1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Alameda County Technical Advisory Committee Meeting Agenda
Thursday, January 6, 2022, 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. 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 Huisingh
		Clerk:	Angie Ayers

Location Information:

Virtual Meeting Information:	https://us06web.zoom.us/j/86479622221?pwd=NWJOc1JtS1BVSTFvbEt0a0xySzFwdz09 **Webinar ID:** 864 7962 2221 **Passcode:** 177604
For Public Access Dial-in Information:	**(669) 900-6833** **Webinar ID:** 864 7962 2221 **Passcode:** 177604

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

Meeting Agenda

1. Call to Order

2. Introductions/Roll Call

3. Public Comment

		Page	Action
4.	**Consent Calendar**		
4.1.	Approve the November 4, 2021 ACTAC Meeting Minutes	1	A
4.2.	Alameda County Federal Inactive Projects Update	3	I
5.	**Planning / Programs / Monitoring**		
5.1.	Approve the 2021 Priority Development Area Investment & Growth Strategy	7	A
6.	**Member Reports**		
7.	**Staff Reports**		
8.	**Adjournment**		

Next Meeting: Thursday, February 10, 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.

ALAMEDA County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

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

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Alameda CTC Schedule of Upcoming Meetings
January and February 2022

Commission and Committee Meetings

Time	Description	Date
2:00 p.m.	Alameda CTC Commission Meeting	January 27, 2022 February 24, 2022
9:00 a.m.	I-680 Sunol Smart Carpool Lane JPA (I-680 JPA)	February 14, 2022
10:00 a.m.	Programs and Projects Committee (PPC)	
11:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	

Advisory Committee Meetings

5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	January 20, 2022
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	January 24, 2022
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	February 10, 2022

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. Meetings subject to change.

1. **Call to Order**
   Gary Huisingh called the meeting to order. Mr. Huisingh 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, Gopika Nair, Radiah Victor, and John Xu.

   Eric Hu attended as an alternate for Hans Larsen.
   Beth Thomas attended as an alternate for Farid Javandel.

3. **Public Comment**
   There were no public comments.

4. **Consent Calendar**
   - **4.1. Approve the October 7, 2021, ACTAC Meeting Minutes**
   - **4.2. Alameda County Federal Inactive Projects Update**

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

Yes:	*Ameri, Ayupan, Bhatia, Casper, Chiu, Evans, Fried, Hu, Huisingh, Imai, Izon, Lee, Marquises, Nair, Ng, Novenario, Raphael, Thomas, Wheeler, Yeamans*
No:	*None*
Abstain:	*None*
Absent:	Connolly, Danmeier, Fournier, Maloney, Nair, Victor, Xu

5. **Programs/Projects/Monitoring**
   - **5.1. 2021 Priority Development Area Investment & Growth Strategy Update – Planned Transportation Projects**

     Shannon McCarthy presented this informational item, which included an update on the 2021 Priority Development Area Investment & Growth Strategy (PDA-IGS). Ms. McCarthy noted that the PDA-IGS is a reporting requirement for the Metropolitan Transportation Commission (MTC) One Bay Area Grant Program. She reviewed the three elements MTC requires to be reported for PDAs in each county.

5.2. Regional and Countywide Active Transportation Planning

Chris Marks introduced Kara Oberg to provide an update on MTC's Regional Active Transportation Plan. Ms. Oberg's update covered the plan's scope of work, including stakeholder engagement, policy and program analysis with an equity and Vision Zero focus, the regional active transportation network, a 5-year implementation plan as part of the Plan Bay Area 2050 strategies, and funding assessment. Chris Marks provided an update on the Countywide Active Transportation Planning work that Alameda CTC will begin in 2022.

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

Erika Cheng provided the 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. Ms. Cheng noted that Alameda CTC is required to submit an LBCE Utilization Report to its Commission on an annual basis. This report provides an update of business utilization on active professional services and construction contracts funded with Vehicle Registration Fee, Measure B, and Measure BB funds administered by Alameda CTC.

6. Members Report

Paratyush Bhatia informed the Committee that the City of Dublin is hiring an Assistant Civil Engineer and requested the members to share the information with interested people.

Dylan Caspar shared that the San Joaquin Regional Rail Commission is hiring a Director of Capital Projects, a Manager of Capital Projects, and a Senior Planner. He requested the Committee to share the information with interested people.

7. Staff Report

There were no staff reports.

8. Adjournment

The meeting adjourned at 2:30 p.m. The next meeting is scheduled for January 6, 2022.

DATE:	January 3, 2022
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 regurlarly submit invoices and close out projects in a timely manner. To reduce the occurance of inactive projects, local agencies are encouraged to implement quarterly inviocing. Project sponsors with inactive projects are to work with 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 Metropolitain 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 recieves 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 suspended 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.

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

Attachment:

A. Alameda County Federal Inactive Projects List, dated 12/10/21

Alameda County
Inactive Obligations
Updated by Caltrans 12/10/2021

Updated on 12/10/2021

Project Number	Status	Agency Action Required	Project Prefix	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Months of No Activity	Total Cost Amount	Obligation Amount	Expenditure Amount	Unexpended Balance
5933160	Inactive	Invoice under review by Caltrans. Monitor for progress.	STPL	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	Invoice under review by Caltrans. Monitor for progress.	HSIPL	Alameda County	FAIRMONT DRIVE BETWEEN LAKE CHABOT ROAD AND 2700 FAIRMONT DRIVE INSTALL GUARDRAILS.	1/7/2022	1/7/2021	7/28/2017	1/7/2021	1/7/2021	9	$1,185,300	$908,800	$128,269	$780,531
5933138	Inactive	Invoice overdue. Contact DLAE.	BRLO	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.	HSIPL	Alameda County	CROW CANYON ROAD, PALOMARES ROAD, NORTH VASCO ROAD, AND ALTAMONT PASS ROAD IN UNINCORPORATED ALAMEDA COUNTY WIDEN THE PAVED	2/5/2022	2/5/2021	11/19/2019	2/5/2021	2/5/2021	8	$334,940	$301,430	$15,405	$286,025
6204124	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE/ submit inactive justification form.	CML	Caltrans	I-580 FROM SAN JOAQUIN COUNTY LINE TO STROBRIDGE AVENUE FREEWAY PERFORMANCE INITIATIVE(RAMP METERING) (TC)	5/19/2021	5/19/2020	4/12/2016	5/19/2020	5/19/2020	17	$4,808,000	$4,808,000	$4,749,900	$58,100
5012037	Inactive	Invoice under review by Caltrans. Monitor for progress.	STPLZ	Oakland	LAKE MERRITT CHANNEL BRIDGE (BR.NO.33C-0030) REPLACE BRIDGE (PER SEISMIC STRATEGY)	11/24/2021	11/24/2020	3/1/1998	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.	BPMP	Pleasanton	CITY OF PLEASANTON: 5 BRIDGES, 33C0454, 33C0099, 33C0453, 33C0461, AND 33C0462. BRIDGE PREVENTIVE MAINTENANCE PROJECT	9/11/2021	9/11/2020	12/19/2015	9/11/2020	9/11/2020	13	$1,575,426	$134,532	$131,090	$3,442
5354042	Inactive	Invoice overdue. Contact DLAE.	STPL	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

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.

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DATE:	January 3, 2022
TO:	Alameda County Technical Advisory Committee
FROM:	Kristen Villanueva, Principal Transportation Planner Shannon McCarthy, Associate Transportation Planner
SUBJECT:	Approve the 2021 Priority Development Area Investment & Growth Strategy

Recommendation

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. The 2021 PDA IGS is a reporting requirement for the Metropolitan Transportation Commission's (MTC) One Bay Area Grant Program (OBAG).

Summary

The OBAG Program guides how MTC distributes federal transportation funding throughout the Bay Area. The program is designed to support the regional growth framework, which is centered around better integrating transportation and land use. As such, the 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. Alameda CTC has submitted several PDA IGS reports on behalf of Alameda County jurisdictions since the first OBAG program in 2013. Previous submittals are located here. The most recently adopted PDA IGS was in 2017.

As part of the 2021 PDA IGS, MTC is requiring the following three elements to be reported for PDAs in each county:

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

Overall, jurisdictions throughout Alameda County and Alameda CTC have emphasized PDAs and the importance of integrating transportation and land use in order 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 an opportunity to highlight examples of these connections in Alameda County for MTC.

Last summer, MTC provided baseline data on housing and mobility trends in PDAs for use in the PDA IGS. From September through November of 2021, staff worked closely with ACTAC members to update the data from MTC and develop a list of planned transportation projects in PDAs as well as a comprehensive list of affordable housing developments in the pipeline within the county. Our jurisdictions and transit agencies provided valuable input, which has been incorporated to ensure that staff's analysis of projects and trends in PDAs is current and accurate. Should any additional adjustments be submitted by member jurisdictions following the January ACTAC meeting, those updates will be incorporated by the January Commission meeting.

It is recommended that the Commission approve the 2021 PDA IGS that is included as Attachment A. Subsequent to Commission approval, staff will submit the 2021 PDA IGS to MTC by the deadline of January 30, 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 and greenhouse gas emissions associated with new development. Chapter 1 of the 2021 PDA IGS provides an overview of Alameda County's PDAs and their role within the regional context.

As of the development of the most recent regional transportation plan, Plan Bay Area 2050 (PBA 2050), there are two types of PDAs:

- Transit-Rich PDAs have high-quality transportation infrastructure already in place to support additional growth in their communities. The transit-rich designation requires that 50% of the area is within ½ mile of an existing rail station or ferry terminal (with bus or rail service), a bus stop with peak service frequency of 15 minutes or less, or a planned rail station or ferry terminal in the Regional Transportation Plan.
- Connected Community PDAs offer basic transit services and have committed to policies that increase mobility options and reduce automobile travel. This type of PDA is further described as either being in a High Resource Area or not.

The vast majority (81%) of Alameda County's PDAs are considered transit-rich due to the extensive network of high-quality transit. A list of Alameda County's PDAs as defined in Plan Bay Area 2050 (PBA 2050) and maps of their locations and the county's high-quality transit networks are included in the 2021 PDA IGS (Attachment A).

Key Findings of the 2021 PDA IGS

The following describes key findings of the PDA IGS. More details, including the list of planned transportation projects in PDAs, is included in the 2021 PDA IGS (Attachment A).

The 2021 PDA IGS highlights the following key findings related to housing and mobility trends in PDAs, which make up the first element required of the 2021 PDA IGS:

- In Alameda County, the vast majority (76%) of the approximately 37,000 units permitted between 2014 and 2019 have been located in PDAs. Almost half of the county's units within PDAs were located in Oakland.
- During this time period, only 9% of all permitted units countywide were affordable to low-income households, defined as households earning less than 80% of the Area Median Income (AMI).[1] This is a consistent finding across the region.
- Commute mode share in Alameda County's PDAs is significantly more multimodal than in the county's non-PDAs, which is consistent with regional trends. MTC's assessment showed that the lower rate of single-occupancy vehicle (SOV) commutes in the region's PDAs (51%) compared to non-PDAs (69%) was primarily driven by increased shares of transit and walking commutes.
- Overall, the county's PDAs saw a larger mode shift than the region away from SOVs and toward transit between 2013 and 2018. This shift was also more substantial in the county's PDAs as compared to non-PDAs, suggesting PDAs are successfully providing access to high quality transit for commute purposes, and may be playing a role in accelerating mode shift to more sustainable modes.

Planned Transportation Projects and Affordable Housing in PDAs

The 2021 PDA IGS highlights the following key findings regarding planned transportation and affordable housing projects in PDAs, which make up the second and third elements required of the 2021 PDA IGS, respectively:

- Given the prominence of PDAs in transportation and land use planning across Alameda County, 90 percent of the projects in the priority list of the 2020 CTP are located in or provide access to PDAs. These 91 projects represent a needed investment of over $8 billion over the next 10 years.
- A majority (58%) of the planned projects serving PDAs are also located in Equity Priority Communities, while over three-quarters (81%) are located on the County's bicycle and pedestrian High-Injury Network (HIN).
- Across the county, 51 deed-restricted development projects have been identified in the pipeline, which will produce over 4,650 new affordable units. Fremont, Oakland and Alameda each have over 1,000 affordable units in the pipeline.
- Alameda County jurisdictions are poised to continue successfully connecting affordable development in PDAs with planned transportation projects; the vast majority of identified affordable housing developments in the pipeline (86%) fall

[1] In Alameda County in 2019, the AMI was $111,700 for a 4-person household.

within PDAs, and 63% of planned transportation projects serving PDAs are within ½ mile of these development projects.

Next Steps

It is recommended that the Commission approve the 2021 PDA IGS that is included in Attachment A. Subsequent to Commission approval, staff will submit the 2021 PDA IGS to MTC by the deadline of January 30, 2022.

Fiscal Impact: There is no fiscal impact.

Attachment:

A. 2021 Priority Development Area Investment & Growth Strategy

2021 Priority Development Area Investment & Growth Strategy

Draft Report

December 15, 2021

ALAMEDA County Transportation Commission

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1. Introduction

Overview

The Alameda County Transportation Commission (Alameda CTC) is required by the Metropolitan Transportation Commission's (MTC) Resolution 4202 to develop and periodically update a Priority Development Area Investment & Growth Strategy (PDA IGS) report, a document that describes housing and transportation trends in Priority Development Areas (PDA). Alameda CTC has submitted several PDA IGS reports on behalf of Alameda County jurisdictions since the first One Bay Area Grant (OBAG) program in 2013. The most recently adopted PDA IGS was in 2017.

The following report serves as the 2021 update to Alameda County's PDA IGS. Recent housing and mobility trends are presented across the county, as well as a summary of planned transportation investments in PDAs and their connections to affordable housing. The PDA IGS helps highlight the importance of integrating transportation and land use to support housing production, reduce emissions and vehicle miles traveled, and support complete communities. Transportation projects described in this document are consistent with Alameda CTC's 2020 Countywide Transportation Plan (CTP), which is the agency's long-range policy document that guides future transportation projects, policies, and advocacy. General investments needed to implement PDAs are also discussed.

PDA IGS Requirements

As part of the 2021 PDA IGS Update, MTC is requiring three elements to be reported on for PDAs in each county, which may be supplemented with additional information. The first element is on recent housing and mobility trends in PDAs. To support this effort, MTC provided data on housing production and commute mode share within and outside of the region's PDAs. MTC has requested that county transportation agencies review housing production and mobility trends of PDAs within their county, working closely with local jurisdictions, and use this information as context for describing elements 2 and 3 of the PDA IGS, which are planned transportation projects in PDAs and review of how these projects serve affordable housing projects across the county.

These three elements are covered in the following chapters of this update:

- Element 1: Housing and mobility trends in PDAs
  - Housing trends: Presented in Chapter 4
  - Mobility trends: Presented in Chapter 2
- Element 2: Planned transportation projects in PDAs
  - Presented in Chapter 3 and Appendix B
- Element 3: Affordable housing pipeline in PDAs
  - Presented in Chapter 4 and Appendix C

Alameda County Policy Framework and Context

Alameda CTC, with support from local jurisdictions and transit agencies, recently completed a two-year process of establishing a vision, goals, and priorities for transportation in Alameda County. This is documented in the 2020 Countywide Transportation Plan, which was adopted by Alameda CTC in November 2020. Figure 1 presents the vision and four goals adopted as part of the 2020 CTP. Two of the goals speak directly to the goals of the regional PDA program—Safe, Healthy and Sustainable, and Economic Vitality.

Figure 1. 2020 CTP Vision and Goals

The 2020 CTP identified a range of recommendations and strategies to achieve the vision and goals outlined above. Figure 2 presents the core recommendations of the 2020 CTP, which are foundational to implementing the goals of the PDA IGS. The core recommendations cover:

- 10-Year Priority Projects and Programs. A set of projects and programs that will address current transportation needs throughout Alameda County and work towards the countywide vision and goals. This list also includes programs that represent long-standing agency commitments, such as the Paratransit Program and Safe Routes to Schools.
- Strategies and Near-Term Actions. A set of strategies based on guiding principles, industry best practices, and an analysis of gaps in the project list that will complement the 10-Year Priority Projects and Programs. These can inform funding, advocacy, policy, planning, technical assistance, and project implementation. Near-Term Actions have been identified to implement strategies over the next four years, until the next update of the CTP.

Given the prominence of connecting land use and transportation in Alameda County, approximately 90% of the projects in this 10-year list are within or provide access to PDAs. Additionally, many of these investments will improve conditions in Equity Priority Communities and address needs that were defined in a companion effort to the 2020 CTP, which was the development of the 2020 Community-Based Transportation Plan. Over half of the near-term actions in the CTP will advance equity, including supporting programs for affordable transit.

Figure 3 presents additional performance summaries of the core recommendations in the CTP.

Figure 2. Core Recommendations of the 2020 CTP

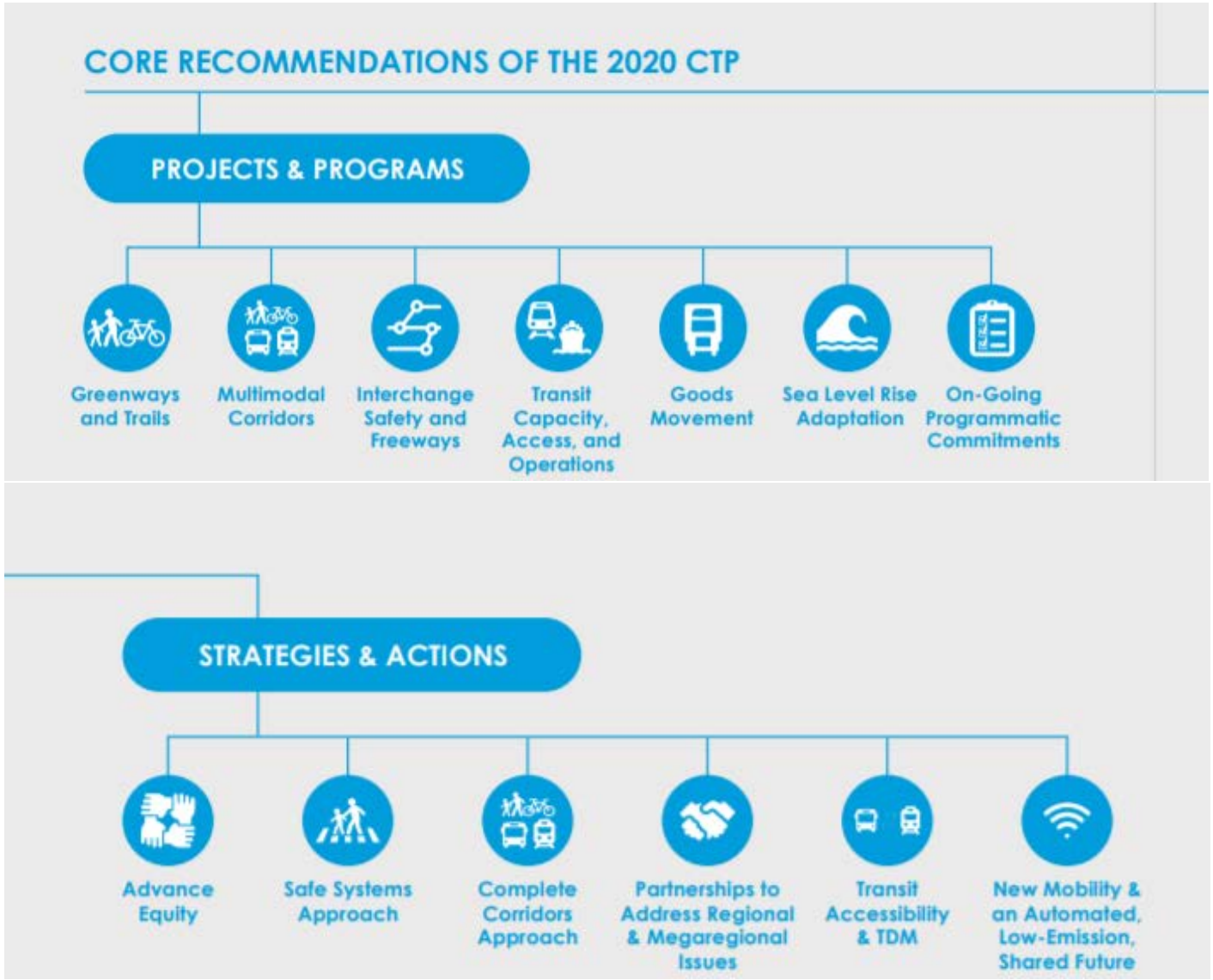


Figure 3. 2020 CTP Performance Summary

THE CORE RECOMMENDATIONS OF THE 2020 CTP ADVANCE THE PLAN GOALS

The 2020 CTP uses a performance-driven, outcome-based approach to guide Alameda CTC's future decisions. The plan identifies a set of 10-year priority projects, programs, strategies, and near-term actions that together make up its core recommendations. Implementation of the core recommendations will help Alameda County make progress towards the transportation vision by advancing each of the four plan goals, as described below.

ACCESSIBLE, AFFORDABLE, AND EQUITABLE

77%
of projects will make transportation improvements within or increase access to Communities of Concern.

87%
of projects in Communities of Concern will improve, expand, or increase connectivity of multimodal options.

54%
of near-term actions are identified as advancing equity, which includes supporting programs for affordable transit.

HIGH QUALITY AND MODERN INFRASTRUCTURE

$2B
over the plan horizon will be invested by Alameda CTC in direct distributions to cities to provide well-maintained local streets and walking and biking infrastructure.

$10B+
Approximate cost of projects to advance in the next ten years, including $5+ billion in transit projects and $1+ billion in interchange modernization projects.

Rail safety projects will upgrade pedestrian safety infrastructure and increase fluidity of the rail network.

SAFE, HEALTHY, AND SUSTAINABLE

45
projects will improve bicycle and pedestrian safety on the High-Injury Network or at interchanges.

34
projects will create multimodal corridors, all of which are located within Priority Development Areas, reducing greenhouse gas emissions.

45%
of the total investment in projects will serve to increase rail access and capacity, reducing reliance on automobiles and supporting emissions reductions.

ECONOMIC VITALITY

Port of Oakland operational projects will strengthen the vitality of this major employment generator.

90%
of projects will be located in or provide access to Priority Development Areas to support sustainable transit-oriented development.

$4B+
Total cost of projects that increase BART capacity or expand or improve interregional rail, supporting multimodal regional and megaregional commutes.

Note: The statistics above on Communities of Concern (COC) are based on MTC's 2018 COC definitions, which do not align with current Equity Priority Communities (EPC) boundaries, which were not adopted at the time of the 2020 CTP. The statistic above on Priority Development Areas (PDAs) is based on Plan Bay Area (PBA) 2040 PDA boundaries, which do not align with the current PBA 2050 PDA boundaries, which were noted adopted at the time of the 2020 Countywide Transportation Plan. The rest of this report utilizes current definitions unless otherwise noted.

Alameda County Plays a Regional Role in Transportation and Housing

In addition to elevating the importance of PDA planning in the county, Alameda County plays a regional role in transportation and housing. Alameda County serves a critical role in the Bay Area's transportation system, with key trans-bay gateways, connections to international and domestic markets through the Port of Oakland and Oakland International Airport, and other major transportation infrastructure utilized for local and regional travel. Figure 4 provides an overview of the county's significance to the regional transportation network.

A fifth of the region's population and jobs are located in Alameda County and depend on these systems to operate safely and efficiently. Yet drivers in Alameda County encounter nearly a third of the region's severe delays,[1] and before the COVID-19 pandemic, transit in the county was often crowded, particularly at peak periods. A regional imbalance in the location of housing and job centers results in a large number of pass-through trips traveling through the county that add strain to local transportation systems and provide no benefit to local communities. For example, between 2010 and 2016, the counties of San Mateo, San Francisco, and Santa Clara added 17, 13 and 8 jobs, respectively, for every new housing unit permitted. This equated to more than 430,000 jobs for the approximately 70,000 housing units permitted in those job-rich counties. Economic trends, like rising inequality and housing costs, contribute to further impact residents and affect day-to-day transportation decisions.

Despite the regional jobs-housing imbalance, Alameda County produces more than its fair share of housing units and has consistently directed those into transit-rich PDAs. Alameda County accounted for over a quarter of all permitted housing units in the Bay Area between 2014 and 2019. Plan Bay Area 2050 directs 80% of the region's anticipated housing growth to PDAs, and recent data shows that Alameda County jurisdictions successfully concentrated the majority (76%) of 37,000 permitted units in PDAs. The largest share of these units was in Oakland, due to significant development in the Downtown Oakland/Jack London Square PDA.

Table 1. Summary of Permitted Housing in Alameda County vs. Bay Area (2014 – 2019)[2]

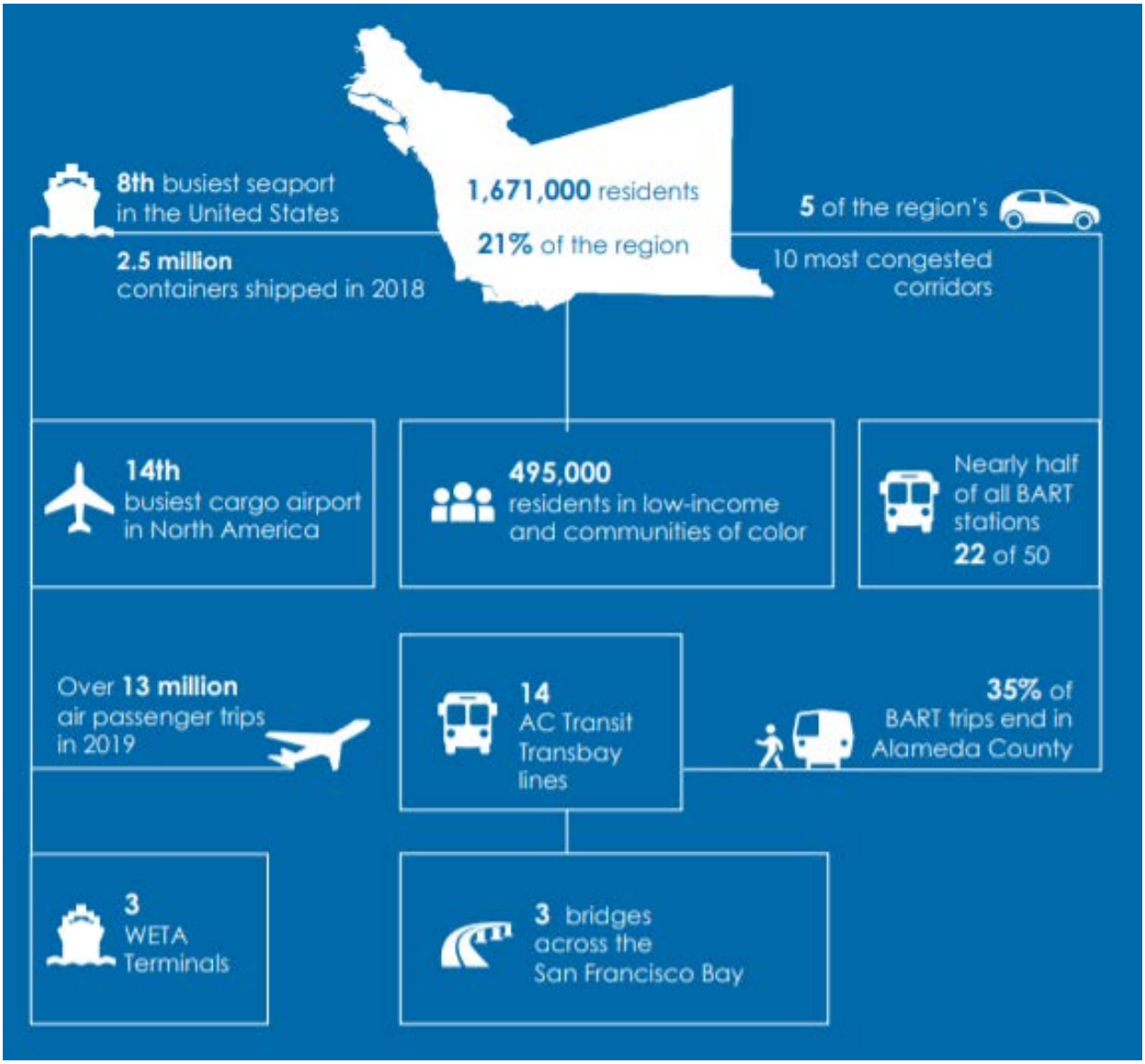
Jurisdiction	Total Permitted Units	Units in PDAs	Affordable Units*
Alameda County	37,348	76%	9%
Bay Area Region	137,375	63%	9%

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

[1] Alameda County Transportation System Fact Sheet, Alameda CTC, January 2020

[2] Annual Progress Reports, assembled by MTC & reviewed by local jurisdictions. See Appendix C.

Figure 4. Alameda County Overview



Source: Alameda CTC 2020 Countywide Transportation Plan (CTP).
Note: Population reflects Census Bureau 2019 Annual Population Estimate

Priority Development Areas

As described earlier, the PDA framework is integral to transportation and land use planning for Alameda CTC and Alameda County jurisdictions. As of the adoption of Plan Bay Area 2050 (PBA 2050), jurisdictions within Alameda County have identified 48 PDAs (listed in Appendix A and shown on Figure 5), which are locally nominated, transit-rich areas that can accommodate new development. PDAs are part of a regional growth framework that seeks to reduce the amount of automobile travel and greenhouse gas emissions associated with new developments by concentrating transportation investments and the majority of future housing in areas with convenient access to high-quality mobility options. The PDA framework, as defined in PBA 2050, distinguishes between two types of PDAs depending on underlying levels of transit service.

Types of PDAs:

- Transit-Rich Area: Have high-quality transportation infrastructure already in place 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.
    - This type of PDA is further distinguished by whether or not it is located in a High Resource Area (HRA) as defined by the California Department of Housing & Community Development's Opportunity Map.

In addition to PDAs, PBA 2050 includes two additional geographies: Priority Production Areas (PPAs) and Priority Conservation Areas (PCAs) to highlight the importance of manufacturing and production areas, and open space throughout the region. This report focuses specifically on PDAs in Alameda County.

Importance of PDAs

Due in part to the location of Alameda County's PDAs in dense residential areas and local commercial hubs, PDAs are large drivers of the county's housing and transportation trends. Nearly one quarter of the region's PDAs are in Alameda County, and local agencies have prioritized transportation improvements for these PDAs as described in this document. Plan Bay Area 2050 directs 72% of the region's anticipated household growth and 48% of jobs growth to the region's PDAs.

PDAs are particularly important for the county's progress toward regional emissions reduction, mode shift, and housing production goals. The vast majority (81%) of the county's PDAs are considered transit-rich, due to the extensive network of high-quality transit operated in the county. Mode share in Alameda County's PDAs is significantly more multimodal than in the county's non-PDAs, driven in part by lower rates of driving.

Figure 5

PRIORITY DEVELOPMENT AREAS

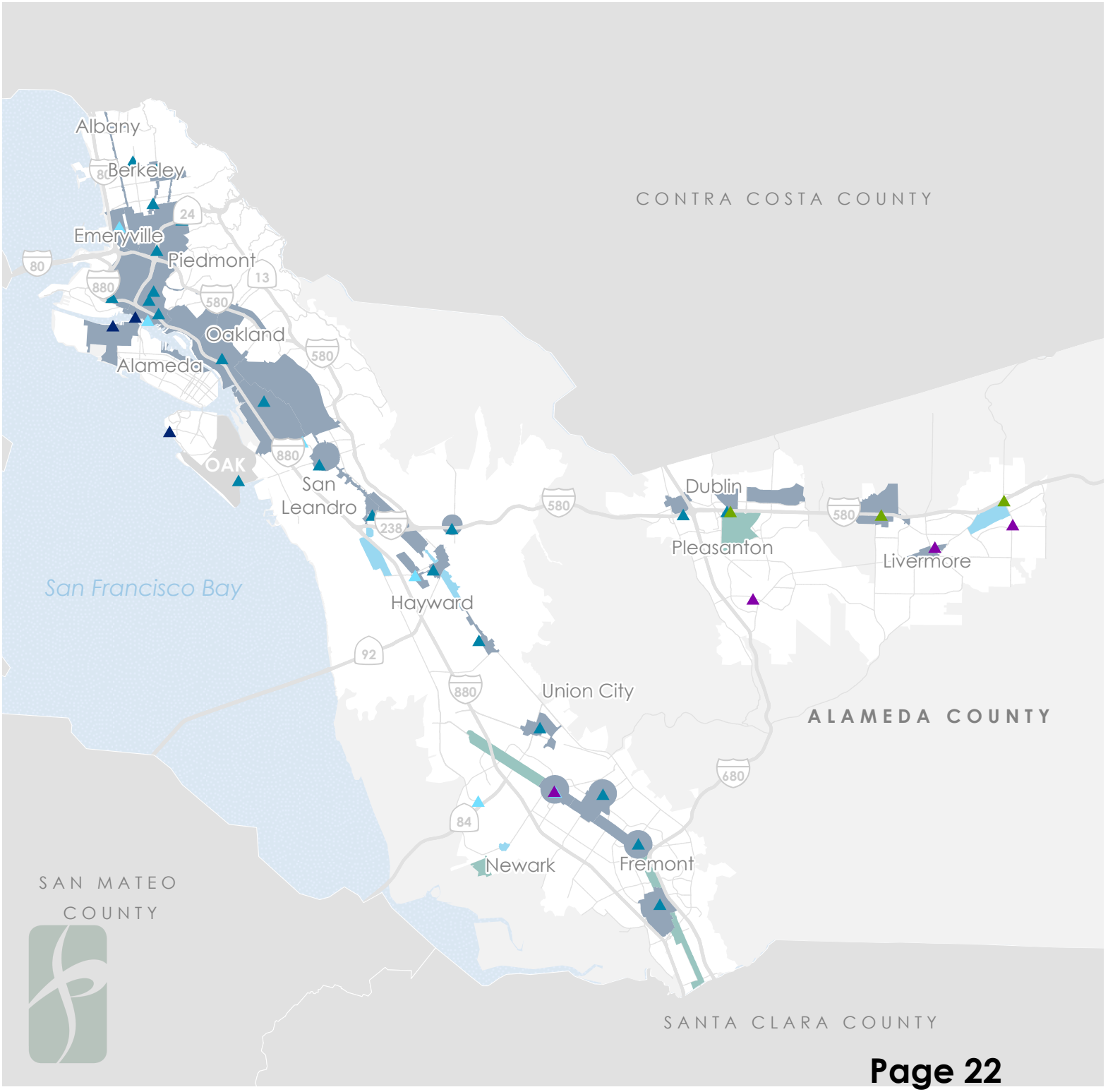
Rail & Ferry Stations

- 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

Source: MTC, Plan Bay Area 2050.



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Equity Priority Communities

MTC's Equity Priority Communities (EPC) framework was used to inform the 2020 CTP as well as this analysis of the county's PDAs. EPCs, previously referred to as Communities of Concern (COCs), are census tracts with the highest levels of inequity based on various factors, including the share of low-income households and people of color.[3] The analysis throughout this IGS is based on PBA 2050 EPC boundaries, which differs from the 2020 CTP, which utilized COC boundaries from Plan Bay Area 2040.

Figure 6 presents a map of Alameda County's EPCs and PDAs. Half of the county's 48 PDAs are located in EPCs. Two of the major determinants of the EPC designation, race and income, have been shown to be closely tied to disparities in traffic safety; low-income areas and Black pedestrians face significantly higher fatality rates than high-income areas and White pedestrians respectively. [4] Transportation investments in PDAs that overlap with EPCs are particularly important to increase access to safe infrastructure and account for historic underinvestment, but also have the potential to exacerbate gentrification and displacement pressures.

Ensuring that the people who presently live and work in EPCs will benefit from planned transportation investments and housing development in their neighborhoods requires deliberate and thoughtful coordinated transportation and land use planning, as well as local policies to reduce the risk of displacement of existing residents. Programs like the state's Affordable Housing & Sustainable Communities (AHSC) Program, which explicitly link funding for affordable housing and local transportation improvements, are promising but still limited in their reach.

As of 2016, all 15 of Alameda County jurisdictions had adopted housing policies related to affordable housing, anti-displacement and supporting low-income residents.[5] Alameda, Oakland and Piedmont had the highest number of supportive policies. The most common policies, each of which had been adopted by 11 or more jurisdictions, are listed below.

Common Local Supportive Housing Policies:

- Inclusionary zoning ordinance or in-lieu fee
- Housing and trust fund
- Second units permitted by right
- Density bonus for affordable housing
- Affordable housing mitigation fee
- Ordinance regulating the conversion of apartments to condos
- Low-cost loan program for affordable housing rehabilitation and/or preservation
- Homebuyer and/or first-time homebuyer education programs
- Repair/rehabilitation for low-income residents
- Fair housing and landlord-tenant housing programs

[3] Census tracts with at least 70% people of color and 28% of residents living below the federal poverty limit, or a concentration of low-income households and at least three of the following factors: limited English proficiency (12%), zero-vehicle households (15%), seniors (8%), people with disabilities (12%), single parent families (18%), or rent burdened households (14%).

[4] Smart Growth America, "Dangerous by Design," (2021).

[5] OBAG Cycle 2 Checklist, September-October 2016

Five jurisdictions had adopted rent control and just-cause eviction ordinances (Alameda, Berkeley, Hayward, Oakland, and Piedmont) and four had created a foreclosure prevention program (Emeryville, Hayward, Oakland, and Piedmont).

Figure 6

PRIORITY DEVELOPMENT AREAS AND EQUITY PRIORITY COMMUNITIES

Rail & Ferry Stations

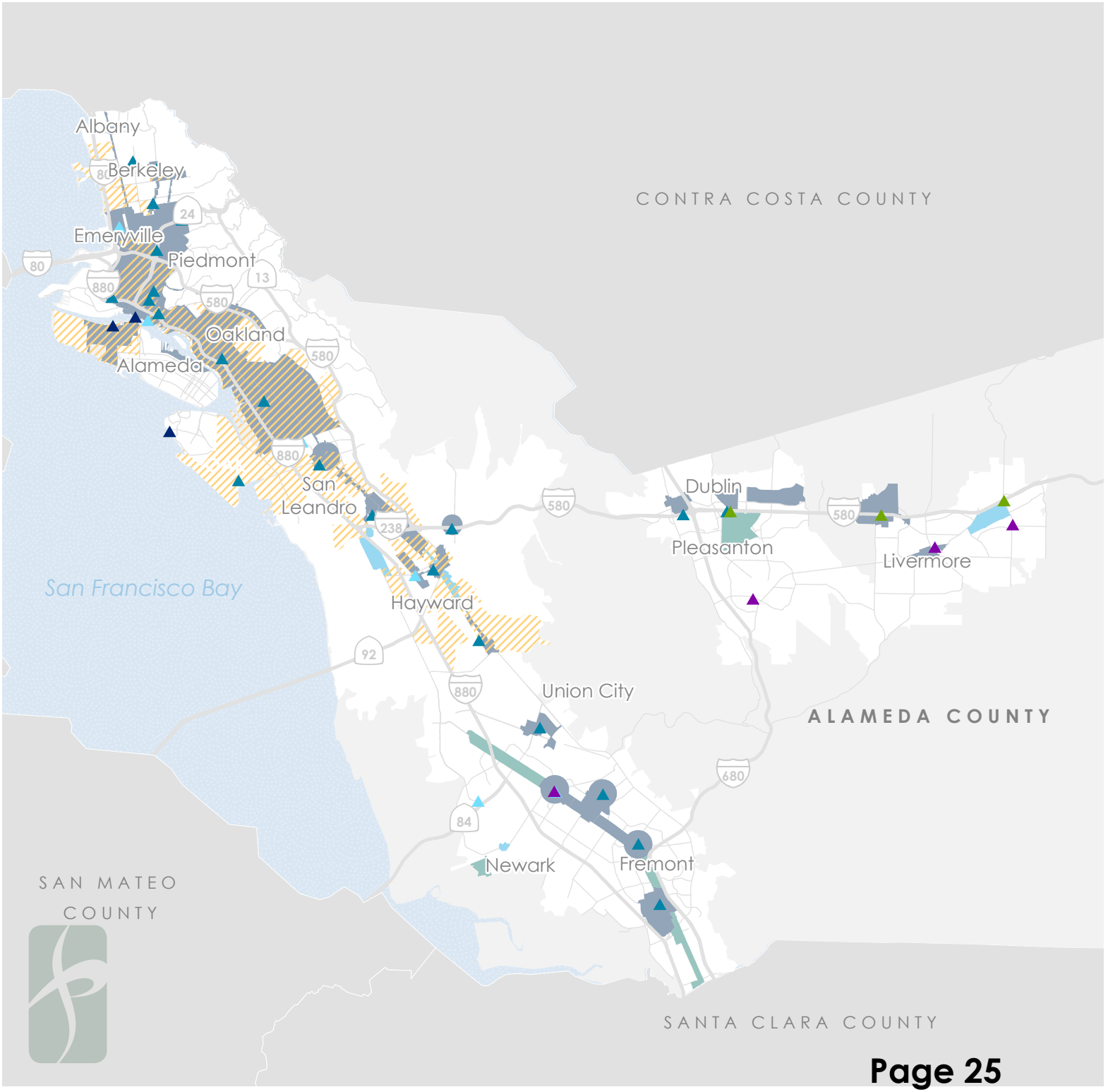
- BART (Existing & Planned)
- Capital Corridor (Existing & Planned)
- ACE
- Valley Link (Planned)
- Ferry

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.



0 2 4 8 Miles

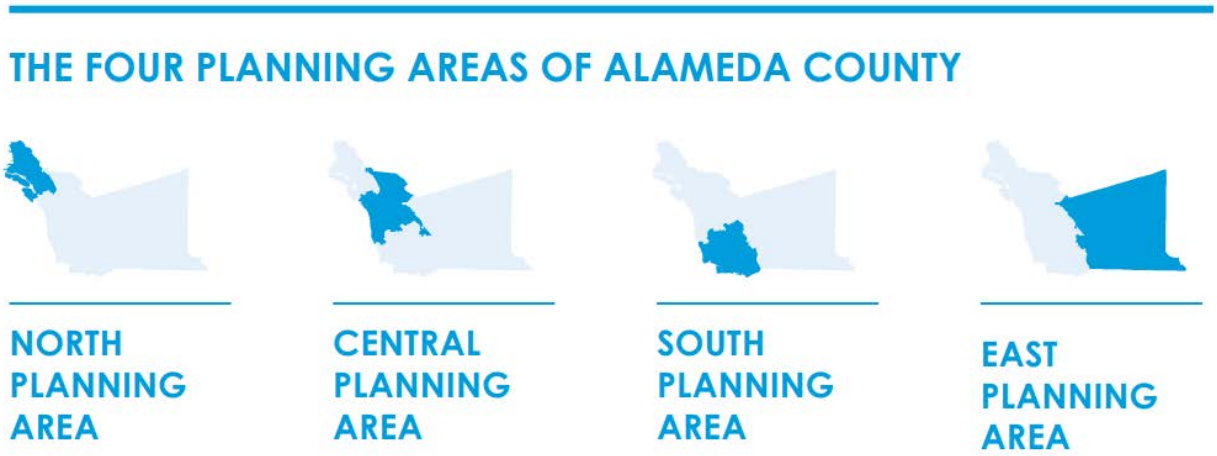
2. Mobility Trends and PDAs

This section supports element 1 of MTC's requirements for this PDA IGS. It provides an overview of mobility trends within PDAs by Alameda County's four distinct Planning Areas.

Alameda County Planning Areas

While some transportation needs are consistent across the county, the diversity of land use and transportation contexts in Alameda County means there is also substantial variability in the needs and concerns of individual communities. As a result, Alameda CTC divides the county into four planning areas to allow for more refined analysis and tailored improvements during the planning process. Planning area definitions are used for planning purposes only and are not political units.

Figure 7. Alameda County Planning Areas



As of 2020, Alameda County is home to 1.68 million people, and nearly half a million jobs. In general, the north planning area features more residential and employment density than other area in the county, followed by south county with the second-highest population, and central county with the second-highest number of jobs. The majority (70%) of all Alameda County residents commute by driving, although this varies by area as shown in Table 2. North County has the lowest rate of car commutes, due in part to dense transit networks in the East Bay, proximity to employment in San Francisco, and the proximity of housing and employment centers.

Countywide, roughly 10% of residents carpool to work, while 1-2% bike or walk. It's worth noting, however, that commute data can obscure more nuanced trends; the share of people walking or biking to their destination over the course of an entire day is likely higher. This gap is especially relevant as the COVID-19 pandemic has the potential to further shift travel patterns away from a narrow commute peak. In 2019, 7% of employees worked from home, however the COVID-19 pandemic has led to significant changes in the prominence of remote work, which are still uncertain in the long-term.

Table 2. Alameda County Planning Areas

Planning Area	# PDAs	Population	# Jobs	Commute Mode Share
North	20	687,700	224,000	48% Drive Alone 10% Carpool 22% Transit 4% Bike 7% Walk
Central	11	401,000	97,700	71% Drive Alone 10% Carpool 10% Transit <1% Bike 2% Walk
South	10	348,200	73,800	72% Drive Alone 10% Carpool 9% Transit <1% Bike 1% Walk
East	7	241,300	72,600	73% Drive Alone 8% Carpool 9% Transit 1% Bike 2% Walk
Alameda County Total	48	1,682,350	468,100	70% Drive 18% Transit 7% WFH 3% Walk 2% Bike

Source: Population: 2020 US Census. Employment: MTC Vital Signs, 2020. Commute Mode Share: 2020 Alameda Countywide Transportation Plan (American Community Summary 2019 1-Year Estimate).
Note: Figures may not add up due to rounding. Total county population includes 4,000 residents living in non-census designated places.

PDAs & Transit

The vast majority (81%) of the county's PDAs are considered transit-rich due to the extensive network of high-quality transit. PDAs and high-quality transit networks are shown in the maps below (Figure 8 - Figure 11) at the Planning Area level. Rail and ferry stations are shown, as well as high-frequency bus lines (either 15- or 30-minute frequency), as those form the basis for the PDA definition of high-quality transit. Frequencies for AC Transit and LAVTA reflect pre-COVID frequencies in 2019.[6] Rail stations reflect existing and planned infrastructure as included in adopted agency plans.

[6] AC Transit and LAVTA route frequencies are based on 2019 data as current (2021) routing is unstable due to shifting COVID-19 impacts. High-frequency (15 min headways or less) routes were sourced from the 2020 Alameda County Countywide Transportation Plan. Routes with frequencies between 15 and 30 minutes were retrieved in 2021 using GTFS data from 2019.

North County Planning Area

The North County Planning Area encompasses Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont, and serves as a key regional connector to San Francisco to the west, and Richmond to the north. The area has the largest number of PDAs of any planning area, three quarters of which are also located in EPCs. All 20 of the PDAs in North County, shown in Figure 8, are considered transit-rich thanks to extensive local and regional transit networks.

Central County Planning Area

The Central County Planning Area spans Hayward and San Leandro in addition to the unincorporated communities of Ashland, Cherryland, Castro Valley and San Lorenzo. The area has the second-highest number of PDAs of any planning area, with 82% located in EPCs. Outside of downtown San Leandro and Hayward, the area is predominantly oriented around car travel and offers ample opportunity for safety and active transportation improvements. All but two of the PDAs in Central County, shown in Figure 9, are considered transit-rich, thanks to extensive local and regional transit networks.

South County Planning Area

The South County Planning Area includes Fremont, Newark, and Union City. The area has the second-highest number of miles of on-street bikeways in the county and three Bay Area Rapid Transit (BART) stations as well as commuter rail services, providing a robust set of multimodal options to travelers. Given the area's proximity to the South Bay and Peninsula, South County experiences significant pass through traffic, impacting the local roadway network. South County's 10 PDAs, shown in Figure 10, are evenly split between transit-rich and connected community designations.

East County Planning Area

The East County Planning Area is comprised of Dublin, Livermore, Pleasanton, and the unincorporated community of Sunol. The area has highly walkable downtown corridors, but its distance from other employment and commercial centers lends itself to car-dominated commutes. Of the seven PDAs in East County, five are considered transit-rich thanks to BART, high-frequency Livermore Amador Valley Transit Authority (LAVTA) routes, and planned Valley Link stations as shown in Figure 11.

Figure 8

PRIORITY DEVELOPMENT AREAS

North Planning Area

Rail & Ferry Stations

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

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.

0 0.75 1.5 3 Miles

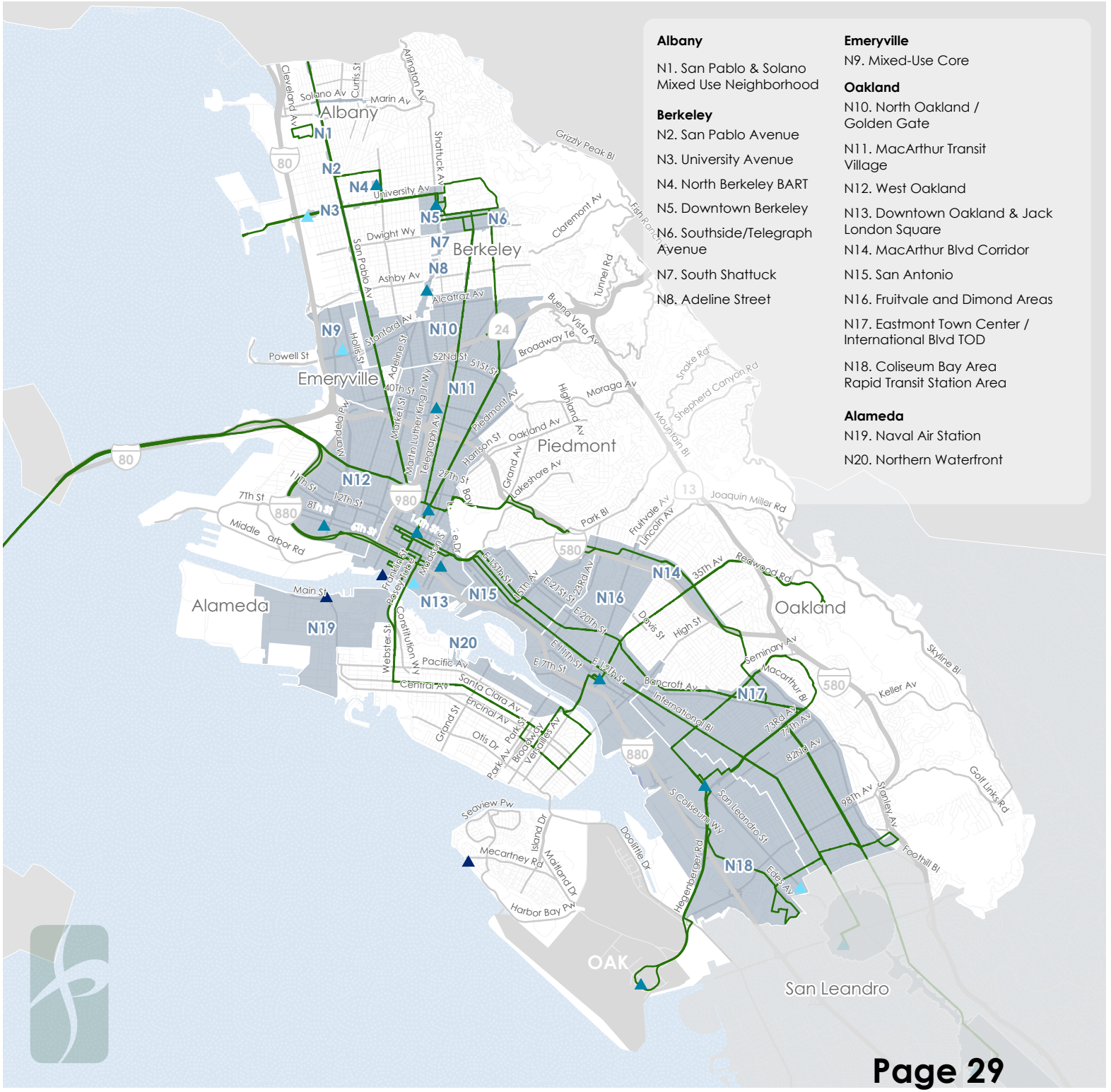
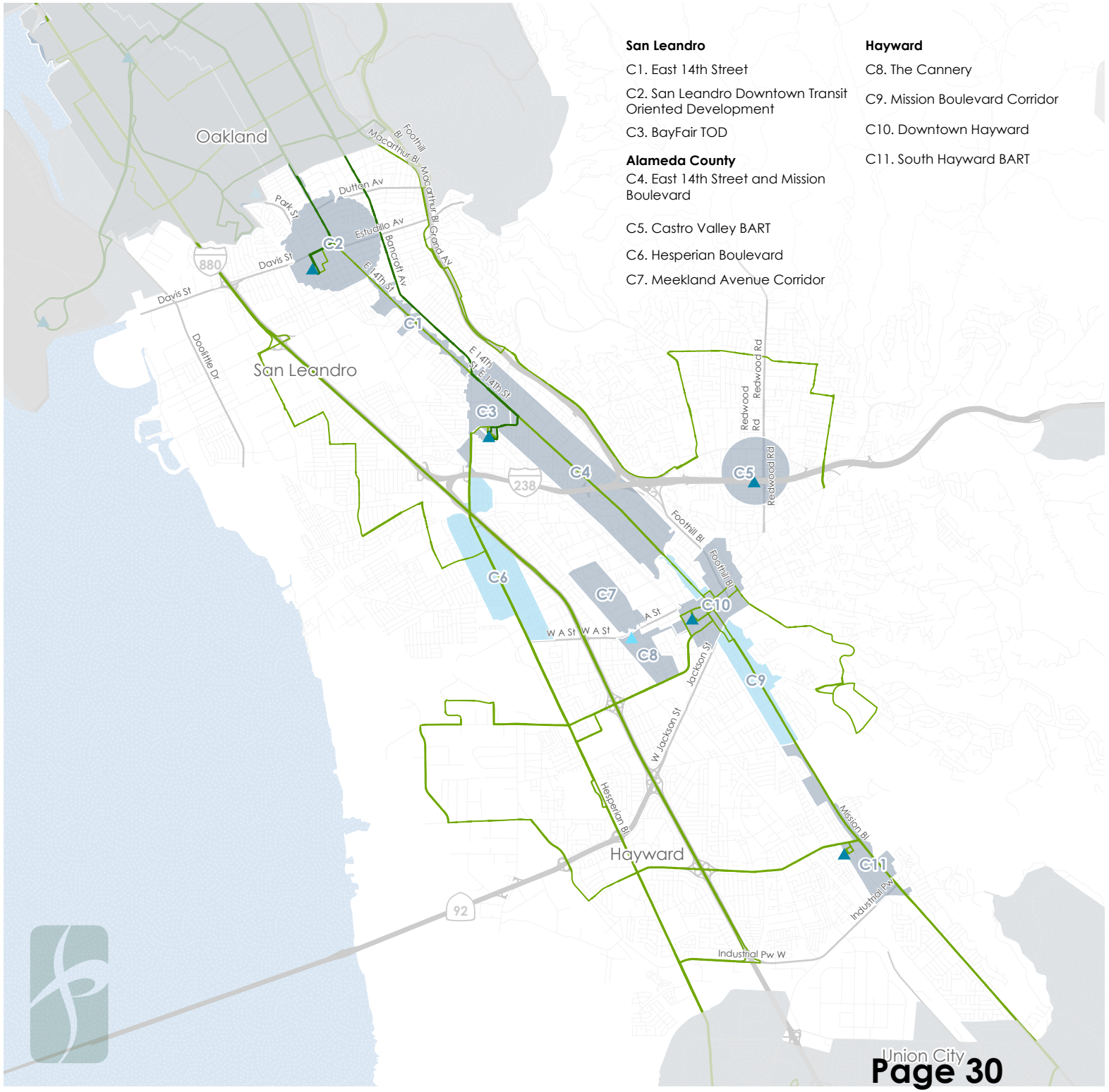


Figure 9

PRIORITY DEVELOPMENT AREAS

Central Planning Area



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

Rail & Ferry Stations

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

- 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.

0 0.5 1 2 Miles

Figure 10

PRIORITY DEVELOPMENT AREAS

South Planning Area

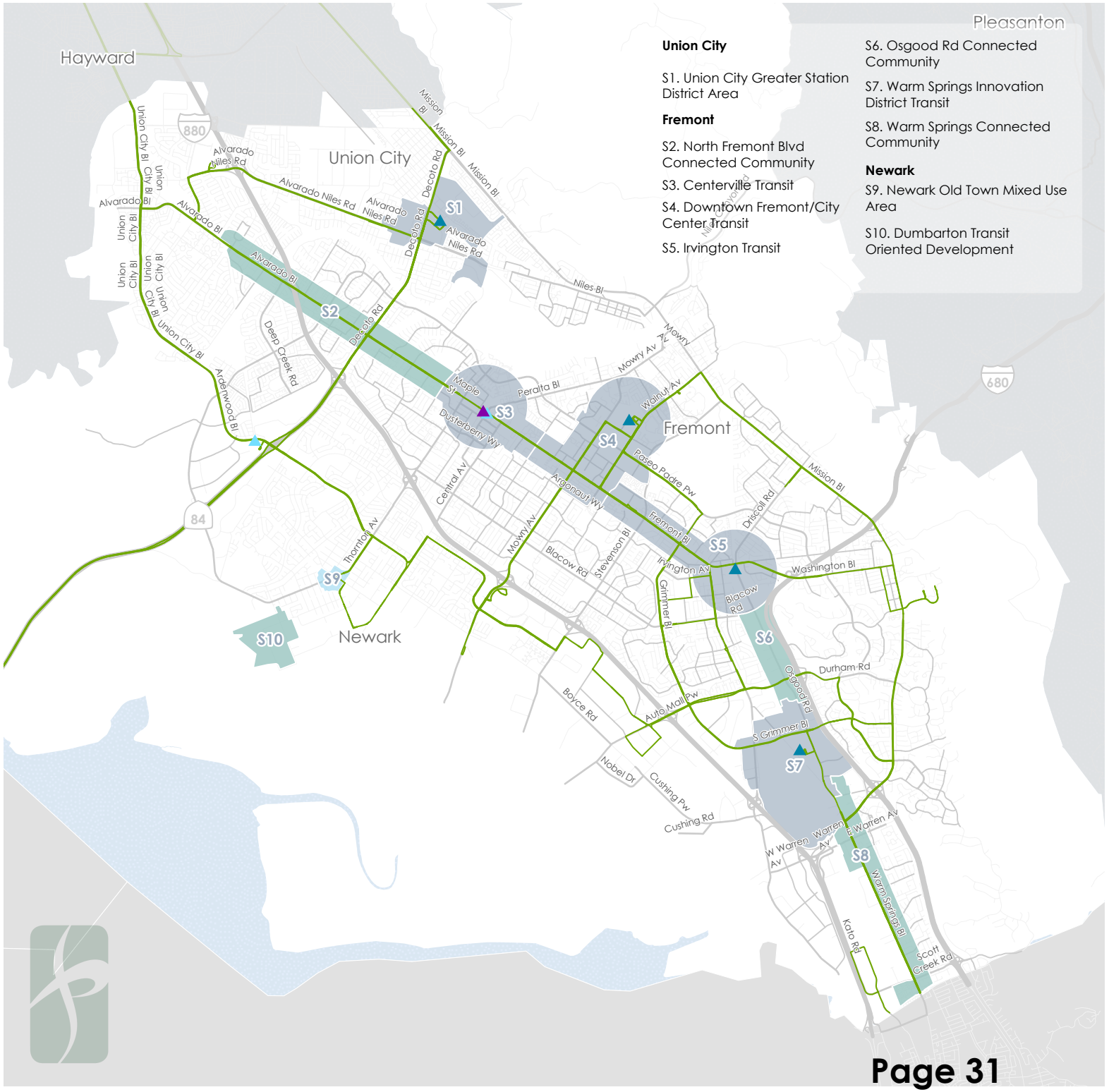
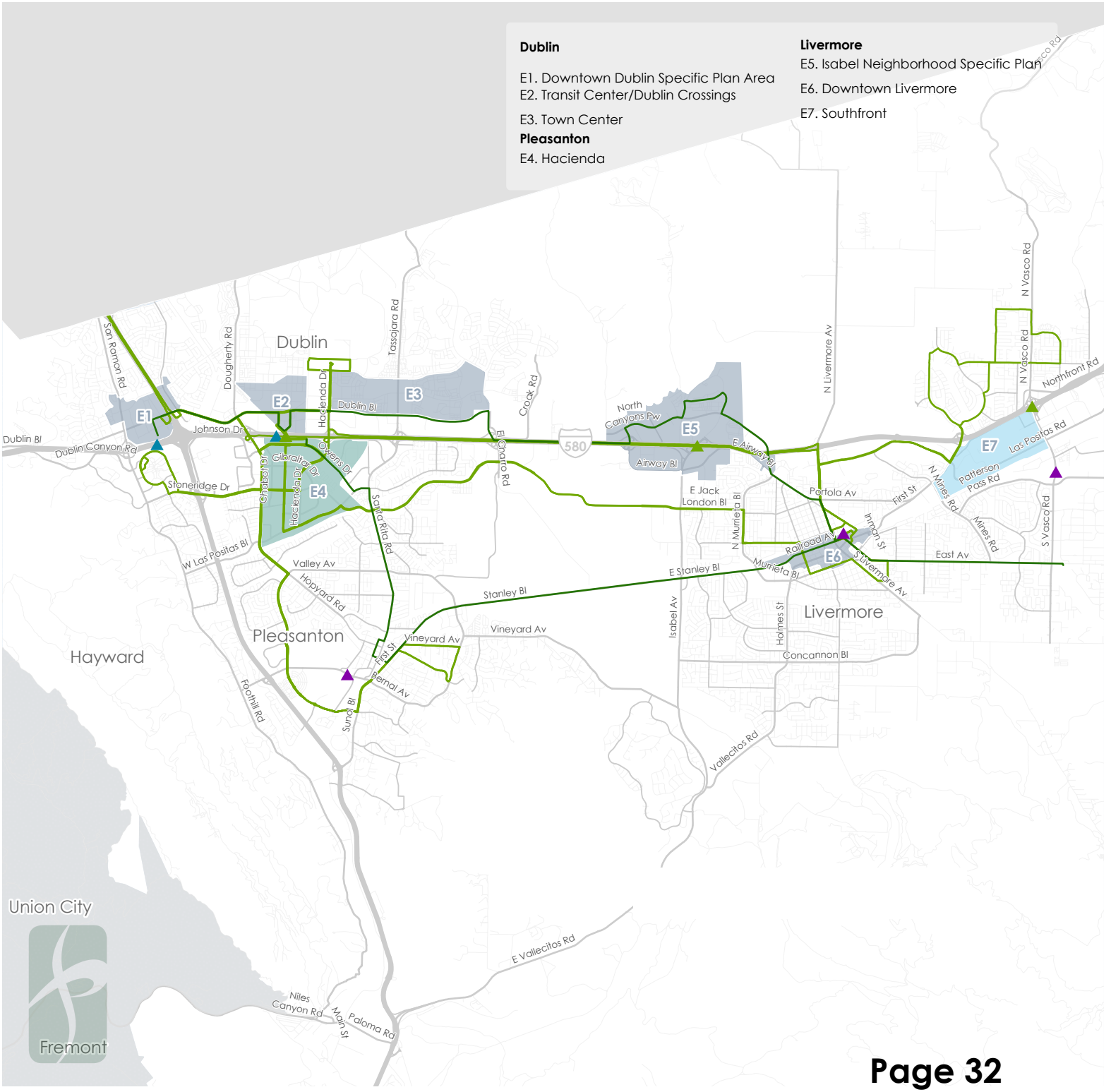


Figure 11

PRIORITY DEVELOPMENT AREAS

East Planning Area



Rail & Ferry Stations

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

- 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.

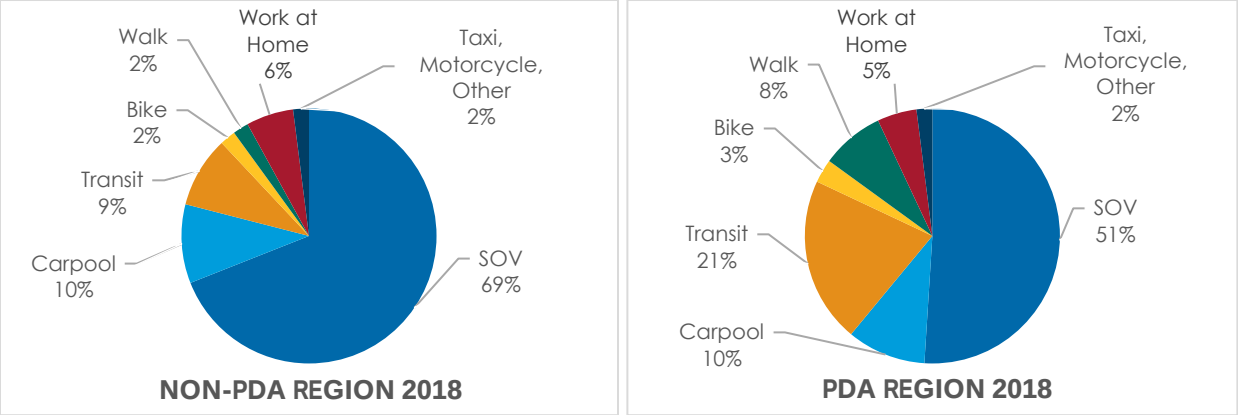
0 0.75 1.5 3 Miles

Mobility Trends in PDAs

As part of a larger assessment of PDA implementation, MTC conducted an analysis of vehicle miles traveled (VMT) per household and commute mode shares within PDAs.[7] While VMT data was too preliminary to include in detail in this PDA IGS, findings on commute mode share offer useful insights into travel patterns in PDAs as compared to elsewhere in the county.

Overall, commute mode share in Alameda County's PDAs is significantly more multimodal than in the county's non-PDAs, which is consistent with regional trends. MTC's assessment showed that the lower rate of single-occupancy vehicle (SOV) commutes in the region's PDAs (51%) compared to non-PDAs (69%), shown in Figure 12, was primarily driven by increased shares of transit and walking commutes. The average annual vehicle miles traveled (VMT) by household is likewise lower in the county's PDAs than in non-PDAs.

Figure 12. Regional Commute Mode Share: PDA vs. Non-PDA



Within Alameda County, there was significant variation in mode share between PDAs, as shown below in Figure 13. The typical share of car commutes ranged from 52% in north county PDAs to roughly 80% in central, south, and east county PDAs. North county PDAs most closely mirrored regional PDA mode share trends, however it's interesting to note that east county PDAs saw the second-highest rate of transit commutes, which could be driven in part by the proximity of multifamily developments adjacent to the Dublin/Pleasanton BART station. Overall, the county's PDAs saw a larger mode shift than the region away from single occupancy vehicles and toward transit between 2013 and 2018 as shown in Figure 14. This shift was also more substantial in the county's PDAs as compared to non-PDAs, suggesting PDAs are successfully providing access to high quality transit for commute purposes, and may be playing a role in accelerating mode shift to more sustainable modes.

[7] MTC, PDA & OBAG Assessment – FINAL PDA Implementation Technical Memorandum, 2020.

Figure 13. Commute Mode Share in PDAs by Planning Area (2018)

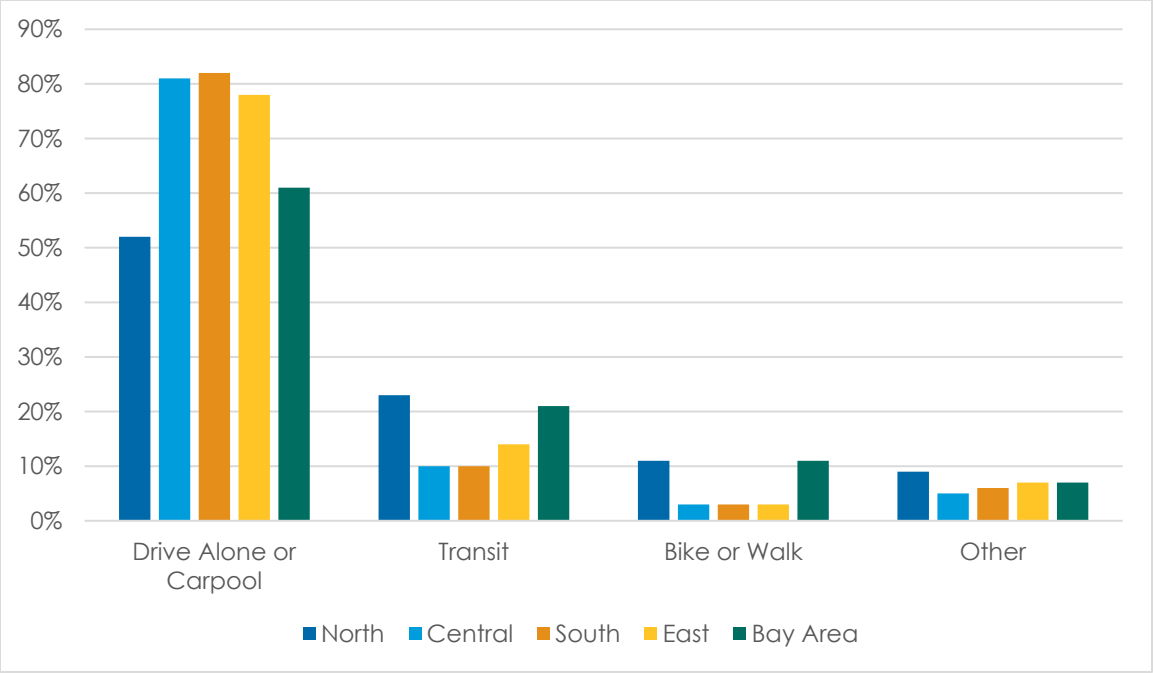
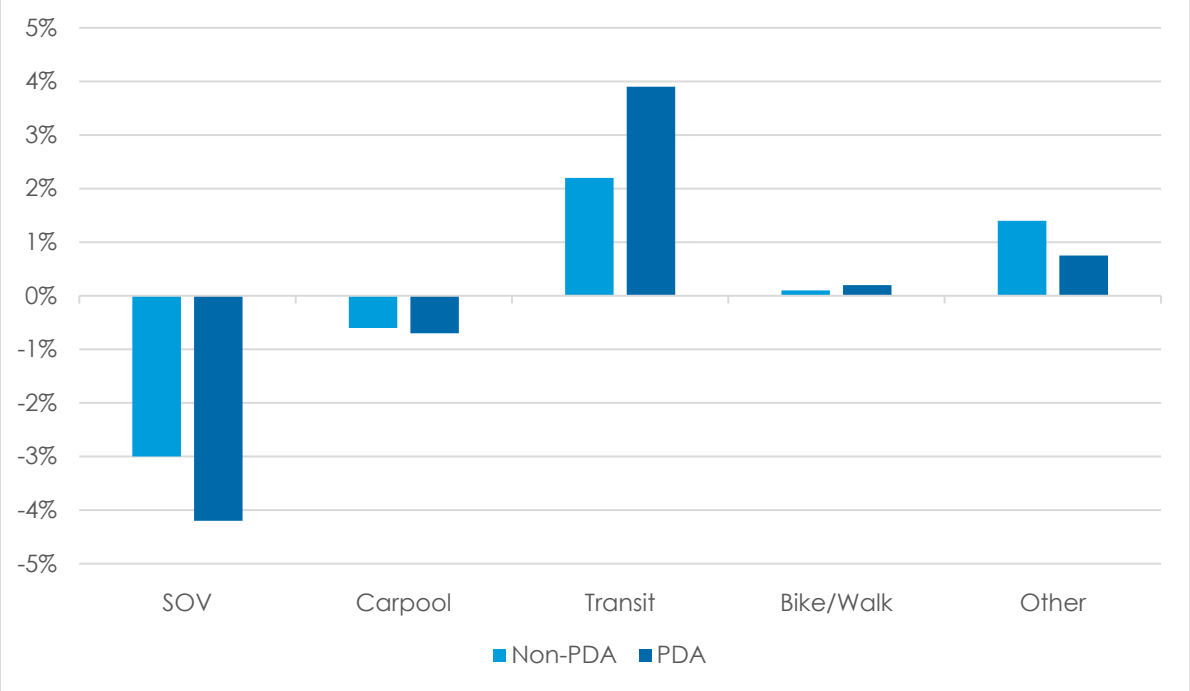


Figure 14. Change in Alameda County Commute Mode Share by Area (2013-2018)



COVID-19 Impacts on Mobility Trends

Mobility trends in this PDA IGS are from the five years prior to the COVID-10 pandemic. The COVID-19 pandemic and associated shelter-in-place policies have resulted in major shifts in behavior and economic conditions. However, the duration and depth of these shifts are unknown, and the consequences over the medium- to long-term are uncertain. Some shifts may persist and even grow, whereas others may quickly revert to pre-pandemic conditions.

While VMT was suppressed during the region's initial shelter-in-place orders, travel has rebounded to nearly pre-pandemic levels, albeit in different ways. Moreover, land use planning has a longer time horizon. Overall, the goals of the 2020 CTP and the policy framework of PDAs has been unchanged in the pandemic and will continue to guide delivery of critical infrastructure and housing.

3. Planned Transportation Projects and PDAs

This section supports element 2 of MTC's requirements for this PDA IGS. It describes the planned transportation projects in Alameda County that are in or provide access to PDAs as well as general investments that are needed to support on-going implementation of the region's PDA framework.

Summary of CTP 10-Year Projects in PDAs

As a core recommendation, the 2020 CTP includes a set of projects and programs that will be prioritized over the next 10 years in Alameda County. 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. Given the prominence of PDAs in transportation and land use planning across Alameda County, approximately 90 percent of the projects in the 10-Year list of the 2020 CTP are in or provide access to PDAs.[8]

For this PDA IGS, the planned projects in the 10-year list were mapped against the individual PDAs shown in previous figures. A list of these 91 planned projects that serve the county's PDAs is included in Appendix B. These projects represent a total investment of $8.07 Billion in transportation networks that serve PDAs over the next 10 years. A majority of the planned projects serving PDAs are also located in EPCs, while over three-quarters are located on the County's bicycle and pedestrian High-Injury Network (HIN). Additionally, over 60% of these projects will serve affordable housing development projects in the pipeline, as summarized in Chapter 4. These statistics underscore the need for equitable planning processes and importance of prioritizing safety improvements in areas that are disproportionately exposed to unsafe transportation conditions both for existing residents and to ensure that transportation systems and safety are improved as these areas experience increased growth in coming years.

Planned Transportation Projects Serving PDAs:

- 91 Planned Projects from 2020 CTP
  - 41% advance multimodal corridors & complete streets improvements
  - 35% directly support transit capacity, stations, and operations
  - 21% improve bicycle and pedestrian safety
  - 58% in Equity Priority Communities (EPCs)
  - 81% on the High Injury Network (HIN)
- $8.07 Billion in total investments

The CTP recommends 43 multimodal corridors to be advanced in the first 10 years of the plan, all of which are within PDAs. As a result, complete streets improvements make up nearly half of all projects planned in PDAs. While multimodal corridor projects include safety and reliability improvements to transit, bicycle, and pedestrian infrastructure, projects that were categorized

[8] Access to a PDA is defined according to transportation project type as classified in the 2020 CTP. Freeway projects within a 2-mile radius of a PDA or transit projects within a half-mile radius are considered to provide access to those PDAs. Bicycle and pedestrian projects and multimodal corridor projects have no access definition; only those that fall at least partially within a PDA's boundaries are categorized as serving a PDA.

primarily as transit projects or bicycle/pedestrian safety projects each made up an additional 20 percent all projects planned for PDAs. Collectively, these types of projects will upgrade transportation options along major arterials and smaller streets by improving bicycle and pedestrian infrastructure, reliable transit operations, safe access to bus stops, and efficient curb access.

Better quality transit that can be accessed by more people is key to realizing goals laid out in the CTP, PBA 2050, and the regional PDA framework. The major transit investments included in the 10-year list advance several of the county's and region's goals by improving transit access, operations, capacity, connectivity, affordability, and ease of use for an aging population, as well as by reducing the impact of interregional commutes. These projects also support the region's housing goals by mitigating traffic congestion and expanding the reach of the county's currently limited rail and high-frequency bus systems. Given the emphasis on transit service to support mode shift in PDAs, funding for transit operations must be a regional priority alongside capital improvements.

Major Transit Investments in the 2020 CTP that Serve PDAs:

- Valley Link
- BART Core Capacity
- Altamont Corridor Express (ACE) Medium-Term Enhancements
- BART TOD and Station Area Improvements
- San Pablo Avenue Multimodal Corridor Project

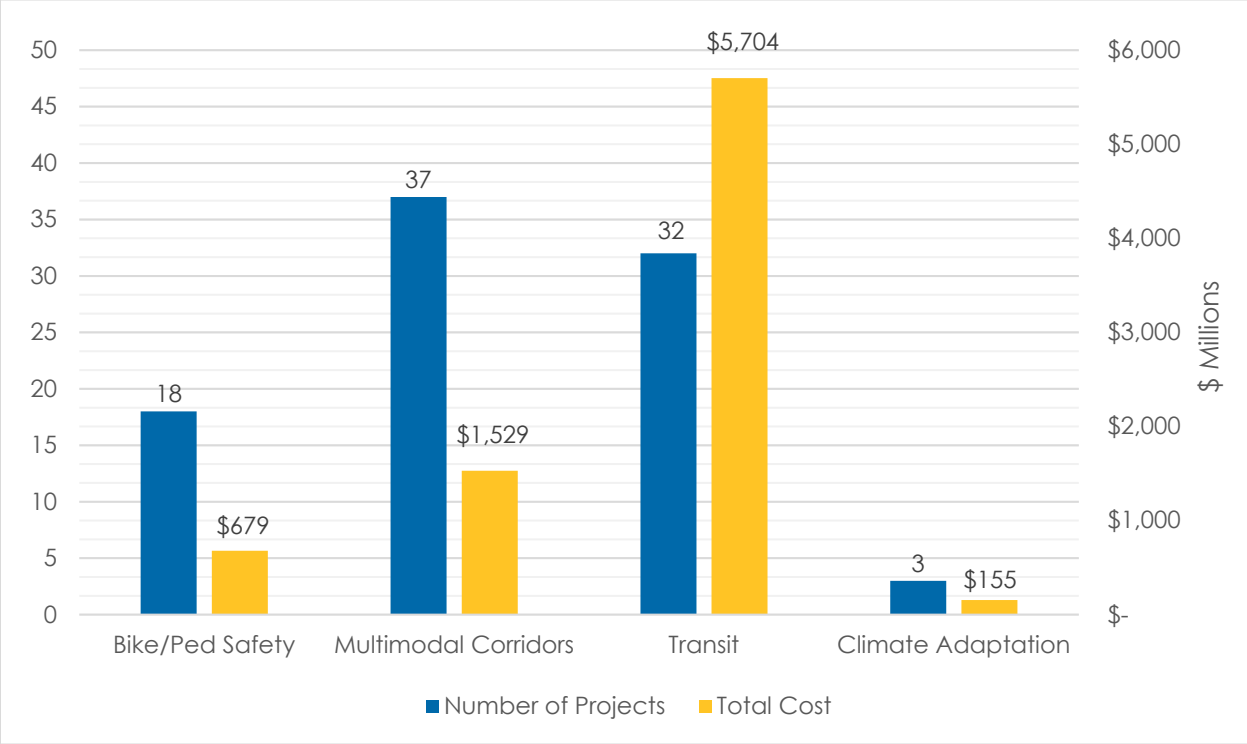
Interregional rail and BART play a significant role in the PDA-designations of Alameda County PDAs. Sixteen PDAs have at least one BART station within the PDA, seven of which rely on BART alone for their designation as a transit-rich PDA. Five PDAs have a Capitol Corridor station, while two PDAs have ACE stations within them. BART has identified several countywide investments required to support PDAs. These include systemwide improvements through BART Core Capacity and the implementation of next generation fare gates throughout the county, as well as station modernization projects, which will improve multimodal access to stations and at six stations in Berkeley, Dublin/Pleasanton, Oakland, and San Leandro. The Valley Link project will extend high-capacity rail to Livermore and across to San Joaquin County, with seamless connections to existing transit services, and this PDA IGS also highlights increased frequency and capacity for (ACE), which provides interregional rail service with stations in east and south county. Improving multimodal connections to rail stations will be crucial to providing alternative access options for current car commuters.

Goods movement is essential to the economic well-being of Alameda County and the region but can impact neighboring communities. The PDA IGS list of transportation projects focuses on planned goods movement projects that support development in PDAs near goods movement infrastructure such as the Port of Oakland and rail mainlines, as well as projects that protect communities by reducing impacts on safety, emissions, and roadways. The planned projects in PDA list also includes projects that protect against sea level rise, which poses a threat to many communities and key goods movement facilities.

Figure 15 presents a summary of the types of planned projects in PDAs. Multimodal corridors make up the single-largest number of projects, while the majority of dollars invested will be in

transit operations and capacity-enhancing projects that are critical for reducing longer distance auto travel and associated greenhouse gas (GHG) emissions.

Figure 15. Planned Projects in PDAs by Project Type



Summary of Programmatic Investments in PDAs

Aside from defined capital projects, PDAs throughout Alameda County require general transportation upgrades and safe travel options to support higher density development and a sustained mode shift away from driving to access a variety of activities. For this PDA IGS, Alameda County jurisdictions and transit agencies submitted 108 different programmatic investments for their PDAs that total over $13.5 billion in PDAs. A list of these programmatic investments is included in Appendix B. These investments generally fall into the following three major categories:

- Active Transportation & Safety: Majority of programmatic investments in PDAs are designed to implement a jurisdiction's bicycle and pedestrian master plan and build out the active transportation network within PDAs. This also includes investments directed at safety, such as Vision Zero action plans, Safe Routes to School infrastructure, and safety upgrades to interchanges within or near PDAs. In the county's dense northern area where the freeway runs through PDAs, improvements along underpasses within PDAs seek to increase safety, lighting, public art and other activation improvements that enhance walkability and bicycle safety across this traditional transportation barrier.
- Travel Demand Management (TDM): This category includes on-going services, such as shuttles, and first/last mile access improvements such as bike parking, that support use of non-auto modes for a variety of trips. This takes different shape across the county. As examples, in the City of Alameda's PDAs, this includes more casual carpool spots,

EasyPass expansion and shuttles. In Oakland's PDAs, this includes parking and curb management, as well as shared mobility investments. LAVTA is advancing shared-autonomous vehicles in the Tri-Valley's PDAs to solve the first/last mile problem and BART is advancing means-based fare and bike parking.

- Local Streets and Roads & General Upgrades: Most jurisdictions noted investments needed for general transportation upgrades to support new development in PDAs such as pavement rehabilitation, ADA curb-ramp and sidewalk repairs, general traffic signal modernization and spot improvements at intersections. Investments in this category also include advanced technology for traffic signals that allows for enhanced connectivity. These require significant upgrades to fiber optic cable for advanced communications, and data support hardware and systems.
- Transit: General transit investments include upgrades to BART stations, facilities, and security throughout the County's PDAs, bus capital needs such as shelters, and general infrastructure upgrades to support transit operations and implement zero emissions bus service. BART additionally has identified a new for new fare gates throughout stations, new maintenance facility, and operation control renovation.

For this PDA IGS, several jurisdictions provided examples of general, non-transportation investments required to fully implement the PDA program. These include improvements to public utilities such as storm drainage and sewer upgrades, improvements to broadband networks, and the development of parks and open spaces. The cities of Alameda, Dublin, Fremont, and Newark highlighted specific investments planned to benefit their PDAs, which provide a good overview of needs throughout all PDAs and are listed below.

Typical Programmatic Needs of PDAs:

- New parks & open space, potentially city-owned and community-maintained
- Variety of infrastructure need for water: flood protection, roadway grading, dewatering, sanitary sewers, storm drains, provision of potable and recycled water
- Landscaping & irrigation
- Citywide 5G deployments
- A new fiber optic line to support technology upgrades in multimodal corridors, such as for the Fremont Boulevard Safe & Smart Corridor Project

Highlight: East 14th St/Mission Blvd Project

One project that exemplifies the integration of transportation and land use planning within PDAs is the E14th/Mission Blvd multimodal corridor project. What began as a longer corridor plan is now focused on eight miles of roadway from San Leandro BART to South Hayward BART that connects seven PDAs and aims to improve multimodal mobility, efficiency, and safety to sustainably meet current and future transportation needs.

The entirety of the E 14th/Mission Blvd corridor falls within a PDA. The project spans the South Hayward BART, Mission Blvd, Downtown Hayward, Bay Fair Transit-Oriented Development (TOD), and East 14th St PDAs. San Leandro and Bay Fair BART TOD PDAs anticipate bringing in approximately 3,000 new jobs by 2040, while the BART A-Line study is looking at ways to change land use policies to attract employment hubs to BART stations in the area.

Alameda CTC, along with partner local jurisdictions, Caltrans, AC Transit, and BART are currently working on the near-term phase (3-5 years) for this corridor project. This includes advancing a continuous, high-quality on-street bike facility from San Leandro BART to South Hayward BART, along San Leandro Blvd, E. 14th Street and Mission Blvd and along the access roads to the BART stations along the segment. This section will also include rapid bus improvements and placemaking along the corridor.

E14th/Mission Blvd Project Area and PDAs

Near-Term Development Summary in the Area

Within the project study area, jurisdictions have permitted or entitled nearly 4,500 units and 260,000 square feet of retail or office. Larger development projects are primarily located in TOD areas near BART stations and near the downtowns of both San Leandro and Hayward, see Figure 16. Table 3 presents a summary of permitted and entitled units by development size and jurisdiction. Most housing units will be developments of at least 10 units and are along Mission Blvd in Hayward.

Figure 16. Near-Term Housing Development Activity in Corridor Area since 2014

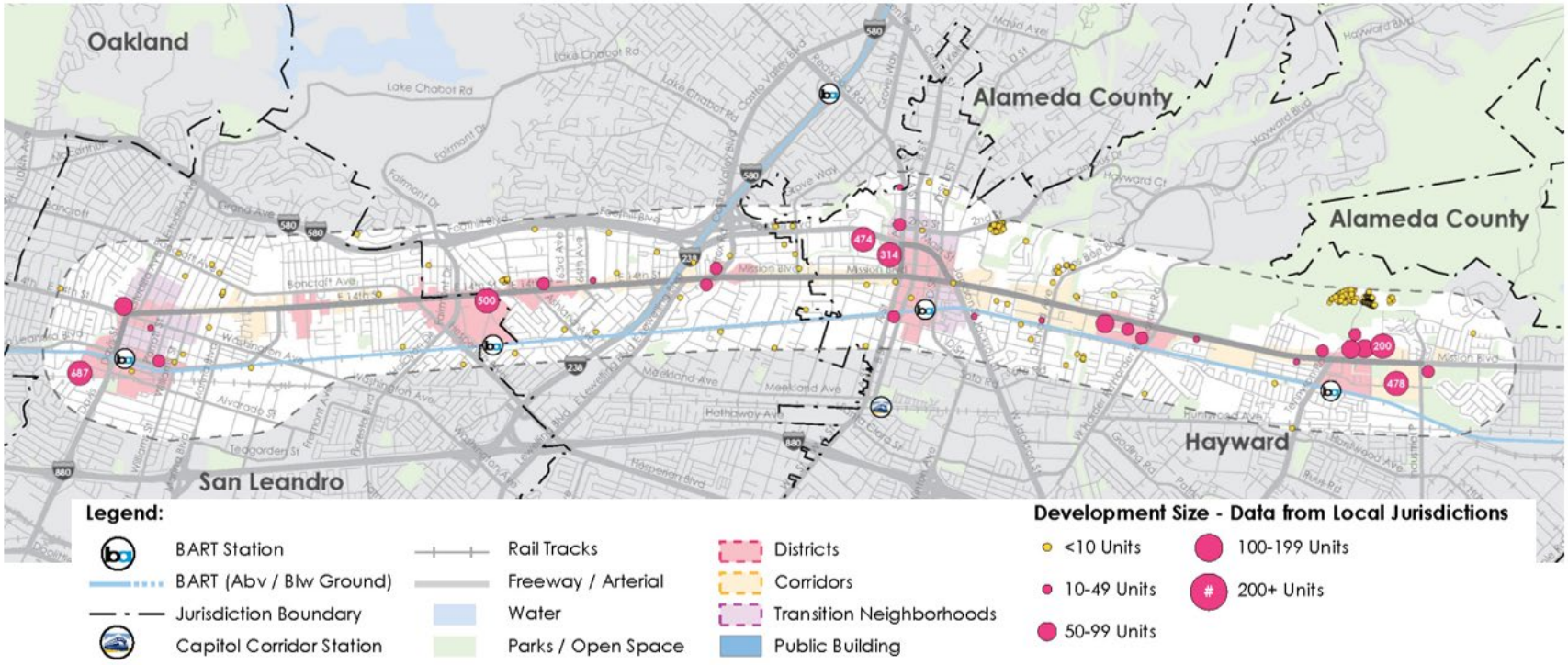


Table 3. Near-term Development Summary in the Corridor Study Area

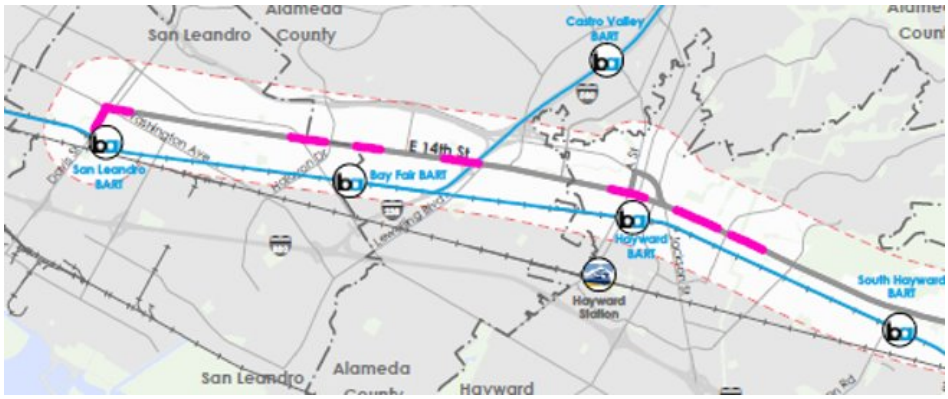
Total Units by Development Size	San Leandro	Ashland	Cherryland	Hayward
Total Units - 1 Unit - Detached	4	1	1	223
Total Units - ADUs	9	8	5	11
Total Units - 2-9 Units	2	5	0	2
Total Units - 10+ Unit Developments	1,557	179	113	2,588
Approx. Retail Square Footage	33,400	18,900	19,600	185,000

Sources: Data from Local Jurisdictions up to 2021, Additional Data from 2014-2019 MTC Permit Data.

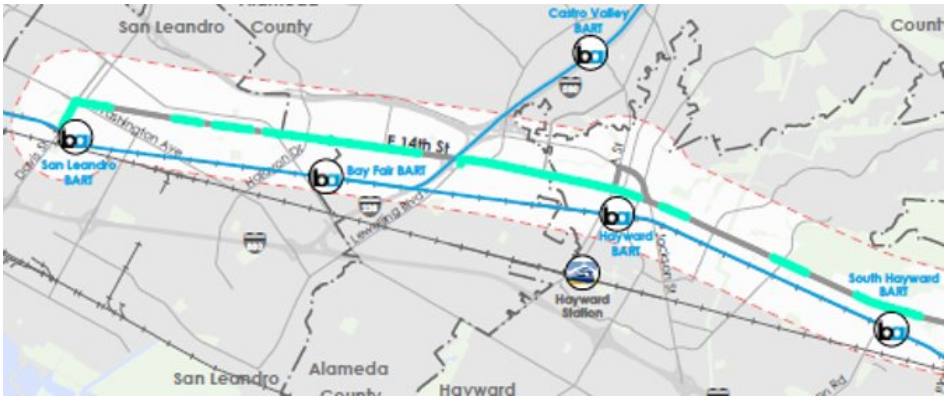
Transportation Need

The corridor was identified as having a high safety need in the 2019 Alameda County Active Transportation Plan. As part of that effort, safety analysis revealed that 60% of the corridor is on Pedestrian High Injury Network and 40% of the corridor is on Bicycle High Injury Network. Not only are these safety issues critical to address for existing residents and businesses, these conditions create a constraint to the economic development potential of the corridor area, given that near-term development will be higher density and mixed use.

Bike HIN:



Ped HIN:



Countywide Programs Support PDA Implementation

PDAs benefit from many ongoing programmatic investments such as Safe Routes to School, the county's Paratransit Program, and investments in routine transit maintenance.

"Healthy Kids, Safer Streets, Strong Communities" is the mission of the Alameda County Safe Routes to Schools Program. Alameda CTC organizes and supports activities that teach and encourage families to safely walk, bike, carpool or take transit to schools. Schools throughout the county participate in the program, which helps keep students safe and healthy, and eases traffic congestion in the areas surrounding schools.

The Student Transit Pass Program provides free youth Clipper cards to eligible middle and high school students in Alameda County which can be used for unlimited free bus rides on AC Transit, Union City Transit or LAVTA Wheels, as well as a 50 percent discount on BART trips and youth discounts on other transit systems. The program makes it easier for students to travel to and from school, jobs, and other activities.

The Alameda County Paratransit Program is committed to enhancing mobility for the county's older residents and people with disabilities for all types of trips. The program funds ADA-mandated services and city-based paratransit programs. The revenues also fund a discretionary grant program for projects that reduce countywide gaps in special transportation services, such as in the Tri-Valley where Senior Support Services provides scheduled rides to medical appointments.

4. Affordability and PDAs

This section supports elements 1 and 3 of MTC's requirements for this PDA IGS. It further describes housing production trends in PDAs, summarizes production by affordability, and provides more detail on how the planned transportation projects in Chapter 3 will serve deed-restricted affordable housing in the pipeline for Alameda County. While deed restrictions are by no means the only form of affordable housing, the data available on them offers a closer look at one important aspect of efforts to produce legally protected affordable housing for renters.

Housing Trends in PDAs

PDAs play an important role in the region's ability to address its chronic housing shortage while reducing greenhouse gas emissions. MTC attributes the development of over 100,000 new housing units within walking distance of transit over the last decade in part to the PDA program. However, overall, housing production is not meeting regional needs. This gap is particularly acute for affordable housing and housing affordable to families with moderate incomes. This section reviews recent historical data on housing permits by jurisdiction, as well as an analysis of planned affordable housing developments in the pipeline as they relate to the county's PDAs and planned transportation investments.

A note on the data: MTC provided Annual Progress Report permit unit data by affordability level and within each PDA for use in the PDA IGS. To the extent possible, this section includes updates provided by jurisdictions but does not fully reconcile housing data issues, particularly with City of Oakland. The summary in this section should be used for the purposes of this PDA IGS only.

Summary of Housing Permits in PDAs 2014-2019

Alameda County jurisdictions permitted approximately 37,000 units between 2014 and 2019, the vast majority of which were located in PDAs. Countywide, approximately 9% of units permitted during this period were considered affordable to very-low or low-income households (those earning less than 80% of the area median income (AMI)), which is consistent with regional trends.[9] This share is largely driven by more affordable housing development within PDAs; 5% of units permitted outside of PDAs were considered affordable, versus 11% within PDAs. A breakdown of permitted units per PDA by affordability level is included in Appendix C. Table 4 summarizes this data by city, and shows the wide variation in permitting affordable housing.

Figure 17 presents a summary of housing production by Planning Area. Nearly half of the county's units permitted in PDAs were located in Oakland. The largest total number of affordable units were permitted in North County PDAs, although Central County PDAs had the highest proportion of affordable units, and East County PDAs had the highest share of units affordable to households with moderate incomes. Figure 18 presents the shares of affordable housing units within and outside of PDAs. The share of permitted units affordable to very-low and low-income households was higher in the county's PDAs than non-PDAs, while the share of units affordable to moderate-income households was relatively low but stable across the county.

[9] Affordable is defined as housing costs equal to or less than 30% of a household's income.

Table 4. Summary of Permitted Units Inside PDAs by Affordability Level (2014-2019)[10]

Jurisdiction	Affordable to Low or Very Low-Income Households (<80% AMI)	Affordable to Moderate-Income Households (80-120% AMI)	Affordable to Above-Moderate Income Households (>=120% AMI)	Total
Alameda	12%	4%	84%	1,239
Alameda Unincorporated	84%	2%	13%	215
Albany	0%	0%	100%	182
Berkeley	9%	0%	91%	1,373
Dublin	3%	2%	95%	2,263
Emeryville	22%	5%	73%	488
Fremont	13%	0%	86%	5,062
Hayward	15%	1%	85%	1,439
Livermore	0%	32%	68%	1,201
Newark	8%	0%	92%	968
Oakland	9%	0%	91%	13,005
Pleasanton	14%	0%	86%	600
San Leandro	98%	0%	2%	201
Union City	0%	100%	0%	243
Alameda County (Within PDAs)	**11%**	**3%**	**86%**	**28,479**
Alameda County (Outside of PDAs)	5%	3%	91%	8,869
Alameda County - TOTAL (Within & Outside PDAs)	**9%**	**3%**	**88%**	**37,348**
Bay Area Region (Within PDAs)	**10%**	**6%**	**84%**	**86,484**
Bay Area Region (Outside of PDAs)	8%	14%	78%	50,891
Bay Area Region - TOTAL (Within & Outside PDAs)	**9%**	**9%**	**82%**	**137,375**

Note: Very-Low Income is defined as households earning 50% or less of the AMI. Low-income = 50-80% AMI, moderate-income = 80-120%, and above moderate are households earning 120% or more of the AMI. Some figures may not sum to 100% due to rounding.

[10] Annual Progress Reports, assembled by MTC & reviewed by local jurisdictions. See Appendix C.

Figure 17. Alameda County Housing Units Permitted by Planning Area (2014-2019)

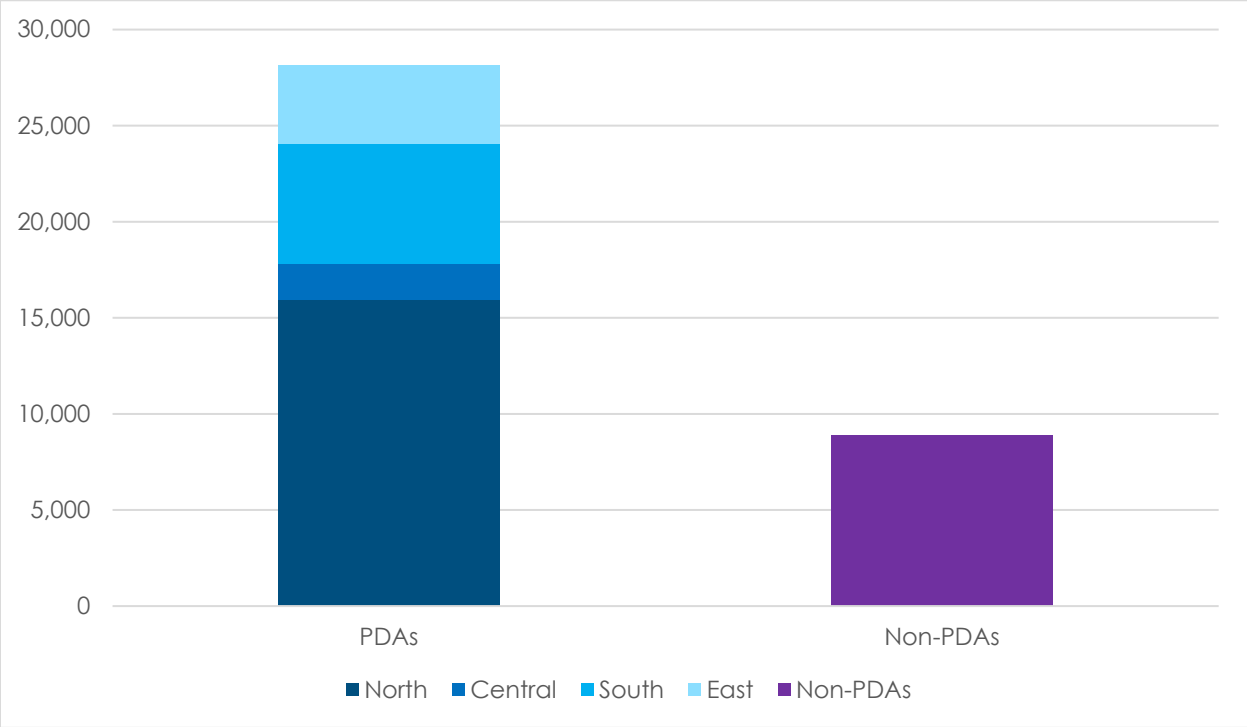
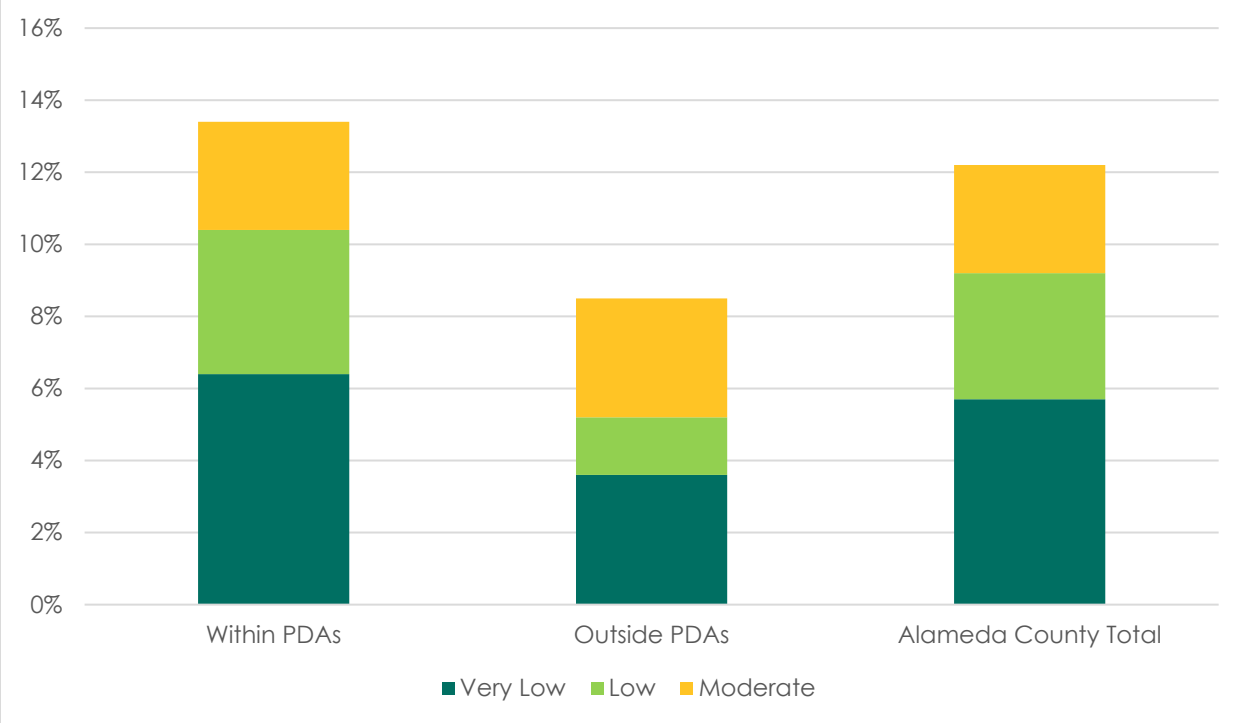


Figure 18. Share of Affordability of Housing Units: PDAs vs. Non-PDAs (2014-2019)



In order to sustain the production of affordable housing going forward, PBA 2050 recommends a number of strategies, including strengthening renter protections, preserving existing affordable housing, and zoning for mixed housing densities. MTC and ABAG have also established a Regional Housing Technical Assistance Program, funded through a one-time grant, to support cities in completing their Housing Elements.

Affordable Housing and Transportation Projects

The following data on affordable housing projects in the pipeline within Alameda County was compiled by MTC and Enterprise Community Partners, and reviewed and supplemented by local jurisdictions. Appendix C includes a list of planned affordable developments by jurisdiction, and the planned transportation projects in this PDA IGS that will serve these units is summarized in Appendix B.

Altogether, 51 deed-restricted development projects have been identified in the pipeline, which will produce 4,677 new affordable units. Fremont, Oakland and Alameda each have over 1,000 affordable units in the pipeline. The Innovia development in Fremont is the single-largest project, with 290 deed-restricted units. While these projects are in various stages of the development process, three-quarters were entitled as of August 2020.

Alameda County jurisdictions are poised to continue successfully connecting affordable development in PDAs with planned transportation projects; the vast majority of identified affordable developments (86%) fall within PDAs, as shown in Figure below and 41% of the planned transportation projects in PDAs are within ½ mile of these development projects. In total, 4,148 affordable units in PDAs will benefit from these planned transportation investments over the next 10 years. Due to its large expanse, the East Bay Greenway (in its near-term phase) and the E 14th/Mission Blvd Project will serve the most developments; 16 developments with a collective total of 1,565 units are within a half mile of these projects.

Figure 19

PRIORITY DEVELOPMENT AREAS AND AFFORDABLE HOUSING IN THE PIPELINE

Rail & Ferry Stations

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

PDA Designations

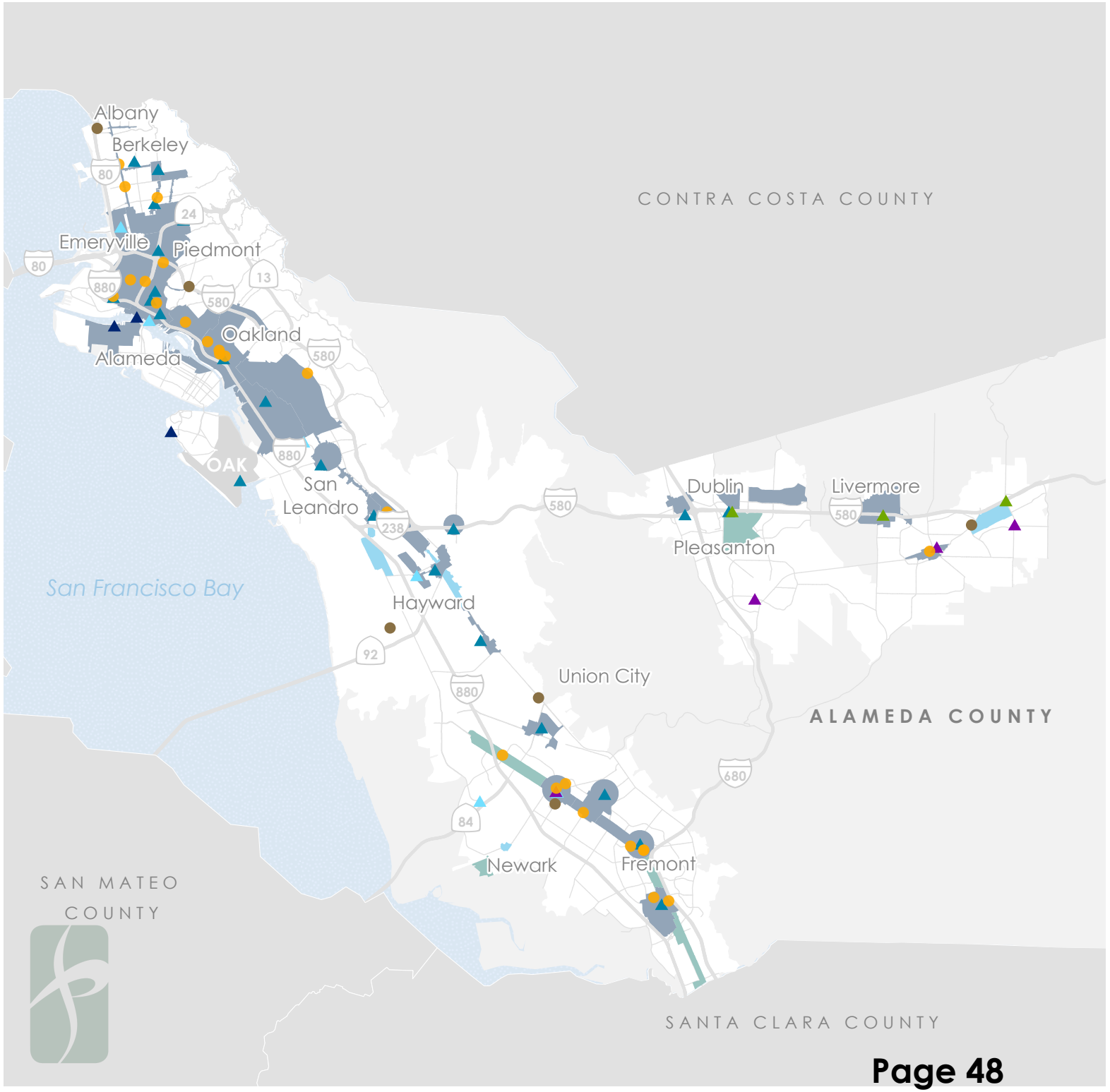
- Transit-Rich PDA
- Connected Community Within High Resource Areas PDA
- Connected Community Outside High Resource Areas PDA

Affordable Housing in Pipeline

- Within PDA
- Outside PDA

Source: MTC, Plan Bay Area 2050.

0 2 4 8 Miles



Highlight: AHSC in Alameda County

The State's Affordable Housing & Sustainable Communities (AHSC) Program[11] is one example of an implementation mechanism that links funding for transportation projects and affordable housing. The program aims to reduce greenhouse gas emissions (GHGs) by providing a public subsidy funded through cap-and-trade dollars to affordable housing and transportation projects that are co-located.

While affordable housing developers typically initiate the AHSC application process, jurisdictions seeking additional funding for "off the shelf" VMT-reducing transportation projects stand to benefit. Financial awards for transportation elements typically range from $2-$6 million per project and are typically the result of close partnership with affordable developers, other jurisdictions, and community business organizations (CBOs).

Several projects in Alameda County have successfully received AHSC funding. In the 2019-2020 award cycle alone, the Fruitvale Transit Village IIB and Mandela Station Transit Oriented Development in Oakland, Maudelle Miller Shirek Community and Connected Berkeley projects in Berkeley, and the Madrone Terrace development in San Leandro received awards.

The Madrone Terrace project, which is 100% affordable, will provide 78 new units in addition to a recreation center and an affordable childcare center in San Leandro. Residents will also benefit from 1.3 miles of improved sidewalks, 27 enhanced crosswalks, 95 new street trees, and over 1.5 miles of new bike lanes that are part of the E 14th St. Corridor Project. The funding award will further contribute to the purchase of two new BART train cars.

The Madrone project is not an outlier among awardees in Alameda County; most projects in the 2019-2020 AHSC cycle were 100% affordable and will partially fund many transportation improvements each. Increasing the awareness of AHSC and similar funding strategies among local jurisdictions and transportation partners could help maximize the benefits of this program.

[11] AHSC, 2019-20 Funding Applications & Awards.

Appendices

Appendix A: Draft Alameda County Priority Development Areas (PDAs)

- A1. Table of PDAs by Jurisdiction
- A2. Countywide Map of PDAs
- A3. Planning Area Maps of PDAs
- A4. Planning Area Maps of PDAs & EPCs

Appendix B: Draft Transportation in PDAs – Planned Investments & Needs

- B1. Table of Transportation Projects Serving PDAs
- B2. Table of Transportation Projects Serving PDAs - Detail
- B3. Table of Programmatic Needs in PDAs

Appendix C: Draft Housing in PDAs – Historical Production & Affordable Pipeline

- C1. Table of Permitted Housing Units by PDA
- C2. Table of Affordable Housing Pipeline
- C3. Countywide Map of Affordable Housing Pipeline & PDAs
- C4. Planning Area Maps of Affordable Housing Pipeline & PDAs

Appendix A:

Draft Alameda County Priority Development Areas (PDAs)

A1. Alameda County Priority Development Areas (PDA) by Jurisdiction

Source: Plan Bay Area 2050

Jurisdiction	PDA Name	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 St	Transit-Rich
Berkeley	Downtown Berkeley	Transit-Rich
Berkeley	San Pablo Ave	Transit-Rich
Berkeley	South Shattuck	Transit-Rich
Berkeley	Southside/Telegraph Ave	Transit-Rich
Berkeley	University Ave	Transit-Rich
Dublin	Downtown Dublin Specific Plan Area	Transit-Rich
Dublin	Transit Center/Dublin Crossings	Transit-Rich
Dublin	Dublin Town Center	Transit-Rich
Emeryville	Emeryville Mixed-Use Core	Transit-Rich
Fremont	Irvington	Transit-Rich
Fremont	Centerville	Transit-Rich
Fremont	Downtown Fremont/City Center	Transit-Rich
Fremont	Warm Springs Innovation District	Transit-Rich
Fremont	Osgood Rd	Connected Community Within HRA
Fremont	Warm Springs	Connected Community Within HRA
Fremont	North Fremont Blvd	Connected Community Within HRA
Hayward	The Cannery	Transit-Rich
Hayward	Downtown Hayward	Transit-Rich
Hayward	South Hayward BART	Transit-Rich
Hayward	Mission Blvd Corridor	Connected Community Outside HRA
Livermore	Downtown Livermore	Transit-Rich
Livermore	Isabel Neighborhood Specific Area Plan	Transit-Rich
Livermore	Southfront	Connected Community Outside HRA
Newark	Dumbarton TOD	Connected Community Within HRA
Newark	Newark Old Town Mixed Use Area	Connected Community Outside HRA
Oakland	West Oakland	Transit-Rich
Oakland	Fruitvale and Dimond Areas	Transit-Rich
Oakland	Coliseum BART 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 St	Transit-Rich
San Leandro	Downtown San Leandro TOD	Transit-Rich
Unincorporated Alameda	Castro Valley BART	Transit-Rich
Unincorporated Alameda	East 14th St and Mission Blvd	Transit-Rich
Unincorporated Alameda	Hesperian Blvd	Connected Community Outside HRA
Unincorporated Alameda	Meekland Ave Corridor	Transit-Rich
Union City	Greater Station District Area	Transit-Rich

PRIORITY DEVELOPMENT AREAS

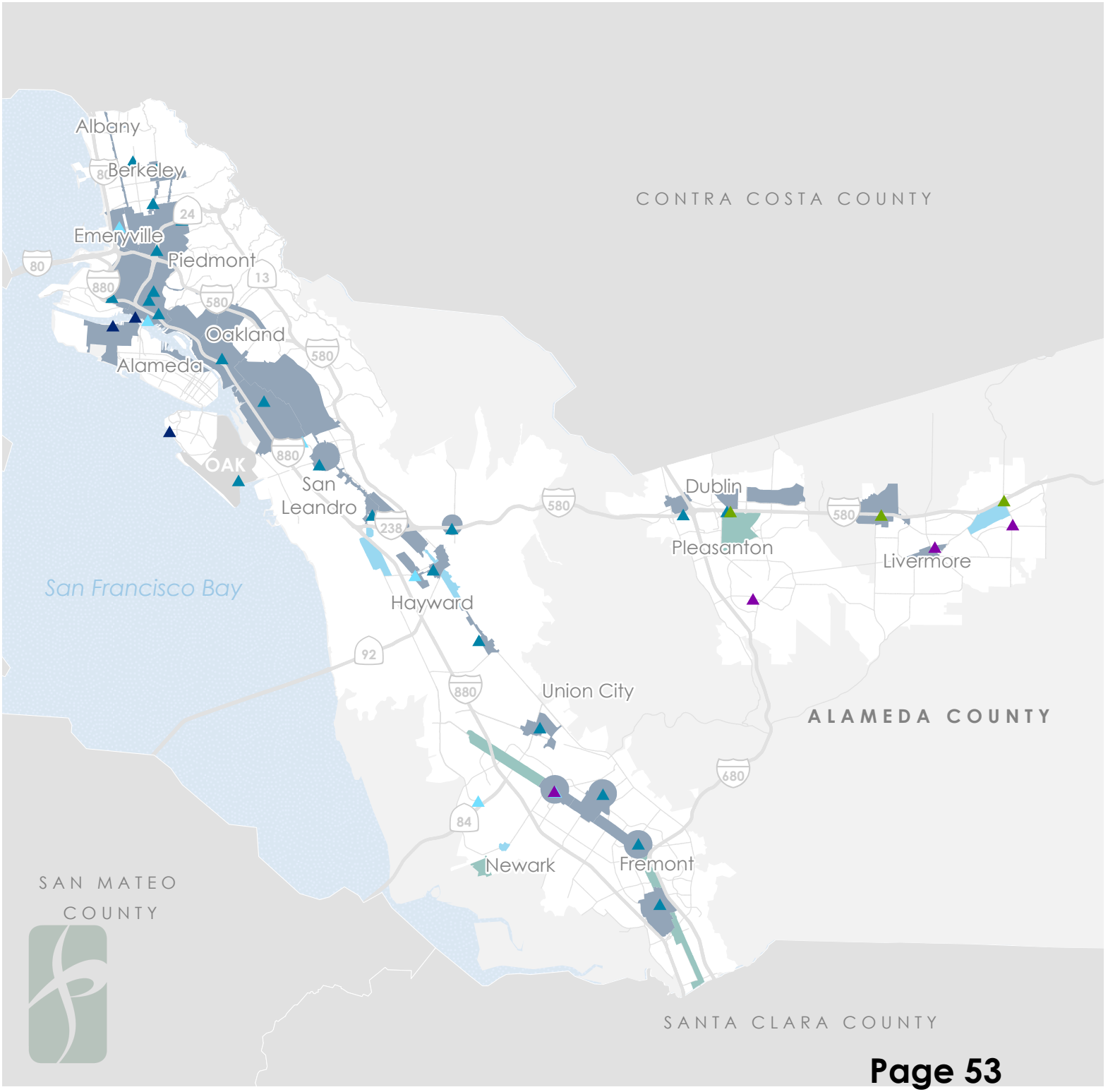
Rail & Ferry Stations

- 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

Source: MTC, Plan Bay Area 2050.



0 2 4 8 Miles

A3-1.

PRIORITY DEVELOPMENT AREAS

North Planning Area

Rail & Ferry Stations

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

High Frequency AC Transit & LAVTA Routes (≤15 min frequencies)

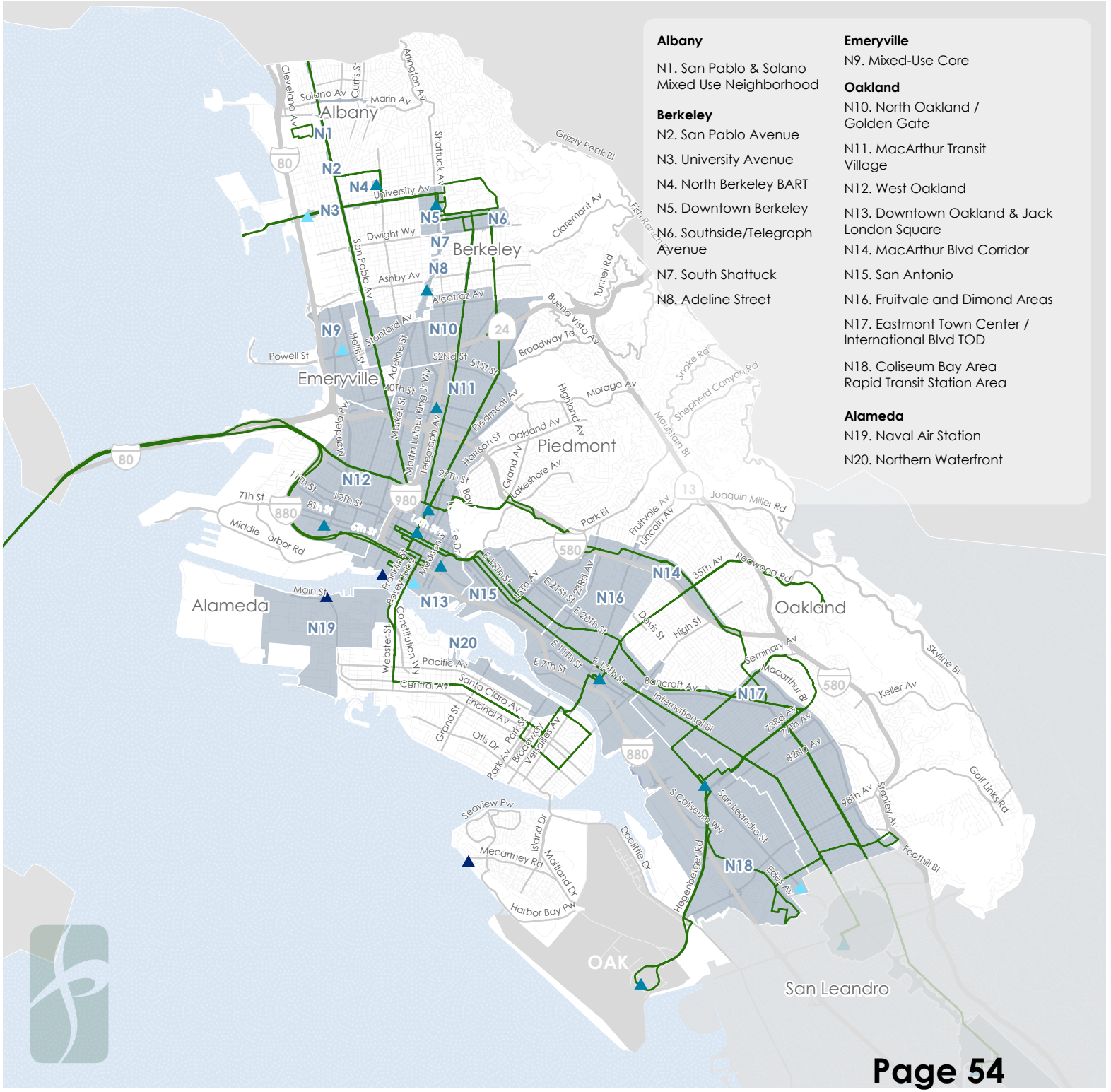
PDA Designations

- 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.

0 0.75 1.5 3 Miles



Albany

N1. San Pablo & Solano Mixed Use Neighborhood

Berkeley

N2. San Pablo Avenue

N3. University Avenue

N4. North Berkeley BART

N5. Downtown Berkeley

N6. Southside/Telegraph Avenue

N7. South Shattuck

N8. Adeline Street

Emeryville

N9. Mixed-Use Core

Oakland

N10. North Oakland / Golden Gate

N11. MacArthur Transit Village

N12. West Oakland

N13. Downtown Oakland & Jack London Square

N14. MacArthur Blvd Corridor

N15. San Antonio

N16. Fruitvale and Dimond Areas

N17. Eastmont Town Center / International Blvd TOD

N18. Coliseum Bay Area Rapid Transit Station Area

Alameda

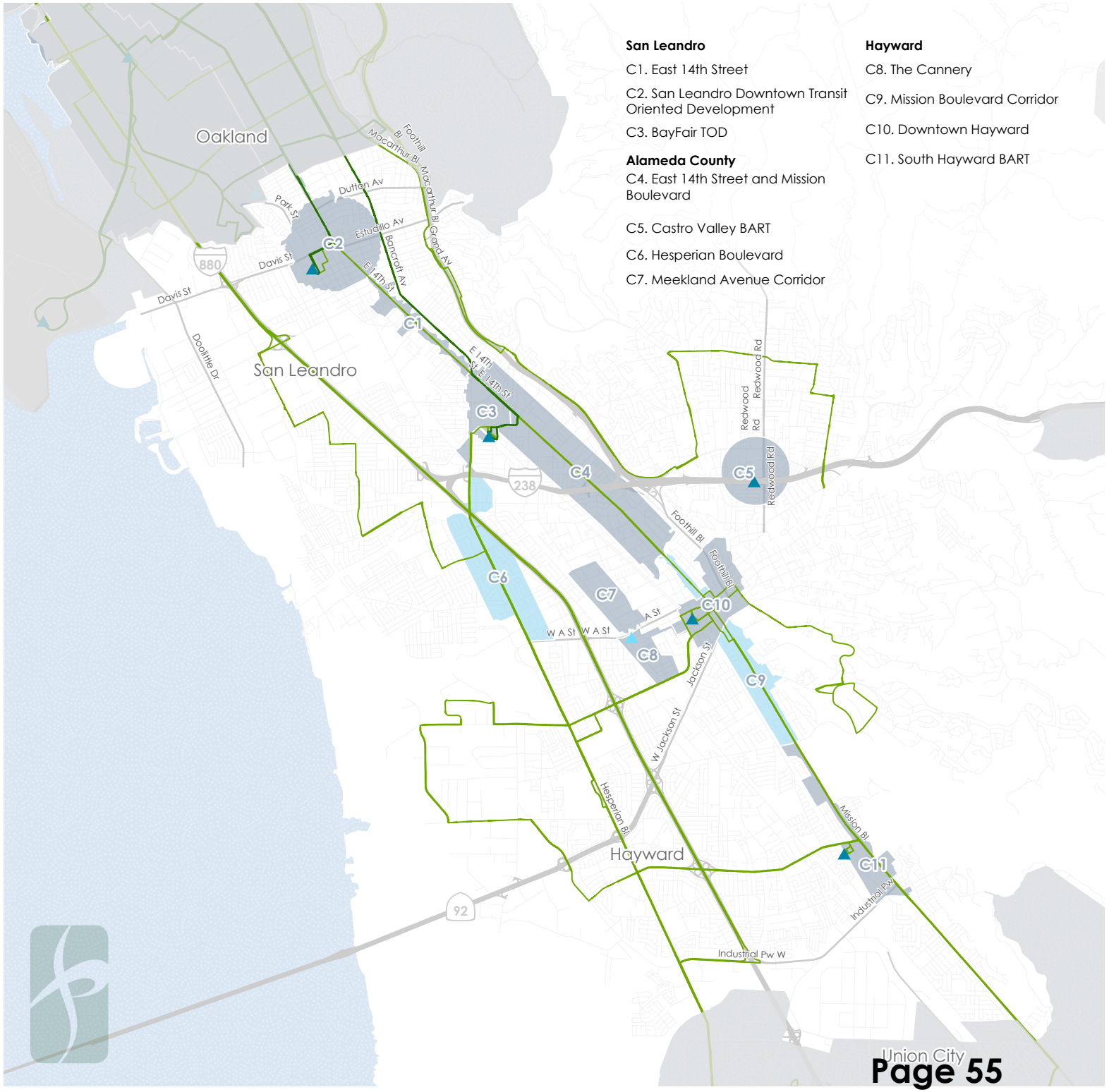
N19. Naval Air Station

N20. Northern Waterfront

A3-2.

PRIORITY DEVELOPMENT AREAS

Central Planning Area



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

Rail & Ferry Stations

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

- 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

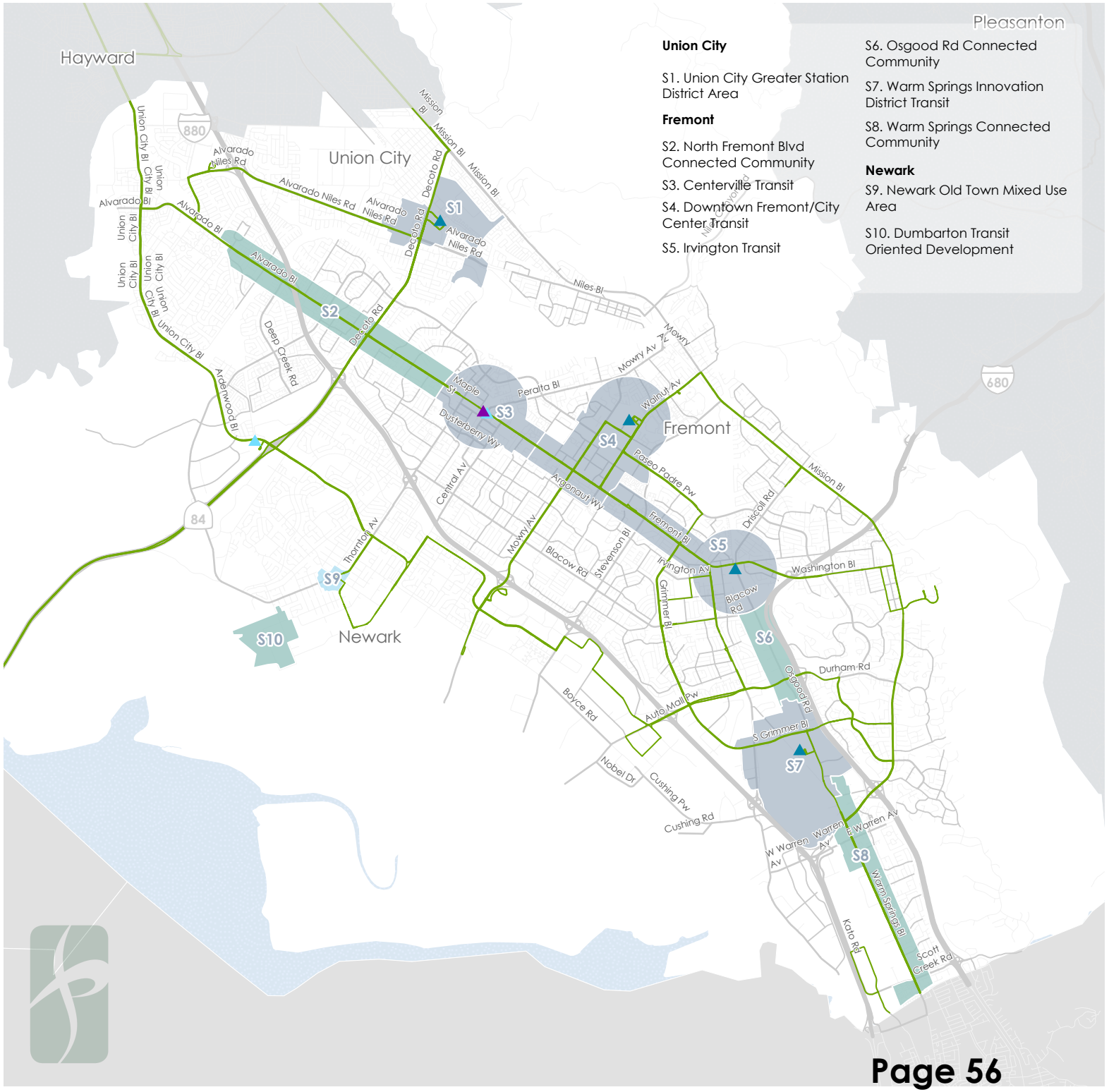
Source: MTC, Plan Bay Area 2050.

0 0.5 1 2 Miles

A3-3.

PRIORITY DEVELOPMENT AREAS

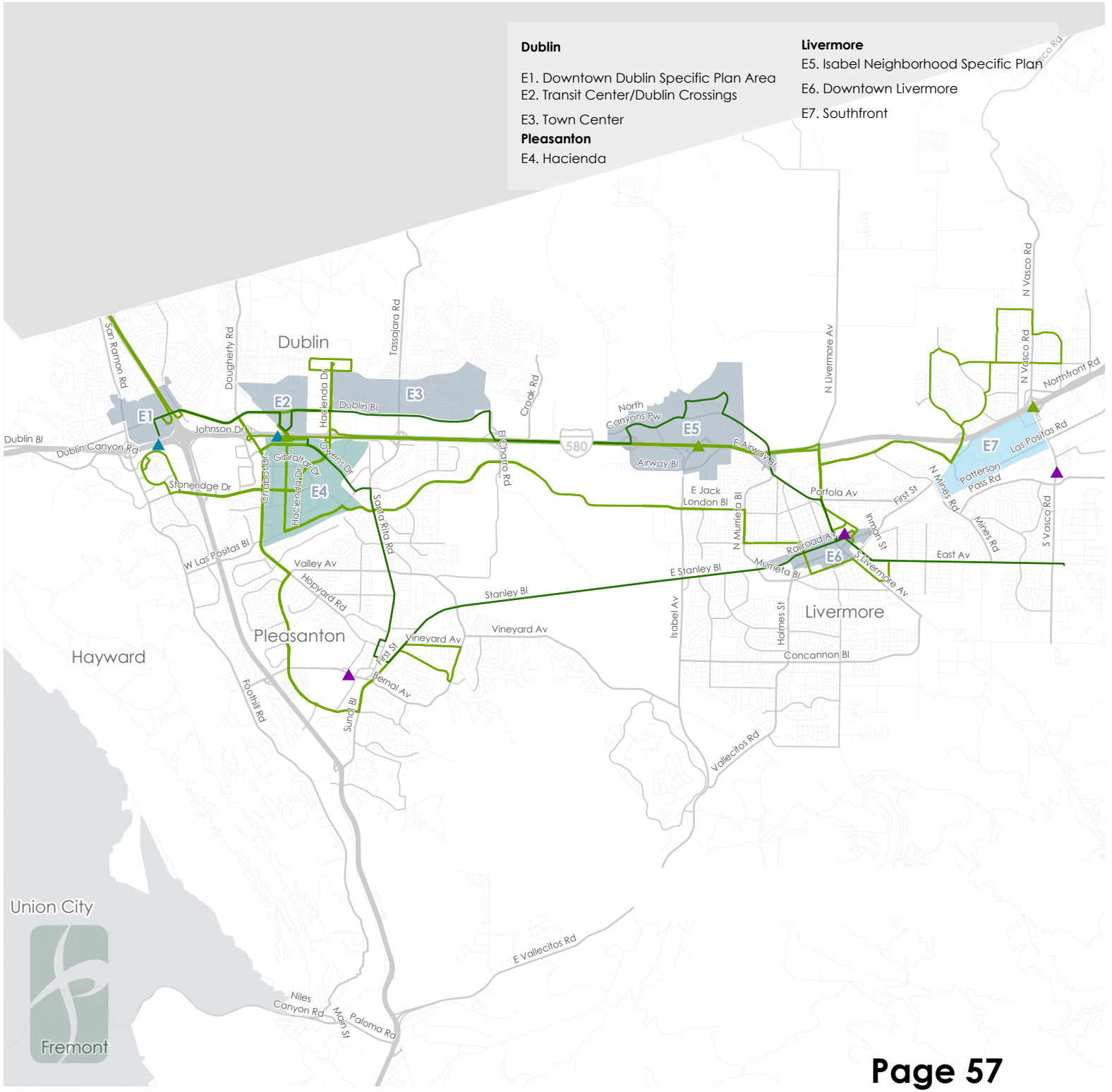
South Planning Area



A3-4.

PRIORITY DEVELOPMENT AREAS

East Planning Area



A4.

PRIORITY DEVELOPMENT AREAS AND EQUITY PRIORITY COMMUNITIES

Rail & Ferry Stations

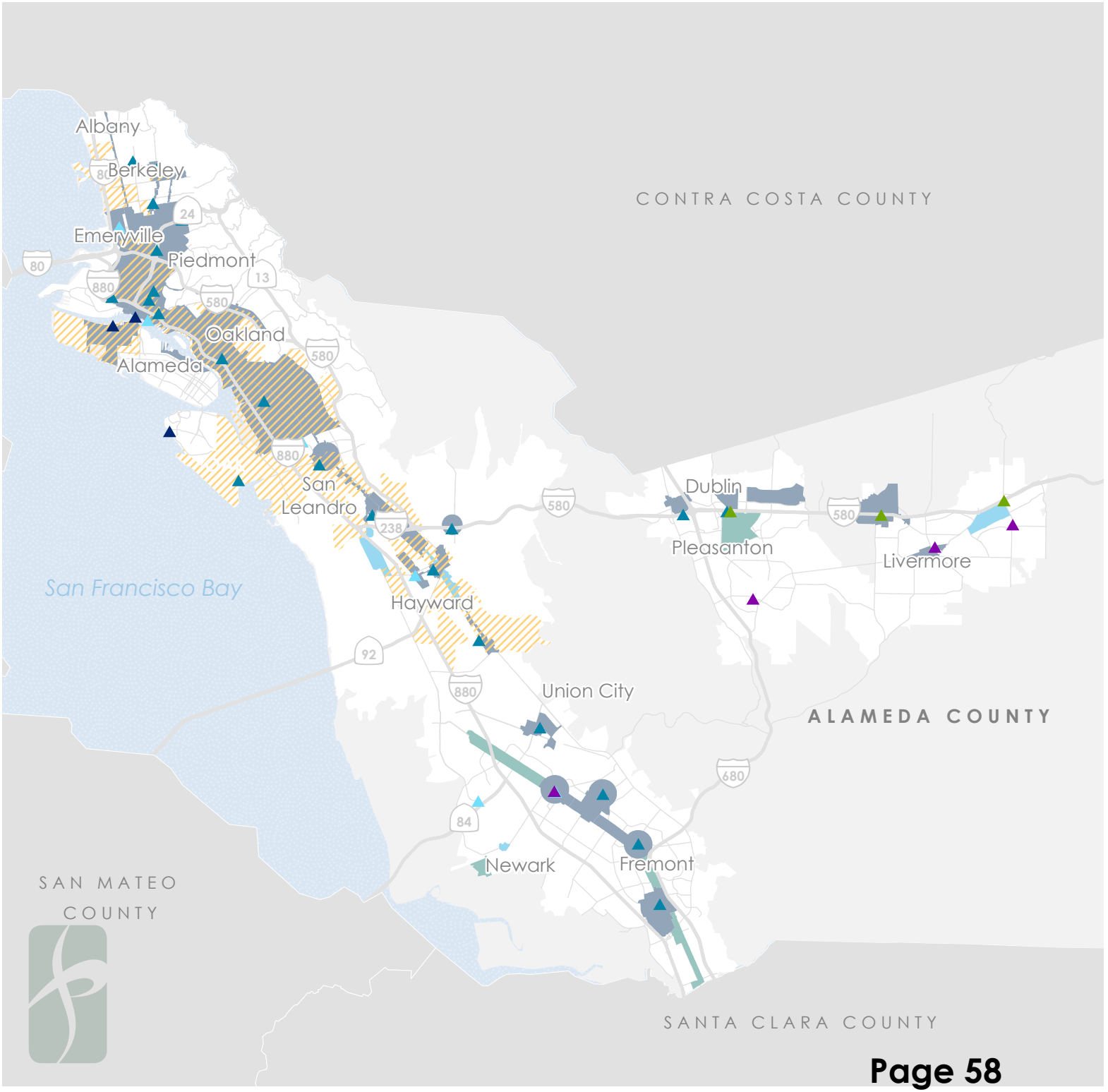
- BART (Existing & Planned)
- Capital Corridor (Existing & Planned)
- ACE
- Valley Link (Planned)
- Ferry

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.



A5-1.

PRIORITY DEVELOPMENT AREAS AND EQUITY PRIORITY COMMUNITIES

North Planning Area

Rail & Ferry Stations

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

High Frequency AC Transit & LAVTA Routes (≤15 min frequencies)

Equity Priority Communities

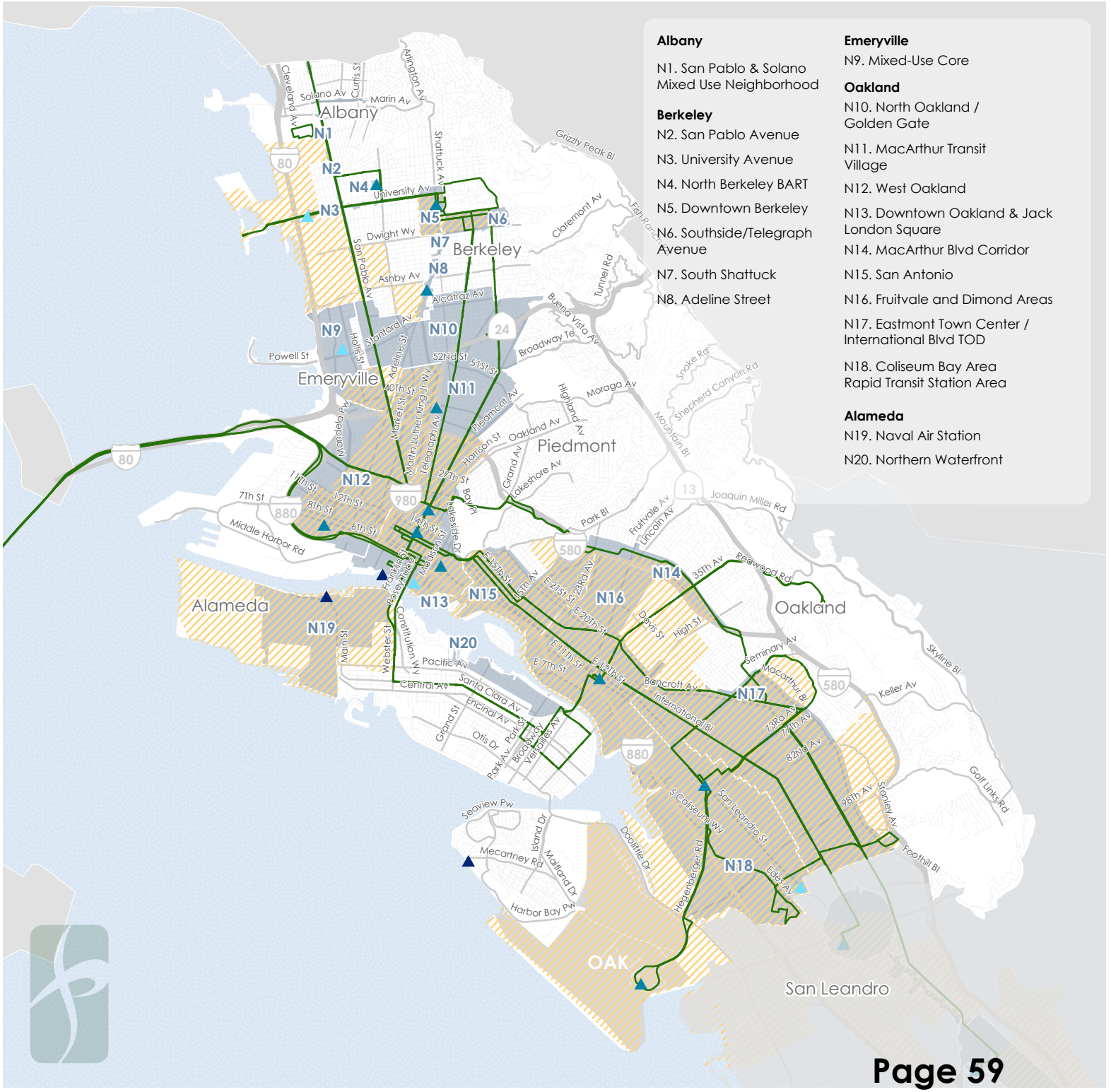
PDA Designations

- 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.

0 0.75 1.5 3 Miles



Albany

N1. San Pablo & Solano Mixed Use Neighborhood

Berkeley

N2. San Pablo Avenue

N3. University Avenue

N4. North Berkeley BART

N5. Downtown Berkeley

N6. Southside/Telegraph Avenue

N7. South Shattuck

N8. Adeline Street

Emeryville

N9. Mixed-Use Core

Oakland

N10. North Oakland / Golden Gate

N11. MacArthur Transit Village

N12. West Oakland

N13. Downtown Oakland & Jack London Square

N14. MacArthur Blvd Corridor

N15. San Antonio

N16. Fruitvale and Dimond Areas

N17. Eastmont Town Center / International Blvd TOD

N18. Coliseum Bay Area Rapid Transit Station Area

Alameda

N19. Naval Air Station

N20. Northern Waterfront

A5-2.

PRIORITY DEVELOPMENT AREAS AND EQUITY PRIORITY COMMUNITIES

Central Planning Area

Rail & Ferry Stations

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

- High Frequency AC Transit & LAVTA Routes (≤15 min frequencies)
- AC Transit & LAVTA Routes (≤30 min frequencies)

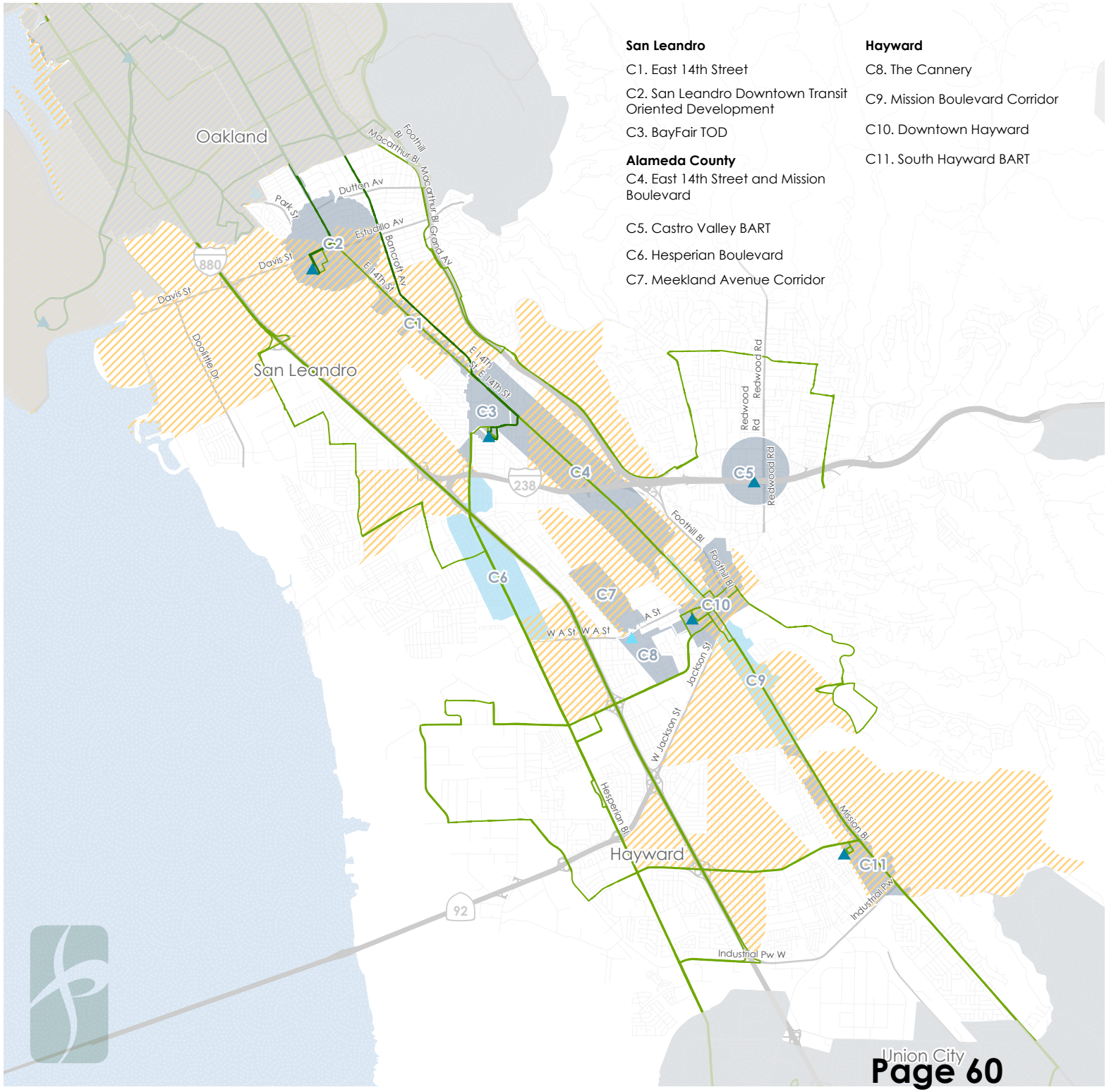
- Equity Priority Communities

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.

0 0.5 1 2 Miles



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

A5-3.

PRIORITY DEVELOPMENT AREAS AND EQUITY PRIORITY COMMUNITIES

East Planning Area

Rail & Ferry Stations

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

- High Frequency AC Transit & LAVTA Routes (≤15 min frequencies)
- AC Transit & LAVTA Routes (≤30 min frequencies)

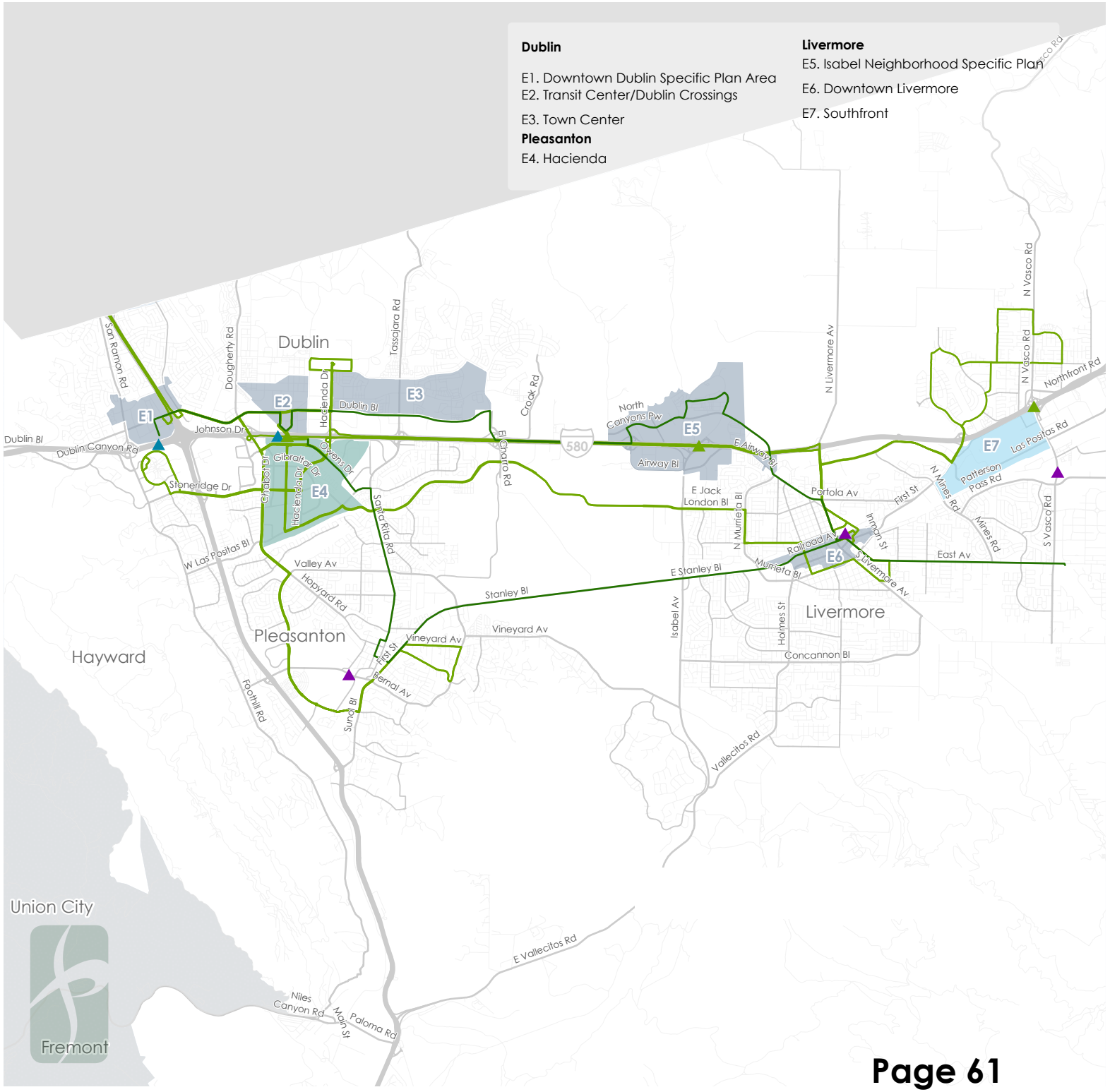
- Equity Priority Communities

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.

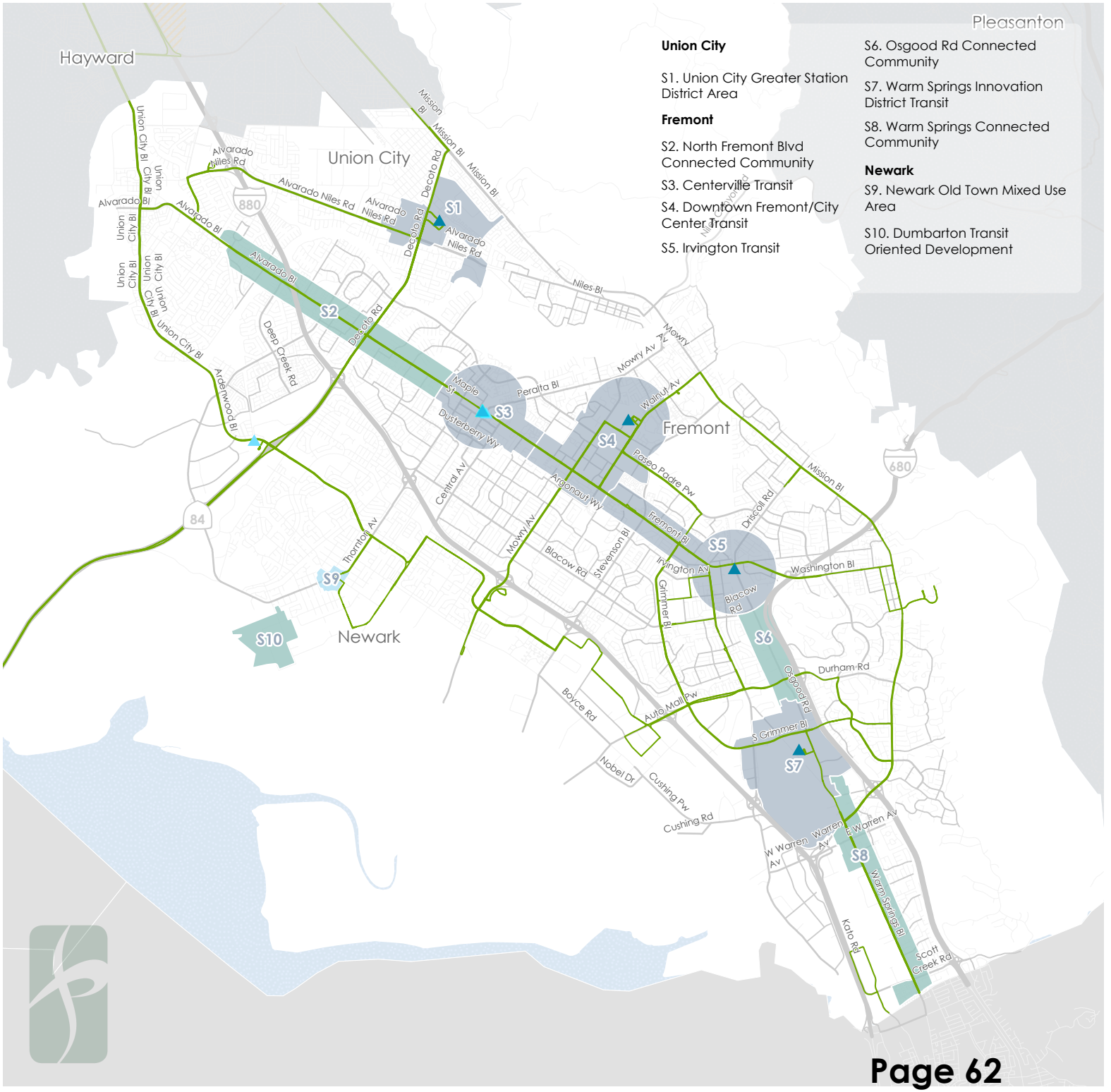
0 0.75 1.5 3 Miles



A5-4.

PRIORITY DEVELOPMENT AREAS AND EQUITY PRIORITY COMMUNITIES

South Planning Area



Appendix B:

Draft Transportation in PDAs – Planned Investments & Needs

B1. Planned Transportation Projects in PDAs

DESCRIPTION

A list of transportation projects that are located within or provide access to Alameda County's Priority Development Areas (PDAs) as defined by Plan Bay Area (PBA) 2050. See MTC's Webmap for PDA Boundaries and PDA names: https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/

DEFINITONS

Eligible Project Criteria	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. Projects must meet **all** of the following criteria to be included in the PDA Project List: - Included in the Countywide Transportation Plan 10-Year Priority Project list OR exemplify a typical Programmatic Project - Located within or provide access to Priority Development Areas as defined in Plan Bay Area 2050 - Do not increase VMT
Project Type	Reflects the relevant project elements that will benefit PDAs. Does not reflect project type as defined in the 2020 Countywide Transportation Plan, which was the basis for determining the "Access to PDA" designation as noted below.
Project "Within PDA"	A project is considered "within PDA" if it intersects the boundaries of a Priority Development Area
Project Provides "Access to PDA"	Access to a PDA is defined according to the type of transportation project: - Freeway projects - provide access to PDAs that are within a 2 mile radius of the project - Transit projects - provide access to PDAs that are within 1/2 mile radius of the project - Bike/Ped projects (incl. trails) - no access definition; only included if they are "within" (intersect) a PDA

B1. 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 Fall 2021 primarily to cost and funding*
Projects organized by Planning area then alphabetically by sponsor

CTPID	Planning Area	Sponsor Agency	Project Name	Project Type	Cost ($M)	Within PDAs…	Access to PDAs…
7	Central	ACPWA	East Lewelling Boulevard Complete Streets (Phase 2)	Multimodal Corridors	$10	East 14th St and Mission Blvd	
8	Central	ACPWA	Hesperian Boulevard (Phase 2)	Multimodal Corridors	$15	Hesperian Blvd	
17.2	Central	ACPWA	Mission Blvd. / East 14th Phase III	Multimodal Corridors	$30	East 14th St and Mission Blvd	
33	Central	BART	Bay Fair Connection	Transit	$234	BayFair TOD, East 14th St and Mission Blvd	
17.3	Central	Hayward	Mission Blvd Phase 3 Improvements	Multimodal Corridors	$18	Mission Blvd Corridor, Downtown Hayward	
55	Central	Hayward	Downtown Hayward PDA Multimodal Complete Streets	Multimodal Corridors	$35	Downtown Hayward, Mission Blvd Corridor	
56	Central	Hayward	Main Street Complete Street	Multimodal Corridors	$5	Downtown Hayward, Mission Blvd Corridor	
58	Central	Hayward	Tennyson Rd. Corridor PDA Complete Streets	Multimodal Corridors	$5	South Hayward BART	
27.3	Central	San Leandro	Railroad Crossing Upgrades - Near Term Safety Enhancements	Transit	$3	Downtown San Leandro TOD, BayFair TOD	East 14th St, East 14th St and Mission Blvd, Hesperian Blvd
85	Central	San Leandro	Downtown San Leandro Streetscapes	Multimodal Corridors	$6	East 14th St, Downtown San Leandro TOD	
86	Central	San Leandro	San Leandro BART Station Area Safety Improvements	Bike/Ped Safety	$5	Downtown San Leandro TOD	
87	Central	San Leandro	San Leandro Creek Trail	Bike/Ped Safety	$33	Coliseum BART Station Area, Downtown San Leandro TOD	
36	East	BART	Dublin/Pleasanton BART Station Active Access Improvements	Transit	$16	Transit Center/Dublin Crossings, Hacienda	
66.1	East	Dublin	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	Bike/Ped Safety	$12	Transit Center/Dublin Crossings	
59	East	LAVTA	Atlantis O&M Facility	Transit	$33		Isabel Neighborhood Specific Plan
66.2	East	Livermore	Livermore Iron Horse Trail	Bike/Ped Safety	$20	Downtown Livermore, Southfront PDA	
88.3	East	Livermore	Isabel/Valley Link Multimodal Improvements	Transit	$23	Isabel Neighborhood Specific Plan	
88.4	East	Livermore	S. Front/Valley Link Multimodal Improvements	Transit	$39	Southfront PDA	
66.3	East	Pleasanton	Iron Horse Trail Improvements	Bike/Ped Safety	$18	Hacienda	
80	East	Pleasanton	West Las Positas Bike Corridor Improvements	Multimodal Corridors	$22	Hacienda	
88.1	East	TVSJVRRA / Alameda CTC	Valley Link (Dublin/Pleasanton BART to Mountain House)	Transit	$2,040	Isabel Neighborhood Specific Plan	Hacienda, Transit Center/Dublin Crossings, Dublin Town Center, Southfront
17	Multiple	Alameda CTC	East Bay Greenway Nearterm Phase & E 14th/Mission Blvd	Multimodal Corridors	$175	South Hayward BART, Mission Blvd, Downtown Hayward, Bay Fair TOD, E 14th St, Downtown San Leandro TOD, Coliseum BART Station Area, Fruitvale and Dimond Areas, San Antonio, Downtown and Jack London Square	
27	Multiple	Alameda CTC	Rail Safety Enhancement Program (RSEP) - Phase A	Transit	$74	University Ave, Fruitvale & Dimond Areas, Downtown San Leandro TOD, BayFair TOD, Meekland Ave Corridor, Downtown Livermore	San Pablo Ave, Northern Waterfront, Coliseum BART Station Area, Eastmont Town Center / International Blvd TOD, E 14th St, E 14th & Mission Blvd, Hesperian Blvd, South Hayward BART
34	Multiple	BART	BART Core Capacity	Transit	$1,592	Countywide	

B1. 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	Project Type	Cost ($M)	Within PDAs…	Access to PDAs…
35	Multiple	BART	BART Next Generation Fare Gates	Transit	$35	Countywide	
37	Multiple	BART	Fleet of the Future Maintenance Facility	Transit	$320	Countywide	
41	Multiple	BART	Operation Control Center Renovation	Transit	$35	Countywide	
46	Multiple	CCJPA	South Bay Connect	Transit	$264	University Ave, Emeryville Mixed-Use Core, Downtown & Jack London Square, Coliseum BART Station Area	San Pablo Ave, North Oakland / Golden Gate, Naval Air Station, San Antonio, Eastmont Town Center / International Blvd TOD
84	Multiple	SJRRC	ACE Medium-Term Service Increases	Transit	$166	Centerville Transit, Downtown Livermore	Southfront
1	North	AC Transit	Alameda Point Transit Network Improvements	Transit	$150	Fruitvale and Dimond Areas, Downtown & Jack London Square, Naval Air Station, Northern Waterfront	
2	North	AC Transit	Division 4 Replacement (Phase 1)	Transit	$40	Countywide	
3	North	AC Transit	Foothill Blvd Corridor Improvements (Phase 1)	Transit	$15	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	Transit	$61	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	Transit	$57	West Oakland, Downtown & Jack London Square, MacArthur Transit Village, North Oakland / Golden Gate, San Pablo & Solano Mixed Use Neighborhood, Downtown Berkeley, South Shattuck	Mixed-Use Core, University Ave, San Pablo Ave, Southside/Telegraph Ave, Adeline St
6.1	North	AC Transit	Grand Avenue Corridor Bus Lanes	Transit	$83	West Oakland, Downtown & Jack London Square, MacArthur Blvd Corridor	San Antonio
11	North	Alameda	Clement Ave. and Tilden Way Complete Streets	Multimodal Corridors	$15	Northern Waterfront	
12	North	Alameda	Lincoln Avenue/Marshall Way Safety Improvements	Multimodal Corridors	$5	Northern Waterfront	
13	North	Alameda	Shoreline Overtopping Near Webster and Posey Tubes	Climate	$30	Naval Air Station	
14	North	Alameda	West End Bike/Ped Crossing	Bike/Ped Safety	$200	Downtown & Jack London Square, Naval Air Station	
15	North	Alameda	Willie Stargell Bus Priority and Multimodal Safety Corridor	Multimodal Corridors	$6	Naval Air Station	
28	North	Alameda CTC	San Pablo Avenue Corridor	Multimodal Corridors	$312	West Oakland, Downtown & Jack London Square, MacArthur Transit Village, North Oakland / Golden Gate, San Pablo & Solano Mixed Use Neighborhood, San Pablo Ave, Emeryville Mixed-Use Core	
28.2	North	Albany	San Pablo Complete Streets	Multimodal Corridors	$5	San Pablo & Solano Mixed Use Neighborhood	
30	North	Albany	Solano Avenue Complete Streets	Multimodal Corridors	$12	San Pablo & Solano Mixed Use Neighborhood	
31	North	BART	19th Street Bike Station Plaza	Transit	$7	Downtown & Jack London Square	
32	North	BART	19th Street/Oakland BART Station Street Elevator	Transit	$26	Downtown & Jack London Square	
40	North	BART	North Berkeley BART Station Active Access Improvements	Transit	$7	North Berkeley BART	University Ave, San Pablo Ave
42	North	BART	West Oakland TOD	Transit	$30	West Oakland	
39	North	BART/ Oakland	Lake Merritt TOD	Transit	$60	Downtown & Jack London Square	San Antonio
27.1	North	Berkeley	Railroad Quiet Zone Multimodal Safety Project	Transit	$11	University Ave	San Pablo Ave

B1. 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 Fall 2021 primarily to cost and funding*
Projects organized by Planning area then alphabetically by sponsor

CTPID	Planning Area	Sponsor Agency	Project Name	Project Type	Cost ($M)	Within PDAs…	Access to PDAs…
28.1	North	Berkeley	San Pablo Avenue Complete Streets Corridor	Multimodal Corridors	$7	San Pablo Ave, University Ave	
43	North	Berkeley	Adeline Street Corridor Transportation Improvements	Multimodal Corridors	$11	Adeline St, South Shattuck	
44	North	Berkeley	Martin Luther King Jr Way Complete Streets Corridor	Multimodal Corridors	$10	Adeline St, Downtown Berkeley, University Ave	
45	North	Berkeley	Telegraph Avenue Multimodal Corridor	Multimodal Corridors	$9	Downtown Berkeley, Southside/Telegraph Ave	
143	North	Berkeley	Ohlone Greenway and Intersection Improvement	Bike/Ped Safety	$7	North Berkeley BART	
49	North	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	Multimodal Corridors	$16	West Oakland, Emeryville Mixed-Use Core	
50	North	Emeryville	Greenway and Mandela Connector	Bike/Ped Safety	$3	Emeryville Mixed-Use Core, West Oakland	
51	North	Emeryville	Quiet Zone Safety Engineering Measures	Transit	$9	Emeryville Mixed-Use Core	North Oakland / Golden Gate, San Pablo Ave
62.1	North	MTC/ABAG	The Link: Improved Bike/Ped Access to East Span of San Francisco – Oakland Bay Bridge	Bike/Ped Safety	$63	West Oakland	
6.2	North	Oakland	West Grand Ave. Road Diet	Multimodal Corridors	$10	West Oakland	
27.2	North	Oakland	Railroad At-Grade Corridor Safety Project through Jack London District	Bike/Ped Safety	$18	Downtown & Jack London Square, West Oakland	
70	North	Oakland	Bancroft Avenue Greenway	Bike/Ped Safety	$18	Eastmont Town Center / International Blvd TOD	
71	North	Oakland	Broadway Transit Corridor	Transit	$22	Downtown & Jack London Square	
72.1	North	Oakland	14th Street Safe Routes in the City	Multimodal Corridors	$19	Downtown & Jack London Square, West Oakland	
72.2	North	Oakland	19th Street BART to Lake Merritt Urban Greenway	Transit	$5	Downtown & Jack London Square	
73.1	North	Oakland	East Bay BRT Corridor Pedestrian Safety Improvements	Multimodal Corridors	$20	Fruitvale and Dimond Areas, Coliseum BART Station Area, Eastmont Town Center / International Blvd TOD, Downtown & Jack London Square, San Antonio	
73.2	North	Oakland	East 12th St. Bikeway	Multimodal Corridors	$14	Fruitvale and Dimond Areas, San Antonio	
74	North	Oakland	East Oakland Neighborhood Bikeways	Bike/Ped Safety	$22	Coliseum BART Station Area, Eastmont Town Center / International Blvd TOD	
76	North	Oakland	Telegraph Avenue Complete Streets	Multimodal Corridors	$11	Downtown & Jack London Square, MacArthur Transit Village	
77	North	Oakland	MacArthur Smart City Corridor	Multimodal Corridors	$13	Eastmont Town Center / International Blvd TOD, MacArthur Blvd Corridor, San Antonio	
78.1	North	Oakland	West Oakland Industrial Streets	Multimodal Corridors	$10	West Oakland	
78.2	North	Oakland	7th Street Connection Project	Multimodal Corridors	$21	West Oakland, Downtown & Jack London Square	
81	North	Port of Oakland	Doolittle Drive Resiliency	Climate	$50	Coliseum BART Station Area	
82.4	North	Port of Oakland	Port Wide Electrification	Climate	$75	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)	Multimodal Corridors	$350	Warm Springs Innovation District Transit PDA, Osgood Rd Connected Community PDA, Warm Springs Connected Community PDA	

B1. 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 Fall 2021 primarily to cost and funding*
Projects organized by Planning area then alphabetically by sponsor

CTPID	Planning Area	Sponsor Agency	Project Name	Project Type	Cost ($M)	Within PDAs…	Access to PDAs…
17.1	South	Fremont	Fremont Boulevard Complete Street in Downtown and Irvington PDAs	Multimodal Corridors	$24	Irvington Transit PDA, Downtown Fremont/City Center Transit PDA, Centerville Transit PDA	
17.5	South	Fremont	Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA: Paseo Padre to Argonaut	Multimodal Corridors	$5	Downtown Fremont/City Center Transit PDA	
18.2	South	Fremont	East Bay Greenway (Reach 6): Innovation District to Bay Trail	Bike/Ped Safety	$62	Warm Springs Innovation District Transit PDA	
18.3	South	Fremont	East Bay Greenway: Irvington BART Station Area	Bike/Ped Safety	$5	Irvington Transit PDA, Osgood Rd Connected Community PDA	
27.4	South	Fremont	UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	Transit	$5	Centerville Transit PDA, Warm Springs Connected Community PDA	North Fremont Blvd Connected Community PDA, Warm Springs Innovation District Transit PDA
52	South	Fremont	Dumbarton to Quarry Lakes Trail	Bike/Ped Safety	$45	North Fremont Blvd Connected Community PDA, Greater Station District Area	
53.1	South	Fremont	I-680/Mission Boulevard (North) Interchange Modernization	Bike/Ped Safety	$40		Irvington Transit PDA, Osgood Rd Connected Community PDA
53.2	South	Fremont	I-680/Washington Boulevard Interchange Modernization	Bike/Ped Safety	$26		Irvington Transit PDA, Osgood Rd Connected Community PDA, Warm Springs Innovation District Transit PDA
54	South	Fremont	Sabercat Trail: Irvington BART to Ohlone College	Bike/Ped Safety	$70	Irvington Transit PDA, Osgood Rd Connected Community PDA	
65.1	South	Fremont	Decoto Road Complete Street: I-880 to Union City Limit	Multimodal Corridors	$29	North Fremont Blvd Connected Community PDA	
65.2	South	Fremont	I-880/Decoto Road Interchange Modernization	Bike/Ped Safety	$19		North Fremont Blvd Connected Community PDA, Centerville Transit PDA, Greater Station District Area
38	South	Fremont/ BART	Irvington BART Station	Transit	$230	Irvington Transit PDA	Osgood Rd Connected Community PDA
65.3	South	Newark	Bayside TOD PDA Transit Station and Pedestrian Overcrossing	Transit	$12	Dumbarton TOD	
68	South	Newark	Thornton Avenue Complete Streets Corridor	Multimodal Corridors	$26	Old Town Mixed Use Area	
65.4	South	Union City	Decoto Road Complete Streets Project	Multimodal Corridors	$20	Greater Station District Area	
90	South	Union City	Quarry Lakes Parkway (formerly East West Connector) Segments 1-4	Multimodal Corridors	$208	Greater Station District Area	
17.4	South	Union City/Fremont	Mission Blvd (SR 238) "Complete Street" Project	Multimodal Corridors	$20	Greater Station District Area	

B2. Planned Transportation Projects - Detail

Details on the location 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. Indicates whether the project is located in an Equity Priority Community, on the county's High Injury Network, or if it is located within a half mile of a planned affordable housing development.

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

DEFINITONS

Equity Priority Community (EPC)	Is the transportation project located in an Equity Priority Community (as defined in Plan Bay Area 2050)? 1 = Yes, 0 = No
High Injury Network (HIN)	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
Serves Affordable Housing?	Are there planned (pre-construction) affordable housing developments within a half mile radius of the given transportation project? 1 = Yes, 0 = No
# Units Served	Sum of affordable housing units in all developments within a half mile radius of the given transportation project None = 0, Low = 1-99, Mid = 100-300, High = 301+
Project Type	Projects are designated into one of the five following categories: - Multimodal Corridors: Increase transit efficiency and safety for all road users through complete multimodal corridors - Bike/Ped/Safety: Improve the safety of bicyclists and pedestrians through the creation of greenways, trails and designated infrastructure - Transit: Support transit operations and capacity, and increase access to stations and terminals - Climate: Adapt infrastructure to sea level rise - Goods Movement: Support goods movement with infrastructure and emissions reductions strategies

SOURCES

EPC Boundaries	MTC Equity Priority Communities (EPC), as defined in Plan Bay Area 2050
Countywide HIN	Alameda CTC, 2020 Countywide Transportation Plan Needs Assessment
Affordable Housing Pipeline	MTC, Enterprise Community Partners, local jurisdictions See Appendix C for more detail

B2. 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*

						1 = Yes, 0 = No			
CTPID	Planning Area	Sponsor Agency	Project Name	Project Type	Cost ($M)	In EPC?	On HIN?	Serves Affordable Housing?	# Units Served
7	Central	ACPWA	East Lewelling Boulevard Complete Streets (Phase 2)	Multimodal Corridors	$10	0	0	0	None
17.2	Central	ACPWA	Mission Blvd. / East 14th Phase III	Multimodal Corridors	$30	1	1	0	None
8	Central	ACPWA	Hesperian Boulevard (Phase 2)	Multimodal Corridors	$15	1	1	0	None
33	Central	BART	Bay Fair Connection	Transit	$234	0	N/A	1	Low
17.3	Central	Hayward	Mission Blvd Phase 3 Improvements	Multimodal Corridors	$18	1	1	0	None
58	Central	Hayward	Tennyson Rd. Corridor PDA Complete Streets	Multimodal Corridors	$5	1	1	0	None
55	Central	Hayward	Downtown Hayward PDA Multimodal Complete Streets	Multimodal Corridors	$35	1	1	0	None
56	Central	Hayward	Main Street Complete Street	Multimodal Corridors	$5	1	0	0	None
85	Central	San Leandro	Downtown San Leandro Streetscapes	Multimodal Corridors	$6	1	1	0	None
87	Central	San Leandro	San Leandro Creek Trail	Bike/Ped Safety	$33	1	1	0	None
27.3	Central	San Leandro	Railroad Crossing Upgrades - Near Term Safety Enhancements	Transit	$3	1	1	0	None
86	Central	San Leandro	San Leandro BART Station Area Safety Improvements	Bike/Ped Safety	$5	1	1	0	None
36	East	BART	Dublin/Pleasanton BART Station Active Access Improvements	Transit	$16	0	N/A	0	None
66.1	East	Dublin	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	Bike/Ped Safety	$12	0	1	0	None
59	East	LAVTA	Atlantis O&M Facility	Transit	$33	0	N/A	N/A	N/A
88.3	East	Livermore	Isabel/Valley Link Multimodal Improvements	Transit	$23	0	N/A	0	None
88.4	East	Livermore	S. Front/Valley Link Multimodal Improvements	Transit	$39	0	N/A	0	None
66.2	East	Livermore	Livermore Iron Horse Trail	Bike/Ped Safety	$20	0	0	1	Mid
80	East	Pleasanton	West Las Positas Bike Corridor Improvements	Multimodal Corridors	$22	0	1	0	None
66.3	East	Pleasanton	Iron Horse Trail Improvements	Bike/Ped Safety	$18	0	1	0	None
88.1	East	TVSJVRRA / Alameda CTC	Valley Link (Dublin/Pleasanton BART to Mountain House)	Transit	$2,040	0	N/A	0	None
17	Multiple	Alameda CTC	East Bay Greenway Nearterm Phase & E 14th/Mission Blvd	Multimodal Corridors	$175	1	1	0	High

B2. 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*

						1 = Yes, 0 = No			
CTPID	Planning Area	Sponsor Agency	Project Name	Project Type	Cost ($M)	In EPC?	On HIN?	Serves Affordable Housing?	# Units Served
27	Multiple	Alameda CTC	Rail Safety Enhancement Program (RSEP) - Phase A	Transit	$74	1	1	1	High
35	Multiple	BART	BART Next Generation Fare Gates	Transit	$35	N/A	N/A	N/A	N/A
34	Multiple	BART	BART Core Capacity	Transit	$1,592	1	N/A	1	N/A
37	Multiple	BART	Fleet of the Future Maintenance Facility	Transit	$320	N/A	N/A	N/A	N/A
41	Multiple	BART	Operation Control Center Renovation	Transit	$35	N/A	N/A	N/A	N/A
46	Multiple	CCJPA	South Bay Connect	Transit	$264	1	N/A	1	High
84	Multiple	SJRRC	ACE Medium-Term Service Increases	Transit	$166	0	N/A	1	Mid
1	North	AC Transit	Alameda Point Transit Network Improvements	Transit	$150	1	1	1	High
4	North	AC Transit	Fruitvale Ave. Corridor Short Term Improvements	Transit	$61	1	1	1	High
6.1	North	AC Transit	Grand Avenue Corridor Bus Lanes	Transit	$83	1	1	1	Mid
3	North	AC Transit	Foothill Blvd Corridor Improvements (Phase 1)	Transit	$15	1	1	1	High
2	North	AC Transit	Division 4 Replacement (Phase 1)	Transit	$40	1	N/A	N/A	N/A
5	North	AC Transit	Shattuck Ave./Martin Luther King Jr. Way Corridor	Transit	$57	1	1	1	Mid
12	North	Alameda	Lincoln Avenue/Marshall Way Safety Improvements	Multimodal Corridors	$5	1	1	1	Mid
15	North	Alameda	Willie Stargell Bus Priority and Multimodal Safety Corridor	Multimodal Corridors	$6	1	0	1	High
14	North	Alameda	West End Bike/Ped Crossing	Bike/Ped Safety	$200	1	N/A	1	High
13	North	Alameda	Shoreline Overtopping Near Webster and Posey Tubes	Climate	$30	1	0	1	High
11	North	Alameda	Clement Ave. and Tilden Way Complete Streets	Multimodal Corridors	$15	0	1	1	Low
28	North	Alameda CTC	San Pablo Avenue Corridor	Multimodal Corridors	$312	1	1	1	High
28.2	North	Albany	San Pablo Complete Streets	Multimodal Corridors	$5	0	1	1	Low

B2. 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*

					1 = Yes, 0 = No			
CTPID	Planning Area	Sponsor Agency	Project Name	Project Type	Cost ($M)	In EPC?	On HIN?	Serves Affordable Housing?	# Units Served
30	North	Albany	Solano Avenue Complete Streets	Multimodal Corridors	$12	0	1	0	None
40	North	BART	North Berkeley BART Station Active Access Improvements	Transit	$7	0	N/A	1	Low
31	North	BART	19th Street Bike Station Plaza	Transit	$7	1	N/A	1	Low
32	North	BART	19th Street/Oakland BART Station Street Elevator	Transit	$26	1	N/A	1	Mid
42	North	BART	West Oakland TOD	Transit	$30	1	N/A	1	High
39	North	BART/Oakland	Lake Merritt TOD	Transit	$60	1	N/A	1	Mid
43	North	Berkeley	Adeline Street Corridor Transportation Improvements	Multimodal Corridors	$11	1	1	1	Low
28.1	North	Berkeley	San Pablo Avenue Complete Streets Corridor	Multimodal Corridors	$7	1	1	1	Mid
45	North	Berkeley	Telegraph Avenue Multimodal Corridor	Multimodal Corridors	$9	1	1	1	Low
143	North	Berkeley	Ohlone Greenway and Intersection Improvement	Bike/Ped Safety	$7	0	0	1	Low
27.1	North	Berkeley	Railroad Quiet Zone Multimodal Safety Project	Transit	$11	1	1	1	Low
44	North	Berkeley	Martin Luther King Jr Way Complete Streets Corridor	Multimodal Corridors	$10	1	1	1	Low
49	North	Emeryville	40th Street Transit-Only Lanes and Multimodal Enhancements	Multimodal Corridors	$16	1	1	0	None
51	North	Emeryville	Quiet Zone Safety Engineering Measures	Transit	$9	0	0	0	None
50	North	Emeryville	Greenway and Mandela Connector	Bike/Ped Safety	$3	1	N/A	0	None
62.1	North	MTC/ABAG	The Link: Improved Bike/Ped Access to East Span of San Francisco – Oakland Bay Bridge	Bike/Ped Safety	$63	1	N/A	1	Low
74	North	Oakland	East Oakland Neighborhood Bikeways	Bike/Ped Safety	$22	1	1	1	Low
72.1	North	Oakland	14th Street Safe Routes in the City	Multimodal Corridors	$19	1	1	1	Mid
73.1	North	Oakland	East Bay BRT Corridor Pedestrian Safety Improvements	Multimodal Corridors	$20	1	1	1	High
78.1	North	Oakland	West Oakland Industrial Streets	Multimodal Corridors	$10	1	1	1	High
70	North	Oakland	Bancroft Avenue Greenway	Bike/Ped Safety	$18	1	1	1	Low
76	North	Oakland	Telegraph Avenue Complete Streets	Multimodal Corridors	$11	1	1	1	Low
6.2	North	Oakland	West Grand Ave. Road Diet	Multimodal Corridors	$10	1	1	1	Mid

B2. Planned Transportation Projects - Detail

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**Projects organized by Planning area then alphabetically by sponsor*

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CTPID	Planning Area	Sponsor Agency	Project Name	Project Type	Cost ($M)	In EPC?	On HIN?	Serves Affordable Housing?	# Units Served
72.2	North	Oakland	19th Street BART to Lake Merritt Urban Greenway	Transit	$5	1	1	1	Mid
78.2	North	Oakland	7th Street Connection Project	Multimodal Corridors	$21	1	1	1	High
27.2	North	Oakland	Railroad At-Grade Corridor Safety Project through Jack London District	Bike/Ped Safety	$18	1	1	0	None
71	North	Oakland	Broadway Transit Corridor	Transit	$22	1	1	1	Mid
77	North	Oakland	MacArthur Smart City Corridor	Multimodal Corridors	$13	1	1	1	Low
73.2	North	Oakland	East 12th St. Bikeway	Multimodal Corridors	$14	1	1	1	High
81	North	Port of Oakland	Doolittle Drive Resiliency	Climate	$50	1	0	0	None
82.4	North	Port of Oakland	Port Wide Electrification	Climate	$75	0	N/A	1	High
29	South	Fremont	SR-262 Mission Boulevard Cross Connector Improvements (Phase 1 - Warm Springs Grade Separation and Local Road Safety)	Multimodal Corridors	$350	0	0	1	High
18.2	South	Fremont	East Bay Greenway (Reach 6): Innovation District to Bay Trail	Bike/Ped Safety	$62	0	0	1	High
65.1	South	Fremont	Decoto Road Complete Street: I-880 to Union City Limit	Multimodal Corridors	$29	0	1	0	None
54	South	Fremont	Sabercat Trail: Irvington BART to Ohlone College	Bike/Ped Safety	$70	0	0	1	High
65.2	South	Fremont	I-880/Decoto Road Interchange Modernization	Bike/Ped Safety	$19	0	0	0	None
53.1	South	Fremont	I-680/Mission Boulevard (North) Interchange Modernization	Bike/Ped Safety	$40	0	0	0	None
53.2	South	Fremont	I-680/Washington Boulevard Interchange Modernization	Bike/Ped Safety	$26	0	1	0	None
52	South	Fremont	Dumbarton to Quarry Lakes Trail	Bike/Ped Safety	$45	0	1	0	None
27.4	South	Fremont	UPRR Quiet Zones: Centerville Area, Tier 1 Priorities	Transit	$5	0	1	1	Mid
17.1	South	Fremont	Fremont Boulevard Complete Street in Downtown and Irvington PDAs	Multimodal Corridors	$24	0	1	1	High
17.5	South	Fremont	Walnut Avenue Protected Bikeway (Phase 2) in Downtown PDA: Paseo Padre to Argonaut	Multimodal Corridors	$5	0	1	1	Mid
18.3	South	Fremont	East Bay Greenway: Irvington BART Station Area	Bike/Ped Safety	$5	0	1	1	High
38	South	Fremont/BART	Irvington BART Station	Transit	$230	0	N/A	1	High
65.3	South	Newark	Bayside TOD PDA Transit Station and Pedestrian Overcrossing	Transit	$12	0	N/A	0	None

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68	South	Newark	Thornton Avenue Complete Streets Corridor	Multimodal Corridors	$26	0	1	0	None
65.4	South	Union City	Decoto Road Complete Streets Project	Multimodal Corridors	$20	0	1	1	Mid
90	South	Union City	Quarry Lakes Parkway (formerly East West Connector) Segments 1-4	Multimodal Corridors	$208	0	1	1	Mid
17.4	South	Union City/Fremont	Mission Blvd (SR 238) "Complete Street" Project	Multimodal Corridors	$20	0	1	1	Mid

B3. Alameda County PDA Transportation Project List: Programmatic Projects

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CTPID	Planning Area	Sponsor Agency	Project Name	Cost ($M)	Within PDAs…	Program Elements
228	Central	San Leandro	Citywide Bicycle and Pedestrian Plan & Sidewalk Program Implementation	TBD	Downtown San Leandro TOD, E 14th St, Bay Fair TOD	Implementation of projects identified in the Bicycle & Pedestrian Master Plan
260	Central	San Leandro	2035 General Plan Traffic Circulation Improvements	TBD	Downtown San Leandro TOD, E 14th St, Bay Fair TOD	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	Downtown San Leandro TOD, E 14th St, Bay Fair TOD	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	Downtown San Leandro TOD, E 14th St, Bay Fair TOD	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	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	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 Commmunity Park, The Wave Regional Acquatic 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	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 Boulevardup 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	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	Dublin Town Center PDA	This project provides for the design and repainting of decorative street light poles and conversion of existing street lightsinto 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	Transit Center/Dublin Crossings	In Dublin Town Center PDA: Emerald Glen Commmunity Park, The Wave Regional Acquatic 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	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	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	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.

B3. Alameda County PDA Transportation Project List: Programmatic Projects

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265	East	LAVTA	LAVTA Integrated Mobility App Development and Implementation	$2.0	Transit Center/Dublin Crossings	Will pilot at BART station first, then expand
274	East	LAVTA	LAVTA Individualized Marketing Programs	$0.8	All Dublin/Livermore/ Pleasanton PDAs	
275	East	LAVTA	LAVTA On-Demand First-Mile/Last-Mile Microtransit Program	$3.8	All Dublin/Livermore/ Pleasanton PDAs	
276	East	LAVTA	LAVTA Shared Autonomous Vehicle Demonstration and Deployment	$2.0	Transit Center/Dublin Crossings	
277	East	LAVTA	LAVTA Short Range Transit Planning	TBD	All Dublin/Livermore/ Pleasanton PDAs	
278	East	LAVTA	Para-Taxi Operations	$0.5	All Dublin/Livermore/ Pleasanton PDAs	
296	East	LAVTA	AVL System Upgrade	$1.0	All Dublin/Livermore/ Pleasanton PDAs	
297	East	LAVTA	LAVTA Systemwide Passenger Facilities Rehabilitation and Enhancement	$3.0	Transit Center/Dublin Crossings, Isabel Neighborhood Specific Plan, Downton Livermore	
212	East	Livermore	Livermore Bicycle, Pedestrian & Active Transportation Plan	$26.0	Downtown Livermore, Isabel Neighborhood Specific Plan, Southfront	Construct Bike Lanes, Shared Use Paths and Improvement Crossing
248	East	Livermore	Annual Pavement Maintenance	$6.0	Downtown Livermore, Isabel Neighborhood Specific Plan, Southfront	Base repairs, resurfaceing and restriping
226	East	Pleasanton	City of Pleasanton Bicycle and Pedestrian Master Plan	$10.5	Hacienda	These improvements consist of near and long term improvements which include, trail improvements, interection improvemens for pedestrian and bike safety, class I, II, III, IV improvemetns, signage, way finding, seperated 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	Hacienda	Automaed trafic signal performane 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	Yes	Classs IV, PHB, bulb-outs
230	Multiple	ACPWA	Sidewalk Improvements in Unincorporated Alameda County	$210.0	Yes	Sidewalk installation

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CTPID	Planning Area	Sponsor Agency	Project Name	Cost ($M)	Within PDAs…	Program Elements
264	Multiple	BART	Means-Based Fare Discount Program	$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	Countywide	
289	Multiple	BART	Secure Bike Parking Program	$6.2	Countywide	
290	Multiple	BART	Security Program	$112.3	Countywide	
291	Multiple	BART	Station Access Program	$233.7	Countywide	
292	Multiple	BART	System Reinvestment and Capacity Improvement Program	$5,237.0	Countywide	
293	Multiple	BART	System Support Program	$78.2	Countywide	
301	Multiple	BART	Climate Adaptation/Resiliency and Sustainability Program	$161.8	Countywide	
302	Multiple	BART	Seismic Retrofit Program	$819.7	Countywide	
NEW	Multiple	BART	Station Elevator Modernization Program	$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	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	Northern Waterfront, Naval Air Station	New/upgraded bikeways + bike share. Costs in $2021.
195	North	Alameda	Pedestrian Master Plan Build-out	$4.0	Northern Waterfront, 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	Northern Waterfront, Naval Air Station	Safe routes to school projects, traffic calming and education. Costs in $2021.
231	North	Alameda	Citywide Smart Signal Program	$20.0	Northern Waterfront, Naval Air Station	Fiber/conduit for improved communications. Costs in $2021.
232	North	Alameda	New Technologies and Innovations	$2.0	Northern Waterfront, 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.

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CTPID	Planning Area	Sponsor Agency	Project Name	Cost ($M)	Within PDAs…	Program Elements
233	North	Alameda	Webster/Posey Tubes Lifeline Replacement or New Transit/Bike/Pedestrian Lifeline Tube	TBD	Northern Waterfront, Naval Air Station	Improved multi-modal access to PDAs. Costs in $2021.
271	North	Alameda	Alameda Shuttle (assumes that the Alameda Shuttle #1, Crosstown Bus #22 and Regional Transit Hub #28 are combined)	$25.0	Northern Waterfront, 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	Northern Waterfront, Naval Air Station	Bus service. Costs in $2021. Program costs cover 5 years of annual programming.
273	North	Alameda	Water Shuttle Operations	$3.5	Northern Waterfront, 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	Northern Waterfront, 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	Northern Waterfront, 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	Northern Waterfront, Naval Air Station	Casual carpool pick-up spots. Costs in $2021.
311	North	Alameda	Comprehensive Congestion Pricing	$0.4	Northern Waterfront, Naval Air Station	PDA share of cost for citywide congestion pricing plan. Costs in $2021.
312	North	Alameda	Transportation Awareness Campaign	$0.1	Northern Waterfront, Naval Air Station	Awareness campaign. Costs in $2021. Program costs cover 5 years of annual programming.

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CTPID	Planning Area	Sponsor Agency	Project Name	Cost ($M)	Within PDAs…	Program Elements
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	Northern Waterfront, Naval Air Station	TDM elements. Costs in $2021. Program costs cover 5 years of annual programming.
197	North	Albany	Active Transportation Program	$6.9	San Pablo/Solano Mixed Use Neighborhood	Variety of ped & bike improvements
NEW	North	BART	MacArthur Underpass Safety Improvement	$5.0	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	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	Adeline St, Downtown Berkeley, 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	Adeline St, Downtown Berkeley, 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	Downtown Berkeley, 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	San Pablo Ave, University Ave	Pedestrian lighting, bicycle and pedestrian intersection treatments, sidewalk construction

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236	North	Berkeley	West Berkeley Area Intersection Project	$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	Downtown Berkeley, North Berkeley, San Pablo Ave, South Shattuck, Southside/Telegraph, University Ave	Signal controllers, and data network and wayside transit signal priority (TSP) upgrades
238	North	Berkeley	Vision Zero Action Plan Implementation	$7.0	Adeline St, Downtown Berkeley, 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	Downtown Berkeley	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	Emeryville Mixed Use Core	Complete Streets and Active Transportation Infrastructure
204	North	Emeryville	Village Greens and Greenways	$5.0	Emeryville Mixed Use Core	Active Transportation Infrastructure
241	North	Emeryville	Powell Street Traffic Safety Improvements	$10.0	Emeryville Mixed Use Core	Complete Streets and Bike/Ped Safety Infrastructure
242	North	Emeryville	Traffic Signal Modernization Program	$5.0	Emeryville Mixed Use Core	ITS equipment
303	North	Emeryville	Climate Action Plan Implementation	$25.0	Emeryville Mixed Use Core	Climate Action Programs and Facilities/Infrastructure
304	North	Emeryville	Green Infrastructure Projects Program	$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	Downtown & Jack London Square	Howard Terminal Railroad Grade Separation Project, Railiroad At-Grade Corridor Safety Project through Jack London District
216	North	Oakland	ADA 30-Year Curb Ramp Transition Plan	$66.0	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	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.

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

CTPID	Planning Area	Sponsor Agency	Project Name	Cost ($M)	Within PDAs…	Program Elements
218	North	Oakland	City-Wide Bay Trail Network	$8.0	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 an improvements to existing trail, and development of spur connections to the trail.
219	North	Oakland	City-Wide Bike Plan Implementation Program	$76.0	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	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	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	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	All of Oakland's PDAs	Complete street improvements
224	North	Oakland	Pedestrian Plan Implementation Program	$109.0	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	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	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	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	All of Oakland's PDAs	Rehabilitation, reconstruction, and preventive maintenance of street pavement per prioritization of streets identified in Oakland Paving Plan

B3. 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 Fall 2021.*
Note: Costs are in year-of-expenditure (YOE) unless otherwise noted.

CTPID	Planning Area	Sponsor Agency	Project Name	Cost ($M)	Within PDAs…	Program Elements
254	North	Oakland	City-Wide Traffic Signal System Management	$60.0	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	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	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.
257	North	Oakland	West Oakland, Jack London District, and Downtown Oakland Connectivity Project	$75.0	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 connecitng West Oakland, Howard Terminal, Jack London Distict, and Downtown.
279	North	Oakland	2nd Transbay Crossing-I-980 Multimodal Boulevard Study	$2.0	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	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	All of Oakland's PDAs	Transit Capital Program
306	North	Oakland	Green Stormwater Infrastructure in Transportation Program	$45.0	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	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	$95.0	Various	
206	South	Fremont	Citywide Bike Master Plan Implementation	$164.0	Various	
207	South	Fremont	Citywide Pedestrian Master Plan Implementation	$80.0	Various	

B3. 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 Fall 2021.*
Note: Costs are in year-of-expenditure (YOE) unless otherwise noted.

CTPID	Planning Area	Sponsor Agency	Project Name	Cost ($M)	Within PDAs…	Program Elements
208	South	Fremont	Citywide Safe Routes to Schools Improvements	$25.0	Various	
209	South	Fremont	Citywide Trails Plan Implementation	$50.0	Various	
243	South	Fremont	Citywide Pavement Rehabilitation	$90.0	Various	
244	South	Fremont	Citywide Traffic Signal Modernization	$20.0	Various	
245	South	Fremont	Citywide Vision Zero Traffic Safety Improvements	$10.0	Various	
246	South	Fremont	Freeway Interchange Safety Improvements and Modernization Identified in Caltrans D4 Bike Plan	$10.0	Various	
247	South	Fremont	Fremont Citywide Transit Signal Priority	$5.0	Various	
295	South	Fremont	Citywide Bus Shelter Improvements	$10.0	Various	
214	South	Newark	Citywide Bicycle Master Plan Implementation	$7.0	Dumbarton TOD	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	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	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	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.

Appendix C:

Draft Housing in PDAs – Historical Production & Affordable Pipeline

C1. Alameda County Permitted Housing by PDA (2014-2019)

DESCRIPTION

Summary of housing units permitted in Alameda County between 2014-2019 by Priority Development Area (PDA).
Source: Annual Progress Reports (APR), assembled by MTC and reviewed & updated by local jurisdictions in Fall 2021.

DEFINITONS

Housing Affordability	Housing affordability is calculated based on housing costs relative to household income levels. Housing costs that are 30% or less of a household's income are typically considered affordable. Housing can then be described as affordable to households of different incomes, and is typically broken up into income thresholds that calculate household income as a percentage of the county's Area Median Income (AMI), as defined by the California Department of Housing and Community Development (see below).
HCD State Income Limits	The California Department of Housing & Community Development (HCD) states that "State Income Limits apply to designated programs, are used to determine applicant eligibility (based on the level of household income) and may be used to calculate affordable housing costs for applicable housing assistance programs." Alameda County 2019 Area Median Income: $111,700 for a 4-person household - Very Low Income: Less than or equal to 50% of the AMI - Low Income: Between 50 and 80% of the AMI - Moderate Income: Between 80 and 120% of the AMI - Above Moderate Income: Equal to or more than 120% of the AMI

C1. Alameda County - Housing Permits Issued 2014-2019

**Based upon building permits submitted in Annual Progress Reports (APR); does not include permits without geographic information*

Jurisdiction	PDA Name	Housing Permits Issued by Income Level: 2014-2019*				
		Very Low	Low	Moderate	Above Moderate	Total
Alameda	Naval Air Station	47	43	16	578	684
Alameda	Northern Waterfront	39	25	34	457	555
Albany	San Pablo & Solano Mixed Use Neighborhood	0	0	0	182	182
Berkeley	Adeline Street	31	10	1	0	42
Berkeley	Downtown	14	0	0	567	581
Berkeley	North Berkeley BART	0	0	0	0	0
Berkeley	San Pablo Avenue	0	0	0	0	0
Berkeley	South Shattuck	14	19	0	172	205
Berkeley	Southside/Telegraph Avenue	22	0	0	337	359
Berkeley	University Avenue	15	0	0	171	186
Dublin	Downtown Specific Plan Area	26	39	1	408	474
Dublin	Town Center	0	0	0	680	680
Dublin	Transit Center/Dublin Crossings	0	0	55	1,054	1,109
Emeryville	Mixed-Use Core	87	19	25	357	488
Fremont	Centerville Transit PDA	0	0	11	401	412
Fremont	Downtown/City CenterTransit PDA	0	0	0	1,061	1,061
Fremont	Irvington Transit PDA	64	0	1	269	334
Fremont	North Fremont Blvd Connected Community PDA	0	0	0	80	80
Fremont	Osgood Rd Connected Community PDA	0	0	0	1	1
Fremont	Warm Springs Connected Community PDA	89	0	0	306	395
Fremont	Warm Springs Innovation District Transit PDA	205	314	2	2,258	2,779
Hayward	Downtown	0	0	0	477	477
Hayward	Mission Boulevard Corridor	40	19	2	181	242
Hayward	South Hayward BART	150	0	7	328	485
Hayward	The Cannery	0	0	0	235	235
Livermore	Downtown	0	0	12	278	290
Livermore	Isabel Avenue/BART Station Planning Area	0	0	204	226	430
Livermore	McGrath Southfront PDA	0	4	165	312	481
Newark	Dumbarton Transit Oriented Development	77	0	0	891	968
Newark	Old Town Mixed Use Area	0	0	0	0	0
Oakland	Coliseum Bay Area Rapid Transit Station Area	22	33	0	144	199
Oakland	Downtown & Jack London Square	250	54	20	7,214	7,538

Jurisdiction	PDA Name	Housing Permits Issued by Income Level: 2014-2019*				
		Very Low	Low	Moderate	Above Moderate	Total
Oakland	Eastmont Town Center / International Blvd TOD	91	288	0	215	594
Oakland	Fruitvale and Dimond Areas	108	20	1	631	760
Oakland	MacArthur Blvd Corridor	0	0	0	43	43
Oakland	MacArthur Transit Village	34	0	45	1,794	1,873
Oakland	North Oakland / Golden Gate	0	0	0	253	253
Oakland	San Antonio	124	85	2	140	351
Oakland	West Oakland	33	19	0	1,342	1,394
Pleasanton	Hacienda	76	10	0	514	600
San Leandro	BayFair TOD	0	0	0	0	0
San Leandro	Downtown Transit Oriented Development	109	88	0	4	201
San Leandro	East 14th Street	0	0	0	0	0
Unincorporated Alameda	Castro Valley BART	0	0	0	8	8
Unincorporated Alameda	East 14th Street and Mission Boulevard	85	0	0	16	101
Unincorporated Alameda	Hesperian Boulevard	34	61	3	1	99
Unincorporated Alameda	Meekland Avenue Corridor	1	0	2	4	7
Union City	Greater Station District Area	0	0	243	0	243
City Total (Within PDAs)	**Alameda**	86	68	50	1,035	1,239
	Alameda Unincorporated	120	61	5	29	215
	Albany	0	0	0	182	182
	Berkeley	96	29	1	1,247	1,373
	Dublin	26	39	56	2,142	2,263
	Emeryville	87	19	25	357	488
	Fremont	358	314	14	4,376	5,062
	Hayward	190	19	9	1,221	1,439
	Livermore	0	4	381	816	1,201
	Newark	77	0	0	891	968
	Oakland	662	499	68	11,776	13,005
	Pleasanton	76	10	0	514	600
	San Leandro	109	88	0	4	201
	Union City	0	0	243	0	243
Alameda County Total (By PDA Designation)	**Countywide (Within PDAs)**	**1,887**	**1,150**	**852**	**24,590**	**28,479**
	Countywide (Outside of PDAs)	**320**	**146**	**290**	**8,113**	**8,869**
	Countywide Total (Within & Outside PDAs)	**2,207**	**1,296**	**1,142**	**32,703**	**37,348**

C2. Alameda County Affordable Housing Pipeline

DESCRIPTION

List of Pre-Construction Affordable Housing Projects compiled by Enterprise Community Partners on behalf of MTC, and reflecting additions from local jurisdictions. The list is sorted alphabetically by jurisdiction.

Note from MTC: This [original] 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 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.

C2. Alameda County - Affordable Housing Developments in the Pipeline

**Pre-construction affordable housing developments in Alameda County*

Juristiction	ACTAC Added?	Project Name	Developer	Address	# Deed-Restricted Units	Project Description	Entitled? (As of 08/2020)	Located Within PDA
Alameda	Yes	North Housing Phase 1	Alameda Housing Authority	501 Mosley Ave	155	64 units senior affordable / 91 units permanent supportive housing	Y	Naval Air Station
Alameda	Yes	North Housing - Future Phases	Alameda Housing Authority	501 Mosley Ave	213	426 remaining, at least 50% low and very low	Y	Naval Air Station
Alameda	Yes	North Housing - Habitat	Habitat for Humanity	300 Mosley Ave	68	100% affordable to low and moderate	N	Naval Air Station
Alameda	Yes	RESHAP	Mid-Penn	2453 Hancock St	267	Replacing existing 200 (Homeless Accomodation) + 67 new	Y	Naval Air Station
Alameda	Yes	Site A, Phase II	TBD	100 W. Tower Ave	70	Moderate units for Site A	N	Naval Air Station
Alameda	Yes	Encinal Terminals	Tim Lewis Communities	1521 Buena Vista Ave	79	589 unit mixed use project (25 very low; 20 low; 34 moderate)	Y	Northern Waterfront
Alameda	Yes	Alameda Marina	Alameda Marina, LLC		103	32 VLI; 26 LI; 45 Moderate	Y	Northern Waterfront
Alameda	Yes	Boatworks	Boatworks, LLC	2229-2235 Clement Ave	21	182 residential units (13 very low; 8 moderate)	Y	Northern Waterfront
Alameda	Yes	Alameda Landing Waterfront	Pulte Homes	651 Martin Mariner Dr.	39	360 unit residential project (21 mod, 7 Low, 11 very low)	Y	Naval Air Station
Alameda	Yes	Pennzoil site	TBD	2015 Grand St.	14	90 unit townhome project	N	Northern Waterfront
Alameda	Yes	Block 8 - Family	Eden	170 Coronado Ave	70	Very low & low	Y	Naval Air Station
Albany	No	Albany Family Housing	SAHA	755 Cleveland Ave	62	20-60% AMI level, for families and homeless	Y	
Berkeley	No	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	No	Blake Apartments	SAHA	2527 San Pablo Ave	62	63 units for familes and special needs, 12 units prioritize special needs	Y	San Pablo Avenue

C2. Alameda County - Affordable Housing Developments in the Pipeline

**Pre-construction affordable housing developments in Alameda County*

Juristiction	ACTAC Added?	Project Name	Developer	Address	# Deed-Restricted Units	Project Description	Entitled? (As of 08/2020)	Located Within PDA
Berkeley	No	1740 San Pablo	BRIDGE Housing Corporation	1740 San Pablo	61			San Pablo Avenue
Emeryville	No	3600 San Pablo - Evoy	Resources for Community Development	3600 San Pablo	90	20%-60% AMI, with 22 units for homeless (may increase homeless count with County support, TBD)	N	Emeryville Mixed Use Core
Fremont	No	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	No	Doug Ford Apartments (formerly Irvington Senior Apartments)	Allied Housing	4038 Irvington Ave	89	Seniors, special needs set aside	Y	Irvington Transit PDA
Fremont	No	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	No	Centerville Pioneer	Centerville Presbyterian Church	3858 Bonde Way	4	Employees of the church	Y	Centerville Transit PDA
Fremont	No	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	Updated	Islander Motel	Resources for Community Development	4101 Mowry; 38853 and 38871 Bell St	128	LI, VLI, ELI households.	Y	Downtown/City Center Transit PDA
Fremont	Updated	Fairfield Residential	Fairfield Warm Spring, LLC	3048-3226 Tavis Place	102	Very Low (34 units) and Low (68 units)	Y	Warm Springs Innovation District Transit PDA
Fremont	Updated	Metro Crossing	Toll Brothers	44960 Warm Springs Blvd	132	Very Low (78 units), Low (52 units), and Moderate (2 units)	Y	Warm Springs Innovation District Transit PDA
Fremont	No	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
Fremont	Updated	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	North Fremont Blvd Connected Community
Fremont	Yes	Innovia	St. Anton Communities	3051 Quantum Rd	290	Low income	Y	Warm Springs Innovation District Transit PDA
Fremont	Yes	Osgood Apartments	Maracor Development, Inc.	41829 Osgood Rd	112	Extremely Low (12 units), Very Low (12 units), and Low (64 units),	Y	Irvington Transit PDA
Fremont	Yes	City Center Apartments	Branagh Inc./Allied Housing	38631 Fremont Blvd	60	Extremely low	Y	North Fremont Blvd Connected Community PDA

C2. Alameda County - Affordable Housing Developments in the Pipeline

**Pre-construction affordable housing developments in Alameda County*

Juristiction	ACTAC Added?	Project Name	Developer	Address	# Deed-Restricted Units	Project Description	Entitled? (As of 08/2020)	Located Within PDA
Hayward	No	Depot Community Apartments	Allied Housing	2595 Depot Road	125			
Livermore	No	Downtown Livermore	Eden Housing	SE Corner of Railroad Ave & South L St	130	20% - 60% AMI	N	Downtown Livermore
Livermore	Updated	Avance	MidPen	4260 First St	45	Special Needs set aside	Y	
Livermore	Yes	Vineyard 2.0	Housing Consortium of the East Bay	460 N. Livermore Ave	24	Less than 30% AMI for people experiencing homelessness	N	
Livermore	Yes	Pacific Avenue Senior	Satellite Affordable Housing	3701 Pacific Ave	140	20-50%, preference for seniors with some units set aside for people experiencing homelessness & veterans	N	
Oakland	No	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	No	Phoenix Apartments	EBALDC	801 Pine St	100	49 ELI (49 @ 30% AMI), 51 LI;	Y	West Oakland
Oakland	No	West Grand and Bush, Phase 1	EBALDC	760 22nd Ave & 2201 Brush St	58	Special Needs Set Aside	Y	West Oakland
Oakland	No	Mandela Station	MacFarlane Development		238			West Oakland
Oakland	No	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	No	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	No	Metro Square	Global Premier Development		100	Senior Set Aside	Y	Fruitvale and Dimond Areas
Oakland	No	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	No	MacArthur Blvd Residental 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
Oakland	No	Andover Heights	Foundation for Better Housing, INC	3414 Andover St	15		Y	Downtown & Jack London Square
Oakland	No	Frank G Mar	EBALDC	283 13th Street	119		Y	Downtown & Jack London Square

C2. Alameda County - Affordable Housing Developments in the Pipeline

**Pre-construction affordable housing developments in Alameda County*

Juristiction	ACTAC Added?	Project Name	Developer	Address	# Deed-Restricted Units	Project Description	Entitled? (As of 08/2020)	Located Within PDA
Oakland	No	Dr. Kenneth Anderson Senior Living	Williams Chapel Senior Housing, L.P.	1003 E 15th Ave	70			San Antonio
Oakland	No	500 Lake Park Apartments	EAH Housing	500 Lake Park Ave	53	20-80% AMI/Family	Y	
San Leandro	No	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	No	Lazuli Landing	MidPen	33407 Mission Blvd	80	20% - 80% AMI; rental; homeless preference on 20% AMI units; family housing	Y	
Union City	Yes	Station East Affordable Apartments	USA Living	7th Street	122	30% to 70% AMI / Rental /Family Housing	Y	Greater Station District Area
Union City	Yes	Station East Affordable Apartments 2.0	Integral Communities	Decoto Rd & 7th St	24	80% to 100% AMI / Rental /Family Housing	Y	Greater Station District Area

C3.

PRIORITY DEVELOPMENT AREAS AND AFFORDABLE HOUSING IN THE PIPELINE

Rail & Ferry Stations

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

PDA Designations

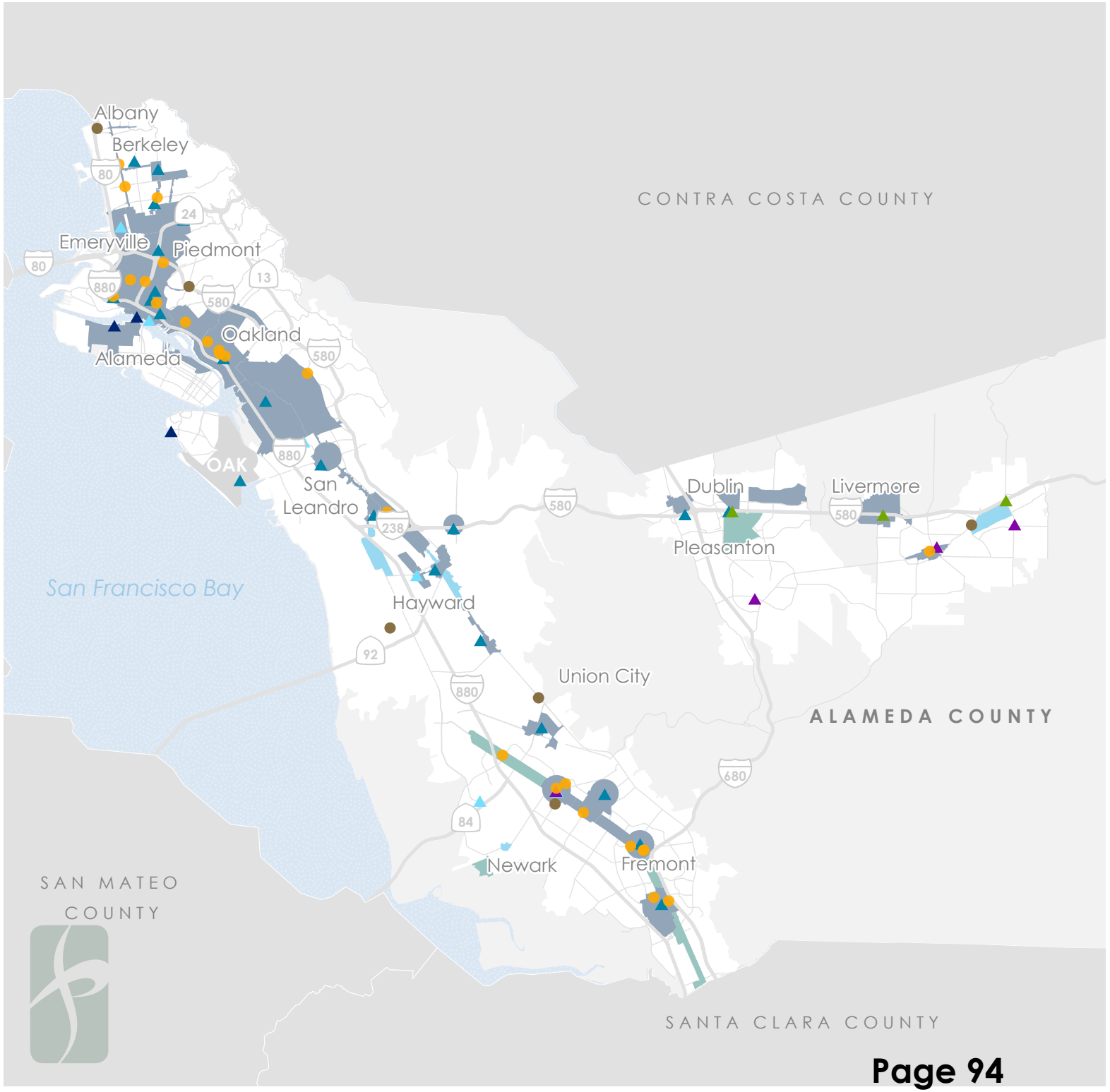
- Transit-Rich PDA
- Connected Community Within High Resource Areas PDA
- Connected Community Outside High Resource Areas PDA

Affordable Housing in Pipeline

- Within PDA
- Outside PDA

Source: MTC, Plan Bay Area 2050.

0 2 4 8 Miles



C4-1.

PRIORITY DEVELOPMENT AREAS AND AFFORDABLE HOUSING IN THE PIPELINE

North Planning Area

Rail & Ferry Stations

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

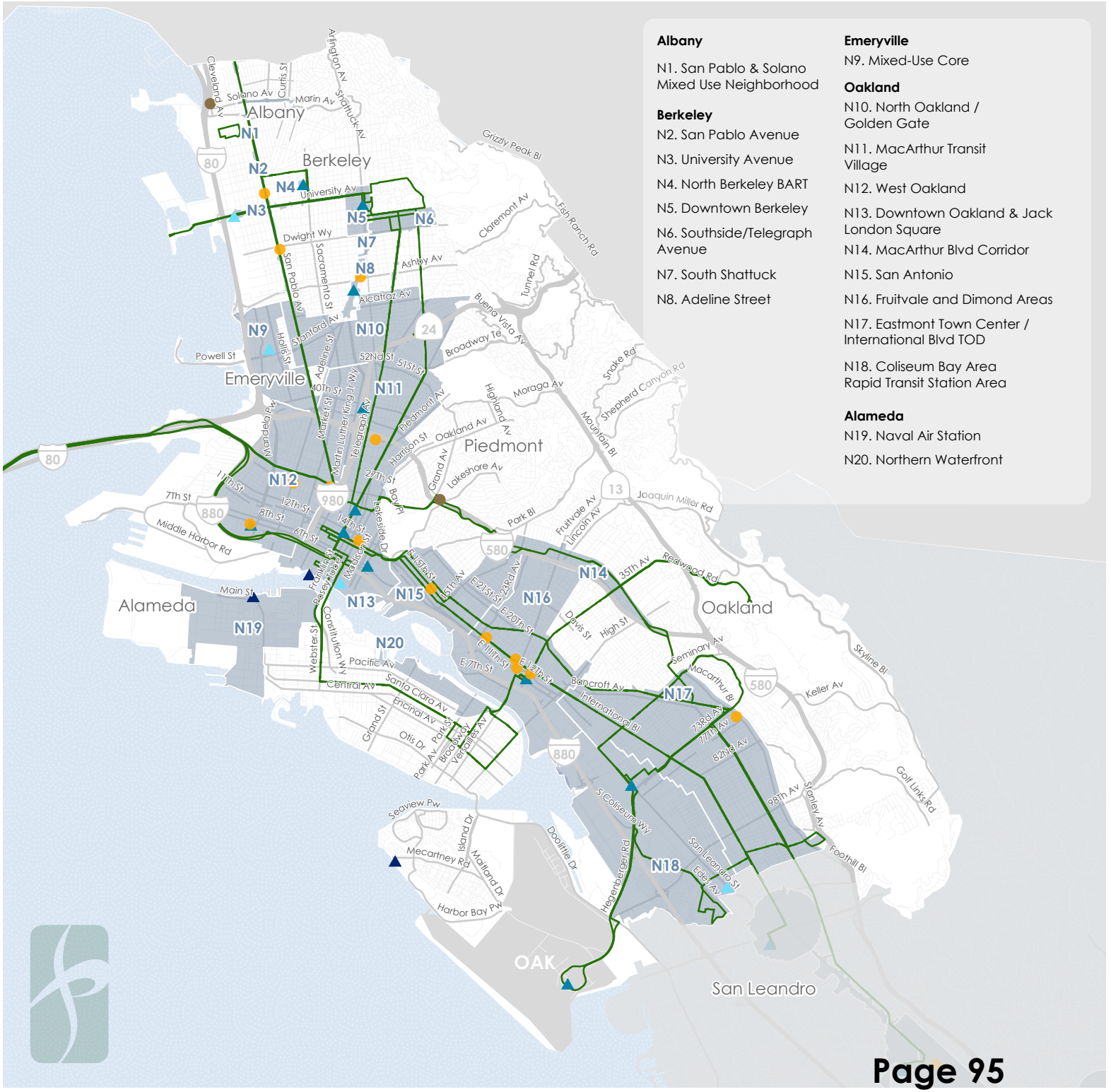
Affordable Housing in Pipeline

- Within PDA
- Outside PDA

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

Source: MTC, Plan Bay Area 2050.

0 0.75 1.5 3 Miles



Albany

N1. San Pablo & Solano Mixed Use Neighborhood

Berkeley

N2. San Pablo Avenue

N3. University Avenue

N4. North Berkeley BART

N5. Downtown Berkeley

N6. Southside/Telegraph Avenue

N7. South Shattuck

N8. Adeline Street

Emeryville

N9. Mixed-Use Core

Oakland

N10. North Oakland / Golden Gate

N11. MacArthur Transit Village

N12. West Oakland

N13. Downtown Oakland & Jack London Square

N14. MacArthur Blvd Corridor

N15. San Antonio

N16. Fruitvale and Dimond Areas

N17. Eastmont Town Center / International Blvd TOD

N18. Coliseum Bay Area Rapid Transit Station Area

Alameda

N19. Naval Air Station

N20. Northern Waterfront

C4-2.

PRIORITY DEVELOPMENT AREAS AND AFFORDABLE HOUSING IN THE PIPELINE

Central Planning Area

Rail & Ferry Stations

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

- High Frequency AC Transit & LAVTA Routes (≤15 min frequencies)
- AC Transit & LAVTA Routes (≤30 min frequencies)

PDA Designations

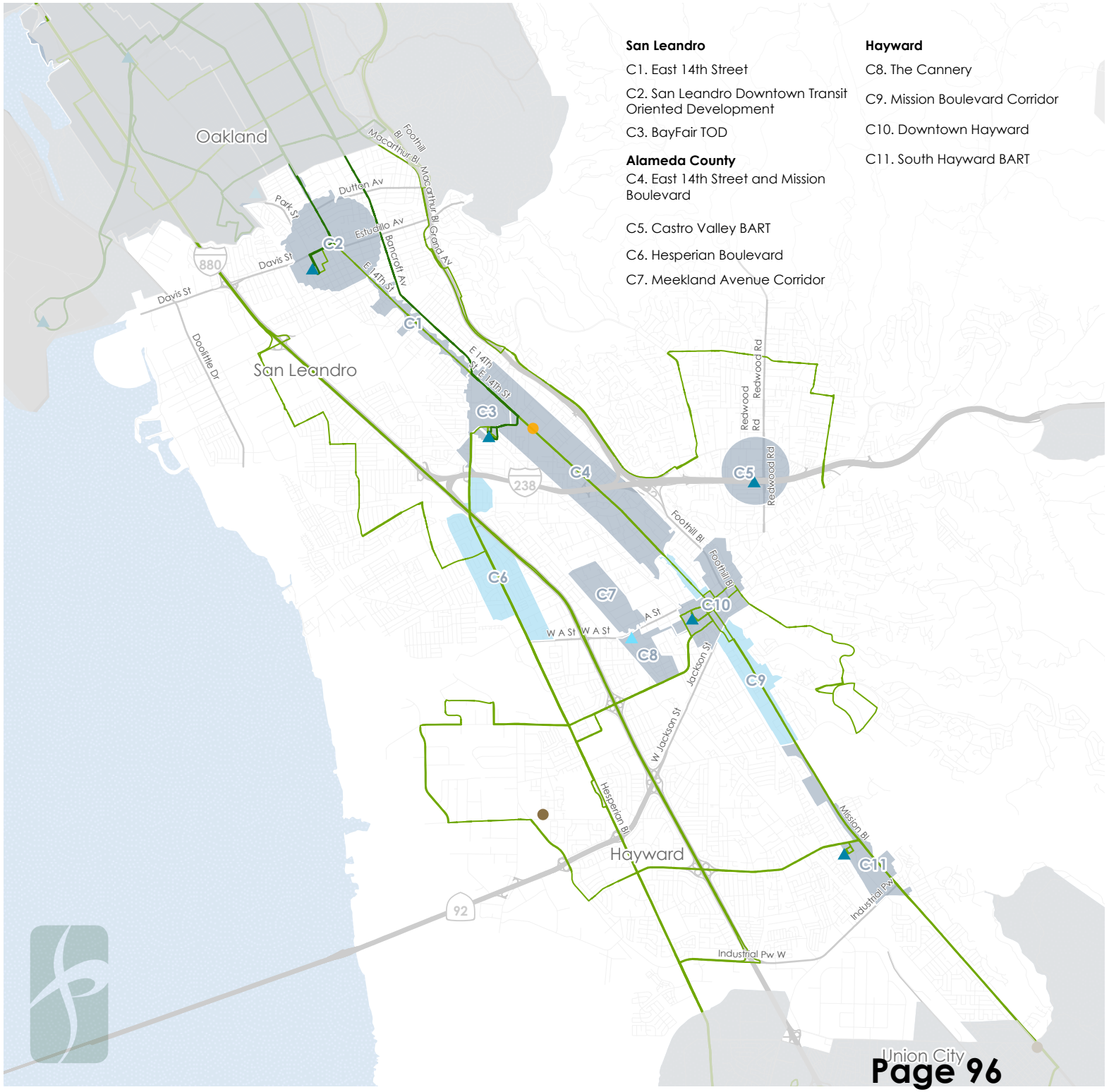
- Transit-Rich PDA
- Connected Community Within High Resource Areas PDA
- Connected Community Outside High Resource Areas PDA

Affordable Housing in Pipeline

- Within PDA
- Outside PDA

Source: MTC, Plan Bay Area 2050.

0 0.5 1 2 Miles



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

C4-3.

PRIORITY DEVELOPMENT AREAS AND AFFORDABLE HOUSING IN THE PIPELINE

East Planning Area

Rail & Ferry Stations

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

- High Frequency AC Transit & LAVTA Routes (≤15 min frequencies)
- AC Transit & LAVTA Routes (≤30 min frequencies)

PDA Designations

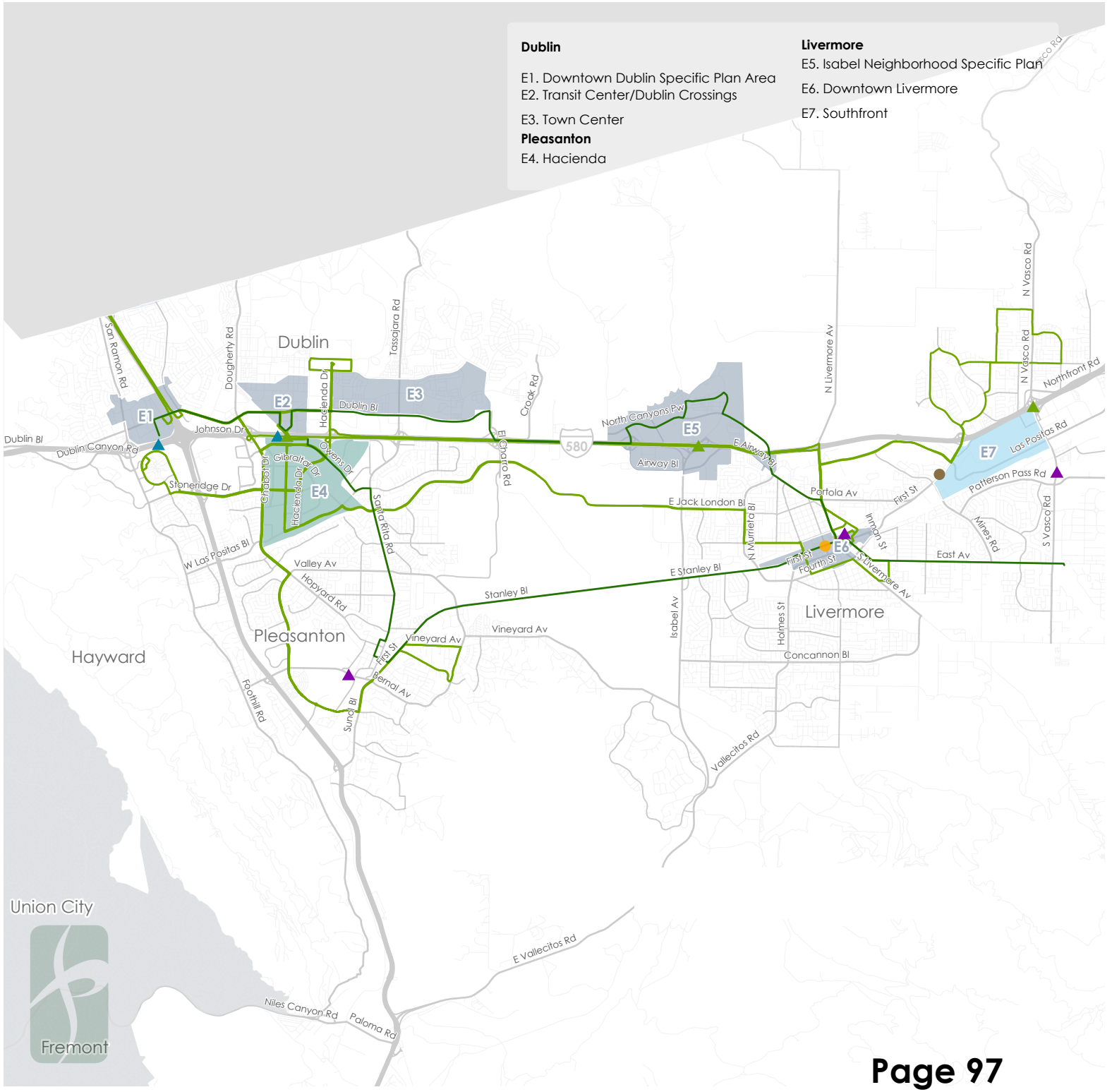
- Transit-Rich PDA
- Connected Community Within High Resource Areas PDA
- Connected Community Outside High Resource Areas PDA

Affordable Housing in Pipeline

- Within PDA
- Outside PDA

Source: MTC, Plan Bay Area 2050.

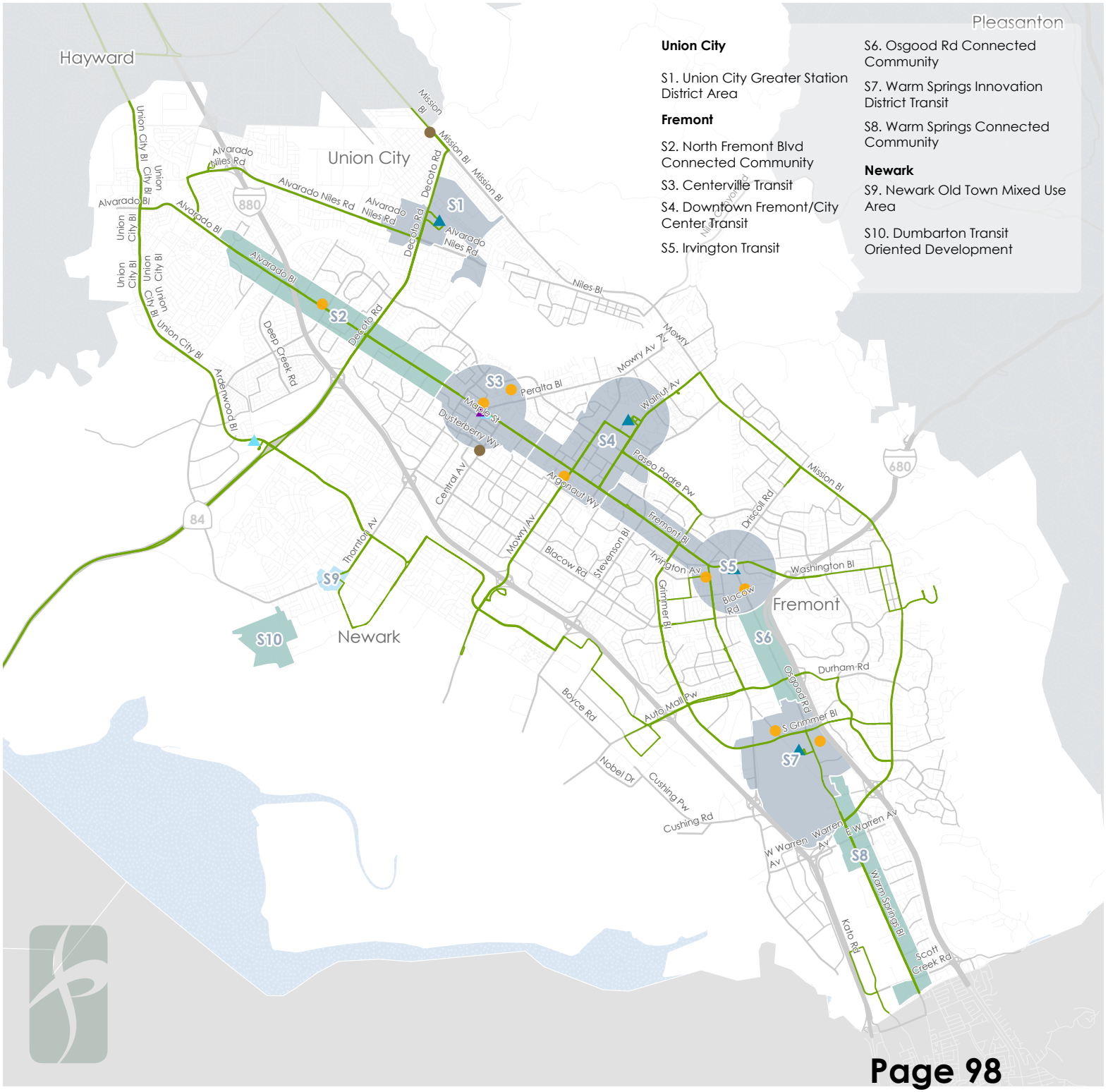
0 0.75 1.5 3 Miles



C4-4.

PRIORITY DEVELOPMENT AREAS AND AFFORDABLE HOUSING IN THE PIPELINE

South Planning Area



Rail & Ferry Stations

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

- 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

Affordable Housing in Pipeline

- Within PDA
- Outside PDA

Source: MTC, Plan Bay Area 2050.

0 0.5 1 2 Miles