



ALAMEDA COUNTY TRANSPORTATION COMMISSION




2021 Priority Development Area Investment and Growth Strategy

A presentation to the Planning, Policy and Legislation Committee
Alameda CTC Staff
January 2022

Overview

- Background
 - Priority Development Areas (PDAs)
 - PDA Investment & Growth Strategy (IGS)
- Key Findings
 - Mobility & Housing Trends
 - Planned Transportation Investments
- Action: It is recommended that the Commission approve the 2021 Priority Development Area Investment & Growth Strategy (PDA IGS) for submittal to MTC by January 30, 2022.



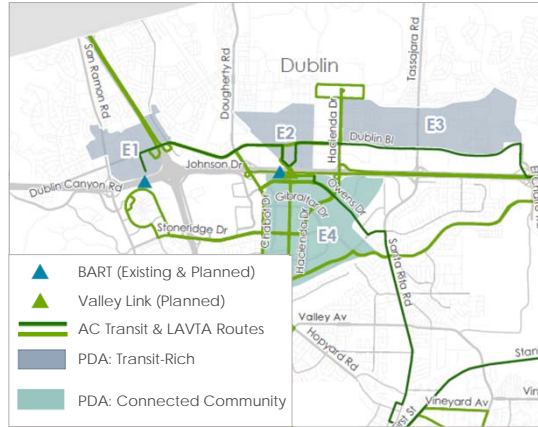
2021 PDA IGS Update

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Linking Transportation and Land Use

Priority Development Areas

- Regional framework for focusing future growth around transit
- Locally nominated and implemented
- Over half of region's PDAs are in Alameda and Santa Clara counties



PDAs in Dublin and Pleasanton with rail stations and major bus lines (2019).



PDAs in Plan Bay Area 2050

- **Transit-Rich Area:** Have existing high-quality transportation infrastructure to support additional growth in their communities.
- **Connected Community:** Offer basic transit services and have committed to policies that increase mobility options and reduce automobile travel.



BART at Fruitvale Village, Oakland



Advancing 2020 CTP Goals

2020 CTP Economic Vitality Goal:

Support the growth of Alameda County's economy and vibrant local communities through a transportation system that is safe, reliable, efficient, cost-effective, high-capacity and integrated with sustainable transit-oriented development facilitating multimodal travel.

90% of priority projects in 2020 CTP are in or provide access to county's PDAs



PDA Investment & Growth Strategy (PDA IGS)

- IGS shows linkages between planned investments & growth
- Periodic updates to IGS: 2014 first submittal, 2017 update
- MTC: Required IGS for Cycle 2 of One Bay Area Grant (OBAG) program funding for transportation
- Upcoming OBAG Cycle 3 call for projects will continue to emphasize investments in PDAs



LAVTA bus in Dublin PDA
Image credit: Noah Berger via MTC website



2021 PDA IGS

Required Elements:

1. Mobility & housing trends in PDAs
2. Affordable housing project pipeline
3. Planned transportation projects & programs in PDAs

Next Steps:

- Summer 2021: MTC released guidelines for 2021 PDA IGS
- Fall 2021: Staff worked with ACTAC to draft update
- Jan 30th, 2022: Final 2021 PDA IGS due to MTC



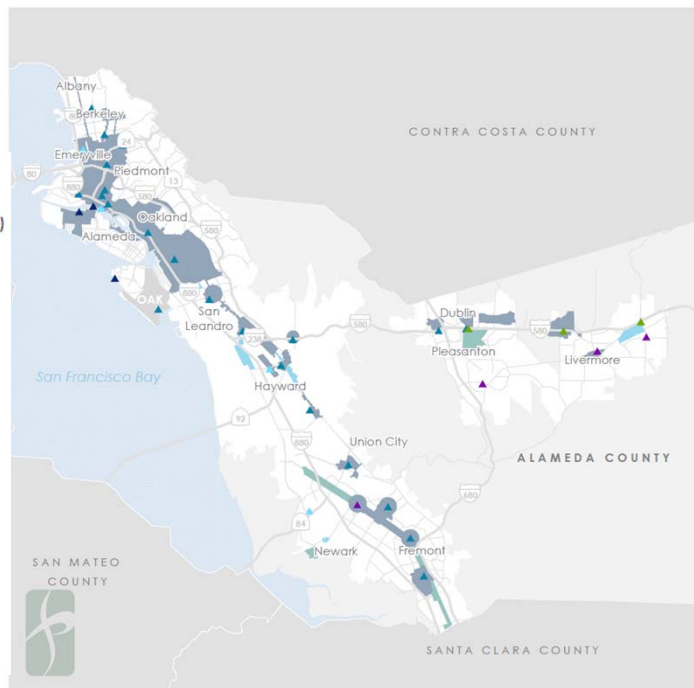
Alameda County Priority Development Areas (PDAs)

Rail & Ferry Stations

- ▲ BART (Existing & Planned)
- ▲ Capital Corridor (Existing & Planned)
- ▲ ACE
- ▲ Valley Link (Planned)
- ▲ Ferry

PDA Designations

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



Alameda County PDAs & EPCs

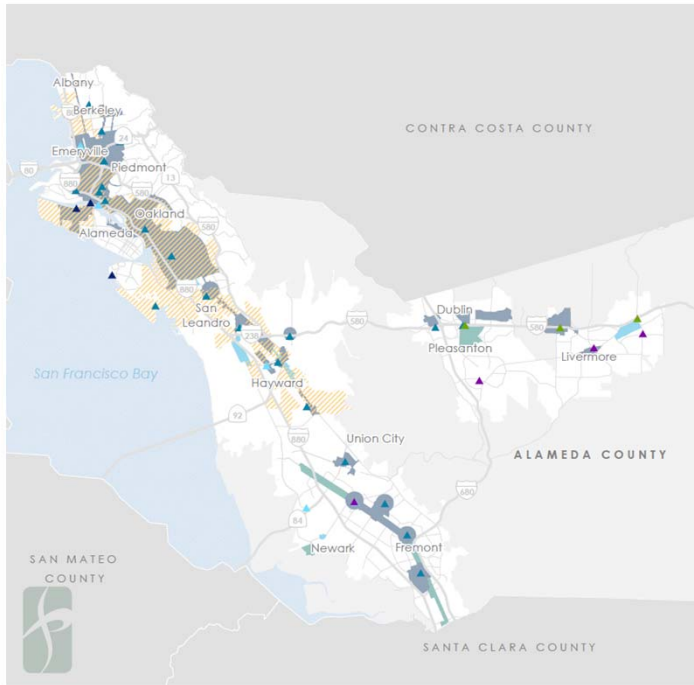
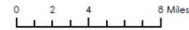
- Rail & Ferry Stations**
- ▲ BART (Existing & Planned)
 - ▲ Capital Corridor (Existing & Planned)
 - ▲ ACE
 - ▲ Valley Link (Planned)
 - ▲ Ferry

Equity Priority Communities

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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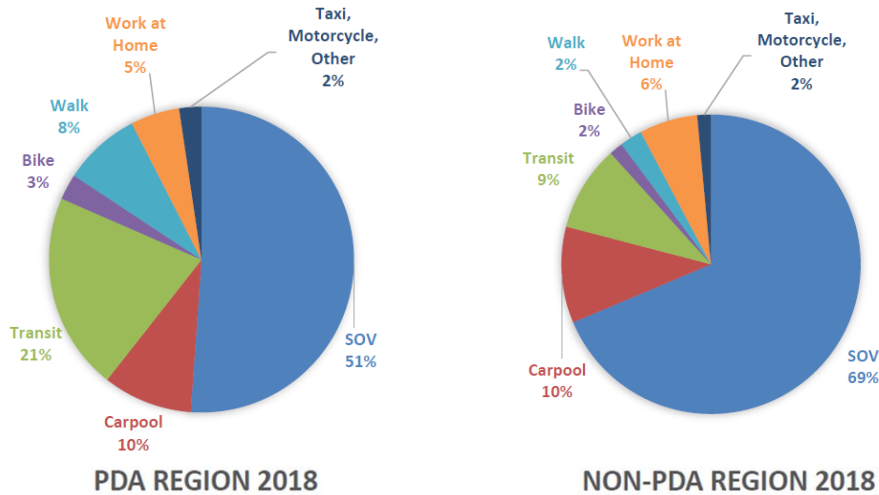
PDA Trends: Mobility & Housing

Key Findings

- Commute mode share was more multimodal in PDAs vs. non-PDAs, a trend that has been increasing over time
- Alameda County jurisdictions permitted over a quarter of all regional housing units between 2014 – 2019
- The majority of recently permitted housing and planned affordable developments in the pipeline are in PDAs



2018 Regional Commute Mode Share

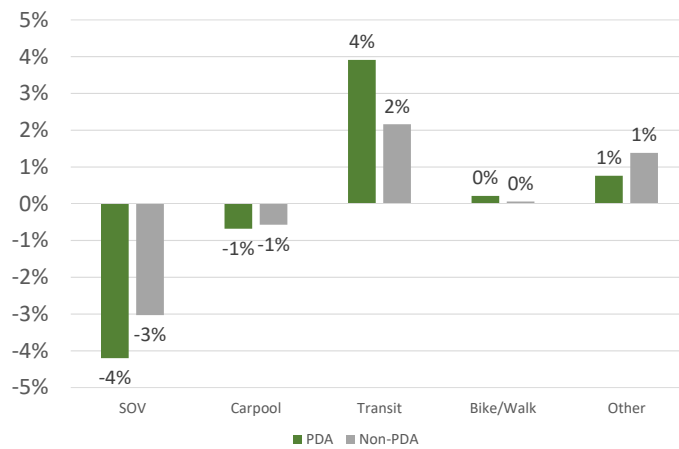


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Source: MTC PDA OBAG Assessment

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Alameda County PDAs vs. Non-PDAs: Change in Commute Mode (2013 – 2018)



2021 PDA IGS Update

Source: MTC Analysis of ACS 5yr Estimate Data

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Permitted Housing in PDAs (2014 – 2019)

Jurisdiction	Total Permitted Units	Units in PDAs	Affordable Units*
Alameda County	~ 37,000	~ 70%	~ 10%
Bay Area Region	~ 137,000	~ 60%	~ 10%

*Affordable to low or very low-income households (those earning less than 80% of the AMI).

Note: Figures are approximate due to ongoing issues with permit data.

Affordable Housing in Alameda County

- Higher share of units permitted in PDAs between 2014 - 2019 were affordable compared to non-PDAs
- Going forward, the majority of deed-restricted affordable units currently in the pipeline are located in PDAs



Source: Annual Progress Reports, verified by Jurisdictions

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PDA Transportation Needs: Planned Investments

Key Findings

- Majority of priority projects in 2020 CTP are in PDAs
- Projects serving PDAs support CTP and regional goals
- Significant needs identified for general infrastructure upgrades in PDAs, in addition to transportation



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Planned Transportation Projects in PDAs

91 Projects from 2020 CTP 10-Year Priority List are in or serve PDAs

- 40% - Multimodal corridors & complete streets
- 35% - Transit
- 20% - Active transportation & safety
- Project Location
 - 60% in Equity Priority Communities (EPCs)
 - 80% on High Injury Network (HIN)
 - 65% will serve affordable housing in the pipeline
- Planned Investment: \$8 Billion



General Investments Needed for PDAs

- Transportation Infrastructure Needs
 - Local streets & general upgrades
 - Travel Demand Management (TDM)
 - Active Transportation & Safety
- Planned Investment: \$13.5 Billion
- Non-Transportation Needs
 - Parks & open space, broadband networks, public utilities



Doyle Street Bike/Ped Improvements in Emeryville



Conclusion

The 2021 PDA IGS:

- Affirms 2020 CTP goals
- Highlights need for integrating transportation investments and land use
- Fulfills MTC requirements

Going Forward:

- Well poised for upcoming OBAG Cycle 3 with significant transportation investments identified in or serving PDAs



Summary of Revisions

Revisions for Final PDA IGS & January Commission Action

- Update affordable housing pipeline map to reflect additional developments identified by ACTAC
- Sort project list by sponsor agency
- Incorporate comments from January ACTAC and PPLC
 - Alameda & Livermore minor map updates



Action

It is recommended that the Commission approve the 2021 Priority Development Area Investment & Growth Strategy (PDA IGS), which provides information on planned transportation projects in Priority Development Areas (PDAs) in Alameda County and documents housing data, for submittal to MTC by their deadline of January 30, 2022.



Questions?

