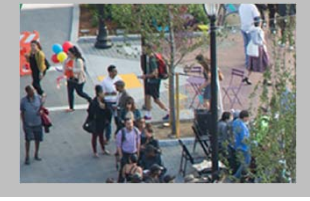




ALAMEDA COUNTY TRANSPORTATION COMMISSION


2021 PDA IGS October Update



A presentation to the Alameda County Technical Advisory Committee
Alameda CTC Staff
October 2021

Overview

- 2021 Priority Development Area Investment & Growth Strategy (PDA IGS) Update & Overview
- Initial Draft Findings
 - Housing Data
 - Commute Mode Share Estimates
- Next Steps
- Discussion



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PDA Framework Goal:

- To reduce automobile travel and associated greenhouse gas emissions by integrating transportation and land use planning

PDA IGS Update Content:

- Recent housing and mobility trends in PDAs
- Planned transportation projects in PDAs
- Affordable housing project pipeline

Schedule:

- Draft PDA IGS due to MTC on December 15
- Final PDA IGS for adoption in January 2022



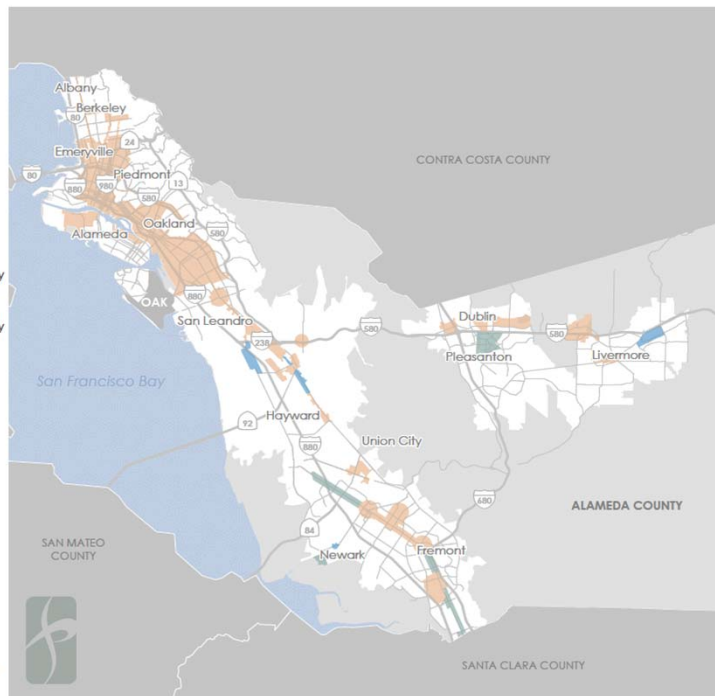
PRIORITY DEVELOPMENT AREAS

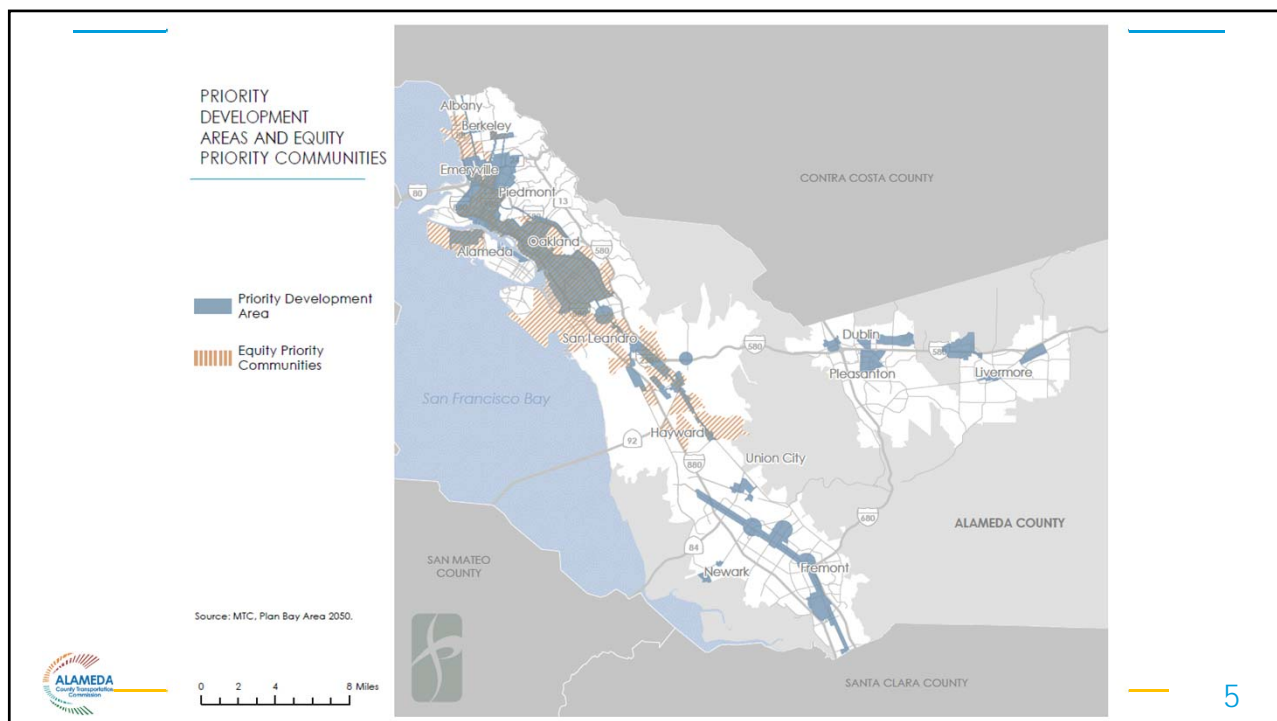
- Connected Community Outside High Resource Areas
- Connected Community Within High Resource Areas
- Transit-Rich

Source: MTC, Plan Bay Area 2050.



0 2 4 8 Miles





Thank You!

- Received great responses from almost all jurisdictions and agencies
- Updates to transportation project costs, detail on general investments needed in PDAs
- Updates to housing permit data by affordability level
 - Alameda, Dublin, Fremont, Newark, Oakland, San Leandro
 - If received by September 24, reflected in packet

Initial Draft Findings: Permitted Housing*

- Alameda County accounted for **roughly a quarter** of permitted housing units in the Bay Area between 2014 and 2019, second to Santa Clara County.
- The **majority** of the county's permitted units **were in PDAs**.
- A **small share of permitted units were affordable** to moderate, low, or very low-income households (those earning <120% of AMI)
 - These **affordable units were more likely to be located in PDAs** than above moderate-income units

West Dublin Transit Oriented Development Rendering



*Note: reviewing housing data with MTC so these statistics are subject to change

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Initial Draft Findings: Commute Mode Share

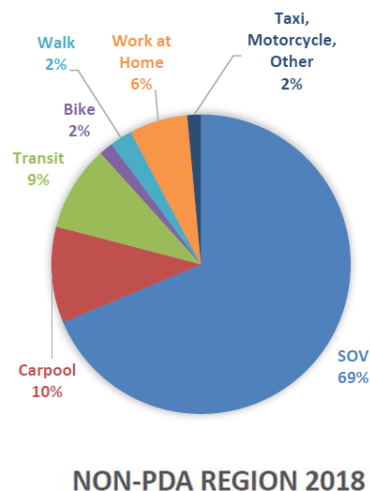
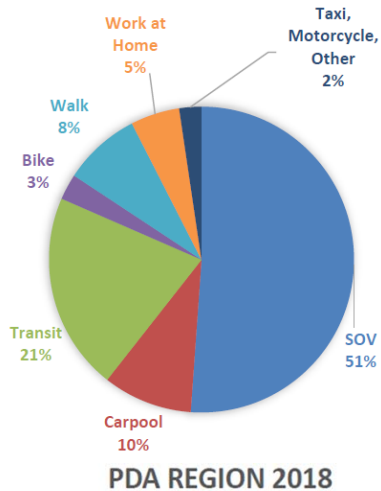
- Regionwide, the **share of commuters who drive alone is significantly lower in PDAs** (51%) as compared to those outside of PDAs (69%).
- Commute **mode share varies widely between PDAs**.
- Between 2013 and 2018, Alameda County PDAs saw a larger relative **decrease in SOV commutes**, and a larger relative **increase in transit commutes** as compared to non-PDAs.



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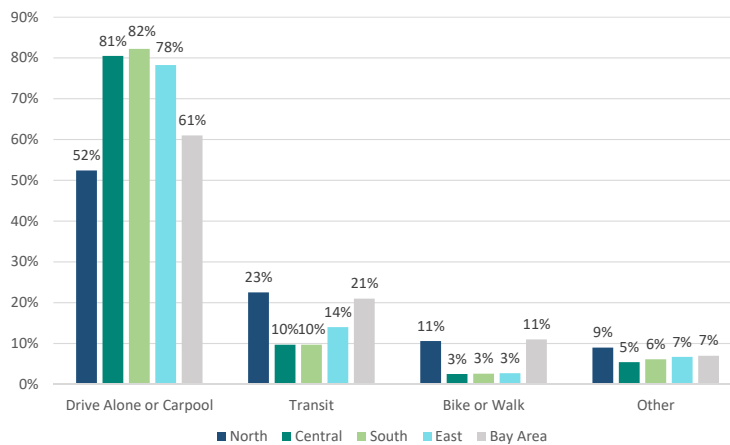
2018 Bay Area Commute Mode Share



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Source: MTC PDA OBAG Assessment

Commute Mode Share in PDAs by Planning Area (2018)



The share of car commutes ranges from 52% in North County PDAs to ~80% in other areas.

Does not reflect COVID-19 impacts:

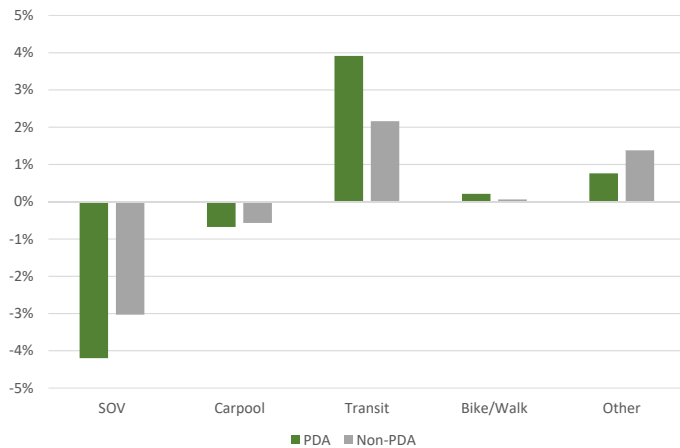
- Commute trips are down
- VMT is nearing pre-pandemic levels
- Traffic speeds are up



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Source: MTC Analysis of ACS 5yr Estimate Data

Alameda County Change in Commute Mode 2013-2018: PDA vs. Non-PDA



Within PDAs:

- 4% decrease in SOV mode share
- 4% increase in transit mode share

Outside of PDAs:

- 3% decrease in SOV mode share
- 2% increase in transit mode share



Source: MTC Analysis of ACS 5yr Estimate Data

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Next Steps

- Review affordable housing GIS data provided by MTC and connect to planned transportation projects
- Continue to review jurisdiction submissions and corrections
 - **Will reach out for follow-ups if needed**
- ACTAC Update in November
- Draft PDA IGS to MTC in December
- Final PDA IGS for adoption in January 2022



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Discussion Questions

1. PDA program is nearly 10 years old. Have you noticed any mobility shifts in PDAs in your jurisdictions?
2. What planned transportation projects would you highlight as serving affordable housing in your jurisdiction?

