



## Alameda County Technical Advisory Committee Meeting Agenda Thursday, November 4, 2021, 1:30 p.m.

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC's Commission Room but will instead convene remote meetings.

Members of the public wishing to submit a public comment may do so by emailing Angie Ayers at [aayers@alamedactc.org](mailto:aayers@alamedactc.org). Public comments received by 5:00 p.m. the day before the scheduled meeting will be distributed to Commissioners or Committee members before the meeting and posted on Alameda CTC's website; comments submitted after that time will be distributed to Commissioners or Committee members and posted as soon as possible. Submitted comments will be read aloud to the Commission or Committee and those listening telephonically or electronically; if the comments are more than three minutes in length the comments will be summarized. Members of the public may also make comments during the meeting by using Zoom's "Raise Hand" feature on their phone, tablet or other device during the relevant agenda item, and waiting to be recognized by the Chair. If calling into the meeting from a telephone, you can use "Star (\*) 9" to raise/ lower your hand. Comments will generally be limited to three minutes in length, or as specified by the Chair.

Committee Chair: Tess Lengyel

Staff Liaison: [Gary Huisinigh](#)

Clerk: [Angie Ayers](#)

### Location Information:

Virtual Meeting Information: <https://us06web.zoom.us/j/83882698509?pwd=RkxoUVhCeFlMy9xZXJNZ3BTd1Jtdz09>  
Webinar ID: 838 8269 8509  
Passcode: 567272

For Public Access Dial-in Information: (669) 900-6833  
Webinar ID: 838 8269 8509  
Passcode: 567272

To request accommodation or assistance to participate in this meeting, please contact Angie Ayers, at least 48 hours prior to the meeting date at: [aayers@alamedactc.org](mailto:aayers@alamedactc.org)

## Meeting Agenda

1. Call to Order

2. Introductions/Roll Call

3. Public Comment

4. Consent Calendar	Page/Action
4.1. <a href="#">Approve the October 7, 2021 ACTAC Meeting Minutes</a>	1 A
4.2. <a href="#">Alameda County Federal Inactive Projects Update</a>	5 I
5. Planning / Programs / Monitoring	
5.1. <a href="#">2021 Priority Development Area Investment &amp; Growth Strategy Update – Planned Transportation Projects</a>	9 I
5.2. <a href="#">Regional and Countywide Active Transportation Planning</a>	59 I
5.3. <a href="#">Annual Local Business Contract Equity Program Utilization Report for Payments Processed between July 1, 2020 and June 30, 2021</a>	67 I
6. Member Reports	
7. Staff Reports	
8. Adjournment	

**Next Meeting:** Thursday, January 6, 2022

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



**Commission Chair**

Mayor Pauline Russo Cutter  
City of San Leandro

**Commission Vice Chair**

Councilmember John Bauters  
City of Emeryville

**AC Transit**

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Supervisor Richard Valle, District 2  
Supervisor Wilma Chan, District 3  
Supervisor Nate Miley, District 4  
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**City of Pleasanton**

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**City of Union City**

Mayor Carol Dutra-Vernaci

**Executive Director**

Tess Lengyel

## Alameda CTC Schedule of Upcoming Meetings December 2021

### Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	December 2, 2021
2:00 p.m.	Alameda CTC Special Commission Meeting	December 13, 2021

Pursuant to AB 361 and the findings made by the Commission governing its meetings and the meetings of its Committees in light of the current statewide State of Emergency, the Commission and its Committees will not be convening at Alameda CTC's Commission Room but will instead convene remote meetings.

Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org). Meetings subject to change.



## **Alameda County Technical Advisory Committee Fiscal Year 2021-2022**

### **Member Agencies**

AC Transit  
BART  
City of Alameda  
City of Albany  
City of Berkeley  
City of Dublin  
City of Emeryville  
City of Fremont  
City of Hayward  
City of Livermore  
City of Newark  
City of Oakland  
City of Piedmont  
City of Pleasanton  
City of San Leandro  
City of Union City  
County of Alameda

### **Other Agencies**

Chair, Alameda CTC  
ABAG  
ACE  
BAAQMD  
Caltrans  
CHP  
LAVTA  
MTC  
Port of Oakland  
Union City Transit  
WETA



# Alameda County Technical Advisory Committee Meeting Minutes Thursday, October 7, 2021, 1:30 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

## 1. Call to Order

Gary Huisingsh called the meeting to order. Mr. Huisingsh provided instructions to the Committee regarding technology procedures, including administering public comments during the meeting.

## 2. Roll Call

Roll call was conducted and all members were present with the exception of Kevin Connolly, Lt. Austin Danmeier, Anthony Fournier, Matt Maloney, Radiah Victor, and John Xu.

Eric Hu attended as an alternate for Hans Larsen.

## 3. Public Comment

There were no public comments.

## 4. Consent Calendar

### 4.1. Approve the September 9, 2021, ACTAC Meeting Minutes

### 4.2. Alameda County Federal Inactive Projects Update

*Alex Ameri made a motion to approve the consent calendar. Farid Javandel seconded the motion. The motion passed with the following roll call votes:*

Yes: Ameri, Ayupan, Bhatia, Chiu, Evans, Fried, Hu, Huisingsh, Imai, Izon, Javandel, Lee, Marquises, Nair, Ng, Novenario, Raphael, Ripperda, Wheeler, Yeamans

No: None

Abstain: None

Absent: Connolly, Danmeier, Fournier, Maloney, Victor, Xu

## 5. Programs/Projects/Monitoring

### 5.1. Approve Alameda County 2022 State Transportation Improvement Program

Gary Huisingsh introduced Vivek Bhat to present this item. Mr. Bhat recommended the Commission approve the following actions related to the 2022 State Transportation Improvement Program (STIP):

1. Approve Resolution 21-015 (Attachment A) regarding the approval of \$22.035 million of 2022 STIP funds for Alameda County, which includes \$15.87 million of new 2022 STIP funding for three projects: Alameda CTC's Oakland Alameda Access (\$11.87 million), City of Fremont's I-880 Decoto Road

Interchange Modernization (\$3.0 million) and BART's Downtown Berkeley Station Elevator Modernization (\$1.0 million).

2. Staff recommendation also includes a provision that if the BART and City of Fremont projects do not meet the STIP readiness requirements, the 2022 STIP funds recommended for these projects will be reprogrammed to the Oakland Alameda Access project.

*Marilou Ayupan made a motion to approve this item. Rochelle Wheeler seconded the motion. The motion passed with the following roll call votes:*

Yes: Ameri, Ayupan, Bhatia, Chiu, Evans, Fried, Hu, Huisingsh, Imai, Izon, Javandel, Lee, Marquises, Nair, Ng, Novenario, Raphael, Ripperda, Wheeler, Yeamans

No: None

Abstain: None

Absent: Connolly, Danmeier, Fournier, Maloney, Victor, Xu

## **5.2. Approve FY2021-22 Transportation Fund for Clean Air (TFCA) Program**

Gary Huisingsh introduced Jacki Taylor to present this item. Ms. Taylor recommended that the Commission approve the programming of \$505,000 of Transportation Fund for Clean Air (TFCA) County Program Manager funds from the City of Oakland's share of the FY 2021-22 TFCA Fund Estimate to the following two projects:

1. \$350,000 for East Bay Greenway, Phase 2, and
2. \$155,000 for 14th Street Complete Streets Improvements.

*Donna Lee made a motion to approve this item. Julie Chiu seconded the motion. The motion passed with the following roll call votes:*

Yes: Ameri, Ayupan, Bhatia, Chiu, Evans, Fried, Hu, Huisingsh, Imai, Izon, Javandel, Lee, Marquises, Nair, Ng, Novenario, Raphael, Ripperda, Wheeler, Yeamans

No: None

Abstain: None

Absent: Connolly, Danmeier, Fournier, Maloney, Victor, Xu

## **5.3. Approve the 2021 Congestion Management Program (CMP)**

Gary Huisingsh introduced Chris Marks to present this item. Mr. Marks recommended that the Commission approve the 2021 Congestion Management Program (CMP). The 2021 CMP report would then be submitted to the Metropolitan Transportation Commission (MTC). He noted that the State CMP legislation requires biennial updates to the CMP. Alameda CTC develops and updates a CMP for Alameda County during odd-number years. The CMP defines how the agency will monitor the performance of the county's transportation system, develop strategies to address congestion and improve multimodal system performance, and strengthen

the integration of transportation and land use planning. The last update to the Alameda County CMP was completed in September 2019. The current 2021 update is an administrative update that makes no substantive changes to the 2019 CMP but ensures conformance with regional and state legislative requirements.

*Pratyush Bhatia made a motion to approve this item. Farid Javandel seconded the motion. The motion passed with the following roll call votes:*

Yes: Ameri, Ayupan, Bhatia, Chiu, Evans, Fried, Hu, Huisingsh, Imai, Izon, Javandel, Lee, Marquises, Nair, Ng, Novenario, Raphael, Ripperda, Wheeler, Yeamans

No: None

Abstain: None

Absent: Connolly, Danmeier, Fournier, Maloney, Victor, Xu

#### **5.4. FFY 2021-22 Annual Obligation Plan Update**

Jacki Taylor presented an update on the FFY 2021-22 Annual Obligation Plan and federal and State-funded projects requirements. Ms. Taylor explained that ahead of each new Federal Fiscal Year (FFY), Metropolitan Transportation Commission (MTC) develops an annual obligation plan in coordination with local agencies and Caltrans. Local agencies are to assign and maintain a local agency Single Point of Contact (SPOC) for all federal and state-funded projects administered by Caltrans. SPOCs provided delivery schedules for the projects in the draft obligation plan. Once an annual obligation plan is developed, MTC continues to monitor the status of individual project delivery against the requirements, are based on Regional Project Delivery Policy, Resolution 3606. Ms. Taylor stated that to assist with monitoring the delivery deadlines of SB 1 funding, MTC also develops a CTC Allocation Plan for projects with a CTC allocation deadline in the current fiscal year.

#### **5.5. Priority Development Area Investment and Growth Strategy Update**

Gary Huisingsh introduced Shannon McCarthy to present this item. Ms. McCarthy provided an update on the development of the 2021 Priority Development Area Investment & Growth Strategy (PDA IGS), and noted that this is a reporting requirement of MTC's One Bay Area Grant Program (OBAG). She presented an overview of PDAs in Alameda County, and thanked the Committee for providing feedback on project costs and housing permits. She summarized initial draft findings from a review of data provided by MTC, which suggest that the majority of recently permitted housing has been located in the county's PDAs, and that the share of single-occupancy vehicle commutes is lower in PDAs than non-PDAs. She noted that staff would return with additional updates at the November ACTAC meeting, before ACTAC and the Alameda CTC will be requested to approve the 2021 PDA IGS in January 2022.

Ms. McCarthy asked for feedback from ACTAC members on what mobility shifts jurisdictions have seen in PDAs, as well as what projects they would highlight as serving affordable housing. Amber Evans of Emeryville pointed out that improvements on 40<sup>th</sup> Street will serve affordable housing in Emeryville, and noted that the Affordable Housing & Sustainable Communities (AHSC) Program ties transportation projects directly to affordable housing. As a public comment, Derek Sagehorn of the East Bay Transit Riders Union stated his concern about the timeline of the San Pablo Avenue project as it relates to planned housing developments near the project.

#### **6. Members Report**

David Ripperda announced that his last day with ACE is October 15, 2021, and he accepted a position with the Sonoma County Transportation Authority.

Eric Hu announced that Bike East Bay and Bike Fremont hosted a bicycle tour from Fremont Main BART station on October 2, 2021.

Rochelle Wheeler announced that she is the new City of Alameda representative for ACTAC.

#### **7. Staff Report**

There were no staff reports.

#### **8. Adjournment**

The meeting adjourned at 2:30 p.m. The next meeting is scheduled for October 7, 2021.





# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** October 28, 2021

**TO:** Alameda County Technical Advisory Committee

**FROM:** Vivek Bhat, Director of Programming and Project Controls  
Jacki Taylor, Senior Program Analyst

**SUBJECT:** Alameda County Federal Inactive Projects Update

## Recommendation

ACTAC members are requested to review the current Caltrans Inactive Projects list (Attachment A), which identifies federal funding at risk for deobligation due to delayed invoicing. For the identified projects, sponsors are requested to take the actions required to keep the funding obligation active and in compliance with Caltrans requirements. This is an information item.

## Summary

Federal regulations require local agencies receiving federal funds to regularly invoice against each federal obligation. Caltrans maintains a list of inactive obligations and projects are added to the list when there has been no invoice activity for the past six months. If Caltrans does not receive an invoice during the subsequent six-month period the project's federal funds will be at risk for deobligation by the Federal Highway Administration (FHWA). ACTAC members are requested to review the latest inactive projects list (Attachment A), which identifies the federal funds at risk and the actions required to avoid deobligation. Local agencies are expected to regularly submit invoices and close out projects in a timely manner. To reduce the occurrence of inactive projects, local agencies are encouraged to implement quarterly invoicing. Project sponsors with inactive projects are to work directly with Caltrans Local Assistance to clear the inactive invoicing status, submit inactive justification forms, and provide periodic status updates to Alameda CTC programming staff until projects are removed from the Caltrans report.

## Background

In response to FHWA's requirements for processing inactive obligations, Caltrans Local Assistance proactively manages federal obligations, as follows:

- If Caltrans has not received an invoice for obligated funds in over six months, the project will be deemed inactive and added to the list of Federal Inactive

Obligations. The list is posted on the Caltrans website and updated weekly: <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>. If the inactive list indicates a written justification is due to Caltrans, download the justification form template from this same link.

- Caltrans will notify local agencies the first time a project becomes inactive.
- If Caltrans does not receive an invoice within the following six months (12 months without invoicing), Caltrans will deobligate the unexpended balances. The deobligation process is further detailed in [FHWA's Obligation Funds Management Guide](#), which states that project costs incurred after deobligation are not considered allowable costs for federal participation and are therefore ineligible for future federal reimbursement.

It is the responsibility of local agencies to work in collaboration with their DLAE to ensure projects are removed from the inactive list and avoid deobligation.

### **Regional Requirements**

The Metropolitan Transportation Commission (MTC) Regional Project Delivery Policy, MTC Resolution 3606, states that *"Agencies with projects that have not been invoiced against at least once in the previous six months or have not received a reimbursement within the previous nine months have missed the invoicing /reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement."* Additionally, MTC may delay the obligation of currently programmed regional discretionary funding to a future year. Thus, agencies with inactive projects must resolve their inactive status promptly to avoid restrictions on future federal funds. MTC actively monitors inactive obligations and periodically contacts project sponsors for status updates. MTC encourages Local Agencies to invoice more frequently than the 6-month minimum and preferably on a quarterly basis.

### **Invoice Submittal**

Due to COVID-19, Caltrans has temporarily exempted its requirement for wet signatures on invoice documents in order to process for payment. Until further notice, Districts will be accepting scanned copies of invoices. Local Assistance Procedures Manual (LAPM) forms, including Exhibit 5-A Local Agency Invoice form can be found [here](#).

### **Next Steps**

ACTAC members are requested to ensure timely invoicing against each federal obligation and work directly with Local Assistance to resolve invoicing issues. Sponsors with inactive projects are requested to provide periodic status updates to Alameda CTC until the projects are removed from the report. Email updates to Jacki Taylor, [JTaylor@alamedactc.org](mailto:JTaylor@alamedactc.org).

**Fiscal Impact:** There is no fiscal impact. This is an information item.

### **Attachment:**

- A. Alameda County Federal Inactive Projects List, dated 10/21/2021

**Alameda County  
Inactive Obligations**  
Updated by Caltrans 10/21/2021

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5933160	Inactive	Invoice overdue. Contact DLAE.	Alameda County	FOOTHILL BLVD FROM 164TH TO JOHN DR. REHABILITATE PAVEMENT	3/29/2022	3/29/2021	3/29/2021		3/29/2021	7				
											\$2,460,905	\$2,171,000	\$0	\$2,171,000
5933142	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	Alameda County	FAIRMONT DRIVE BETWEEN LAKE CHABOT ROAD AND 2700 FAIRMONT DRIVE INSTALL GUARDRAILS.	1/7/2022	01/07/2021	07/28/2017	1/7/2021	1/7/2021	9				
											\$1,185,300	\$908,800	\$128,269	\$780,531
5933138	Inactive	Invoice overdue. Contact DLAE.	Alameda County	ARROYO ROAD, 1/2 MILE SOUTH OF WETMORE ROAD AT DRY CREEK. (BR 33C0448) BRIDGE REPLACEMENT (TC)	4/15/2022	4/15/2021	3/9/2017	4/15/2021	4/15/2021	6				
											\$430,000	\$430,000	\$118,584	\$311,416
5933154	Inactive	Invoice overdue. Contact DLAE.	Alameda County	CROW CANYON ROAD, PALOMARES ROAD, NORTH VASCO ROAD, AND ALTAMONT PASS ROAD IN UNINCORPORATED ALAMEDA	2/5/2022	2/5/2021	11/19/2019	2/5/2021	2/5/2021	8				
											\$334,940	\$301,430	\$15,405	\$286,025
5322055	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	Fremont	FREMONT CITY CENTER & FREMONT BART STATION MULTIMODAL IMPROVMENTS	10/8/2021	10/08/2020	03/12/2015	10/8/2020	10/8/2020	12				
											\$3,285,974	\$2,095,586	\$2,068,180	\$27,406
5012144	Inactive	Invoice overdue. Contact DLAE.	Oakland	IN OAKLAND ON 20TH ST. BETWEEN BROADWAY AND HARRISON ST. PEDESTRIAN IMPROVEMENT SIDEWALK	4/15/2022	4/15/2021	2/7/2017	4/15/2021	4/15/2021	6				
											\$7,815,823	\$4,157,000	\$746,358	\$3,410,642
5012037	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	Oakland	LAKE MERRITT CHANNEL BRIDGE (BR.NO.33C-0030) REPLACE BRIDGE (PER SEISMIC STRATEGY)	11/24/2021	11/24/2020	03/01/1998	11/24/2020	11/24/2020	11				
											\$31,446,836	\$27,595,632	\$26,279,636	\$1,315,996
5101029	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	Pleasanton	CITY OF PLEASANTON: 5 BRIDGES, 33C0454, 33C0099, 33C0453, 33C0461, AND 33C0462. BRIDGE PREVENTIVE MAINTENANCE	9/11/2021	09/11/2020	12/19/2015	9/11/2020	9/11/2020	13				
											\$1,575,426	\$134,532	\$131,090	\$3,442
5041045	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	San Leandro	IN SAN LEANDRO AT THE INTERSECTION OF DAVIS ST AND CARPENTIER ST. INSTALL PEDESTRIAN ACTIVATED HAWK	11/27/2019	11/27/2018	04/21/2017	11/27/2018	4/20/2021	35				
											\$292,655	\$254,405	\$37,655	\$216,750
5354042	Inactive	Invoice overdue. Contact DLAE.	Union City	DYER STREET FROM DEBORAH STREET TO ALVARADO BLVD. STREET PAVEMENT REHABILITATION	4/21/2022	4/21/2021	4/21/2021		4/21/2021	6				
											\$1,217,832	\$872,000	\$0	\$872,000
5933159	Future	Invoice ASAP to avoid inactivity.	Alameda County	CASTLEWOOD DRIVE BETWEEN FOOTHILL ROAD AND PLEASANTON SUNOL ROAD, UNINCORPORATED ALAMEDA COUNTY BRIDGE	7/2/2022	7/2/2021	3/13/2020	7/2/2021	7/2/2021	3				
											\$570,000	\$504,621	\$38,967	\$465,654
5933153	Future	Invoice ASAP to avoid inactivity.	Alameda County	VARIOUS SIGNALIZED INTERSECTIONS THROUGHOUT ALAMEDA COUNTY AND SUBURBAN CONTEXT: CASTRO VALLEY BLVD	7/2/2022	7/2/2021	10/31/2019	7/2/2021	7/2/2021	3				
											\$200,000	\$200,000	\$22,743	\$177,257
5933152	Future	Invoice ASAP to avoid inactivity.	Alameda County	VARIOUS UNSIGNALIZED INTERSECTIONS IN UNINCORPORATED AREA IN ALAMEDA COUNTY: 1. ALISAL	7/2/2022	7/2/2021	10/30/2019	7/2/2021	7/2/2021	3				
											\$192,400	\$192,400	\$58,645	\$133,755

**Alameda County  
Inactive Obligations**  
Updated by Caltrans 10/21/2021

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
6480013	Future	Invoice ASAP to avoid inactivity.	Alameda County Transportation Commission	COUNTY WIDE- APPROXIMATELY 300 PUBLIC SCHOOL ALAMEDA COUNTY SAFE ROUTES TO SCHOOL PROGRAM OUTREACH AND	6/10/2022	6/10/2021	6/15/2017	6/10/2021	6/10/2021	4	\$9,842,182	\$8,709,066	\$5,933,629	\$2,775,437
5057051	Future	Invoice ASAP to avoid inactivity.	Berkeley	DANA STREET FROM DWIGHT WAY TO BANCROFT WAY; BANCROFT WAY FROM MILVIA STREET TO PIEMONCE AVENUE; FULTON	5/26/2022	5/26/2021	11/28/2018	5/26/2021	5/26/2021	5	\$1,129,561	\$1,000,000	\$48,471	\$951,529
5057046	Future	Invoice ASAP to avoid inactivity.	Berkeley	CITY WIDE IMPLEMENT PARKING PRICING PILOT PROGRAM IN NEIGHBORHOODS ADJACENT TO GO-BERKELEY METER AREA.	6/3/2022	6/3/2021	1/25/2017	6/3/2021	6/3/2021	4	\$1,187,500	\$950,000	\$325,749	\$624,251
5057045	Future	Invoice ASAP to avoid inactivity.	Berkeley	SHATTUCK AVENUE, SHATTUCK SQUARE, AND BERKELEY SQUARE FROM ALLSTON WAY TO UNIVERSITY AVENUE.	6/22/2022	6/22/2021	2/20/2018	6/22/2021	6/22/2021	4	\$7,298,924	\$2,777,000	\$2,697,924	\$79,076
5322060	Future	Invoice ASAP to avoid inactivity.	Fremont	COMPLETE STREETS UPGRADE OF RELINQUISHED SR84. THORNTON AVE - BLACOW RD. TO FREMONT BLVD; FREMONT BLVD - ALDER	6/24/2022	6/24/2021	11/11/2018	6/24/2021	6/24/2021	4	\$1,339,000	\$1,185,000	\$229,583	\$955,417
5012160	Future	Invoice ASAP to avoid inactivity.	Oakland	BRIDGE NO. 33C0373R, EDGEWATER DRIVE NB OVER ELMHURST CANAL, 0.2 MI N/W ROLAND WAY REPLACE EXISTING	6/8/2022	6/8/2021	2/18/2020	6/8/2021	6/8/2021	4	\$800,000	\$708,240	\$49,111	\$659,129
5012161	Future	Invoice ASAP to avoid inactivity.	Oakland	BRIDGE NO. 33C0373L, EDGEWATER DRIVE NB OVER ELMHURST CANAL, 0.2 MI N/W ROLAND WAY REPLACE EXISTING	6/8/2022	6/8/2021	2/18/2020	6/8/2021	6/8/2021	4	\$800,000	\$708,240	\$58,552	\$649,688
5012145	Future	Invoice ASAP to avoid inactivity.	Oakland	IN OAKLAND: MONTCLAIR AND SELECT AREA OF DOWNTOWN. IMPLEMENT DEMAND-RESPONSIVE PARKING AND TRANSPORTATION	6/15/2022	6/15/2021	4/7/2017	6/15/2021	6/15/2021	4	\$1,584,050	\$1,300,000	\$842,506	\$457,494
5012155	Future	Invoice ASAP to avoid inactivity.	Oakland	IN OAKLAND: ON HARRISON STREET FROM 20TH STREET TO 27TH STREET, GRAND AVENUE FROM W/O HARRISON STREET TO	7/2/2022	7/2/2021	11/7/2018	7/2/2021	7/2/2021	3	\$453,000	\$400,000	\$139,483	\$260,517
5354040	Future	Invoice ASAP to avoid inactivity.	Union City	INTERSECTIONS OF ALVARADO-NILES ROAD AT MANN AVE/UNION SQUARE AND ALVARADO BLVD AT GALAXY WAY.. REMOVE	5/20/2022	5/20/2021	6/13/2017	5/20/2021	5/20/2021	5	\$537,900	\$537,900	\$150,675	\$387,225

**Color Key**



- Project is inactive for more than 12 months and is carried over from last quarter inactive project list. **Provide status to DLAE/ submit inactive justification form, as indicated.**
- Invoice / Final invoice is under review
- Project is in final voucher process. District can contact Final voucher unit to verify and get an update.
- Invoice is returned and agency needs to contact DLAE to resubmit the invoice.
- Invoice Overdue. Agency needs to provide justification to DLAE.



# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** October 28, 2021

**TO:** Alameda County Technical Advisory Committee

**FROM:** Kristen Villanueva, Principal Transportation Planner  
Shannon McCarthy, Associate Transportation Planner

**SUBJECT:** 2021 Priority Development Area Investment & Growth Strategy Update  
– Planned Transportation Projects

## Recommendation

This is an update on the 2021 Priority Development Area Investment & Growth Strategy (PDA IGS) that is a reporting requirement for MTC's One Bay Area Grant Program (OBAG). This item will provide information on planned transportation projects for Priority Development Areas (PDAs) in Alameda County. This is an information item.

## Summary

As described last month, MTC's OBAG program requires county transportation agencies (CTAs) to develop and update a PDA IGS, a document that describes transportation and housing trends within PDAs, on a regular basis. As part of the 2021 PDA IGS Update, MTC is requiring three elements to be reported for PDAs in each county. MTC's guidelines are included in Attachment A. These include the following:

1. Housing and mobility trends in PDAs
2. Planned transportation projects in PDAs
3. Affordable housing pipeline in PDAs

Last month, staff presented an update on housing and mobility trends in PDAs. This month, staff are requesting final review of planned transportation projects in PDAs based on feedback received from ACTAC in September 2021. We are also sharing information from MTC on the affordable housing pipeline in Alameda County.

Overall, jurisdictions throughout Alameda County and Alameda CTC have emphasized PDAs and the importance of integrating transportation and land use in order to meet mobility and climate goals, support local economies, and provide much-needed housing. These policy priorities are reflected in the vision and goals of the 2020 Countywide

Transportation Plan (2020 CTP), and are integrated into planning, project development and programming activities. The PDA IGS is our opportunity to highlight examples of these connections in Alameda County for MTC. All feedback will be incorporated into a final *draft* PDA IGS Update that is due to MTC by December 15<sup>th</sup>. ACTAC and the Alameda CTC Commission will be requested to approve the 2021 PDA IGS in January 2022.

## **Background**

Jurisdictions within Alameda County have identified 48 PDAs, which are locally nominated areas for new development near high quality transit. The regional goal is for these PDAs to accommodate the majority of future housing in the county and region in order to reduce the amount of automobile travel associated with new development and associated greenhouse gas emissions. A list of these PDA designations and maps of their locations within Alameda County are included in Attachment B. This reflects PDAs used for Plan Bay Area 2050 (PBA2050).

## **Planned Transportation Projects and Programmatic Investments in PDAs – Draft for ACTAC review**

A core recommendation of the 2020 CTP is a set of projects and programs that will be prioritized over the next 10 years. This list of 10-Year Priority Projects and Programs was developed through an iterative process with partner agencies, starting with a technical project screening, analysis of gaps, and robust discussions with agencies and Commissioners on local priorities and as a reflection of community engagement responses. The projects were selected based on their ability to support countywide needs and CTP goals, as well as feedback from local agencies, the public, and elected officials with respect to local priorities. The list was adopted, along with the CTP, in November 2020 by Alameda CTC.

Given the prominence of PDAs in transportation and land use planning across Alameda County, 90 percent of the projects in the 10-Year list of the 2020 CTP are located in or provide access to PDAs. For the 2021 PDA IGS, we further evaluated these projects by conducting a mapping analysis determining which projects intersect or are within a PDA and which provide access to a PDA based on distance thresholds. In September, we shared this draft list with ACTAC and requested updates to cost and funding information, as well as information related to more programmatic projects that are planned for PDAs such as those related to implementing recommendations of an active transportation plan.

Attachment C presents the draft list of projects that will comprise our submittal to MTC per their requirement of the second element in the PDA IGS, Planned Transportation Projects in PDAs. Projects are listed by Planning Area and Sponsor Agency, and incorporate revisions received from ACTAC. Details on Programmatic investments in PDAs that we received from ACTAC members are listed in a similar format in Attachment D. This list will also be shared with MTC. Please review Attachments C and D to ensure they reflect revisions you provided.

## **Planned Transportation Projects and Affordable Housing – Draft for ACTAC review**

The third element required of the 2021 PDA IGS is determination of which planned projects in PDAs also serve affordable housing development projects in the pipeline. MTC and Enterprise Community Partners, a national affordable housing firm, compiled a list of planned affordable housing developments by county, included in Attachment E, to meet this requirement. We have since mapped these development projects and determined which planned transportation projects would serve them. Attachment F presents the draft list of projects that will serve these development projects and the sum of units from these developments. Attachment G presents the names of each development project associated with each transportation project.

This attachment further indicates which projects are in an Equity Priority Community as defined in PBA2050 and which are on Alameda County's bicycle and pedestrian High Injury Network. We are requesting review of the tables in Attachments E and F. These will comprise our submittal to MTC regarding the third, and final, required element of the 2021 PDA IGS.

### **Next Steps**

Final feedback on this information is requested by November 19. All feedback will be incorporated into a final draft PDA IGS Update that is due to MTC by December 15<sup>th</sup>. ACTAC and the Alameda CTC will be requested to approve the final 2021 PDA IGS in January 2022.

**Fiscal Impact:** There is no fiscal impact. This is an information item only.

### **Attachments:**

- A. 2021 PDA IGS Guidelines from MTC
- B. Alameda County PDAs (PBA 2050)
- C. Draft Planned Transportation Projects in PDAs
- D. Draft Planned Programmatic Investments in PDAs
- E. List of Affordable Housing Developments in the Pipeline
- F. Draft Planned Transportation Projects - Detail
- G. Draft Planned Transportation Projects & Affordable Housing Pipeline

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July 29, 2021

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Napa County and Cities

*Nick Josefowitz, Vice Chair*  
San Francisco Mayor's Appointee

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Cities of Santa Clara County

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*Brad Paul*  
Deputy Executive Director,  
Local Government Services

TO: CTA Executive Directors

RE: Priority Development Area (PDA) Investment and Growth Strategies – CTA  
Guidance for 2021 Updates

Dear CTA Executive Directors:

The One Bay Area Grant (OBAG 2) policy and project selection framework, MTC Resolution No. 4202, requires CTAs to develop a PDA Investment & Growth Strategy for their county every four years, with interim status reports provided two years after each update. The Strategies are intended to facilitate coordination between CTAs and local jurisdictions with Priority Development Areas (PDAs), strengthening the alignment of transportation investments and local planning in each county. The current PDA Investment and Growth Strategies were adopted in May 2017. In 2019, the Commission waived the requirement for CTAs to develop an interim progress report, as MTC staff would satisfy the requirement through the PDA and OBAG Assessment project.

A new PDA Investment and Growth Strategy is required to be adopted in 2021, in advance of the adoption of the OBAG 3 program framework. Each Strategy will help shape OBAG 3 by identifying the challenges, opportunities, and needs unique to the County's PDAs. The purpose of this memo is to provide guidance to assist CTAs in the development of a PDA Investment and Growth Strategy for each county.

To fulfill the OBAG 2 requirements to develop a 2021 PDA Investment and Growth Strategy, CTAs will address the following:

### 1. Recent Housing and Mobility Trends

MTC/ABAG staff will provide housing production and vehicle miles traveled data for each PDA by county, relying on data compiled through the PDA & One Bay Area Grant (OBAG) Assessment project. CTA staff will review the housing production and mobility trends of PDAs within their county. CTA staff may wish to include this data in their PDA Investment and Growth Strategy to provide context for the information gathered in items 2 and 3, below. If desired, CTA staff may also update or supplement the data that is provided or add anecdotal examples to reflect trends in development activity and mobility shifts within PDAs.

## 2. Planned Transportation Projects

CTA staff will consult with each local jurisdiction with an adopted PDA, as well as transit agencies providing service in the county, to produce a list of planned transportation investments in PDAs. Consultation can take the form of a survey, one-on-one conversations, or a workshop. MTC/ABAG staff will provide a template to CTA staff to collect this information and can also provide points of contact at individual jurisdictions. Project lists by PDA should include:

- Multimodal transportation projects that have been identified in an adopted Specific, Community Plan, Capital Improvement Program (CIP), County Transportation Plan (CTP), or transit agency plan. This list should exclude improvements that add lane capacity or are otherwise associated with increased vehicle miles traveled (VMT).
- Planned travel demand management (TDM), parking management, or transit ridership promotion programs.
- If possible, each project should include the total estimated cost, committed funding, and the remaining funding gap.

CTAs are also encouraged to request and report information about non-transportation infrastructure projects that have been identified as necessary to implement PDA plans.

## 3. Affordable Housing Pipeline

MTC/ABAG staff will provide each CTA with a list of potential and permitted affordable housing projects in its jurisdictions. CTAs will identify which projects identified in #2 above will serve these potential developments. CTAs will also develop a list of additional major transportation investments (included in the Countywide Transportation Plan or CIP) that will serve potential affordable housing sites located outside of PDAs.

MTC/ABAG will convene a workshop with CTA staff, affordable housing developers, Community Development Finance Institutions (CDFIs), and transit agencies. Following a presentation on the role of transportation investments in advancing affordable housing production, CTAs and transit agencies will be paired in facilitated breakout groups with affordable housing developers and CDFIs active in their county to discuss the affordable housing pipeline within the county, the planned or future transportation investments capable of serving those sites, and the existing challenges and future opportunities for CTAs, transit agencies, and local jurisdictions to support affordable housing projects through coordination, prioritization, and other potential measures.

In summary, CTAs are asked to submit a PDA Investment and Growth Strategy document to MTC/ABAG staff by December 15, 2021, that addresses each of the three items described above.

Sincerely,



Theresa Romell

Funding Policy and Programs

## Attachment B. Alameda County PDAs (PBA 2050)

### What is a Priority Development Area (PDA)?

PDAs are locally nominated areas for new development near high quality transit. PDAs are intended to accommodate the majority of future housing in the county and region in order to reduce the amount of automobile travel associated with new development and associated greenhouse gas emissions.

Bay Area local governments have established over 200 PDAs since 2008, 48 of which are located within Alameda County.

### PDA Eligibility Criteria

All PDAs must meet the following criteria:

- Nominated by a local government with land use authority
- Infill location is fully contained within an existing urban area
- Plan for significant housing and/or employment growth is reflected by the local jurisdiction's general plan or zoning ordinance and must be completed by 2025
- Area has been identified as a Transit-Rich or Connected Community

### PDA Designations

There are two types of PDAs:

- **Transit-Rich PDAs** have high-quality transportation infrastructure already in place to support additional growth in their communities
- **Connected Community PDAs** offer basic transit services and have committed to policies that increase mobility options and reduce automobile travel

### Eligibility Criteria for PDA Designations

#### Transit-Rich PDA Criteria

At least 50% of the area is within 1/2 mile of any of the following:

- An existing rail station or ferry terminal (with bus or rail service)
- A bus stop with peak service frequency of 15 minutes or less
- A planned rail station or planned ferry terminal (with bus or rail service) in the most recently adopted fiscally-constrained Regional Transportation Plan

#### Connected Community PDA Criteria

The entire area is within 1/2 mile of a bus stop with peak service of 30 minutes or less and is beyond 1/2 mile of transit service that meets the "high quality transit" criteria as defined above for Transit-Rich PDAs; and meets at least one of the following:

- At least 50% of the area is defined as a High Resource or Highest Resource on the most recent Opportunity Map adopted by the California Department of Housing and Community Development
- Adopted at least 2 policies to reduce Vehicle Miles Traveled, such as prioritization of bicycle and pedestrian planning projects

## Alameda County PDAs by Designation

Source: MTC Priority Development Areas (Plan Bay Area 2050)

Jurisdiction	PDA	Designation
Alameda	Naval Air Station	Transit-Rich
Alameda	Northern Waterfront	Transit-Rich
Albany	San Pablo & Solano Mixed Use Neighborhood	Transit-Rich
Berkeley	North Berkeley BART	Transit-Rich
Berkeley	Adeline Street	Transit-Rich
Berkeley	Downtown	Transit-Rich
Berkeley	San Pablo Avenue	Transit-Rich
Berkeley	South Shattuck	Transit-Rich
Berkeley	Southside/Telegraph Avenue	Transit-Rich
Berkeley	University Avenue	Transit-Rich
Dublin	Downtown Specific Plan Area	Transit-Rich
Dublin	Transit Center/Dublin Crossings	Transit-Rich
Dublin	Town Center	Transit-Rich
Emeryville	Mixed-Use Core	Transit-Rich
Fremont	Irvington Transit PDA	Transit-Rich
Fremont	Centerville Transit PDA	Transit-Rich
Fremont	Downtown/City Center Transit PDA	Transit-Rich
Fremont	Warm Springs Innovation District Transit PDA	Transit-Rich
Fremont	Osgood Rd Connected Community PDA	Connected Community Within HRA
Fremont	Warm Springs Connected Community PDA	Connected Community Within HRA
Fremont	North Fremont Blvd Connected Community PDA	Connected Community Within HRA
Hayward	The Cannery	Transit-Rich
Hayward	Downtown	Transit-Rich
Hayward	South Hayward BART	Transit-Rich
Hayward	Mission Boulevard Corridor	Connected Community Outside HRA
Livermore	Downtown	Transit-Rich
Livermore	Isabel Neighborhood Specific Plan	Transit-Rich
Livermore	Southfront PDA	Connected Community Outside HRA
Newark	Dumbarton Transit Oriented Development	Connected Community Within HRA
Newark	Old Town Mixed Use Area	Connected Community Outside HRA
Oakland	West Oakland	Transit-Rich
Oakland	Fruitvale and Dimond Areas	Transit-Rich
Oakland	Coliseum Bay Area Rapid Transit Station Area	Transit-Rich
Oakland	Eastmont Town Center / International Blvd TOD	Transit-Rich
Oakland	Downtown & Jack London Square	Transit-Rich
Oakland	MacArthur Transit Village	Transit-Rich
Oakland	MacArthur Blvd Corridor	Transit-Rich
Oakland	San Antonio	Transit-Rich
Oakland	North Oakland / Golden Gate	Transit-Rich
Pleasanton	Hacienda	Connected Community Within HRA
San Leandro	BayFair TOD	Transit-Rich
San Leandro	East 14th Street	Transit-Rich
San Leandro	Downtown Transit Oriented Development	Transit-Rich
Unincorporated Alameda	Castro Valley BART	Transit-Rich
Unincorporated Alameda	East 14th Street and Mission Boulevard	Transit-Rich
Unincorporated Alameda	Hesperian Boulevard	Connected Community Outside HRA
Unincorporated Alameda	Meekland Avenue Corridor	Transit-Rich
Union City	Greater Station District Area	Transit-Rich

PRIORITY  
DEVELOPMENT  
AREAS

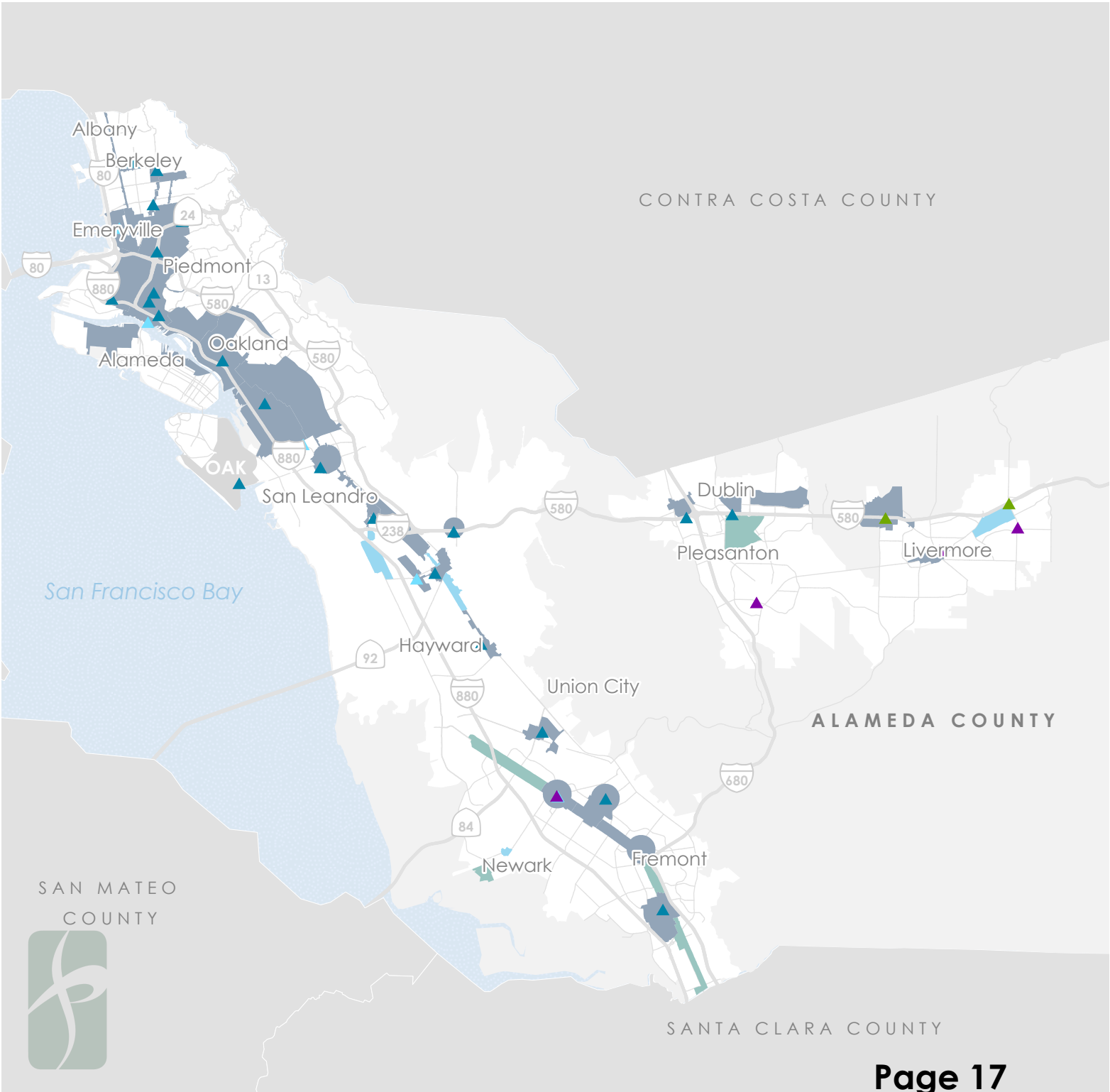
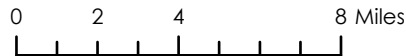
Rail Stations

- ▲ BART
- ▲ Capital Corridor
- ▲ ACE
- ▲ Valley Link (Planned)

PDA Designations

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

Source: MTC, Plan Bay Area 2050.





PRIORITY  
DEVELOPMENT  
AREAS

North Planning  
Area

Rail Stations

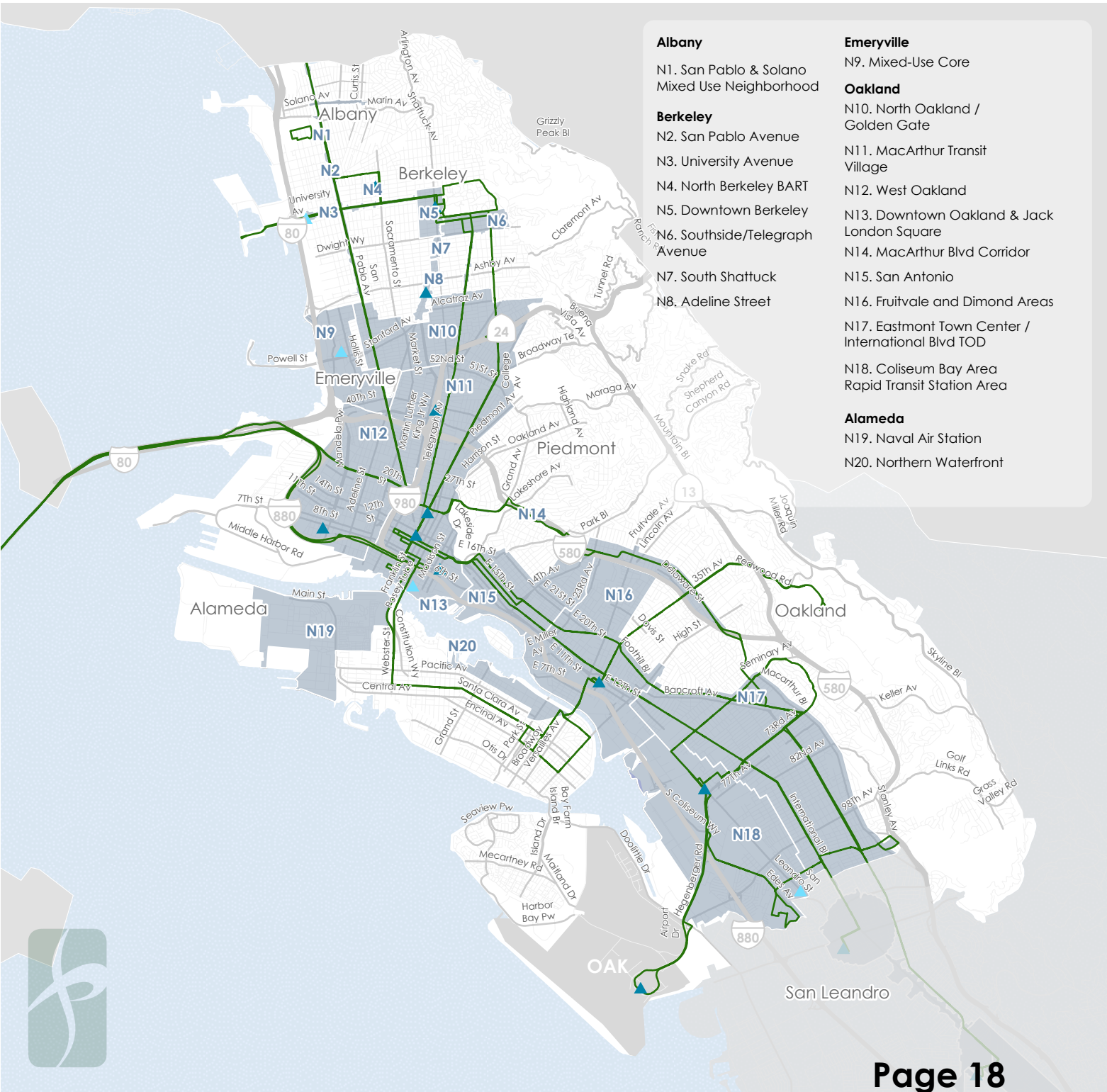
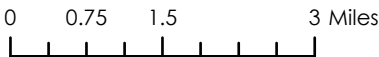
- ▲ BART
- ▲ Capital Corridor
- ▲ ACE
- ▲ Valley Link (Planned)
- High Frequency AC Transit & LAVTA Routes (≤15 min frequencies)

PDA Designations

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

Note: Lines with frequencies under 30 min are not shown.

Source: MTC, Plan Bay Area 2050.



PRIORITY  
DEVELOPMENT  
AREAS

Central Planning  
Area

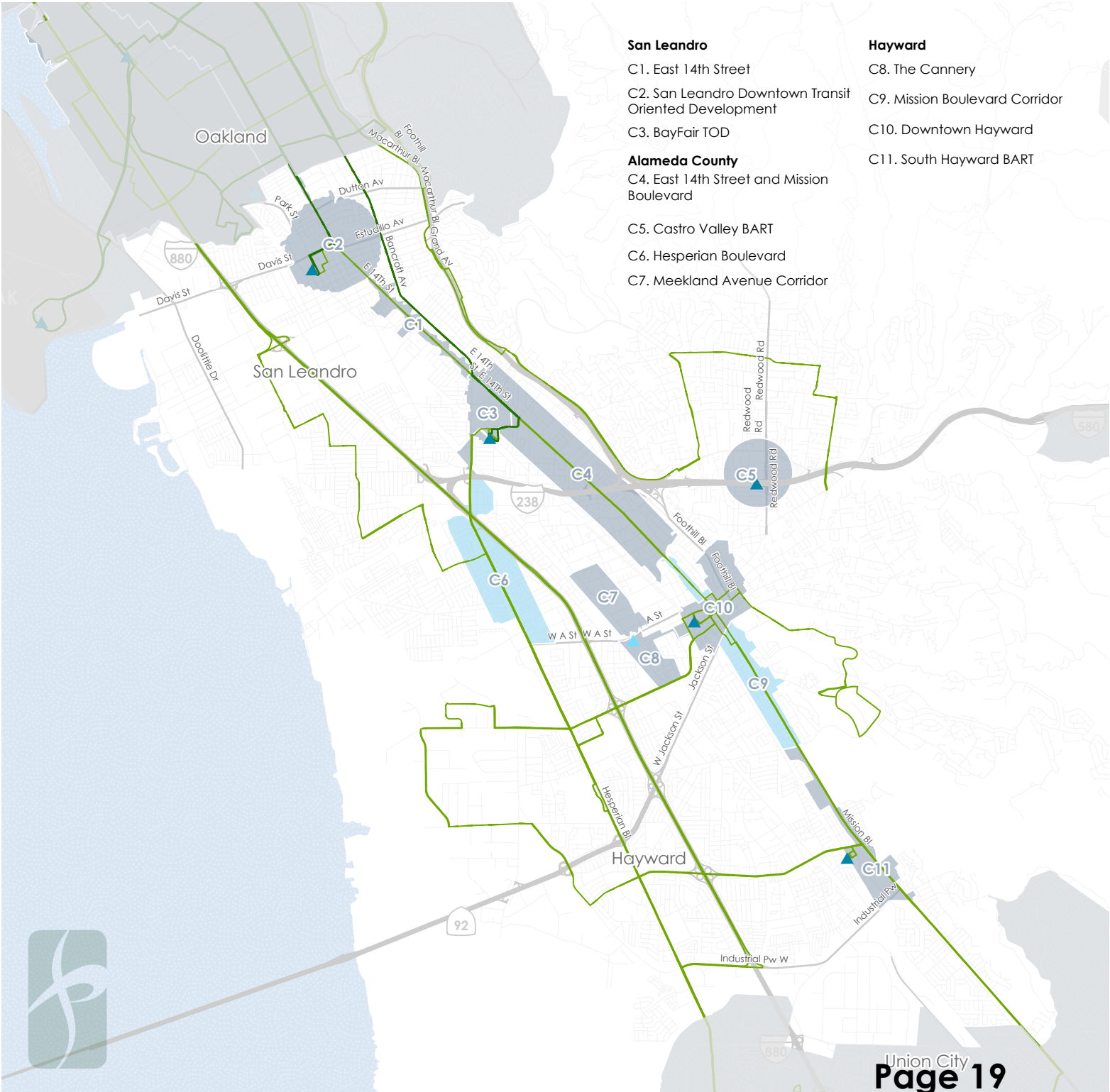
Rail Stations

- ▲ BART
- ▲ Capital Corridor
- ▲ ACE
- ▲ Valley Link (Planned)
- High Frequency AC Transit & LAVTA Routes (≤15 min frequencies)
- AC Transit & LAVTA Routes (≤30 min frequencies)

PDA Designations

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

Source: MTC, Plan Bay Area 2050.



- San Leandro**
- C1. East 14th Street
  - C2. San Leandro Downtown Transit Oriented Development
  - C3. BayFair TOD
- Alameda County**
- C4. East 14th Street and Mission Boulevard
  - C5. Castro Valley BART
  - C6. Hesperian Boulevard
  - C7. Meekland Avenue Corridor
- Hayward**
- C8. The Cannery
  - C9. Mission Boulevard Corridor
  - C10. Downtown Hayward
  - C11. South Hayward BART

PRIORITY  
DEVELOPMENT  
AREAS

South Planning  
Area

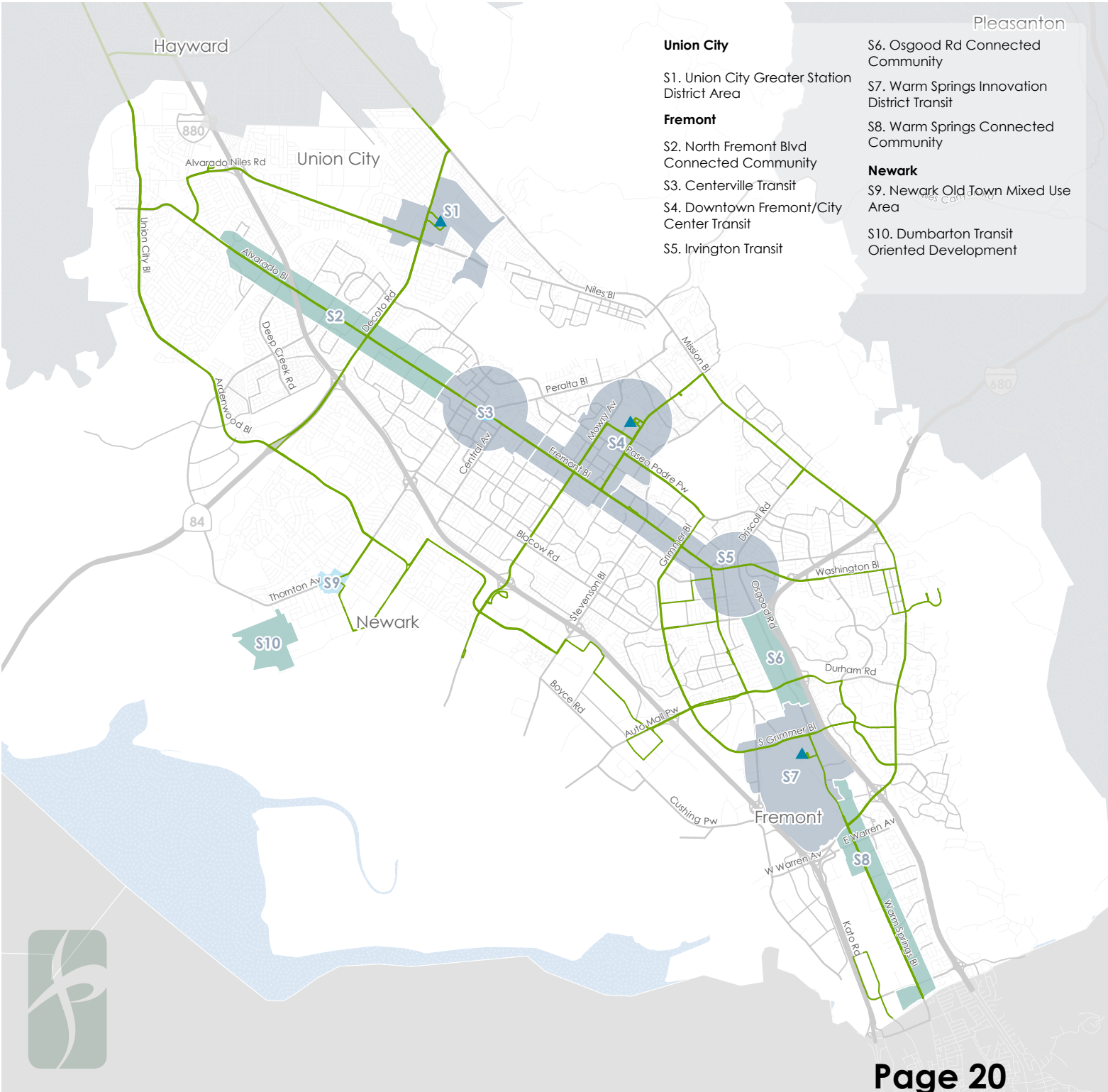
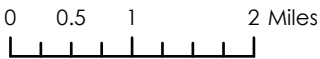
Rail Stations

- ▲ BART
- ▲ Capital Corridor
- ▲ ACE
- ▲ Valley Link (Planned)
- High Frequency AC Transit & LAVTA Routes (≤15 min frequencies)
- AC Transit & LAVTA Routes (≤30 min frequencies)

PDA Designations

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

Source: MTC, Plan Bay Area 2050.





PRIORITY  
DEVELOPMENT  
AREAS

East Planning  
Area

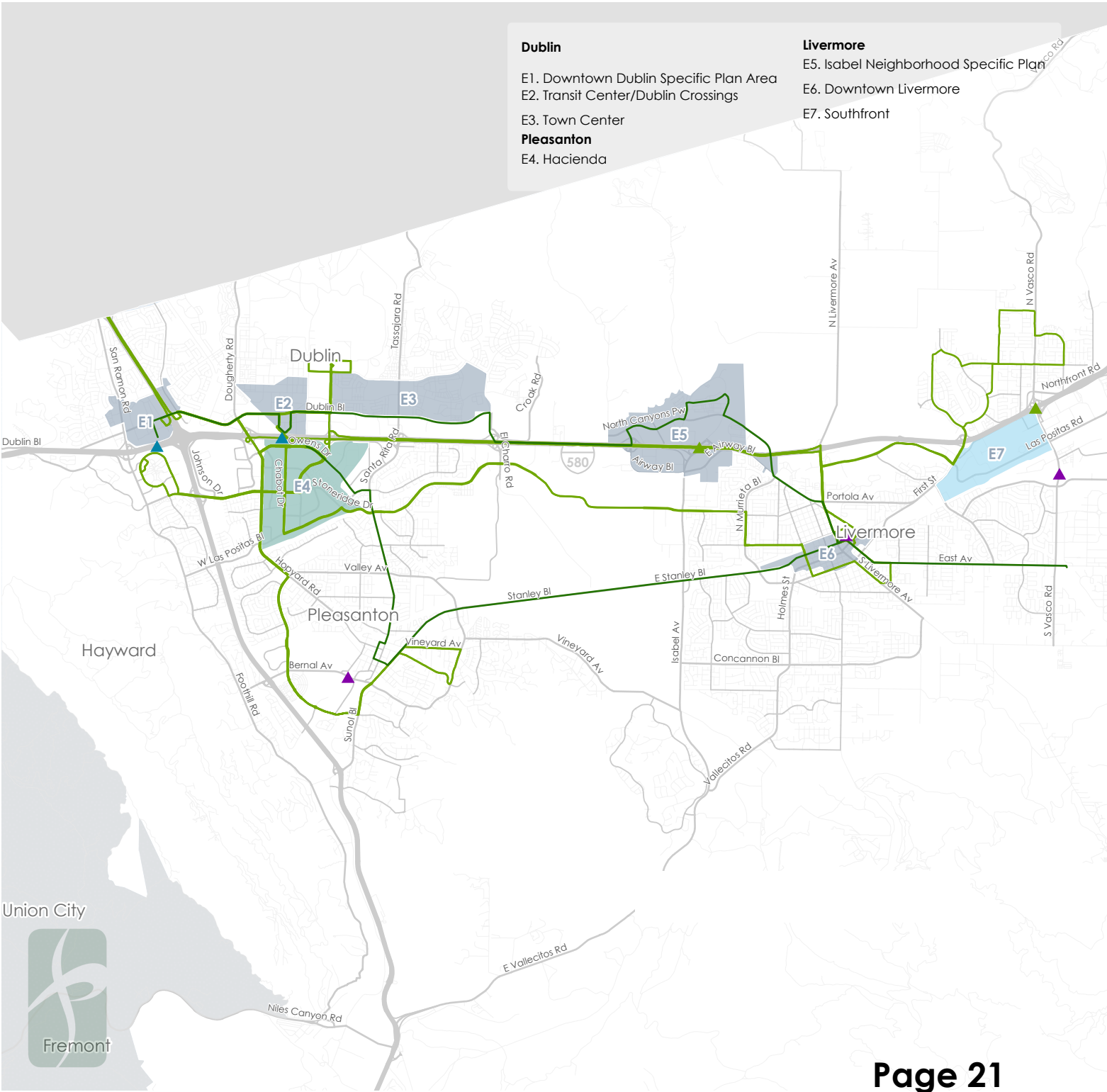
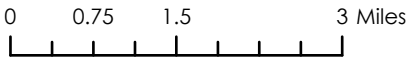
Rail Stations

- BART
- Capital Corridor
- ACE
- Valley Link (Planned)
- High Frequency AC Transit & LAVTA Routes (≤15 min frequencies)
- AC Transit & LAVTA Routes (≤30 min frequencies)

PDA Designations

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

Source: MTC, Plan Bay Area 2050.



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## Draft Planned Transportation Projects in PDAs

This notebook contains a draft list of transportation projects that are located within or provide access to Priority Development Areas (PDAs) as defined by Plan Bay Area (PBA) 2050 in Alameda County, and reflects revisions received from ACTAC members in September. See MTC's Webmap for PDA Boundaries and PDA names:

<https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/>

MTC has requested updated reporting on transportation projects that are located within or serve PDAs, including project cost and funding gaps. Transportation projects are broken out by project type (10-Year Priority Projects in Attachment C and CTP Programmatic Projects in Attachment D).

### DEFINITIONS

<b>Eligible Project Criteria</b>	<p>The PDA Project List is not an exhaustive list of all transportation projects or programs within Alameda County. 30-year projects, fully-funded projects, and projects that increase VMT are not included.</p> <p>Projects must meet <b>all</b> of the following criteria to be included in the PDA Project List:</p> <ul style="list-style-type: none"> <li>- Included in the Countywide Transportation Plan 10-Year Priority Project list OR exemplify a typical Programmatic Project</li> <li>- Located within or provide access to Priority Development Areas as defined in Plan Bay Area 2050</li> <li>- Do not increase VMT</li> </ul>
<b>Project "Within PDA"</b>	A project is considered "within PDA" if it intersects the boundaries of a Priority Development Area
<b>Project Provides "Access to PDA"</b>	<p>Access to a PDA is defined according to the type of transportation project:</p> <ul style="list-style-type: none"> <li>- Freeway projects - provide access to PDAs that are within a 2 mile radius of the project</li> <li>- Transit projects - provide access to PDAs that are within 1/2 mile radius of the project</li> <li>- Bike/Ped projects (incl. trails) - no access definition; only included if they are "within" (intersect) a PDA</li> </ul>

## DRAFT Alameda County PDA Transportation Project List: 10-Yr Priority Projects

*\*Reflects 10-Year CTP Priority Projects that serve PDAs, and incorporates updates provided by ACTAC in September 2021 primarily to cost and funding*

*Projects organized by Planning area then alphabetically by sponsor*

CTPID	Planning Area	Sponsor Agency	Project Name	Cost (\$M)	Committed Funding (\$M)	Within PDAs...	Access to PDAs...
7	Central	ACPWA	East Lewelling Boulevard Complete Streets (Phase 2)	\$10	\$5	East 14th Street and Mission Blvd	
8	Central	ACPWA	Hesperian Boulevard (Phase 2)	\$15	\$0	Hesperian Blvd	BayFair TOD, East 14th Street and Mission Boulevard
17.2	Central	ACPWA	Mission Blvd. / East 14th Phase III	\$30	\$10	East 14th St and Mission Blvd, Mission Blvd Corridor	
33	Central	BART	Bay Fair Connection	\$234	\$100	BayFair TOD, East 14th St and Mission Blvd	
17.3	Central	Hayward	Mission Blvd Phase 3 Improvements	\$18	\$0	Downtown, Mission Boulevard Corridor, East 14th Street and Mission Boulevard	
55	Central	Hayward	Downtown Hayward PDA Multimodal Complete Streets	\$35	\$0	Downtown, Mission Blvd Corridor	
56	Central	Hayward	Main Street Complete Street	\$5	\$3	Downtown, Mission Blvd Corridor	East 14th St and Mission Blvd, The Cannery
58	Central	Hayward	Tennyson Rd. Corridor PDA Complete Streets	\$5	\$0	South Hayward BART	
27.3	Central	San Leandro	Railroad Crossing Upgrades - Near Term Safety Enhancements	\$3	\$0	BayFair TOD, Downtown TOD	East 14th St, East 14th St and Mission Blvd, Hesperian Blvd, Coliseum BART Station Area
85	Central	San Leandro	Downtown San Leandro Streetscapes	\$6	\$0	East 14th St, Downtown TOD	
86	Central	San Leandro	San Leandro BART Station Area Safety Improvements	\$5	\$0	Downtown TOD	Coliseum BART Station Area, Eastmont Town Center / International Blvd TOD, East 14th St
87	Central	San Leandro	San Leandro Creek Trail	\$33	\$0	Coliseum BART Station Area, Downtown TOD	
36	East	BART	Dublin/Pleasanton BART Station Active Access Improvements	\$16	\$9	Transit Center/Dublin Crossings, Hacienda	
66.1	East	Dublin	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	\$12	\$12	Transit Center/Dublin Crossings	
59	East	LAVTA	Atlantis O&M Facility	\$33	\$0		Isabel Avenue/BART Station Planning Area
66.2	East	Livermore	Livermore Iron Horse Trail	\$20	\$0	Downtown, McGrath Southfront PDA	
88.3	East	Livermore	Isabel/Valley Link Multimodal Improvements	\$23	\$0	Isabel Avenue/BART Station Planning Area	
88.4	East	Livermore	S. Front/Valley Link Multimodal Improvements	\$39	\$0	McGrath Southfront PDA	
66.3	East	Pleasanton	Iron Horse Trail Improvements	\$18	\$1	Hacienda	
80	East	Pleasanton	West Las Positas Bike Corridor Improvements	\$22	\$2	Hacienda	
88.1	East	TVSJVRRRA / Alameda CTC	Valley Link (Dublin/Pleasanton BART to Mountain House)	\$2,040	\$0	Isabel Avenue/BART Station Planning Area, McGrath Southfront PDA	Hacienda, Transit Center/Dublin Crossings
17	Multiple	Alameda CTC	East Bay Greenway Nearterm Phase & E 14th/Mission Blvd	\$175	\$7	South Hayward BART, Mission Blvd, Downtown, Bay Fair TOD, East 14th Street, Downtown Transit Oriented Development, Coliseum Bay Area Rapid Transit Station Area, Fruitvale and Dimond Areas, San Antonio, Downtown and Jack London Square	

# DRAFT Alameda County PDA Transportation Project List: 10-Yr Priority Projects

*\*Reflects 10-Year CTP Priority Projects that serve PDAs, and incorporates updates provided by ACTAC in September 2021 primarily to cost and funding*

*Projects organized by Planning area then alphabetically by sponsor*

CTPID	Planning Area	Sponsor Agency	Project Name	Cost (\$M)	Committed Funding (\$M)	Within PDAs...	Access to PDAs...
27	Multiple	Alameda CTC	Rail Safety Enhancement Program (RSEP) - Phase A	\$74	\$7	University Avenue, Fruitvale and Dimond Areas, Downtown Transit Oriented Development	
34	Multiple	BART	BART Core Capacity	\$1,592	\$1,404	Countywide	
35	Multiple	BART	BART Next Generation Fare Gates	\$35	\$20	Countywide	
37	Multiple	BART	Fleet of the Future Maintenance Facility	\$320	\$63	Countywide	
41	Multiple	BART	Operation Control Center Renovation	\$35	\$26	Countywide	
46	Multiple	CCJPA	South Bay Connect	\$264	\$196	North Fremont Blvd Connected Community PDA, Old Town Mixed Use Area, Coliseum Bay Area Rapid Transit Station Area	Eastmont Town Center / International Blvd TOD
84	Multiple	SJRRRC	ACE Medium-Term Service Increases	\$166	\$0	Centerville Transit PDA, Downtown, McGrath Southfront PDA	Downtown/City CenterTransit PDA, Old Town Mixed Use Area
1	North	AC Transit	Alameda Point Transit Network Improvements	\$150	\$0	Naval Air Station, Downtown & Jack London Square, Northern Waterfront, Fruitvale and Diamond Areas	
2	North	AC Transit	Division 4 Replacement (Phase 1)	\$40	\$0	Coliseum Bay Area Rapid Transit Station Area	Eastmont Town Center / International Blvd TOD
3	North	AC Transit	Foothill Blvd Corridor Improvements (Phase 1)	\$15	\$0	Fruitvale and Dimond Areas, Eastmont Town Center / International Blvd TOD, San Antonio	Downtown & Jack London Square
4	North	AC Transit	Fruitvale Ave. Corridor Short Term Improvements	\$61	\$0	Fruitvale and Dimond Areas, MacArthur Blvd Corridor, Northern Waterfront	San Antonio, Eastmont Town Center / International Blvd TOD
5	North	AC Transit	Shattuck Ave./Martin Luther King Jr. Way Corridor	\$57	\$0	Downtown & Jack London Square, MacArthur Transit Village, North Oakland / Golden Gate, San Pablo & Solano Mixed Use Neighborhood, Adeline Street, Downtown, South Shattuck, West Oakland	Mixed-Use Core, University Avenue, San Pablo Avenue, Downtown, Southside/Telegraph Avenue
6.1	North	AC Transit	Grand Avenue Corridor Bus Lanes	\$83	\$0	Downtown & Jack London Square, MacArthur Blvd Corridor, West Oakland	San Antonio
11	North	Alameda	Clement Ave. and Tilden Way Complete Streets	\$15	\$5	Northern Waterfront	
12	North	Alameda	Lincoln Avenue/Marshall Way Safety Improvements	\$5	\$0	Northern Waterfront	
13	North	Alameda	Shoreline Overtopping Near Webster and Posey Tubes	\$30	\$0	Naval Air Station	
14	North	Alameda	West End Bike/Ped Crossing	\$200	\$2	Downtown & Jack London Square, Naval Air Station	
15	North	Alameda	Willie Stargell Bus Priority and Multimodal Safety Corridor	\$6	\$0	Naval Air Station	
28	North	Alameda CTC	San Pablo Avenue Corridor	\$312	\$0	West Oakland, Downtown & Jack London Square, MacArthur Transit Village, North Oakland / Golden Gate, San Pablo & Solano Mixed Use Neighborhood, San Pablo Avenue, Mixed-Use Core, University Avenue	North Berkeley BART
28.2	North	Albany	San Pablo Complete Streets	\$5	\$1	San Pablo & Solano Mixed Use Neighborhood	
30	North	Albany	Solano Avenue Complete Streets	\$12	\$1	San Pablo & Solano Mixed Use Neighborhood	



## DRAFT Alameda County PDA Transportation Project List: 10-Yr Priority Projects

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*Projects organized by Planning area then alphabetically by sponsor*

CTPID	Planning Area	Sponsor Agency	Project Name	Cost (\$M)	Committed Funding (\$M)	Within PDAs...	Access to PDAs...
31	North	BART	19th Street Bike Station Plaza	\$7	\$3	Downtown & Jack London Square	
32	North	BART	19th Street/Oakland BART Station Street Elevator	\$26	\$2	Downtown & Jack London Square	
40	North	BART	North Berkeley BART Station Active Access Improvements	\$7	\$7	North Berkeley BART	University Avenue, San Pablo Avenue
42	North	BART	West Oakland TOD	\$30	\$0	West Oakland	
39	North	BART/ Oakland	Lake Merritt TOD	\$60	\$2	Downtown & Jack London Square	San Antonio
27.1	North	Berkeley	Railroad Quiet Zone Multimodal Safety Project	\$11	\$2	University Avenue	San Pablo Avenue, San Pablo & Solano Mixed Use Neighborhood
28.1	North	Berkeley	San Pablo Avenue Complete Streets Corridor	\$7	\$0	San Pablo Avenue, University Avenue	
43	North	Berkeley	Adeline Street Corridor Transportation Improvements	\$11	\$1	North Oakland / Golden Gate, Adeline Street, South Shattuck	Downtown, Southside/Telegraph Avenue
44	North	Berkeley	Martin Luther King Jr Way Complete Streets Corridor	\$10	\$1	Adeline Street, Downtown, University Avenue	
45	North	Berkeley	Telegraph Avenue Multimodal Corridor	\$9	\$0	North Oakland / Golden Gate, Southside/Telegraph Avenue	Adeline Street, Downtown, South Shattuck
49	North	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	\$16	\$3	West Oakland, Mixed-Use Core	MacArthur Transit Village, North Oakland / Golden Gate
50	North	Emeryville	Greenway and Mandela Connector	\$3	\$0	West Oakland, Mixed-Use Core	
51	North	Emeryville	Quiet Zone Safety Engineering Measures	\$9	\$9	Mixed-Use Core	North Oakland / Golden Gate, San Pablo Avenue
62.1	North	MTC/ABAG	The Link: Improved Bike/Ped Access to East Span of San Francisco – Oakland Bay Bridge	\$63	\$0	West Oakland	
6.2	North	Oakland	West Grand Ave. Road Diet	\$10	\$1	West Oakland	
27.2	North	Oakland	Railroad At-Grade Corridor Safety Project through Jack London District	\$18	\$0	Downtown & Jack London Square, West Oakland	
70	North	Oakland	Bancroft Avenue Greenway	\$18	\$0	Eastmont Town Center / International Blvd TOD	
71	North	Oakland	Broadway Transit Corridor	\$22	\$4	Downtown & Jack London Square	
72.1	North	Oakland	14th Street Safe Routes in the City	\$19	\$19	Downtown & Jack London Square, West Oakland	
72.2	North	Oakland	19th Street BART to Lake Merritt Urban Greenway	\$5	\$5	Downtown & Jack London Square	
73.1	North	Oakland	East Bay BRT Corridor Pedestrian Safety Improvements	\$20	\$2	Fruitvale and Dimond Areas, Eastmont Town Center / International Blvd TOD, Downtown & Jack London Square, San Antonio, East 14th Street, Coliseum Bay Area Rapid Transit Station Area	
73.2	North	Oakland	East 12th St. Bikeway	\$14	\$4	Fruitvale and Dimond Areas, San Antonio	
74	North	Oakland	East Oakland Neighborhood Bikeways	\$22	\$22	Eastmont Town Center / International Blvd TOD, Coliseum Bay Area Rapid Transit Station Area	

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75	North	Oakland	Oakland Army Base Infrastructure Improvements	\$300	\$267	West Oakland	
76	North	Oakland	Telegraph Avenue Complete Streets	\$11	\$11	Downtown & Jack London Square, MacArthur Transit Village	West Oakland
77	North	Oakland	MacArthur Smart City Corridor	\$13	\$11	Eastmont Town Center / International Blvd TOD, MacArthur Blvd Corridor, San Antonio	Fruitvale and Dimond Areas
78.1	North	Oakland	West Oakland Industrial Streets	\$10	\$0	West Oakland	
78.2	North	Oakland	7th Street Connection Project	\$21	\$21	Downtown & Jack London Square, West Oakland	
81	North	Port of Oakland	Doolittle Drive Resiliency	\$50	\$4	Coliseum Bay Area Rapid Transit Station Area, West Oakland, Downtown & Jack London Square	
82.1	North	Port of Oakland	Roundhouse EV Charging Facility	\$12	\$0	West Oakland, Downtown & Jack London Square	
82.2	North	Port of Oakland	Seaport Near Dock Rail Enhancements	\$8	\$1	West Oakland, Downtown & Jack London Square	
82.3	North	Port of Oakland	Port Operational Efficiency Enhancements	\$25	\$0	West Oakland, Downtown & Jack London Square	
82.4	North	Port of Oakland	Port Wide Electrification	\$75	\$9	West Oakland, Downtown & Jack London Square	
83	North	Port of Oakland	Oakland International Airport Perimeter Dike	\$53	\$27	West Oakland, Downtown & Jack London Square	
29	South	Fremont	SR-262 Mission Boulevard Cross Connector Improvements (Phase 1 - Warm Springs Grade Separation and Local Road Safety)	\$350	\$0	Warm Springs Innovation District Transit PDA, Osgood Rd Connected Community PDA, Warm Springs Connected Community PDA	Irvington Transit PDA
17.1	South	Fremont	Fremont Boulevard Complete Street in Downtown and Irvington PDAs	\$24	\$0	Irvington Transit PDA, Downtown/City CenterTransit PDA	
17.5	South	Fremont	Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA: Paseo Padre to Argonaut	\$5	\$2	Downtown/City CenterTransit PDA	
18.2	South	Fremont	East Bay Greenway (Reach 6): Innovation District to Bay Trail	\$62	\$6	Warm Springs Innovation District Transit PDA	
18.3	South	Fremont	East Bay Greenway: Irvington BART Station Area	\$5	\$0	Irvington Transit PDA, Osgood Rd Connected Community PDA	
27.4	South	Fremont	UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	\$5	\$1	Centerville Transit PDA	Downtown/City CenterTransit PDA
52	South	Fremont	Dumbarton to Quarry Lakes Trail	\$45	\$2	North Fremont Blvd Connected Community PDA, Greater Station District Area	
53.1	South	Fremont	I-680/Mission Boulevard (North) Interchange Modernization	\$40	\$1		Irvington Transit PDA, Osgood Rd Connected Community PDA
53.2	South	Fremont	I-680/Washington Boulevard Interchange Modernization	\$26	\$1		Irvington Transit PDA, Downtown/City CenterTransit PDA, Warm Springs Innovation District Transit PDA, Osgood Rd Connected Community PDA
54	South	Fremont	Sabercat Trail: Irvington BART to Ohlone College	\$70	\$6	Irvington Transit PDA, Osgood Rd Connected Community PDA	

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65.1	South	Fremont	Decoto Road Complete Street: I-880 to Paseo Padre Parkway	\$29	\$4	North Fremont Blvd Connected Community PDA	
65.2	South	Fremont	I-880/Decoto Road Interchange Modernization	\$19	\$1		Centerville Transit PDA, North Fremont Blvd Connected Community PDA, Greater Station District Area
38	South	Fremont/ BART	Irvington BART Station	\$230	\$122	Irvington Transit PDA	Osgood Rd Connected Community PDA
65.3	South	Newark	Bayside TOD PDA Transit Station and Pedestrian Overcrossing	\$12	\$1		Dumbarton Transit Oriented Development
68	South	Newark	Thornton Avenue Complete Streets Corridor	\$26	\$2	Old Town Mixed Use Area	
65.4	South	Union City	Decoto Road Complete Streets Project	\$20	\$2	Greater Station District Area	
17.4	South	Union City/Fremont	Mission Blvd (SR 238) "Complete Street" Project	\$20	\$0	Greater Station District Area	
90	South	Union City/Fremont	Quarry Lakes Parkway (formerly East West Connector) Segments 1-4	\$208	\$180	Greater Station District Area	Centerville Transit PDA, North Fremont Blvd Connected Community PDA



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CTPID	Planning Area	Sponsor Agency	Project Name	Cost (\$M)	Funding Need (\$M)	Within PDAs...	Program Elements
228	Central	San Leandro	Citywide Bicycle and Pedestrian Plan & Sidewalk Program Implementation	TBD	\$14.0	Downtown TOD, E.14th, BayFair	Implementation of projects identified in the Bicycle & Pedestrian Master Plan
260	Central	San Leandro	2035 General Plan Traffic Circulation Improvements	TBD	\$24.0	Downtown TOD, E.14th, BayFair	Various projects identified in the 2035 General Plan EIR Traffic Study as mitigation measures based on expected population and housing growth within San Leandro.
261	Central	San Leandro	Local Street Rehabilitation and Complete Streets Implementation	TBD	\$165.0	Downtown TOD, E.14th, BayFair	Local street rehabilitation and implementation of complete streets enhancement to address the needs of pedestrian, bicyclist, transit and goods movement appropriately and improve mobility for all. Includes the implementation of road diets, Class IV & buffered Class II bicycle lanes, accessibility improvements and enhanced crosswalks
263	Central	San Leandro	Traffic Signal Modernization	TBD	\$14.0	Downtown TOD, E.14th, BayFair	Modernization of the City's 63 traffic signals including (where applicable) video detection, fiber optic communication, current ATMS software, controller replacement/upgrade, battery back-up, and adaptive signal control. The intent is to make the benefits of new technologies available to the public and to emergency services providers by upgrading traffic signal infrastructure to be high quality and modern.
NEW	East	BART	Dublin/Pleasanton Tail Tracks Extension	\$16.0	\$16.0	Transit Center/Dublin Crossings, Hacienda	The Dublin/Pleasanton Tail Tracks Extension project is located within the median of Interstate I-580, near the east end of the tail tracks at the Dublin/Pleasanton BART Station. The project will extend the existing tail tracks, which currently accommodates only 8-car trains, to accommodate the full-length 10-car train array. The project will include site work, ballasted trackwork, traction power, train control, structural improvements, electrical modifications, lighting, electrical, systems work, and all other work, as necessary. The project will also include work on the I-580 Express Lane gantry for the highway toll lane, including removal of an existing gantry, which is located within the Dublin/Pleasanton Tail Track Extension work site; installation of a new gantry; and coordination with Alameda CTC and Alameda CTC's Toll System Integrator.
202	East	Dublin	SR2S Improvements	\$7.0	\$4.0	Dublin Downtown Specific Plan Area, Dublin Town Center	In Dublin Downtown Specific Plan Area PDA: Retailers (Target, CVS, REI and Safeway), dozens of restaurants, and the Dublin/Pleasanton Bay Area Rapid Transit (BART) Station. In Dublin Town Center PDA: Emerald Glen Community Park, The Wave Regional Aquatic Center, Major business park with Ross and Carl Zeiss Head quarters, Hacienda Crossings and Persimmon Place Retail Centers, which is home to major retailers such as Whole Foods, Nordstrom Rack, Best Buy and dining options such as Chipotle, Five Guys, Pacific Catch, and Urban Plates. East Dublin/Pleasanton BART Station

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239	East	Dublin	Downtown Dublin Streetscape Plan Implementation	\$40.0	\$40.0	Dublin Downtown Specific Plan Area	The Street Grid Network will introduce new streets that will break down the large block format into smaller, walkable-sized blocks between 350 to 450 feet per side. The proposed extension of Golden Gate Drive north from Dublin Boulevard up to Amador Valley Boulevard will become a new main street with the classic Downtown street grid network within street rights-of-way varying between 60 and 90 feet wide. Street infrastructure may include storm drainage, sewer, water, recycled water, communications, gas, and electric utilities, as well as landscaping and irrigation. Retailers (Target, CVS, REI and Safeway), dozens of restaurants, and the Dublin/Pleasanton Bay Area Rapid Transit (BART) Station,
240	East	Dublin	Technology Enhancements to connect arterials with freeways for Connected and autonomous vehicles	\$20.0	\$20.0	Transit Center/Dublin Crossings	
NEW	East	Dublin	Dublin Ranch Street light Improvement – with in Dublin Town Center PDA – This project will improve safety and save energy costs.	\$1.0	TBD	Dublin Town Center PDA	This project provides for the design and repainting of decorative street light poles and conversion of existing street lights into energy efficient LED street lights in the Dublin Ranch Street Light Assessment District (1999-1).
NEW	East	Dublin	Intelligent Transportation System Upgrade - Connected/Autonomous Vehicle and Safety Improvements ST0519 – provides last mile/first mile services to Dublin Transit Center/Dublin Crossings PDA and of Dublin Town Center PDA	\$1.8	\$1.0	Transit Center/Dublin Crossings	In Dublin Town Center PDA: Emerald Glen Community Park, The Wave Regional Aquatic Center, Major business park with Ross and Carl Zeiss Head quarters, Hacienda Crossings and Persimmon Place Retail Centers, which is home to major retailers such as Whole Foods, Nordstrom Rack, Best Buy and dining options such as Chipotle, Five Guys, Pacific Catch, and Urban Plates. East Dublin/Pleasanton BART Station. City of Dublin is working with LAVTA to provide first mile/last mile shuttle service to the residents, retail and commercial business owners in the PDA
NEW	East	Dublin	Village Parkway Pavement Reconstruction from Amador Valley Blvd to North City Limit – Downtown Specific Plan Area S4 – This project will include pedestrian and bicycle improvements.	\$10.0	\$10.0	Dublin Downtown Specific Plan Area PDA	In Dublin Downtown Specific Plan Area PDA: Retailers (Target, CVS, REI and Safeway), dozens of restaurants, and the Dublin/Pleasanton Bay Area Rapid Transit (BART) Station
NEW	East	Dublin	Amador Plaza Road Bicycle and Pedestrian Improvements	\$1.5	\$0.7	Dublin Downtown Specific Plan Area PDA	This project provides for the design and construction of pedestrian, bicycle, and vehicular improvements along Amador Plaza Road between Dublin Boulevard and Amador Valley Boulevard.
NEW	East	Dublin	Golden Gate Drive Intersection Improvements at Dublin Blvd and St Patrick Way	\$1.2	TBD	Dublin Downtown Specific Plan Area PDA	This project provides for the design and construction of pedestrian and bicycle improvements at the intersections of Dublin Boulevard at Golden Gate Drive and St. Patrick Way at Golden Gate Drive. The improvements may include a new traffic signal at the intersection of St. Patrick Way and Golden Gate Drive; traffic signal modifications at the intersection of Dublin Boulevard at Golden Gate Drive; conversion of copper connection to fiber optic; signing, striping and markings; necessary utility, pavement, curb, gutter, and sidewalk modifications or adjustments.
265	East	LAVTA	LAVTA Integrated Mobility App Development and Implementation	\$2.0	\$2.0	Transit Center/Dublin Crossings	Will pilot at BART station first, then expand

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274	East	LAVTA	LAVTA Individualized Marketing Programs	\$0.8	\$0.8	All Dublin/Livermore/Pleasanton PDAs	
275	East	LAVTA	LAVTA On-Demand First-Mile/Last-Mile Microtransit Program	\$3.8	\$3.8	All Dublin/Livermore/Pleasanton PDAs	
276	East	LAVTA	LAVTA Shared Autonomous Vehicle Demonstration and Deployment	\$2.0	\$10.2	Transit Center/Dublin Crossings	
277	East	LAVTA	LAVTA Short Range Transit Planning	TBD	TBD	All Dublin/Livermore/Pleasanton PDAs	
278	East	LAVTA	Para-Taxi Operations	\$0.5	\$0.5	All Dublin/Livermore/Pleasanton PDAs	
296	East	LAVTA	AVL System Upgrade	\$1.0	\$1.0	All Dublin/Livermore/Pleasanton PDAs	
297	East	LAVTA	LAVTA Systemwide Passenger Facilities Rehabilitation and Enhancement	\$3.0	TBD	Transit Center/Dublin Crossings, Isabel, Downtown Livermore	
212	East	Livermore	Livermore Bicycle, Pedestrian & Active Transportation Plan	\$26.0	\$26.0	Downtown, Isabel Neighborhood Specific Plan, and Southfront PDA	Construct Bike Lanes, Shared Use Paths and Improvement Crossing
248	East	Livermore	Annual Pavement Maintenance	\$6.0	\$6.0	Downtown, Isabel Neighborhood Specific Plan, and Southfront PDA	Base repairs, resurfacing and restriping
226	East	Pleasanton	City of Pleasanton Bicycle and Pedestrian Master Plan	\$10.5	\$10.5	Hacienda	These improvements consist of near and long term improvements which include, trail improvements, intersection improvements for pedestrian and bike safety, class I, II, III, IV improvements, signage, way finding, separated bikeways, improved pedestrian paths and walkways, bicycle signals and connections with Dublin/Pleasanton BART station.
258	East	Pleasanton	City of Pleasanton Automated Traffic Signal Performance Expansion	\$0.1	TBD	Hacienda	Automated traffic signal performance measure equipment will be installed at 10 intersections within the Hacienda Business District
229	Multiple	ACPWA	Roadway Multimodal Safety Improvements in Unincorporated Alameda County	\$20.0	\$20.0	Yes	Class IV, PHB, bulb-outs
230	Multiple	ACPWA	Sidewalk Improvements in Unincorporated Alameda County	\$210.0	\$210.0	Yes	Sidewalk installation

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264	Multiple	BART	Means-Based Fare Discount Program	\$54.8	\$54.8	Countywide	Implement a Means-Based Fare Discount Program, which will offer a new benefit to low-income riders at a revenue loss to BART. Adult riders with incomes at, or below, 200% of the federal poverty level are eligible for a 20% fare discount. After MTC's contribution, the annual revenue loss to BART is estimated at \$4.0 million (\$2.0 million in FY20).
288	Multiple	BART	BART Station Modernization Program	\$2,273.4	\$1,916.0	Countywide	
289	Multiple	BART	Secure Bike Parking Program	\$6.2	\$1.9	Countywide	
290	Multiple	BART	Security Program	\$112.3	\$102.1	Countywide	
291	Multiple	BART	Station Access Program	\$233.7	\$79.7	Countywide	
292	Multiple	BART	System Reinvestment and Capacity Improvement Program	\$5,237.0	\$4,259.0	Countywide	
293	Multiple	BART	System Support Program	\$78.2	\$28.0	Countywide	
301	Multiple	BART	Climate Adaptation/Resiliency and Sustainability Program	\$161.8	\$104.3	Countywide	
302	Multiple	BART	Seismic Retrofit Program	\$819.7	\$673.4	Countywide	
NEW	Multiple	BART	Station Elevator Modernization Program	\$163.4	\$163.4	Countywide	Elevators are an important component of the transit system, providing access to BART for passengers who have physical disabilities, need assistance to transport luggage or strollers, or have limited mobility. Modernization/renovations are needed to keep these elevators running reliably. The Station Elevator Modernization Program was developed to address the growing needs of aging equipment and components that cause elevator failures, in order to reduce the risk of lengthy elevator downtime. The program will improve elevator safety, reliability, performance, aesthetics, comfort, efficiency and sustainability.
213	Multiple	Multiple	Community Based Transportation Plans: Implementation and Planning	\$50.0	TBD	West Oakland, Fruitvale & Dimond Areas, Eastmont Town Center/International Blvd TOD, Coliseum BART Station Area	West & East Oakland Community Based Transportation Plan Area Projects
194	North	Alameda	Bicycle Master Plan Build-out	\$4.0	\$4.0	Northern Waterfront and Naval Air Station	New/upgraded bikeways + bike share. Costs in \$2021.
195	North	Alameda	Pedestrian Master Plan Build-out	\$4.0	\$4.0	Northern Waterfront and Naval Air Station	Ped improvements: filling sidewalk gaps intersection upgrades, ADA upgrades. Costs in \$2021.
196	North	Alameda	Vision Zero Action Plan and Safe Routes to School Build-out	\$20.0	\$20.0	Northern Waterfront and Naval Air Station	Safe routes to school projects, traffic calming and education. Costs in \$2021.
231	North	Alameda	Citywide Smart Signal Program	\$20.0	\$20.0	Northern Waterfront and Naval Air Station	Fiber/conduit for improved communications. Costs in \$2021.
232	North	Alameda	New Technologies and Innovations	\$2.0	\$2.0	Northern Waterfront and Naval Air Station	Incorporating new technology upgrades, including connected vehicle and automated vehicle technology, electric vehicles, and improving traffic signals. PDA share (20%) of total cost. Costs in \$2021.
233	North	Alameda	Webster/Posey Tubes Lifeline Replacement or New Transit/Bike/Pedestrian Lifeline Tube	TBD	TBD	Northern Waterfront and Naval Air Station	Improved multi-modal access to PDAs. Costs in \$2021.



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271	North	Alameda	Alameda Shuttle (assumes that the Alameda Shuttle #1, Crosstown Bus #22 and Regional Transit Hub #28 are combined)	\$25.0	\$25.0	Northern Waterfront and Naval Air Station	Shuttle service. Costs in \$2021. Program costs cover 5 years of annual programming.
272	North	Alameda	Bus Service (AC Transit) - Increased Frequencies: Alameda Point Bus Rapid Transit Service (TCP #19), Local Bus Routes (TCP #24), Transbay Bus Routes (TCP #25), Faster Line 51A Bus Service (TCP #33)	\$10.0	\$10.0	Northern Waterfront and Naval Air Station	Bus service. Costs in \$2021. Program costs cover 5 years of annual programming.
273	North	Alameda	Water Shuttle Operations	\$3.5	\$3.5	Northern Waterfront and Naval Air Station	Docks with water shuttle service, serving both PDAs. 50% of capital and annual operation costs. Costs in \$2021. Program costs cover 5 years of annual programming.
287	North	Alameda	Bus Infrastructure: Bus Stop Improvements (TCP #3), Transit Signal Priority (TCP #10), Westline Drive Bus Lane (TCP #17), Alameda Point Bus Rapid Transit (TCP #19) and Bikes in Buses through Posey Tube (TCP #31)	\$10.0	\$1.0	Northern Waterfront and Naval Air Station	Bus infrastructure. Costs in \$2021.
300	North	Alameda	Sea Level Rise Resiliency - Doolittle Drive (State Route 61) and Webster/Posey Tubes area (State Route 260) and Critical High Use Roads (City lead)	\$100.0	\$100.0	Northern Waterfront and Naval Air Station	Adaptation projects such as sea walls and nature-based solutions. Costs in \$2021.
310	North	Alameda	Carpool Projects: Casual Carpool Pick-up Spots (TCP #14) and Constitution Way Carpool Lane (TCP #15)	\$0.1	TBD	Northern Waterfront and Naval Air Station	Casual carpool pick-up spots. Costs in \$2021.
311	North	Alameda	Comprehensive Congestion Pricing	\$0.4	TBD	Northern Waterfront and Naval Air Station	PDA share of cost for citywide congestion pricing plan. Costs in \$2021.
312	North	Alameda	Transportation Awareness Campaign	\$0.1	TBD	Northern Waterfront and Naval Air Station	Awareness campaign. Costs in \$2021. Program costs cover 5 years of annual programming.
313	North	Alameda	Transportation Demand Management: EasyPass Expansion (TCP #4), Public/Private Partnerships (TCP #12), TDM Ordinance (TCP #29) and Citywide TMA (TCP #32)	\$5.0	\$5.0	Northern Waterfront and Naval Air Station	TDM elements. Costs in \$2021. Program costs cover 5 years of annual programming.
197	North	Albany	Active Transportation Program	\$6.9	\$4.9	San Pablo/Solano Mixed Use Neighborhood	Variety of ped & bike improvements

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NEW	North	BART	MacArthur Underpass Safety Improvement	\$5.0	\$3.0	MacArthur Transit Village	BART is designing a lighting project for the 40th Street underpass adjacent to MacArthur Station with the following goals: To improve safety and security for people walking and biking through the underpass and waiting for buses and shuttles in the underpass; to create a sense of place that better connects the east and west sides of the neighborhood across the freeway; to encourage walking and biking to the station; and to encourage spreading pick-up and drop-off activity of shuttle operators along the underpass to take pressure off of the curbs along the plaza.
NEW	North	BART	Lake Merritt Plaza Upgrade	\$30.0	\$25.0	Downtown & Jack London Square	Lake Merritt Plaza is a 60,000 square foot amenity bounded by Oak, Madison, 8th and 9th St near Oakland's Chinatown. Over its 50-year life, it has fallen into disrepair. BART is redesigning the Lake Merritt Plaza to create a more inviting station environment and foster a sense of place for the surrounding community. The city blocks to the east (currently a BART parking lot) and to the south (currently BART's MET building) are being redeveloped, so the future new plaza will be an asset to residents old and new.
198	North	Berkeley	Citywide Bicycle Parking	\$2.0	\$2.0	All: Adeline, Downtown, North Berkeley, San Pablo Ave, South Shattuck, Southside/Telegraph, University Ave	Bicycle racks and bike corrals
199	North	Berkeley	Citywide Bike Boulevard/Major Street Intersections Project	\$7.0	\$5.0	All: Adeline, Downtown, North Berkeley, San Pablo Ave, South Shattuck, Southside/Telegraph, University Ave	Intersection beacons, raised islands, markings, signage
200	North	Berkeley	Complete Streets & Transit Corridor Studies and Implementation	\$20.0	\$20.0	Downtown, San Pablo Ave, South Shattuck, Southside/Telegraph, University Ave	Future transit-only lanes, pending completion of studies and public engagement
201	North	Berkeley	West Berkeley Areawide Pedestrian & Bicycle Improvements	\$3.0	\$3.0	San Pablo Ave, University Ave	Pedestrian lighting, bicycle and pedestrian intersection treatments, sidewalk construction
236	North	Berkeley	West Berkeley Area Intersection Project	\$2.0	\$2.0	San Pablo Ave, University Ave	Signalizing intersections and adding intersection approach lanes and turn pockets
237	North	Berkeley	Multimodal Corridor Signal Interconnect & Transit Signal Priority Wayside Upgrade	\$7.0	\$7.0	Downtown, North Berkeley, San Pablo Ave, South Shattuck, Southside/Telegraph, University Ave	Signal controllers, and data network and wayside transit signal priority (TSP) upgrades

## DRAFT Alameda County PDA Transportation Project List: Programmatic Projects

*\*Reflects Programmatic investments planned for specific PDAs, connecting back to the elements as listed in the 2020 CTP. Includes updates provided by ACTAC in September 2021.*

*Note: Costs are in year-of-expenditure (YOE) unless otherwise noted.*

CTPID	Planning Area	Sponsor Agency	Project Name	Cost (\$M)	Funding Need (\$M)	Within PDAs...	Program Elements
238	North	Berkeley	Vision Zero Action Plan Implementation	\$7.0	\$6.0	All: Adeline, Downtown, North Berkeley, San Pablo Ave, South Shattuck, Southside/Telegraph, University Ave	Various safety treatments to eliminate fatal and severe traffic crashes, including raised and quick-build islands, bulbouts, and medians; beacons and signals; red curb; lighting
294	North	Berkeley	Downtown Berkeley Transit Center & Transit Corridor Improvements	\$6.0	\$6.0	Downtown	Relocating existing bus stops to closer to the BART station; providing a unified design for the transit stops serving the Downtown core, including matching shelters, pavers and landscaping; consolidating layovers
203	North	Emeryville	Bicycle and Pedestrian Plan Implementation	\$59.0	\$59.0	Emeryville Mixed Use Core	Complete Streets and Active Transportation Infrastructure
204	North	Emeryville	Village Greens and Greenways	\$5.0	\$5.0	Emeryville Mixed Use Core	Active Transportation Infrastructure
241	North	Emeryville	Powell Street Traffic Safety Improvements	\$10.0	\$10.0	Emeryville Mixed Use Core	Complete Streets and Bike/Ped Safety Infrastructure
242	North	Emeryville	Traffic Signal Modernization Program	\$5.0	\$5.0	Emeryville Mixed Use Core	ITS equipment
303	North	Emeryville	Climate Action Plan Implementation	\$25.0	\$25.0	Emeryville Mixed Use Core	Climate Action Programs and Facilities/Infrastructure
304	North	Emeryville	Green Infrastructure Projects Program	\$10.0	\$10.0	Emeryville Mixed Use Core	Green Infrastructure
249	North	Multiple	Railroad Grade Separations across Alameda County (includes submissions for Gilman Street in Berkeley, Oakland waterfront, and San Leandro and could include other grade separations projects)	\$316.0	TBD	Downtown & Jack London Square	Howard Terminal Railroad Grade Separation Project, Railroad At-Grade Corridor Safety Project through Jack London District
216	North	Oakland	ADA 30-Year Curb Ramp Transition Plan	\$66.0	TBD	All of Oakland's PDAs	Implement the Oakland ADA Curb Ramp Transition Plan and install curb ramps at locations requested by persons with disabilities and along the designated corridors designated in the Oakland Sidewalk Prioritization Plan.
217	North	Oakland	Bike Plan Short-Term Priority Corridors	\$17.0	TBD	All of Oakland's PDAs	Implement short term priority corridors: bikeway projects to improve connectivity, reduce collisions, close gaps in the network, and leverage the City's investments in road repaving over the next 5-10 years. These projects were identified in the 2019 Let's Bike Oakland Plan Update.
218	North	Oakland	City-Wide Bay Trail Network	\$8.0	TBD	North Oakland/Golden Gate, MacArthur Transit Village, West Oakland, Downtown & Jack London Square, San Antonio, Fruitvale & Dimond Areas, Coliseum BART Station Area	Implement the remaining portion of the Oakland Waterfront Trail (OWT). This project includes gaps smaller than \$3 million, including Fruitvale Bridge and Harbor Master's office, as well as upgrades and improvements to existing trail, and development of spur connections to the trail.

## DRAFT Alameda County PDA Transportation Project List: Programmatic Projects

*\*Reflects Programmatic investments planned for specific PDAs, connecting back to the elements as listed in the 2020 CTP. Includes updates provided by ACTAC in September 2021.*

*Note: Costs are in year-of-expenditure (YOE) unless otherwise noted.*

CTPID	Planning Area	Sponsor Agency	Project Name	Cost (\$M)	Funding Need (\$M)	Within PDAs...	Program Elements
219	North	Oakland	City-Wide Bike Plan Implementation Program	\$76.0	TBD	All of Oakland's PDAs	Project development, design, outreach, and construction of bikeways designated in the City's bike plan; upgrades to existing bikeways; and installs signage along Oakland's bikeway network. The project will also fund bicycling promotion activities including bicycle safety education classes and equipment, and bicycle encouragement events and materials.
220	North	Oakland	Citywide Sidewalk Repairs	\$30.0	TBD	All of Oakland's PDAs	Repair City-tree damaged sidewalks, sidewalk damage at City facilities, and facilitate private property sidewalk repairs
221	North	Oakland	Downtown Oakland Specific Plan (DOSP) Mobility Implementation Projects	\$60.0	TBD	Downtown & Jack London Square	DOSP Mobility Implementation Actions: capital improvements needed in the next five years, as stated in this specific plan; and it complements other OakDOT plans (CIP, Bike, Pedestrian).
222	North	Oakland	Implementation Program for Citywide Safe Routes to Schools	\$23.0	TBD	All of Oakland's PDAs	Program to improve school-area pedestrian safety. Elements include coordinated education, outreach, encouragement, events, and analysis of pedestrian safety concerns
223	North	Oakland	Oakland Complete Streets Program	\$199.0	TBD	All of Oakland's PDAs	Complete street improvements
224	North	Oakland	Pedestrian Plan Implementation Program	\$109.0	TBD	All of Oakland's PDAs	Implementation of the Oakland Pedestrian Plan including: 1) capital projects to improve pedestrian safety and access; 2) pedestrian planning and design; 3) pedestrian safety education classes and equipment; and 4) pedestrian encouragement programs and materials
250	North	Oakland	Citywide Bridge Preventive Maintenance Program	\$21.0	TBD	All of Oakland's PDAs	Preventive maintenance work for 38 City-owned bridges by sealing bridge decks, replacing joints and beams with concrete, patching columns. It also includes the local match for major bridge seismic retrofit projects, largely funded by the federal Highway Bridge Program.
251	North	Oakland	City-Wide Intelligent Transportation System Program	\$240.0	TBD	All of Oakland's PDAs	Upgrade and build new traffic signal network infrastructure using the latest traffic signal equipment, fiber optic technology, live video feeds and communication equipment to proactively manage traffic, reduce vehicle emissions, improve safety, and provide real-time information.
252	North	Oakland	City-Wide Parking Management & Mobility Program	\$21.0	TBD	All of Oakland's PDAs	Implementation of a comprehensive, coordinated management of Oakland's on- and off-street parking policies, pricing, and programs. Other elements, including park-and-ride facilities, wayfinding, shared mobility, curb management and electrification.
253	North	Oakland	City-Wide Paving Program	\$1,410.0	TBD	All of Oakland's PDAs	Rehabilitation, reconstruction, and preventive maintenance of street pavement per prioritization of streets identified in Oakland Paving Plan
254	North	Oakland	City-Wide Traffic Signal System Management	\$60.0	TBD	All of Oakland's PDAs	Manages the City of Oakland's traffic signals. Activities include planning, design and review of new traffic signals, construction support for new or upgraded signals and equipment; ongoing operations including retiming; signal maintenance; and replace legacy and aging equipment.
255	North	Oakland	Intersection Safety Improvements Program	\$20.0	TBD	All of Oakland's PDAs	Improvements to traffic signals, slowing speeding vehicles by reducing the number of vehicle travel lanes and adding a bicycle lane, visible crosswalks and yield markings, eliminating left turns, painted curb extensions and median enlargement.
256	North	Oakland	Underpass Improvement Program	\$20.0	TBD	All of Oakland's PDAs	The program seeks to create and apply a toolkit city-wide that helps transform our freeway underpasses. The program will facilitate safety improvements, lighting, planting, public art and activation improvements under and around freeways.



## DRAFT Alameda County PDA Transportation Project List: Programmatic Projects

*\*Reflects Programmatic investments planned for specific PDAs, connecting back to the elements as listed in the 2020 CTP. Includes updates provided by ACTAC in September 2021.*

*Note: Costs are in year-of-expenditure (YOE) unless otherwise noted.*

CTPID	Planning Area	Sponsor Agency	Project Name	Cost (\$M)	Funding Need (\$M)	Within PDAs...	Program Elements
257	North	Oakland	West Oakland, Jack London District, and Downtown Oakland Connectivity Project	\$75.0	TBD	Downtown & Jack London Square, West Oakland	Roadway safety and streetscape improvements including road diets with bus-only lanes and protected bicycle lanes, transit service and accessibility improvements such as a new transit and mobility hub on 2nd Street near an expanded WETA ferry terminal, and walkability enhancements connecting West Oakland, Howard Terminal, Jack London District, and Downtown.
279	North	Oakland	2nd Transbay Crossing-I-980 Multimodal Boulevard Study	\$2.0	TBD	Downtown & Jack London Square, West Oakland	This Study will test the feasibility of a 2nd transbay rail tube Oakland along the I-980 corridor
280	North	Oakland	Broadway Shuttle Operations and Improvements	\$68.0	TBD	Downtown & Jack London Square	The Broadway Shuttle is a City of Oakland project launched in 2010 to connect and strengthen Oakland's downtown and waterfront neighborhoods. Operated by AC Transit, the B provides last-mile connections to final destinations from AC Transit, Amtrak, Capitol Corridor, BART and SF Bay Ferry.
298	North	Oakland	Transit Capital Program (with AC)	\$100.0	TBD	All of Oakland's PDAs	Transit Capital Program
306	North	Oakland	Green Stormwater Infrastructure in Transportation Program	\$45.0	TBD	All of Oakland's PDAs	Support the City of Oakland's clean water regulatory compliance and climate resiliency goals through a citywide green streets program. Incorporate green stormwater infrastructure into streetscape improvement and other transportation projects to clean roadway runoff, support climate resiliency and comply with evolving Clean Water Act stormwater permit requirements.
NEW	South	BART	Fremont Access Improvement	\$6.0	\$3.0	Downtown/City Center Transit	This project has two components: The first is intended to close a gap in the pedestrian network around the station by constructing a pedestrian path through a parking lot where no sidewalks exist, and where, on a typical pre-pandemic commute morning, the volume of pedestrians is 450/hr. This component includes pedestrian-scale lighting and wayfinding. The second component is a self-service bike station with space for 120 securely parked bicycles to meet additional demand generated by several bicycle infrastructure projects and development projects completed or under way around the station area.
205	South	Fremont	Citywide ADA Sidewalk and Intersection Improvements	TBD	TBD	Various	
206	South	Fremont	Citywide Bike Master Plan Implementation	TBD	TBD	Various	
207	South	Fremont	Citywide Pedestrian Master Plan Implementation	TBD	TBD	Various	
208	South	Fremont	Citywide Safe Routes to Schools Improvements	TBD	TBD	Various	
209	South	Fremont	Citywide Trails Plan Implementation	TBD	TBD	Various	
243	South	Fremont	Citywide Pavement Rehabilitation	TBD	TBD	Various	
244	South	Fremont	Citywide Traffic Signal Modernization	TBD	TBD	Various	
245	South	Fremont	Citywide Vision Zero Traffic Safety Improvements	TBD	TBD	Various	
246	South	Fremont	Freeway Interchange Safety Improvements and Modernization Identified in Caltrans D4 Bike Plan	TBD	TBD	Various	

## DRAFT Alameda County PDA Transportation Project List: Programmatic Projects

*\*Reflects Programmatic investments planned for specific PDAs, connecting back to the elements as listed in the 2020 CTP. Includes updates provided by ACTAC in September 2021.*

*Note: Costs are in year-of-expenditure (YOE) unless otherwise noted.*

CTPID	Planning Area	Sponsor Agency	Project Name	Cost (\$M)	Funding Need (\$M)	Within PDAs...	Program Elements
247	South	Fremont	Fremont Citywide Transit Signal Priority	TBD	TBD	Various	
295	South	Fremont	Citywide Bus Shelter Improvements	TBD	TBD	Various	
214	South	Newark	Citywide Bicycle Master Plan Implementation	\$7.0	\$28.0	Dumbarton Transit Oriented Development	Improvements to Bay Trail consisting of Class I bike path connecting Don Edwards Wildlife Refuge with Dumbarton TOD PDA and grade separated crossing of the railroad tracks and slough; Class II bike lanes on Willow Street
215	South	Newark	Citywide Pedestrian Master Plan implementation	\$6.8	\$47.0	Old Town Mixed Use Area	Pedestrian scale lighting, sidewalk enhancements, enhanced/high-visibility crosswalks, flashing beacons
305	South	Newark	Lindsay Tract Green Infrastructure and Storm Drain Improvements	\$5.3	\$5.3	Old Town Mixed Use Area	Sidewalk and storm drain improvements, pavement reconstruction and installation of landscape-based green infrastructure to treat stormwater runoff.
299	South	UC Transit	Replacement Fleet Program	\$4.0	\$1.0	Greation Station District	Routes 1, 2, 3, 4 and 5 with connctions to BART, AC Transit and DB Express at Union City BART Station. Total Cost to covert to EV Fleet is \$9.2M.

## Attachment E. List of Affordable Housing Developments in the Pipeline

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This notebook contains a list of Pre-Construction Affordable Housing Projects compiled by Enterprise Community Partners on behalf of MTC.

Note from MTC: This list was compiled by reviewing public sources such as local development reports and state funding applications. Because of the sheer number of local jurisdictions in our region, it is very likely that a number of projects are not accounted for—including anything permitted in recent months and projects that are early in the entitlement phase.

The list is sorted alphabetically by jurisdiction.

# DRAFT Alameda County Affordable Housing Pipeline

*\*List of pre-construction affordable housing developments in Alameda County*

Jurisdiction	Project Name	Developer	Address	# Deed-Restricted Units	Project Description	Entitled? (As of 08/2020)	Located Within PDA
Albany	Albany Family Housing	SAHA	755 Cleveland Ave	62	20-60% AMI level, for families and homeless	Y	
Berkeley	Maudelle Miller Shirek Community	Resources for Community Development	2001 Ashby Ave	86	20%-60% AMI, with 12 units for homeless (may increase homeless count with County support, TBD)	Y	Adeline Street
Berkeley	Blake Apartments	SAHA	2527 San Pablo Ave	62	63 units for families and special needs, 12 units prioritize special needs	Y	San Pablo Avenue
Berkeley	1740 San Pablo	BRIDGE Housing Corporation	1740 San Pablo	61			San Pablo Avenue
Fremont	42000 Osgood Road	The Pacific Companies and Maracor Development	42000 Osgood Road	130	six units at 30% AMI; seven units at 50% AMI; 116 units at 60% AMI		Irvington Transit PDA
Fremont	Doug Ford Apartments (formerly Irvington Senior Apartments)	Allied Housing	4038 Irvington Ave	89	Seniors, special needs set aside	Y	Irvington Transit PDA
Fremont	Serra Apartments	St. Anton Communities	42000 Osgood Road	110	18 units at 30% AMI; 46 units at 50% AMI; and 46 units at 60% AMI		Irvington Transit PDA
Fremont	Centerville Pioneer	Centerville Prebyterian Church	3858 Bonde Way	4	Employees of the church	Y	Centerville Transit PDA
Fremont	Granite Ridge Apartments	Eden Housing and For the Future Housing	37350 Sequoia Road	73	15 at 20% AMI, 13 at 40% AMI, 21 at 50% AMI, 23 at 60% AMI"	Y	Centerville Transit PDA
Fremont	Islander Motel		4101 Mowry; 38853 and 38871 Bell St	128	LI, VLI, ELI households.	Y	Downtown/City CenterTransit PDA
Fremont	Fairfield Residential	Fairfield Warm Spring, LLC	3048-3226 Tavis Place	102		Y	Warm Springs Innovation District Transit PDA
Fremont	Metro Crossing		44960 Warm Springs Blvd	132			Warm Springs Innovation District Transit PDA
Fremont	34320 Fremont Family Apartments	Allied Housing	34320 Fremont Blvd	54	13 units at 20% AMI; 14 units at 30% AMI; six units at 40% AMI; 10 units at 50% AMI; 10 units at 60% AMI	Y	North Fremont Blvd Connected Community PDA

# DRAFT Alameda County Affordable Housing Pipeline

*\*List of pre-construction affordable housing developments in Alameda County*

Jurisdiction	Project Name	Developer	Address	# Deed-Restricted Units	Project Description	Entitled? (As of 08/2020)	Located Within PDA
Fremont	Habitat for Humanity Central Commons	Habitat for Humanity East Bay/Silicon Valley Inc.	4369 Central Avenue	30	11 Low Income, 19 moderate income; all homeownership	Y	
Hayward	Depot Community Apartments	Allied Housing	2595 Depot Road	125			
Livermore	Downtown Livermore	Eden Housing	SE Corner of Railroad Ave & South L St	130	20% - 60%	N	Downtown
Livermore	Avance	MidPen	4260 First St	44	Special Needs set aside	Y	
Oakland	Friendship Senior Rental Housing	Community Housing Development Corporation, Friendship CDC, Devine and Gong, Inc.	1904 Adeline St	49	15 ELI (10 @ 20% AMI & 5 @ 30% AMI), 34 VLI; Homeless and (10 units) disabled (TBD) set aside.	Y	West Oakland
Oakland	Phoenix Apartments	EBALDC	801 Pine St	100	49 ELI (49 @ 30% AMI), 51 LI; Homeless/Special Needs (50) and disable (10) set aside.	Y	West Oakland
Oakland	West Grand and Bush, Phase 1	EBALDC	760 22nd Ave & 2201 Brush St	58	Special Needs Set Aside	Y	West Oakland
Oakland	Mandela Station	MacFarlane Development Corporation		238			West Oakland
Oakland	Agnes Memorial Senior Apartments	Related Companies of California	2372 International Blvd	59	12 units ELI, 43 units VLI. For seniors. Set aside for homeless and disabled seniors	N	Fruitvale and Dimond Areas
Oakland	Fruitvale Transit Village II-B	BRIDGE Housing & the Unity Council	E 12th St & 35th Ave	179	46 ELI (46 @ 20%), 29 VLI, 104 LI; Homeless (46) and disabled (16) set aside.	Y	Fruitvale and Dimond Areas
Oakland	Metro Square	Global Premier Development		100	Senior Set Aside	Y	Fruitvale and Dimond Areas
Oakland	3050 International	SAHA	3050 International Blvd	76	19 ELI (4 @ 20% AMI, 15 @ 30% AMI) 28 VLI, 28 LI; Special Need/Disabled set aside (19); Partnership with Native American Health Center	Y	Fruitvale and Dimond Areas
Oakland	MacArthur Blvd Residential and Commercial Plaza	Construction Resource Center	7525-7533 MacArthur Blvd	18	5 ELI (2 @ 20% AMI & 3 @ 30% AMI) and 13 VLI; Homeless (1) and disabled (1) set aside.	Y	Eastmont Town Center / International Blvd TOD

# DRAFT Alameda County Affordable Housing Pipeline

*\*List of pre-construction affordable housing developments in Alameda County*

Jurisdiction	Project Name	Developer	Address	# Deed-Restricted Units	Project Description	Entitled? (As of 08/2020)	Located Within PDA
Oakland	Andover Heights	Foundation for Better Housing, INC	3414 Andover St	15		Y	Downtown & Jack London Square
Oakland	Frank G Mar	EBALDC	283 13th Street	119		Y	Downtown & Jack London Square
Oakland	Dr. Kenneth Anderson Senior Living	Williams Chapel Senior Housing, L.P.	1003 E 15th Ave	70			San Antonio
Oakland	500 Lake Park Apartments	EAH Housing	500 Lake Park Ave	53	20-80% AMI/Family	Y	
San Leandro	Madrone Terrace	Resources for Community Development	16060 E 14th	79	20%-60% AMI, with 20 units for homeless	Y	East 14th Street and Mission Boulevard
Union City	Lazuli Landing	MidPen	33407 Mission Blvd	80	20% - 80% AMI; rental; homeless preference on 20% AMI units; family housing	Y	

## Attachment F. Draft Planned Transportation Projects - Detail

This notebook provides DRAFT details on transportation projects that are located within or provide access to Priority Development Areas (PDAs) as defined by Plan Bay Area 2050 in Alameda County. Tables indicate whether the project is located in an Equity Priority Community, on the county's bike/ped High Injury Network, or if it is located within a half mile of a planned affordable housing development. *These columns are subject to change based on mapping refinements and input from ACTAC.*

Transportation projects reflect 10-Year Priority Projects that are not likely to increase VMT, and are listed by planning area and sponsor agency.

### DEFINITIONS

<b>In EPC?</b>	Is the transportation project located in an Equity Priority Community (as defined in Plan Bay Area 2050)? 1 = Yes, 0 = No
<b>On HIN?</b>	Is the transportation project located on Alameda County's High Injury Network? 1 = Yes, 0 = No N/A if project is separated from roadway like transit stations, rail, projects at the Port of Oakland, and some bike projects
<b>Serves Affordable Housing?</b>	Are there planned (pre-construction) affordable housing developments within a half mile radius of the given transportation project? 1 = Yes, 0 = No
<b># Units Served</b>	Sum of affordable housing units in all developments within a half mile radius of the given transportation project
<b>Project Type</b>	Projects are designated into one of the five following categories, consistent with the 2020 CTP: <ul style="list-style-type: none"> <li>- <u>Multimodal Corridors</u>: Increase transit efficiency and safety for all road users through complete multimodal corridors</li> <li>- <u>Bike/Ped/Safety</u>: Improve the safety of bicyclists and pedestrians through the creation of greenways, trails and designated infrastructure</li> <li>- <u>Transit</u>: Support transit operations and capacity, and increase access to stations and terminals</li> <li>- <u>Climate</u>: Adapt infrastructure to sea level rise</li> <li>- <u>Goods Movement</u>: Support goods movement with infrastructure and emissions reductions strategies</li> </ul>

### Data Sources

EPC boundaries <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>  
Countywide HIN [https://www.alamedactc.org/wp-content/uploads/2021/02/2020\\_CTP\\_Final\\_Needs\\_Assessment.pdf](https://www.alamedactc.org/wp-content/uploads/2021/02/2020_CTP_Final_Needs_Assessment.pdf)



# DRAFT Planned Transportation Projects - Detail

*\*Reflects 10-Year CTP Priority Projects that serve PDAs, and indicates whether they are located in an Equity Priority Community (EPC), are on the county's High Injury Network (HIN), or serve an Affordable Housing project in the development pipeline*  
*Projects organized by Planning area then alphabetically by sponsor*

CTPID	Planning Area	Sponsor Agency	Project Name	Project Type	Cost (\$M)	Committed Funding (\$M)	1 = Yes, 0 = No			# Units Served
							In EPC?	On HIN?	Serves Affordable Housing?	
7	Central	ACPWA	East Lewelling Boulevard Complete Streets (Phase 2)	Multimodal Corridors	\$10	\$5	0	0	0	0
17.2	Central	ACPWA	Mission Blvd. / East 14th Phase III	Multimodal Corridors	\$30	\$10	1	1	0	0
8	Central	ACPWA	Hesperian Boulevard (Phase 2)	Multimodal Corridors	\$15	\$0	1	1	0	0
33	Central	BART	Bay Fair Connection	Transit	\$234	\$100	0	N/A	1	79
17.3	Central	Hayward	Mission Blvd Phase 3 Improvements	Multimodal Corridors	\$18	\$0	1	1	0	0
58	Central	Hayward	Tennyson Rd. Corridor PDA Complete Streets	Multimodal Corridors	\$5	\$0	1	1	0	0
55	Central	Hayward	Downtown Hayward PDA Multimodal Complete Streets	Multimodal Corridors	\$35	\$0	1	1	0	0
56	Central	Hayward	Main Street Complete Street	Multimodal Corridors	\$5	\$3	1	0	0	0
85	Central	San Leandro	Downtown San Leandro Streetscapes	Multimodal Corridors	\$6	\$0	1	1	0	0
87	Central	San Leandro	San Leandro Creek Trail	Bike/Ped/ Safety	\$33	\$0	1	1	0	0
27.3	Central	San Leandro	Railroad Crossing Upgrades - Near Term Safety Enhancements	Goods Movement	\$3	\$0	1	1	0	0
86	Central	San Leandro	San Leandro BART Station Area Safety Improvements	Transit	\$5	\$0	1	1	0	0
36	East	BART	Dublin/Pleasanton BART Station Active Access Improvements	Transit	\$16	\$9	0	N/A	0	0
66.1	East	Dublin	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	Bike/Ped/ Safety	\$12	\$12	0	1	0	0
59	East	LAVTA	Atlantis O&M Facility	Transit	\$33	\$0	0	N/A	0	0
88.3	East	Livermore	Isabel/Valley Link Multimodal Improvements	Transit	\$23	\$0	0	N/A	0	0
88.4	East	Livermore	S. Front/Valley Link Multimodal Improvements	Transit	\$39	\$0	0	N/A	0	0
66.2	East	Livermore	Livermore Iron Horse Trail	Bike/Ped/ Safety	\$20	\$0	0	0	1	174
80	East	Pleasanton	West Las Positas Bike Corridor Improvements	Multimodal Corridors	\$22	\$2	0	1	0	0
66.3	East	Pleasanton	Iron Horse Trail Improvements	Bike/Ped/ Safety	\$18	\$1	0	1	0	0
88.1	East	TVSJVRRRA / Alameda CTC	Valley Link (Dublin/Pleasanton BART to Mountain House)	Transit	\$2,040	\$0	0	N/A	1	44



# DRAFT Planned Transportation Projects - Detail

*\*Reflects 10-Year CTP Priority Projects that serve PDAs, and indicates whether they are located in an Equity Priority Community (EPC), are on the county's High Injury Network (HIN), or serve an Affordable Housing project in the development pipeline*  
*Projects organized by Planning area then alphabetically by sponsor*

CTPID	Planning Area	Sponsor Agency	Project Name	Project Type	Cost (\$M)	Committed Funding (\$M)	1 = Yes, 0 = No			# Units Served
							In EPC?	On HIN?	Serves Affordable Housing?	
17	Multiple	Alameda CTC	East Bay Greenway Nearterm Phase & E 14th/Mission Blvd	Multimodal Corridors	\$175	\$7	1	1	0	682
27	Multiple	Alameda CTC	Rail Safety Enhancement Program (RSEP) - Phase A	Goods Movement	\$74	\$7	1	1	1	605
35	Multiple	BART	BART Next Generation Fare Gates	Transit	\$35	\$20	N/A	N/A	0	N/A
34	Multiple	BART	BART Core Capacity	Transit	\$1,592	\$1,404	N/A	N/A	0	N/A
37	Multiple	BART	Fleet of the Future Maintenance Facility	Transit	\$320	\$63	N/A	N/A	0	N/A
41	Multiple	BART	Operation Control Center Renovation	Transit	\$35	\$26	N/A	N/A	0	N/A
46	Multiple	CCJPA	South Bay Connect	Transit	\$264	\$196	1	N/A	1	125
84	Multiple	SJRRRC	ACE Medium-Term Service Increases	Transit	\$166	\$0	0	N/A	1	281
1	North	AC Transit	Alameda Point Transit Network Improvements	Multimodal Corridors	\$150	\$0	0	1	0	0
4	North	AC Transit	Fruitvale Ave. Corridor Short Term Improvements	Multimodal Corridors	\$61	\$0	1	1	1	414
6.1	North	AC Transit	Grand Avenue Corridor Bus Lanes	Multimodal Corridors	\$83	\$0	1	1	1	279
3	North	AC Transit	Foothill Blvd Corridor Improvements (Phase 1)	Multimodal Corridors	\$15	\$0	1	1	1	402
2	North	AC Transit	Division 4 Replacement (Phase 1)	Transit	\$40	\$0	1	N/A	0	0
5	North	AC Transit	Shattuck Ave./Martin Luther King Jr. Way Corridor	Multimodal Corridors	\$57	\$0	1	1	1	221
12	North	Alameda	Lincoln Avenue/Marshall Way Safety Improvements	Multimodal Corridors	\$5	\$0	1	1	0	0
15	North	Alameda	Willie Stargell Bus Priority and Multimodal Safety Corridor	Multimodal Corridors	\$6	\$0	1	0	0	0
14	North	Alameda	West End Bike/Ped Crossing	Bike/Ped/ Safety	\$200	\$2	1	N/A	0	0

## DRAFT Planned Transportation Projects - Detail

*\*Reflects 10-Year CTP Priority Projects that serve PDAs, and indicates whether they are located in an Equity Priority Community (EPC), are on the county's High Injury Network (HIN), or serve an Affordable Housing project in the development pipeline*  
*Projects organized by Planning area then alphabetically by sponsor*

CTPID	Planning Area	Sponsor Agency	Project Name	Project Type	Cost (\$M)	Committed Funding (\$M)	1 = Yes, 0 = No			# Units Served
							In EPC?	On HIN?	Serves Affordable Housing?	
13	North	Alameda	Shoreline Overtopping Near Webster and Posey Tubes	Climate	\$30	\$0	1	0	0	0
11	North	Alameda	Clement Ave. and Tilden Way Complete Streets	Multimodal Corridors	\$15	\$5	0	1	0	0
28	North	Alameda CTC	San Pablo Avenue Corridor	Multimodal Corridors	\$312	\$0	1	1	1	362
28.2	North	Albany	San Pablo Complete Streets	Multimodal Corridors	\$5	\$1	0	1	1	62
30	North	Albany	Solano Avenue Complete Streets	Multimodal Corridors	\$12	\$1	0	1	0	0
40	North	BART	North Berkeley BART Station Active Access Improvements	Transit	\$7	\$7	0	N/A	1	61
31	North	BART	19th Street Bike Station Plaza	Transit	\$7	\$3	1	N/A	1	58
32	North	BART	19th Street/Oakland BART Station Street Elevator	Transit	\$26	\$2	1	N/A	1	177
42	North	BART	West Oakland TOD	Transit	\$30	\$0	1	N/A	1	338
39	North	BART/Oakland	Lake Merritt TOD	Transit	\$60	\$2	1	N/A	1	119
43	North	Berkeley	Adeline Street Corridor Transportation Improvements	Multimodal Corridors	\$11	\$1	1	1	1	86
28.1	North	Berkeley	San Pablo Avenue Complete Streets Corridor	Multimodal Corridors	\$7	\$0	1	1	1	123
45	North	Berkeley	Telegraph Avenue Multimodal Corridor	Multimodal Corridors	\$9	\$0	1	1	1	86
27.1	North	Berkeley	Railroad Quiet Zone Multimodal Safety Project	Goods Movement	\$11	\$2	1	1	1	61
44	North	Berkeley	Martin Luther King Jr Way Complete Streets Corridor	Multimodal Corridors	\$10	\$1	1	1	1	86
49	North	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	Multimodal Corridors	\$16	\$3	1	1	0	0
51	North	Emeryville	Quiet Zone Safety Engineering Measures	Goods Movement	\$9	\$9	0	0	0	0
50	North	Emeryville	Greenway and Mandela Connector	Bike/Ped/ Safety	\$3	\$0	1	N/A	0	0
62.1	North	MTC/ABAG	The Link: Improved Bike/Ped Access to East Span of San Francisco – Oakland Bay Bridge	Bike/Ped/ Safety	\$63	\$0	1	N/A	0	0

## DRAFT Planned Transportation Projects - Detail

*\*Reflects 10-Year CTP Priority Projects that serve PDAs, and indicates whether they are located in an Equity Priority Community (EPC), are on the county's High Injury Network (HIN), or serve an Affordable Housing project in the development pipeline  
Projects organized by Planning area then alphabetically by sponsor*

CTPID	Planning Area	Sponsor Agency	Project Name	Project Type	Cost (\$M)	Committed Funding (\$M)	1 = Yes, 0 = No			# Units Served
							In EPC?	On HIN?	Serves Affordable Housing?	
74	North	Oakland	East Oakland Neighborhood Bikeways	Bike/Ped/ Safety	\$22	\$22	1	1	1	18
75	North	Oakland	Oakland Army Base Infrastructure Improvements	Goods Movement	\$300	\$267	0	0	1	100
72.1	North	Oakland	14th Street Safe Routes in the City	Multimodal Corridors	\$19	\$19	1	1	1	177
73.1	North	Oakland	East Bay BRT Corridor Pedestrian Safety Improvements	Multimodal Corridors	\$20	\$2	1	1	1	603
78.1	North	Oakland	West Oakland Industrial Streets	Multimodal Corridors	\$10	\$0	1	1	1	338
70	North	Oakland	Bancroft Avenue Greenway	Bike/Ped/ Safety	\$18	\$0	1	1	1	18
76	North	Oakland	Telegraph Avenue Complete Streets	Multimodal Corridors	\$11	\$11	1	1	1	73
6.2	North	Oakland	West Grand Ave. Road Diet	Multimodal Corridors	\$10	\$1	1	1	1	107
72.2	North	Oakland	19th Street BART to Lake Merritt Urban Greenway	Multimodal Corridors	\$5	\$5	1	1	1	177
78.2	North	Oakland	7th Street Connection Project	Multimodal Corridors	\$21	\$21	1	1	1	357
27.2	North	Oakland	Railroad At-Grade Corridor Safety Project through Jack London District	Goods Movement	\$18	\$0	1	1	0	0
71	North	Oakland	Broadway Transit Corridor	Multimodal Corridors	\$22	\$4	0	1	0	0
77	North	Oakland	MacArthur Smart City Corridor	Multimodal Corridors	\$13	\$11	1	1	1	71
73.2	North	Oakland	East 12th St. Bikeway	Multimodal Corridors	\$14	\$4	1	1	1	484
81	North	Port of Oakland	Doolittle Drive Resiliency	Climate	\$50	\$4	1	0	1	338
82.4	North	Port of Oakland	Port Wide Electrification	Climate	\$75	\$9	0	N/A	1	338

## DRAFT Planned Transportation Projects - Detail

*\*Reflects 10-Year CTP Priority Projects that serve PDAs, and indicates whether they are located in an Equity Priority Community (EPC), are on the county's High Injury Network (HIN), or serve an Affordable Housing project in the development pipeline*  
*Projects organized by Planning area then alphabetically by sponsor*

CTPID	Planning Area	Sponsor Agency	Project Name	Project Type	Cost (\$M)	Committed Funding (\$M)	1 = Yes, 0 = No			# Units Served
							In EPC?	On HIN?	Serves Affordable Housing?	
82.2	North	Port of Oakland	Seaport Near Dock Rail Enhancements	Goods Movement	\$8	\$1	1	1	1	338
82.3	North	Port of Oakland	Port Operational Efficiency Enhancements	Goods Movement	\$25	\$0	0	N/A	1	338
82.1	North	Port of Oakland	Roundhouse EV Charging Facility	Climate	\$12	\$0	0	N/A	1	338
83	North	Port of Oakland	Oakland International Airport Perimeter Dike	Climate	\$53	\$27	1	0	1	338
29	South	Fremont	SR-262 Mission Boulevard Cross Connector Improvements (Phase 1 - Warm Springs Grade Separation and Local Road Safety)	Bike/Ped/ Safety	\$350	\$0	0	0	1	234
18.2	South	Fremont	East Bay Greenway (Reach 6): Innovation District to Bay Trail	Bike/Ped/ Safety	\$62	\$6	0	0	1	234
65.1	South	Fremont	Decoto Road Complete Street: I-880 to Paseo Padre Parkway	Multimodal Corridors	\$29	\$4	0	1	0	0
54	South	Fremont	Sabercat Trail: Irvington BART to Ohlone College	Bike/Ped/ Safety	\$70	\$6	0	0	1	329
65.2	South	Fremont	I-880/Decoto Road Interchange Modernization	Bike/Ped/ Safety	\$19	\$1	0	0	0	0
53.1	South	Fremont	I-680/Mission Boulevard (North) Interchange Modernization	Bike/Ped/ Safety	\$40	\$1	0	0	0	0
53.2	South	Fremont	I-680/Washington Boulevard Interchange Modernization	Bike/Ped/ Safety	\$26	\$1	0	1	0	0
52	South	Fremont	Dumbarton to Quarry Lakes Trail	Bike/Ped/ Safety	\$45	\$2	0	1	0	0
27.4	South	Fremont	UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	Goods Movement	\$5	\$1	0	1	1	107
17.1	South	Fremont	Fremont Boulevard Complete Street in Downtown and Irvington PDAs	Multimodal Corridors	\$24	\$0	0	1	1	457
17.5	South	Fremont	Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA: Paseo Padre to Argonaut	Multimodal Corridors	\$5	\$2	0	1	1	128
18.3	South	Fremont	East Bay Greenway: Irvington BART Station Area	Bike/Ped/ Safety	\$5	\$0	0	1	1	329
38	South	Fremont/ BART	Irvington BART Station	Transit	\$230	\$122	0	N/A	1	329

# DRAFT Planned Transportation Projects - Detail

*\*Reflects 10-Year CTP Priority Projects that serve PDAs, and indicates whether they are located in an Equity Priority Community (EPC), are on the county's High Injury Network (HIN), or serve an Affordable Housing project in the development pipeline*  
*Projects organized by Planning area then alphabetically by sponsor*

CTPID	Planning Area	Sponsor Agency	Project Name	Project Type	Cost (\$M)	Committed Funding (\$M)	1 = Yes, 0 = No			# Units Served
							In EPC?	On HIN?	Serves Affordable Housing?	
65.3	South	Newark	Bayside TOD PDA Transit Station and Pedestrian Overcrossing	Transit	\$12	\$1	0	N/A	0	0
68	South	Newark	Thornton Avenue Complete Streets Corridor	Multimodal Corridors	\$26	\$2	0	1	0	0
65.4	South	Union City	Decoto Road Complete Streets Project	Multimodal Corridors	\$20	\$2	0	1	1	80
90	South	Union City/Fremont	Quarry Lakes Parkway (formerly East West Connector) Segments 1-4	Multimodal Corridors	\$208	\$180	0	1	0	0
17.4	South	Union City/Fremont	Mission Blvd (SR 238) "Complete Street" Project	Multimodal Corridors	\$20	\$0	0	1	1	80

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## DRAFT Planned Transportation Projects That Serve Affordable Housing

*\*Reflects 10-Year CTP Priority Projects that serve PDAs **and** affordable housing projects in the development pipeline (developments are located within a half-mile radius of a given transportation project).*

*Table sorted by Planning Area and Sponsor Agency.*

CTPID	Planning Area	Sponsor Agency	Project Name	Development Name	# Units	Location of Development
33	Central	BART	Bay Fair Connection	Madrone Terrace	79	San Leandro
18.1	Central	San Leandro	East Bay Greenway Local Enhancements	Madrone Terrace	79	San Leandro
66.2	East	City of Livermore	Livermore Iron Horse Trail	Downtown Livermore (Southeast corner of Railroad and L)	130	Livermore
66.2	East	City of Livermore	Livermore Iron Horse Trail	Avance	44	Livermore
88.1	East	TVSJVRRRA	Valley Link (within Bay Area)	Avance	44	Livermore
17	Multiple	Alameda CTC	East Bay Greenway Nearterm Phase & E 14th/Mission Blvd	Madrone Terrace	79	San Leandro
17	Multiple	Alameda CTC	East Bay Greenway Nearterm Phase & E 14th/Mission Blvd	Fruitvale Transit Village II-B	179	Oakland
17	Multiple	Alameda CTC	East Bay Greenway Nearterm Phase & E 14th/Mission Blvd	Metro Square	100	Oakland
17	Multiple	Alameda CTC	East Bay Greenway Nearterm Phase & E 14th/Mission Blvd	3050 International	76	Oakland
17	Multiple	Alameda CTC	East Bay Greenway Nearterm Phase & E 14th/Mission Blvd	Agnes Memorial Senior Apartments	59	Oakland
17	Multiple	Alameda CTC	East Bay Greenway Nearterm Phase & E 14th/Mission Blvd	Dr. Kenneth Anderson Senior Living	70	Oakland
17	Multiple	Alameda CTC	East Bay Greenway Nearterm Phase & E 14th/Mission Blvd	Frank G Mar	119	Oakland
27	Multiple	Alameda CTC	Rail Safety Enhancement Program (RSEP) - Phase A	Downtown Livermore (Southeast corner of Railroad and L)	130	Livermore
27	Multiple	Alameda CTC	Rail Safety Enhancement Program (RSEP) - Phase A	Fruitvale Transit Village II-B	179	Oakland
27	Multiple	Alameda CTC	Rail Safety Enhancement Program (RSEP) - Phase A	Metro Square	100	Oakland
27	Multiple	Alameda CTC	Rail Safety Enhancement Program (RSEP) - Phase A	3050 International	76	Oakland
27	Multiple	Alameda CTC	Rail Safety Enhancement Program (RSEP) - Phase A	Agnes Memorial Senior Apartments	59	Oakland



# DRAFT Planned Transportation Projects That Serve Affordable Housing

*\*Reflects 10-Year CTP Priority Projects that serve PDAs **and** affordable housing projects in the development pipeline (developments are located within a half-mile radius of a given transportation project).*

*Table sorted by Planning Area and Sponsor Agency.*

CTPID	Planning Area	Sponsor Agency	Project Name	Development Name	# Units	Location of Development
27	Multiple	Alameda CTC	Rail Safety Enhancement Program (RSEP) - Phase A	1740 San Pablo	61	Berkeley
46	Multiple	CCJPA	South Bay Connect	Depot Community Apartments	125	Hayward
84	Multiple	SJRRRC	ACE 10-Car Train Service Expansion and Capital Improvements (within Bay Area)	Habitat for Humanity Central Commons	30	Fremont
84	Multiple	SJRRRC	ACE 10-Car Train Service Expansion and Capital Improvements (within Bay Area)	Centerville Pioneer	4	Fremont
84	Multiple	SJRRRC	ACE 10-Car Train Service Expansion and Capital Improvements (within Bay Area)	Granite Ridge Apartments	73	Fremont
84	Multiple	SJRRRC	ACE 10-Car Train Service Expansion and Capital Improvements (within Bay Area)	Downtown Livermore (Southeast corner of Railroad and L)	130	Livermore
84	Multiple	SJRRRC	ACE 10-Car Train Service Expansion and Capital Improvements (within Bay Area)	Avance	44	Livermore
3	North	AC Transit	Foothill Blvd. corridor--short term improvements	MacArthur Blvd Residential and Commercial Plaza	18	Oakland
3	North	AC Transit	Foothill Blvd. corridor--short term improvements	Fruitvale Transit Village II-B	179	Oakland
3	North	AC Transit	Foothill Blvd. corridor--short term improvements	3050 International	76	Oakland
3	North	AC Transit	Foothill Blvd. corridor--short term improvements	Agnes Memorial Senior Apartments	59	Oakland
3	North	AC Transit	Foothill Blvd. corridor--short term improvements	Dr. Kenneth Anderson Senior Living	70	Oakland
4	North	AC Transit	Fruitvale Ave. corridor--short term improvements	Fruitvale Transit Village II-B	179	Oakland
4	North	AC Transit	Fruitvale Ave. corridor--short term improvements	Metro Square	100	Oakland
4	North	AC Transit	Fruitvale Ave. corridor--short term improvements	3050 International	76	Oakland
4	North	AC Transit	Fruitvale Ave. corridor--short term improvements	Agnes Memorial Senior Apartments	59	Oakland

# DRAFT Planned Transportation Projects That Serve Affordable Housing

*\*Reflects 10-Year CTP Priority Projects that serve PDAs **and** affordable housing projects in the development pipeline (developments are located within a half-mile radius of a given transportation project).*

*Table sorted by Planning Area and Sponsor Agency.*

CTPID	Planning Area	Sponsor Agency	Project Name	Development Name	# Units	Location of Development
5	North	AC Transit	Shattuck/Martin Luther King Corridor--short term improvements	West Grand and Bush, Phase 1	58	Oakland
5	North	AC Transit	Shattuck/Martin Luther King Corridor--short term improvements	Andover Heights	15	Oakland
5	North	AC Transit	Shattuck/Martin Luther King Corridor--short term improvements	Maudelle Miller Shirek Community	86	Berkeley
5	North	AC Transit	Shattuck/Martin Luther King Corridor--short term improvements	Albany Family Housing	62	Albany
6.1	North	AC Transit	Grand Ave. corridor	Frank G Mar	119	Oakland
6.1	North	AC Transit	Grand Ave. corridor	500 Lake Park Apartments	53	Oakland
6.1	North	AC Transit	Grand Ave. corridor	West Grand and Bush, Phase 1	58	Oakland
6.1	North	AC Transit	Grand Ave. corridor	Friendship Senior Rental Housing (1904 Adeline)	49	Oakland
28	North	Alameda CTC	San Pablo Avenue Corridor Project	Frank G Mar	119	Oakland
28	North	Alameda CTC	San Pablo Avenue Corridor Project	West Grand and Bush, Phase 1	58	Oakland
28	North	Alameda CTC	San Pablo Avenue Corridor Project	Blake Apartments	62	Berkeley
28	North	Alameda CTC	San Pablo Avenue Corridor Project	1740 San Pablo	61	Berkeley
28	North	Alameda CTC	San Pablo Avenue Corridor Project	Albany Family Housing	62	Albany
31	North	BART	19th Street Bike Station Plaza	West Grand and Bush, Phase 1	58	Oakland
32	North	BART	19th Street/Oakland BART Station Street Elevator	Frank G Mar	119	Oakland
32	North	BART	19th Street/Oakland BART Station Street Elevator	West Grand and Bush, Phase 1	58	Oakland
40	North	BART	North Berkeley Active Access Improvements	1740 San Pablo	61	Berkeley
42	North	BART	West Oakland TOD	Mandela Station	238	Oakland
42	North	BART	West Oakland TOD	Phoenix Apartments	100	Oakland
39	North	BART/City of Oakland	Lake Merritt BART Station Area Improvements	Frank G Mar	119	Oakland
28.2	North	City of Albany	San Pablo Complete Streets	Albany Family Housing	62	Albany
27.1	North	City of Berkeley	Railroad Quiet Zone Multimodal Safety Project	1740 San Pablo	61	Berkeley
28.1	North	City of Berkeley	San Pablo Avenue Complete Streets Corridor	Blake Apartments	62	Berkeley
28.1	North	City of Berkeley	San Pablo Avenue Complete Streets Corridor	1740 San Pablo	61	Berkeley
43	North	City of Berkeley	Adeline Street Complete Streets Corridor	Maudelle Miller Shirek Community	86	Berkeley

# DRAFT Planned Transportation Projects That Serve Affordable Housing

*\*Reflects 10-Year CTP Priority Projects that serve PDAs **and** affordable housing projects in the development pipeline (developments are located within a half-mile radius of a given transportation project).*

*Table sorted by Planning Area and Sponsor Agency.*

CTPID	Planning Area	Sponsor Agency	Project Name	Development Name	# Units	Location of Development
44	North	City of Berkeley	Martin Luther King Jr. Way Complete Streets Corridor	Maudelle Miller Shirek Community	86	Berkeley
45	North	City of Berkeley	Telegraph Avenue Complete Streets Corridor	Maudelle Miller Shirek Community	86	Berkeley
6.2	North	City of Oakland	West Grand Ave Road Diet	West Grand and Bush, Phase 1	58	Oakland
6.2	North	City of Oakland	West Grand Ave Road Diet	Friendship Senior Rental Housing (1904 Adeline)	49	Oakland
70	North	City of Oakland	Bancroft Ave Greenway	MacArthur Blvd Residential and Commercial Plaza	18	Oakland
72.1	North	City of Oakland	14th Street Safe Routes in the City	Frank G Mar	119	Oakland
72.1	North	City of Oakland	14th Street Safe Routes in the City	West Grand and Bush, Phase 1	58	Oakland
72.2	North	City of Oakland	19th Street BART to Lake Merritt Urban Greenway	Frank G Mar	119	Oakland
72.2	North	City of Oakland	19th Street BART to Lake Merritt Urban Greenway	West Grand and Bush, Phase 1	58	Oakland
73.1	North	City of Oakland	East Bay BRT Corridor Pedestrian Safety Improvements	Fruitvale Transit Village II-B	179	Oakland
73.1	North	City of Oakland	East Bay BRT Corridor Pedestrian Safety Improvements	Metro Square	100	Oakland
73.1	North	City of Oakland	East Bay BRT Corridor Pedestrian Safety Improvements	3050 International	76	Oakland
73.1	North	City of Oakland	East Bay BRT Corridor Pedestrian Safety Improvements	Agnes Memorial Senior Apartments	59	Oakland
73.1	North	City of Oakland	East Bay BRT Corridor Pedestrian Safety Improvements	Dr. Kenneth Anderson Senior Living	70	Oakland
73.1	North	City of Oakland	East Bay BRT Corridor Pedestrian Safety Improvements	Frank G Mar	119	Oakland
73.2	North	City of Oakland	E 12th St Bikeway	Fruitvale Transit Village II-B	179	Oakland
73.2	North	City of Oakland	E 12th St Bikeway	Metro Square	100	Oakland
73.2	North	City of Oakland	E 12th St Bikeway	3050 International	76	Oakland
73.2	North	City of Oakland	E 12th St Bikeway	Agnes Memorial Senior Apartments	59	Oakland
73.2	North	City of Oakland	E 12th St Bikeway	Dr. Kenneth Anderson Senior Living	70	Oakland

# DRAFT Planned Transportation Projects That Serve Affordable Housing

*\*Reflects 10-Year CTP Priority Projects that serve PDAs **and** affordable housing projects in the development pipeline (developments are located within a half-mile radius of a given transportation project).*

*Table sorted by Planning Area and Sponsor Agency.*

CTPID	Planning Area	Sponsor Agency	Project Name	Development Name	# Units	Location of Development
74	North	City of Oakland	East Oakland Neighborhood Bikeways	MacArthur Blvd Residential and Commercial Plaza	18	Oakland
75	North	City of Oakland	Oakland Army Base Infrastructure Improvements	Phoenix Apartments	100	Oakland
76	North	City of Oakland	Oakland: Telegraph Avenue Complete Streets	West Grand and Bush, Phase 1	58	Oakland
76	North	City of Oakland	Oakland: Telegraph Avenue Complete Streets	Andover Heights	15	Oakland
77	North	City of Oakland	MacArthur Smart City Corridor Project	MacArthur Blvd Residential and Commercial Plaza	18	Oakland
77	North	City of Oakland	MacArthur Smart City Corridor Project	500 Lake Park Apartments	53	Oakland
78.1	North	City of Oakland	West Oakland Industrial Streets	Mandela Station	238	Oakland
78.1	North	City of Oakland	West Oakland Industrial Streets	Phoenix Apartments	100	Oakland
78.2	North	City of Oakland	7th St Bikeway	Frank G Mar	119	Oakland
78.2	North	City of Oakland	7th St Bikeway	Mandela Station	238	Oakland
81	North	Port of Oakland	Doolittle Drive Resiliency	Phoenix Apartments	100	Oakland
81	North	Port of Oakland	Doolittle Drive Resiliency	Mandela Station	238	Oakland
82.1	North	Port of Oakland	Roundhouse EV Charging Facility	Mandela Station	238	Oakland
82.1	North	Port of Oakland	Roundhouse EV Charging Facility	Phoenix Apartments	100	Oakland
82.2	North	Port of Oakland	Seaport Near Dock Rail Enhancements	Mandela Station	238	Oakland
82.2	North	Port of Oakland	Seaport Near Dock Rail Enhancements	Phoenix Apartments	100	Oakland
82.3	North	Port of Oakland	Port Operational Efficiency Enhancements	Mandela Station	238	Oakland
82.3	North	Port of Oakland	Port Operational Efficiency Enhancements	Phoenix Apartments	100	Oakland
82.4	North	Port of Oakland	Inner Harbor Turning Basin	Mandela Station	238	Oakland
82.4	North	Port of Oakland	Inner Harbor Turning Basin	Phoenix Apartments	100	Oakland
83	North	Port of Oakland	Oakland International Airport Perimeter Dike	Phoenix Apartments	100	Oakland
83	North	Port of Oakland	Oakland International Airport Perimeter Dike	Mandela Station	238	Oakland
29	South	Fremont	SR-262 Mission Boulevard Cross Connector Improvements (Phase 1 - Warm Springs Grade Separation and Local Road Safety)	Metro Crossing	132	Fremont
29	South	Fremont	SR-262 Mission Boulevard Cross Connector Improvements (Phase 1 - Warm Springs Grade Separation and Local Road Safety)	Fairfield Residential	102	Fremont

# DRAFT Planned Transportation Projects That Serve Affordable Housing

*\*Reflects 10-Year CTP Priority Projects that serve PDAs **and** affordable housing projects in the development pipeline (developments are located within a half-mile radius of a given transportation project).*

*Table sorted by Planning Area and Sponsor Agency.*

CTPID	Planning Area	Sponsor Agency	Project Name	Development Name	# Units	Location of Development
17.1	South	Fremont	East 14th/Mission/Fremont Boulevard Multimodal Corridor Project: Fremont Boulevard Complete Street in Downtown and Irvington PDAs	42000 Osgood Road	130	Fremont
17.1	South	Fremont	East 14th/Mission/Fremont Boulevard Multimodal Corridor Project: Fremont Boulevard Complete Street in Downtown and Irvington PDAs	Serra Apartments	110	Fremont
17.1	South	Fremont	East 14th/Mission/Fremont Boulevard Multimodal Corridor Project: Fremont Boulevard Complete Street in Downtown and Irvington PDAs	Doug Ford Apartments (formerly Irvington Senior Apartments)	89	Fremont
17.1	South	Fremont	East 14th/Mission/Fremont Boulevard Multimodal Corridor Project: Fremont Boulevard Complete Street in Downtown and Irvington PDAs	Islander Motel	128	Fremont
17.5	South	Fremont	Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA: Paseo Padre to Argonaut	Islander Motel	128	Fremont
18.2	South	Fremont	East Bay Greenway Trail (Reach 6): Innovation District to Bay Trail w/ new I-880 Bridge	Metro Crossing	132	Fremont
18.2	South	Fremont	East Bay Greenway Trail (Reach 6): Innovation District to Bay Trail w/ new I-880 Bridge	Fairfield Residential	102	Fremont
18.3	South	Fremont	East Bay Greenway Trail: Irvington BART Station Area	42000 Osgood Road	130	Fremont
18.3	South	Fremont	East Bay Greenway Trail: Irvington BART Station Area	Serra Apartments	110	Fremont
18.3	South	Fremont	East Bay Greenway Trail: Irvington BART Station Area	Doug Ford Apartments (formerly Irvington Senior Apartments)	89	Fremont
27.4	South	Fremont	UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	Habitat for Humanity Central Commons	30	Fremont



# DRAFT Planned Transportation Projects That Serve Affordable Housing

*\*Reflects 10-Year CTP Priority Projects that serve PDAs **and** affordable housing projects in the development pipeline (developments are located within a half-mile radius of a given transportation project).*

*Table sorted by Planning Area and Sponsor Agency.*

CTPID	Planning Area	Sponsor Agency	Project Name	Development Name	# Units	Location of Development
27.4	South	Fremont	UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	Centerville Pioneer	4	Fremont
27.4	South	Fremont	UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	Granite Ridge Apartments	73	Fremont
54	South	Fremont	Sabercat Trail: Irvington BART to Ohlone College w/ new I-680 Bridge and Blacow Undercrossing	42000 Osgood Road	130	Fremont
54	South	Fremont	Sabercat Trail: Irvington BART to Ohlone College w/ new I-680 Bridge and Blacow Undercrossing	Serra Apartments	110	Fremont
54	South	Fremont	Sabercat Trail: Irvington BART to Ohlone College w/ new I-680 Bridge and Blacow Undercrossing	Doug Ford Apartments (formerly Irvington Senior Apartments)	89	Fremont
38	South	Fremont/ BART	Irvington BART Station	42000 Osgood Road	130	Fremont
38	South	Fremont/ BART	Irvington BART Station	Serra Apartments	110	Fremont
38	South	Fremont/ BART	Irvington BART Station	Doug Ford Apartments (formerly Irvington Senior Apartments)	89	Fremont
17.4	South	Union City	Mission Blvd (SR 238) "Complete Street" Project	Lazuli Landing	80	Union City
65.4	South	Union City	Decoto Road ""Complete Streets"" Project	Lazuli Landing	80	Union City

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# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** October 28, 2021

**TO:** Alameda County Technical Advisory Committee

**FROM:** Colin Dentel-Post, Principal Transportation Planner  
Chris G. Marks, Associate Transportation Planner

**SUBJECT:** Regional and Countywide Active Transportation Planning

## Recommendation

It is recommended that the Alameda County Technical Advisory Committee receive an update on regional and countywide active transportation planning efforts.

## Summary

The Alameda County Transportation Commission (Alameda CTC) completed the most recent Countywide Active Transportation Plan (CATP) in 2019. The CATP defined the first countywide “high injury network”, analyzed low stress bike networks, evaluated major barriers to a robust bicycle and pedestrian network, and established a framework for prioritizing projects of countywide significance to inform decision-making around active transportation funding and work programs at Alameda CTC. Subsequently, active transportation, safety and equity emerged as major themes in the 2020 Countywide Transportation Plan (CTP) and Community Based Transportation Plan. These themes have also emerged as key priorities at the state and federal levels in recent years. In the last year, the California Department of Transportation (Caltrans) District 4 and the Metropolitan Transportation Commission (MTC) have embarked on regional active transportation planning efforts and expect to release draft network recommendations by the end of the year.

Given this increasing emphasis on active transportation at all levels, Alameda CTC plans to initiate an effort to identify and map a network of critical high impact bicycle routes of countywide significance. In 2022, we will be working closely with ACTAC and active transportation planning staff at partner agencies to develop principles, network criteria, and network maps building the 2020 CTP and 2019 CATP. At the November ACTAC meeting, staff from MTC will provide an update on the Regional Active Transportation Plan and Alameda CTC will provide information on this upcoming countywide bikeway planning effort.

## Background

Alameda CTC completed the last Countywide Active Transportation Plan (CATP) in 2019 and Countywide Transportation Plan (CTP) in 2020; the CTP was accompanied by a Community Based Transportation Plan (CBTP) focusing on needs and projects in Equity Priority Communities (EPCs). The 2019 CATP defined a countywide high injury network for the first time, completed significant work on identifying major barriers in the bicycling network (e.g. waterways, railways, and freeways), and identified criteria of countywide significance, but did not identify a network of countywide significance nor create design guidelines for bicycle facility safety and comfort. Subsequently, during development of the 2020 CTP and Community Based Transportation Plan, safety and active transportation emerged as major themes. Safe Systems and Complete Corridors are two of the core recommendations of the CTP.

The importance of active transportation has also been increasing at the regional, state and federal levels. Safety and equity have emerged as key priorities in state and federal funding programs and policy frameworks. Two key regional/state partner agencies – the Metropolitan Transportation Commission and Caltrans District 4 – have both embarked on active transportation planning projects described in the next section.

Given this increasing emphasis on active transportation and safety at all levels of government, Alameda CTC is planning to begin work on more clearly defining a network of countywide significance in partnership with local jurisdictions. This will build directly off of the approved 2020 CTP and 2019 CATP and can feed into informing regional and state efforts.

## Regional Planning for Active Transportation

Caltrans staff started work on a Bicycle Superhighways Plan in Fall 2020, later named the Caltrans Bay Area Bicycle Highways Study. The project attempts to build off the existing Caltrans District 4 Bike Plan and identify a strategic vision for high-quality long-distance bikeways primarily within the Caltrans controlled right-of-way. Caltrans staff compiled a set of design best practices, which describe minimum and preferred design elements to guide the conceptual design of Bike Highways. Caltrans staff expect to release a draft network, as well as candidate pilot corridors after completing a technical feasibility analysis in the coming months. More information on this effort can be found here: <https://d4bikehighwaystudy.org/>. Information on this item was presented to the Alameda CTC BPAC in July 2021: <https://www.alamedactc.org/events/bpac-meeting-19/>.

MTC began work on a Regional Active Transportation Plan in Spring 2021. MTC has assembled data on county and local active transportation networks and reviewed the existing policy environment. MTC staff expect to release a draft network later this year and will be seeking input from partner agencies on the network and recommendations. They anticipate finalizing the plan by spring 2022. MTC will present on this effort at the November ACTAC meeting.

## Countywide Planning for Active Transportation

Building off the priorities and planning work in the 2019 CATP and 2020 CTP, Alameda CTC plans to begin work to define a high impact bicycle network of safe and comfortable routes of countywide significance. Addressing equity and high injury corridors identified in the 2019 CATP will be a critical focus.

A key input will be bikeways and greenways that were in the 2020 CTP 10-year priority list, including complete streets projects with bike facilities and greenways and trails. These are shown in Attachments A, B, and C. Building on this foundation, Alameda CTC plans to use the criteria of countywide significance adopted in the CATP to fill out a more connected network. The 2019 CATP adopted criteria of countywide significance are:

- The High-injury Network,
- Major Barriers (freeways, highways, waterways, rail, barriers to accessing major transit hubs, and interjurisdictional barriers), and
- Equity Priority Communities.

To inform this work, staff is conducting best practices research and has interviewed peer agencies who have undertaken similar efforts to define a countywide safe and high-comfort network at comparable agencies. Alameda CTC interviewed staff from the Santa Clara Valley Transportation Authority (Cross-county Bicycle Corridors and Bike Superhighways), Atlanta Regional Commission (Regional Trail System), and Montgomery County, Maryland (Breezeway Network).

In 2022, staff will be reaching out to active transportation planning staff at our partner agencies to share best practices from those interviews, to share draft principles for this network, and begin work to define a network of countywide significance. Another topic we would like to discuss is development of design guidelines to ensure design of high quality, safe and comfortable bicycle facilities.

**Fiscal Impact:** There is no fiscal impact associated with the requested action.

### Attachments:

- A. 2020 CTP 10-year Project List
- B. 2020 CTP Multimodal Corridor Projects in the 10-Year Priority List
- C. 2020 CTP Greenway and Trail Projects

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THE 10-YEAR PRIORITY PROJECT LIST

PROJECT NAME	SPONSOR
Greenways and Trails	
Bancroft Avenue Greenway	Oakland
Dumbarton to Quarry Lakes Trail	Fremont
East Bay Greenway (Phase 1)	Alameda CTC
Greenway and Mandela Connector	Emeryville
Iron Horse Trail	East County Cities
Niles Canyon Trail (Phase 1)	ACPWA
Sabercat Trail: Irvington BART to Ohlone College	Fremont
San Francisco Bay Trail and Bay Trail Connectors (Phase 1)	MTC/ABAG
San Leandro Creek Trail	San Leandro
West End Bike/Ped Crossing	Alameda
Multimodal Corridors	
40th St. Transit-Only Lanes and Multimodal Enhancements	Emeryville
Adeline St. Corridor Transportation Improvements	Berkeley
Alameda Point Transit Network Improvements	AC Transit
Broadway Transit Corridor	Oakland
Clement Ave. and Tilden Way Complete Streets	Alameda
Decoto Rd. Complete Streets/ Dumbarton Corridor	South County Cities
Downtown Hayward PDA Multimodal Complete Streets	Hayward
Downtown Oakland East-West Safe Streets	Oakland
Downtown San Leandro Streetscapes	San Leandro
Dublin Blvd. - North Canyons Pkwy Extension	Dublin
East 14th St./Mission Blvd. and Fremont Blvd. Corridor	Alameda CTC
East Bay BRT Corridor Safety Improvements	Oakland
East Lewelling Blvd. Complete Streets (Phase 2)	ACPWA
East Oakland Neighborhood Bikeways	Oakland

PROJECT NAME	SPONSOR
Foothill Blvd. Corridor Improvements (Phase 1)	AC Transit
Fruitvale Ave. Corridor Short Term Improvements	AC Transit
Hesperian Blvd. (Phase 2)	ACPWA
Lincoln Avenue/Marshall Way Safety Improvements	Alameda
MacArthur Smart City Corridor	Oakland
Main Street Complete Street	Hayward
Martin Luther King Jr Way Complete Streets Corridor	Berkeley
Quarry Lakes Parkway (Segments 1-4)	Union City
San Pablo Ave. Corridor	Alameda CTC
Shattuck Ave./Martin Luther King Jr Way Corridor	AC Transit
Solano Ave. Complete Streets	Albany
Telegraph Ave. Complete Streets	Oakland
Telegraph Ave. Multimodal Corridor	Berkeley
Tennyson Rd. Corridor PDA Complete Streets	Hayward
Tesla Rd. Safety Improvements (Phase 1)	ACPWA
Thornton Ave. Complete Streets Corridor	Newark
West Grand Ave. Corridor	AC Transit, Oakland
West Las Positas Bike Corridor Improvements	Pleasanton
West Oakland Industrial Streets	Oakland
Willie Stargell Bus Priority and Multimodal Safety Corridor	Alameda
Interchange Safety and Freeways	
42nd Ave. & High St. I-880 Access Improvements	Oakland
Bay Bridge Forward	MTC/ABAG, Alameda CTC
I-580 Design Alternatives Assessments (DAAs) Implementation (Phase 1)	MTC/ABAG, Alameda CTC

PROJECT NAME	SPONSOR
I-580 First St. Interchange Modernization	Livermore
I-580 Vasco Rd. Interchange Modernization	Livermore
I-580/Fallon/El Charro Interchange Modernization (Phase 2)	Dublin
I-580/I-680 Interchange (Phase 1)	Alameda CTC
I-680 Express Lanes: SR-84 to Alcosta (Phase 1 - Southbound)	Alameda CTC
I-680 Interchange Modernizations at Washington and Mission	Fremont
I-680 Sunol Interchange Modernization	Pleasanton
I-680/SR-84 Interchange and SR-84 Expressway	Alameda CTC
I-80 Gilman St. Interchange Modernization	Alameda CTC
I-80/Ashby Ave. Interchange Modernization	Alameda CTC
I-880/Winton Ave./A St. Interchange Modernization	Alameda CTC
I-880/Whipple Rd. Industrial Pkwy SW I/C Modernizations	Alameda CTC
Oakland/Alameda Access Project	Alameda CTC
Rt 92/Clawiter/Whitesell Interchange Modernization	Hayward
SR-262 Mission Blvd. Cross Connector Improvements (Phase 1)	Alameda CTC
Transit Capacity, Access, and Operations	
19th St. Bike Station Plaza	BART
19th St./Oakland BART Station Street Elevator	BART
ACE Medium-Term Service Increases	SJRRRC
Atlantis O&M Facility	LAVTA
BART Core Capacity	BART
BART Next Gen. Fare Gates	BART
Bay Fair Connection	BART
Berkeley-San Francisco Ferry	WETA

PROJECT NAME	SPONSOR
Division 4 Replacement (Phase 1)	AC Transit
Dublin/Pleasanton Active Access Improvements	BART
Hayward Maintenance Complex (Phase 1)	BART
Irvington BART Station	BART, Fremont
Lake Merritt TOD	BART, Oakland
North Berkeley Active Access Improvements	BART
Redwood City-San Francisco-Oakland Ferry	WETA
San Leandro BART Station Area Safety Improvements	San Leandro
Seaplane Lagoon-San Francisco Ferry	WETA
South Bay Connect	CCJPA
Transit Operations Facility (TOF)	BART
Union Landing Transit Center Modifications	UC Transit
Valley Link	TVSJVRRRA
West Oakland TOD	BART
Goods Movement	
7th St. Grade Separation West	Alameda CTC
Central Ave. Overpass	Newark
Near/Mid-Term Port Operations and Emission Reductions	Port of Oakland
Oakland Army Base Infrastructure Improvements	Oakland
Quiet Zone Safety Engineering	Emeryville
Rail Safety and Connectivity	Alameda CTC
Sea Level Rise Adaptation	
Doolittle Dr. Resiliency	Port of Oakland
Oakland International Airport Perimeter Dike	Port of Oakland
Shoreline Overtopping near Webster and Posey Tubes	Alameda

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# MULTIMODAL CORRIDOR PROJECTS IMPROVE TRANSIT, WALKING, AND BIKING



Approximately 1/3 of the projects in the 10-year priority list are multimodal corridor projects. These projects improve transportation options along major arterials through bicycle and pedestrian safety features, more reliable transit operations, safer access to bus stops, more efficient curb access or other complete streets and placemaking improvements. These projects are typically complex and require extensive coordination and community engagement to implement successfully.

## IMPROVEMENT HIGHLIGHTS



**100%** of Multimodal Corridor projects are **within a Priority Development Area**



**10** of AC Transit's 11 **Major Corridors** receive improvements

## PROJECT HIGHLIGHTS

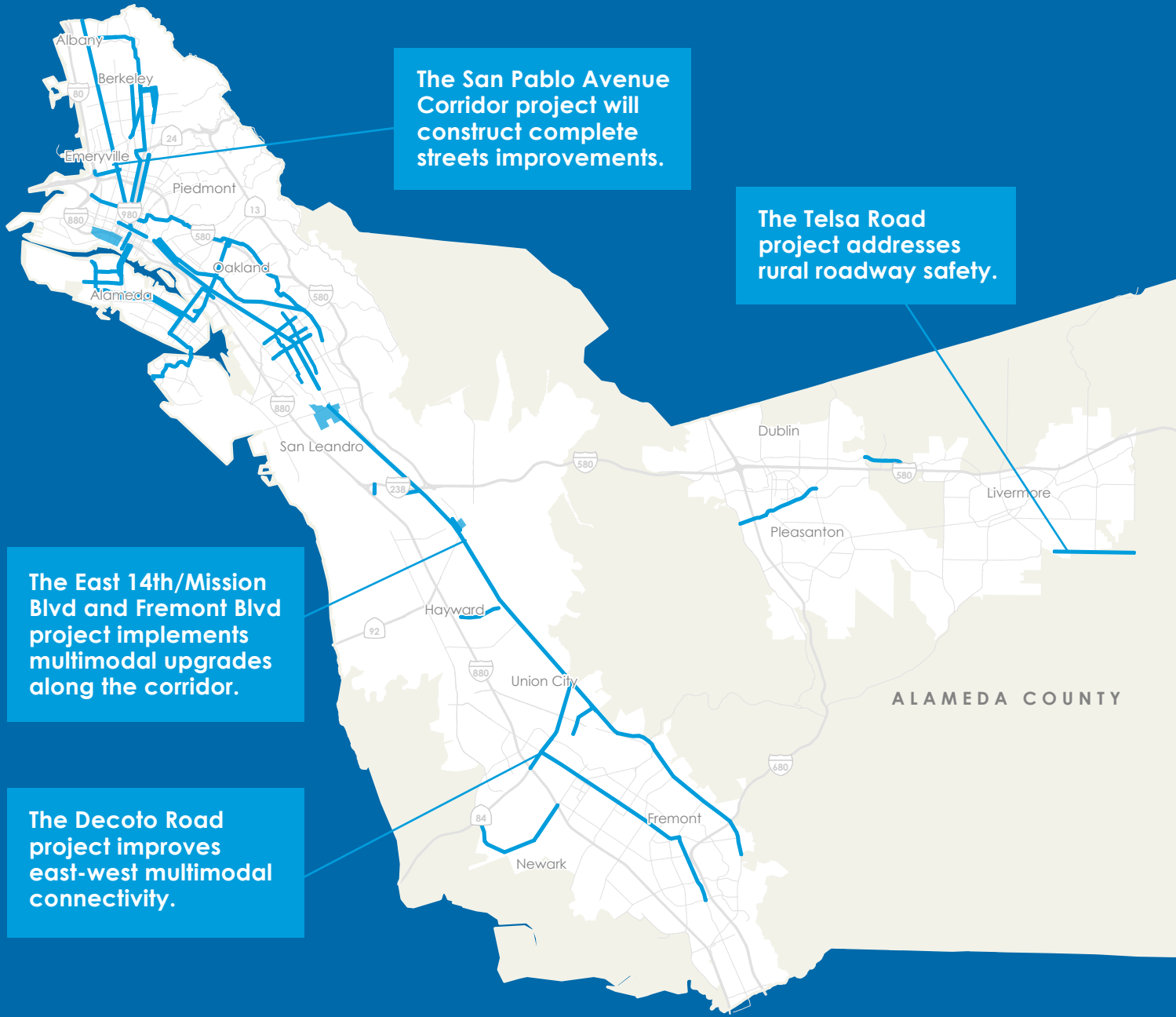


The **San Pablo Avenue Corridor** project will construct complete streets improvements along this corridor across seven cities in Alameda and Contra Costa counties. Near-term projects include addition of high visibility cross walks, ADA curb ramps, improved bicycle crossings, and better lighting. An infrastructure pilot will consider dedicated bus and bike lanes in Oakland and Emeryville in the near term.



The **East 14th St/Mission Blvd and Fremont Blvd Corridor** project will implement multimodal upgrades along this corridor in four cities and unincorporated Alameda County from the San Leandro BART station to the Warm Springs area in Fremont. This project envisions dedicated transit infrastructure, safety improvements for bicycle and pedestrians, and upgrades to park and ride infrastructure at BART stations as mobility hubs.

# MULTIMODAL CORRIDOR PROJECTS IN THE 10-YEAR PRIORITY LIST



## MAP LEGEND

— Multimodal Corridor Projects

## KEY STATS



### MULTIMODAL CORRIDOR PROJECTS ADVANCE EQUITY AND SAFETY:

**85%** are in or provide access to a Community of Concern

**88%** improve a Bicycle or Pedestrian High Injury Corridor



The **Mandela Greenway Connector** will connect Mandela Parkway and Emeryville improving connections to existing greenways and the Bay Trail.

The **West End Bicycle/Pedestrian Crossing** will provide a connection between Alameda and Oakland.

The **San Leandro Creek Trail** will connect the Bay Trail and the Ridge Trail and include lighting, barrier railing, and intersection improvements.

The **East Bay Greenway** will connect the Lake Merritt and South Hayward BART stations along existing rail right-of-way. A plan to extend the trail through Southern Alameda County will be refined over the next 10 years.

Phase 1 of the **Niles Canyon Trail** will connect the Niles District of Fremont and Palomares Road. Subsequent phases will extend the trail to Sunol.

The **Dumbarton to Quarry Lakes Trail** will connect the Union City BART station and future Ardenwood Transit Center.

## GREENWAY AND TRAIL PROJECTS EXPAND SAFER WALKING AND BIKING OPTIONS



Urban greenways and trails projects expand Alameda County's network of multi-use paths and trails for safe walking and biking. Measure BB included funding for three major trails: the Iron Horse Trail, Bay Trail, and East Bay Greenway. The 2020 CTP reaffirms those commitments and identifies an additional seven greenways and trails to advance over the next 10 years. Greenways and trails can be complex to design, build, and maintain, with complicated rights-of-way and coordination between jurisdictions and regional park agencies.

The **Bancroft Greenway** will provide over two miles of protected access to schools and parks and create recreational opportunities for all ages and abilities.

The **Iron Horse Trail** will be extended through Livermore, and existing gaps in Pleasanton and at a bridge crossing over Dublin Boulevard will be closed. The completed trail will stretch from Livermore to Concord.

The **Sabercat Trail** will connect the Fremont foothills and Ohlone College to the future Irvington BART Station and East Bay Greenway with a bicycle and pedestrian bridge across I-680 and connection under the BART and UPRR tracks.

Projects on the **San Francisco Bay Trail**, as well as key connector greenways to the Bay Trail, are included in the priority list but are not shown on this map. The Bay Trail is managed by the Association of Bay Area Governments in partnership with the region's cities and regional park districts. It provides critical connections between communities and the waterfront across Interstate I-880, which otherwise acts as a barrier.

### MAP LEGEND

- Implementation over the next 10 years
- - - Alignment under development
- Existing major trails (2019 Countywide Active Transportation Plan; MTC/ABAG, 2020)



# Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** October 28, 2021

**TO:** Alameda County Technical Advisory Committee

**FROM:** Seung Cho, Director of Procurement and Information Technology  
Erika Cheng, Manager of Procurement and Information Technology

**SUBJECT:** Annual Local Business Contract Equity Program Utilization Report for Payments Processed between July 1, 2020 and June 30, 2021

## Recommendation

This item is for information only to provide the Alameda County Technical Advisory Committee with an update on the Annual Local Business Contract Equity (LBCE) Program Utilization Report for payments processed between July 1, 2020 and June 30, 2021.

## Summary

Alameda CTC established the LBCE Program to create economic growth and jobs within the county by requiring local contracting that supports residents and businesses in Alameda County. The LBCE Program helps to identify and engage the participation of Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE), and Very Small Local Business Enterprise (VSLBE) firms located in Alameda County on contracts which are (i) administered by Alameda CTC or related to, or in support of, a sponsor agency-administered capital project and (ii) funded either in whole or in part by VRF, Measure B, and/or Measure BB funds in combination with other local funds. The LBCE Program does not apply to contracts that include state and/or federal funds.

This report provides an update of business utilization with payments processed in Fiscal Year (FY) 2020-21 on active professional services and construction contracts administered by Alameda CTC and active project funding agreements administered by sponsor agencies. Business utilization is reported for LBE, SLBE and VSLBE firm participation on locally-funded contracts subject to the LBCE Program that were awarded and administered by Alameda CTC or sponsor agencies. Utilization data is also included for contracts that are not subject to the LBCE Program due to having federal, state, regional, or non-local funds or having a contract amount equal to or less than \$75,000. Additionally, an update on the LBCE Program certification activities within the same timeframe is provided.

In the current reporting period, there were 36 active professional services contracts administered by Alameda CTC with LBCE Program goals totaling \$19.4M in payments, of which \$17.7M (91%) went to LBE firms, \$6.0M (31%) went to SLBE firms, and \$147,615 (1%) went to VSLBE firms. There were no active construction contracts administered by Alameda CTC with LBCE Program goals for which payments were processed in FY2020-21. This information is shown in Table 1 below.

TABLE 1 – Alameda CTC Contracts with LBCE Program Goals						
Contract Type	LBCE Program Goals	Number of Contracts	Payments in FY2020-21 (July 1, 2020 and June 30, 2021)			
			Payment Amount	LBE	SLBE	VSLBE
Professional Services	70% for LBE; 30% for SLBE	36	\$19,423,879	91%	31%	1%
				\$17,727,721	\$6,014,862	\$147,615
Construction	60% for LBE; 20% for SLBE	0	-	-	-	-
				-	-	-
TOTAL		36	\$19,423,879	91%	31%	1%
				\$17,727,721	\$6,014,862	\$147,615

There were 29 active Alameda CTC contracts exempt from the LBCE Program in the reporting period, of which 19 were in the professional services category, 1 was in the construction category and 9 were for Caltrans administered cooperative contracts. For such contracts exempt from LBCE Program goals, approximately \$8.7M (22%) went to LBE firms, \$1.2M (3%) went to SLBE firms, and \$124,531 (<1%) went to VSLBE firms. This information is shown in Table 2A below.

TABLE 2A – Alameda CTC Contracts Exempt from LBCE Program Goals <sup>1</sup>					
Contract Type	Number of Contracts	Payments in FY2020-21 (July 1, 2020 and June 30, 2021)			
		Payment Amount	LBE	SLBE	VSLBE
Professional Services	19	\$12,209,711	72%	10%	1%
			\$8,734,074	\$1,188,874	\$124,531
Construction	1	\$6,834,970	0%	0%	0%
			\$0	\$0	\$0
Caltrans Cooperative Agreements	9	\$19,953,914	0%	0%	0%
			\$0	\$0	\$0
TOTAL	29	\$38,998,595	22%	3%	<1%
			\$8,734,074	\$1,188,874	\$124,531

<sup>1</sup> Includes contracts not subject to the LBCE Program, including those subject to the Federal DBE Program.

There were no active contracts administered by sponsor agencies with LBCE Program goals for which payments were processed in FY2020-21. There were 30 active contracts administered by sponsor agencies exempt from the LBCE Program in the reporting period, of which \$14M (55%) went to LBE firms, \$10.1M (40%) went to SLBE firms, and \$6,219 (<1%) went to VSLBE firms. This information is shown in Table 2B below.



TABLE 2B – Sponsor Agency Administered Contracts Exempt from LBCE Program Goals					
Contract Type	Number of Contracts	Payments in FY2020-21 (July 1, 2020 and June 30, 2021)			
		Payment Amount	LBE	SLBE	VSLBE
Professional Services	24	\$4,883,319	32% \$1,581,524	9% \$441,364	0% \$6,219
Construction	6	\$20,690,990	60% \$12,517,803	47% \$9,676,043	0% \$0
<b>TOTAL</b>	<b>30</b>	<b>\$25,574,309</b>	<b>55% \$14,099,327</b>	<b>40% \$10,117,40</b>	<b>0% \$6,219</b>

### Reporting Process

Staff generated the LBCE Program Contract Equity Utilization Report from the agency database to reflect payment data on all active and open contracts during the reporting period of July 1, 2020 through June 30, 2021. Utilization of local dollars is determined by collecting and analyzing financial data relative to the amounts paid to LBE, SLBE, and VSLBE firms in two contract categories:

- Professional Services – includes contracts of an administrative nature to support Alameda CTC's projects and programs, as well as architectural and engineering services contracts to assist Alameda CTC in the development and delivery of its capital program.
- Construction – includes construction contracts and suppliers awarded to builders of transportation facilities such as roadway and transit improvements.

The participation data and statistics, which serve as a basis for this report, have been independently reviewed and verified by GCAP Services, Inc. (GCAP). As stated in the Letter of Independent Review issued by GCAP (Attachment B), this report was found to be materially accurate and complete.

### LBCE Program Certification Update

Table 3 shows the firms certified in this reporting period by contract and certification types.

Table 3 – LBCE Program Certified Firms by Contract Types				
Contract Type	Firms Certified this Reporting Period	LBE	SLBE <sup>1</sup>	VSLBE <sup>2</sup>
Professional Services	90	90	53	33
Construction	29	29	18	7
<b>TOTAL</b>	<b>119</b>	<b>119</b>	<b>71</b>	<b>40</b>

<sup>1</sup> Includes LBE and SLBE firms.

<sup>2</sup> Includes LBE, SLBE and VSLBE firms.

**Fiscal Impact:** There is no fiscal impact. This is an information item only.

**Attachments:**

- A. FY2020-21 LBCE Program Contract Equity Utilization Report
- B. Letter of Independent Review of Alameda CTC's Contract Equity Annual Utilization Report for the Period of July 1, 2020 through June 30, 2021





# Contract Equity Utilization Report

## 2020-2021

# 5.3A

Reporting Period Start Date: 7/1/2020 End Date: 6/30/2021

Contract Number/Company Name	Contract Amount	Total Payment to Date	Reporting Period	LBE %	LBE \$	SLBE %	(Reporting Period)		VSLBE \$	DBE %	DBE \$
							SLBE \$	VSLBE %			
Contract Type: Professional Services Agreement											
Professional Services Agreement - Goal Requirements for LBCE (70% for LBE and 30% for SLBE)											
A05-0004 - URS Corporation	\$16,760,000.00	\$16,352,263.36	\$141,609.60	100.00%	\$141,609.60	24.50%	\$34,694.35	0.00%	\$0.00	0.00%	\$0.00
A14-0051 - HNTB	\$10,293,000.00	\$10,141,016.12	\$1,645,673.34	94.35%	\$1,552,692.80	22.62%	\$372,251.31	2.69%	\$44,268.61	2.36%	\$38,837.89
A16-0027 - Nelson/Nygaard Consulting Associates	\$2,808,651.42	\$1,886,410.97	\$260,619.77	100.00%	\$260,619.77	7.57%	\$19,728.92	0.00%	\$0.00	7.27%	\$18,947.06
A16-0075 - HNTB	\$2,445,000.00	\$1,582,812.50	\$231,649.27	100.00%	\$231,649.27	0.66%	\$1,528.89	0.00%	\$0.00	0.66%	\$1,528.89
A17-0001 - Kapsch TrafficCom Transportation NA, Inc.	\$15,000,000.00	\$6,245,065.27	\$2,243,044.05	98.27%	\$2,204,239.39	0.62%	\$13,906.87	0.00%	\$0.00	0.00%	\$0.00
A17-0004 - Jacobs Engineering Group, Inc.	\$30,761,967.99	\$17,492,240.51	\$1,314,618.12	100.00%	\$1,314,618.12	9.17%	\$120,550.48	0.00%	\$0.00	8.54%	\$112,268.39
A17-0005 - Nelson/Nygaard Consulting Associates	\$1,241,701.00	\$1,085,786.86	\$198,631.25	100.00%	\$198,631.25	5.39%	\$10,706.22	0.00%	\$0.00	5.39%	\$10,706.22
A17-0006 - L. Luster & Associates, Inc.	\$1,295,654.00	\$1,208,544.61	\$259,987.30	100.00%	\$259,987.30	100.00%	\$259,987.30	0.00%	\$0.00	100.00%	\$259,987.30
A17-0010 - H.T. Harvey & Associates Ecological Cons	\$177,617.00	\$160,148.00	\$17,561.50	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A17-0021 - Novani, LLC	\$1,868,615.00	\$1,489,019.10	\$243,460.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$243,460.00
A17-0035 - VSCE, Inc.	\$2,259,659.00	\$1,494,598.86	\$222,002.13	100.00%	\$222,002.13	100.00%	\$222,002.13	0.00%	\$0.00	100.00%	\$222,002.13
A17-0036 - DMR Management Consultants, Inc.	\$2,094,771.00	\$1,989,227.50	\$452,876.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A17-0037 - Sidhu Consulting, LLC	\$2,167,769.00	\$2,167,349.00	\$498,832.00	100.00%	\$498,832.00	100.00%	\$498,832.00	0.00%	\$0.00	100.00%	\$498,832.00
A17-0057 - VSCE, Inc.	\$1,465,000.00	\$1,011,118.36	\$218,981.68	100.00%	\$218,981.68	100.00%	\$218,981.68	0.00%	\$0.00	100.00%	\$218,981.68
A17-0071 - VSCE, Inc.	\$1,822,650.00	\$1,798,885.00	\$269,760.00	100.00%	\$269,760.00	100.00%	\$269,760.00	0.00%	\$0.00	100.00%	\$269,760.00
A17-0073 - Kimley-Horn and Associates, Inc.	\$9,672,128.00	\$2,645,582.55	\$384,210.86	100.00%	\$384,210.86	10.21%	\$39,227.93	0.00%	\$0.00	3.73%	\$14,331.07
A18-0001 - Meyers Nave Riback Silver & Wilson	\$1,508,520.53	\$664,506.65	\$162,048.77	100.00%	\$162,048.77	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A18-0002 - Wendel, Rosen, Black & Dean, LLP	\$5,962,941.00	\$2,043,348.61	\$1,059,696.74	98.79%	\$1,046,874.41	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A18-0023 - AECOM Technical Services, Inc.	\$5,500,000.00	\$4,026,184.80	\$750,722.28	91.06%	\$683,607.71	11.96%	\$89,786.38	1.06%	\$7,957.66	1.20%	\$9,008.67
A18-0024 - Kittelson & Associates, Inc.	\$2,588,000.00	\$1,317,025.88	\$71,913.66	100.00%	\$71,913.66	4.40%	\$3,164.20	0.00%	\$0.00	0.00%	\$0.00
A18-0026 - Mark Thomas & Company	\$4,136,734.00	\$3,418,105.64	\$177,226.75	100.00%	\$177,226.75	55.05%	\$97,563.33	0.00%	\$0.00	23.05%	\$40,850.77
A18-0028 - TY Lin International/CCS	\$7,500,000.00	\$4,251,839.43	\$1,889,202.13	96.76%	\$1,827,991.98	32.93%	\$622,114.26	1.65%	\$31,171.84	9.37%	\$177,018.24
A18-0029 - HNTB	\$2,516,750.00	\$2,364,140.72	\$887,338.51	96.35%	\$854,950.65	28.13%	\$249,608.32	0.00%	\$0.00	22.58%	\$200,361.04
A18-0030 - WMH Corporation	\$18,300,000.00	\$16,277,619.18	\$2,838,608.32	92.73%	\$2,632,241.50	47.78%	\$1,356,287.06	1.88%	\$53,365.84	9.25%	\$262,571.27
A18-0035 - WMH Corporation	\$455,000.00	\$355,521.79	\$40,779.80	94.31%	\$38,459.43	94.31%	\$38,459.43	26.61%	\$10,851.50	28.59%	\$11,658.94
A18-0037 - VSCE, Inc.	\$1,022,736.00	\$884,702.81	\$255,529.04	100.00%	\$255,529.04	100.00%	\$255,529.04	0.00%	\$0.00	100.00%	\$255,529.04
A18-0038 - VSCE, Inc.	\$3,249,197.00	\$1,166,764.17	\$114,604.89	100.00%	\$114,604.89	100.00%	\$114,604.89	0.00%	\$0.00	100.00%	\$114,604.89
A18-0040 - Oberkamper Associates	\$245,000.00	\$239,608.00	\$62,490.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A18-0043 - Public Trust Advisors, LLC	\$510,000.00	\$457,321.77	\$146,938.86	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A18-0047 - Platinum Advisors, LLC	\$315,000.00	\$204,750.00	\$63,000.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A18-0048 - Kimley-Horn & Associates	\$4,000,000.00	\$2,914,594.79	\$816,650.02	95.02%	\$775,980.85	30.39%	\$248,179.94	0.00%	\$0.00	17.44%	\$142,423.76
A18-0060 - CJ Lake, LLC	\$345,000.00	\$211,401.53	\$66,000.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A19-0007 - VSCE, Inc.	\$3,425,000.00	\$2,768,358.56	\$994,715.32	99.72%	\$991,930.12	78.00%	\$775,877.95	0.00%	\$0.00	78.00%	\$775,877.95
A19-0014 - Maze and Associates	\$259,181.00	\$205,894.00	\$86,370.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A20-0002 - Koff & Associates Inc	\$25,000.00	\$20,256.10	\$251.10	100.00%	\$251.10	100.00%	\$251.10	0.00%	\$0.00	0.00%	\$0.00
A20-0003 - Iteris, Inc.	\$431,527.00	\$375,976.77	\$336,276.37	100.00%	\$336,276.37	24.17%	\$81,278.00	0.00%	\$0.00	24.17%	\$81,278.00
Total Professional Services Agreement - Professional Services Agreement - Goal Requirements for LBCE (70% for LBE and 30% for SLBE)											
	\$164,429,769.94	\$112,917,989.77	\$19,423,879.43	91.27%	\$17,727,721.39	30.97%	\$6,014,861.98	0.76%	\$147,615.45	20.49%	\$3,980,825.18



# Contract Equity Utilization Report

## 2020-2021

Reporting Period Start Date: 7/1/2020 End Date: 6/30/2021

Contract Number/Company Name	Contract Amount	Total Payment to Date	Reporting Period	LBE %	LBE \$	SLBE %	(Reporting Period)		VSLBE %	VSLBE \$	DBE %	DBE \$
							SLBE \$					
Professional Services Agreement - Exempt from Goal Requirements												
A10-013 - RBF Consulting	\$11,299,000.00	\$11,102,307.62	\$364,626.13	13.85%	\$50,500.72	9.73%	\$35,478.12	9.73%	\$35,478.12	16.93%	\$61,731.20	
A13-0088 - Acumen Building Enterprise, Inc.	\$7,220,948.00	\$6,685,607.26	\$24,652.88	51.38%	\$12,666.65	51.38%	\$12,666.65	0.00%	\$0.00	51.38%	\$12,666.65	
A15-0030 - HNTB	\$4,198,570.00	\$3,184,772.65	\$189,018.54	100.00%	\$189,018.54	33.50%	\$63,321.21	0.00%	\$0.00	7.41%	\$14,006.27	
A15-0034 - Parsons Transportation Group Inc.	\$13,873,000.00	\$12,566,803.10	\$2,722,043.99	81.86%	\$2,228,265.21	8.74%	\$237,906.64	2.17%	\$59,068.35	13.39%	\$364,481.69	
A16-0045 - Iteris, Inc.	\$922,953.00	\$810,836.45	\$21,573.24	100.00%	\$21,573.24	19.15%	\$4,131.28	0.00%	\$0.00	19.15%	\$4,131.28	
A17-0075 - Alta Planning + Design, Inc.	\$5,408,778.00	\$3,327,740.32	\$1,173,918.59	50.85%	\$596,937.60	31.66%	\$371,662.63	0.00%	\$0.00	0.09%	\$1,056.53	
A17-0076 - Alta Planning + Design, Inc.	\$1,775,219.00	\$1,512,217.28	\$406,845.31	100.00%	\$406,845.31	4.95%	\$20,138.84	0.00%	\$0.00	4.95%	\$20,138.84	
A17-0077 - Toole Design Group, LLC	\$4,528,751.00	\$4,083,171.07	\$1,509,810.88	32.38%	\$488,876.76	0.00%	\$0.00	0.00%	\$0.00	28.19%	\$425,615.69	
A20-0011 - Parson Transportation Group	\$3,174,647.00	\$938,445.00	\$390,106.00	47.06%	\$183,583.88	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
A11-0038 - Delcan Corporation	\$7,926,523.00	\$7,923,184.00	\$47,661.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
A15-0035 - WMH Corporation	\$11,725,405.00	\$11,465,025.84	\$98,288.85	100.00%	\$98,288.85	91.36%	\$89,796.69	0.00%	\$0.00	0.37%	\$363.67	
A17-0070 - ETC - Electronic Transaction Consultants	\$7,500,000.00	\$6,507,579.65	\$1,506,079.45	95.79%	\$1,442,673.51	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
A18-0027 - Nelson/Nygaard Consulting Associates	\$1,757,647.00	\$951,135.75	\$218,605.12	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
A18-0039 - Union Pacific Railroad	\$75,000.00	\$62,492.48	\$37,775.77	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
A18-0049 - HDR Engineering, Inc.	\$15,500,000.00	\$9,400,815.39	\$1,313,573.12	100.00%	\$1,313,573.12	19.36%	\$254,307.76	0.00%	\$0.00	5.17%	\$67,911.73	
A18-0052 - HDR Engineering Inc	\$3,530,000.00	\$3,056,364.52	\$1,612,054.36	71.24%	\$1,148,427.53	6.17%	\$99,463.75	1.86%	\$29,984.21	0.00%	\$0.00	
A19-0001 - HNTB	\$4,000,000.00	\$1,523,116.86	\$520,619.65	100.00%	\$520,619.65	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
A19-0009 - Kapsch TrafficCom Transportation NA, Inc.	\$56,488,439.00	\$1,186,797.40	\$32,223.05	100.00%	\$32,223.05	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
A19-0015 - C&M Associates, Inc.	\$750,000.00	\$749,225.87	\$20,235.45	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
Total Professional Services Agreement - Professional Services Agreement - Exempt from Goal Requirements												
	\$161,654,880.00	\$87,037,638.51	\$12,209,711.38	71.53%	\$8,734,073.62	9.74%	\$1,188,873.58	1.02%	\$124,530.69	7.96%	\$972,103.55	
Total Professional Services Agreement												
	\$326,084,649.94	\$199,955,628.28	\$31,633,590.81	83.65%	\$26,461,795.01	22.77%	\$7,203,735.56	0.86%	\$272,146.13	15.66%	\$4,952,928.73	
Contract Type: Construction Contract												
Construction Contract - Exempt from Goal Requirements												
A20-0006 - Aldridge Electric, Inc.	\$16,796,108.62	\$9,649,016.92	\$6,834,969.97	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	15.91%	\$1,087,443.72	
Total Construction Contract - Construction Contract - Goal Requirements for DBE (Contract Specific)												
	\$16,796,108.62	\$9,649,016.92	\$6,834,969.97	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	15.91%	\$1,087,443.72	
Total Construction Contract												
	\$16,796,108.62	\$9,649,016.92	\$6,834,969.97	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	15.91%	\$1,087,443.72	
Contract Type: Cooperative Agreement												
Cooperative Agreement - Exempt from Goal Requirements												
04-2550 - Caltrans	\$3,700,000.00	\$3,700,000.00	\$366,603.56	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
04-2558 - Caltrans	\$8,520,000.00	\$6,895,767.44	\$25,863.35	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
04-2568 - Caltrans	\$1,720,000.00	\$1,311,357.46	\$429.93	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
04-2632 - Caltrans	\$114,360,000.00	\$90,341,168.14	\$18,936,967.20	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
04-2654 - Caltrans	\$1,260,000.00	\$1,123,603.88	\$275,006.64	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
04-2672 - Caltrans	\$334,000.00	\$128,334.85	(\$40,000.00)	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
04-2695 - Caltrans	\$300,000.00	\$249,874.88	\$88,636.71	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	
04-2719 - Caltrans	\$200,000.00	\$121,069.13	\$116,271.30	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	



# Contract Equity Utilization Report

## 2020-2021

Reporting Period Start Date: 7/1/2020 End Date: 6/30/2021

Contract Number/Company Name	Contract Amount	Total Payment to Date	Reporting Period	LBE %	LBE \$	SLBE %	(Reporting Period)				
							SLBE \$	VSLBE %	VSLBE \$	DBE %	DBE \$
4-2138 - Caltrans	\$31,666,610.00	\$29,851,079.01	\$184,135.63	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
<b>Total Cooperative Agreement - Cooperative Agreement - Exempt from Goal Requirements</b>											
	\$162,060,610.00	\$133,722,254.79	\$19,953,914.32	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
<b>Total Cooperative Agreement</b>											
	\$162,060,610.00	\$133,722,254.79	\$19,953,914.32	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00

### Contract Type: Project Funding Agreement

#### Professional Services Agreement - Exempt from Goal Requirements

A07-0058 - City of Livermore - Mark Thomas & Company, Inc.	\$1,609,056.36	\$1,609,056.36	\$4,578.00	100.00%	\$4,578.00	100.00%	\$4,578.00	0.00%	\$0.00	0.00%	\$0.00
A07-0058 - City of Livermore - Terracare Associates	\$83,942.29	\$83,942.29	\$1,482.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A07-0058 - City of Livermore - Swaim Biological, Inc.	\$24,593.00	\$22,681.35	\$1,839.10	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A07-0058 - City of Livermore - Ruggeri-Jensen-Azar	\$674,165.03	\$649,789.76	\$22,290.64	100.00%	\$22,290.64	0.99%	\$220.68	0.00%	\$0.00	0.00%	\$0.00
A10-0027 - Bay Area Rapid Transit - LOMC Clearinghouse	\$353,994.07	\$353,994.07	\$75,936.35	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A10-0027 - Bay Area Rapid Transit - B & C Transit Consultants	\$1,106,482.63	\$1,106,482.63	\$63,215.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A10-0027 - Bay Area Rapid Transit - UBCm, a Joint Venture	\$1,672,224.68	\$1,671,679.44	\$62,604.73	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A10-0027 - Bay Area Rapid Transit - Kal Krishnan Consulting Services	\$477,281.76	\$477,281.76	\$77,750.02	100.00%	\$77,750.02	0.00%	\$0.00	0.00%	\$0.00	100.00%	\$77,750.02
A10-0027 - Bay Area Rapid Transit - Aon Risk Insurance Services West, Inc.	\$1,753,847.42	\$1,753,847.42	\$59,321.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A10-0027 - Bay Area Rapid Transit - PB Americas, Inc.	\$12,013,891.69	\$11,693,874.85	\$399,580.46	99.77%	\$398,661.42	23.43%	\$93,621.70	0.00%	\$0.00	0.00%	\$0.00
A10-0027 - Bay Area Rapid Transit - Seattle International Engineering, Inc	\$305,370.07	\$305,370.07	\$6,138.02	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A10-0027 - Bay Area Rapid Transit - AECOM Technical Services, Inc.	\$440,271.67	\$440,271.67	\$7,600.13	100.00%	\$7,600.13	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A10-0027 - Bay Area Rapid Transit - The Allen Group, LLC	\$2,528,207.83	\$2,528,157.39	\$7,541.76	100.00%	\$7,541.76	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A16-0087 - City of Fremont - MNS Engineers, Inc.	\$5,270,951.28	\$4,029,487.98	\$1,986,946.41	15.52%	\$308,374.08	15.52%	\$308,374.08	0.00%	\$0.00	3.83%	\$76,100.05
A17-0060 - City of Fremont - Kimley-Horn & Associates	\$66,702.32	\$19,034.21	\$9,835.54	100.00%	\$9,835.54	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A17-0091 - City of Dublin - Mark Thomas & Company	\$1,294,000.00	\$714,821.48	\$153,548.04	100.00%	\$153,548.04	11.40%	\$17,504.48	4.05%	\$6,218.70	4.05%	\$6,218.70
A17-0101 - City of Fremont - Parson Transportation Group	\$826,480.67	\$689,844.57	\$430,342.76	100.00%	\$430,342.76	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A17-0103 - City of Fremont - Kimley-Horn & Associates	\$81,940.00	\$69,934.02	\$3,514.56	100.00%	\$3,514.56	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A17-0107 - Livermore Amador Valley Transportation A - Kimley-Horn & Associates	\$119,305.16	\$119,300.17	\$13,633.72	100.00%	\$13,633.72	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A17-0109 - City of Livermore - Ruggeri-Jensen-Azar	\$1,617,000.00	\$1,592,766.34	\$1,394,032.45	3.97%	\$55,343.09	0.95%	\$13,243.31	0.00%	\$0.00	0.00%	\$0.00
A18-0018 - City of Dublin - BKF	\$500,000.00	\$439,422.69	\$8,884.15	100.00%	\$8,884.15	43.02%	\$3,821.96	0.00%	\$0.00	0.00%	\$0.00
A18-0034 - Bay Area Rapid Transit - Nelson/Nygaard Consulting Associates	\$493,129.20	\$358,391.64	\$994.20	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A18-0034 - Bay Area Rapid Transit - Arup North America, Ltd.	\$327,882.74	\$317,260.30	\$79,625.92	100.00%	\$79,625.92	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A18-0058 - City of Alameda - Terraphase Engineering, Inc.	\$62,570.00	\$56,618.98	\$12,084.42	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00

<b>Total Project Funding Agreement - Professional Services Agreement - Exempt from Goal Requirements</b>											
	\$33,703,289.87	\$31,103,311.44	\$4,883,319.38	32.38%	\$1,581,523.84	9.04%	\$441,364.21	0.13%	\$6,218.70	3.28%	\$160,068.76

#### Construction Contract - Exempt from Goal Requirements



## Contract Equity Utilization Report 2020-2021

Reporting Period Start Date: 7/1/2020 End Date: 6/30/2021

Contract Number/Company Name	Contract Amount	Total Payment to Date	Reporting Period	LBE %	LBE \$	SLBE %	(Reporting Period)				
							SLBE \$	VSLBE %	VSLBE \$	DBE %	DBE \$
A14-0070 - A C Transit District - O.C. Jones & Sons, Inc.	\$925,000.00	\$925,000.00	\$730.36	100.00%	\$730.36	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A16-0087 - City of Fremont - Shimmick Construction Company, Inc.	\$14,389,236.86	\$14,389,236.86	\$544,782.93	100.00%	\$544,782.93	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A16-0087 - City of Fremont - Schindler Elevator Corporation	\$9,009,488.42	\$8,864,252.18	\$5,810,699.77	16.20%	\$941,333.36	16.20%	\$941,333.36	0.00%	\$0.00	0.00%	\$0.00
A17-0043 - City of Oakland - California Capital & Investment Group, Inc.	\$41,000,000.00	\$41,000,000.00	\$8,500,000.00	100.00%	\$8,500,000.00	100.00%	\$8,500,000.00	0.00%	\$0.00	0.00%	\$0.00
A17-0127 - City of San Leandro - DeSilva Gates Construction	\$10,163,845.00	\$10,031,759.96	\$414,234.57	100.00%	\$414,234.57	0.00%	\$0.00	0.00%	\$0.00	0.00%	\$0.00
A18-0019 - City of Hayward - DeSilva Gates Construction	\$10,600,000.00	\$9,775,523.85	\$5,420,542.50	39.05%	\$2,116,721.85	4.33%	\$234,709.49	0.00%	\$0.00	0.00%	\$0.00
<b>Total Project Funding Agreement - Construction Contract - Exempt from Goal Requirements</b>	<b>\$86,087,570.28</b>	<b>\$84,985,772.85</b>	<b>\$20,690,990.13</b>	<b>60.50%</b>	<b>\$12,517,803.07</b>	<b>46.76%</b>	<b>\$9,676,042.85</b>	<b>0.00%</b>	<b>\$0.00</b>	<b>0.00%</b>	<b>\$0.00</b>
<b>Total Project Funding Agreement</b>	<b>\$119,790,860.15</b>	<b>\$116,089,084.29</b>	<b>\$25,574,309.51</b>	<b>55.13%</b>	<b>\$14,099,326.91</b>	<b>39.56%</b>	<b>\$10,117,407.06</b>	<b>0.02%</b>	<b>\$6,218.70</b>	<b>0.63%</b>	<b>\$160,068.76</b>
<b>Total for All Contracts</b>	<b>\$624,732,228.71</b>	<b>\$459,415,984.28</b>	<b>\$83,996,784.61</b>	<b>48.20%</b>	<b>\$40,561,121.91</b>	<b>20.58%</b>	<b>\$17,321,142.62</b>	<b>0.33%</b>	<b>\$278,364.83</b>	<b>7.37%</b>	<b>\$6,200,441.22</b>

**DATE:** October 12, 2021

**TO:** Seung Cho, Director of Procurement and Information Technology, Alameda CTC

**FROM:** Edward Salcedo, Jr., GCAP Services, Inc.  
Sarah Mee, GCAP Services, Inc.  
Nicole Change, GCAP Services, Inc.

**CC:** Patricia Reavey, Deputy Executive Director Finance & Administration, Alameda CTC  
Erika Cheng, Manager of Procurement and Information of Technology

**RE:** Independent Review of Alameda County Transportation Commission's Contract Equity Annual Utilization Report for the July 1, 2020 through June 30, 2021

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GCAP Services, Inc. (GCAP) has reviewed Alameda County Transportation Commission (Alameda CTC) payment and vendor for the reporting period July 1, 2020 through June 30, 2020.

GCAP staff was given full access to the Project Control System (PCS) database, contract/agreement files, payment invoices and responses to the vendor survey. GCAP utilized these resources to perform quality control and to ensure the integrity of all payments made during the reporting period to vendors and sponsor agencies on contracts fully or partially funded by Alameda CTC. Additionally, GCAP answered questions and resolved issues received from responsive vendors and sponsor agencies.

Having completed the review process, GCAP found no material defects in the Alameda CTC Contract Equity Annual Utilization Report for the reporting period July 1, 2020 through June 30, 2021.



Edward Salcedo, Jr. Esq.



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