region's total employment.

81%
of planned housing units are in priority growth areas, such as PDAs or TOCs. The HIN and PSN are overrepresented in these areas, emphasizing the need for safety improvements.

41%
of respondents say that planning for more homes and jobs near transit is most important for creating a strong economy.

New state housing laws streamline environmental review to allow density along important transit corridors, which will open up development opportunities.

Investment is needed to create public spaces that can serve as hubs for commerce, recreation, and active transportation.

Community engagement highlighted the importance of investing in public spaces that support safety, comfort, neighborhood businesses, and community connection.

Investment in regional trails, and pedestrian spaces with placemaking elements such as wider sidewalks, tree canopy, seating, art, and vibrant streetscapes would make walking and biking more inviting.

Maintain the Existing System

Maintaining existing transportation infrastructure ensures long-term safety, reliability, and quality of the travel experience. This includes maintaining roadways, sidewalks, and other transportation assets so they remain safe, accessible, and comfortable for all modes and users.

What We Heard
Maintaining roads, sidewalks, and existing infrastructure was a recurring theme, with Central County residents emphasizing road maintenance.

Pavement and sidewalk deterioration is outpacing existing budgets.

40%
of survey respondents identified poor road conditions as key safety issues, especially obstructed or cracked sidewalks.

2x
as likely for streets in EPCs to have poor or failed pavement conditions compared to non-EPCs in Alameda County.

6.5x
as many adults 65 or older are injured in sidewalk falls than by motor vehicles nationwide.

Source: A National Study on the Comparative Burden of Pedestrian Injuries from Falls Relative to Pedestrian Injuries from Motor Vehicle Collisions, 2023.

Rising costs and new requirements make it more challenging for cities to deliver projects.

Cost of construction, labor, and equipment is escalating, leading cities to scale back project scopes or delay needed investments in safety, maintenance, and multimodal mobility.

New regional stormwater requirements add complexity and long-term maintenance obligations. Maintenance needs are growing as cities expand separated bikeways and quick-build infrastructure.

Plan for a Resilient Future

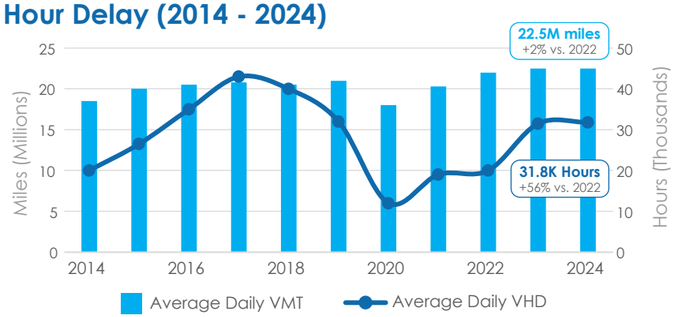
Investments in increasing the resilience of transportation systems and mitigating the impacts of climate risks are crucial to prepare for the future. This includes infrastructure to manage congestion, climate adaptation studies, and transitioning to clean energy.

The rate and amount of driving continues to grow in Alameda County.

54%
of respondents support making it easier for people to get to major job centers and transit stations.

56%
increase in vehicle hour delay between 2022 and 2024 on Alameda County's freeways, though still lower than pre-pandemic levels.

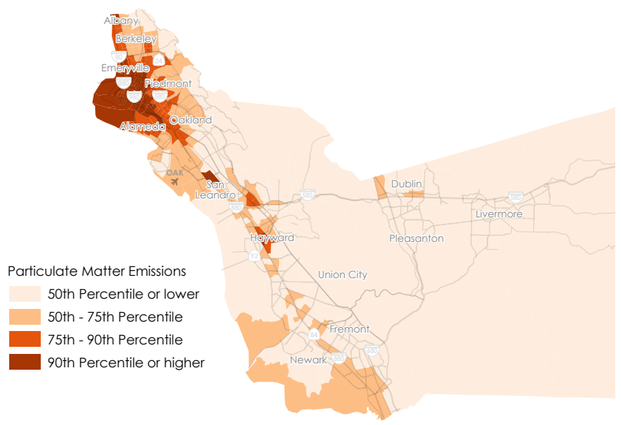
Vehicle Miles Traveled and Vehicle Hour Delay (2014 - 2024)



Freight modernization is needed for clean and efficient goods movement.

33%
of jobs in the county are in the goods movement industry

Truck routes are critical but contribute to high particulate matter in surrounding communities.



Plan for a Resilient Future

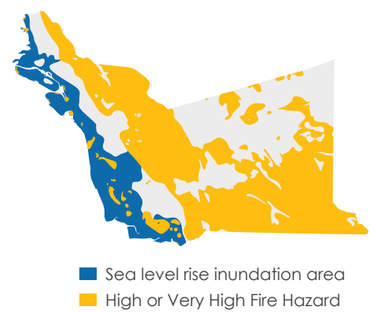
Extreme heat, wildfires, flooding, and sea level rise pose substantial threats to Alameda County.

63%
of survey respondents supported adding more trees and parks to cool down neighborhoods.

Urban tree canopy cover varies substantially by city, leaving people walking, biking, and waiting for transit more vulnerable to extreme heat, discouraging active transportation and transit use.

38%
of homes in the county could be affected by wildfire over the next 30 years.

Alameda County's shoreline and some inland areas face substantial flooding risk.



A zero-emission transition is essential for improving air quality and reducing pollution.

Cities and transit agencies are facing challenges with implementation of zero-emission fleets, including limited availability and rising costs.

33%
of survey respondents support more electric vehicle infrastructure.

31%
of respondents say that infrastructure that supports clean vehicles is most important for a strong economy.

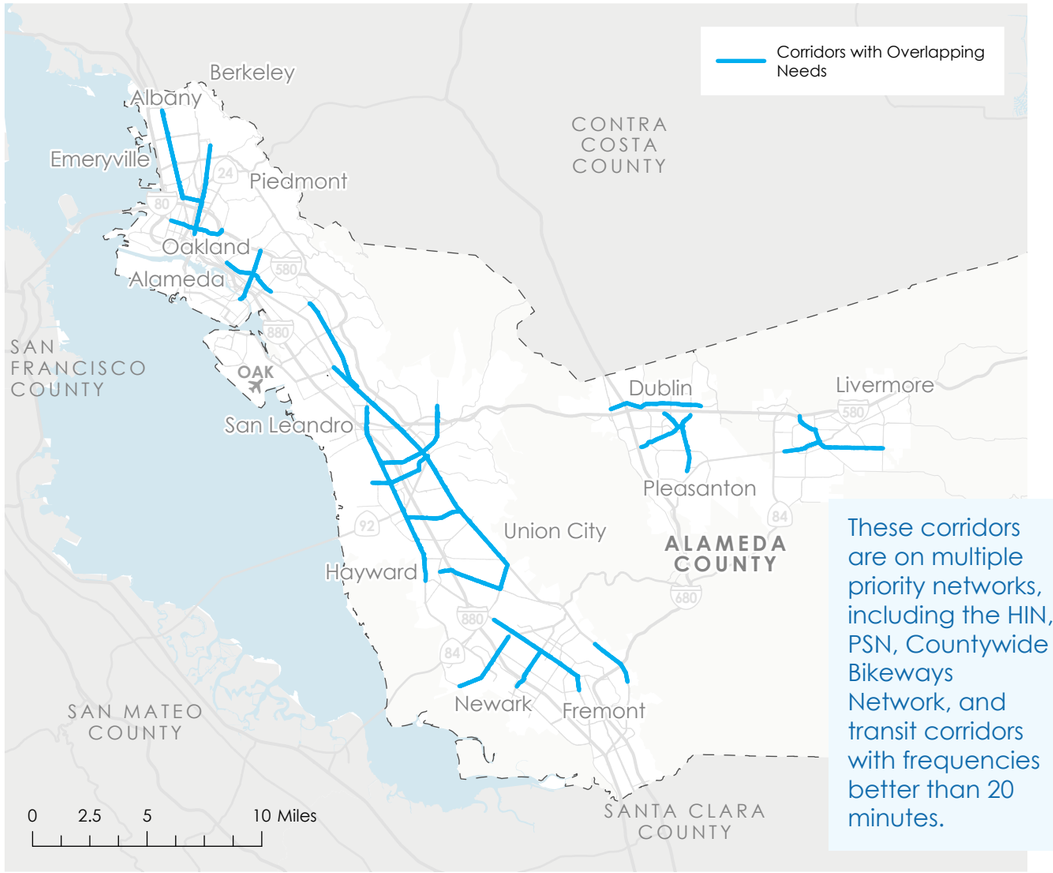
19%
of projected demand for electric vehicle chargers in 2030 is met by existing chargers in Alameda County.

Deliver Infrastructure for All Road Users

Major arterials in Alameda County connect people to jobs, schools, services, and regional destinations. Often, key transportation needs overlap, including safety improvements, reliable travel for transit and automobiles, and better walking and bicycling connections. **Figure 11** shows these corridors across the county.

What We Heard
Local jurisdictions often need support to advance impactful capital projects that cross city boundaries or involve multiple agencies. Engagement, including listening sessions with partner agencies, highlighted the importance of stronger coordination to move these projects forward to create seamless travel across the county.

Figure 11
Corridors with Overlapping Needs



These corridors are on multiple priority networks, including the HIN, PSN, Countywide Bikeways Network, and transit corridors with frequencies better than 20 minutes.

Deliver Infrastructure for All Road Users

Improving corridors with overlapping needs so they function well for all modes is a priority for Alameda CTC.

80 miles
out of 1,200 miles of arterial streets in Alameda County have multiple priority needs related to safety, connectivity, and transit, in addition to accommodating reliable automobile travel.

Delivering multimodal improvements on these corridors can be complicated.

A seamless travel experience requires coordinated planning, design, and operations.

Investments in signal modernization, transit priority technology, and targeted improvements to address localized congestion can improve how these roadways function for both transit riders and drivers.





CHAPTER 4

PROJECTS AND PROGRAMS



Developing the Project and Program List

The 2026 CTP projects and programs list represents major capital and programmatic transportation needs and priorities across Alameda County, as identified by cities and partner agencies. This list is unconstrained: it reflects the totality of local priorities and infrastructure needs that local jurisdictions and Alameda CTC anticipate advancing over the plan's long-term horizon. For the full projects and programs list, see Appendix A.

The CTP includes over 400 projects and programs representing $64 billion in infrastructure and programmatic needs, as submitted by cities and partner agencies.

- **Projects** are physical or operational improvements, such as new infrastructure or service upgrades.
- **Programs** are ongoing efforts that provide services or coordination, as well as bundles of smaller projects ($3 million or less), longer-term concepts included in completed plans, and operational projects.

Alameda CTC will prioritize funding and delivery support on projects and programs that advance the plan's goals and stakeholder and public-identified needs. However, projects and programs included in the list are not guaranteed to be funded. The scale of need for projects and programs greatly exceeds funding available, demonstrating the need for continued advocacy for transportation funding and for strategic prioritization of investments that best advance the CTP goals.

Projects and Programs

- Multimodal Corridors
- Trails and Greenways
- Transit Station Access and Modernization
- Transit Capital Expansions and O&M Facilities
- Transit Service Improvements
- Bridges and Railway Crossings
- Interchanges and Freeways
- Goods Movement
- Technology
- Climate, Resilience, and Maintenance
- Clean Transportation
- Mobility Programs

Projects and programs are presented by category in the following pages, including project spotlights and breakdowns by planning area. These categories reflect differences in the types of investment, the needs being addressed, and the implementing agencies involved, allowing Alameda CTC and its partners to track progress across distinct areas of the transportation system.

Multimodal Corridors

Multimodal corridor projects and programs improve how people travel along major streets in Alameda County by making them safer, more efficient, and more comfortable for all users. These projects typically include roadway redesigns, transit priority treatments, upgraded bike and pedestrian facilities, and intersection improvements. These projects address the countywide need for safer streets and better access to transit and destinations. Multimodal corridors represent the largest project category, encompassing 178 projects and programs countywide.

179
Projects & Programs

$8.3
Total Cost in Billions



Complete Streets

Improves safety and access along existing corridors for both transit riders and people walking and biking

PROJECT HIGHLIGHT

Fremont Boulevard Complete Streets, Warm Springs PDA (City of Fremont)

This project delivers complete streets improvements along Fremont Boulevard between Auto Mall Parkway and Industrial Drive, including signal upgrades, ADA improvements, separated bikeways, protected intersections, and bus stop enhancements.



Transit

Improves transit reliability and access on existing roadways

PROJECT HIGHLIGHT

40th Street Transit-Only Lanes and Multimodal Enhancements (City of Emeryville)

This project delivers dedicated bus lanes, a separated two-way bikeway, pedestrian safety improvements, and intersection modifications along 40th Street between Adeline Street and the Shellmound Bridge, improving connections to BART and the Bay Trail.



Active Transportation

Improves bicycle and pedestrian safety on existing roadways

PROJECT HIGHLIGHT

Cross Town Class IV Corridors and Williams St. Pedestrian Improvements (City of San Leandro)

This project constructs pedestrian safety improvements and separated bikeways along 4.6 miles of Bancroft Avenue and Williams Street. As part of Safe Routes to School, the project connects San Leandro schools with improved bike lanes and crossings.



New or Expanded Roadways

Constructs new roadways or extends or widens existing roadways to address gaps in connectivity

PROJECT HIGHLIGHT

Dublin Blvd-North Canyons Parkway Extension (City of Dublin)

This project constructs 1.5 miles of new roadway connecting Fallon Road to Doolan Road, providing a new east-west route to relieve congestion on I-580. The project includes shared-use trails, separated bikeways, protected intersections, sidewalks, ADA-compliant upgrades, and green stormwater infrastructure.



Trails and Greenways

Trail and greenway projects construct or improve shared-use paths that provide safe, all ages and abilities routes for walking, biking, and rolling. These projects may include new trails and greenways, path gap closures, bicycle and pedestrian bridges, and intersection safety improvements. Projects in this category expand access to connect destinations with transit stations, neighborhoods, and/or open spaces.

43 Projects & Programs

$2.3 Total Cost in Billions

PROJECT HIGHLIGHT

Eden Greenway Active Transportation Corridor (City of Hayward)

This project advances a new active transportation corridor linking Hayward's historically underserved communities to the Bay Trail and Downtown Hayward, including study of a potential I-880 pedestrian and bicycle crossing.



Transit Station Access and Modernization

Transit station access and modernization projects and programs improve access, safety, or otherwise upgrade facilities at existing transit stations. Projects in this category remove first- and last-mile barriers to transit, addressing the CTP's climate goal by making it easier and safer to access transit.

15 Projects & Programs

$5.0 Total Cost in Billions

PROJECT HIGHLIGHT

Dublin/Pleasanton BART Station Active Access Improvements (BART)

This project enhances walking and biking access to Dublin/Pleasanton BART through separated bikeways, sidewalk upgrades, raised crosswalks, pedestrian-scale lighting, wayfinding, expanded bike parking, and e-bike charging infrastructure.



Transit Capital Expansions and O&M Facilities

Transit capital expansion and O&M facility projects and programs expand transit connections to key destinations, or upgrade or provide new operating and maintenance facilities and other transit capital investments. This includes enhancements to existing rail and ferry service, expansion of the transit network, fleet replacements, and upgraded transit control centers. Projects in this category advance the CTP's climate, equity, and economic vitality goals.

20 Projects & Programs

$22.2 Total Cost in Billions

PROJECT HIGHLIGHT

Operations Control Center Modernization (BART)

This project designs and constructs a new Transit Operations Facility to modernize BART's operations control infrastructure, supporting system expansion and increased service levels over the next 40 years.



Transit Service Improvements

Transit service improvement projects and programs enhance the frequency, reliability, and coverage of bus, rail, and ferry operations. By improving the rider experience and making transit more competitive for everyday travel, these investments support ridership growth. Transit agencies across the Bay Area face significant funding shortfalls in the coming years, and long-term planning for service improvements remains essential to maintaining and expanding the transit network that Alameda County depends on.

15 Projects & Programs

$8.6 Total Cost in Billions

PLAN HIGHLIGHT

Oakland Alameda Water Shuttle Capital Investments (City of Alameda)

This project supports long-term expansion of the Oakland Alameda Water Shuttle pilot service, including new vessels and improved docks. Additional vessels allow for expansion of service to seven days a week, with extended operating hours.



Bridges and Railway Crossings

Bridge and railway crossing projects and programs improve at-grade railroad crossings, construct grade separations, and modify existing bridges to reduce conflicts between modes. Addressing safety at these locations requires complex coordination across multiple jurisdictions and agencies. These projects advance the CTP's safety and equity goals by eliminating or mitigating barriers, particularly for vulnerable users who depend on safe, connected routes.

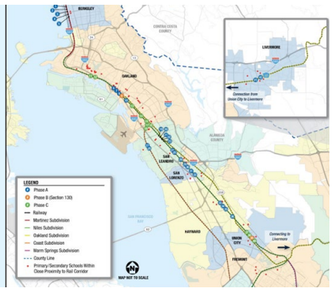
10 Projects & Programs

$0.5 Total Cost in Billions

PROJECT HIGHLIGHT

Rail Safety Enhancement Program (Alameda CTC)

This program improves safety at 56 of the county's 133 at-grade crossings, prioritizing improvements near schools, Priority Development Areas, and Equity Priority Communities. The program aims to reduce severe injuries and fatalities, improve freight reliability, and support mode shift.



Interchanges and Freeways

Interchange and freeway projects and programs construct or improve high-occupancy vehicle and express lanes and reconstruct freeway interchanges to improve safety and operations. These investments include safety improvements such as pedestrian and bicycle overcrossings and ramp reconfigurations. With five of the region's ten most congested corridors running through Alameda County, these projects advance the CTP's climate and economic vitality goals by managing congestion and emissions on the busiest corridors.

29 Projects & Programs

$3.7 Total Cost in Billions

PROJECT HIGHLIGHT

I-880/Winton Avenue/A Street Interchange Modernization (Alameda CTC/City of Hayward)

This project enhances bicycle and pedestrian safety at the I-880/A Street and I-880/Winton Avenue interchanges. Proposed improvements include ramp reconfigurations, bridge modifications, 12-foot shared-use paths, and a Class IV bikeway along A Street.



Goods Movement

Goods movement projects and programs improve the access, efficiency, and/or safety of freight activities at or adjacent to the Port of Oakland seaport and airport, which rank among the busiest freight gateways in the country. These investments advance the CTP's economic vitality and climate goals by strengthening freight infrastructure and reducing the air quality burdens of freight activity.

11 Projects & Programs

$2.1 Total Cost in Billions

PROGRAM HIGHLIGHT

Port Modernization (Port of Oakland)

This program modernizes the Port of Oakland and reduces environmental impacts, including purchasing electric trucks and charging stations to electrify Port operations, and rebuilding a portion of the Outer Harbor Terminal container yard to expand the Port's electrical grid capacity.



Technology

Technology projects and programs upgrade hardware or software used to monitor and manage transit or roadway performance, interface with connected vehicles, or modernize traffic signals. Modernizing signal equipment addresses a key barrier to complete streets and transit improvements, advancing the CTP's safety, equity, and climate goals. These projects align with the goals of the federal Freedom to Drive initiative by maximizing existing roadway capacity through congestion management.

21 Projects & Programs

$0.8 Total Cost in Billions

PROGRAM HIGHLIGHT

Citywide Traffic Signal Modernization (City of Fremont)

This program upgrades aging traffic signal equipment, expands signal communication networks, and deploys intelligent transportation systems to monitor and manage traffic flow. The program also develops and updates signal coordination timing to improve traffic flow, efficiency, and safety.



Climate, Resilience, and Maintenance

Climate, resilience, and maintenance projects and programs mitigate the effects of climate change, including addressing sea level rise, flood risk, coastal erosion, and seismic vulnerability, and maintain or improve the condition of pavement, sidewalks, or bridges. These investments advance CTP climate and equity goals by improving resilience, particularly in vulnerable communities; maintaining infrastructure; and implementing quick-build safety improvements.

40 Projects & Programs

$9.0 Total Cost in Billions

PROJECT HIGHLIGHT

Estuary Adaptation (City of Alameda)

This project elevates and adapts low-lying shoreline areas in Alameda to protect the Posey and Webster Tubes against coastal flooding and up to two feet of sea level rise. The project includes levees or seawalls and inland green and grey detention basins.



Clean Transportation

Clean transportation projects and programs support the transition to zero-emission vehicles, including the procurement of zero-emission transit fleets and installation of charging and fueling facilities. These projects advance the CTP's climate and equity goals by reducing greenhouse gas emissions and pollution that disproportionately burden communities near freeways, the Port of Oakland, and major freight corridors.

15 Projects & Programs

$0.8 Total Cost in Billions

PROJECT HIGHLIGHT

Zero Emission Bus Fueling and Charging Infrastructure Equipment and Construction (AC Transit)

This project builds and expands fueling and charging infrastructure at AC Transit facilities to support the agency's zero-emission bus fleet, including both fuel cell electric and battery electric vehicles.



Mobility Programs

Mobility programs encourage the use of alternative modes to driving and expand access to transit service, including paratransit. These investments include transportation demand management strategies that advance the CTP's climate goals by reducing vehicle miles traveled and promoting mode shift. Paratransit programs are also essential to the CTP's equity goal of removing transportation barriers for older adults and people with disabilities.

12 Projects & Programs

$0.7 Total Cost in Billions

PROGRAM HIGHLIGHT

Parking Management & Mobility Program (City of Oakland)

This program aims to more efficiently manage on-street parking through initiatives such as OakPark+, and seeks to improve the City's mobility choices by supporting and expanding car sharing, bike sharing, and transit pass programs.





Community Programs

Alameda CTC directly administers programs that serve students, older adults, and people with disabilities, and transit riders and support local jurisdictions. These programs affirm the agency's commitment to safety, equity, and access across all of Alameda County and address needs identified through engagement.

Transportation for Kids and Families

Safe Routes to Schools

"Healthy Kids, Safer Streets, Strong Communities" is the mission of the Alameda County Safe Routes to Schools Program. Alameda CTC organizes and supports activities that teach and encourage families to safely walk, bike, carpool, or take transit to school. The program also includes a capital grant component to fund safety and accessibility improvements around schools. Over 300 public schools in Alameda County are enrolled in this expansive program.

Student Transit Pass and Innovative Transit

The Student Transit Pass and Innovative Transit Program provides free and reduced youth Clipper cards to eligible middle and high school students in Alameda County. This program enables unlimited free rides on AC Transit, Union City Transit, and LAVTA Wheels, along with a 50% discount on BART trips and youth discounts on other participating transit systems. Over 160 schools in the county participate, serving over 31,500 students in the 2024-25 School Year.

Transportation for Older Adults and People with Disabilities

Accessible Transportation

Alameda CTC's on-going accessible transportation program is committed to enhancing mobility for older residents and people with disabilities for all types of trips. The program funds ADA-mandated services and city-based paratransit programs and supports a discretionary grant program that addresses countywide gaps in special transportation.
The Paratransit Needs Assessment included outreach to understand experiences with existing paratransit services, informing recommended strategies to improve the program.

LAVTA Wheels Paratransit Program

The Wheels Paratransit Program provides a suite of paratransit services that includes Dial-A-Ride door-to-door service, the Parataxi Program same-day taxi service, and the One-Seat Ride Program for participating transit agencies. This program is an example of what Alameda CTC funds through its Paratransit Program.



Major Benefits from Implementation of the CTP Project List

PROVIDES **SAFETY IMPROVEMENTS** ON...

137 miles
of the High-Injury Network

100 miles
of the Proactive Safety Network

DELIVERS **MULTIMODAL ACCESS AND QUALITY OF LIFE** IMPROVEMENTS IN...

94%
of Priority Development Areas

98%
of Transit-Oriented Communities

ADVANCES REGIONAL **VMT GOALS** THROUGH A...

4 million (7%)
decrease in daily vehicle miles traveled[1]

1 Modeled benefit (AlaCC Travel Demand Model, 2050 estimates).

INCLUDES **MULTIMODAL IMPROVEMENTS** WITHIN 1/4 MILE OF...

66%
of all land area in underserved communities

BUILDS **ALL AGES AND ABILITIES** BIKE FACILITIES ON...

118 miles
of the Countywide Bikeways Network

INCLUDES **TRANSIT PRIORITY TREATMENTS** ON...

53 miles
of high frequency bus corridors

AND SERVICE IMPROVEMENTS ON **ALL FIVE RAIL AND FERRY** OPERATORS IN ALAMEDA COUNTY, SUPPORTING A...

70,000 (12%)
increase in daily transit ridership[1]

CHAPTER 5

IMPLEMENTATION AND FUNDING

Implementation Plan

To advance the goals of the Policy Blueprint the 2026 CTP includes both implementation of projects and programs, as well as key strategies and actions to advance planning, policy and project delivery across the county. These two elements of the CTP are complementary and together realize the CTP vision.

Projects Highly Aligned with 2026 CTP Goals

Local jurisdictions and agencies identified a $64 billion total investment need across over 400 projects and programs, shown in Chapter 4. That investment need exceeds the funds available from federal, state, regional, and local sources.

Through several rounds of engagement and revisions to the projects and programs list, Alameda CTC worked with local jurisdictions and agencies to identify the local priority projects that are most highly aligned with CTP goals.

The projects in this section reflect a combination of technical evaluation and analysis against key objectives and needs, and discussions with local agency sponsors. The highly aligned projects list identifies projects throughout the county and for most project categories, but it is not a ranked list of priorities.

Project scopes are expected to change throughout the planning and design process, especially those in early stages of development. Each project will be carefully reexamined as the 2026 CTP is implemented, and projects may become highly aligned if they incorporate new elements that advance the Policy Blueprint policy objectives.

Alameda CTC developed the highly aligned list by evaluating projects against the Policy Blueprint's policy objectives. Projects that fully advanced or advanced at least one policy objective under each of the four goals were considered as potential highly aligned projects. **Table 2** describes project elements commonly found in highly aligned projects, which typically include several of these elements.

Table 2

What Makes a Project Highly Aligned?

Project Element	
✓ Advances safety on the county's highest-risk corridors	✓ Eliminates or mitigates a barrier created by freeways, railways, or waterways
✓ Improves multimodal access in an underserved community	✓ Reduces congestion through operational tools without increasing roadway capacity or speeds
✓ Provides AAA bicycle facilities on the CBN	✓ Removes barriers for people with disabilities
✓ Incorporates climate-adaptive elements or advances clean transportation initiatives	✓ Reduces transportation cost burdens
✓ Improves multimodal access in growth areas	✓ Improves the efficiency of the freight transportation system
✓ Provides transit priority infrastructure along major bus corridors	✓ Expands transit capacity

Implementation of the CTP includes ongoing programs and projects.

Programmatic activities supplement project investments and are a critical part of implementing the CTP.

Alameda CTC and partner agencies fund and deliver a wide range of transportation projects and programs to advance the vision and goals of the CTP and serve the people of Alameda County.

Implementing the CTP includes project and program categories beyond those represented as highly aligned projects.

Some project and program categories are aligned with CTP goals, but a technical assessment of individual projects was not conducted as part of the CTP process. These include:

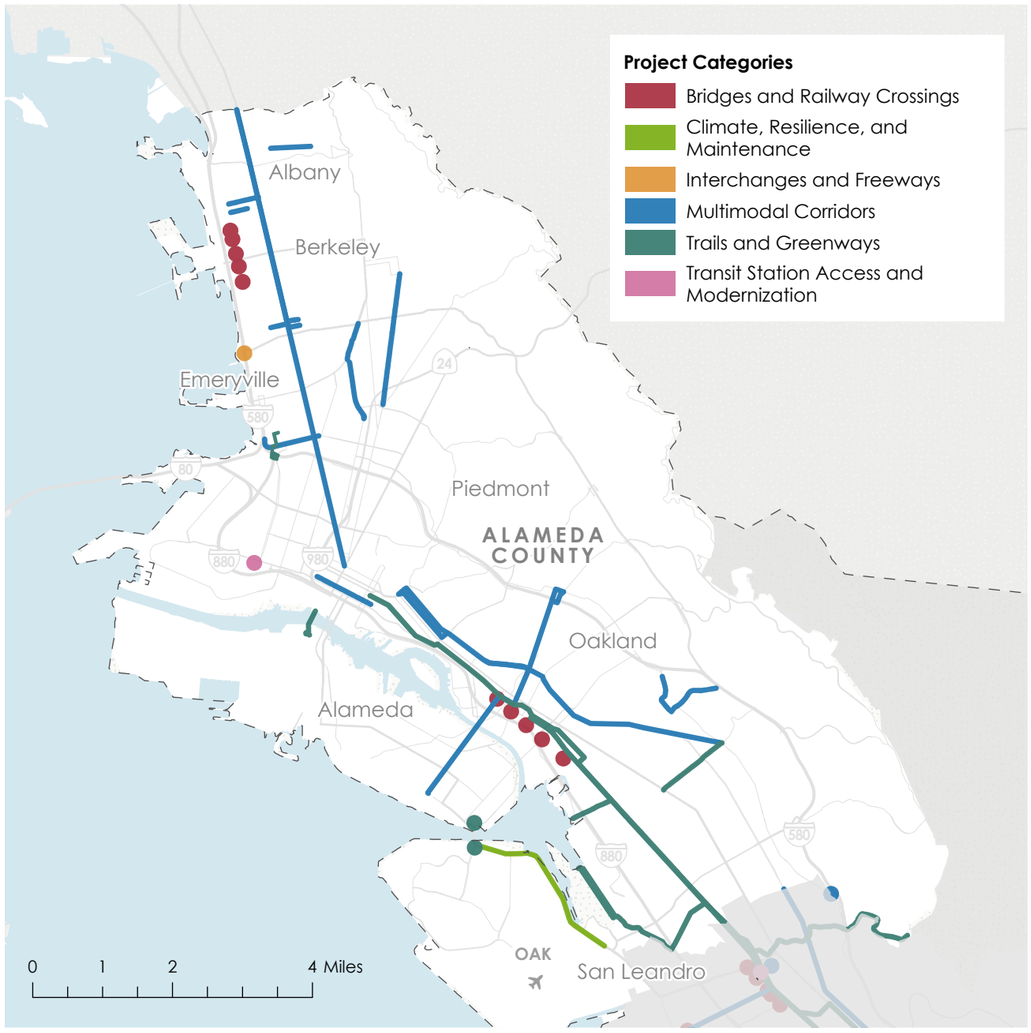
- **Clean Transportation**
- **Technology**
- **Goods Movement**
- **Mobility Programs**

NORTH PLANNING AREA

The North Planning Area includes 29 highly aligned projects, including climate adaptation, interchange safety and freeway, multimodal corridors, trails and greenways, and transit service improvements.

Figure 13

North Planning Area Map of Highly Aligned Projects



Not shown: BART Core Capacity; Oakland Alameda Water Shuttle Capital Investments

Table 3

North Planning Area List of Highly Aligned Projects

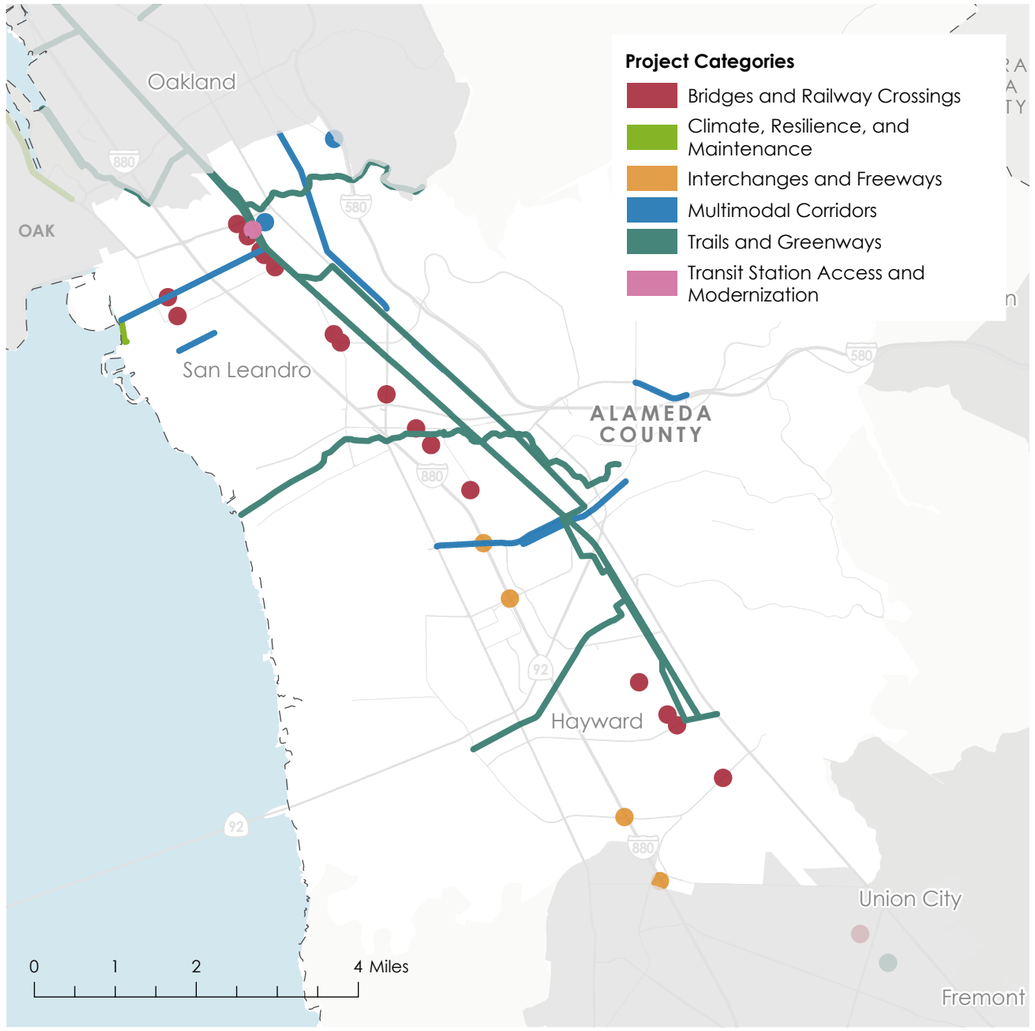
Project Name	Sponsor
Bridges and Railway Crossings	
Rail Safety Enhancement Program (Phases A and B)	Alameda CTC
Climate, Resilience, and Maintenance	
Doolittle Drive Flood Hazard Improvements (SR-61)	Port of Oakland/ Caltrans
Interchanges and Freeways	
I-80/Ashby Avenue Interchange Modernization	Alameda CTC
Multimodal Corridors	
40th Street Transit-Only Lanes and Multimodal Enhancements	City of Emeryville
8th Street Corridor Improvements Project	City of Oakland
Adeline Street Corridor Transportation Improvements	City of Berkeley
Foothill Boulevard Complete Streets Paving Project	City of Oakland
Foothill Boulevard Corridor Improvements	AC Transit
Fruitvale Avenue Corridor Short Term Improvements	AC Transit
Gilman Street Complete Streets Corridor	City of Berkeley
Heinz Bicycle Boulevard	City of Berkeley
LAMMPS Phase II & Phase III	City of Oakland
Martin Luther King Jr. Way Complete Streets Project	City of Oakland
San Pablo Avenue Corridor: Multimodal Corridor Improvements	Alameda CTC
Solano Avenue Streetscape Improvement	City of Albany
Telegraph Avenue Multimodal Corridor	City of Berkeley
Telegraph Avenue Pedestrian and Transit Mall	City of Berkeley
Upper Telegraph Avenue Paving Complete Streets	City of Oakland
Trails and Greenways	
66th Avenue Coliseum BART to Bay Trail Project	City of Oakland
73rd Avenue Active Routes to Transit	City of Oakland
Bay Trail Access Improvements to Bay Farm Bike Bridge	City of Alameda
East Bay Greenway	Alameda CTC
Greenway and Mandela Connector	City of Emeryville
Oakland-Alameda Estuary Bridge	City of Alameda
Transit Service Improvements	
BART Core Capacity	BART
Oakland Alameda Water Shuttle Capital Investments	City of Alameda
Transit Station Access and Modernization	
West Oakland TOD	BART

CENTRAL PLANNING AREA

The Central Planning Area includes 17 highly aligned projects, including climate adaptation, interchange safety and freeway, multimodal corridors, trails and greenways, and transit station access projects.

Figure 14

Central Planning Area Map of Highly Aligned Projects



Not shown: BART Core Capacity

Table 4

Central Planning Area List of Highly Aligned Projects

Project Name	Sponsor
Bridges and Railway Crossings	
Rail Safety Enhancement Program (Phases A and B)	Alameda CTC
Climate, Resilience, and Maintenance	
Neptune Drive Flood Protection and Bridge Repair	City of San Leandro
Interchanges and Freeways	
I-880/Winton Avenue/A Street Interchange Modernization	Alameda CTC
I-880/Whipple Road/ Industrial Parkway SW Interchange Modernization	Alameda CTC
Multimodal Corridors	
A St/B St Safety/Complete Streets	City of Hayward
Bancroft Ave and Williams St Crosstown Corridors	City of San Leandro
Castro Valley Boulevard Corridor Improvements	ACPWA
Downtown San Leandro Pedestrian Lighting & Streetscapes	City of San Leandro
East Bay Greenway	ACPWA
Fairway Drive Traffic Calming Project	City of San Leandro
MacArthur Blvd and Superior Ave Roundabout	City of San Leandro
Trails and Greenways	
East Bay Greenway	Alameda CTC
Eden Greenway Active Transportation Corridor	City of Hayward
San Leandro Creek Trail	City of San Leandro
San Lorenzo Creek Trail	ACPWA
Transit Service Improvements	
BART Core Capacity	BART
Transit Station Access and Modernization	
San Leandro BART Station Area Safety Improvements	City of San Leandro



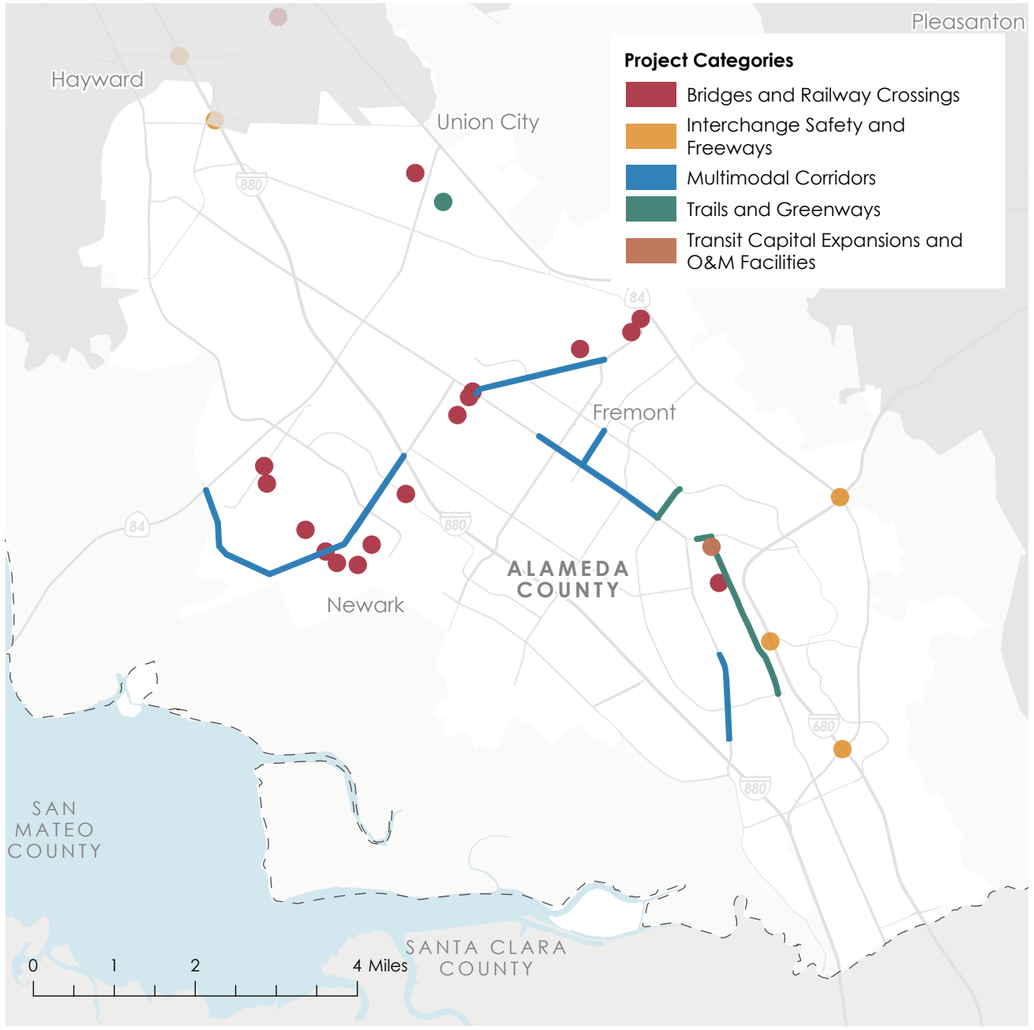
Williams St. proposed improvements, City of San Leandro.

SOUTH PLANNING AREA

The South Planning Area includes 17 highly aligned projects, including bridge and railway crossing, interchange safety and freeway, multimodal corridors, trails and greenways, and transit capital expansion projects.

Figure 15

South Planning Area Map of Highly Aligned Projects

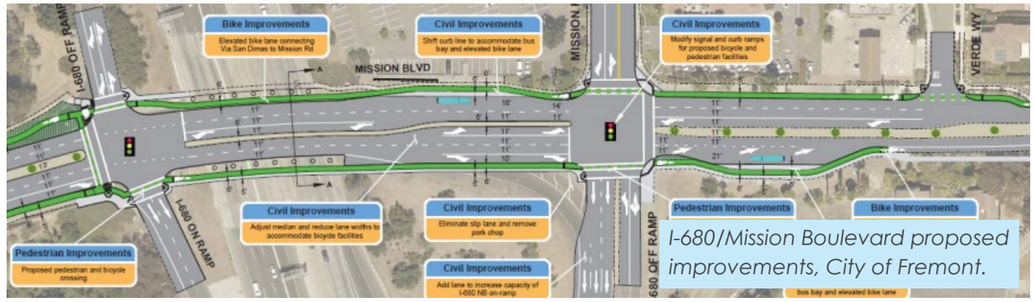


Not shown: ACE Medium-Term Service Increases; BART Core Capacity

Table 5

South Planning Area List of Highly Aligned Projects

Project Name	Sponsor
Bridges and Railway Crossings	
Quiet Zones RR Crossing Improvements	City of Newark
Rail Safety Enhancement Program (Phases A and B)	Alameda CTC
UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	City of Fremont
Interchanges and Freeways	
I-680/Mission Boulevard (North) Interchange Modernization	City of Fremont
I-880/Whipple Road/ Industrial Parkway SW Interchange Modernization	Alameda CTC
SR-262 Safety and Interchange Improvements	Alameda CTC
Multimodal Corridors	
Fremont Boulevard Complete Street in Downtown and Irvington PDAs	City of Fremont
Fremont Boulevard Complete Streets in Warm Springs PDA	City of Fremont
Former SR 84 Corridor Complete Streets Improvements (Peralta Blvd, Mowry Ave, Thornton Ave)	City of Fremont
Thornton Avenue Complete Streets Corridor	City of Newark
Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA	City of Fremont
Trails and Greenways	
East Bay Greenway: Irvington BART Station Area	City of Fremont
Grimmer Greenway Trail: Central Park to Fremont Boulevard	City of Fremont
Station District Pedestrian Bridge	City of Union City
Transit Capital Expansions & O&M Facilities	
Irvington BART Station	City of Fremont
Transit Service Improvements	
ACE Medium-Term Service Increases	SJRRC
BART Core Capacity	BART



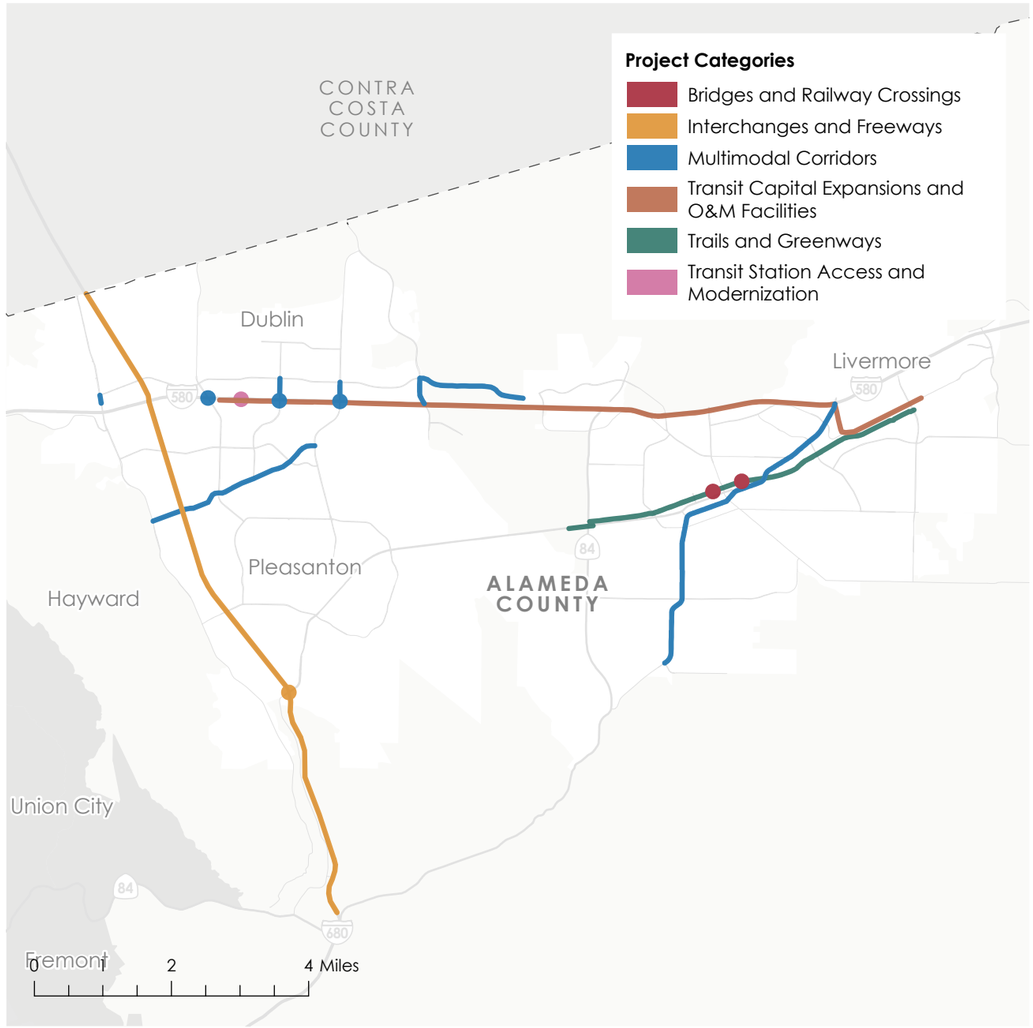
I-680/Mission Boulevard proposed improvements, City of Fremont.

EAST PLANNING AREA

The East Planning Area includes 13 highly aligned projects, including multimodal corridors, trails and greenways, and transit capital expansion and service improvement projects.

Figure 16

East Planning Area Map of Highly Aligned Projects



Not shown: ACE Medium-Term Service Increases; BART Core Capacity

Table 6

East Planning Area List of Highly Aligned Projects

Project Name	Sponsor
Bridges and Railway Crossings	
Rail Safety Enhancement Program (Phases A and B)	Alameda CTC
Interchanges and Freeways	
I-680 Express Lanes: NB SR-84 to Alcosta (Phase 2)	Alameda CTC
I-680 Sunol Interchange Modernization	City of Pleasanton
Multimodal Corridors	
Dublin Boulevard - North Canyons Parkway Extension	City of Dublin
First Street-Holmes Street Corridor Safety Improvements	City of Livermore
I-580 Overcrossing Bicycle and Pedestrian Improvements	City of Pleasanton
Local Street Multimodal Resurfacing at I-580 Interchanges	City of Dublin
West Las Positas Bike Corridor Improvements	City of Pleasanton
Trails and Greenways	
Livermore Iron Horse Trail	City of Livermore
Transit Capital Expansions & O&M Facilities	
Valley Link[1]	TVSJVRRA
Transit Service Improvements	
ACE Medium-Term Service Increases	SJRRC
BART Core Capacity	BART
Transit Station Access and Modernization	
Dublin/Pleasanton BART Station Active Access Improvements	BART

1. Costs in the CTP are for Phase 1A from Dublin/Pleasanton BART station to Vasco Road ACE station.



Dublin/Pleasanton BART proposed Iron Horse Trail improvements, BART.

Strategies and Actions

The strategies and near-term actions represent the second part of the 2026 CTP implementation plan. The strategies are organized around the policy objectives established in the Policy Blueprint, and the actions provide specific implementation steps for each strategy. Together, they address priority needs identified in Chapter 3. Strategies and actions are presented in **Table 7** on the following page and organized into the following seven categories.

- **Improve Equitable Access to Transit and Destinations**
- **Reduce Speeding**
- **Protect Vulnerable Road Users**
- **Invest in Public Spaces**
- **Maintain the Existing System**
- **Plan for a Resilient Future**
- **Enhance Mobility and Independence for Older Adults and People with Disabilities**

Table 7 also includes information on the anticipated timeline of implementing each strategy and action, as defined below.

- **Immediate:** Strategies and actions Alameda CTC is advancing concurrently with the CTP or immediately thereafter.
- **Near-Term:** Strategies and actions Alameda CTC will initiate within the next three years.
- **Mid-Term:** Strategies and actions Alameda CTC will initiate within the next five years.

Several actions focus on facilitating capital project delivery, including project development support, a major project investment strategy, and advocacy for regional, state, and federal funding. The Commission and partner agencies have identified these as priority areas for moving projects from planning to construction, which is critical for delivering the 2026 CTP's transportation vision.

Table 7

Strategies and Actions

Strategy	Action	Timeline
Improve Equitable Access to Transit and Destinations		
STRATEGY 1 **Facilitate capital project delivery that removes barriers**	**1-1** Draft a strategic advancement, funding, and advocacy strategy for the highest priority medium-scale projects (e.g. more than $25 million) that address priority areas, improve safety, and provide connectivity.[1]	**Near-Term**
	1-2 Develop a freeway ramp safety and multimodal connectivity program that identifies projects, including quick implementation/low cost and longer term/higher cost projects, for freeway ramps across the county (underway with Countywide Ramp Intersection Safety Plan).	**Immediate**
STRATEGY 2 **Implement a complete countywide active transportation network**	**2-1** Identify priority Countywide Bikeways Network and Three Major Trail segments. Develop collaborative action plans with local agencies to advance design and implementation of projects on priority segments.	**Near-Term**
STRATEGY 3 **Invest in multimodal corridors to deliver effective transit**	**3-1** Work with MTC, Transit Operators, and jurisdictions to collaboratively define the Transit Priority Network for Alameda County and advance planning to support transit performance and customer experience.	**Immediate**
	3-2 Develop a program of multimodal corridor studies that identify priority transit, active transportation, and safety treatments on major roads that connect cities on the Transit Priority Network and strategies to implement them.	**Near-Term**

1 Full details of this action, including range of costs categorized as medium-scale, will be determined after the CTP in coordination with local agencies.

Strategy	Action	Timeline
Improve Equitable Access to Transit and Destinations		
STRATEGY 4 **Enhance affordable transportation options**	**4-1** Expand community, youth, and older adult access to affordable transportation for all modes, including through the Student Transit Pass Program and improving the rider experience.	**Near-Term**
	4-2 Expand Transportation Demand Management offerings and facilitate coordination between employers and transit operators to expand employer-supplied transit benefits, reducing cost barriers and supporting sustainable transit ridership and funding.	**Mid-Term**
STRATEGY 5 **Advance and prioritize community-identified projects for vulnerable and historically underserved communities**	**5-1** Strategically advance recommendations and support projects identified in Community-Based Transportation Plans. Encourage regional collaboration to identify additional funding and technical assistance.	**Near-Term**
	5-2 Continue to include robust engagement with and led by community-based organizations as a standard agency practice and explore opportunities for ongoing collaboration with CTP Working Group partners.	**Immediate**
	5-3 Refine data collection and technical analysis of needs for underserved communities across Alameda County and revisit priority locations for investments.	**Near-Term**

Strategy	Action	Timeline
Reduce Speeding		
STRATEGY 6 **Proactively manage target speeds based on place type**	**6-1** Develop a Safe System Approach Policy that builds on the Commission's All Ages and Abilities Policy by incorporating safety principles for all users throughout the project development process, including provisions to support the programming of competitive capital grants and before-and-after studies to evaluate the effectiveness of speed-reduction strategies.	**Near-Term**
STRATEGY 6 **Proactively manage target speeds based on place type**	**6-2** Advocate for expanded legislative authority to allow jurisdictions more flexibility to set safe speed limits and implement automated speed enforcement, focusing on countywide and local high-injury networks and vulnerable populations. Facilitate technical support and information exchange.	**Near-Term**
STRATEGY 7 **Modernize traffic signals for safety and reliability**	**7-1** Develop a smart signal standard and pilot smart signal technology on 1 to 2 multi-jurisdictional arterials to implement consistent speed management and safety data gathering.	**Near-Term**
STRATEGY 8 **Advance the safe system approach**	**8-1** Review city Local Road Safety Plans for Safe System Approach techniques and recommend ways to incorporate exposure, severity, and likelihood reduction strategies. Explore ways to advance strategies countywide.	**Near-Term**
	8-2 Continue to invest in safety education and encouraging safe, active travel habits for students at all grade levels in Alameda County through the Safe Routes to Schools program.	**Near-Term**

Strategy	Action	Timeline
Prioritize Vulnerable Road Users		
STRATEGY 9 **Prioritize improvements on the High-Injury Network and Proactive Safety Network**	**9-1** Collaborate with local agencies and Caltrans to plan safety improvements on priority arterials on the HIN and PSN that span multiple jurisdictions, identifying infrastructure and technological safety enhancements.	**Near-Term**
	9-2 Explore opportunities to create a dedicated funding program exclusively for safety treatments on the county's HIN & PSN, with priority to treatments on both the HIN & PSN.	**Mid-Term**
STRATEGY 10 **Prioritize safety around schools**	**10-1** Establish and launch a Safe Routes to School capital grant program that provides funding and technical assistance to implement safety improvements at schools.	**Immediate**
Invest in Public Spaces		
STRATEGY 11 **Support community development investments**	**11-1** Work with transit agencies and jurisdictions to prioritize and invest in access and placemaking around major transit hubs and mixed-use corridors planned for growth.	**Near-Term**
STRATEGY 12 **Build up public spaces**	**12-1** Integrate safety, streetscape enhancements, and placemaking in commericial corridors and areas with high pedestrian activity to support economic vitality.	**Near-Term**
	12-2 Support planning and investments that facilitate access to parks, open space, and shoreline areas, especially connecting historically underserved communities with new recreational opportunities.	**Near-Term**
Maintain the Existing System		
STRATEGY 13 **Improve infrastructure and services**	**13-1** Deliver tailored capacity-building webinars and training on sidewalk data collection, evaluation, and maintenance best practices.	**Mid-Term**
	13-2 Work with jurisdictions to understand their financial and operational needs to bring facilities up to a state of good repair.	**Mid-Term**
STRATEGY 14 **Integrate sustainable and resilient infrastructure**	**14-1** Explore planning and funding opportunities to incorporate urban greening and stormwater mitigation into projects and facilitate information sharing with jurisdictions.	**Mid-Term**
Plan for a Resilient Future		
STRATEGY 15 **Explore emerging technologies to manage congestion**	**15-1** Participate in regional projects, including Future of Highways, Express Lanes Strategic Plan update, and other studies to advance technological and operational strategies to manage congestion.	**Mid-Term**
	15-2 Participate in industry forums and conferences to evaluate the potential for emerging technologies (e.g., shared, autonomous) and associated incentive or regulatory approaches to help manage congestion and support efficient delivery.	**Mid-Term**
STRATEGY 16 **Partner with regional, state, and local agencies to plan for clean transportation**	**16-1** Participate in MTC's Electrification Strategy update to help identify opportunities for fleet electrification projects in Alameda County.	**Near-Term**

Strategy	Action	Timeline
Plan for a Resilient Future		
STRATEGY 16 **Partner with regional, state, and local agencies to plan for clean transportation**	**16-2** Continue to collaborate with local jurisdictions, transit agencies, the Bay Area Air District and AVA to identify opportunities to install and implement charging and other electrification projects.	**Mid-Term**
STRATEGY 17 **Partner with regional, state, and local agencies to plan for goods movement and freight-supporting land uses**	**17-1** Advocate for additional regional focus on goods movement, given the central role Alameda County plays in goods movement throughout Northern California.	**Immediate**
	17-2 Collaborate with local jurisdictions and business groups to identify high-priority needs and opportunities to support local goods movement and industrial clusters.	**Near-Term**
STRATEGY 18 **Partner with regional, state, and local agencies to plan for long-term climate impacts**	**18-1** Collaborate with MTC, Caltrans/CalSTA, the Air District and others on future climate mitigation and adaptation studies.	**Mid-Term**
STRATEGY 19 **Plan for a transformative, multimodal future**	**19-1** Identify and develop long-term investments to create a complete Countywide Bikeways Network, a robust Transit Priority Network, and safe and comfortable walking infrastructure in pedestrian priority areas, serving both existing communities and new developments.	**Mid-Term**
	19-2 Explore opportunities for both capital investments and technology solutions to transformatively enhance the transit rider experience.	**Near-Term**

The Paratransit Needs Assessment, developed in 2025-2026, included an in-depth look at needs and priorities across the county for older adults and people with disabilities. The following strategies represent the highest priorities for near-term implementation, based on community engagement, staff technical analysis, and PAPCO and ParaTAC input. These will advance to more detailed implementation planning led by Alameda CTC with partner agencies and organizations.

Strategy	Detail
Enhance Mobility and Independence for Older Adults and People with Disabilities	
STRATEGY 20 **Define and operationalize a county-level mobility management function**	As part of an ongoing regional mobility management initiative, define mobility management in Alameda County that focuses on providing consistent information and referrals for older adults and people with disabilities. Work with sub-county agencies already performing this function, coordinate and define expectations, and estimate resources and costs needed.
STRATEGY 21 **Develop and support a consistent program design across communities for Alameda CTC-funded services and programs**	Work with partner agencies to establish a baseline program of offerings across the county and standardize eligibility. Provide more guidelines and recommendations on program offerings to ensure that programs are offered consistently across the county.
STRATEGY 22 **Identify and expand on-demand, accessible transportation options where there are gaps in service**	Evaluate new and existing efforts in the county, assess ongoing demand for services, and work to expand coverage countywide. Identify targeted pilot programs and initiatives to fill gaps in service. Build on the Access for All Program for on-demand wheelchair accessible vehicles to strengthen coverage countywide.
STRATEGY 23 **Invest in and prioritize safety and physical access improvements for older adults and people with disabilities**	Support efforts that assess and invest in safer, more accessible infrastructure for older adults and people with disabilities, especially when accessing senior centers, medical facilities, and transit stations. Identify opportunities to more effectively fund and deliver upgrades at bus stops that are consistent with Public Right-of-Way Accessibility Guidelines. *Supports Strategy 9 (page 68).*
STRATEGY 24 **Explore opportunities for enhancing affordability across the program and potential new means-based initiatives**	Develop a comprehensive strategy for affordability options across the paratransit program, such as means-based offerings and improving access to discount fare cards, for income-qualified residents.

Implementing the 2026 CTP through Planning Efforts Currently Underway

The strategies and actions represent an ambitious plan to advance the 2026 CTP goals. To begin to implement these strategies through capital project delivery, Alameda CTC recently launched several planning efforts that address safety, active transportation, and community connectivity across the county. Alameda CTC will lead these efforts in close partnership with local agencies, Caltrans, and community organizations.

Alameda Countywide Ramp Intersection Safety Plan (CRISP)

ACTION ADVANCED

1-2



The CRISP will address **safety and multimodal challenges at freeway ramp intersections** countywide. Building on Alameda CTC's safety and access priority network analysis, CRISP will assess all ramp intersections in the county and develop a ranked list of locations for detailed analysis and project development. The highest-scoring intersections will be advanced to further development, which will include conceptual designs and cost estimates that can both be used for future funding opportunities and be shared as examples for similar intersections across the county.

Central County Community Connections Plan (4CP)

ACTION ADVANCED

5-1



The 4CP will address **freeway and railroad barriers in San Leandro, San Lorenzo, Ashland, Cherryland, and Castro Valley.** Through focused technical analysis and inclusive community engagement, the 4CP will identify priority projects, develop preliminary concepts and cost estimates, and produce an implementation strategy to advance near-term safety, access, transit, climate resilience, and placemaking improvements across these Central County communities. The 4CP is a community-based transportation plan, involving deep community involvement and partnerships with community organizations.

Safe Routes to School (SR2S) Capital Program

ACTION ADVANCED

10-1

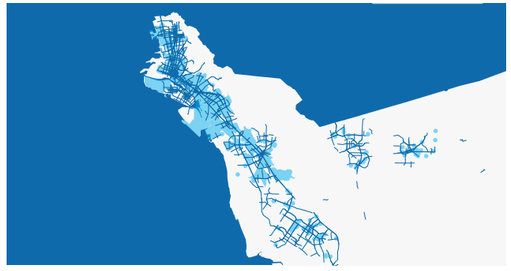


The SR2S Capital Program will fund **infrastructure improvements that make it safer for students to walk, bike, and take transit to school.** The program's goals are to enhance safe school access, implement School Site Assessment recommendations, and support implementation-ready projects. The initial program, released in 2026, provides up to $4 million in competitive grants for protected intersections, sidewalk improvements, crosswalk upgrades, and transit stop enhancements at schools enrolled in the countywide SR2S program.

HIN and PSN Priority Corridors

ACTIONS ADVANCED

3-2 9-1



The Alameda Countywide Priority Corridors Safety Initiative (PCSI) will build on the HIN and PSN to develop **detailed safety plans for the highest-priority multi-jurisdictional corridors in the county**. Corridor action plans will identify the specific road safety issues for each corridor and identify speed management, vulnerable road user, and context-appropriate design recommendations. The PCSI will also establish a prioritization framework for identifying and ranking corridors for subsequent safety enhancements countywide.

Funding and Next Steps

Implementing the 2026 CTP will require sustained investment from local, regional, and state sources and close coordination across agencies. Alameda County's transportation system is facing several challenges, including increasing injury collisions on local streets, growing maintenance needs, and financial pressures on transit agencies.

These conditions make it more critical for Alameda CTC, the region, and local agencies to pursue every available funding opportunity and coordinate investments strategically to maximize the benefit of limited resources. The region has a long history of supporting regional transportation investments, and additional funding opportunities may emerge over the CTP's life.

Sufficient and stable funding is essential to maintaining Alameda County's existing transportation system while advancing new projects and programs.

Looking Ahead

The 2026 CTP charts a path from planning to action, focusing on delivering projects, programs, and strategies that improve how people move throughout Alameda County. Working together with local jurisdictions, transit operators, and regional partners, Alameda CTC will continue advancing investments that make travel safer, more reliable, and more accessible. These efforts support the long-term vision of a premier transportation system that helps keep Alameda County vibrant, connected, and livable.

Local Funding

Local funding remains the foundation for implementing transportation investments in Alameda County. In 2014, voters approved Measure BB, a half-cent sales tax administered by Alameda CTC that, together with vehicle registration fees and other local sources, provides a reliable funding base through 2045. The Measure BB transportation expenditure plan includes capital projects, discretionary spending categories, programs, and formula-based direct distributions to Alameda County's 14 cities, the County, and transit operators.

Alameda CTC returns 53% of Measure BB transportation tax revenues directly to local jurisdictions and transit agencies to fund local transportation improvements, maintenance and transit operations. This funding supports pavement rehabilitation, sidewalk repair, streetscape improvements, and street maintenance programs, as well as transit service operations, fixed-route services, and fleet and infrastructure maintenance.

External Funding

Alameda CTC works closely with regional and state partners to secure additional funding to support transportation improvements. Key external sources include regional programs administered by MTC, state competitive grant programs, and federal funding through the Federal Highway Administration and Federal Transit Administration. These funding sources are highly competitive and play an important role in advancing major capital projects, maintaining infrastructure, and supporting transit service.

By providing matching funds that demonstrate sustained local commitment, Alameda CTC and its partner jurisdictions are better positioned to compete for external funding, making each local sales tax dollar go further.



