



May 2017
Alameda County Priority Development
Area Investment and Growth Strategy



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1 INTRODUCTION

OVERVIEW

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) adopted the One Bay Area Grant (OBAG) program as Resolution 4035 on May 17, 2012. MTC adopted the funding and policy framework for the second round of the One Bay Area Grant program (OBAG 2) as Resolution 4202, last revised December 2016. MTC Resolution 4202 provides guidance for the allocation of federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funding. The Bay Area's congestion management agencies (CMAs), including the Alameda CTC, are responsible for implementing the county program component of the OBAG 2 program. OBAG 2 includes largely the same policy objectives as OBAG 1 and implementation requirements that CMAs must meet as a condition of the receipt of OBAG 2 funds.

With the first OBAG funding cycle (OBAG 1), MTC implemented a new approach that integrated the region's federal transportation funding program with the Bay Area's first Sustainable Communities Strategy (required under Senate Bill 375, Steinberg, 2008), which integrates land use and transportation planning activities with the goal of reducing vehicle miles traveled. In large counties, such as Alameda County, a minimum of 70% of OBAG 2 funding must be programmed to transportation projects or programs that support Priority Development Areas (PDAs). PDAs are identified and designated by local jurisdictions as areas where greater housing and commercial density could be accommodated near transit.

To ensure that CMAs have a transportation project priority setting process for OBAG 2 funding that supports and encourages development in the region's Priority Development Areas (PDAs), MTC Resolution 4202 requires that Alameda CTC work with Alameda County jurisdictions to develop a *PDA Investment and Growth Strategy* every four years to concur with the Regional Transportation Plan/Sustainable Communities Strategy update. The PDA Investment and Growth Strategy must be adopted by the Alameda County Transportation Commission (Alameda CTC) in May 2017 and submitted to MTC/ABAG.

This Alameda County PDA Investment and Growth Strategy was developed to fulfill this regional requirement. This document describes existing conditions in the county's PDAs, explains how PDAs and projects were prioritized for OBAG 2 funding administered by Alameda CTC and sets up a framework for additional work that the agency will undertake in the future to support the link between transportation and land use.

This document is designed to align with the Alameda Countywide Transportation Plan (CTP), the agency's long-range policy document that guides future transportation investments, programs, policies, and advocacy over a 25-year time horizon. The 2016 CTP includes a goal to create a transportation system that is "integrated with land use patterns and local decision-making." Both the CTP and the PDA Investment and Growth Strategy are to be updated every four years.

POLICY BACKGROUND

In transportation planning, there has been an increasing emphasis in recent years on integrating land use planning and transportation investment decisions to allow more people to use transit, walk, or bike to meet their daily needs. For years in the Bay Area, worsening traffic congestion in a constrained urban environment, changing demographics, and significant population growth have required MTC and ABAG to engage with sustainable planning efforts to maintain the Bay Area's high quality of life and economic productivity. The OBAG program originated with the regional FOCUS program which was initiated in 2006. FOCUS was a regional development and conservation strategy led by the regional agencies that promoted a more compact land use pattern for the Bay Area. By focusing growth and conserving critical open space areas, the FOCUS program aimed to protect the region's quality of life and ecological diversity.

A voluntary, incentive-based program, it allowed local governments to identify PDAs to accommodate greater density near transit stops as well as priority conservation areas (PCAs) to maintain regionally significant open spaces and priority areas for land conservation.

The need for integrated land use and transportation planning acquired new urgency upon passage of two landmark pieces of state legislation that mandate reductions in greenhouse gas emissions:

- *Assembly Bill 32 (AB 32)*, the Global Warming Solutions Act of 2006 mandates a reduction in California's greenhouse gas emissions to 1990 levels by 2020.
- *Senate Bill 375 (SB 375)*, the Sustainable Communities and Climate Protection Act of 2008 defines more concrete implementation requirements to achieve the emissions reductions expected from the land use sector under AB 32. SB 375 aims to reduce greenhouse gas emissions from passenger vehicles through better coordination between transportation investments and land use decisions.

One key mechanism being used to achieve these reductions is to directly connect the region's primary transportation funding instrument with regional growth projections. SB 375 requires every regional Metropolitan Planning Organization (MTC in the Bay Area) to incorporate a **Sustainable Communities Strategy (SCS)** into the **Regional Transportation Plan (RTP)**. The SCS is a regional land use strategy that illustrates how to house all projected population growth within the region across all income levels. The RTP must accommodate this growth and invest in transportation projects that will reduce greenhouse gas emissions. **Plan Bay Area** is the umbrella for the Bay Area's RTP and SCS. The current, and first, Plan Bay Area was developed by MTC and ABAG and adopted in 2013. MTC and ABAG are in the process of developing Plan Bay Area 2040, which is slated for adoption in summer 2017.

Working with local jurisdictions, ABAG used the framework of PDAs established through the FOCUS program as the foundation for identifying areas for future population and employment

growth in Plan Bay Area. Plan Bay Area accommodates more than two thirds of the projected housing production in PDAs on about 4% of the region's total land area.¹

With Resolution 4035 and the creation of the **OBAG Program**, MTC brought all of these policy efforts together: the federal transportation funding, Plan Bay Area, PDAs, PCAs, and SB 375. As with the first cycle of OBAG (OBAG 1), for OBAG 2 MTC continued to include housing production as one of the key elements of the program, rewarding jurisdictions that are planning for and producing housing, both market rate and affordable units to help focus funding towards multimodal investments in PDAs.

WHAT ARE PDAs?

In Alameda County, 46 PDAs have been voluntarily nominated by local jurisdictions and approved by ABAG as part of Plan Bay Area 2040. The qualifications to become a PDA are relatively simple: an area must be in an existing community, near transit service, and have planned for more housing. Specifically, to qualify to be a PDA an area must meet these definitions:

Area – means the planning area being proposed for designation as a priority development area. Since the program seeks to support area planning, the recommended area size is 100 acres, which is approximately a ¼-mile radius.

- *A planned area* is part of an existing plan that is more specific than a general plan, such as a specific plan or an area plan.
- *A potential area* may be envisioned as a potential planning area that is not currently identified in a plan or may be part of an existing plan that needs changes.

Existing Community – means the area is within an existing urbanized area, lies within an urban growth boundary or limit line if one is established, and has existing or planned infrastructure to support development that will provide or connect to a range of services and amenities that meet the daily needs of residents making non-motorized modes of transportation an option.

Housing – means the area has plans for a significant increase in housing units to a minimum density of the selected place type from the Station Area Planning Manual, including affordable units, which can also be a part of a mixed use development that provides other daily services, maximizes alternative modes of travel, and makes appropriate land use connections.

Near Transit – means (1) the area around an existing rail station or ferry terminal (typically a half-mile around the station), (2) the area served by a bus or bus rapid transit corridor with

¹ Jobs-Housing Connection Strategy, May 16, 2012:
http://www.planbayarea.org/sites/default/files/pdf/JHCS/May_2012_Jobs_Housing_Connection_Strategy_Main_Report.pdf

minimum headways of 20 minutes during peak weekday commute periods, or (3) the area defined as a planned transit station by MTC's Resolution 3434."²

Originally, PDAs focused on housing production but were later expanded to include jobs, a critical element in the success of PDA development. Research shows that increasing a community's density and its accessibility to job centers are the two most significant factors for reducing vehicle miles travelled (VMT).³

WHAT ARE PCAS?

PCAs are also defined under Plan Bay Area as regionally significant open spaces for which there exists broad consensus for long-term protection but nearer-term development pressure. PDAs and PCAs complement one another because promoting development within PDAs takes development pressure off the region's open space and agricultural lands.⁴

Land trusts, open space districts, parks and recreation departments, local jurisdictions, and other organizations were all involved in the designation of PCAs. The goal of designating PCAs was to accelerate protection of key open space areas, agricultural resources, and areas with high ecological value to the regional ecosystem. Historical, scenic, and cultural resources were also considered.

Under the OBAG 2 program, \$16.2 million was set aside for PCAs. Half of these funds will go to a PCA program in the North Bay; the remaining half will be available to PCA projects outside of the North Bay through a competitive grant process.

² Plan Bay Area Application and Guidelines for Priority Development Area Designation: http://www.abag.ca.gov/priority/development/pdaapplication/PDA_ApplicationForm_Sept2014.pdf

³ "California Energy Commission & Land-Use Planning." California Energy Commission Home Page. Web. 29 November 2010: <http://www.energy.ca.gov/landuse/index.html>

⁴ Plan Bay Area Application and Guidelines for Priority Development Area Designation: http://www.abag.ca.gov/priority/development/pdaapplication/PDA_ApplicationForm_Sept2014.pdf

2 ALAMEDA COUNTY'S PDAs

OVERVIEW OF ALAMEDA COUNTY'S PDAs

Alameda County has 46 PDAs, more than in any other county in the Bay Area. The current characteristics of these PDAs vary widely, largely due to the fact that Alameda County is a very diverse place. The county extends from the Bay Area's urban core to its rural periphery including 14 cities and several unincorporated communities. These communities encompass a wide range of population densities, land use patterns, and employment opportunities and vary significantly in terms of the income, age, and race of their populations.

This fundamental diversity of Alameda County is compounded by the fact that the definition of a PDA is relatively simple and therefore a wide range of place types are considered PDAs (see Figure 2-2). The primary commonality among PDAs is that they are all infill development areas near transit. Therefore, most are aligned along the county's major bus and rail corridors.

Every existing BART station, except North Berkeley where the University Avenue PDA is immediately adjacent, as well as the Livermore and Irvington planned stations are located within PDAs. PDAs are also located along major bus corridors such as San Pablo Avenue and Telegraph Avenue-International Boulevard in North County, East 14th and Mission Boulevard in Central County, and Fremont Boulevard in South County. Some PDAs were oriented around other types of transit nodes, such as an ACE or Amtrak station, or a ferry terminal. Finally, some PDAs were created in downtowns or town/neighborhood centers which are local transit nodes, such as Downtown Livermore and Dublin. All of Alameda County's PDAs are accessible by bus and more than two-thirds are or will be accessible by BART, and in the case of Downtown Livermore, it is accessible by bus and ACE.

The PDA program was designed flexibly, so it would work for a wide range of cities and towns and support local plans for growth. As a result, jurisdictions took a variety of approaches to designating PDA boundaries based on local priorities and planning for these areas. Some PDAs are defined very narrowly along a corridor or around a transit station, while other PDA boundaries were defined much more broadly. As a result, many PDAs are smaller than 100 acres, while a few exceed 1,000 acres in size. Further, although all are infill areas, some PDAs contain few current housing units or jobs, while others are relatively built out, with thousands of residents and workers.

This diversity makes describing the county's PDAs difficult. Few generalizations can be made at a countywide level about PDAs in terms of size, urban character, density, population, or number of jobs. Some useful observations can be made about the county's PDAs by geographic area of the county since the cities in each area, e.g. North, Central, South, and East County, tend to have a higher degree of homogeneity in terms of development patterns, travel characteristics, transportation infrastructure, and growth opportunities. For example, PDAs in the more urban North County are densest, Central County's PDAs vary in terms of density, and PDAs in the more suburban South County and East County are the least dense. However, exceptions occur within

every geographic area. A summary of the number of PDAs by geographic area is shown in Figure 2-1 below.

Figure 2-1 Summary of PDAs by Geographic Area

Geographic Area	Number of PDAs	PDA Locations
North	20	Alameda (2), Albany (1), Berkeley (6), Emeryville (1), Oakland (10)
Central	12	Hayward (5), San Leandro (3), Castro Valley (1), San Lorenzo (1), Other unincorporated Alameda County/Ashland/Cherryland (2)
South	7	Fremont (4), Newark (2), Union City (1)
East	7	Dublin (3), Livermore (3), Pleasanton (1)

Place Types and Growth Focused in PDAs

PDAs are projected to take on a significant share of Alameda County's growth over time. ABAG and MTC used PDAs as the foundation for identifying areas of future population and employment growth in the Plan Bay Area. According to these projections, Alameda County's 46 PDAs are expected to accommodate 75-80% of the county's projected growth in housing units and 65-70% of its growth in jobs.¹ Growth in the county's PDAs is further described later in this chapter.

Therefore, although today PDAs vary widely, there are commonalities in the types of places these PDAs are envisioned to become in the future. Each of the PDAs was categorized by the sponsoring jurisdiction into one of seven future "place types" using the typology from MTC's Station Area Planning Manual (2007).² These place types are defined based on characteristics such as land use type, mix and density; transit mode and frequency; and the area's orientation to and role within the region, with regard to employment, other commercial development, and housing.³ The place type designations were used by ABAG and MTC to determine the level of housing and job growth that would be appropriate in each PDA. These place types are illustrated in Figure 2-2. All seven place types are present in Alameda County.

North County has the greatest number of PDAs, and they are the most diverse in terms of place type, spanning nearly all the place type categories. East County and South County have the fewest PDAs. Figure 2-3 shows a map of all of Alameda County's PDAs by Place Type.

Additional maps and tables summarizing basic characteristics of Alameda County's PDAs by geographic area are shown in Figures 2-4 through 2-11.

¹ ABAG/MTC Final Forecast of Jobs, Population and Housing, July 2013: http://www.planbayarea.org/sites/default/files/pdf/final_supplemental_reports/FINAL_PBA_Forecast_of_Jobs_Population_and_Housing.pdf

² MTC Station Area Planning Manual 2007: http://www.bayareavision.org/pdaapplication/Station_Area_Planning_Manual_Nov07.pdf

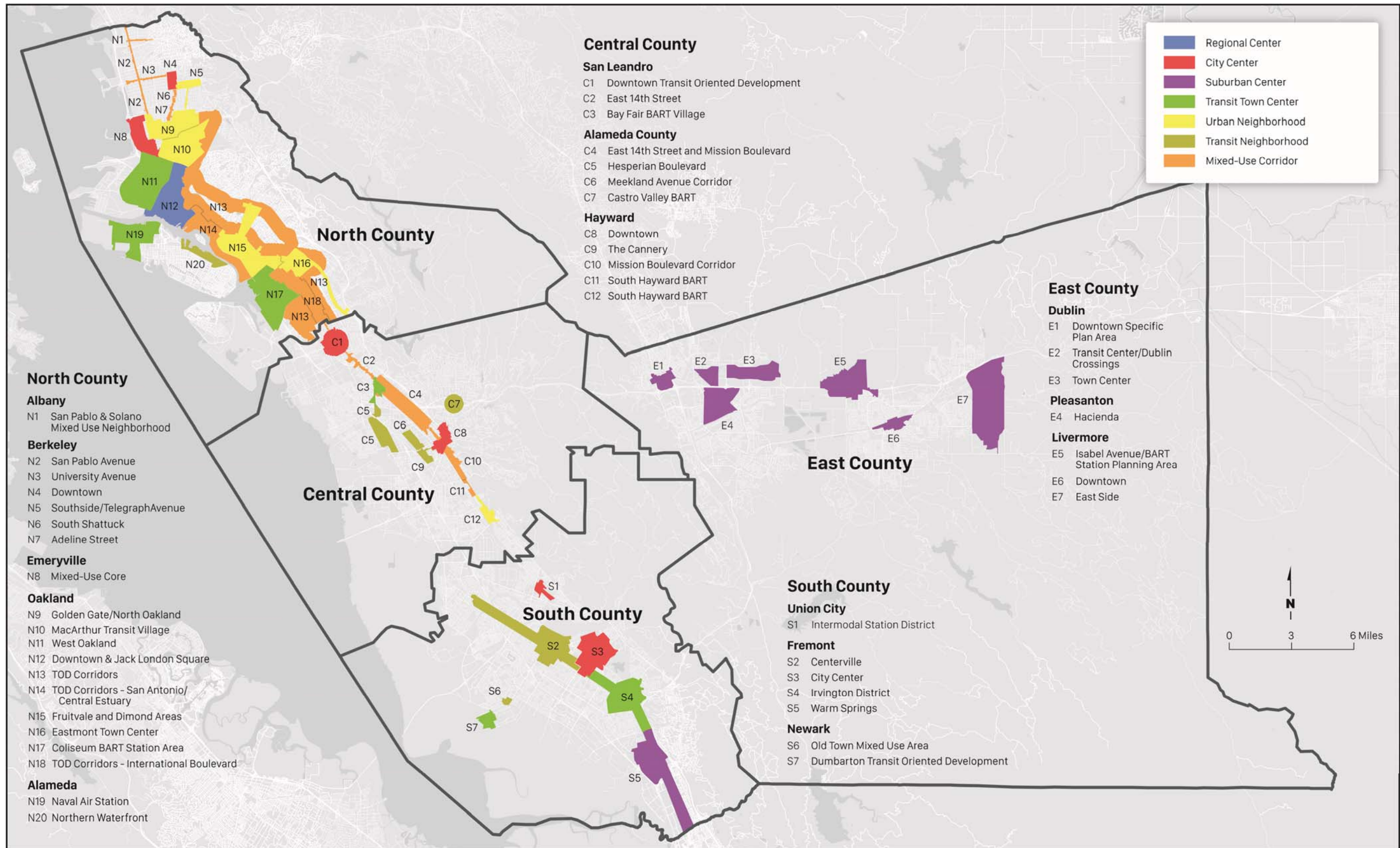
³ ABAG Initial Vision Scenario Memo: <http://www.abag.ca.gov/abag/events/agendas/r120110a-Staff%20Report:%20%20PDA%20Assessment%20-%20SCS%20Vision%20Scenario.pdf>

Figure 2-2 MTC's PDA Place Types



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Figure 2-3 Map of Alameda County's PDAs by Place Type



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North County

There are 20 PDAs in North County, briefly described and illustrated in Figures 2-4 and 2-5 below.

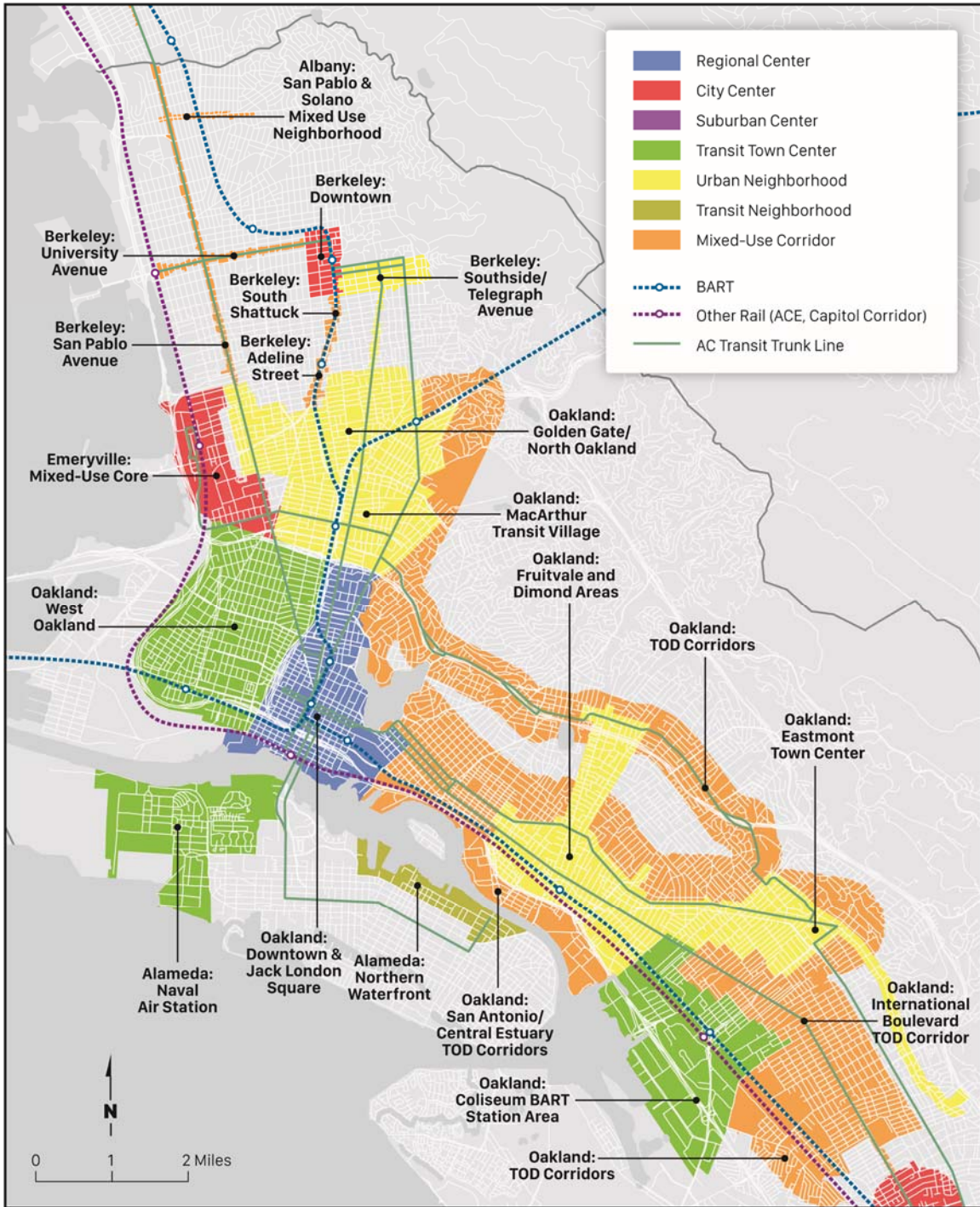
Figure 2-4 North County PDAs

Sponsoring Jurisdiction	Name of PDA	Location	PDA Status	Place Type	Existing Transit Service
Alameda	Naval Air Station	Includes Alameda Point, Bayport, Alameda Landing, North Housing areas	Planned	Transit Town Center	Ferry, AC Transit
Alameda	Northern Waterfront	Area from Coast Guard Island to Fruitvale Ave Bridge	Planned	Transit Neighborhood	AC Transit
Albany	San Pablo and Solano Mixed Use Neighborhood	Bounded by El Cerrito and Berkeley borders and Tulare Ave	Potential	Mixed-Use Corridor	AC Transit
Berkeley	Adeline Street	From Shattuck Avenue to Oakland border	Potential	Mixed-Use Corridor	BART, AC Transit
Berkeley	Downtown	Area bounded by Hearst Ave, Oxford/Fulton St, Dwight Way, and MLK, Jr. Way	Planned	City Center	BART, AC Transit, UC Shuttle, LBNL Shuttle
Berkeley	San Pablo Avenue	San Pablo Ave from Oakland to Albany	Planned	Mixed-Use Corridor	AC Transit Rapid and standard routes
Berkeley	South Shattuck	Shattuck Ave from Dwight Way to Ward St	Planned	Mixed-Use Corridor	AC Transit
Berkeley	Southside/Telegraph Avenue	Telegraph Ave from Parker St to Woolsey St	Planned	Urban Neighborhood	AC Transit Rapid bus
Berkeley	University Avenue	University Ave from 3rd St to Martin Luther King, Jr. Way	Planned	Mixed-Use Corridor	AC Transit rapid and standard routes, Amtrak/Capitol Corridor
Emeryville	Mixed-Use Core	Most of Emeryville between I-80 and San Pablo Ave	Planned	City Center	Emery Go-Round Shuttle to BART, AC Transit, Amtrak
Oakland	Coliseum BART Station Area	Area roughly bounded by International Blvd, 54th Ave, 77th Ave, and I-880.	Planned	Transit Town Center	BART, AC Transit, Amtrak

Alameda County's PDAs

Sponsoring Jurisdiction	Name of PDA	Location	PDA Status	Place Type	Existing Transit Service
Oakland	Downtown and Jack London Square	Area bounded by 29th St, the Oakland estuary, I-980, and Lake Merritt, excluding much of Chinatown	Planned	Regional Center	BART, AC Transit, Ferry
Oakland	Eastmont Town Center	Corridor along MacArthur Blvd from the southern Oakland border to Seminary Ave, including 73rd Ave from MacArthur Blvd to International Blvd	Planned	Urban Neighborhood	AC Transit
Oakland	Fruitvale and Diamond Areas	The Diamond district at Fruitvale Ave and MacArthur Blvd along Fruitvale Ave to International Blvd from 23rd Ave to Seminary Ave	Planned	Urban Neighborhood	BART, AC Transit
Oakland	Golden Gate/ North Oakland	Between San Pablo Ave and College Ave, north of 53rd St and Highway 24	Potential	Urban Neighborhood	BART, AC Transit
Oakland	MacArthur Transit Village	Area bounded by Adeline St., 5th St, Piedmont Ave., and I-580, with an extra section surrounding Telegraph Avenue to the south.	Planned	Urban Neighborhood	BART, AC Transit, Emery Go-Round Shuttle, Hospital Shuttles
Oakland	TOD Corridors	Half-mile radius around BART stations in Oakland and within a quarter mile of the major transportation corridors in and along BART tracks and AC Transit routes on major arterials	Planned	Mixed-Use Corridor	BART, AC Transit, Amtrak
Oakland	TOD Corridors – International Boulevard	International Blvd TOD Plan area between 61st Ave and the Oakland/San Leandro city limits	Planned	Mixed-Use Corridor	BART, AC Transit, shuttles
Oakland	TOD Corridors – San Antonio/ Central Estuary	Between International Blvd and the Estuary shoreline from 5th Ave to 23rd Ave and between I-880 and the Estuary shoreline from 19th Ave to the end of Tidewater Ave at East Creek	Planned	Mixed-Use Corridor	BART, AC Transit
Oakland	West Oakland	West Oakland, bounded by I-980, I-580, and I-880	Planned	Transit Town Center	BART, AC Transit

Figure 2-5 Map of PDAs in North County



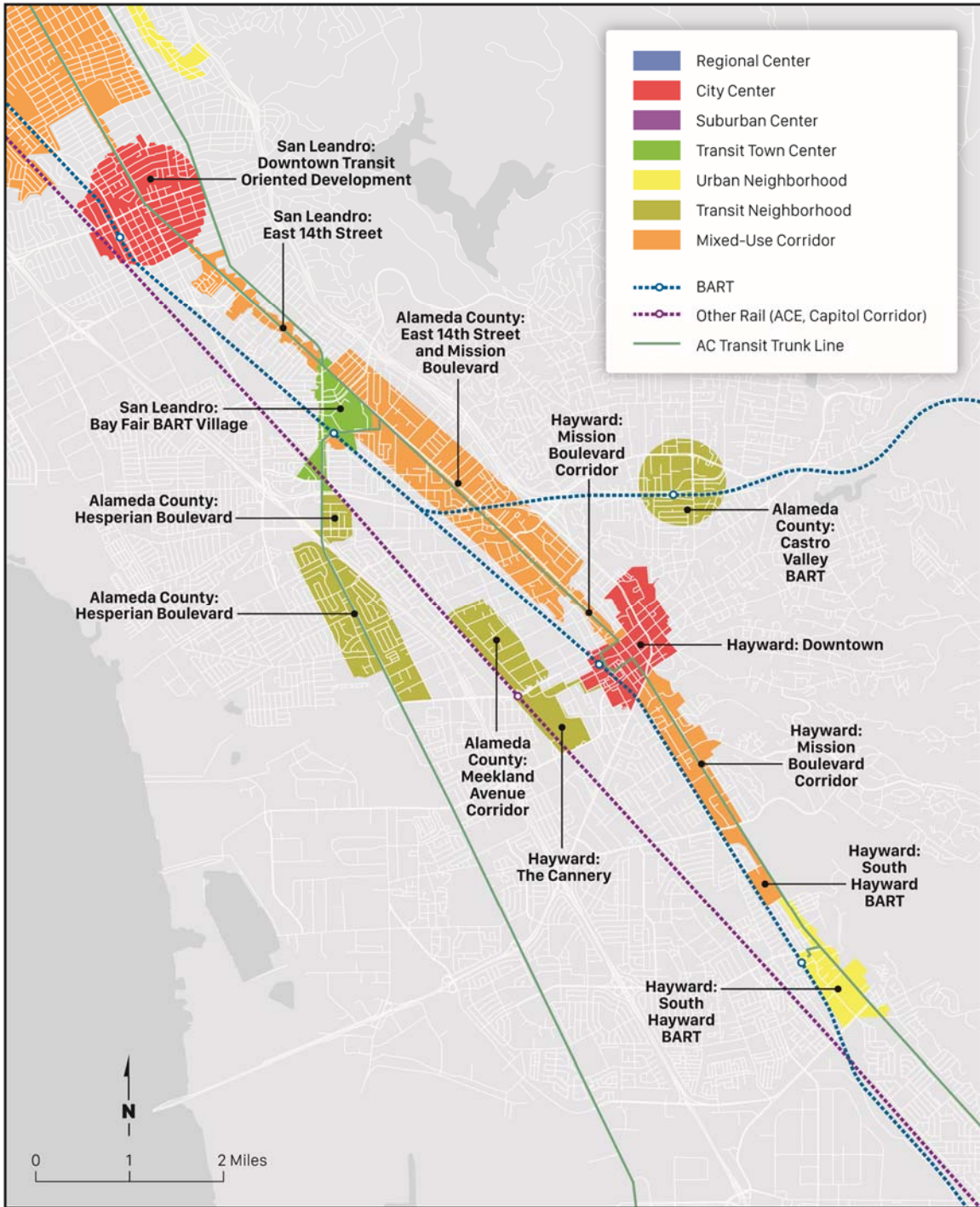
Central County

There are 12 PDAs in Central County, briefly described and illustrated in Figures 2-6 and 2-7 below.

Figure 2-6 Central County PDAs

Sponsoring Jurisdiction	PDA	Location	PDA Status	Place Type	Existing Transit Service
Alameda County	Castro Valley BART	Castro Valley BART surface parking lot	Planned	Transit Neighborhood	BART, AC Transit
Alameda County	Hesperian Boulevard	Commercial corridor between San Leandro and Hayward	Planned	Transit Neighborhood	BART, AC Transit
Alameda County	E 14th St and Mission Blvd	Major thoroughfare between San Leandro and Hayward	Planned	Mixed-Use Corridor	BART, AC Transit
Alameda County	Meekland Ave Corridor	Commercial/Industrial area in San Lorenzo	Planned	Transit Neighborhood	Amtrak, AC Transit, BART
Hayward	Mission Boulevard Corridor	Two segments along Mission Blvd from Harder Rd to the city limits, excluding the downtown core.	Planned	Mixed-Use Corridor	BART, AC Transit
Hayward	Downtown	Area bounded by Alice St, Jackson St, 4th St, and Hazel Ave	Planned	City Center	BART, AC Transit
Hayward	South Hayward BART (Mixed Use)	Area generally bounded by Harder Rd, Mission Blvd, Jefferson St and the BART ROW.	Planned	Mixed-Use Corridor	AC Transit
Hayward	South Hayward BART (Urban Neighborhood)	Area generally bounded by Harder Rd, Mission Blvd, Jefferson St and the BART ROW	Planned	Urban Neighborhood	BART, AC Transit
Hayward	The Cannery	Area bounded by A St, Alice St, Winton Ave and Centennial Park	Planned	Transit Neighborhood	BART, AC Transit, Amtrak
San Leandro	Bay Fair BART Transit Village	Area bounded by East 14th St, Thornally Dr and the BART station, Hesperian Blvd, and Bayfair Dr	Potential	Transit Town Center	AC Transit, BART
San Leandro	Downtown TOD	Half-mile radius around the intersection of East 14th St and Davis St	Planned	City Center	AC Transit, BART, Links
San Leandro	East 14th Street	East 14th St within San Leandro	Planned	Mixed-Use Corridor	AC Transit, BART

Figure 2-7 Map of PDAs in Central County



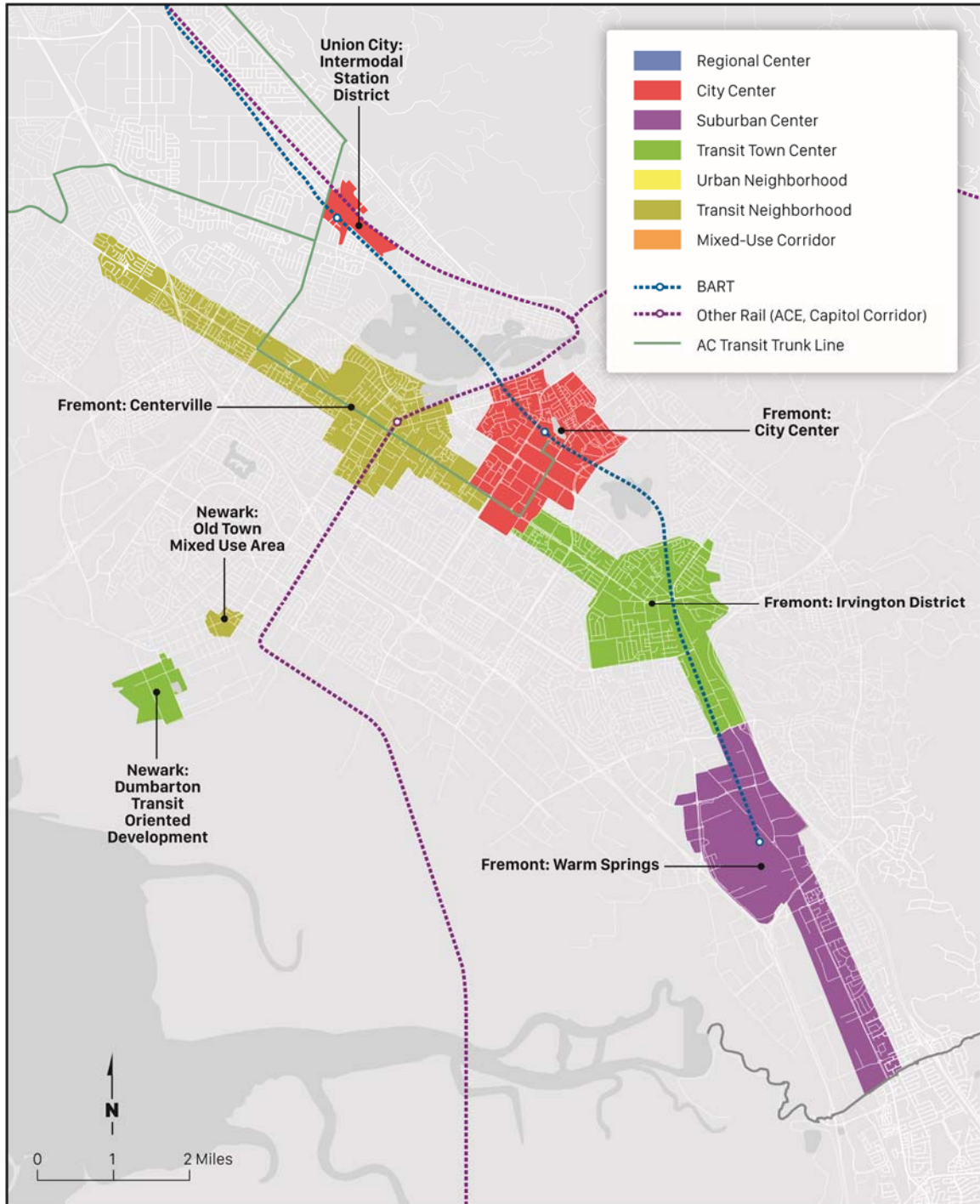
South County

There are 7 PDAs in South County, briefly described and illustrated in Figures 2-8 and 2-9 below.

Figure 2-8 South County PDAs

Sponsoring Jurisdiction	PDA	Location	PDA Status	Place Type	Existing Transit Service
Fremont	Centerville	Area east of I-880, between Decoto Rd and Mowry Ave	Planned	Transit Neighborhood	ACE train, Amtrak, AC Transit, commuter shuttles
Fremont	City Center	Area southwest of the Fremont BART station between Mowry Ave and Stevenson Blvd to Fremont Blvd	Planned	City Center	BART, AC Transit, VTA, commuter shuttles
Fremont	Irvington District	Area east of Grimmer Blvd, between Paseo Padre Pkwy and Blacow Rd and Osgood Rd	Planned	Transit Town Center	AC Transit
Fremont	Warm Springs	Area in South Fremont generally bounded by I-680, I-880, SR-262, and Auto Mall Pkwy	Planned	Suburban Center	AC Transit
Newark	Dumbarton TOD	Area bounded by Thornton Ave, Enterprise Dr and Willow St, Perrin Ave, and salt production facilities	Planned	Transit Town Center	AC Transit
Newark	Old Town Mixed Use Area	Area surrounding the intersection of Thornton Ave and Sycamore St	Potential	Transit Neighborhood	AC Transit
Union City	Intermodal Station District	Area SE of Decoto Rd, between Alvarado-Niles Rd and Mission Blvd (includes Pacific States Steel Corporation remediation site)	Planned	City Center	BART, Union City Transit, AC Transit, Dumbarton Express

Figure 2-9 Map of PDAs in South County



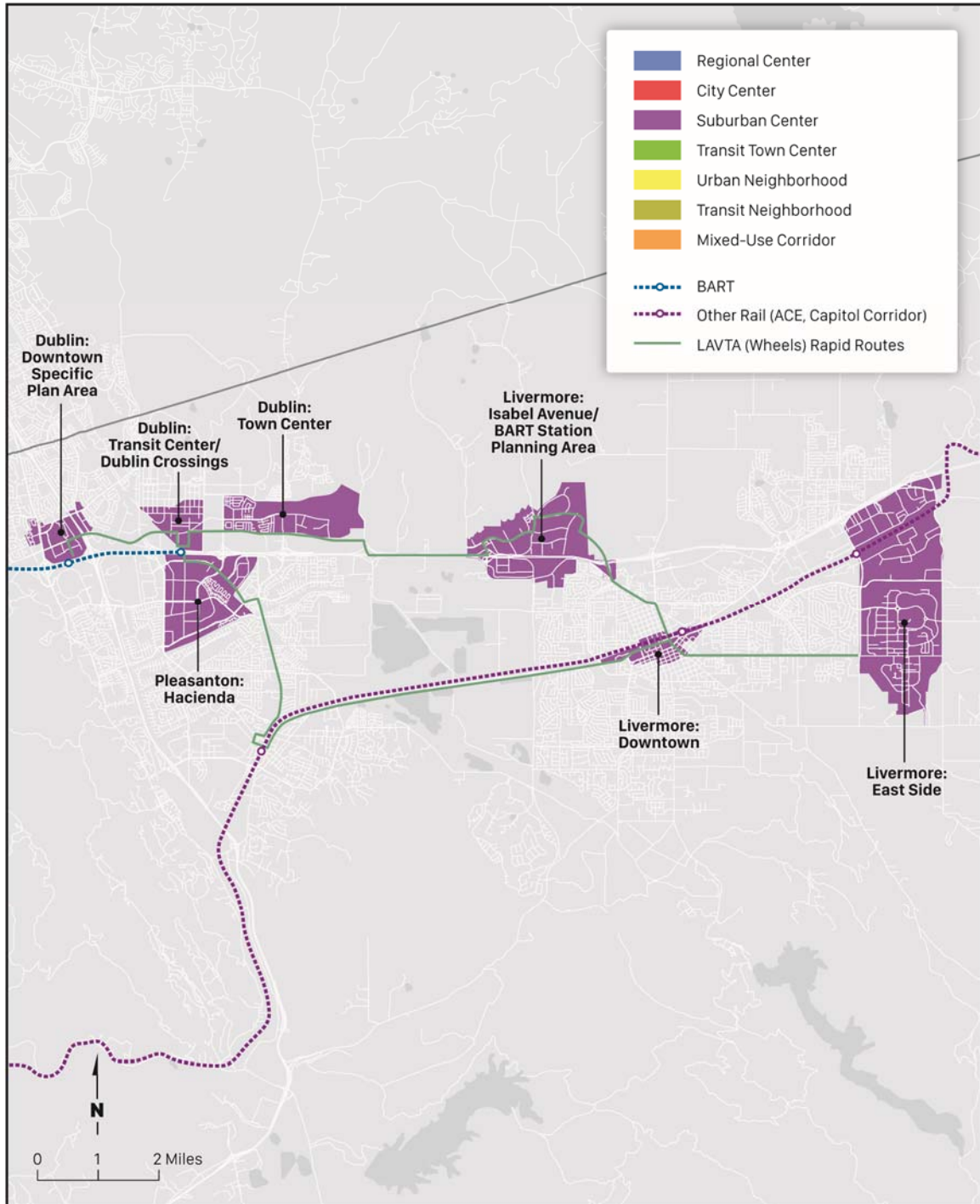
East County

There are 7 PDAs in East County, briefly described and illustrated in Figures 2-10 and 2-11 below.

Figure 2-10 East County PDAs

Sponsoring Jurisdiction	PDA	Location	PDA Status	Place Type	Existing Transit Service
Dublin	Downtown Specific Plan Area	West Dublin BART Area: between San Ramon Rd and Village Pkwy, N of I-580, S of Amador Valley Blvd	Planned	Suburban Center	BART, LAVTA Wheels
Dublin	Town Center	Town Center Planning Sub Area of the Eastern Dublin Specific Plan	Planned	Suburban Center	LAVTA Wheels
Dublin	Transit Center/Dublin Crossings	Area N of I-580, S of 5th St between the Iron Horse Trail and Arnold Rd	Planned	Suburban Center	BART, LAVTA Wheels
Livermore	Downtown	Area along First St/Railroad Ave/Stanley Blvd roughly between Murietta Blvd and Scott St	Planned	Suburban Center	LAVTA Wheels, ACE Train
Livermore	East Side	Area south of I-580 bounded by Vasco Rd, Greenville Rd, and existing growth extends to south	Potential	Suburban Center	ACE Train, LAVTA Wheels
Livermore	Isabel Avenue/ BART Station Planning Area	Area bounded by Portola Ave, Doolan Rd, the City's Urban Growth Boundary, and Airway Blvd	Potential	Suburban Center	LAVTA Wheels
Pleasanton	Hacienda	Area south of I-580 and east of Hopyard Rd	Planned	Suburban Center	BART, LAVTA Wheels, County Connection, MAX, SMART, Tri-Delta, Amtrak/Capitol Corridor

Figure 2-11 Map of PDAs in East County



HOUSING AND JOB GROWTH PROJECTIONS

The Bay Area is growing, and Alameda County is projected to take on a large share of that growth. According to Plan Bay Area 2013, which includes the most recent adopted land use projections, by 2040, Alameda County is projected to have a population of approximately 1.9 million people (up from just over 1.6 million today) and is expected to have an increase in housing units from approximately 580,000 (2010) to approximately 730,000 in 2040 (an increase of approximately 26%) and an increase in jobs from approximately 695,000 jobs (2010) to 950,000 jobs in 2040 (an increase of approximately 36%).⁴

According to Plan Bay Area 2013 projections, Alameda County's PDAs are expected to accommodate most of this growth, approximately 75-80% of the county's growth in housing units and 65-70% of the county's growth in jobs. PDAs in North and Central County, over two-thirds of the county's total PDAs, are expected to accommodate just under half the growth in housing units and in jobs (approximately 45%). PDAs in South and East County are projected to accommodate approximately 30% of the growth in housing and 20% of the growth in jobs. The remaining housing growth (approximately 26%) and growth in jobs (approximately 34%) is projected to occur in non-PDA areas.⁵

All of the PDAs in Alameda County are projected to experience significant housing and employment growth, but there is wide variation across the county in terms of absolute numbers of dwelling units and jobs added as well as how much of a change this growth represents over current conditions.

Appendix A includes housing and job growth projections by jurisdiction and PDA.

⁴ 2010 US Census and ABAG-MTC Jobs-Housing Connection Strategy, http://www.planbayarea.org/sites/default/files/pdf/JHCS/May_2012_Jobs_Housing_Connection_Strategy_Main_Report.pdf

⁵ ABAG/MTC Final Forecast of Jobs, Population and Housing, July 2013: http://www.planbayarea.org/sites/default/files/pdf/final_supplemental_reports/FINAL_PBA_Forecast_of_Jobs_Population_and_Housing.pdf

3 ENGAGING REGIONAL AND LOCAL AGENCIES

REGIONAL PARTNERSHIPS

One of the key objectives of the OBAG Program is to make strategic transportation investments that support the region's land use strategy of locating future growth and development in PDAs. To this end, during the first OBAG funding cycle, Alameda CTC partnered with ABAG and MTC to prioritize and fund transportation capital investments that support and encourage development in the region's PDAs.

Throughout the OBAG 1 process, Alameda CTC acted as a liaison between regional partners and local jurisdictions to meet regional requirements, inform local agencies of the program through outreach and education, and collect and analyze information from the local agencies to inform funding decisions. The regional partnerships continue for OBAG 2.

OUTREACH TO LOCAL JURISDICTIONS AND THE PUBLIC

In addition to working with the region, Alameda CTC worked with local jurisdictions, other partners, and stakeholders to define the strategy for Alameda County to successfully implement the requirements of the OBAG 1 Funding Program, including the Title VI outreach requirements. Alameda CTC's efforts to inform and educate local jurisdictions about OBAG 2 began with the outreach performed for four countywide multimodal plans:

- **Alameda Countywide Transportation Plan (CTP):** This long-range policy document adopted in May 2016 guides future transportation investments, programs, policies, and advocacy for all of Alameda County through 2040. All projects competing for state or federal funding must be consistent with this plan, which is updated on a regular basis approximately every four years. The CTP informs the Regional Transportation Plan, Plan Bay Area 2040, and the following three plans informed the CTP.
- **Alameda County Goods Movement Plan:** This plan, adopted in February 2016, outlines a long-range strategy for how to move goods effectively within, to, from and through Alameda County by roads, rail, air, and water while reducing impacts on neighboring communities. It identifies three main opportunity themes, two of which may affect land use: Sustainable Global Competitiveness, Smart Deliveries and Operations, and Modernizing Infrastructure.
- **Alameda Countywide Multimodal Arterial Plan:** This plan, adopted in June 2016, provides a framework for designing, prioritizing, and implementing improvements to address the needs of all modes on the county's arterial roadways. It identifies a priority list of short- and long-term improvements and strategies to improve regional and local mobility and integrate management of major arterial corridors. Land use context was integrated into the planning work as a factor in determining modal priorities for each arterial.

- **Alameda Countywide Transit Plan:** This plan, adopted in June 2016, enables Alameda County’s jurisdictions and transit providers to better align transit, land use, and economic development goals and objectives. The plan identifies near- and long-term transit capital and operating priorities in the county, addresses American’s with Disabilities Act paratransit needs and services, and also considers emerging technologies and the potential role that public and private shuttles might play in the transit network.

Plan Development Engagement

Alameda CTC engaged local jurisdictions, stakeholders, and the general public in the development of these plans in a number of ways:

- **Public meetings:** Alameda CTC provided information and requested input on the plans at multiple public meetings: Alameda County Technical Advisory Committee (ACTAC), Planning, Policy and Legislation Committee, and Alameda CTC Commission, as well as advisory meetings including Bicycle and Pedestrian Advisory Committee, Paratransit Advisory and Planning Committee, and Paratransit Technical Advisory Committee.
- **Local jurisdiction meetings:** Alameda CTC met with local jurisdictions to request input on the plans. Some of these meetings were at Alameda CTC prior to ACTAC meetings; others were at local jurisdictions’ venues.
- **Stakeholder interviews:** Alameda CTC met with partner agencies and stakeholders including advocacy groups, businesses, and government agencies to request input on the plans.
- **Public workshops:** Workshops were held in central, transit-accessible locations on both weekend and weekdays. In 2015 locations included Dublin Civic Center, Hayward City Hall, Fruitvale-San Antonio Senior Center, and St. Mary’s Center in Oakland; and in 2016 locations included Dublin Public Library, Hayward City Hall, Fremont Public Library, and Alameda CTC offices. To promote attendance flyers were developed, translated into Chinese and Spanish, and distributed widely.
- **Public roundtables:** Alameda CTC hosted a series of public roundtables to inform development of the Countywide Goods Movement Plan. Participants included public agency staff, elected officials, private-sector businesses involved in freight, and local advocacy groups and community members engaged in public health in Alameda County. The roundtables were held at Alameda CTC, and one Saturday roundtable was held in West Oakland.

Alameda CTC performed targeted community outreach in addition to the eight public workshops to inform the public about the plans and receive input on top priorities for communities. Prior to beginning the outreach, Alameda CTC developed a CTP outreach strategy and defined goals, key topics, and outreach principles; took into account lessons learned from the 2012 CTP; and specified key outreach approaches, including holding a series of public workshops and focus groups, conducting public intercept surveys for the equity analysis in many areas of the county as

noted below, and disseminating information using press releases, project flyers, e-blasts, web content, advertisements, workshop materials, and social media.

In addition to the efforts detailed above, Appendix B, Countywide Transportation Plan Outreach Summary documents the outreach to the public performed in 2016.

CTP Equity Analysis

MTC's Guidelines for Countywide Transportation Plans (2014) include the development of an equity analysis tailored to minority, low-income, and underserved populations.¹ Therefore, as part of the 2016 CTP development, the team conducted an equity analysis that compared transportation access and system quality for historically disadvantaged demographic groups and the general population to identify any significant disparities. The equity analysis in the 2016 CTP contributed to updating the county's Community-Based Transportation Plans developed between 2004 and 2009. The methodology for this analysis was rooted in best practices, regional guidance, academic literature, and lessons learned from prior efforts (both regional and nationwide).

A community engagement strategy (chapter 7 in the CTP)² was developed for this analysis to elicit robust input from communities that were traditionally left out of the planning process. The equity analysis informed both the outreach methods and geographic target areas for outreach. Outreach and language assistance included the following:

- **Intercept surveys:** In March 2016 intercept surveys were conducted to provide targeted input for the equity strategy, ensuring participation from a broad audience, especially minority, low-income, and other disadvantaged communities. Alameda CTC's CTP team conducted 300 intercept surveys in the Communities of Concern (East and West Oakland, Central Alameda County, South and West Berkeley, City of Alameda) and Livermore to ensure coverage of the full breadth of needs in Alameda County.
- **Language assistance:** To meet Title VI of the Civil Rights Act of 1964 requirements, Alameda CTC was required to complete a Limited English Proficiency (LEP) Plan to establish a Language Assistance Plan. In 2016 Alameda CTC had an analysis performed to identify the need for services for those with limited English proficiency. A Language Assistance Plan was developed by NWC Partners and Quantum Market Research in mid-2016. It includes the results of the analysis and a description of the LEP populations served by Alameda CTC. Alameda CTC's primary language assistance tools include:
 - Spanish and Chinese translations on some informational brochures and meeting notices

¹ MTC Guidelines for Countywide Transportation Plans, September 2014:
http://mtc.ca.gov/sites/default/files/6b_Attachment-A.pdf

² 2016 Alameda Countywide Transportation Plan:
http://www.alamedactc.org/files/managed/Document/19646/Final_AlamedaCTC_2016_CTP.pdf

- Translated materials on the Alameda CTC website, Guaranteed Ride Home website, Access Alameda website, and Safe Routes to School website
- Translation of Notice to Beneficiaries and complaint form in Spanish and Chinese
- Google Translate on the Alameda CTC website
- Translators at designated public meetings and on request at other meetings
- Posting project-specific meeting notices, hotline telephone recordings, and/or news releases and advertisements to newspapers in other languages
- Community-based organization assistance and translations in outreach to LEP, communities of concern, and other under-served community populations

Based on its Language Assistance Plan, Alameda CTC translates key documents and web content into other languages and provides other language assistance on request.

Comprehensive Investment Plan

Alameda CTC reinforces the goals in the CTP—which include creating a transportation system that is integrated with land use patterns and local decision-making—by integrating them into the agency’s funding allocation processes. Alameda CTC’s funding decisions have been streamlined into one unified Comprehensive Investment Plan (CIP). Funding decisions are made through a rigorous evaluation process where project applicants must illustrate how the projects and programs they propose support the countywide vision and goals.

The CTP is a policy framework document used to set vision, identify themes and synergies, and set overall priorities. The CIP directly programs funds to specific projects and programs, including those implemented by Alameda CTC and by other agencies. The CIP has a five-year programming horizon and is updated every two years.

Prior to the most recent CIP call for projects, Alameda CTC performed outreach to educate potential applicants about the CIP process and OBAG 2 funding. Applicants were required to describe how their projects and programs are consistent with the aforementioned modal plans and CTP and meet the goals and requirements specific to OBAG 2. (See Chapter 5 for more detail on OBAG 2 funding priorities.) Alameda CTC used criteria specific to the OBAG program to score projects for OBAG 2 (See Figure 5-2).

CIP ENGAGEMENT WITH REGIONAL/LOCAL AGENCIES AND THE PUBLIC

Alameda CTC’s Comprehensive Investment Plan provides major funding resources to local cities, transit operators, and the county to protect critical transportation operations and infrastructure and to deliver projects and programs as promised to the voters. Alameda CTC updates the CIP annually to reflect current programming and allocations and biennially to add projects and programs.

As part of the development process, Alameda CTC engaged local cities, transit operators, the county, and the public to inform them about and receive input on the CIP and to provide information on the OBAG 2 Program using a variety of channels:

- **ACTAC, Programs and Projects Committee (PPC), and Commission meetings:** In June 2016, Alameda CTC presented at these three public meetings and adopted the *2016 CIP Update* that included OBAG 2 Programming Guidelines with a program overview and fund sources, programming and allocation priorities, eligible project types, and other OBAG 2 requirements. In July 2016, Alameda CTC presented at these three public meetings and adopted the *OBAG 2 Principles for Alameda County* including an overview of OBAG 2 and MTC Resolution 4202 requirements, the program components, eligibility, fund estimate, local streets and roads program formula shares, Alameda CTC’s coordination of OBAG 2 with its 2018 CIP Call for Projects and a definition of “proximate access to a PDA” (as required by MTC Resolution 4202). In April 2017, Alameda CTC presented at these three public meetings and adopted the recommended 2018 CIP project list, including projects identified for federal STP/CMAQ (OBAG 2) funding. The 2018 CIP document included PDA proximate access justifications and PDA mapping for recommended OBAG 2 projects. The final 2018 CIP was adopted by the Alameda CTC Commission on April 27, 2017.
- **Bicycle and Pedestrian Advisory Committee (BPAC) meetings:** In November 2016, the County BPAC received the MTC Complete Streets Checklists for the OBAG 2 local streets and roads projects and in April 2017 received the MTC Complete Streets Checklists for the OBAG 2 PDA-supportive projects.
- **CIP Call for Projects:** On August 29, 2016, Alameda CTC officially noticed the 2018 CIP Call for Projects (http://www.alamedactc.org/files/managed/Document/19425/2018_CIP_CFP_Notice_20160829_final.pdf), which included OBAG 2, and the solicitation period was for two full months (it closed October 31, 2016).
- **Application workshop:** On September 8, 2016, Alameda CTC held a two-hour application workshop where questions about the 2018 CIP and OBAG 2 funding were answered. The workshop was noticed on Alameda CTC’s website, and the Q&A was posted after the workshop.
- **Website:** Alameda CTC posted all CIP and OBAG 2-related application information/resources on AlamedaCTC.org, which included the Google Translate function and notice of language assistance availability.
- **Social media:** Updates about the Call for Projects were posted on Facebook and Twitter.

See Chapter 5 for information on the CIP project-selection process. The meeting notices, agendas, and minutes related to the above meetings are posted at:

<http://www.alamedactc.org/events/month>.

ONGOING ENGAGEMENT WITH LOCAL AGENCIES

Alameda CTC continues to engage local cities, transit operators, and the county regarding PDAs in several ways:

- **ACTAC meetings/mailings:** ACTAC members represent each city in Alameda County, the county, AC Transit, BART, and a number of government and transportation agencies.

ACTAC generally meets monthly, and Alameda CTC engages this audience on many topics including PDA-related issues, e.g., OBAG project delivery, PDA implementation, and land use-transportation connections. In between meetings, Alameda CTC acts as a liaison between regional agencies and ACTAC and emails PDA and OBAG-related information to ACTAC members.

- **ACTAC Information Exchange:** In November 2016, Alameda CTC established an ACTAC Information Exchange Forum to provide a platform to effectively share information and best practices between Alameda CTC, local jurisdictions, and transit agencies on new transportation efforts and solutions implemented locally and regionally. The forum occurs on approximately a quarterly basis during the regularly scheduled ACTAC meeting and includes revolving panels on noteworthy topics with an emphasis on activities occurring within Alameda County that have the potential for scalable expansion.
- **OBAG 1 and SC-TAP project advisement:** Alameda CTC provides project oversight on some Sustainable Communities Technical Assistance Program (SC-TAP) projects through its SC-TAP program. The SC-TAP has provided significant support in the form of consultant expertise for PDA planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and technical support. In June 2013, Alameda CTC released a call for projects, and jurisdictions applied to receive consultant services for specific projects to complete a specific planning, environmental review, or project scoping task. The Commission adopted the \$4.5 million SC-TAP program in March 2014. In FY2014-15, Alameda CTC worked with project sponsors to finalize work scopes, budgets, and release requests for proposals. Alameda CTC manages the SC-TAP contracts and deliverables as well as two of the projects: Central County Complete Streets Implementation in Hayward and San Leandro and the Integrated Transit/Park-and-Ride Study with Livermore Amador Valley Transit Authority in the Tri-Valley.

4 TRANSPORTATION PLANNING AND LAND USE

INTRODUCTION

Alameda CTC is committed to supporting all the PDAs in Alameda County and fulfilling the requirements of MTC Resolution 4202. Improving coordination between land use and transportation is a priority for the agency. It is one of the goals of the Countywide Transportation Plan adopted by Alameda CTC in June 2016; strengthening the integration of transportation and land use planning is also a strategy in the most recent Alameda County Congestion Management Program Report adopted by Alameda CTC in October 2015. Alameda CTC supports PDAs at different stages of growth and development through activities such as providing information, technical assistance, transportation funding support, and advocacy for additional supportive funding.

Many issues impact PDA development that are outside Alameda CTC's jurisdiction, such as establishing land use policy and approving development projects which lies with local jurisdictions. Every community develops in a different way and has different housing needs. In policy areas such as this, Alameda CTC's role is primarily one of assistance and support.

SUPPORTING LOCAL JURISDICTIONS' HOUSING OBJECTIVES

The lack of affordable housing in the Bay Area is a persistent problem, and jurisdictions throughout the region have implemented a number of policies seeking to address this issue. However, these types of regulations on housing production can also be viewed by the private development sector as a barrier to development. Ultimately, increasing the supply of housing by facilitating more housing production may ease the affordability crisis, and in the meantime, more direct strategies to create and preserve housing that are accessible to low- and moderate-income households will likely be necessary. In addition, low-income residents are more likely to use transit, so the provision of affordable housing within PDAs also has a positive impact on transit ridership.

Affordable housing policies vary across the county, as each city has determined which strategies are most appropriate in its community. These policies include strategies such as community stabilization policies aimed at creating sufficient engagement, asset-building, and affordable housing options to minimize the displacement of low-income renters from growing transit-oriented neighborhoods. The range of policies in place in Alameda County are summarized below. Appendix C includes a full inventory of affordable housing policies by jurisdiction.

Alameda CTC supports jurisdictions in refining these policies over time and takes steps to support affordable housing creation such as advocating for dedicated funding sources for affordable housing through its legislative program.

Policies in Alameda County to support affordable housing and mixed-income communities:

- The most widely used affordable housing creation tool is inclusionary housing which requires a minimum percent of units in any new development to be reserved for low and

moderate income households; 80% of jurisdictions have some type of inclusionary housing policy.

- 33% of jurisdictions bank land for affordable housing production.
- Other strategies aimed at facilitating the production of affordable housing in Alameda County include:
 - Fast-track permitting
 - Waiving or deferral of fees for affordable housing
 - Flexible design standards for affordable housing
 - Density bonuses for affordable housing
 - Construction of second units by right (in single-family neighborhoods)
 - Subsidies from the city’s housing and trust fund
 - Affordable housing mitigation fees (e.g., development impact fee to fund workforce or affordable housing)
 - First-time homebuyer programs
 - Code enforcement relocation program

Anti-displacement strategies/policies present in Alameda County include:

- 33% of jurisdictions have rent control (Alameda, Berkeley, Hayward, Oakland, and Piedmont).
- 33% of jurisdictions have just-cause eviction ordinances (Alameda, Berkeley, Hayward, Oakland, and Piedmont)
- Other anti-displacement strategies include:
 - Repair/rehabilitation loan program for low-income residents
 - Fair housing and landlord-tenant counseling programs
 - Foreclosure prevention programs

Housing preservation strategies present in Alameda County include:

- All but two jurisdictions (Newark and Pleasanton) have condo conversion ordinances regulating the conversion of apartments to condominiums.
- Low-cost loan program for affordable housing rehabilitation and/or preservation
- Demolition of residential structures ordinance

In October 2016, Alameda CTC provided guidance from MTC and ABAG to local jurisdictions to support implementation of local policy changes to facilitate achieving housing goals. This guidance identified the most impactful anti-displacement policies for Bay Area jurisdictions. The list included a variety of policies to address all aspects of housing need in the region and to offer choices in meeting local conditions and needs.

As part of Alameda CTC’s call for project nominations for its Comprehensive Investment Plan (CIP), in September 2016, applicants provided local housing policies that were used to help inform OBAG 2 funding decisions. Appendix C is a compilation of the housing policies in Alameda County submitted as part of this CIP application process.

Assessing Local Jurisdictions' Housing for All Income Levels

ABAG monitors land use outcomes regionwide, including in Alameda County's jurisdictions. This includes jurisdictions' efforts to approve sufficient housing for all income levels as part of the Regional Housing Needs Allocation (RHNA) process, the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its Housing Element.

According to ABAG data received in February 2017, Alameda County has made significant RHNA progress by city. Appendix D shows the number of non-deed restricted and deed-restricted permits issued by city and the percentage of RHNA met. Each city's percentages are based on the number of permits issued that count toward its 2015-2023 allocation (the current 8-year cycle). Pleasanton (13%) and Berkeley (10%) are the cities with the highest percentage met for very-low area median income (AMI); all cities and the county combined average 4% of RHNA met for very-low AMI, which is slightly higher than the Bay Area average of 3% of RHNA met for very-low AMI.

Dublin (9%) and Alameda (6%) are the cities with the highest percentage met for low AMI; all cities and the county combined average 3% of RHNA met for low AMI, which is lower than the Bay Area average of 9% of RHNA met for low AMI.

In Alameda County all cities and the county combined average 11% of RHNA met for all income levels. This is slightly lower than the Bay Area average of 15% of RHNA met for all income levels.

CURRENT ACTIVITIES TO SUPPORT PDA DEVELOPMENT

Alameda CTC supports PDAs in a number of ways:

- **Measure B funding:** Alameda County 2000 Measure B includes Transit Center Development funds. These funds have supported transit-oriented development (TOD) projects and other TOD-related planning activities in the county's PDAs. Alameda CTC also used these funds as a source of matching funds for federal transportation funds designated under OBAG for PDA Planning and Implementation. These funds support the Sustainable Communities Technical Assistance Program, described in Chapter 3 and below.
- **Measure BB funding:** Alameda County 2014 Measure BB includes monthly direct local distributions to jurisdictions and transit operators for transportation programs that can be used at their discretion as a source of matching funds for federal transportation funds designated under OBAG 2 for PDA Planning and Implementation. Measure BB also provides discretionary Community Development Investments that fund TOD projects that improve transit connections to jobs and schools. In addition, Measure BB funding for major transit corridor and commuter rail improvements includes funding for projects that support TODs and PDAs.
- **Sustainable Communities Technical Assistance Program (SC-TAP):** Alameda CTC has expanded its TOD technical assistance program to support a wide

range of planning and project development activities in PDAs as well as to provide bicycle and pedestrian planning and engineering and complete streets technical support within PDAs. Through SC-TAP, Alameda CTC provides direct assistance to jurisdictions using OBAG PDA Planning and Implementation and Measure B Transit Center Development funds.

- **Expansion of ACTAC:** In 2013 Alameda CTC expanded its Alameda County Technical Advisory Committee to include planning and economic development staff. This expanded the agency’s ability to consult with and learn from land use planning staff throughout the county and enables better integration of transportation efforts with land use planning in all agency actions.
- **Corridor studies:** The following multimodal corridor studies under development will further advance planning and development of multimodal solutions in the three multimodal plans described in Chapter 3. These studies will give Alameda CTC a better understanding of existing planning and land use planning efforts along the corridors, result in an implementable multimodal improvement plan, and support PDAs in the following corridors:
 - San Pablo Avenue
 - East 14th Street/Mission/Fremont Boulevard
- **Addressing economic and land use issues identified in the transit plan:** Alameda CTC is implementing the Countywide Transit Plan described in Chapter 3, which includes several strategies that address land use-transportation connections to align transit, land use, and economic development goals and objectives:
 - Coordinate corridor plans with parallel planning initiatives including the Goods Movement Plan and Arterial Plan.
 - Establish corridor working groups (as part of the corridor plans) to coordinate planning and investments around specific transit corridors.
 - Identify funding resources to facilitate the prioritization of transportation infrastructure programs.
 - Encourage local jurisdictions and developers to place highest intensity uses in closest proximity to transit.
 - Encourage a mix of uses to support walking and bicycling in “complete street” communities.
 - Encourage jurisdictions to effectively manage parking supply and demand.

These efforts are ongoing and will be continuing sources of support for PDA planning and development.

FUTURE ACTIVITIES TO SUPPORT PDA DEVELOPMENT

Investing in PDAs

Alameda CTC will continue to advocate and/or apply for and otherwise seek to access additional funding to support PDA development. Due to their diversity, the investments needed in each PDA vary significantly; however, some commonalities exist. For example, all PDAs need support for non-transportation infrastructure upgrades to ensure sufficient capacity to support new development, as well as funding for schools and other public safety services to support a growing population.

Alameda CTC does not currently have access to adequate funding or expertise to meet all PDA funding needs. But the agency will seek to leverage additional funds as well as lobby for policies and funding sources that will benefit PDA development, as described below.

Advocacy Efforts

Annually, Alameda CTC develops a Legislative Program that includes a set of legislative principles that support essential transportation investments to improve access, mobility, and the flow of people and goods throughout Alameda County. The agency keeps close tabs on important pieces of legislation and promotes policies at the state and national levels to leverage additional transportation funding for Alameda County and ensure that our goals are supported by state and federal legislative actions.

Alameda CTC's Legislative Program includes support of PDA development and integration of land use and transportation planning in support of the regional vision for more compact, transit-oriented development that allows people to live in places where walking, biking, and using transit is a viable alternative for daily trips. This is consistent with both MTC's and ABAG's legislative programs, which also focus on implementation of SB 375 and securing additional funding for infrastructure and affordable housing. Alameda CTC has taken support positions on bills that would increase funding for low-income housing as well as separate housing revenue streams.

Alameda CTC will continue to adapt and evolve our legislative program in coordination with MTC, ABAG, and local jurisdictions to ensure that the agency's legislative advocacy efforts promote any necessary legislation to support PDA development over the long term.

Parking and Transportation Demand Management

Parking is cited as an obstacle to PDA development for a number of reasons. Parking availability is more constrained in urbanized areas, so parking provision at a new development is highly scrutinized. Accommodating adequate parking on a small infill parcel can be challenging, because above-ground parking can significantly constrain the design of a building, while underground parking is often far too costly and undermines the financial feasibility of a project. Funds and space spent on parking take away from other amenities and building features that may be more attractive to residents and enhance the neighborhood.

Alameda CTC will support jurisdictions in developing parking and TDM plans for their cities to address these challenges. As identified in the 2016 CTP, Alameda CTC has expanded its TDM program. The goal is to accommodate growth and meet sustainability goals by improving transportation system efficiency and increasing travel mode options for people who travel through and within Alameda County. TDM strategies include promotion, incentives, and education to encourage and support ridesharing, bicycling, walking, taking public transit, and telecommuting and flex work schedules, as well as parking management, supportive facilities, and complete streets design. The agency is currently implementing the TDM program and will continue to seek funding opportunities.

Impact of OBAG Investments

Alameda CTC also plans to monitor the impact of OBAG 1/OBAG 2 investments on transportation systems over time. Alameda CTC will consider tracking the following metrics in PDAs:

- **Bicycle/pedestrian counts:** Changes may be made to Alameda CTC's current bicycle/pedestrian count program to specifically monitor the effects of certain PDA investments.
- **Transit ridership:** Transit ridership in PDAs (e.g. boardings and alightings at certain stations or bus stops); Alameda CTC has collected baseline data and works with transit agencies to maintain this data set over time. Much of this information is already collected and analyzed as part of the Alameda CTC's annual Performance Report.

Although it will not be possible to attribute causation solely to OBAG investments, tracking this type of transportation data will allow the agency to assess overall progress toward the goal of encouraging use of non-auto modes in the county's PDAs.

5 OBAG 2 FUNDING PRIORITIES

PDA-SUPPORTIVE TRANSPORTATION PROGRAMS AND PROJECTS

Per MTC, the purpose of OBAG 2 PDA-supportive transportation investments is to support community-based transportation projects that promote vibrancy to downtown areas, commercial cores, high-density neighborhoods, and transit corridors, enhancing their amenities and ambiance and making them places where people want to live, work, and visit. OBAG 2 funding supports the RTP/SCS by investing in improvements and facilities that promote alternative transportation modes and state of good repair, such as road maintenance and rehabilitation.

Alameda CTC identified the following priorities for OBAG 2 funding through its OBAG 2 Programming Principles (adopted July 2016): The base OBAG 2 amount identified for Safe Routes to Schools was augmented from the OBAG 2 PDA-supportive funding and \$20 million of the PDA-Supportive funding was reserved for eligible local streets and roads (LSR) rehabilitation and preventive maintenance projects. The reserved LSR funds were divided among the cities and county into targets based on a distribution formula of 50% population and 50% lane miles.

The remaining PDA-supportive funds were targeted toward PDA-supportive projects on a discretionary basis. Additionally, for the overall OBAG 2 program, consistent with MTC requirements, Alameda CTC is committed to programming at least 70 percent (70%) of OBAG 2 funds toward eligible PDA-supportive transportation investment projects. At least half of the OBAG 2 funds are to be obligated (a federal authorization or FTA transfer) by January 31, 2020, and all remaining OBAG 2 funds are to be obligated by January 31, 2023. Additionally, non-infrastructure projects and the preliminary engineering phase of projects are to use capacity in the first year (FY2017-18), followed by the capital phases of projects in later years (FY2018-19 through FY2021-22).

OBAG 2 SCREENING AND SELECTION PROCESS

The OBAG 2 projects were screened and scored as part of Alameda CTC's 2018 Comprehensive Investment Plan programming process. The project selection criteria included both traditional scoring criteria that Alameda CTC has used in past funding cycles as well as specific OBAG 2 eligibility and selection criteria requirements mandated by MTC Resolution 4202. Projects submitted for the non-competitive OBAG 2 LSR formula funding were reviewed for federal funding eligibility and proximity to PDAs.

OBAG 2 Project Selection Criteria

The following selection criteria and weighting, shown in Figures 5-1 and 5-2 were applied to the projects considered for OBAG 2 funds. Figure 5-1 details Alameda CTC's adopted CIP scoring criteria which are focused on evaluating project readiness, community support, benefits, connectivity, safety, sustainability, and matching funds.

Figure 5-1 CIP Project Selection/Scoring Criteria

No.	CIP Project Selection Criteria	Weight
A	READINESS/DELIVERABILITY	45
1	Defined Scope, Schedule and Funding Plan	
2	Phase Completion/Status	
3	Phase Funding Need	
4	Community Support (<i>Governing Body and Community Support/No lawsuits</i>)	
B	NEED AND BENEFITS	40
1	Connectivity/Gap Closure	
2a	Access - Activity Centers, General Land Use, and Safe Routes to Schools	
2b	Level of Demand	
3	State of Good Repair	
4	Technology and Innovation	
5	Modal Plan Implementation	
6	Environmental Impacts/Mode Shift	
7	Safety & Security	5
8	Economic Growth	
C	SUSTAINABILITY (<i>future maintenance/operations</i>)	5
D	MATCHING/LEVERAGED FUNDS	5
E	OTHER FEATURES (<i>Complete Streets Elements/Multimodal Benefit</i>)	5
Alameda CTC CIP Selection Criteria Total		100

From the subset of projects that scored high enough to be funded through the 2018 CIP, projects determined to be the best fit for OBAG 2 funding (i.e., OBAG 2-eligible complete streets projects in PDAs) were then scored using Alameda CTC’s OBAG selection criteria as detailed in Figure 5-2. Projects were then prioritized for funding by the overall OBAG score. The final list of projects recommended for OBAG 2 funding was approved by Alameda CTC in April 2017 and will be submitted to MTC by July 31, 2017.

Figure 5-2 OBAG Project Selection/Scoring Criteria

No.	OBAG Project Selection Criteria	Weight
1	PDA Supportive Investment (includes proximate access) <ul style="list-style-type: none"> ▪ Extent to which project supports connectivity to Jobs/Transit centers/Activity Centers for a PDA and provides multimodal travel options. 	5
2	Transportation investment addressing/implementing planned vision of PDA <ul style="list-style-type: none"> ▪ Extent to which project addresses implementation of the vision of the PDA. 	4
3	High Impact Project Areas	22
3a	Housing Growth <ul style="list-style-type: none"> ▪ Projected growth of Housing Units in PDA 	2
3b	Jobs Growth <ul style="list-style-type: none"> ▪ Projected growth of Jobs in PDA 	2
3c	Improved transportation choices for all income levels (Proximity to quality transit access)	6
3d	PDA Parking Management And Pricing Policies <ul style="list-style-type: none"> ▪ Extent to which there are Parking Management and/or other TDM strategies in place. 	3
3e	PDA Affordable Housing Preservation And Creation Strategies: <ul style="list-style-type: none"> ▪ Inclusionary zoning ordinance or in-lieu fee ▪ Land banking ▪ Housing trust fund ▪ Fast-track permitting for affordable housing ▪ Reduced, deferred or waived fees for affordable housing ▪ Condo conversion ordinance regulating the conversion of apartments to condos ▪ SRO conversion ordinance ▪ Demolition of residential structures ordinance ▪ Rent control ▪ Just cause eviction ordinance ▪ Others 	9
4	Communities of Concern (C.O.C.) <ul style="list-style-type: none"> ▪ Extent to which the proposed project activities will mitigate the transportation need (i.e. addresses transportation gaps and/or barriers and/or improves transportation choices) for a low income community. 	4
5	Freight and Emissions <ul style="list-style-type: none"> ▪ Extent to which project (1) is in PDA that overlaps or is collocated with an Air District Community Air Risk Evaluation (CARE) Area or is in the vicinity of a major freight corridor, (2) Reduces VMT, and/or (2) local policies in place to address toxic air contaminants exposure. 	5
Alameda CTC OBAG Selection Criteria Total		40

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APPENDIX A

2013 PDA Forecast of Jobs, Population, and Housing

Employment Growth by Jurisdiction and PDA/Investment Area

Source: ABAG/MTC Final Forecast of Jobs, Population and Housing, July 2013: <http://www.planbayarea.org/>

KEY

Jurisdiction (Bold Italic)

Priority Development Area or Investment Area

Alameda County

Jurisdiction or Area Name	Place Type	JOBS			
		2010	2040	2010-2040†	% Growth
Alameda		24,070	33,220	9,160	38%
Naval Air Station	Transit Town Center	1,220	8,420	7,200	
Northern Waterfront	Transit Neighborhood	2,440	3,440	1,000	
Albany		4,230	5,630	1,400	33%
San Pablo Avenue & Solano Avenue	Mixed-Use Corridor	1,920	2,440	520	
Berkeley		77,110	99,330	22,220	29%
Adeline Street	Mixed-Use Corridor	950	1,630	680	
Downtown	City Center	15,210	21,600	6,390	
San Pablo Avenue *	Mixed-Use Corridor	2,400	3,340	950	
South Shattuck	Mixed-Use Corridor	1,150	1,450	300	
Telegraph Avenue	Mixed-Use Corridor	1,740	2,560	820	
University Avenue *	Mixed-Use Corridor	1,410	1,990	580	
Dublin		16,810	31,650	14,840	88%
Downtown Specific Plan Area	Suburban Center	4,460	5,950	1,490	
Town Center	Suburban Center	310	3,010	2,700	
Transit Center	Suburban Center	0	9,030	9,030	
Emeryville		16,070	23,610	7,550	47%
Mixed-Use Core	City Center	11,280	18,450	7,170	
Fremont		90,010	120,000	29,990	33%
Centerville	Transit Neighborhood	4,030	4,470	440	
City Center	City Center	18,770	24,660	5,900	
Irvington District	Transit Town Center	5,470	5,650	180	
South Fremont/Warm Springs	Suburban Center	12,890	28,980	16,090	
Hayward		68,140	87,820	19,680	29%
Downtown	City Center	6,300	9,270	2,970	
South Hayward BART	Mixed-Use Corridor	320	810	480	
South Hayward BART	Urban Neighborhood	470	1,610	1,130	
The Cannery	Transit Neighborhood	1,450	2,320	870	
Mission Corridor	Mixed-Use Corridor	1,700	2,830	1,120	
Livermore		38,450	53,210	14,760	38%
Downtown	Suburban Center	2,880	3,710	830	
East Side	Suburban Center	16,370	24,360	8,000	
	Suburban Center	3,300	8,500	5,200	
Isabel Avenue/BART Station Planning Area					
Newark		17,930	23,150	5,220	29%
	Transit Town Center	860	2,100	1,240	
Dumbarton Transit Oriented Development					
Old Town Mixed Use Area	Transit Neighborhood	180	390	210	
Oakland		190,490	275,760	85,260	45%
Coliseum BART Station Area	Transit Town Center	5,160	12,430	7,270	
Downtown & Jack London Square	Regional Center	88,260	127,710	39,450	
Eastmont Town Center	Urban Neighborhood	3,460	5,320	1,860	
Fruitvale & Dimond Areas	Urban Neighborhood	8,150	15,700	7,550	
MacArthur Transit Village	Urban Neighborhood	10,600	12,880	2,280	
	Mixed-Use Corridor	33,560	41,830	8,270	
Transit Oriented Development Corridors					
West Oakland	Transit Town Center	7,440	14,910	7,470	
Piedmont		1,930	2,410	490	25%
Pleasanton		54,340	69,640	15,300	28%
Hacienda	Suburban Center	9,910	15,330	5,410	
San Leandro		39,980	52,920	12,940	32%
Bay Fair BART Transit Village	Transit Town Center	1,440	2,700	1,260	
Downtown Transit Oriented Development *	City Center	2,790	2,840	50	
East 14th Street *	Mixed-Use Corridor	9,010	15,680	6,670	
Union City		20,600	25,700	5,100	25%
Intermodal Station District	City Center	340	2,810	2,470	
Alameda County Unincorporated		34,300	43,600	9,300	27%
Castro Valley BART	Transit Neighborhood	2,020	2,980	960	
East 14th Street and Mission Street	Mixed-Use Corridor	2,740	4,250	1,510	
Hesperian Boulevard	Transit Neighborhood	1,860	2,600	740	
Meekland Avenue Corridor	Transit Neighborhood	900	1,330	430	

Housing Growth by Jurisdiction and PDA/Investment Area

KEY

Jurisdiction (Bold Italic)
Priority Development Area or
Investment Area

Alameda County

Jurisdiction or Area Name	Place Type	HOUSING UNITS				HOUSEHOLDS			
		2010	2040	2010-2040†	% Growth	2010	2040	2010-2040†	% Growth
Alameda		32,350	38,250	5,890	18%	30,120	36,570	6,450	21%
Naval Air Station	Transit Town Center	1,460	5,470	4,010		1,090	5,040	3,950	
Northern Waterfront	Transit Neighborhood	1,070	1,830	760		990	1,760	780	
Albany		7,890	9,060	1,170	15%	7,400	8,740	1,340	18%
San Pablo Avenue & Solano Avenue	Mixed-Use Corridor	1,810	2,060	240		1,690	1,970	280	
Berkeley		49,450	58,740	9,280	19%	46,030	55,980	9,950	22%
Adeline Street	Mixed-Use Corridor	690	940	250		620	900	280	
Downtown	City Center	2,690	6,840	4,150		2,570	6,670	4,100	
San Pablo Avenue *	Mixed-Use Corridor	1,630	2,500	870		1,440	2,340	900	
South Shattuck	Mixed-Use Corridor	340	460	110		310	440	120	
Telegraph Avenue	Mixed-Use Corridor	1,110	1,470	360		990	1,400	410	
University Avenue *	Mixed-Use Corridor	1,480	2,030	550		1,390	1,940	550	
Dublin		15,780	24,320	8,530	54%	14,910	23,610	8,700	58%
Downtown Specific Plan Area	Suburban Center	830	1,790	960		790	1,750	950	
Town Center	Suburban Center	4,130	5,990	1,860		3,750	5,770	2,020	
Transit Center	Suburban Center	670	3,810	3,140		620	3,720	3,100	
Emeryville		6,650	12,110	5,470	82%	5,690	11,620	5,930	104%
Mixed-Use Core	City Center	4,150	9,620	5,470		3,530	9,300	5,780	
Fremont		73,990	91,620	17,630	24%	71,000	89,090	18,090	25%
Centerville	Transit Neighborhood	10,850	13,360	2,510		10,360	12,990	2,620	
City Center	City Center	7,310	10,210	2,900		6,870	9,910	3,040	
Irvington District	Transit Town Center	7,280	10,260	2,980		6,910	9,990	3,080	
South Fremont/Warm Springs	Suburban Center	2,330	5,310	2,980		2,180	5,150	2,970	
Hayward		48,300	60,610	12,320	25%	45,370	58,850	13,490	30%
Downtown	City Center	2,290	5,510	3,220		2,100	5,370	3,280	
South Hayward BART	Mixed-Use Corridor	180	1,360	1,170		170	1,330	1,160	
South Hayward BART	Urban Neighborhood	1,800	4,500	2,700		1,660	4,400	2,740	
The Cannery	Transit Neighborhood	340	1,100	750		330	1,070	740	
Mission Corridor	Mixed-Use Corridor	1,480	3,320	1,840		1,230	3,210	1,980	
Livermore		30,340	40,040	9,700	32%	29,130	38,940	9,800	34%
Downtown	Suburban Center	1,020	2,690	1,680		920	2,620	1,710	
East Side	Suburban Center	100	4,370	4,270		90	4,280	4,200	
Isabel Avenue/BART Station Planning Area	Suburban Center	530	4,000	3,470		470	3,910	3,440	
Newark		13,410	17,100	3,680	28%	12,970	16,640	3,660	28%
Dumbarton Transit Oriented Development	Transit Town Center	140	2,550	2,400		140	2,500	2,360	
Old Town Mixed Use Area	Transit Neighborhood	600	970	370		580	940	370	
Oakland		169,710	221,160	51,450	30%	153,790	212,470	58,680	38%
Coliseum BART Station Area	Transit Town Center	3,870	10,720	6,850		3,440	10,420	6,980	
Downtown & Jack London Square	Regional Center	11,910	26,200	14,290		10,630	25,390	14,770	
Eastmont Town Center	Urban Neighborhood	6,850	7,260	410		5,960	6,840	880	
Fruitvale & Dimond Areas	Urban Neighborhood	14,210	18,580	4,370		12,840	17,820	4,990	
MacArthur Transit Village	Urban Neighborhood	8,820	13,910	5,090		8,030	13,410	5,390	
Transit Oriented Development Corridors	Mixed-Use Corridor	67,370	77,500	10,130		60,970	74,320	13,350	
West Oakland	Transit Town Center	10,830	17,690	6,870		9,030	16,940	7,920	
Piedmont		3,920	4,020	100	3%	3,800	3,890	90	2%
Pleasanton		26,050	33,160	7,110	27%	25,250	32,300	7,050	28%
Hacienda	Suburban Center	1,310	4,900	3,590		1,270	4,800	3,530	
San Leandro		32,420	39,630	7,210	22%	30,720	38,390	7,670	25%
Bay Fair BART Transit Village	Transit Town Center	660	1,560	900		630	1,520	890	
Development *	City Center	4,210	7,900	3,690		3,930	7,690	3,760	
East 14th Street *	Mixed-Use Corridor	3,850	4,830	980		3,490	4,610	1,120	
Union City		21,260	24,270	3,010	14%	20,430	23,650	3,220	16%
Intermodal Station District	City Center	1,060	1,850	800		1,030	1,810	780	
Alameda County Unincorporated		51,020	56,470	5,450	11%	48,520	54,590	6,070	13%
Castro Valley BART	Transit Neighborhood	1,480	2,150	670		1,400	2,090	690	
East 14th Street and Mission Street	Mixed-Use Corridor	7,190	9,120	1,930		6,740	8,800	2,060	
Hesperian Boulevard	Transit Neighborhood	2,860	3,560	690		2,740	3,450	720	
Meekland Avenue Corridor	Transit Neighborhood	1,400	1,860	460		1,300	1,790	500	

APPENDIX B

Countywide Transportation Plan Outreach Summary

COUNTYWIDE TRANSPORTATION PLAN

Summary of Public Outreach and Engagement



To gather an understanding of the transportation issues and priorities throughout the county, and inform development of the Countywide Transportation Plan (CTP), the Alameda County Transportation Commission engaged in comprehensive public outreach activities from January to April 2016. These activities included open houses and an intercept survey, each described below. These efforts are in addition to significant engagement with local jurisdictions and transit agencies via the Alameda County Technical Advisory Committee.

Outreach Phase 1: Open House Workshops

The first phase of outreach consisted of a series of open house workshops in representative and accessible locations throughout the county. The workshops included stations where participants could read posters and fact sheets, then discuss issues with Alameda CTC staff related to public transit, bicycling and walking, roads and highways, and goods movement. In addition, participants were encouraged to provide comments on cards and post-it notes and were invited to participate in a priority-setting exercise. Participants were made aware that their comments would inform the update of the CTP for Alameda County.

Workshops were held four locations central and transit accessible locations on both weekend and weekdays including:

- Dublin Public Library, Sunday, January 10, 2016
- Hayward City Hall, Saturday, January 23, 2016
- Fremont Public Library, Sunday, January 31, 2016
- Alameda CTC Office (Oakland), Tuesday, February 23, 2016

To promote attendance a flyer was developed and translated into Chinese and Spanish. Approximately 300 flyers were distributed widely including posting at the venues and then distribution by postal mail, email, and in person in locations proximate to the workshop location. Particular efforts were



Join us...
We want to hear from you about the transportation priorities in Alameda County!

Stop by any time during the Open House Workshops to share your ideas about these transportation projects and programs:

- Bike & Pedestrian
- Transit
- Roads and Highways
- Goods Movement

FOR MORE INFORMATION
Please call Jarron A. Suter, Director of Transportation Planning, Alameda CTC at 415-736-7426 or visit <https://www.alameda.ctc.org/countywide-transportation-plan>.
Individuals who require special meeting accommodations (access) or seating should contact Alameda CTC at least 72 hours in advance of the workshop.
Individuals who require special accommodations (American Sign Language interpreter, documenter) in a alternate format, etc.) please call Lisa Abboud. lisa.abboud@alameda.ctc.org



What Are Your Transportation Priorities?

Open House Workshops

Dublin - Sunday, January 10, 2016
2:00 pm to 4:00 pm
Dublin Library - Community Room (200 Civic Plaza)

Oakland - Thursday, January 14, 2016
5:30 pm to 7:30 pm
Alameda CTC - Conference Room B (111 Broadway #100)

Hayward - Saturday, January 23, 2016
10:00 am to 12:00 pm
Hayward City Hall - Conference Room B (177 B Street)

Fremont - Sunday, January 31, 2016
2:00 pm - 4:00 pm
Fremont Library - Fukaya Room A (2400 Stevenson Blvd)

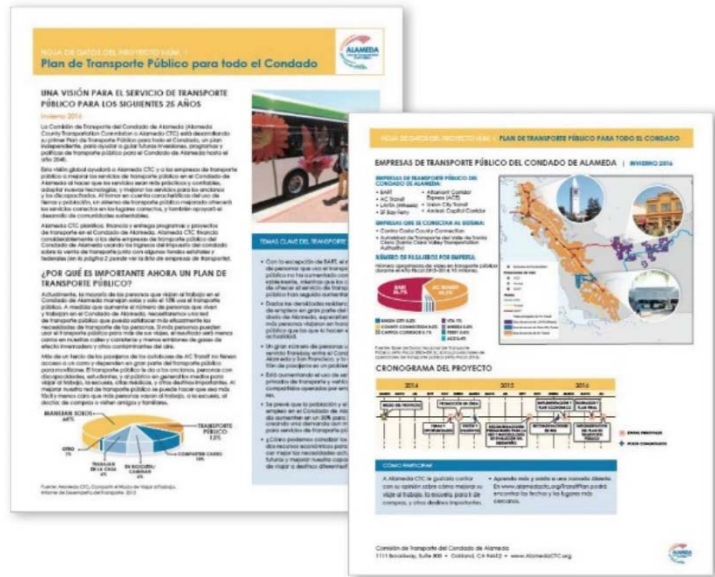
Workshops are ADA and transit accessible.

192

Approximate
number of
participants at all
workshops

made to reach economically disadvantaged, and culturally diverse communities, especially to persons with Limited English Proficiency (LEP).

Participants represented a wide variety of community organizations, advocates, and local agency representatives. In addition, the workshops were held in public and highly-trafficked venues such as libraries and a city hall lobby, which allowed for onsite recruitment of participants. Spanish-speaking and Chinese-speaking translators and staff were on site and available at each workshop.



Top Priorities

The issues that were selected by participants to be most important to them (i.e. received most high priority rankings) through the activity included:

Projects

- Transit Expansions (Fremont, Dublin, Oakland)
- Local Road Improvements (Fremont, Oakland)
- Pedestrian Facilities (Hayward, Dublin)
- Bicycle Facilities (Hayward, Dublin)

Programs

- Safe Routes to School (Fremont, Hayward, Dublin, Oakland)
- Transit Operations Improvements (Fremont, Dublin, Oakland)
- Senior and Disabled Transportation (Hayward)
- Pavement Maintenance (Hayward)



Outreach Phase 2: Street Intercept Surveys

To gain a more nuanced understanding of transportation priorities in Alameda County, particularly among LEP populations, a series of intercept surveys were conducted during March 2016. This involved surveyors going out into communities throughout Alameda County to ask individuals on public sidewalks or in other public areas to participate in a survey and then going through a series of questions related to transportation issues in Alameda County.

A total of 300 Surveys were completed. Of those 153 were conducted in English, 107 were conducted in Spanish, and another 40 were conducted in Chinese. Intercept locations were selected based on the equity analysis and Communities of Concern, as well as being high pedestrian traffic locations. Survey locations included:

- South Hayward – Chabot College Flea Market
- Ashland/Cherryland – Reach Youth Center
- Ashland/Cherryland – Supermercado La Raza
- City of Alameda – Marina Village Shopping Center
- Oakland (East) – Eastmont Towncenter
- Oakland (Fruitvale) – Fruitvale BART Station
- Oakland (San Antonio) – Pacific Renaissance Plaza
- Oakland (West) – West Oakland BART, 7th and Center Streets
- Berkeley (South) Ashby BART Station

The survey included demographic and neighborhood residency questions, mobility and transportation mode questions, bicycle and pedestrian questions, safety questions, pavement quality and impacts to daily transportation questions, questions about transit use and related obstacles, and also questions about effective information sharing related to transit. The survey instrument can be found at the end of this appendix.

300

Intercept Surveys Completed

South and West Berkeley



West Oakland



Oakland: San Antonio



Fruitvale



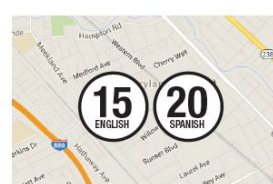
East Oakland



City of Alameda



Central Alameda:
Ashland/Cherryland



Central Alameda:
South Hayward



Key Intercept Survey Findings

- **Walking and Transit Use Are Common** – Walking (43%) and using the bus (41.6%) are top modes of mobility, both selected as one of two top choices respondents. BART use also appears as a high use mode with 32% of respondents.
- **Many Solo Drivers** – Despite heavy transit and walking modes, 41.6% of respondents selected driving alone as one of their top two most common modes while carpooling was only selected by 9.3% as a top mode.
- **Bicycling is Limited** - Only 8.3% indicated bicycling as a top mode of mobility. Further, over 65% of respondents said they don't ever ride a bike and the main reason given was a lack of a bicycle. Age and health were also cited as primary reasons for not riding a bicycle. Of those that indicated they did use a bike, the vast majority said it was for recreational purposes.
- **Bike Infrastructure, Traffic Calming would likely Improve Usage** – Additional bike lanes, better lighting, and slower traffic were cited as top improvement to make bicycling feel safer.
- **Many Walkers, Personal Safety is Still an Issue** – 173 out of 300 (57%) respondents indicated that they walk in their neighborhood for both daily transportation and for recreation, and over 70% of that group indicated they feel safe walking. Nonetheless, even among daily walkers, a substantial portion (28.7%) indicated they don't feel safe walking in their own community. And for respondents that indicated they don't walk in their neighborhood, the single most cited reason (64.7%) was Personal Safety followed by Poor Lighting (29.4%).
- **Traffic Calming and Improved Street Crossings would help** – To make walking more attractive, respondents indicated that addressing safety both from crime (more security, lighting), and from cars (slower traffic, improved crossing signals, continuous crosswalks, crossing guards at schools), would improve their and their children's walking habits.
- **Poor Pavement in Alameda County** – A large majority of people (71.5%) said they had notice poor pavement in their neighborhood, and of those the vast majority (82.4%) said that it made an impact on their daily transportation experience and on their transportation choices 68.9%.
- **Public Transit Challenges**– The biggest challenges cited in traveling by transit included costliness, infrequency of service, and concerns about safety at bus shelters and on the bus.

APPENDIX C

Affordable Housing Policies

Index	Jurisdiction	Affordable Housing Policies (Source: Alameda County Jurisdictions)
1	Alameda County	Housing and trust fund Reduced, deferred, or waived fees for affordable housing Second units permitted by right Density bonus for affordable housing Flexible design standards to facilitate affordable housing production Ordinance regulating the conversion of apartments to condos Low-cost loan program for affordable housing rehabilitation and/or preservation Repair/rehabilitation loan program for low-income residents Fair housing and landlord-tenant counseling programs
2	City of Alameda	Inclusionary zoning ordinance or in-lieu fee Housing and trust fund Fast-track permitting for affordable housing Reduced, deferred, or waived fees for affordable housing Second units permitted by right Density bonus for affordable housing Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing) Ordinance regulating the conversion of apartments to condos Demolition of residential structures ordinance Low-cost loan program for affordable housing rehabilitation and/or preservation Rent control Just Cause eviction ordinance Homebuyer and/or first-time homebuyer education/counseling/assistance programs Repair/rehabilitation loan program for low-income residents Fair housing and landlord-tenant counseling programs
3	City of Albany	Inclusionary zoning ordinance or in-lieu fee Fast-track permitting for affordable housing Reduced, deferred, or waived fees for affordable housing Second units permitted by right Density bonus for affordable housing Flexible design standards to facilitate affordable housing production Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing) Ordinance regulating the conversion of apartments to condos Repair/rehabilitation loan program for low-income residents Fair housing and landlord-tenant counseling programs
4	City of Berkeley	Inclusionary zoning ordinance or in-lieu fee Housing and trust fund Density bonus for affordable housing Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing) Ordinance regulating the conversion of apartments to condos Demolition of residential structures ordinance Low-cost loan program for affordable housing rehabilitation and/or preservation Rent control Just Cause eviction ordinance Code enforcement relocation program Repair/rehabilitation loan program for low-income residents Fair housing and landlord-tenant counseling programs
5	City of Dublin	Inclusionary zoning ordinance or in-lieu fee Housing and trust fund Reduced, deferred, or waived fees for affordable housing Second units permitted by right Density bonus for affordable housing Flexible design standards to facilitate affordable housing production Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing) Ordinance regulating the conversion of apartments to condos Homebuyer and/or first-time homebuyer education/counseling/assistance programs Repair/rehabilitation loan program for low-income residents Fair housing and landlord-tenant counseling programs

Index	Jurisdiction	Affordable Housing Policies (Source: Alameda County Jurisdictions)
6	City of Emeryville	Inclusionary zoning ordinance or in-lieu fee Land banking Second units permitted by right Density bonus for affordable housing Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing) Ordinance regulating the conversion of apartments to condos Demolition of residential structures ordinance Low-cost loan program for affordable housing rehabilitation and/or preservation Foreclose prevention program Homebuyer and/or first-time homebuyer education/counseling/assistance programs Repair/rehabilitation loan program for low-income residents Fair housing and landlord-tenant counseling programs
7	City of Fremont	Inclusionary zoning ordinance or in-lieu fee Housing and trust fund Reduced, deferred, or waived fees for affordable housing Second units permitted by right Density bonus for affordable housing Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing) Ordinance regulating the conversion of apartments to condos Low-cost loan program for affordable housing rehabilitation and/or preservation Homebuyer and/or first-time homebuyer education/counseling/assistance programs Repair/rehabilitation loan program for low-income residents Fair housing and landlord-tenant counseling programs
8	City of Hayward	Inclusionary zoning ordinance or in-lieu fee Housing and trust fund Second units permitted by right Density bonus for affordable housing Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing) Ordinance regulating the conversion of apartments to condos Low-cost loan program for affordable housing rehabilitation and/or preservation Rent control Just Cause eviction ordinance Foreclose prevention program Homebuyer and/or first-time homebuyer education/counseling/assistance programs Repair/rehabilitation loan program for low-income residents Fair housing and landlord-tenant counseling programs
9	City of Livermore	Inclusionary zoning ordinance or in-lieu fee Land banking Housing and trust fund Reduced, deferred, or waived fees for affordable housing Second units permitted by right Density bonus for affordable housing Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing) Ordinance regulating the conversion of apartments to condos Low-cost loan program for affordable housing rehabilitation and/or preservation Homebuyer and/or first-time homebuyer education/counseling/assistance programs Repair/rehabilitation loan program for low-income residents Fair housing and landlord-tenant counseling programs
10	City of Newark	Inclusionary zoning ordinance or in-lieu fee Housing and trust fund Fast-track permitting for affordable housing Second units permitted by right Density bonus for affordable housing Flexible design standards to facilitate affordable housing production Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing) Low-cost loan program for affordable housing rehabilitation and/or preservation Homebuyer and/or first-time homebuyer education/counseling/assistance programs

Index	Jurisdiction	Affordable Housing Policies (Source: Alameda County Jurisdictions)
11	City of Oakland	Land banking Housing and trust fund Second units permitted by right Density bonus for affordable housing Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing) Ordinance regulating the conversion of apartments to condos Low-cost loan program for affordable housing rehabilitation and/or preservation Rent control Just Cause eviction ordinance Foreclose prevention program Homebuyer and/or first-time homebuyer education/counseling/assistance programs Code enforcement relocation program Repair/rehabilitation loan program for low-income residents Fair housing and landlord-tenant counseling programs
12	City of Piedmont	Land banking Housing and trust fund Second units permitted by right Density bonus for affordable housing Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing) Ordinance regulating the conversion of apartments to condos Low-cost loan program for affordable housing rehabilitation and/or preservation Rent control Just Cause eviction ordinance Foreclose prevention program Homebuyer and/or first-time homebuyer education/counseling/assistance programs Code enforcement relocation program Repair/rehabilitation loan program for low-income residents Fair housing and landlord-tenant counseling programs
13	City of Pleasanton	Inclusionary zoning ordinance or in-lieu fee Land banking Housing and trust fund Fast-track permitting for affordable housing Reduced, deferred, or waived fees for affordable housing Density bonus for affordable housing Flexible design standards to facilitate affordable housing production Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing) Low-cost loan program for affordable housing rehabilitation and/or preservation Homebuyer and/or first-time homebuyer education/counseling/assistance programs Repair/rehabilitation loan program for low-income residents Fair housing and landlord-tenant counseling programs
14	City of San Leandro	Fast-track permitting for affordable housing Reduced, deferred, or waived fees for affordable housing Affordable housing mitigation fee (i.e., development impact fee to fund workforce or affordable housing) Homebuyer and/or first-time homebuyer education/counseling/assistance programs Repair/rehabilitation loan program for low-income residents Fair housing and landlord-tenant counseling programs Inclusionary zoning ordinance or in-lieu fee Housing and trust fund Second units permitted by right Density bonus for affordable housing Ordinance regulating the conversion of apartments to condos Low-cost loan program for affordable housing rehabilitation and/or preservation
15	City of Union City	Inclusionary zoning ordinance or in-lieu fee Housing and trust fund Second units permitted by right Density bonus for affordable housing Ordinance regulating the conversion of apartments to condos Low-cost loan program for affordable housing rehabilitation and/or preservation Homebuyer and/or first-time homebuyer education/counseling/assistance programs Fair housing and landlord-tenant counseling programs

APPENDIX D

Regional Housing Need Allocation: Progress with Deed-Restricted Units

About the data: The following is a summary compiled by the Association of Bay Area Governments of housing permits issued for all San Francisco Bay Area jurisdictions in 2015. This data was compiled primarily from the permitting information sent to ABAG by local planning staff. In certain instances when permit data was not available, data from Annual Housing Element Progress Reports (APRs) filed by jurisdictions with the California Department of Housing and Community Development (HCD) was used. All data has been shared with jurisdictions.

Note: HCD provided Bay Area jurisdictions with the option of counting the units they permitted in 2014 towards either the past (2007-2014) or the current (2015-2023) RHNA cycle. Jurisdictions that requested that their 2014 permits be counted towards their 2015-2023 allocation are indicated by an asterisk (*).

For more information and other housing datasets please visit ABAG's website at www.abag.ca.gov/planning/housing

ALAMEDA COUNTY	Very Low (0-50% AMI)						Low (50-80% AMI)						Moderate (80-120% AMI)						Above Mod (120%+ AMI)						Total					
	Permits Issued			% of RHNA Met	RHNA	Permits Issued			% of RHNA Met	RHNA	Permits Issued			% of RHNA Met	RHNA	Permits Issued			% of RHNA Met	RHNA	Permits Issued			% of RHNA Met	RHNA	Permits Issued			% of RHNA Met	RHNA
	Non Deed Restricted	Deed-Restricted	Total			Non Deed Restricted	Deed-Restricted	Total			Non Deed Restricted	Deed-Restricted	Total			Non Deed Restricted	Deed-Restricted	Total			Non Deed Restricted	Deed-Restricted	Total			Non Deed Restricted	Deed-Restricted	Total		
Alameda ⁶	444	16	16	4%	248	0	15	15	6%	283	11	0	11	4%	748	77	88	31	119	10%	1,723	88	31	119	7%	7	7	7	7%	7
Albany	80	0	0	0%	53	0	0	0	0%	57	0	0	0	0%	145	10	10	0	10	7%	335	10	0	10	3%	10	10	10	3%	10
Berkeley ¹	532	0	51	10%	442	0	17	17	4%	584	2	0	2	0%	1,401	365	367	68	435	26%	2,959	367	68	435	15%	68	68	68	15%	68
Dublin	796	0	26	3%	446	0	39	39	9%	425	1	3	4	1%	618	839	840	68	908	136%	2,285	840	68	908	40%	68	68	68	40%	68
Emeryville*	276	0	5	2%	211	0	0	0	0%	259	0	7	7	3%	752	176	176	12	188	23%	1,498	176	12	188	13%	12	12	12	13%	12
Fremont	1,714	0	64	4%	926	0	0	0	0%	978	0	0	0	0%	1,837	382	382	64	446	21%	5,455	382	64	446	8%	64	64	64	8%	64
Hayward	851	0	0	0%	480	0	0	0	0%	608	0	0	0	0%	1,981	108	108	0	108	5%	3,920	108	0	108	3%	0	0	0	3%	0
Livermore	839	0	0	0%	474	0	2	2	0%	496	12	2	14	3%	920	420	432	4	436	46%	2,729	432	4	436	16%	4	4	4	16%	4
Newark	330	0	0	0%	167	0	0	0	0%	158	36	0	36	23%	423	40	76	0	76	9%	1,078	76	0	76	7%	0	0	0	7%	0
Oakland	2,059	0	98	5%	2,075	0	30	30	1%	2,815	0	0	0	0%	7,816	643	643	128	771	8%	14,765	643	128	771	5%	128	128	128	5%	128
Piedmont	24	1	1	8%	14	0	0	0	0%	15	0	0	0	0%	7	3	4	1	5	43%	60	4	1	5	5%	1	1	1	5%	1
Pleasanton*	716	0	92	13%	391	1	16	17	4%	407	3	0	3	1%	553	1,102	1,106	108	1,214	199%	2,067	1,106	108	1,214	59%	108	108	108	59%	108
San Leandro	504	0	0	0%	270	0	0	0	0%	352	0	0	0	0%	1,161	0	0	0	0	0%	2,287	0	0	0	0%	0	0	0	0%	0
Union City	317	0	0	0%	180	0	0	0	0%	192	0	0	0	0%	417	290	290	0	290	70%	1,106	290	0	290	26%	0	0	0	26%	0
Alameda County ⁶	430	0	35	8%	227	0	66	66	29%	295	21	0	21	7%	817	16	37	101	138	2%	1,769	37	101	138	8%	101	101	101	8%	101
County Totals	9,912	1	388	4%	6,604	1	185	186	3%	7,924	86	12	98	1%	19,596	4,471	4,559	585	5,144	23%	44,036	4,559	585	5,144	12%	585	585	585	12%	5,144

USED BUILDING PERMITS AS BASIS FOR RHNA UNIT COUNT, USED APR IF AVAILABLE FOR AFFORDABILITY

* Jurisdiction opted to have 2014 permits counted towards its 2014-2022 RHNA allocation.

1. Includes some 2014 permits in 2015 count which were not reported in 2014, per Jurisdiction direction to ABAG staff.
2. Includes units reported in APR Table A2 "Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65883.1(c)(1)"
3. Jurisdiction did not provide affordability information, assume all units above moderate income
4. Only counting net new units. Jurisdiction does not have rehab/replacement units reported as "Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65883.1(c)(1)"
5. No APRs for jurisdiction available on HCD website, ABAG Staff assumed no deed restricted units
6. Jurisdiction did not provide 2015 APR, ABAG Staff applied historical APR trend regarding deed restrictions to 2015 permits

