



East Bay Transit-Oriented Development Mobility Enhancements Project

FY 2022 Transit and Intercity Rail Capital
Improvement Program (TIRCP) Application



APPLICATION INFORMATION

Bay Area Rapid Transit
2150 Webster Street
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2022

March 2, 2022

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RE: BART's East Bay Transit-Oriented Development Mobility Enhancements Project
2022 Transit and Intercity Rail Capital Program (TIRCP)

Dear Mr. Edison:

On behalf of the San Francisco Bay Area Rapid Transit District (BART), I am pleased to submit BART's request for \$49 million in funding from the 2022 Transit and Intercity Rail Capital Program (TIRCP) for our East Bay Transit-Oriented Development Mobility Enhancements Project ("Project"). As part of this Project, BART is submitting transportation elements at three (3) transit-oriented development (TOD) sites in the cities of Oakland and El Cerrito to support market-rate and affordable housing development. The proposed enhancements support California's priorities as outlined in the Climate Action Plan for Transportation Infrastructure (CAPTI), particularly Strategy 7 – Strengthen Transportation-Land Use Connections, by investing in transit improvements that directly support land use and affordable housing. Specifically, these investments will drive greenhouse gas (GHG) emissions savings and reduce vehicle miles traveled (VMT) by increasing ridership on BART and other transit in the sites and improving multi-modal transportation access. This Project leverages local funds – of the \$76.9 million total project budget, BART has secured \$27.9 million of matching funds, representing 36% of the funding.

The proposed Project elements include essential transportation infrastructure needs that both support BART operations and enable BART to provide critical equitable infill development at our stations in support of Plan Bay Area 2050, including over 2,000 new homes, with at least 30% at below market. These developments are "shovel ready," with two already entitled and awaiting funding to begin construction and the third to use state streamlining provisions to accelerate the entitlement process. Improvements at these projects include parking reduction and consolidation into a garage, in combination with on-street parking management, which together will free up property to enable TOD, bike and pedestrian improvements, transit center improvements, replacement of BART's uninterrupted power supply, new public spaces, and amenities supporting the passenger experience at the Lake Merritt, El Cerrito Plaza, and West Oakland stations. Without these Project elements, BART will be unable to complete the TOD projects and realize the significant ridership increases, VMT reductions and greenhouse gas emission savings.

March 2, 2022

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BART strives to achieve several goals through this Project and its overall TOD policy. These goals are directly reflected in the Project elements and align with TIRCP priorities, including:

- Connections to Sustainable Communities Strategy: Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.
- Expand and improve transit accessibility: Increase BART ridership, particularly in locations where the system has capacity to grow, leading to decreased greenhouse gas emissions in the region.
- Complete Communities: Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and incomes.
- Transportation Choice and Safety: Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property, through enhanced walkability and bikeability, and seamless transit connectivity – leading to safer transit connections for all communities.
- Provides direct and meaningful benefits to disadvantaged communities: Serve households of all income levels by linking housing affordability with access to opportunity.

BART has designed the proposed Project elements to meet these important goals and has worked diligently to identify and secure local funding sources. To date, BART has secured \$27.9 million for the Project from a combination of state, local and private sources. Additionally, the Metropolitan Transportation Commission (MTC) is providing a letter of consistency that the Project meets local planning goals.

We appreciate your consideration of this application and would be happy to answer any questions or provide additional materials as needed. As BART's General Manager, I have reviewed the materials submitted and approved the cost estimates provided in this application, including the amounts and fund sources cited.

Please do not hesitate to contact me or Richard Fuentes (rfuente@bart.gov) with any questions regarding this application.

Sincerely,



Robert M. Powers
General Manager

2 PROGRAM NARRATIVE

2.1 Project Summary Data

<i>Project Title:</i>	East Bay TOD Mobility Enhancement Project
<i>Lead Applicant:</i>	San Francisco Bay Area Rapid Transit (BART) District
<i>Project Priority:</i>	This is the only project BART is submitting for TIRCP funding in 2022 Cycle 5 round.
<i>Project Purpose and Need:</i>	BART is submitting transportation elements at three transit-oriented development (TOD) sites in the cities of Oakland and El Cerrito to better support market-rate and affordable housing development, transit ridership increases leading to reduced greenhouse gas (GHG) emissions, enhanced multi-modal transportation access, and more. The transportation elements included in the TIRCP request are essential to the success of the overall developments and increased transit ridership.
<i>Project Location:</i>	BART is located in the San Francisco Bay Area, in the counties of San Francisco, Alameda, Contra Costa, San Mateo, and Santa Clara. Specifically, the TOD project locations included in this submission are in the East Bay, located at El Cerrito Plaza, West Oakland, and Lake Merritt BART stations.
<i>Project Mode(s):</i>	Heavy rail
<i>Multi-Agency Coordination:</i>	BART is coordinating with MTC. MTC has provided contributions for AB2923 implementation to accelerate delivery of housing on public lands. The project is consistent with Plan Bay Area 2050 implementation plan on public lands. A letter confirming this consistency is included in <i>Appendix A. Letters of Support</i> . BART is also coordinating with other regional and local communities and transportation agencies.
<i>GHG Reductions:</i>	241,748 metric tons (MT) of CO2 equivalent reduced over the next 50 years (project life) GHG Emission Reductions/TIRCP Funds Requested (MTCO2e/\$) – 0.002608

TIRCP Funds Requested/TIRCP GHG Emission Reductions (\$/MTCO2e) - \$383

Funding Requested: TIRCP Funding Request: \$49 million

Non-TIRCP Matching Funds: \$29.7 million

Point of Contact: Richard Fuentes (RFuente@BART.gov)

2.2 Project Costs

The estimated total cost for the East Bay TOD Mobility Enhancements Project (the Project) is \$76.9 million and the 2022 cycle 5 TIRCP grant request is for \$49 million.

This total cost of \$76.9 million reflects the transportation elements included in the TIRCP request **only** and does not reflect the substantial funding going towards the overall TOD projects discussion in this application. Total costs for all TOD projects included in this application is over \$2 billion (\$2.15 billion). These housing projects, and the benefits described in this application, are not possible without the transportation elements included in this application.

The project will support the delivery of 12 mobility enhancements across three TOD sites. The specific project elements are detailed in Section 2.4.1 Detailed Project Description.

2.2.1 Funding Plan

The Project’s funding plan includes commitments from BART, private developers, and the cities of El Cerrito and Oakland. Please see the funding plan below and associated PPR forms (Appendices) for more information.

East Bay Transit-Oriented Development Mobility Enhancements Project

Table 2-1. Total Project Costs and Funding Sources

Project Component	Total Project Cost	TIRCP Request (Million)	Match Amount 1	Match Source 1	Confirmed or Expected	Match Amount 2 (if applicable)	Match Source 2	Confirmed or Expected	Match Amount 3 (if applicable)	Match Source 3	Confirmed or Expected
El Cerrito Plaza TOD											
BART rider parking garage	\$16,000,000	\$12,800,000	\$3,200,000	BART	Confirmed						
On-street parking management	\$600,000	\$600,000									
Bike & Pedestrian Improvements	\$17,700,000	\$8,400,000	\$1,500,000	BART	Confirmed	\$ 6,600,000	Private Developer Contribution	Expected	\$ 1,200,000	AHSC	Expected
Transit Center Improvements (including wayfinding & digital signage)	\$8,000,000	\$2,400,000	\$800,000	BART	Confirmed	\$ 4,000,000	Private Developer Contribution	Expected	\$ 800,000	AHSC	Expected
Sub-Total	\$42,300,000	\$24,200,000	\$5,500,000			\$10,600,000			\$2,000,000		
Lake Merritt TOD											
UPS Relocation	\$17,900,000	\$12,900,000	\$5,000,000	BART Funds	Confirmed						
Parking Lot Parcel – intermodal plaza and waterproofing	\$2,100,000	\$1,100,000	\$1,000,000	Private Developer Contribution	Expected						
Bike & Pedestrian Safety Improvements, Wayfinding	\$6,900,000	\$5,500,000	\$1,400,000	Private Developer Contribution	Expected						
Sub-Total	\$26,900,000	\$19,500,000	\$7,400,000								
West Oakland TOD											
Cycle Tracks	\$4,000,000	\$3,000,000	\$1,000,000	Private Developer Contribution	Confirmed						
Bus shelters	\$600,000	\$500,000	\$100,000	Private Developer Contribution	Confirmed						
Bike station	\$2,500,000	\$1,500,000	\$1,000,000	AHSC Grant	Confirmed						
Wayfinding	\$600,000	\$300,000	\$300,000	AHSC Grant	Confirmed						
Sub-Total	\$7,700,000	\$5,300,000	\$2,400,000								
TOTALS	\$76,900,000	\$49,000,000	\$27,900,000			10,600,000			2,000,000		

2.2.2 TIRCP Funding Cycle

The \$49 million requested in this 2022 TIRCP application will be programmed over FY21/22 to FY25/26 and will be allocated as soon as possible post award.

2.2.3 Match Sources

Matching sources come from the following parties.

BART Land Discount: BART will ground lease the land to the TOD developers and, in keeping with agency practice, intends to financially support high levels of affordable housing in the TODs by discounting the land.

Private Developer Partners: Each of the TOD projects have private developer contributions for the transportation elements included in this request. These developers have committed the funds as outlined in the funding plan shown above.

Other Grants: BART has secured or expects to secure other grant funding sources for specific elements outlined in the funding plan above. These grant programs include State Affordable Housing and Sustainable Communities (AHSC) Program funds, Infill Infrastructure Grant (IIG) Program funds, and One Bay Area Grant (OBAG) funds.

City of El Cerrito: While not an eligible match in the funding plan, the City of El Cerrito will commit \$150,000 in kind for a new staff position that will be committed to the on-street parking management element.

All funds detailed in the funding plan are reasonably expected. No funding source require obligation or expenditure by a specific date.

2.2.4 Funding for Initial Operating Costs

BART is committed to operating and maintaining all BART right of way included with this request, including the BART Parking lot at El Cerrito Plaza and the Uninterrupted Power Supply (UPS) relocation at Lake Merritt Station. BART commits funding for this operating through BART funds.

New infrastructure, including the housing units, will be operated and maintained by the developers for each TOD. Additionally, areas with land lease areas will be operated and maintained by the developer. For example, the Bike Station at El Cerrito Plaza will be maintained by the developer.

Public infrastructure will be operated and maintained by the city where the TOD is located. For example, the On-Street parking and East-West bike connection at El Cerrito Plaza will be operated by the City of El Cerrito.

2.3 Scaled Request

While BART is submitting this full application for \$49 million in TIRCP funds, a scaled request has been developed to fully fund the most impactful items included in BART's overall project request, including the UPS relocation at Lake Merritt TOD, the Bike Station at West Oakland, and the BART Parking Garage at El Cerrito Plaza. The table below shows this scaled request in detail, including a 25 percent match to the \$27.2 million scaled TIRCP request.

While the scaled TIRCP request is significantly less than the full TIRCP request, the same ridership and greenhouse gas reduction benefits are associated with this scaled amount as the full \$49 million request. The necessary transportation elements noted below are required to realize the greenhouse gas emissions modeled as part of the overall TOD projects. Hence, a \$27.2 million TIRCP award for these specific transportation elements will still yield significant ridership and greenhouse gas emission reduction benefits shown in section 3.1.1.1 of this application.

For more on the scope of the transportation elements included in this scaled request, please see associated sections in Section 4.1 Scope.

Table 2-2. TIRCP Scaled Request

Project Component	Total Project Cost	TIRCP Request	Match Amount	Match Source
Lake Merritt TOD – UPS Relocation	\$17,900,000	\$12,900,000	\$5,000,000	BART Funds
West Oakland Bike Station	\$2,500,000	\$1,500,000	\$1,000,000	AHSC Grant Program
El Cerrito Plaza Parking garage	\$16,000,000	\$12,800,000	\$3,200,000	BART
Total	\$36,400,00	\$27,200,000	\$9,200,000	

2.4 Eligibility

2.4.1 BART Eligibility

BART is the lead applicant and meets the eligibility requirements of the 2022 TIRCP as outlined in the application guidelines. BART is a public agency operating an urban/suburban rail transit service in the San Francisco Bay Area. BART assumes responsibility and accountability for the use and expenditure of program funds. BART will comply with all relevant federal and state laws, regulations, policies, and procedures.

The BART system currently consists of 131 miles of track and 50 stations, carrying approximately 405,000 trips on an average weekday pre-COVID, and operates in five counties: San Francisco, San Mateo, Alameda, Contra Costa, and Santa Clara. The existing system operates as five lines designated by different colors – Yellow, Green, Red, Orange and Blue. Four of these lines – all but the Orange Line – merge into a single double-track alignment connecting San Francisco and Oakland through the Transbay Tube. BART owns the parcels in

consideration for development at each TOD site, and also owns an estimated 250 acres at 27 stations that could accommodate future development.

2.4.2 Project Eligibility

The Project meets the eligibility requirements of the 2022 TIRCP as outlined in the application guidelines by delivering integrated service and multimodal initiatives. The Project will also contribute to increased ridership and the reduction of GHG emissions, as outlined in the Project Benefits section.

- » Significant ridership increase, dependent on the transportation elements detailed in the scope of this request
- » Significant GHG emissions reductions based on increased ridership projections
- » Safety improvements included in each of the TOD transportation element's designs
- » Reliability and state of good repair included in the UPS replacement, specifically.

2.5 Expanded Project Summary

BART is submitting transportation elements at three transit-oriented development (TOD) sites in the cities of Oakland and El Cerrito to support market-rate and affordable housing development, ridership increases on BART leading to reduced greenhouse gas (GHG) emissions, enhanced multi-modal transportation access, and improved safety. The transportation elements included in the TIRCP request are essential to the success of the overall developments and increased BART ridership.



Figure 2-1. Project Locations

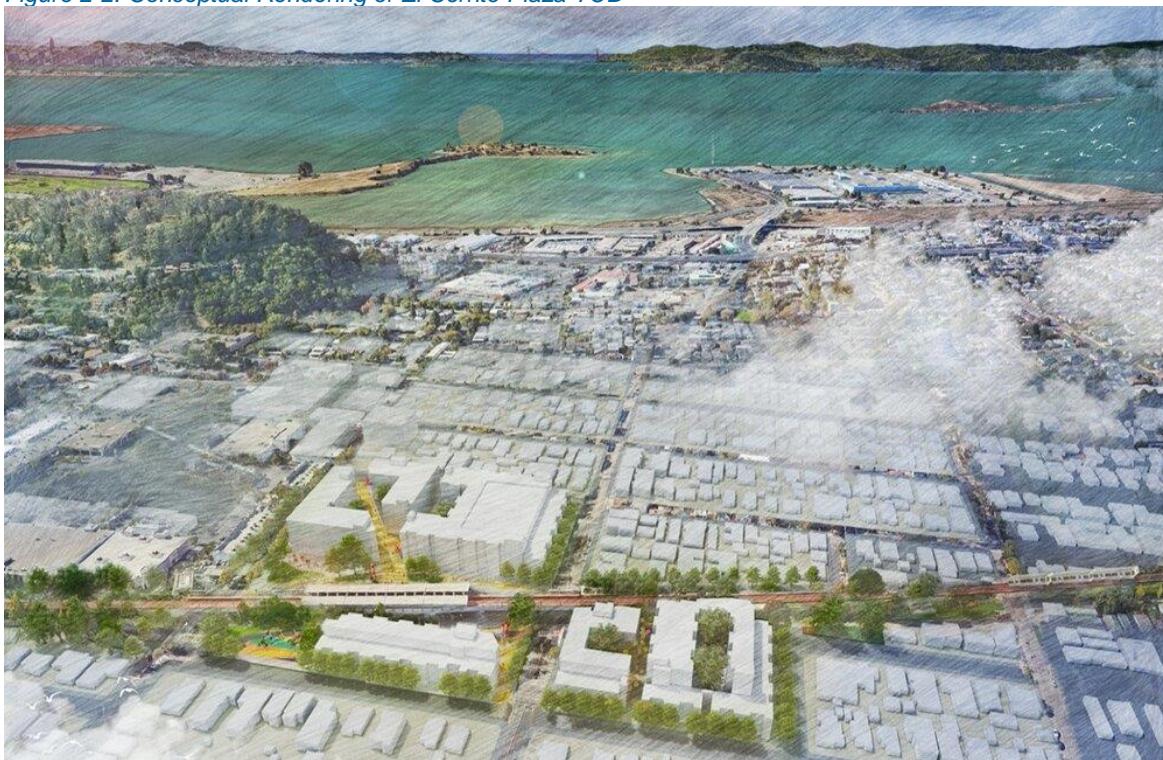
2.5.1 Detailed Project Description

The three overall TOD projects and specific transportation elements requested in this TIRCP application are described in more detail below.

2.5.1.1 El Cerrito Plaza TOD

BART and the City of El Cerrito have identified the BART patron parking lots surrounding El Cerrito Plaza BART station as a TOD opportunity site. In November 2020, BART selected a developer to construct 600-800 apartments on the existing surface lots which currently have 740 parking spaces. This TOD will be made possible by consolidating a lesser amount of off-street parking into a garage for BART riders who need to park at the station to access BART. 37% of the future apartments will be affordable housing serving households with incomes up to 60% of the Area Median Income (AMI).

Figure 2-2. Conceptual Rendering of El Cerrito Plaza TOD



Efficient management of parking supply and demand near the station will enable a harmonious relationship between BART and its El Cerrito neighbors, while modeling best practices in sustainable, healthy, and lively urban development. Significant active transportation improvements have been added into the project to support access and mobility in the project area as ridership grows.

Specific elements requested in this TIRCP grant application include:

- » A 150-space parking garage for BART riders (a reduction in off-street parking) with electric-vehicle charging facilities.
- » On-street parking management implementation: Demand-based, zone-based pricing to ensure parking availability and reduce the traffic impact from unregulated parking
- » Bicycle and Pedestrian Improvements including:

- Bike Station: Secure parking for at least 350 bicycles for BART riders. The design will accommodate space needed for many types of bikes such as: cargo bikes, e-bikes, adaptive bikes to encourage families, seniors, and people with mobility challenges to shift from parking cars to parking bikes at BART. The bike station may include a bike repair shop and/or electric-bike lending library depending on market conditions and other grant opportunities (E.g. AHSC).
- Ohlone Greenway Enhancements: New connections to the east side of the station, creating attractive and safe biking and pedestrian access to BART by significantly minimizing conflicts with motorized vehicles
- East-West bike connection: A roughly half-mile protected bikeway to provide a much-needed safe and comfortable connection for residents and commuters to the San Pablo Ave commercial corridor, the Ohlone Greenway, and the residential neighborhoods to the east
- » Transit/passenger loading improvements including:
 - Oak Street extension to prioritize transit connectivity and consolidate bus lanes on one side of the station including traffic calming design elements such as raised crosswalks.
 - Transit plaza with bus shelters
 - Wayfinding & digital signage
 - Additional passenger loading areas including dedicated ADA space

2.5.1.2 Lake Merritt TOD

The overall Lake Merritt TOD project is part of a master planned program that includes more than 550 new homes in three residential buildings, of which more than 40% will be below market rate, and affordable to households from 30% AMI to 120% AMI, with deeply targeted homes for seniors and large families. The program also includes more than 500k square feet of commercial space, including a stand-alone office building with both market and community serving below market rate commercial space, retail, and future childcare space, as well as a paseo on top of the BART tunnel that bisects the site, and visually connects to two linear blocks of open space to the BART Plaza and Madison Square Park towards Chinatown. BART will purchase two new cars on the behalf of this project and will bring two new rail cars into service to increase the frequency of trains above pre-pandemic levels, lengthen service vehicles during peak period, and remove aging service cars.

Figure 2-3. Detailed Rendering of Lake Merritt TOD



Specific Lake Merritt transportation elements requested in this TIRCP grant application include:

- » Replacement and relocation of an **Uninterruptable Power Supply (UPS)**: Relocation from its existing location in the Metro Building, which is slated to be demolished to make way for the TOD. All hard and soft costs for the project such as electrical, structural and architectural designs and construction support. More on the need for UPS replacement is in the Project Benefits and Impacts section.
- » **Design and construction of an intermodal plaza and public paseo**
 - The east-west, mid-block paseo above the BART tunnel creates an 80-foot-wide visual break between Buildings A and B. The wide BART Plaza at Oak Street accommodates the BART entries (headhouses) and creates a welcoming entry to the paseo.
 - The Plaza on Block I will provide publicly accessible open space, enhanced station entry access, enhanced landscaping, stormwater improvements, and upgraded bike lockers and dockless scooter corrals.
 - The pedestrian paseo provides mid-block activated open space and pedestrian access to the BART station and community gathering spaces.
 - The paseo will provide a new pedestrian-oriented connection between the BART entrances located on Oak Street and Laney College, Lake Merritt, and the Oakland Museum of California (OMCA) to the northeast.
 - Paseo design shall accommodate BART maintenance truck accessibility for regular maintenance of BART infrastructure and will conform with BART Facilities Standards for work over existing BART tunnels.
- » **Bicycle and pedestrian** safety improvements on Oak and Fallon Streets including:
 - High-visibility crosswalks
 - Raised crosswalks
 - Protected intersections
 - Pedestrian scale lighting
 - Corner bulb-outs

- Modified and new traffic signals and bike/ped signal enhancements (LPIs and APS)
- Two-way protected bike lanes
- Wayfinding signage
- Two 135-foot bus bulbs
- ADA-accessible bus shelters

Importance of the Uninterruptible Power Supply (UPS)

The UPS provides emergency power to the BART Transit Operations Facility (TOF). In the event of a power failure and serves as the TOF's computer system. It is also a stop gap between when PG&E utility power goes out and the emergency backup generator turns on to keep TOF computers running without an interruption. The UPS is considered critical infrastructure for the BART system.

The UPS relocation is necessary infrastructure to make way for TOD development on the to be vacant Metro Center Parcel owned by BART. The UPS is currently at 35% design and is a long term, critical project for BART.

2.5.1.3 West Oakland TOD

The West Oakland TOD, as proposed in the West Oakland Specific Plan (WOSP) on the site surrounding the West Oakland BART station, includes demolition of the existing 385-space West Oakland BART station surface parking lot and associated circulation, and construction of three new mid-rise and high-rise buildings, with a total of 762 residential units, 300,000 square feet of office space, and up to 53,491 square feet of ground-floor retail. One-third of all residential units will be affordable units serving households below the 30% Area Median Income (AMI). The overall project also includes, a surface plaza, and circulation elements and 397 parking spaces for the development.

Figure 2-4. Detailed Rendering of West Oakland TOD



Specific elements requested in this TIRCP grant application include:

- » **Bicycle and pedestrian** safety improvements including:
 - New cycle tracks (7th and Mandela Streets)
 - 18th Street Bikeway: Implementing a road diet, installing Class II lanes and Class III bikeways with high visibility crosswalks. Includes reconstruction of sidewalks and installation of ADA-compliant curb ramps
 - New bike station with attendant for up to 350 bikes
- » **Transit amenities** including:
 - New bus shelters on 7th Street
 - Wayfinding signage

2.5.2 About BART's TOD Program

BART is a steward of a large-scale public investment. This includes real estate assets essential to BART's transit operations, and real estate assets that can be used to catalyze transit-oriented development in furtherance of BART's purpose and goals. BART leverages these opportunities by working in partnership with the communities it serves in order to implement the regional land use vision and achieve local and regional economic development goals. Strengthening the connections between people, places, and services enhances BART's value as a regional resource.

In June 2016, BART Board adopted the [TOD Policy](#) which includes the following specific goals for the program:

- **Complete Communities.** Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and incomes.

- **Sustainable Communities Strategy.** Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.
- **Ridership.** Increase BART ridership, particularly in locations and times when the system has capacity to grow.
- **Value Creation and Value Capture.** Enhance the stability of BART's financial base by capturing the value of transit and reinvesting in the program to maximize TOD goals.
- **Transportation Choice.** Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property, through enhanced walkability and bikeability, and seamless transit connectivity.
- **Affordability.** Serve households of all income levels by linking housing affordability with access to opportunity.

BART's performance to date is encapsulated in the graphic below, which is an excerpt from BART's 10-Year Transit-Oriented Development Work Plan (2020-2030). Providing housing near BART stations encourages increased ridership and non-auto transportation choices, generates direct and indirect local jobs, and allows for reinvestment in public facilities. BART's TOD affordable housing goal of 35% affordable housing improves access to opportunity for all residents and serves as an anti-displacement tool. As those who live and/or work near BART stations drive fewer miles each year than the county average, The TOD policy supports a reduction of household GHG emissions caused by vehicle trips. **It is estimated that the TOD policy will offset up to 30% of household GHG emissions.**



Complete Communities

Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and incomes.

- BART's TOD projects implement locally adopted plans and are developed with extensive community input.
- Construction of BART's projects occurs under labor agreements with the local trades, using prevailing wages, and incorporates small business hiring goals.
- Every 100 units of housing built on BART property generates 450 direct and indirect local jobs.
- Residential and commercial development around transit generates more services and better livability for existing neighborhoods than parking lots.



Transportation Choice

Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property, through enhanced walkability and bikeability, and seamless transit connectivity.

- TOD residents walk, bike and use transit or shared mobility at least 30% more often than non-TOD residents.²
- Almost 60% of households living within ½ mile of a BART station own 1 or fewer cars.³



Sustainable Communities Strategy

Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.

- Locating housing and jobs near BART stations reduces per capita driving and its associated pollution and safety impacts compared with growth in auto-oriented areas.
- People living near BART drive 13 to 32% fewer miles each year than the countywide average.
- TOD produces 50% fewer auto trips than conventional development.¹
- Household greenhouse gas emissions from development near BART are at least 12% lower than the regional average. Coupled with BART's new transportation demand management requirements, TOD can offset up to 30% of household greenhouse gas emissions.



Affordability

Serve households of all income levels by linking housing affordability with access to opportunity.

- Typical transportation costs are 24% lower for households near BART versus the regional average.
- Building housing – especially affordable housing – is an effective anti-displacement tool.⁴ BART is committed to ensuring at least 35% of its units are affordable, with an overall goal of building at least 7,000 affordable homes on its land by 2040.



Value Creation and Value Capture

Enhance the stability of BART's financial base by capturing the value of transit, and reinvesting in the program to maximize TOD goals.

- Residential property near BART commands a premium of 15 to 18% over property 5 miles or further from BART resulting in an estimated \$17.3 billion added property value to residential properties that can be captured for public services by municipalities, BART and other agencies.
- BART station areas account for 13% of property tax base in the 4 counties served by BART but only 2% of the land area.
- BART has reinvested \$80 million in land value into its TOD projects, but leveraged over \$200 million in public amenities including customer parking, station improvements and public plazas.



Ridership

Increase BART ridership, particularly in locations and times when the system has capacity to grow.

- TOD residents take BART for their daily needs 35 to 85% more often than those living further away.⁵
- TOD residents are nearly twice as likely to commute to work on BART than non-TOD residents.⁶ (43% vs 22%)

3 PROJECT BENEFITS AND IMPACTS

3.1 Project Benefits

BART’s East Bay TOD Mobility Enhancements Project meets each of the primary evaluation criteria in significant and measurable ways, as described in more detail in the sections below.

The estimated useful life of the primary asset type (transportation improvements), for the TIRCP scope asset type is 50 years.

3.1.1 Primary Evaluation Criteria

3.1.1.1 Greenhouse Gas Emission Reductions

The greenhouse gas benefits described in this application derive from the increased ridership that the station TODs will create through increasing availability of housing at BART stations. **The transportation elements included in this application for TIRCP funding are necessary to the development of housing units at the station TODs.** Hence, the transportation elements are a necessary investment to gain the ridership benefits described in more detail in the next section.

Table 3-1. CARB Tool Outputs

CARB Tool Output	El Cerrito Plaza Total	Lake Merritt Total	West Oakland Total	Total
TIRCP GHG Emission Reductions (MTCO _{2e})	58,308	124,476	58,965	241,748
TIRCP Funds Requested (\$)	\$24,200,000	\$19,500,000	\$49,000,000	\$ 92,700,000.00
TIRCP GHG Emission Reductions/TIRCP Funds Requested (MTCO _{2e} /\$)	0.002409	0.006383	0.001203	0.002608
TIRCP Funds Requested/TIRCP GHG Emission Reductions (\$/MTCO _{2e})	\$415	\$157	\$831	\$ 383¹

As shown in Table 3-1, increased ridership from TOD implementation will lead to significant GHG emissions reductions over the lifetime of the Project (50 years). These total emissions (241,748 MTCO_{2e}) are equivalent to the following greenhouse gas emissions from:

- » Over 50,000 passenger vehicles driven for one year

¹ The \$/ton and ton/\$ are not the sum of the three projects. It’s calculated based on total GHG and total request.

- » Over 27 million gallons of gasoline consumed
- » Over 29,100 homes' energy use for one year
- » Over 267 million pounds of coal burned

Consistent with California Air Resources Board's (CARB) Quantification Methodology for the California State Transportation Agency Transit and Intercity Rail Capital Program, CO₂e emissions reductions for the first operational year and the final operational year of portions of the Project were estimated based on operating data. GHG emissions reductions rely on the increased ridership estimates detailed in the following section.

Appendix A. GHG Emissions and Ridership Modeling and Methodology details the modeling and assumptions in greater detail.

BART's Commitment to GHG Reductions – Wholesale Electricity Portfolio Policy

BART is one of the largest consumers of electric power in Northern California, using about 400,000 megawatt hours of electricity annually. This is about as much as the City of Alameda uses each year. The composition of BART's power portfolio impacts the greenhouse gas ("GHG") footprint of everyone who relies upon BART. By adopting the [Wholesale Electricity Portfolio Policy](#), BART is strengthening the region's commitment to sustainability.

Highlights of the policy include performance measures to maintain low and stable BART operating costs, and to achieve a wholesale electric portfolio that:

- » Has an average emission factor no greater than 100 lbs-CO₂e/MWh during the period 2017 through 2024 (inclusive).
- » Is from at least 50% Eligible Renewable sources and from at least 90% low and zero carbon sources by 2025.
- » Is 100% from zero carbon sources by 2035.
- » Is 100% from Eligible Renewable sources by 2045.

Through its first ever renewable energy RFP, BART on December 8, 2017 executed two long-term power purchase agreements (PPAs) with renewable energy developers for energy supplies that will meet at least 75% of BART's energy needs for 20 years beginning in 2021. In line with the Wholesale Electricity Portfolio Policy, BART staff negotiated the two PPAs with Recurrent Energy (for output from the 45 MW Gaskell West 2 solar project) and with NextEra Energy (for output from the 62 MW Sky River wind project). Both projects will be located in Kern County, CA and are slated for commercial operation on January 1, 2021.

3.1.1.2 Increased Ridership

The TOD sites include new housing, office space, and retail opportunities that will lead to an estimated increase in 1,399,832 transit trips per year. Ridership projections were based on BART planning tools that estimate the increase in ridership due to number of housing units, square footage of office and retail space, as well as parking details. The ridership models account for any decrease associated with parking spots that were eliminated as part of the development activities.

The projected increase in ridership is presented in Table 3-2. Appendix B. GHG Emissions and Ridership Modeling and Methodology details the modeling and assumptions in greater detail.

Table 3-2. Transit Ridership Projections

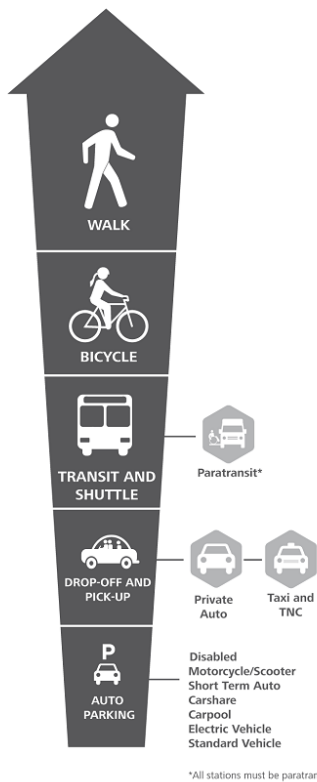
	El Cerrito Plaza Total	Lake Merritt Total	West Oakland Total	Total
Daily Transit Ridership Increase	1,150	2530	1,104	4,784
Annual Transit Ridership Increase	331,200	728,600	340,032	1,399,832

3.1.1.3 Service Integration

BART provides the backbone transit system throughout the Bay Area, accounting for 52% of all passenger miles traveled in the region on public transit. Every BART station provides local bus connections, allowing for multiple transfer opportunities. Table 3-3 lists the connections to local bus and other services, including private and publicly funded shuttle services at two of the three stations. The project will improve connections to the West Oakland, Lake Merritt, and El Cerrito Plaza BART Stations. Transit agencies that are either currently connected to the BART system or have plans for integration will benefit from growth in BART ridership and improved access to stations as BART provides its passengers with connections to destinations throughout the Bay Area.

Table 3-3. BART Major Transfer Points and Connections

BART Station	Transit Connections	Bicycle/Pedestrian Connections
El Cerrito Plaza	AC Transit Lines 71, 72, 72M, 79, and G	Ohlone Greenway
Lake Merritt	AC Transit Lines 1T, 18, 29, 33, 40, 62, 88, 96, 611, 840, O, and W Alameda County Embarcadero Cove Shuttle Alameda County Medical Center Highland Shuttle	Bay Trail
West Oakland	AC Transit Lines 14, 29, 36, 62, and 800 Flixbus	Mandela Parkway 7 th Street



In June 2016, the BART Board adopted a [Station Access Policy](#) that prioritizes investments in sustainable and equitable station access, prioritizing walking, biking and transit connections. The Station Access Policy recognizes TOD as a powerful tool for connecting communities and improving sustainable access to stations. TOD helps achieve BART’s systemwide [Access Policy](#) performance target to increase the percentage of riders who use active transportation to reach BART from 44% to 52% and decrease parking at the station from 27% to 16%. Figure 3-1 depicts BART’s station access investment priorities, with walking and bicycling receiving the highest investments of all access types.

Figure 3-1. BART Station Access Investment Priorities

Service Integration at El Cerrito Plaza TOD

With funding support from CalTrans and FTA, BART is currently leading the [Berkeley - El Cerrito Corridor Access Plan](#), in collaboration with the cities of Berkeley and El Cerrito, to provide a comprehensive approach to access and connectivity along this corridor. Community outreach and stakeholder engagement has been critical for this effort with dozens of virtual and in-person events and a Technical Advisory Committee (TAC). The TAC includes the Metropolitan Transportation Commission, Alameda County Transportation Commission, West Contra County Transportation Advisory Committee, AC Transit, and the jurisdictions of Berkeley, El Cerrito, Albany, Richmond and Contra Costa County (to represent the unincorporated area of Kensington).

The Corridor Access Plan encompasses the areas served by the El Cerrito Plaza, North Berkeley, Downtown Berkeley and Ashby stations. BART and the cities involved will work with developers to build about 2,500 affordable and market rate homes on the El Cerrito Plaza, North Berkeley, and Ashby BART stations’ parking lots. The Corridor Access Plan balances the need for BART rider parking, which is expensive to build and uses a lot of space, with sustainable transportation options that enhance community vibrancy and safety. The Corridor Access Plan also focuses on how to make the most of existing transit, shuttles, bike routes and parking along the corridor. A separate El Cerrito Plaza Access Plan specific to this station area is also underway and will incorporate strategies from the Corridor Access Plan. BART is coordinating extensively with AC Transit on both the Corridor Access Plan and El Cerrito specific access plan.

Additionally, improvements proposed at the El Cerrito Plaza TOD site will support service integration. The extension of Oak Street will create a state-of-the-art transit street that prioritizes access for those who take the bus and paratransit to transfer to BART by restricting private vehicles and including traffic calming elements, wayfinding and digital signage to enhance the transfer experience. Bus lanes will be consolidated on the extension of Oak Street, which will create an enhanced Ohlone Greenway to connect directly to the east side of the station. Private vehicles will be restricted, improving safe biking and pedestrian access to BART. Additional passenger loading is also proposed on public streets to ensure easy vehicle access from multiple points. Consolidating bus access, upgrading bike facilities, and enhancing pedestrian connections and passenger loading will promote station access alternatives and reduce reliance on single occupant automobiles.

Service Integration at Lake Merritt TOD

The [Lake Merritt BART Station Access Plan](#) identified a need for new bicycle, pedestrian, and transit infrastructure in order to reduce barriers of access to the Lake Merritt station. The barriers to access include limited bicycle/pedestrian routes, out of scale streets, and a station area that feels deserted despite neighboring activity. The plan recommends investment in alternative transportation modes and TOD as an approach to improving station access. TOD and placemaking improvements are recommended to improve access to and encourage use of the Lake Merritt BART Station, as well as increase the walk and bike access mode share.

The design of an intermodal plaza and public paseo will strengthen connections to the station and the surrounding Chinatown community. To serve increased ridership, BART will also purchase two new cars on behalf of this project. Bringing two new rail cars into service will increase the frequency of trains above pre-pandemic levels, lengthen service vehicles during peak period, and remove aging service cars. To further support improved connections to and from AC Transit and Alameda County Shuttles, the project will construct bus bulbs at two bus stops and replace the existing concrete canopies with ADA-accessible bus shelters. These enhancements will improve both the circulation of transit service near the station and the ability to access this service.

Service Integration at West Oakland TOD

The West Oakland BART Station is the first stop on the east side of the Transbay Tube and serves four transbay BART lines. Improving access to this station will also serve these connections and improve connections to the Mandela Parkway and 7th Street bicycle facilities. The [West Oakland BART Station Access Plan](#) identified a lack of pedestrian friendly streets and bicycle facilities as well as a need for increased transit service. The plan encourages implementing housing and retail within the station area.

The new bicycle facilities, including the new cycle tracks, class III bikeways and improvements to the 18th street bikeway will encourage increased bicycle access to the station. Providing new bus shelters on 7th street and wayfinding signage will also improve connections between services and create an enhanced transfer experience within the station area.

3.1.1.4 Safety Improvements

The transportation elements included in each of the three TOD sites will improve safety in the project area.

Safety at El Cerrito Plaza TOD

The 2020 [BART Walk and Bicycle Network Gap Study](#) identified a need for safer bicycle and pedestrian connections to the El Cerrito Plaza station. The study also encourages higher density housing near the El Cerrito Plaza station to bring more customers who can walk and bike to BART and support streetscape improvements that will make trips to the station safer and more comfortable. In addition to the housing provided at the El Cerrito Plaza TOD site, the proposed busway consolidated on the west side of the station and enhancement of Ohlone Greenway on the east side of the station will separate vehicle and pedestrian and bicycle access to provide safer, more direct access to the station. The consolidated busway will restrict private vehicles and provide traffic calming as well as wayfinding and signage improvements to enhance visibility for travelers. Consolidating parking in one garage and reducing parking from 740 to 150 spaces will also reduce parking related circulation, reducing opportunities for conflicts between modes. Managing on-street parking through demand-based pricing will result in less people circulating to look for parking reducing potential for collisions.

Safety at Lake Merritt TOD

Project improvements to enhance safety at the Lake Merritt TOD site include the reduction of driving lanes and parking, streetscape and intersection improvements, and protected bike lanes around the development site which directly connect to the 14th Street Bikeway Improvement Corridor the designated location for an east-west bikeway through downtown Oakland which is connected directly to the TOD via Fallon Street and Oak Street. While not immediately adjacent to the Lake Merritt TOD, the 14th Street improvements provide a an important benefit to the project because this corridor is part of a major route taken by bicyclists and pedestrians between Downtown and Chinatown. The 14th Street improvements are identified in the Lake Merritt BART Station Area Plan, The Oakland Bike Plan among other documents, and will enhance safe access for the 70,000 residents and employees traveling this route between Downtown, Lake Merritt, and Chinatown. The project team was able to secure AHSC funds in support of this effort as part of the Lake Merritt TOD funding plan. Prioritizing this facility and slowing traffic on this corridor will offer a safe route for travel between Downtown Oakland, Lake Merritt, West Oakland, and into Chinatown. The proposed 14th Street improvements and additions will have a significant positive impact on people that use the major City resources lining the route, including City Hall, Municipal office buildings, and community uses like the Main Branch Library, African American History Museum, the Oakland Museum of California, the Malonga Casquelord Center for the Arts, and the Hong Fook Community-based Adult Service Center.

One of the central transportation goals of the City of Oakland's Lake Merritt Station Area Plan and the Downtown Oakland Specific Plan is to convert overwide and fast one-way streets in the downtown core to two-way streets, or to improve the streetscape and design of one-way streets to promote slower and safer travel for all modes. The Lake Merritt BART TOD project is located on two of the one-way streets identified in those plans as priorities: Oak Street and 9th Street. The highest pedestrian volumes in the station area are currently on 9th Street between Oak and Fallon Streets. Bicycle and pedestrian safety improvements planned on Oak Street include new high-visibility crosswalks, protected intersections, pedestrian scale lighting, modified traffic signals, wayfinding signage, and ADA-accessible bus shelters. The project also proposes two-way protected bicycle lanes on 9th Street as well as ADA loading and protected crosswalks.

The Station Area Plan also identified difficult pedestrian crossings on Fallon Street. The project's proposed high visibility crosswalks and protected intersections on Fallon Street will improve pedestrian safety at these difficult crossings.

Safety at West Oakland TOD

The West Oakland TOD project will add a community plaza, street revitalization, new bike lanes and cycle tracks, sidewalks and other pedestrian and bicycle improvements that will improve the safety of those accessing the West Oakland BART Station. The community plaza, and reduction of vehicle lanes, which will contribute to a reduction in vehicle speeds, will create a more welcoming environment that prioritizes pedestrians and bicyclists. Implementing new bicycle facilities on 7th Street and Mandela Street will improve the safety of those bicyclists traveling to the station by providing enhanced visibility and reducing conflicts with vehicles. The project will also contribute to current neighborhood revitalization efforts by creating a variety of additional housing opportunities and expanded neighborhood retail opportunities that will focus on providing missing services as well as local business opportunities. More people living and working at this location will increase the vibrancy of the area, improving safety and comfort.

3.1.2 Secondary Evaluation Criteria

3.1.2.1 SCS and Reduction of VMT and GHGs

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) adopted an update to the Regional Transportation Plan ([Plan Bay Area 2050](#)) in October, 2021. The plan meets all state and federal requirements for a Regional Transportation Plan and Sustainable Communities Strategy (SCS) that integrates transportation, land use and housing to meet GHG targets set by the California Air Resources Board (CARB).

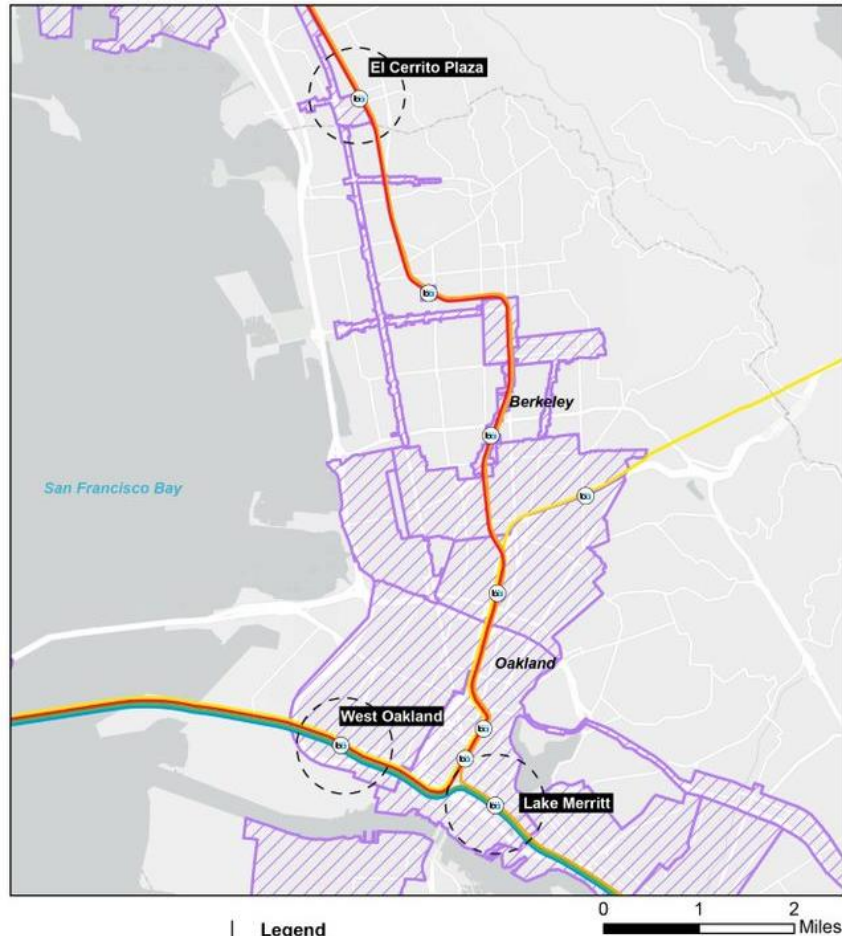
A key aspect of Plan Bay Area is to concentrate new housing and jobs in designated Priority Development Areas (PDAs) that are served by BART and other transit operators. PDAs are places near public transit that are planned for new homes, jobs and community amenities. By bringing transit, jobs and housing together in downtowns, along main streets and around rail stations, PDAs help the Bay Area reduce greenhouse gas emissions and begin to solve the region's housing crisis. Plan Bay Area calls for a 33% increase in the share of housing units located in PDAs that are well served by transit, many of which are centered around BART stations. Implementing the Plan Bay Area strategies would meet the state mandate of a 19% reduction in per capita emissions by 2035.

BART's [TOD Policy](#) contributes to the regions' SCS by encouraging and supporting high quality TOD, including new housing, within walking distance of BART stations. TOD produces 50% fewer auto trips than conventional development². Locating housing and jobs near BART stations reduces per capita driving and its associated pollution and safety impacts compared with growth in auto-oriented areas. Additionally, people living near BART drive 13 to 32% fewer miles each year than the countywide average, and household greenhouse gas emissions from development near BART are at least 12% lower than the regional average.

² Arrington and Cervero, TCRP Report 128, Effects of TOD on Housing, Parking and Travel. <http://ctod.org/pdfs/2007TCRP128.pdf>. TOD multi-family housing produces 3.55 automobile trips a day compared to 6.77 for conventional multi-family and 10 for conventional single family

Each of the three TOD sites proposed in the project will support the SCS Strategy by delivering new community serving facilities and dense residential uses in designated PDAs. The El Cerrito Plaza TOD will support envisioned growth in the “San Pablo Avenue Corridor” PDA and the San Pablo Avenue Specific Plan. The West Oakland TOD will support the “West Oakland” PDA and the Lake Merritt TOD site will serve both the “Downtown Jack and London Square” PDA and the “San Antonio” PDA.

Figure 3-2. Priority Development Areas



Legend

 Bay Area Rapid Transit

 BART

 MTC Priority Development Areas**

The Metropolitan Transportation Commission defines a PDA as an area near transit planned for new housing, jobs and community amenities

FY 2022-2023 CalSTA Transit and Intercity Rail Capital Program
 San Francisco Bay Area Rapid Transit | Priority Development Areas Map

3.1.2.2 Benefit to Priority Populations

See Section 2.6 Disadvantaged Communities, Low Income Communities, and/or Low-Income Households for detailed information on project benefits to priority populations per TOD area.

Changes to BART ridership demographics

During the COVID pandemic, BART’s systemwide rider mix has shifted to lower income and more transit dependent riders, proving BART’s overall benefit to priority populations throughout the region. Figures Figure 3-5 and Figure 3-6 illustrate BART’s ridership demographics from the [2018 Customer Satisfaction Study](#) and the most recent [2020 Customer Satisfaction Survey](#). The change in demographics is summarized below:

- Increase in the share of BART riders who don't have cars (31% in 2018 to 53% in 2020)
- Increase in the share of BART riders from low-income households (32% in 2018 to 51%)
- Decrease in the share of BART riders who drove alone and parked (29% in 2018 to 17% in 2020)
- Increase in the share of Black and Latinx BART riders (27% in 2018 to 46% in 2020)

BART expects these demographics will continue to be a higher proportion of ridership as ridership increases post-COVID.

Jobs Co-Benefit Modeling

Per TIRCP guidelines, a jobs co-benefit assessment was undertaken for the projects included in this application. **Full results are included as an attachment to this application (Jobs Co-Benefits excel sheets and methodology memorandum).**

Table 3-4. Jobs Co-Benefit Tool

Assessment	Estimated Jobs
Total Full-time Equivalent Jobs Supported by Project Budget	679
Total Full-time Equivalent Jobs Supported by Project GGRF Funds	433
Full-time Equivalent Jobs Directly Supported by Project GGRF Funds	206
Full-time Equivalent Jobs Indirectly Supported by Project GGRF Funds	84
Full-time Equivalent Induced Jobs Supported by Project GGRF Funds	142

3.1.2.3 Project Priorities and Collaboration – Not Applicable

3.1.2.4 Geographic Equity

BART's [BART Station Access Policy](#) ensures that each of the three TOD sites proposed in the project are designed to provide equitable access and services to the surrounding area. The Projects' multimodal elements support the Policy's goal of investing in access choices for all riders, particularly those with the fewest choices.

Based on this policy, disadvantaged communities directly served by the Project will be able to share the benefits of BART accessibility. The Project will reduce the cost of living and increase access and mixed income housing options, providing greater access to opportunity. Additionally, the Project incorporated the policy's Universal Design principles to improve safety and ensure access is always available for everyone.

The Lake Merritt TOD project is aligned with the Lake Merritt Station Area Plan and BART's Strategic Plan, which states, "*In partnership with the communities BART serves, we will promote transit ridership and enhance the quality of life by encouraging and supporting transit-oriented development within walking distance of BART stations.*" The Station Area Plan's vision includes increasing the housing supply and providing services and retail options in the Lake Merritt station area. Specific goals identified in the plan include promoting more businesses near the Lake Merritt BART Station to activate the streets, creating safe public spaces, and promoting safer streets.

The West Oakland TOD project focuses on greatly enhancing the station's connection with the community by creating welcoming public places, active street frontages that prioritize the pedestrian experience and integrating the community focus on the arts.

The El Cerrito Plaza TOD project partners BART and the City to best provide station access for riders as mixed-income housing is built on the station's parking lots. This project will serve as an important multi-use and multimodal facility that is connected to the [DownTown District](#) framework of the [El Cerrito San Pablo Avenue Specific Plan](#). This Project is a key part of the Plan's goal to increase affordable housing near transit and facilitate more equitable connection options. As part of the Urban Design Framework in the Plan there will be improved connectivity through El Cerrito Plaza TOD to San Pablo Avenue Complete Streets project that will enable equitable access for local users and users passing through.

Affordable Housing: In April 2020, the BART Board of Directors amended its Transit-Oriented Development Policy to support the production of affordable housing. The policy amendments allow for a discount of up to 60% from fair market value for BART's TOD projects that include significant levels of affordable housing. Projects with a greater share of affordable housing, and serving households with lower incomes, are eligible for a higher discount.

3.1.2.5 MPO Consistency

[Plan Bay Area 2050](#) is both a transportation plan and a housing plan and makes the case that the Bay Area currently has a housing crisis, with a need for a tremendous amount of additional affordable and other housing to support a growing population. Given the Bay Area's high cost of housing and living, affordable housing located at transit stations is a regional priority identified in the SCS. BART's TOD Policy encourages and supports high quality TOD, including new housing within walking distance of BART stations. The project will provide new residential uses with connections to high quality transit service at three BART stations, supporting the regional plan goals of concentrating housing in places best served by transit.

BART Board of Directors-adopted policies require a minimum of 20% of units produced through BART TOD projects be affordable and set a goal of 35% affordable housing across its portfolio. Each of the project's three TOD sites will provide significant levels of affordable housing in support of these goals. Over 40% of the residential units provided in the Lake Merritt TOD will be affordable to households with incomes from 30% Area Median Income (AMI) to 120% AMI, with deeply targeted homes for seniors and large families. 37% of residential units provided in the El Cerrito Plaza TOD will be affordable housing, serving households with incomes up to 60% AMI and an additional 12% will target middle-income households (80-120% AMI). Over 30% of all units in the West Oakland TOD will be affordable.

"The San Francisco Bay Area Rapid Transit District (BART) is a steward of a large-scale public investment. This includes real estate assets essential to BART's transit operations, and real estate assets that can be used to catalyze transit-oriented development in furtherance of BART's purpose and goals.....As the steward of this investment, it is BART's responsibility to ensure its transit-oriented development projects are addressing public needs".

BART Transit-Oriented Development (TOD) Policy

In 2018, Governor Jerry Brown signed into law [Assembly Bill 2923](#), a bill authored by Assembly member David Chiu in response to BART's strong Board-adopted commitments to constructing housing on BART property. The AB2923 process supports and implements goals and objectives of Plan Bay Area 2050 by establishing a process to rezone developable BART-owned property by July 1, 2022 to support transit-oriented development, and establishing development streamlining provisions. AB 2923 requires localities to allow a baseline of zoning that supports the goals of BART's TOD Policy. AB 2923 parcels are BART-owned in either Alameda, Contra Costa, or San Francisco Counties, have at least ¼ acre of land, and are within ½ mile of a BART station entrance. Each of the project's three TOD sites consists of AB 2923 parcels.

The housing provided by the project also supports the [Final Regional Housing Needs Allocation Plan \(RHNA\) 2023-2031](#). The RHNA was adopted in December 2021 and identifies the total number of housing units that every local government in the Bay Area must plan to accommodate from 2023 to 2031. The RHNA established a regional housing needs determination of 441,176 total units among four income categories: very low, low, moderate, and above moderate. Table 3-5 outlines the jurisdiction-level housing needs determination for Oakland and El Cerrito.

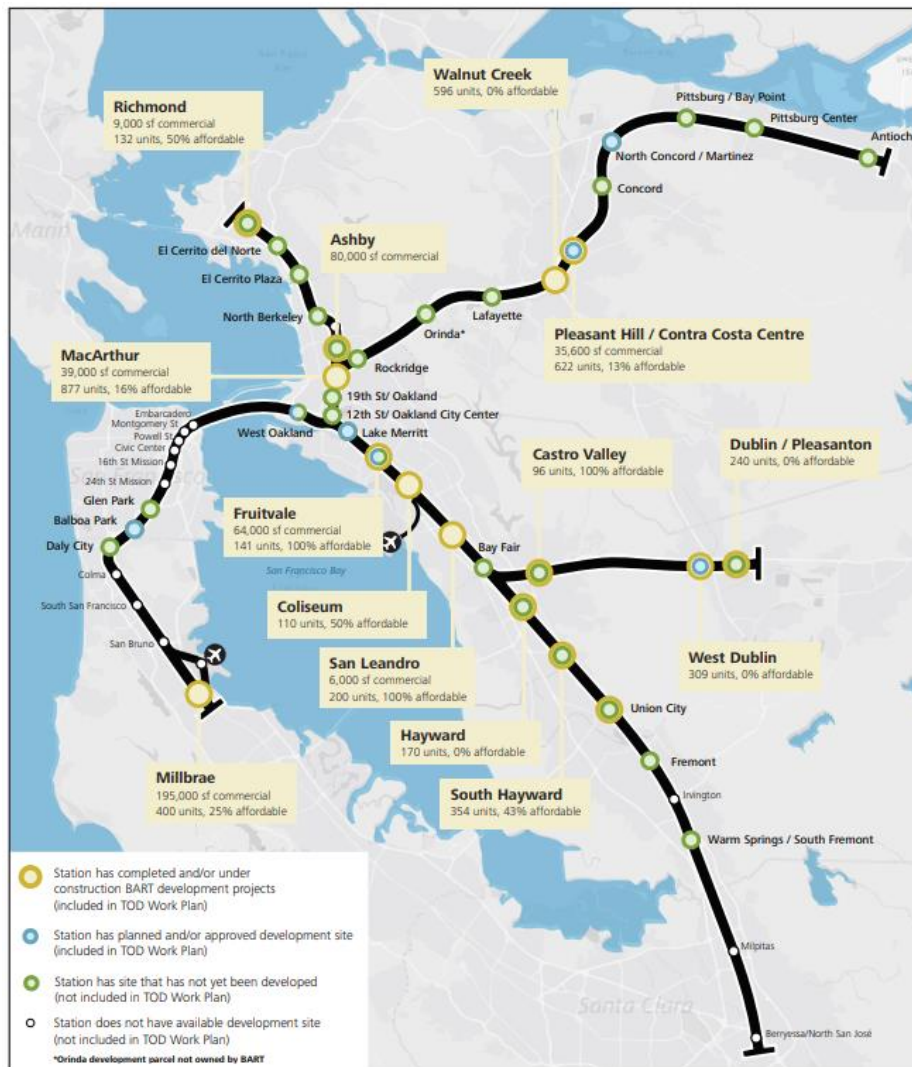
The project also supports the region's SCS goal of reducing per-capita GHG emissions in 2035 by 16%. Please see Section 3.1.2.1, SCS and Reduction of VMTs and GHG, for more information.

East Bay Transit-Oriented Development Mobility Enhancements Project

Table 3-5. RHNA Jurisdiction Level Housing Need Determination

Jurisdiction	Very Low Income (<50% of AMI)	Low Income (50-80% of AMI)	Moderate Income (80-120% of AMI)	Above Moderate Income (>120% of AMI)	Total
Oakland	6,511	3,750	4,457	11,533	26,251
El Cerrito	334	192	241	624	1,391

Figure 3-3. BART Transit Oriented Development Projects



3.1.2.6 Leveraging of Transportation Investments to Incentivize Infill Housing Production

While both the City of Oakland and the City of El Cerrito are communities that support the development and preservation of affordable housing through policies including an inclusionary housing ordinance and housing trust fund, the reduction of parking requirements for affordable housing, the strong support of transit oriented development including affordable housing, and other policies, neither City has yet applied for the Prohousing Designation Program through the California Department of Housing and Community Development. For this reason, it is not possible at this time to state that the Cities where the projects are located meet the definition as outlined in the guidelines as Prohousing. While the projects do not meet the definition of being in a pro-housing designation jurisdiction, the Project is considered a transit-oriented development that supports low-income housing

As described more in the previous section, BART's project engages in affordable, residential transit-oriented development on land owned by BART and in conjunction with the private developer partners. As transit-oriented development sites at BART stations, these investments are within ½ mile of all three stations that serve as the project area. The transportation improvements included in this request for TIRCP funds are necessary to the completion of the overall TOD projects.

3.1.2.7 Freight Movement Benefits – Not Applicable

3.1.2.8 Committed Supplemental Funding

Please see Section 2.2.3 Match Sources for a detailed discussion on the committed funding for this TIRCP request. As these projects are specifically tied to TOD projects, there is significant support from developers (private funds) for the overall TOD projects, which total more than \$2 billion. As stated previously, the benefits of increased ridership and decreased GHG emissions from the overall TOD projects are not possible without implementing the transportation elements described in this application.

3.1.2.9 Service Expansions and Financial Viability of Project – Not Applicable

3.1.2.10 Private Infrastructure Improvements

The East Bay TOD Mobility Enhancement Project does not improve private infrastructure but does facilitate private investment through the development of TODs on each of the project sites. BART is working in partnership with private real estate developers to plan and build the housing developments included in the TOD projects.

3.1.2.11 Pursuit of Funding from GHG Reduction Programs

BART has successfully applied and received funding from other GHG reduction programs, including the Affordable Housing and Sustainable Communities (AHSC) Program. AHSC funding is allocated to portions of this application, as shown in the Funding Plan. However, the GHG benefits included in that application have been removed from the GHG modeling and outputs shown here.

3.1.2.12 Relevant Planning Studies

Numerous planning and regional studies mirror the goals of the East Bay TOD Mobility Enhancement Project, as described in detail below.

BART Strategic Plan

BART's [Strategic Plan Framework](#) was adopted by the Board of Directors in 2015. The Framework includes a mission, vision, goals, and strategies. BART tracks a set of key indicators to gauge progress towards the following eight goal areas:

- » Experience
- » System Performance
- » Safety
- » Workforce
- » Financial Stability
- » Economy
- » Equity
- » Environment

One of the strategic indicators to track the environment goal is the share of BART riders accessing stations via active transportation and shared mobility. BART is working to increase the share of riders accessing BART by active modes to 52% by 2025.

BART Sustainability Policy

In April 2017, BART's Board of Directors adopted a revised [Sustainability Policy](#). BART is committed to advancing regional sustainability by providing safe, affordable, equitable, and environmentally friendly transit to move people to jobs, recreation and services. One of the goals established in the policy to support regional sustainability is to advance smart land use, livable neighborhoods and sustainable access to transit.

BART TOD Policy

The BART [TOD Policy](#), discussed in Section 2.5.2 was adopted in June 2016 and amended in August 2020. The policy establishes the following strategies to leverage TODs to support the region's land use vision and achieve local and regional economic development goals:

- Manage Resources Strategically to Support Transit-Oriented Development
- Support Transit-Oriented Districts
- Increase Sustainable Transportation Choices using Best Practices in Land Use and Urban Design
- Enhance Benefits of TOD through Investment in the Program
- Invest Equitably

BART Station Access Policy

In June 2016, the BART Board adopted a [Station Access Policy](#) that prioritizes investments in sustainable and equitable station access, prioritizing walking, biking and transit connections. The Station Access Policy recognizes TOD as a powerful tool for connecting communities and improving sustainable access to stations. The policy ensures that all proposed TOD sites are designed to provide equitable access and services to the surrounding area.

BART Affordable Housing Policy

The [Affordable Housing Policy](#), adopted in January 2016, requires all TODs on BART property to provide affordable housing units amounting to a minimum of 20% of the total number of residential units on the property. A mutually-agreed percentage goal of affordable housing units will be established for each TOD. The policy also established a priority on residential units made available to very low (< 50% AMI) and low (51-80% AMI) income households. In adopting this policy BART recognizes the continued importance of providing housing opportunities near transit, particularly for those populations most reliant on public transit, in order to reduce GHG, encourage use of public transit and active transportation, and decrease reliance on automobiles.

City of El Cerrito Climate Action Plan

The City of El Cerrito [Climate Action Plan](#) was adopted by the City Council in May 2013 and establishes targets to reduce GHG emissions by 15% below 2005 levels by 2020 and 30% below 2005 levels by 2035. The plan identified community action strategies to support the reduction targets, one of which is to reduce driving per household. The plan acknowledges the city's responsibility to implement structural changes that will support these community actions. This includes establishing more compact, higher density, mixed-use infill development along major transportation corridors to create more economic activity, serve the daily needs of residents and employees, and decrease daily vehicle miles traveled.

City of El Cerrito San Pablo Avenue Specific Plan

San Pablo Avenue serves as the main commercial thoroughfare for the City of El Cerrito. The two and one-half mile section traverses El Cerrito from its southern border at the El Cerrito Plaza shopping center to its northern gateway at the Baxter Creek Gateway Park. The [San Pablo Avenue Specific Plan](#), adopted in 2014 and currently undergoing a minor update, creates a framework for transforming San Pablo Avenue into a multimodal corridor that provides a multitude of opportunities for living, working and community life. The following goals have been identified in the plan:

- » Strengthen sense of place
- » Ensure return on investment
- » Encourage practical and market friendly development
- » Enhance and humanize public realm
- » Catalyze mode shift

Strategies identified to support these goals include optimizing parking, attract pedestrian activity and strengthen pedestrian and bicycle connectivity, maximize TOD potential, allow development flexibility, promote residential infill development, and increase affordable housing in proximity to transportation investments.

City of El Cerrito Active Transportation Plan

The City of El Cerrito adopted the [Active Transportation Plan](#) in April 2016 which provides an update to the 2007 Circulation Plan for Bicyclists and Pedestrians. The plan includes nine detailed projects to improve walking and bicycling in the city. One of these projects is the Ohlone Greenway Crossing Improvements. The Ohlone Greenway is an important regional bicycle and pedestrian path that connects to the BART El Cerrito Plaza stations, serving both

commuter and recreational functions. The project included in the Active Transportation Plan proposes enhanced accessibility at crossings along the Greenway.

[Oakland 2030 Equitable Climate Action Plan](#)

In July 2020, the Oakland City Council adopted the [2030 Equitable Climate Action Plan](#) (ECAP), which establishes actions that the City and its partners will take to equitably reduce Oakland's climate emissions and adapt to a changing climate. The ECAP set goals of reducing Oakland's local climate emissions a minimum of 56%, transitioning away from fossil fuel dependence, and ensuring that all of Oakland's communities are resilient to the foreseeable impacts of climate change, by 2030. Building more affordable housing near transit is a critical action identified in the ECAP. The ECAP also identifies the following measures of success:

- Housing units built near high quality transit lines
- Affordable housing units built near transit
- Percent increase in non-auto related mode share

[Berkeley - El Cerrito Corridor Access Plan](#)

BART is currently leading the [Berkeley - El Cerrito Corridor Access Plan](#), with funding support from Caltrans and FTA, and in collaboration with the cities of Berkeley and El Cerrito. The goal of the Corridor Access Plan is to provide a comprehensive approach to access and connectivity. The Corridor Access Plan encompasses the areas served by the El Cerrito Plaza, North Berkeley, Downtown Berkeley and Ashby stations. The Corridor Access Plan balances the need for BART rider parking, which is expensive to build and uses a lot of space, with sustainable transportation options that enhance community vibrancy and safety. BART and the cities involved will work with developers to build about 2,500 affordable and market rate homes on the El Cerrito Plaza, North Berkeley, and Ashby BART stations' parking lots. The Corridor Access Plan also focuses on how to make the most of existing transit, shuttles, bike routes and parking along the corridor.

[Oakland Bike and Pedestrian Plans](#)

The 2017 [Oakland Pedestrian Plan](#) sets goals, outlines related policies and programs, and establishes a prioritization strategy to implement recommendations to improve Oakland's pedestrian environment. The plan highlights the importance of pedestrian access to transit and recommends pedestrian streetscape enhancements.

The [Oakland Bike Plan](#) was most recently updated in January 2021. The many objectives established in the plan include supporting access to transit and reducing VMT and greenhouse gases. The plan calls for a 20% reduction in vehicle miles traveled annually as residents, workers, and visitors meet daily needs by walking, bicycling, and using transit and encourages the design of bikeways that provide connections to transit. The plan recommends bicycle facilities on 9th street, within the Lake Merritt TOD site area, as well as bicycle facilities on 7th Street, Mandela Parkway, and 18th Street surrounding the West Oakland TOD site.

[Lake Merritt Station Area Plan](#)

The [Lake Merritt Station Area Plan](#) encompasses the half-mile radius around the Lake Merritt Bart Station in Downtown Oakland. The key objectives of the plan include:

- » Increasing activity and vibrancy of the area
- » Improving connections both within the Planning Area as well as to major destinations outside the area
- » Improving safety and pedestrian-orientation
- » Accommodating the future population, including residents of all incomes and households of all sizes, including families
- » Increasing the number of jobs and developing the local economy
- » Identifying additional recreation and open space opportunities and improving existing resources
- » Establishing a clear identity as a center for equitable and sustainable development
- » Defining an achievable vision for the area's future that is compelling for implementation of future projects and public improvements.

Lake Merritt BART Station Access Plan

The [Lake Merritt BART Station Access Plan](#) was adopted in November 2004 and focuses on identifying opportunities for improving access and increasing ridership at the Lake Merritt BART Station by investing in alternative transportation modes and TOD. The plan identified a need for new bicycle, pedestrian, and transit infrastructure in order to reduce barriers of access to the Lake Merritt Station. The plan recommends investment in alternative transportation modes and TOD, including placemaking improvements, to improve access to and encourage use of the Lake Merritt BART Station, as well as increase the walk and bike access mode share.

West Oakland Specific Plan

The purpose of the City of Oakland's West Oakland Specific Plan approved on July 15, 2015, develops comprehensive, multi-faceted strategies for facilitating the development of selected vacant and/or underutilized commercial and industrial properties within the West Oakland community. It establishes a land use framework, identifies needed transportation and infrastructure improvements, and recommends strategies needed to implement those improvements. One of the intended uses of the plan is to support commercial, mixed-use and transit-oriented land use in West Oakland, particularly in collaboration with BART for the TOD at the West Oakland station.

West Oakland BART Station Access Plan

The [West Oakland BART Station Access Plan](#), adopted in August 2002, established comprehensive list of short-, medium- and long-term recommendations to address the access issues at the West Oakland Station. The plan identified a lack of pedestrian friendly streets and bicycle facilities as barriers to access, as well as a need for increased transit service. The plan encourages walking, biking, and riding transit to the station, efficient use of BART parking, and implementing housing and retail within the station area.

3.2 Project Impacts

The Project will not negatively impact the operation of other transit services but **may** lead to an increase in ridership on other transit services. The Project's relationship to other transit service is discussed in Section 0. The Project's bicycle and pedestrian improvements will also enhance regional connectivity. The Project will not impact other planned or underway projects within the Bay Area negatively.

Because the Project is expected to increase BART ridership through increasing housing units at the Station Area TODs and significantly reducing parking access, it is expected to have a positive impact on the ridership numbers of connecting transit services. This ridership increase has not been modeled as part of this TIRCP application but can be requested.

3.3 Disadvantaged Communities, Low Income Communities, and/or Low-Income Households

The many disadvantaged communities (DACs), low-income communities, and other minority or at-risk communities located along the BART system, and specifically within these station areas, will benefit from the transportation elements included in this application by making transit (BART and other transit services) more accessible. The Project will also initiate job growth at each TOD site, as shown in Table 3-4 and Attachment 3, and provide affordable housing with community serving below market rate office spaces within the project area. This section provides an overview of these benefits. Additionally, the [2020 BART Customer Satisfaction Study](#) details the demographics of BART users in detail.

3.3.1 Program Benefits to Disadvantaged Communities

A review of CalEnviroScreen 4.0 was undertaken to identify disadvantaged communities (DACs) within the project areas. Overall CalEnviroScreen scores, which are a product of various exposure, environmental, population health, and socioeconomic indicators, were examined for affected census tracts. Lower scores represent fewer disadvantaged populations.

The Project will serve several SB 535 designated disadvantaged communities and AB 1550 priority populations through increased regional and local connectivity to major jobs and educational centers throughout the Bay Area. The Project's 3 TOD stations are geographically situated on the northeast side of the San Francisco Bay where most of the communities between the shoreline and the BART line are considered the most disadvantaged.

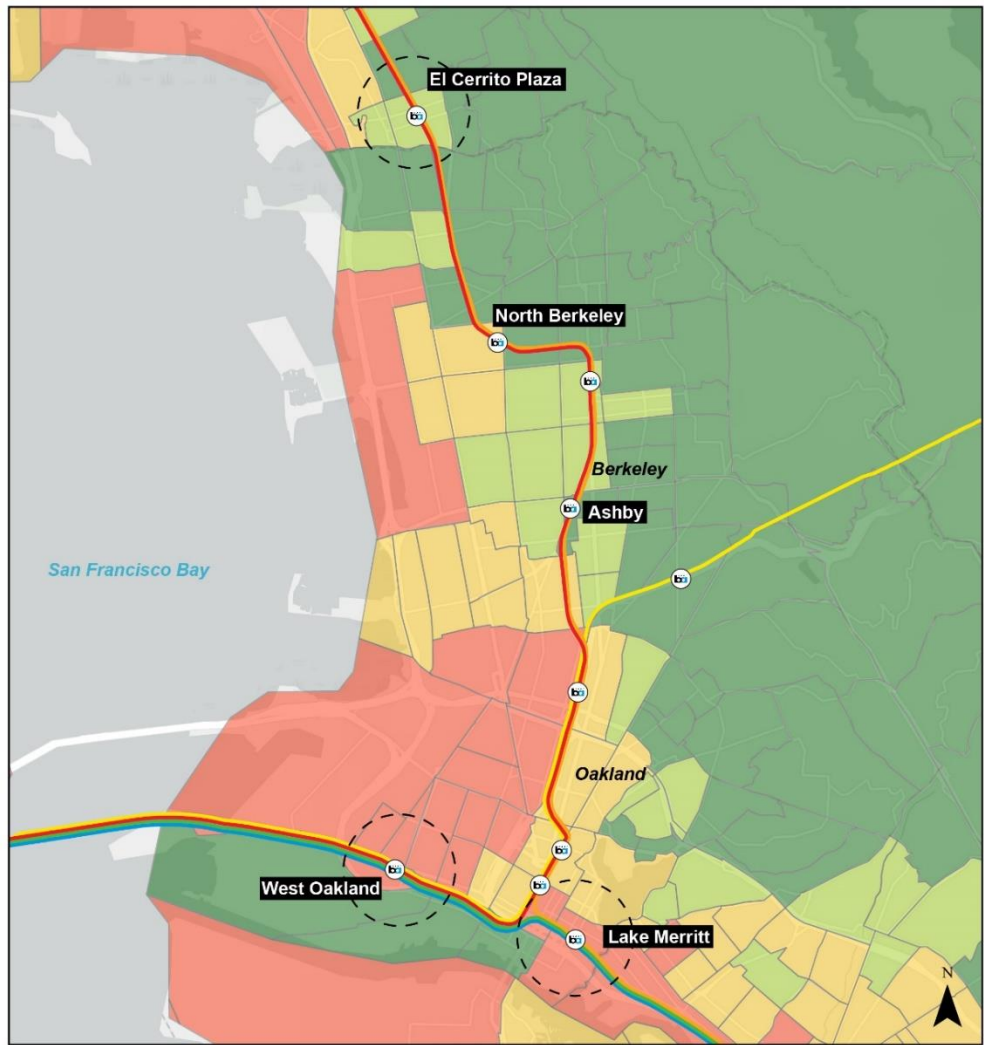
BART's TOD Program is designed to equitably serve the area's diverse communities, including those most disadvantaged, by maximizing development space within walking distance of public transportation and creating a symbiotic relationship between urban development and public transportation. In doing so, the Program and this project aim to increase public transit ridership by reducing car use, by providing convenient access to alternative modes of transportation for nearby communities dependent on public transportation.

This project meets BART's Strategic Plan [indicator](#) for economic growth because the project elements will facilitate job growth and housing units near the 3 BART stations, ultimately meeting the goal of contributing to the region's economic competitiveness and creating economic opportunities.

Through BART's [Public Participation Plan](#) Corrective Action process community members expressed interest in regular updates on potential employment opportunities with BART and with businesses that have been awarded contracts with BART for construction and professional services. Some participants were aware that many contracts were funded with federal monies and were subject to the Disadvantaged Business Enterprise (DBE) requirements set forth in 49 CFR Part 26. Community members also expressed interest in being kept informed about internships and career development opportunities for youth and young adults. By deploying this project BART can facilitate local job opportunities through the construction and development

phases, as well as providing new affordable housing and transit connections to reach additional job opportunities for transit dependent riders.

Figure 3-4. Disadvantaged Communities within Project Area



Legend
 CalEnviroScreen 3.0 Results

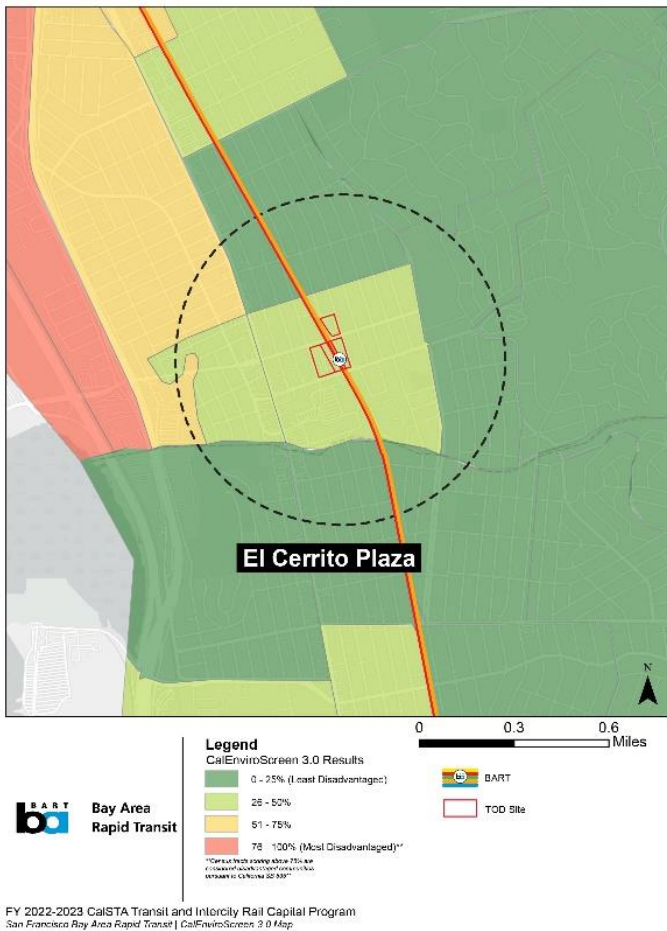
- 0 - 25% (Least Disadvantaged)
- 26 - 50%
- 51 - 75%
- 76 - 100% (Most Disadvantaged)**



Census tracts scoring above 75% are considered disadvantaged communities pursuant to California SB 535

FY 2022-2023 CalSTA Transit and Intercity Rail Capital Program
 San Francisco Bay Area Rapid Transit | Employment Map

3.3.1.1 Disadvantaged Communities and El Cerrito Plaza TOD



While El Cerrito Plaza is located in a census tract in the 10th to 19th percentile of CalEnviroScreen scores, the station connects to rail and bus routes that serve higher-scoring populations in close proximity to it, particularly Richmond and North Richmond north of the station and Berkeley, Oakland, and Emeryville south of it. Additionally, spatial data shows that south of El Cerrito Plaza is one BART station (Downtown Berkeley) and two BART TOD stations (North Berkeley and Ashby) located either in or within a mile from a census tract containing between 41 and 80% of households below 200% of the federal poverty level. Each of these stations is also within a mile of a census tract containing between 13 and 17% disabled residents, and 21 to 65% zero-vehicle households. El Cerrito Plaza is within a mile radius of a Metropolitan Transportation Commission-designated Equity Priority Community, and that the Downtown Berkeley, North Berkeley, and Ashby stations are in

or within a mile of a High Priority Equity Community.

The El Cerrito Plaza TOD will cater to transit-dependent populations through mixed-income development allowing 600-800 households to live at a transit node; high density, and residential parking maximums. Zoning will be consistent with AB 2923, and housing will include 37% affordable (up to 80% AMI) and 12% missing middle-income units (80-120% AMI). Those with mobility challenges will benefit from the incorporation of on-street parking as well as access to the on-site garage, which will include accessibly parking spaces, as well as paratransit enhancement to the transit center. Additionally, the bike and pedestrian access included in this TOD will be consolidated on one side of the station to minimize conflicts with buses and paratransit vehicles.



Legend
 CalEnviroScreen 3.0 Results
 0 - 25% (Least Disadvantaged)
 26 - 50%
 51 - 75%
 76 - 100% (Most Disadvantaged)
*The 76-100% range is the most disadvantaged and is the focus of the program.

Bay Area Rapid Transit
 BART
 TOD Site

0 0.3 0.6 Miles

FY 2022-2023 CalSTA Transit and Intercity Rail Capital Program
 San Francisco Bay Area Rapid Transit | CalEnviroScreen 3.0 Map

3.3.1.2 Disadvantaged Communities and Lake Merritt TOD

The Lake Merritt Station is located in a census tract in the 82nd percentile of CalEnviroScreen scores. Factoring into its total score are high rates of linguistic isolation (93rd percentile), groundwater threats from leaking underground storage sites and cleanups (95th percentile), toxic cleanup sites (95th percentile), diesel particulate matter (95th percentile), and asthma rates (99th percentile). This station serves other census tracts that are also consistently in the upper 40th percentile of CalEnviroScreen scores, particularly in adjacent census tracts in Oakland, Berkeley and Emeryville to the north, and Hayward and San Leandro to the south.

The Lake Merritt TOD is located in a Metropolitan Transportation Commission-designated Equity Priority Community. Of the 557 housing units proposed for the TOD, 40% will be affordable,

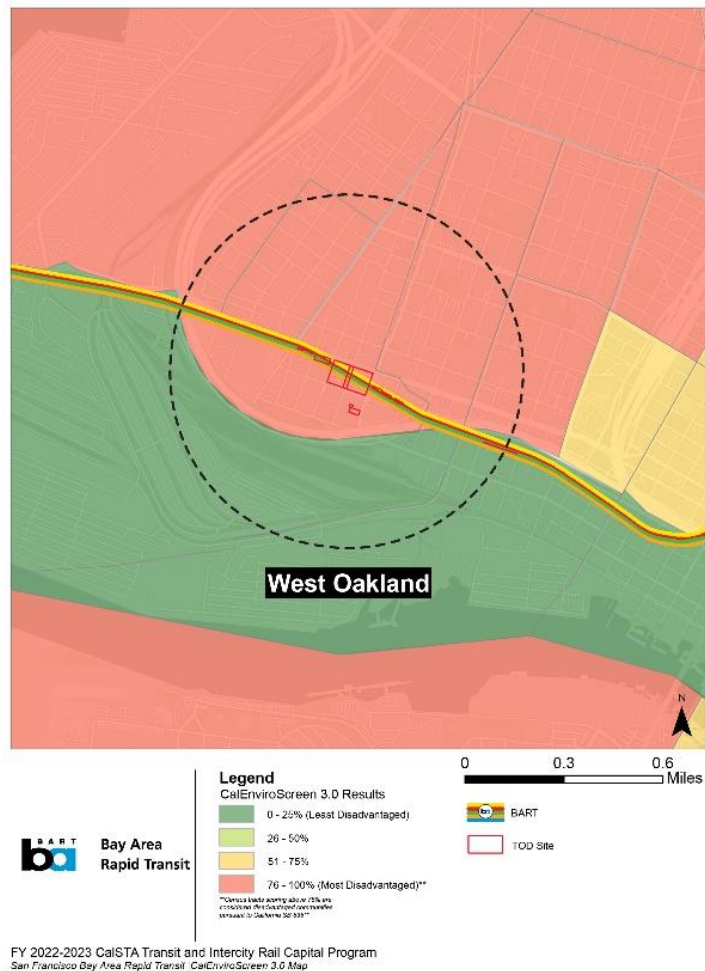
including two seven (7)-story midrise buildings. One building will provide affordable senior housing, and the second will provide 100 units of affordable family housing and a ground floor child care center. The program also includes more than 500k square feet of commercial space, with below market-rate commercial space. Transit-dependent and zero-vehicle households will benefit from the activation of 8th, 9th, and Oak Streets that will connect the heart of Chinatown, the Lake Merritt BART Station, and Laney College,, as well as improve access to the Capitol Corridor by enhancing transportation linkages to Jack London Square.

3.3.1.3 Disadvantaged Communities and West Oakland TOD

West Oakland Station is in a census tract scoring in the 88th percentile of CalEnviroScreen scores. A closer examination of the census tract’s overall score shows that it is in the state’s 99th

percentile for rates of asthma, diesel particulate matter, and groundwater threats from leaking underground storage sites and cleanups. It is in the 100th percentile for toxic cleanup sites. The station also serves transit users in census tracts consistently in the upper 40th percentile of CalEnviroScreen scores, particularly in adjacent census tracts in Oakland, Berkeley and Emeryville to the north, and Hayward and San Leandro to the south.

The West Oakland TOD is located in a Metropolitan Transportation Commission-designated Equity Priority Community. Environmental justice considerations include \$16 million dedicated to climate-resilient design here, through the elevation of the BART concourse to make the station resilient to sea level rise. Of the 762 housing units proposed for the TOD, 30% will be affordable. The TOD will cater to transit-dependent populations through mixed-use development, high density, and residential parking maximums. Transit-dependent and zero-vehicle households will also benefit from a proposed shuttle circulation to Howard Terminal in Oakland.

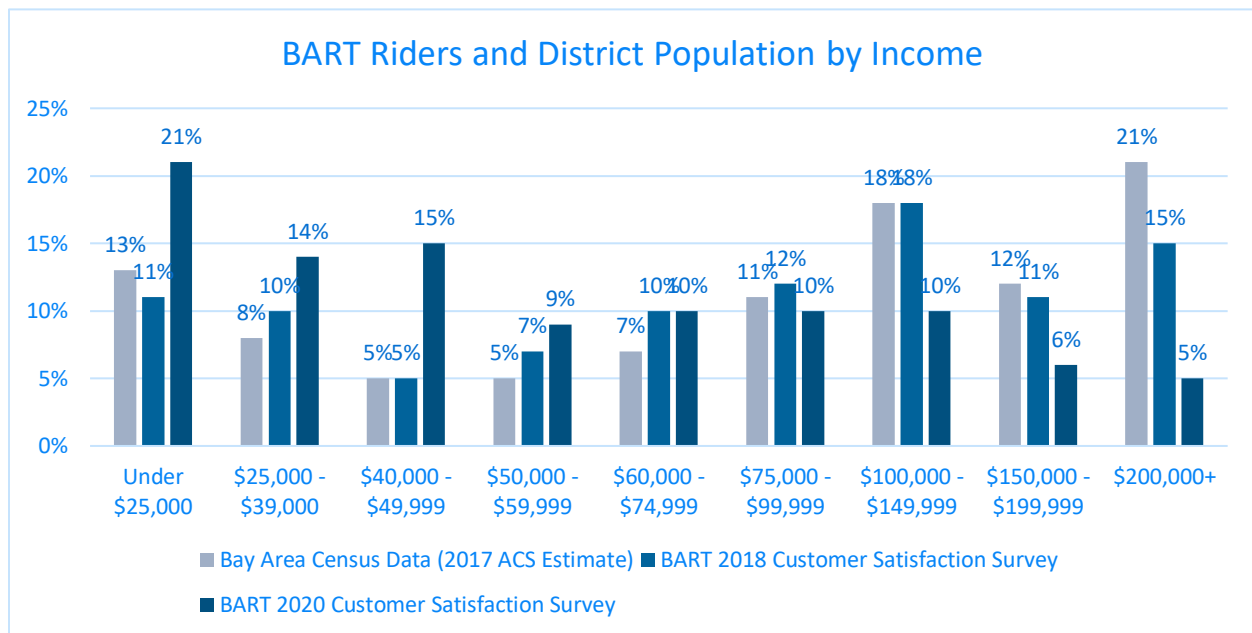


3.3.2 Additional Benefits to Communities

BART riders come from across the income spectrum and from the full diversity of the region’s racial and ethnic groups in rough proportion to their representation in the population of the BART district as a whole (Figure 3-5 and Figure 3-6). Systemwide, during the pandemic, BART’S ridership has shifted farther to lower incomes and more transit dependent populations.

BART offers an essential travel option for people with disabilities, for youth and seniors, for those living in households without access to a car, and for whom daily driving would be an unaffordable expense. As the spine of the regional transit system, BART helps to make the Bay Area more affordable for lower-income households and accessible to all. For more information on BART’S impacts, please see [Role of BART in the Region](#).

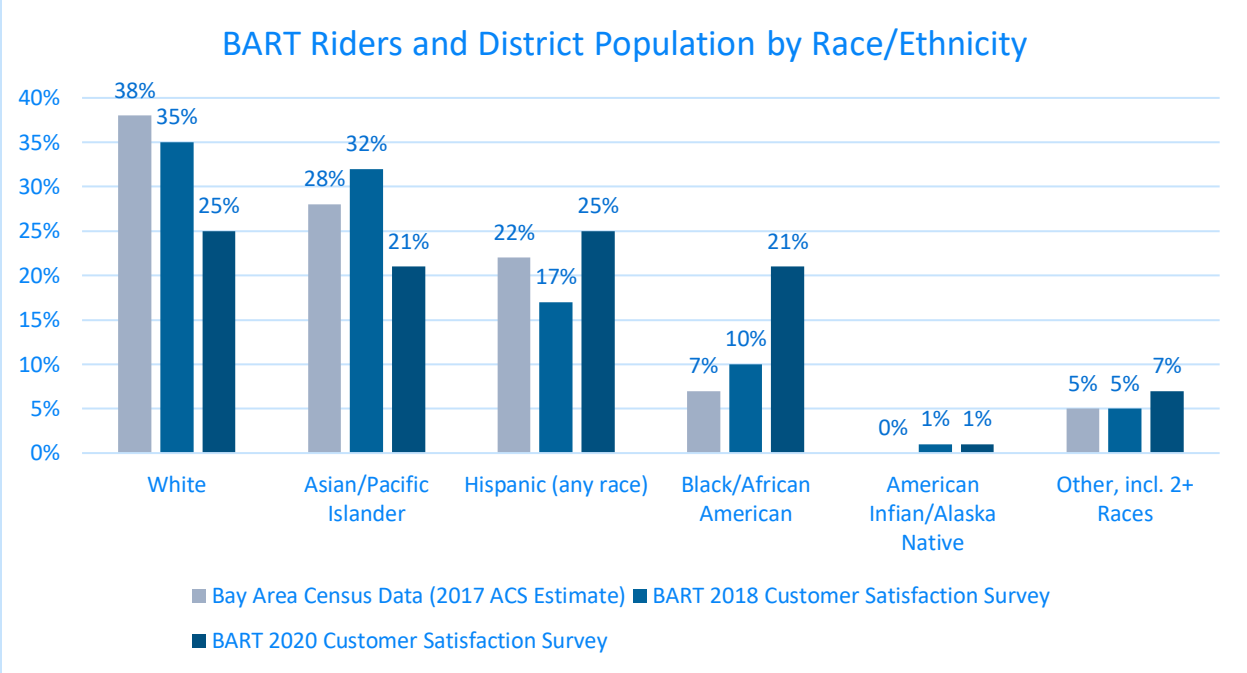
Figure 3-5. BART Riders and District Population by Income³



Likewise, riders are as racially and ethnically diverse as the Bay Area’s population. By serving diverse populations, BART helps to knit the region together as one community. Figure 3-6 compares the racial/ethnicity composition of the region (based on 2013 data) with that of BART riders (based on BART’s 2014 Customer Satisfaction Survey), showing that they are very similar. Figure 3-7 through Figure 3-9 below show the direct overlap of LEP communities, minority populations, as well as Low Income Communities with the BART system.

³ BART data per 2018 Customer Satisfaction Study

Figure 3-6. BART Riders and District Population by Race/Ethnicity



BART has a long and successful history of interacting and working with social justice, environmental, community-based, faith-based, disability rights and other groups in the BART service area. BART has solicited input and sought ideas on a wide variety of both programs and projects – from the design of new rail cars, to station area improvements or development, to changes in fares and their potential impact. BART has successfully implemented several community-based grants such as Caltrans’ Environmental Justice grants, MTC’s Community-based Transportation Planning grants, as well as the successful Better BART outreach campaign in 2016. BART also partners with community-based nonprofit developers of affordable housing on projects applying for the state cap-and-trade program called Affordable Housing and Sustainable Communities, or AHSC. These partners include local nonprofit developers serving low income neighborhoods such as The Unity Council (Oakland, especially the Fruitvale district), East Bay Asian Local Development Corporation (Oakland, especially Chinatown/Lake Merritt), Resources for Community Development (Berkeley), Satellite Affordable Housing Associates (Berkeley), and Tenderloin Neighborhood Development Corporation (San Francisco).

BART’s outreach efforts are designed to ensure meaningful access and participation by minority, low income, and Limited English Proficient (LEP) populations and the two projects included in the Core Capacity Program provides benefits to these groups.

The City of Oakland has policies, strategies, and programs in place to prevent the displacement of local community residents which protect existing and future residents surrounding the Project’s TOD sites at the West Oakland and Lake Merritt stations. The Residential Rent Adjustment Program sets a lower allowable rent increase than the state, and only allows for one rent increase each year. Residents receive Just Cause Protections after 30 days of residency and are eligible for greater relocation assistance than what is required under California Civil

Code. Additionally, the City of Oakland has implemented policies to streamline the approval of accessory dwelling units which supports the RHNA's housing needs.

Figure 3-7. Limited English Proficiency (LEP) Population and BART System

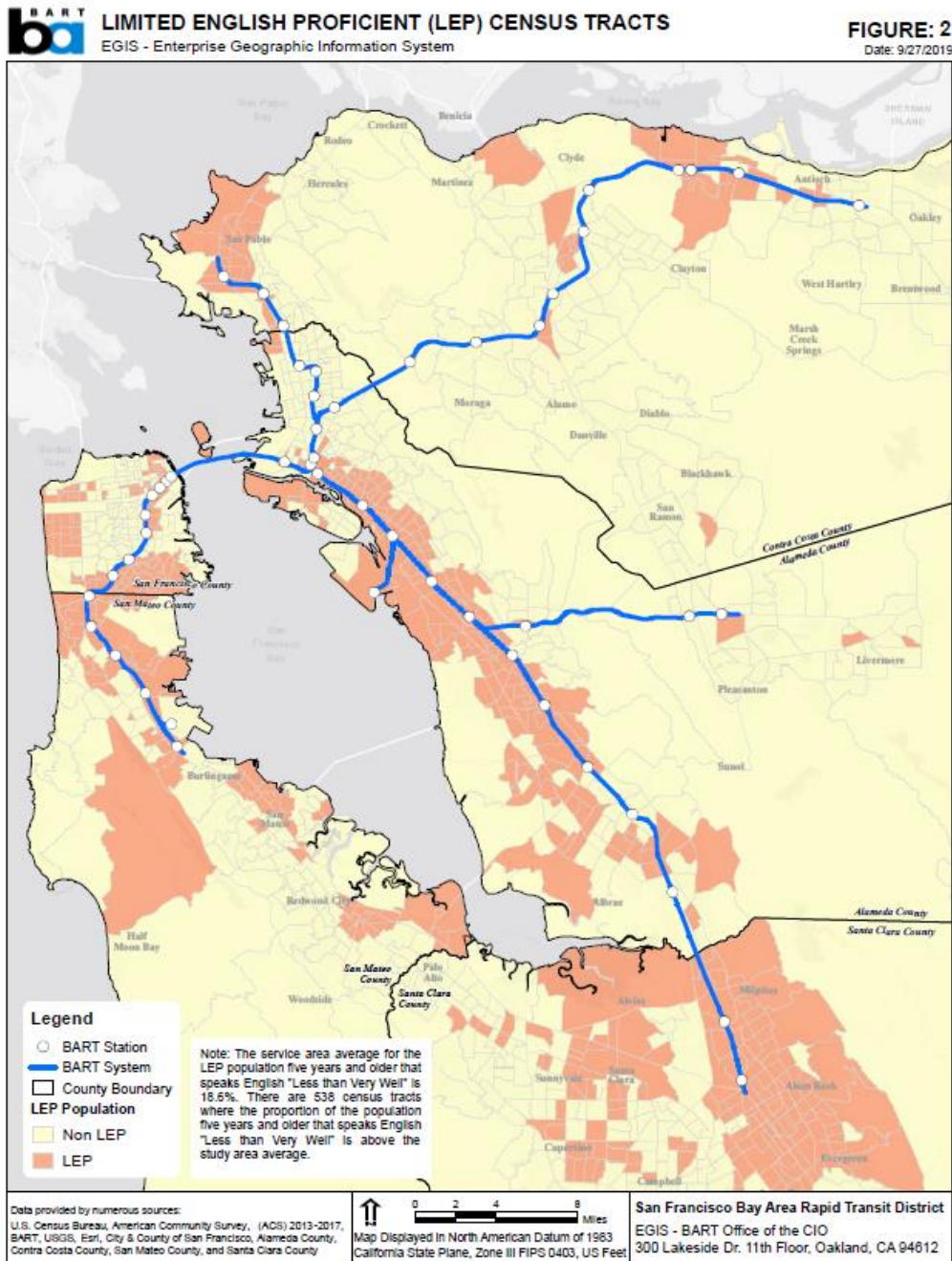


Figure 3-8. Minority Population and the BART System

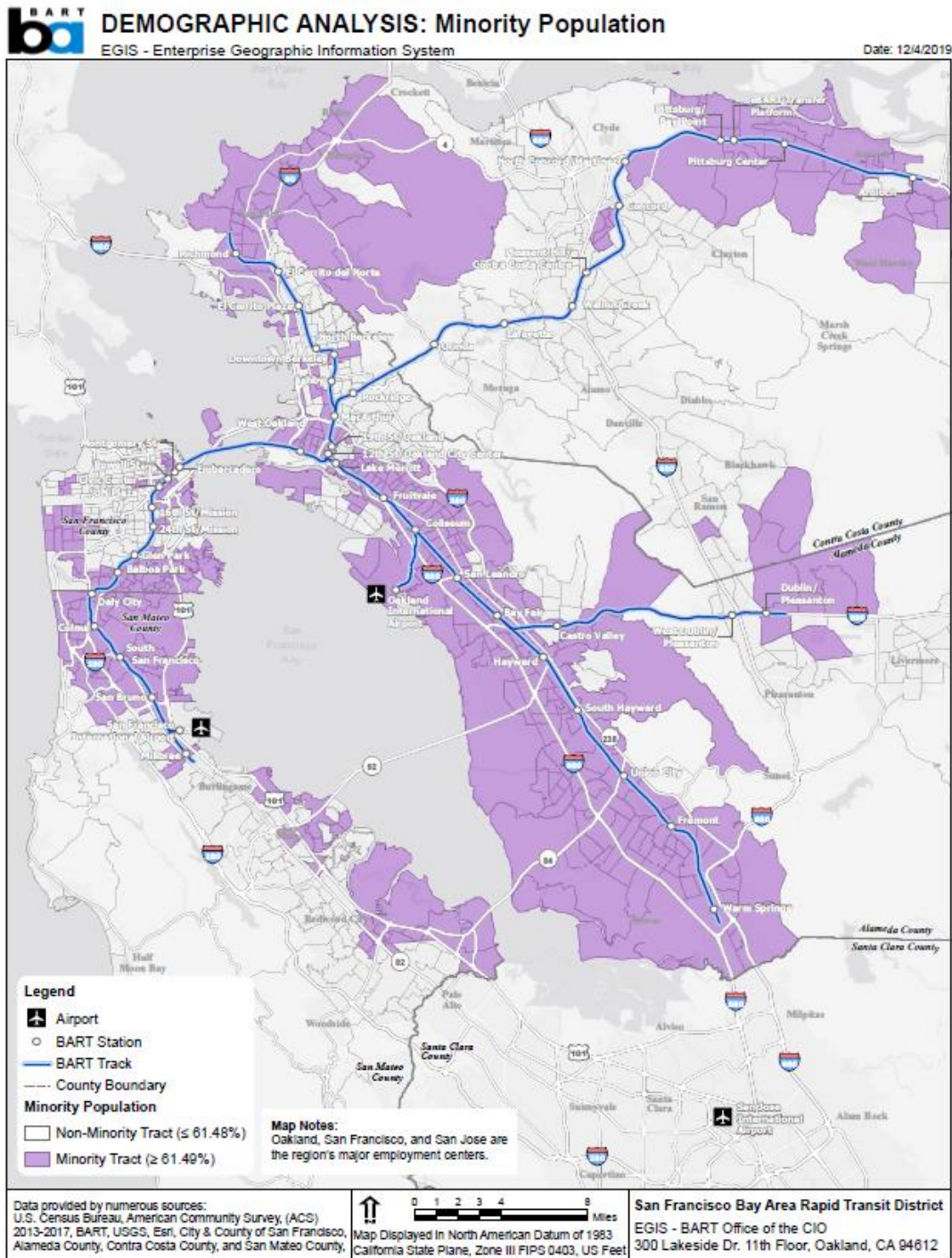
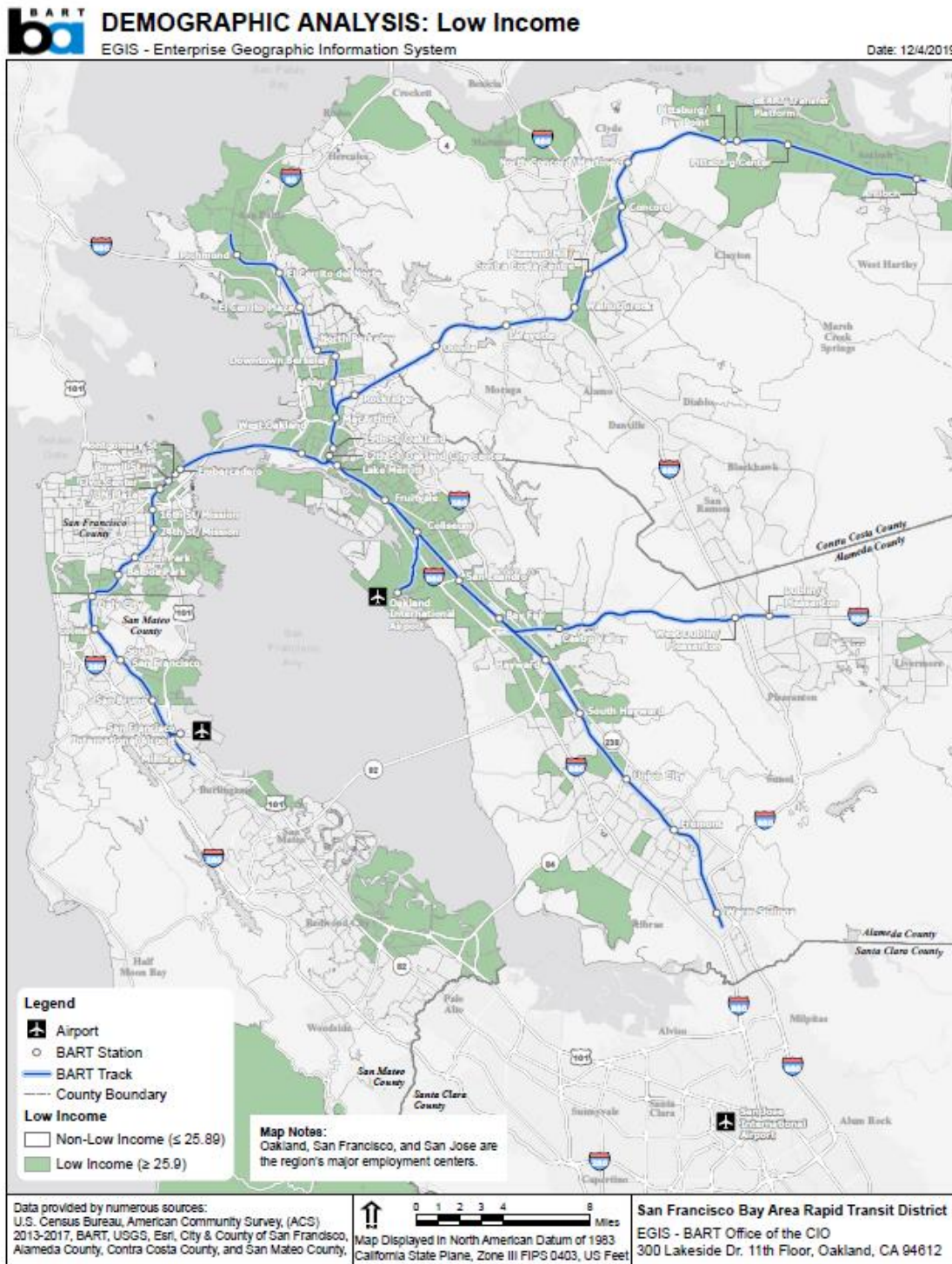


Figure 3-9 Low-Income Tracts and BART System



3.4 Summary of Outreach to Disadvantaged Communities and Other Communities

BART's Public Participation Plan (PPP) was developed in 2011, with an update in 2015, and followed extensive outreach throughout the BART service area and guides the organizations ongoing public participation endeavors. The PPP ensures that BART utilizes effective means of providing information and receiving public input on transportation decisions from low income, minority and limited English proficient (LEP) populations.

BART's Title VI/Environmental Justice Advisory and Limited English Proficiency Advisory committees meet regularly to assist BART on all issues of policy with a focus on meeting the needs of minority and disadvantaged communities and riders.

The PPP outlines strategies to engage disadvantage and low-income communities, including: Translation of flyers and other meeting materials and interpretation services:

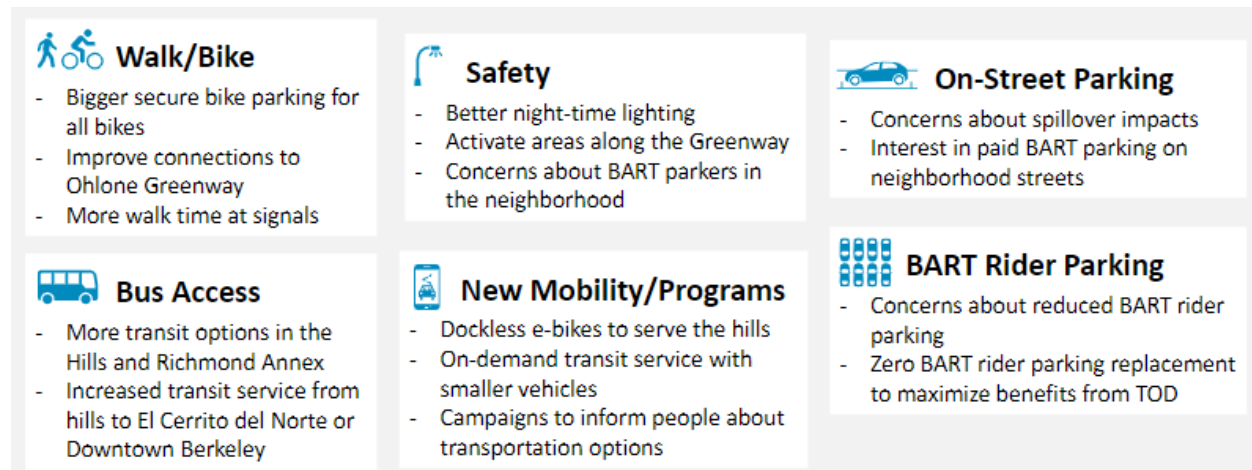
- Outreach to Community Based Organizations (CBOs)
- Providing notification using Ethnic Media
- Hosting meetings in accessible locations

Specific to the TOD projects described in this application, BART has done extensive outreach to communities affected by the developments and BART users in general. For example, over the last three years, BART has used \$300k in grant funds for outreach around access planning for the El Cerrito Plaza TOD. Detailed project materials and outreach activities are detailed on the BART and developer project websites for each specific TOD project.

3.4.1 El Cerrito Plaza Community Outreach Summary

On May 4, 2021, the City Council of El Cerrito heard a presentation on TOD at El Cerrito Plaza BART station. The presentation covered the City's and BART's goals for this potential project on the [BART website](#). BART sought input on the Goals and Objectives to be included in the RFQ for developers, which also informed the criteria for evaluating developer responses. Updates will be provided here as the scope of work for these efforts is refined.

Figure 3-10. Berkeley-El Cerrito Corridor Access Plan Engagement Outcomes



Engagement efforts for the ongoing Corridor Planning work has included in-person events at Farmer's markets and in the station during COVID-19 pandemic, where the majority of riders are transit dependent. Chinese and Spanish interpreters are present at community meetings, with translations of outreach material and surveys also in Spanish and Chinese. Lastly, the project has also done targeted outreach to community-based organizations (CBOs) to participate in meetings and held office hours for CBOs to learn more about the project.

Please visit the following sites to see the specific, documented outreach activities for El Cerrito Plaza:

<https://www.bart.gov/about/business/tod/el-cerrito-plaza>

<https://www.bart.gov/about/planning/station-access/berkeley-elcerrito-corridor-plan/outreach>

<https://elcerritotod.squarespace.com/about>

3.4.2 Lake Merritt TOD Community Outreach Summary

BART and the Development team is building off of the more than 10 years of community design thinking around the redevelopment of this station area. For example, in 2009, a comprehensive survey was administered in the Chinatown community by Asian Health Services and the Chinatown Chamber of Commerce, with assistance from Asian Pacific Environmental Network and EBALDC, which outlined 9 key principles to guide any new development in the neighborhood. These included goals around housing, jobs, open space, and transportation. Additional community design work was spearheaded by groups as part of the Oakland Chinatown Coalition, including local nonprofits, churches, small business owners, residents, parents, etc. Many of these groups were also involved in the creation of the Lake Merritt Station Area Plan, which was approved in 2014.

When BART released a request for proposals (RFP) for this redevelopment in Spring 2018, the Development team incorporated various programmatic and design elements from these earlier community planning activities into the project proposal. After being awarded the project in Fall 2018, the development team met with key stakeholders such as:

- Oakland Chinatown Coalition
- Oakland Museum of California (OMCA)
- Laney College Facilities Committee
- Oakland Heritage Alliance (OHA)
- Oakland Chinatown Chamber of Commerce
- Asian Health Services (AHS)

In October 2019, the Development team hosted a table at the Lincoln Summer Nights event to collect additional feedback on design and programming from neighborhood residents and employees. A preliminary survey was also administered at this event to gather input on goals for public space design and commercial activity at the project area.

In January 2020, the team hosted a Community Workshop with 50+ attendees including Chinatown resident, business/property owners, commuters, and more. The group provided valuable feedback for important project elements such as open space, art, and BART access. In October 2020, a virtual Community Workshop was held to receive additional design feedback.

In October 2021, the Development team hosted a table at the Lincoln Summer Nights event to provide project and timeline updates and to answer any questions. Images of the updates design were shown and a handout including project timeline info, a link to a survey, and a view of the paseo was available. A small in-person design charette is planned for January/February of 2022.

The Project's program and design approach has greatly incorporated feedback from the community, spanning from the early design and development principles outlined in the 2009 Chinatown Survey, the 2014 LMASP, and recent engagement efforts with key stakeholders in the community.

The development program was shaped by balancing goals outlined by community stakeholders with BART's goals for increased ridership and economic development around the station. Examples of this include exceeding BART's 35% system-wide residential affordability goal, a major goal outlined by the Chinatown Coalition (the project has over 40% residential affordability). The Project is committing 20% of commercial space to be below-market-rate, another goal articulated by community groups.

The Project team has worked extensively with surrounding stakeholders to accommodate and incorporate their goals into our design. The Project's outdoor space design aims to improve connectivity to destinations such as Laney College, the Oakland Museum of California (OMCA), nearby offices, Lake Merritt, etc., through sidewalk improvements, a landscaped and active paseo, and by providing a variety of ground floor uses include dining, retail, and seating. These improvements hope to engage different users of the space-families, seniors, students, commuters, etc., through a diverse mix of design and programmatic uses. This is all while acknowledging that we will continue to have more opportunities to engage with community members and local stakeholders throughout this year and for the FDP application for the first phase.

Meetings with stakeholders involved with improvements to nearby amenities such as Madison Park, have shaped how our Project's open space program relates to adjacent uses to best create a multi-block and active pedestrian-oriented experience.

Please visit the Lake Merritt website to see specific, documented outreach activities related to the project.

Lake Merritt TOD: <https://www.bart.gov/about/business/tod/lakemerritt>

3.4.3 West Oakland Community Outreach Summary

The proposed Mandela Station mixed-use project is widely supported by the community stemming from the development team's involvement when they took over the development in 2015. In light of the fact that the project already received its entitlements, the community outreach and support efforts continue based on the approach of working with the community to jointly steer the future of this important site. The purpose of the community outreach plan is to engage West Oakland community leaders among different forums and work to reach consensus concerning important development decisions that were initially envisioned by previous development efforts, but never attained.

Before producing design drawings, the team launched listening sessions in large and small group formats throughout West Oakland. This included the bold step to form the West Oakland BART Station Community Advisory Council (WOBSCAC). WOBSCAC was created by inviting and engaging community leaders who were involved in dozens of other West Oakland community groups and WOBSCAC met monthly for several years to ensure the communities priorities of inclusion and equitable development were discussed and honored.

Given the large number of participants, WOBSCAC established four working groups that focus on issues and concerns identified at the initial large-scale public meetings or “listening sessions”. The four working groups included i) Community Benefits, Housing and Jobs; ii) Retail, Arts & Culture and Small Business; iii) Transportation and Parking; and iv) Design and Land Use. WOBSCAC’s working groups presented their ideas and concerns to the development team, any over time the development team presented back to working groups what was heard and the modifications the team took, or did not take, to accommodate the noted concerns. The development team also hired a community engagement firm to assist the efforts as well as help the working groups organize their feedback from the meetings.

The meetings were held at various community facilities including i.) large format public meetings with expert speakers and presentations at The Crucible, West Oakland Senior Center, Prescott Elementary School, and BIG Oakland, ii.) small format, issues-specific meetings at organizations’ locations including West Oakland Health Center, Revolution Café, Mandela Grocery Coop, CiviCorps, Oak Center Neighborhood Association, West Oakland Commerce Association (WOCA), and WHO Studios in Liberty Hall, and iii) at other organization’s regular meetings, such as the West Oakland Environmental Indicators Project’s offices.

The biggest concern heard was the need for more affordable housing. In response to the affordable housing concern, the development team proposed three times the affordable housing required by the California State Density Bonus Law. The team went further by incorporating extremely low-income units (30% of AMI) as well as, workforce housing units at 60% of AMI. Both requests were voiced by a large contingent of the community participants.

Oakland’s District 3 Councilperson, Carroll Fife and her predecessor, Lynette McElhaney, were and continue to be very supportive of the Mandela Station project and consistently advocated for and voted in favor of the project at every voting opportunity.

The Mandela Station development successfully submitted a Preliminary Development Plan (PDP), three Final Development Plan (FDP), a Vesting Tentative Map (VTM), and requests for density bonuses, variance, and concessions to the City of Oakland’s Planning Commission in 2019 and 2020. The City of Oakland approved the proposed project by a unanimous vote two planning hearings and the commissioners expressed surprise at the “unprecedented positive public support”.

Please see the following site for specific and detailed discussion of the outreach activities undertaken for West Oakland TOD: <https://www.bart.gov/about/business/tod/westoakland>

3.5 Employment and Workforce Development and Training Benefits

Each opportunity site will be built on land owned by BART. As such, the project is required to comply with BART’s local hire requirements. BART has established a Project Stabilization

Agreement (PSA) Policy that requires the developer, developer team, and all contractors to enter into a PSA as a condition for the finalization of all development agreements with BART for TOD projects. Each PSA will establish a minimum mutually-agreed percentage goal of all workers on TOD projects being from one of the five counties BART serves (Alameda, Contra Costa, San Mateo, and Santa Clara). The Lake Merritt TOD developer team has proposed a minimum goal of 35% Small Business and Local Hire participation.

Additionally, the West Oakland and Lake Merritt TOD sites are located in the City of Oakland and are subject to the City's local hire ordinances and Local and Small Local Business Enterprise (L/SLBE) Program. The Local Employment Program outlines the Local Hire requirements from the City. Specifically, for work performed at the construction site, this policy establishes a goal of 50% of the work hours, which must be performed by Oakland residents on a craft-by-craft basis. In addition, a minimum of 50% of all new hires on the project must be Oakland residents, and the first new hire must be an Oakland resident.

The **EI Cerrito Plaza TOD** development team is committed to providing equal opportunity for locally based small businesses. The team, which includes Monica Wilson / Community + Real Estate Development, has set a goal of 30% Small Business Enterprise (SBE) participation. The development team is also committed to providing training and workforce development through its partnership with Factory– OS. Factory–OS, an off-site modular housing manufacturer expected to produce all the housing at the EI Cerrito Plaza TOD, supports workforce development and the expansion of union wage employment opportunities for under-represented groups. Factory–OS' structure allows people from all backgrounds to gain valuable experience across several construction trades while building a sustainable career.

Additionally, the development team has identified strategies to implement throughout the course of the project. Pre-development strategies include hosting an open neighborhood meeting to discuss job opportunities and identifying and tracking Small Business and Community benefit goals. During construction, strategies include working with the local community-based employment and training agencies to outreach and enroll very low and low income, local workers in training programs and entering into an MOU with local community based employment and training agency(s) such as Richmond Build or Rising Sun Center for Opportunity that outlines the process for the general contractor to request qualified disadvantaged local subcontractors.

The **Lake Merritt TOD** is establishing a partnership with Rising Sun, a local workforce development organization that provides construction trades apprenticeship readiness training and career support. Rising Sun's Oakland-based Opportunity Build program has been training East Bay community members for union construction careers through an apprenticeship readiness program, which is certified through North America's Building Trade Unions' Multi-Craft Core Curriculum (MC3) program and by the California Division of Apprenticeship Standards. The developer team has budgeted \$60,000 in Programs grant funding from the project's recent Affordable Housing & Sustainable Communities (AHSC) award for Rising Sun to provide construction trades apprenticeship readiness training and career support through the organization's Opportunity Build program.

The **West Oakland TOD** will be implementing training and placement partnerships with the Oakland Local Workforce Development Board (LWDB), as well as two job training entities within

walking distance of the project, Civicorps and Cypress Mandela Training Center. The project has had discussions with the Oakland LWDB for internships for West Oakland youth with the architecture, engineering and other professional services firms that will be doing the final design and engineering. Collaboration is also planned with the Oakland LWDB and Cypress Mandela Training Center on pre-apprenticeship to connect with the apprenticeship opportunities that will be available on the project, and on opportunities with the construction management firms employed on the project. These workforce strategies are targeting unemployed, out of school youth in Oakland, with a specific focus on these youth in the nearby West Oakland neighborhood.

3.6 Proposed Project Implementation and Project Management

As a rail provider for over 40 years, BART has fully demonstrated its capacity, knowledge and skills to successfully deliver highly complex, major construction and procurement projects. BART will manage the Project using an integrated approach that makes use of BART's existing organization and specialized skills and resources to deliver each project element while integrating the relevant components, delivery schedules, funding streams, testing (as needed) and commissioning requirements, and maintenance and operation considerations.

Each of the TOD projects included in this application will be delivered by the private developers, described in more detail in the next section, through pass through agreements. Pass through agreements detail the planning, design, management and construction of all elements included in the TODs. BART will not directly contract infrastructure work, other than what will be maintained by BART following development, including the UPS and BART parking garage. More on this is detailed in the Procurement section in the Statement of Work.

Project Contracting and Oversight: BART follows federal guidelines on all procurement processes, from contractors to equipment, as laid out in its detailed Procurement Manual. The manual explains delegation of authority, legal review requirements, procurement protests, and other contract oversight. This Manual can be provided upon request.

Change-Order Management: All executed construction contracts under BART shall contain requirements regarding contract adjustments in the contract general provisions. Approval authority and limitations established by the District act and by the Board of Directors are explained in detail under BART's Delegation of Authority Management Procedure.

Risk Management: BART has implemented a risk management strategy for the project that establishes a formal, systematic approach to identifying, assessing, evaluating, documenting and managing risks that could jeopardize the success of the project.

3.6.1 BART Management Capacity

Since the 1950s when planners, politicians and engineers designed and built the original BART system, BART has amassed a proven track record of successfully delivering large-scale, complex projects, including system extensions, new stations to existing lines, a billion-dollar earthquake safety retrofit projects, major system upgrades, and other state-of-good repair projects.

Additionally, BART has received TIRCP funds for the Transbay Corridor Core Capacity Project, proving an excellent steward of state funding.

3.7 Project Readiness

3.7.1 Environmental Requirements

BART has included supporting documentation to illustrate the progress all three TOD projects have made towards achieving environmental protection requirements from the California Environmental Quality Act (CEQA). The TOD project sites were subject to CEQA reviews which includes the specific project elements covered under this TIRCP.

3.7.1.1 West Oakland TOD

- » West Oakland TOD project underwent an Environmental Impact Report (EIR)⁴ pursuant to CEQA to determine if the site qualified for an Addendum pursuant to Public Resources Code Section 21166 and State CEQA Guidelines Section 15164 such that no additional environmental review is required.
- » The City of Oakland certified the EIR in 2014 (State Clearinghouse No.2012102047)

3.7.1.2 Lake Merritt Plaza TOD

- » The Lake Merritt Station Area Plan, a Specific Plan for the area around the Lake Merritt BART Station in Downtown Oakland, was adopted in December 2014. The Specific Plan was subject to an EIR analysis in 2013-14. The City of Oakland relied on the Specific Plan CEQA analysis and determined that the Lake Merritt TOD Project meets all requirements under CEQA Guidelines Sections 15164, 15183, and 15168 and no supplemental environmental review is required in accordance with Public Resources Code Section 21083.3 and Section 21166, and CEQA Guidelines Sections 15162 through 15164, as well as 15168
- » The City of Oakland certified the Specific Plan Final EIR in 2014.
- » The City of Oakland Planning Commission approved the TOD Project Preliminary Development Plan and other permits in May of 2021.
- » A Notice of Determination and Notice of Exemption for the Lake Merritt BART TOD Project was recorded by the City of Oakland in June of 2021.

3.7.1.3 El Cerrito TOD

- » The El Cerrito Plaza TOD project will be aligned with the City of El Cerrito's San Pablo Avenue Specific Plan Update. The San Pablo project is undergoing an EIR Update that will be released in Spring 2022.

3.7.2 Partnership Agreements for Implementing the Project

Each of the TOD projects described in detail in this application are developed in partnership with private developers, with specific agreements in place that will dictate the obligations of the developer for construction and maintenance of the projects. The final stage of these agreements culminate in a ground lease, which are still in process for the TODs included here. However,

⁴ An Environmental Impact Report (EIR) evaluates a proposed project's impacts on the physical environment, such as traffic, air pollution, historic and archeological resources, biology, geology, public services and utilities, and hazardous materials. An EIR also recommends steps to avoid or minimize those impacts, called mitigation measures.

each of the TODs currently have exclusive negotiating agreements with developers that are moving forward to finalize the ground lease agreements.

- » **El Cerrito Plaza TOD Developer:** On November 19, 2020, the BART Board selected the developer team of Holliday Development, Related California, and Satellite Affordable Housing Associates (SAHA) to advance transit oriented development, following a competitive request for qualifications process initiated in July 2020. BART selected the team based on their credentials and alignment of their proposed approach to the site with the City and BART's shared Goals and Objectives.
- » **Lake Merritt TOD Developer:** On September 13, 2018, the BART Board approved staff's recommendation to select the developer team comprised of the East Bay Asian Local Development Corporation (EBALDC) and Strada Investment Group, to advance transit-oriented development at the Lake Merritt station.
- » **West Oakland TOD Developer:** In February 2019, China Harbour Engineering Co. (CHEC) and their development partner Strategic Urban Development Alliance (SUDA) secured entitlements from the City of Oakland for a mixed-use transit-oriented development project on BART property.

Additional city-specific agreements that are in place for the specific TODs include:

- » El Cerrito Plaza TOD currently has an active MOU with the City of El Cerrito for a feasibility study for TOD.
- » Lake Merritt TOD has a Conditions of Approval document with the City of Oakland Planning Department

4 STATEMENT OF WORK

The following *Statement of Work* provides additional detail on the East Bay TOD Mobility Enhancement Project, and specifically the TIRCP Scope of specific transportation elements. Some of the information in this section is covered in the *Program Narrative* above, however, is copied again below for completeness.

4.1 Scope

The *East Bay TOD Mobility Enhancements Project (the Project)* is a combination of several transportation elements at three (3) TOD sites in the Cities of Oakland and El Cerrito to better support overall development, ridership increases on the BART line, enhance multi-modal transportation access, and much more. The three overall TOD projects and specific transportation elements requested in this TIRCP application are described in detail in this Statement of Work.

4.1.1 El Cerrito Plaza TOD Detailed Scope

BART and the City of El Cerrito have identified the BART patron parking lots surrounding El Cerrito Plaza BART station as a TOD opportunity site. This site includes four parcels with a combined area of about six developable acres.

In November 2020, BART selected a developer to construct 600-800 residential units and potentially replace a limited amount of existing off-street parking for BART riders. 37% will be affordable housing serving households with incomes up to 60% of the Area Median Income (AMI).

Efficient management of parking supply and demand near the station will enable a harmonious relationship between BART and its El Cerrito neighbors, while modeling best practices in sustainable, healthy, and lively urban development. Significant active transportation improvements have been added into the project to support accessibility and mobility in the project area as ridership grows.

Specific elements of the El Cerrito Plaza TOD project requested in this TIRCP grant application include:

- » A 150-space parking garage for BART riders (a reduction in off-street parking), with electric vehicle charging.
- » On-street parking management implementation: Demand-based, zone-based pricing to ensure parking availability and reduce the traffic impact from unregulated parking.
- » Bicycle and Pedestrian Improvements including:
 - Bike Station: Secure parking for at least 350 bicycles for BART riders. The design will accommodate space needed for many types of bikes such as: cargo bikes, e-bikes, adaptive bikes to encourage families, seniors, and people with mobility challenges to shift from parking cars to parking bikes at BART. The bike station may include a bike repair shop and/or electric-bike lending library depending on market conditions and other grant opportunities (E.g. AHSC).
 - Ohlone Greenway Enhancements: New connections to the east side of the station, creating attractive and safe biking and pedestrian access to BART by significantly minimizing conflicts with motorized vehicles

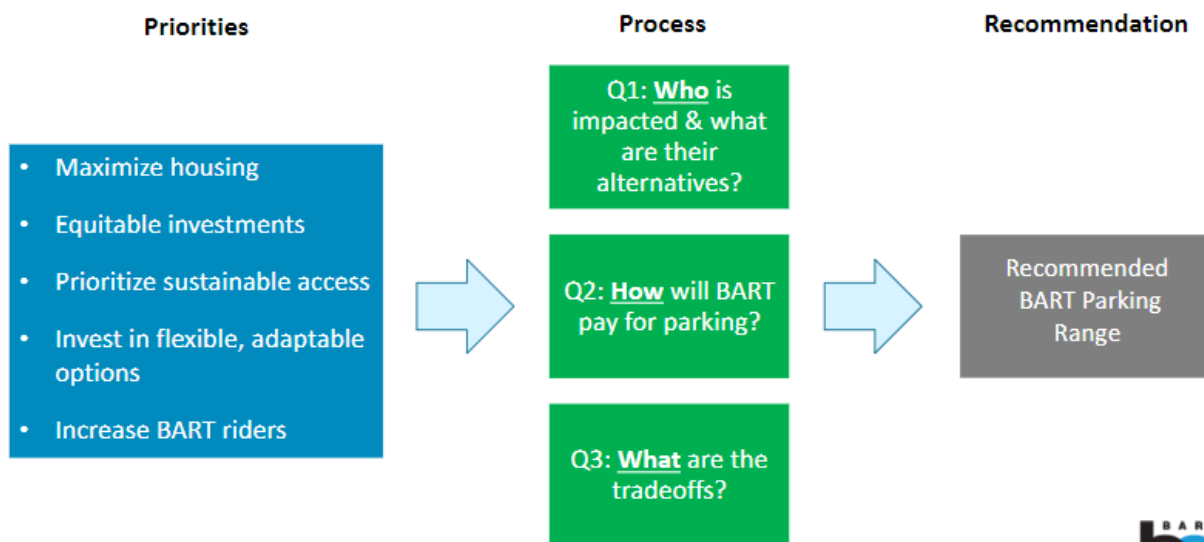
- East-West bike connection: A roughly half-mile protected bikeway to provide a much-needed safe and comfortable connection for residents and commuters to the San Pablo Ave commercial corridor, the Ohlone Greenway, and the residential neighborhoods to the east
- » Transit/passenger loading improvements including:
 - Oak Street extension to prioritize transit connectivity and consolidate bus lanes on one side of the station including traffic calming design elements such as raised crosswalks.
 - Transit plaza with bus shelters
 - Wayfinding & digital signage
 - Additional passenger loading areas including dedicated ADA space


This section will discuss the project elements in greater detail.

4.1.1.1 Parking Garage

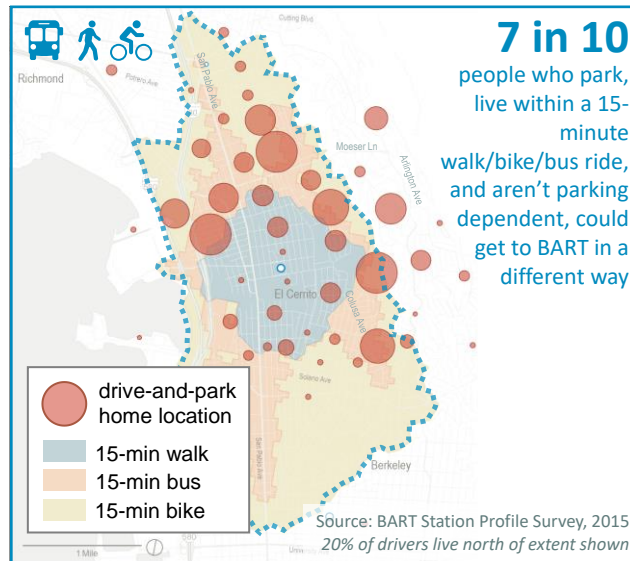
BART used the framework illustrated below to determine the maximum level of on-site consolidated BART parking to be incorporated into the TOD to accommodate those who need to park close to the station due to mobility issues and/or complex journeys with multiple stops. BART found that utilization of the parking garage was much less than the current 740 spaces. BART will invest in non-driving modes which is expected to shift a significant amount of drivers to walking, biking, transit and micromobility, while a portion of those who continue to drive may opt to use to another BART station with more available parking or may pay to park on the streets surrounding the station under the planned City-run parking management district. A garage of 150 spaces, or 20% of current on-site parking capacity, is planned for those riders who rely on parking at El Cerrito Plaza station. This garage and the scaled-back parking it will provide is needed for BART to grow its ridership via the additional of 780 new homes at El Cerrito Plaza station while providing those who do not have other options to continue to access BART by parking on site. This project is part of the San Pablo Avenue Specific Plan which is focused on mixed-use development, low parking, and transit-oriented development.

Figure 4-1. BART Replacement Parking Framework




All pre-COVID on-street parkers would continue to park there

1 in 5 
of all people who park would work remotely



1 in 2
people who park who live closer to Richmond or El Cerrito del Norte stations would park at these stations, using around 140 spaces (=5% of spaces as those stations)

4.1.1.2 On-street parking management

BART is actively working with El Cerrito, AC Transit, and other partner agencies to improve non-auto options to access the station to reduce the number of people needing to park. Nonetheless, the context of the station must be considered. Prior to the pandemic, 34% of the 4,700 BART riders drove and park to access the El Cerrito Plaza BART. A third of those riders parked on street around the station for free in unregulated spaces, using roughly 500 spaces. Within ½ mile of the station, there are roughly 3,200 on-street parking spaces. Of those roughly 50% are unregulated. There are significant barriers to shifting a portion of the riders to accessing BART without a car. In light of the need for parking for BART riders and to manage spillover parking concerns from nearby residents and businesses, the City and BART identified in the TOD Goals & Objectives the need to implement an on-street management plan (OSPMP). On-street parking management will involve demand-based, zone-based pricing to ensure parking availability and reduce the traffic impact from unregulated parking.

The OSPMP would manage the parking supply for BART riders and resident parking permit holders. The intent is to not allow for the future TOD residents to receive resident parking permits to park on surrounding blocks. The OSPMP would allow for BART riders who are parking-dependent and arrive when the 150-space on-site garage is full to still have a parking alternative to access BART. If the City did not implement the program, around 1,200 on-street parking spaces would be used by commuters – which is politically unpalatable - and TOD residents would not have a disincentive to owning a car which would result in them making more vehicle trips and fewer transit trips.

The goal is for the OSPMP to serve as a pilot for other areas in the City and the region on how to shift from on-site surface or structured parking to a managed on-street parking program to help better utilize land for infill developments.

4.1.1.3 Bicycle and Pedestrian Improvements

From the extensive community engagement efforts enabled through the Caltrans and FTA grants (Figure 3-10), BART has heard hundreds of requests for more secure bike parking beyond what's provided today for standard-sized bikes. A bike station would allow for consolidation of secure parking for around 350 bicycles, and enable the space needed for many types of bikes such as: cargo, e-bikes and adaptive bikes to encourage families, seniors and people with mobility challenges to shift from parking cars to parking bikes at BART. Additionally, depending on market conditions the facility could potentially offer repair and maintenance services and potentially an e-bike lending library to encourage people of all ages who live further from the station or up hills.

4.1.1.4 Transit/passenger loading improvements

The consolidation of bus lanes on the extension of Oak Street allows an enhanced Ohlone Greenway to connect directly to the east side of the station. The extension of Oak Street will be a state-of-the-art transit street to prioritize access for those who take the bus and paratransit to transfer to BART with traffic calming, wayfinding and digital signage to enhance the transfer experience. To ensure easy vehicle access from multiple points, additional passenger loading is proposed on the closest public streets. Consolidating bus access and enhancing pedestrian connections and passenger loading will promote station access alternatives and reduce reliance on single occupant automobiles.

4.1.2 Lake Merritt TOD Detailed Scope

The overall project is part of a master planned program that includes more than 550 new homes in three residential buildings, of which more than 40% will be below market rate, and affordable to households from 30% AMI to 120% AMI, with deeply targeted homes for seniors and large families. The program also includes more than 500k square feet of commercial space, with below market-rate commercial space, including a stand-alone office building, retail, and future childcare space, as well as a paseo on top of the BART tunnel that bisects the site, and visually connects to two linear blocks of open space to the BART Plaza and Madison Square Park towards Chinatown. BART will purchase two new cars on the behalf of this project and will bring two new rail cars into service to increase the frequency of trains above pre-pandemic levels, lengthen service vehicles during peak period, and remove aging service cars.

Specific elements requested in this TIRCP grant application include:

- » Replacement and relocation of an Uninterruptable Power Supply (UPS): Relocation from its existing location in the Metro Building, which is slated to be demolished to make way for the TOD. All hard and soft costs for the project such as electrical, structural and architectural designs and construction support.
- » Design and construction of an intermodal plaza and public paseo
- » Bicycle and pedestrian safety improvements on Oak and Fallon Streets including:
 - High-visibility crosswalks
 - Raised crosswalks
 - Protected intersections
 - Pedestrian scale lighting
 - Corner bulb-outs
 - Modified and new traffic signals and bike/ped signal enhancements (LPis and APS)

- Two-way protected bike lanes
- Wayfinding signage
- Two 135-foot bus bulbs
- ADA-accessible bus shelters

4.1.2.1 Relocation and Replacement of UPS

The UPS is located in the Metro Building which is slated to be demolished to make way for Phase II of the Lake Merritt BART TOD project. The Metro Building is an existing approximately 90,000 square foot office building plus 105 parking spaces that was the former office of the Metropolitan Transportation Commission and Association for Bay Area Governments. The relocation area for the UPS would be within the existing BART Lake Merritt Administrative Building at 800 Madison Street across from the Metro Building.

The UPS provides emergency power to the BART Transit Operations Facility (TOF). In the event of a power failure and serves as the TOF's computer system. It is also a stop gap between when PG&E utility power goes out and the emergency backup generator turns on to keep TOF computers running without an interruption. The UPS is considered critical infrastructure for the BART system.

The UPS relocation is necessary infrastructure to make way for TOD development on the to be vacant Metro Center Parcel owned by BART. The UPS is currently at 35% design and is a long term, critical project for BART.

4.1.2.2 BART Intermodal Plaza and Public Paseo

The paseo and Intermodal Plaza will include the following elements:

- » The east-west, mid-block paseo above the BART tunnel creates an 80 foot-wide visual break between Buildings A and B. The wide BART Plaza at Oak Street accommodates the BART entries (headhouses) and creates a welcoming entry to the Paseo.
- » The Plaza on Block I will provide publicly accessible open space, enhanced station entry access, enhanced landscaping, stormwater improvements, and upgraded bike lockers and dockless scooter corrals.
- » The pedestrian paseo provides mid-block activated open space and pedestrian access to the BART station and community gathering spaces.
- » The Paseo will provide a new pedestrian-oriented connection between the BART entrances located on Oak Street and Laney College, Lake Merritt, and the Oakland Museum of California (OMCA) to the northeast.
- » Paseo design shall accommodate BART maintenance truck accessibility for regular maintenance of BART infrastructure and will conform with BART Facilities Standards for work over existing BART tunnels.

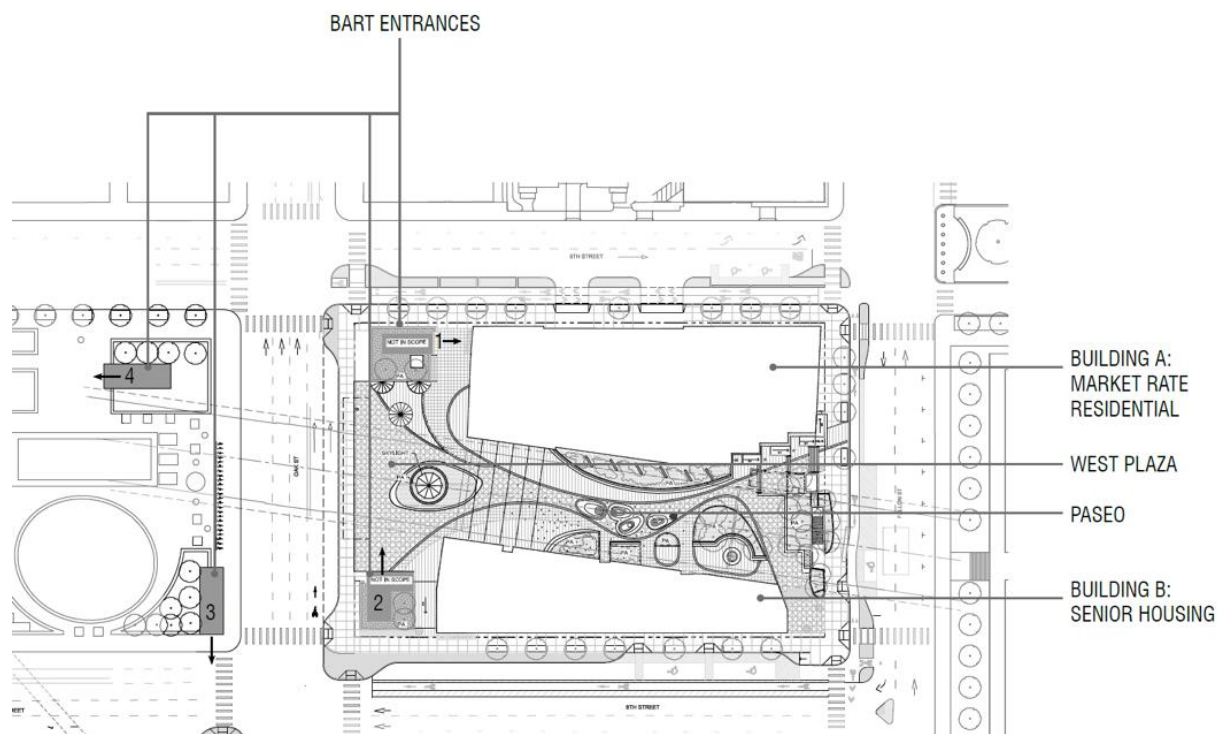


Figure 4-2. Lake Merritt Paseo and Intermodal Plaza Design

4.1.2.3 Bicycle and Pedestrian Improvements

The highest pedestrian volumes in the station area are currently on 9th Street between Oak and Fallon Streets. The Project will provide a two-way cycle-track on 9th street. Improvements on 9th Street will also include ADA loading space protected crosswalks. On Oak Street, bulbouts are proposed on the corner of 9th and 8th Streets.

Between and beyond the 11 block faces that comprise the Lake Merritt BART station area are nine intersections where the comfort and safety of traveling in the area will be determined. In addition, how facilities in the station area transition to transportation projects beyond this area that are laid out in existing planning documents will be equally important to how well the station area can attract and accommodate BART passengers and people destined for one of the TOD blocks, particularly those traveling by bike and on foot.

4.1.3 West Oakland TOD Detailed Scope

The West Oakland TOD, as proposed in the West Oakland Specific Plan on the site surrounding the West Oakland BART station, includes demolition of the 385 space West Oakland BART station main surface parking lot and associated circulation, and construction of two new mid-rise and high-rise buildings with a total of 762 residential units, and a separate 300,000 square foot of office building, and 53,491 square feet of ground-floor retail uses. One-third of all residential units will be affordable units serving households below the 30% AMI. The overall project also includes, a surface plaza, circulation elements and a 397 parking spaces to support the development.

Specific elements requested in this TIRCP grant application include:

- » Bicycle and pedestrian safety improvements including:
 - New cycle tracks (7th and Mandela Streets)
 - 18th Street Bikeway
 - New bike station with attendant for up to 350 bikes
- » Transit amenities including:
 - Creation of new bus shelters
 - Wayfinding signage

4.1.3.1 *Bicycle and Pedestrian Safety Improvements*

The project will implement approximately 1,300 feet of cycle track on both sides of 7th Street between Chester Street and Mandela Parkway as well as 750 feet cycle track on both sides of Mandela Parkway between 7th Street and 5th Street. Additionally, the project will implement road diet, installing Class II lanes and Class III bikeways with high visibility crosswalks on 18th Street. This includes the reconstruction of sidewalks and installation of ADA-compliant curb ramps.

4.1.3.2 *Transit amenities*

The project includes the placement of new bus shelters on 7th Street for AC Transit as well as other commuter transit operators serving the BART Station. To improve access to the station and other transit services, the project includes design and installation of new BART wayfinding signage.

4.2 **Location and Context**

All three TODs are located in the East Bay in the cities of Oakland and El Cerrito. To provide an overview of the Project location and relevant context, the following maps are included:

- » Project Locations (Figure 4-3)
- » Regional Bicycle Facilities (Figure 4-4)
- » USEPA Walkability Index (Figure 4-5)
- » Priority Development Areas (Figure 3-2)
- » Housing Density (Figure 4-6)
- » Major Employers (Figure 4-7)

All three sites include zoning consistent with State AB 2923 (3.1.2.5). For additional maps showing disadvantaged communities, low-income communities, and other designated communities along the BART alignment and specifically the three station areas, please see Section 3.3.1, Program Benefits to Disadvantaged Communities. Additionally, for more information on GHG reducing features of the Project, as well as land use density, housing development along the BART system please see Section 3.1, Project benefits.

A KML file has also been provided separately for the Project with the transit route/Project location represented by lines and stops represented by points. It is included in this application as Attachment 1.

Figure 4-3. Project Location

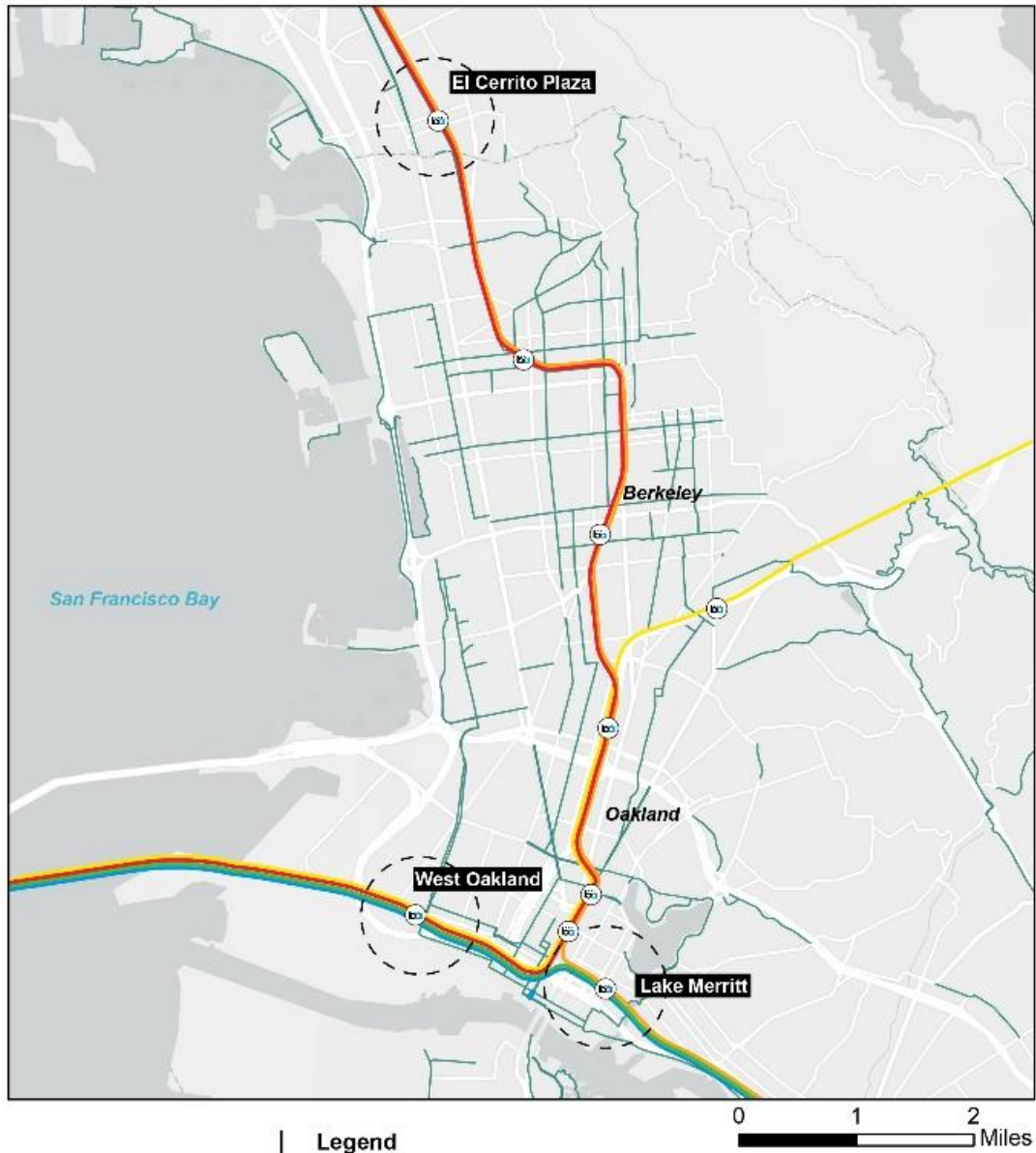


Legend

-  BART
-  TOD Area Half-Mile Buffer

FY 2022-2023 CalSTA Transit and Intercity Rail Capital Program
San Francisco Bay Area Rapid Transit | Project Location Map

Figure 4-4. Regional Bicycle Facilities

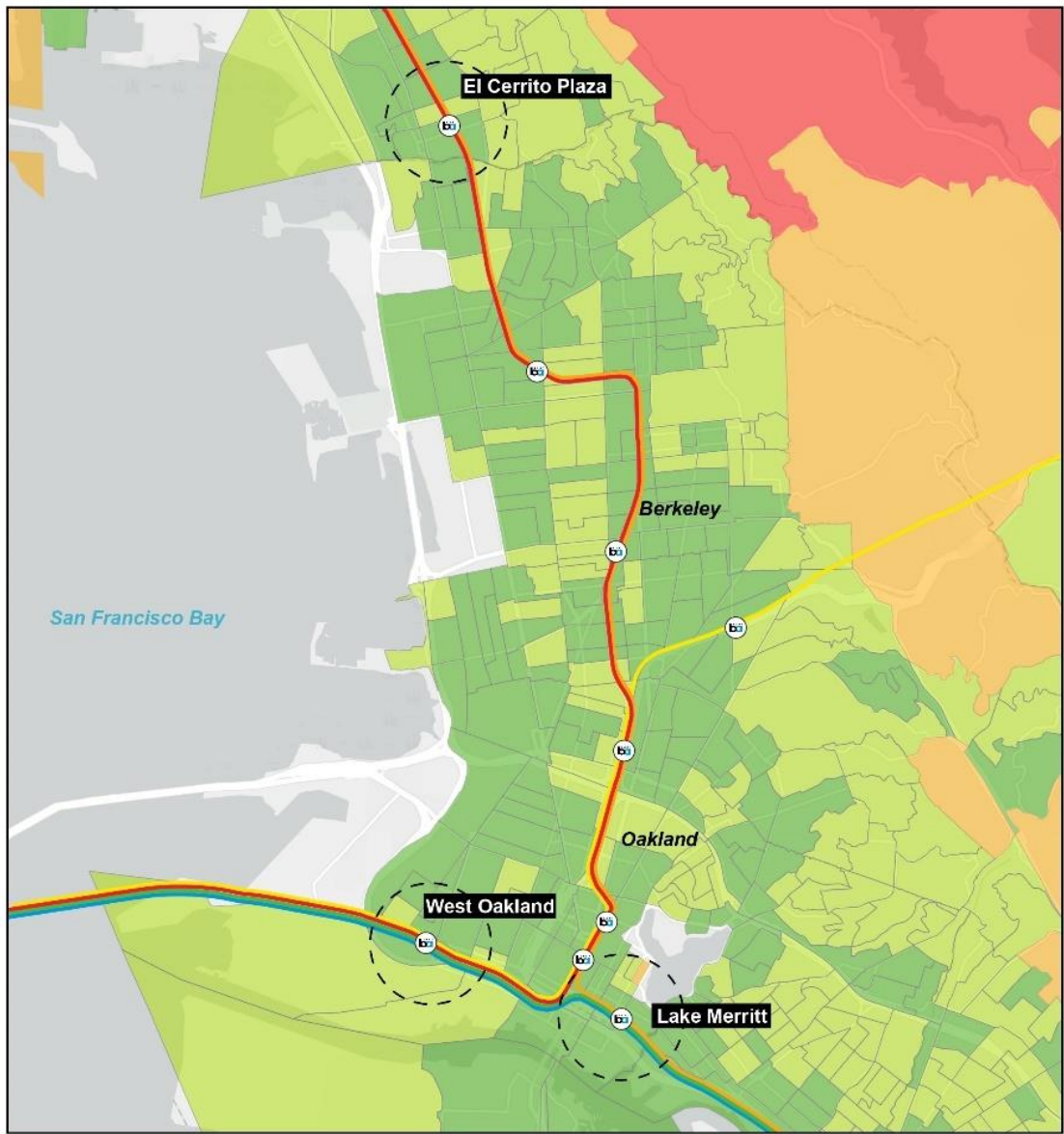


BART Bay Area Rapid Transit

Legend
BART
MTC Regional Bike Facilities

FY 2022-2023 CalSTA Transit and Intercity Rail Capital Program
San Francisco Bay Area Rapid Transit | Regional Bike Facilities Map

Figure 4-5. USEPA Walkability Index



Legend

USEPA Walkability Index

- 1 - 5.75 (Least Walkable)
- 5.76 - 10.50
- 10.51 - 15.25
- 15.26 - 20 (Most Walkable)

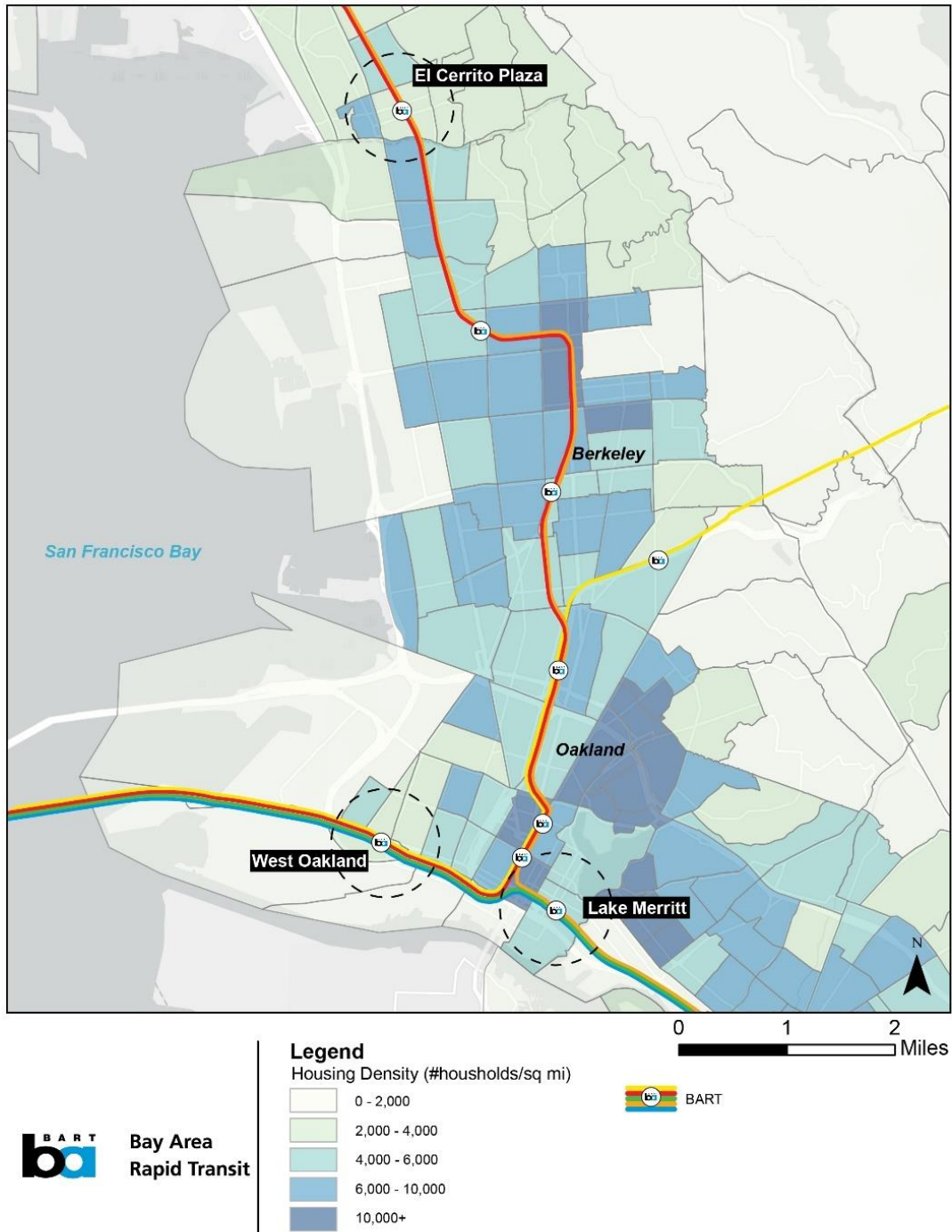
Bay Area Rapid Transit

BART

0 1 2 Miles

FY 2022-2023 CalSTA Transit and Intercity Rail Capital Program
 San Francisco Bay Area Rapid Transit | USEPA Walkability Index Map

Figure 4-6. Housing Density



FY 2022-2023 CalSTA Transit and Intercity Rail Capital Program
 San Francisco Bay Area Rapid Transit | Employment Map

Figure 4-7. Major Employers



Legend

-  BART
-  TOD Area Half-Mile Buffer

FY 2022-2023 CalSTA Transit and Intercity Rail Capital Program
 San Francisco Bay Area Rapid Transit | Major Employers Map

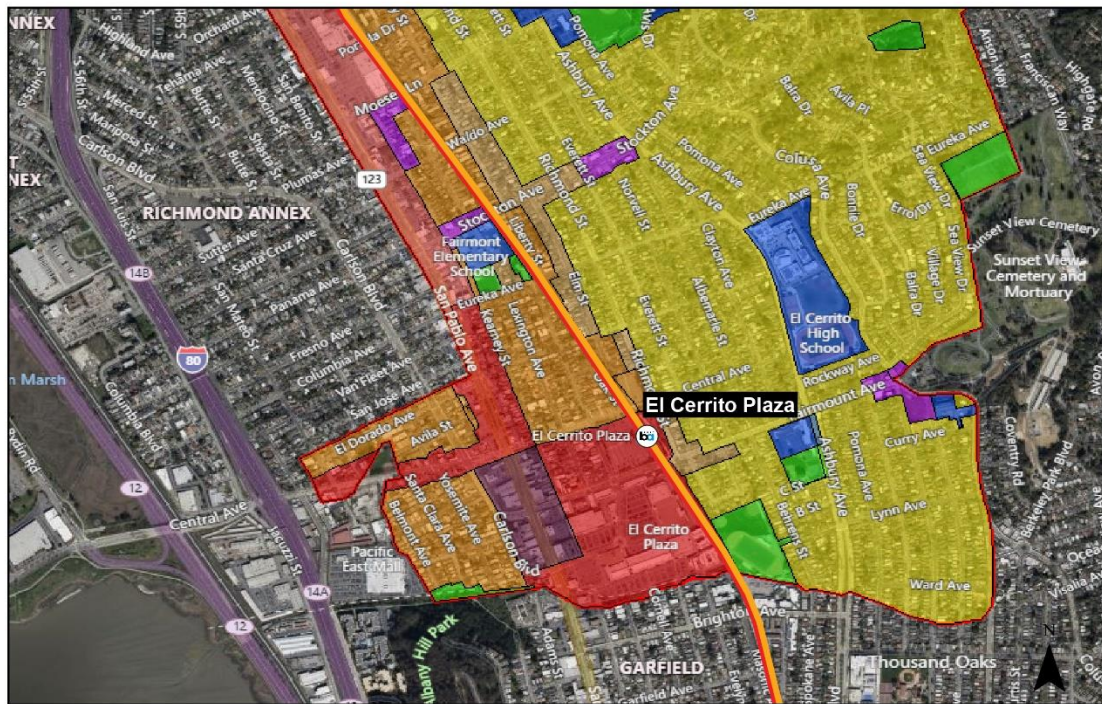
4.2.1 El Cerrito Plaza TOD Parcel Description

BART’s transit-oriented development (TOD) site at the El Cerrito Plaza station includes four parcels with a combined area of about six developable acres. These parcels are currently used as surface parking lots for BART riders. The BART property is in the southern portion of the City of El Cerrito and is generally bounded by Willow Street to the north, Fairmount Avenue to the south, and Richmond and Liberty Streets to the east and west. The property is approximately three blocks east of San Pablo Avenue, a major north-south corridor, and is immediately north of the El Cerrito Plaza Shopping Center. Existing single family and small multifamily neighborhoods bound the property on the north and east sides. The land-use is Mixed-Use High-Density Residential. The zoning districts are Transit Oriented High Intensity Mixed Use and Mid-Intensity Mixed Use.

Figure 4-8. El Cerrito Plaza TOD Development Parcels



Figure 4-9. El Cerrito Plaza Zoning



FY 2022-2023 CalSTA Transit and Intercity Rail Capital Program
 San Francisco Bay Area Rapid Transit | El Cerrito Plaza Zoning Map

4.2.2 Lake Merritt TOD Parcel Description

The Lake Merritt BART TOD site is located at the eastern edge of Oakland’s Chinatown, across the street from the 12,000-student Laney College, in an area about to undergo remarkable change. The site is bordered by 9th Street to the north, Madison Street to the west, 7th Street to the south, and Fallon Street to the east.

The four-block area will be transformed by a two-block, two-phase TOD and the planned redevelopment of the BART plaza. By 2028 or so, four buildings will rise from two of the blocks in the immediate Lake Merritt BART station area. TOD Block 1 will replace the BART station

parking lot with market rate and affordable housing with ground floor retail in a 27-story building; a 97-unit, seven-story affordable senior housing project; and an outdoor paseo/food court. TOD Block 2 will replace the Metro Center office building and its parking lot with a 19-story market-rate office building with below market-rate commercial space and a seven-story building with 100 units of affordable family housing and a ground floor child care center.

These projects are part of a larger plan to create a three-block-long open space gateway between the BART station and Chinatown, including the TOD Block 1 paseo, the BART Plaza and a revitalized Madison Park, two blocks to the west. This vision will be implemented over time by BART, City of Oakland and other funding partners.

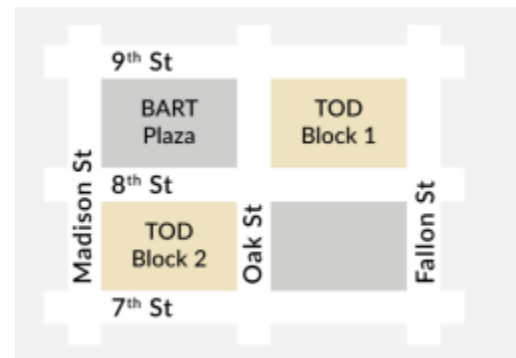
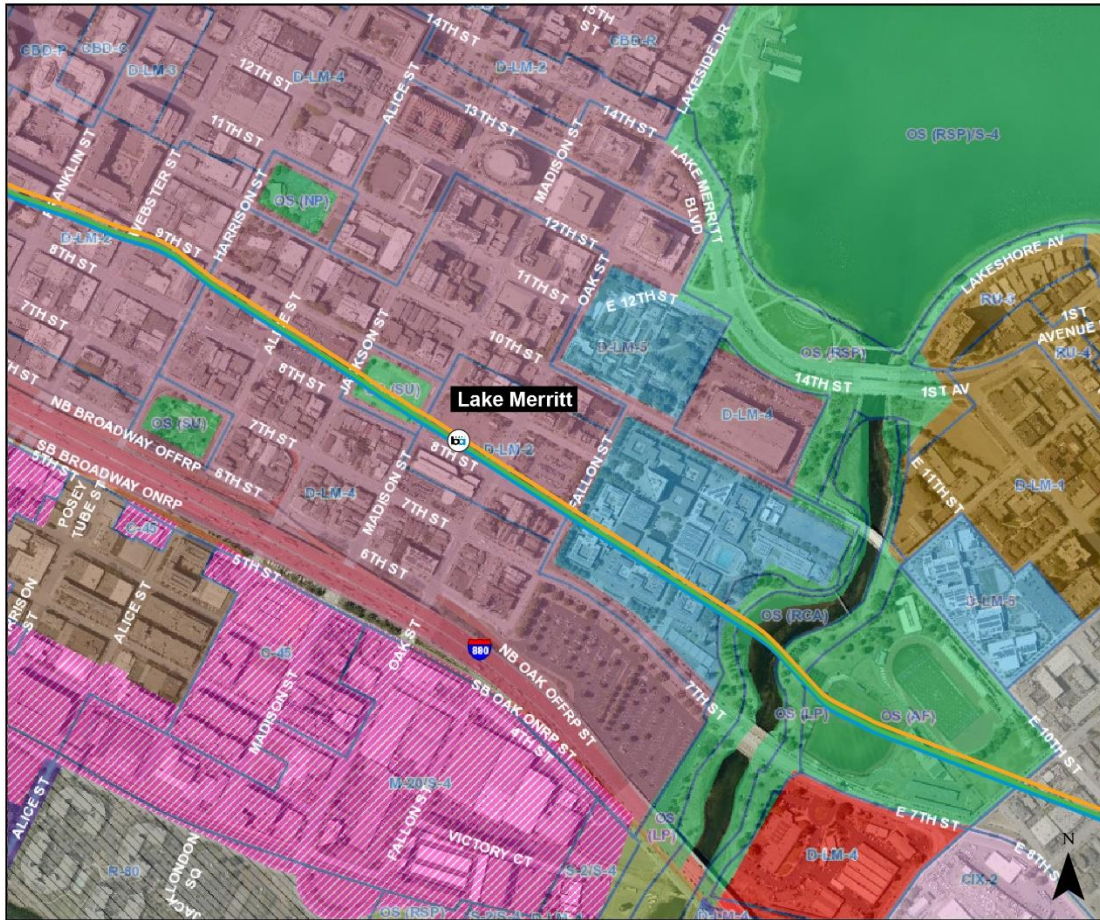


Figure 4-10. Lake Merritt TOD Station Access



Figure 4-11. Lake Merritt Zoning



Bay Area Rapid Transit

Legend

- Central Business District
- Institutional
- Urban Park and Open Space
- Mixed-Use District
- Urban Residential
- Community Commercial
- Neighborhood Mixed-Use
- BART

FY 2022-2023 CalSTA Transit and Intercity Rail Capital Program
 San Francisco Bay Area Rapid Transit | Lake Merritt Zoning Map

4.2.3 West Oakland TOD Parcel Description

The West Oakland BART Station (Mandela Station) is located in the West Oakland neighborhood at 1471 7th Street. Current uses at the five-acre site include an active transit station and 385 surface parking stalls dedicated for BART patrons. The surrounding land uses are a mix of two-story historic Victorian residences, four-story multifamily affordable apartment complexes, small-scale older industrial properties, and several vacant properties also slated for redevelopment. In addition to the BART station, the transportation network includes AC Transit bus lines, Interstate 880, and Class I & II bike lanes.

Figure 4-12 shows the various neighborhood services and amenities within one mile of the West Oakland Station. Services include local health care provided by West Oakland Health Center and the Lincoln Families providing personalized care focused on education, family, and well-being (including housing and mental health services). Recreation and open spaces include South Prescott Park, soccer fields at Raimondi Park, Middle Harbor Shoreline Park, DeFremery Park which has tennis courts, an art center and swimming pool, and the 1.3-mile Mandela Parkway.

The retail landscape of 7th Street was decimated in the 1960’s and more recently in the 1990’s via the construction of public infrastructure projects including the Federal Post Office, BART system, and the Cypress Freeway 880 Interstate reconstruction. The current retailers include the Mandela Grocery Co-op, Self-Help Credit Union, 7th St Liquor Store, 7 West Bar, as well as two cafes and a taqueria.

Figure 4-12. West Oakland Neighborhood Services and Amenities

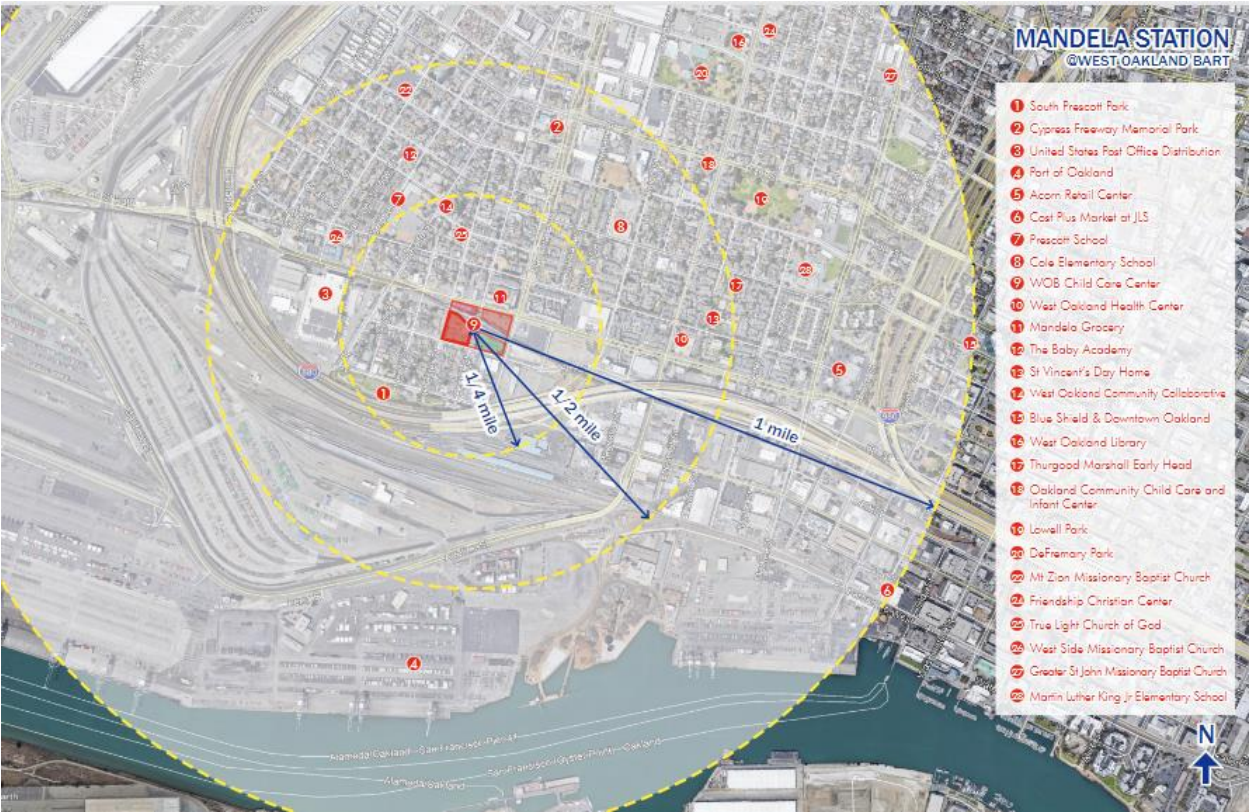
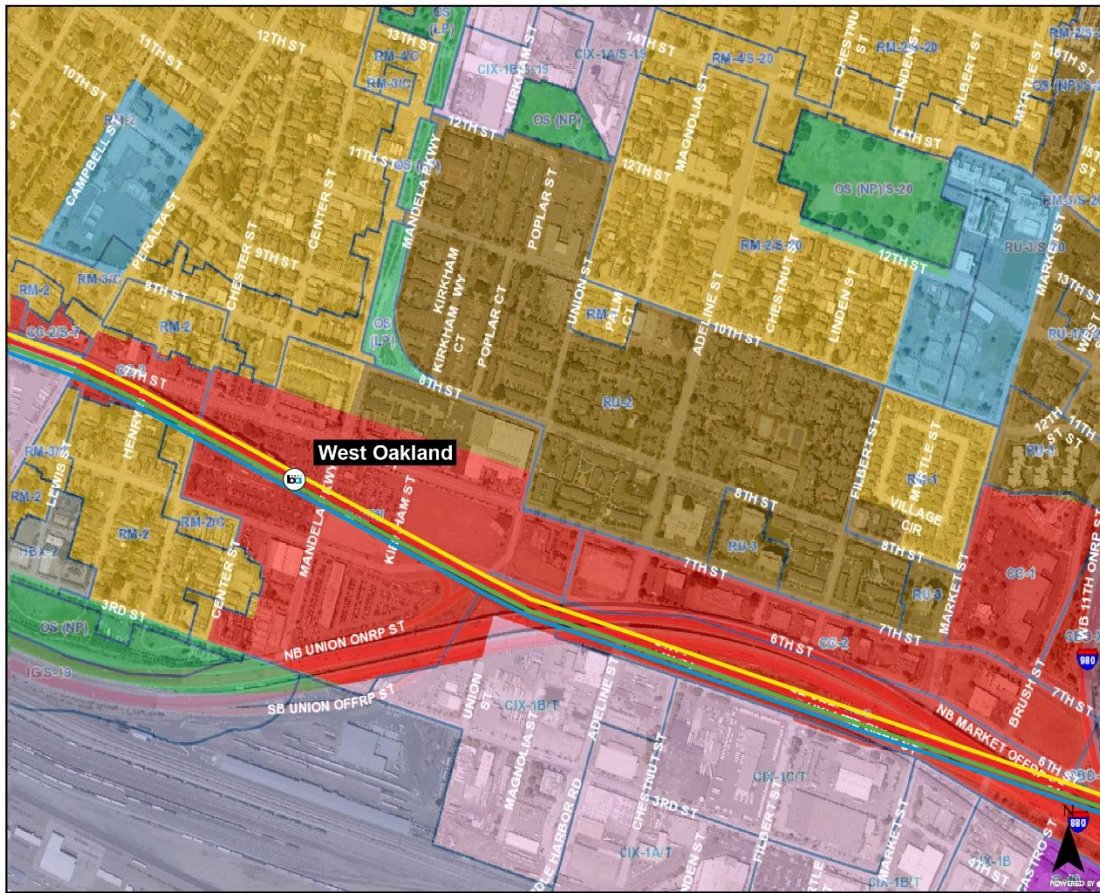


Figure 4-13. West Oakland Zoning



Bay Area Rapid Transit

Legend

- Detached Unit Residential
- Community Commercial
- Urban Residential
- Institutional
- Parks and Open Space
- Business Mix



BART

FY 2022-2023 CalSTA Transit and Intercity Rail Capital Program
San Francisco Bay Area Rapid Transit | West Oakland Zoning Map

4.3 Costs

Please see Section 2.2 Project Costs for more details on the Sources and Uses.

Project Component	Total Project Cost	TIRCP Request (Million)	Match Amount 1	Match Source 1	Confirmed or Expected	Match Amount 2 (if applicable)	Match Source 2	Confirmed or Expected	Match Amount 3 (if applicable)	Match Source 3	Confirmed or Expected
El Cerrito Plaza TOD											
BART rider parking garage	\$16,000,000	\$12,800,000	\$3,200,000	BART	Confirmed						
On-street parking management	\$600,000	\$600,000									
Bike & Pedestrian Improvements	\$17,700,000	\$8,400,000	\$1,500,000	BART	Confirmed	\$ 6,600,000	Private Developer Contribution	Expected	\$ 1,200,000	AHSC	Expected
Transit Center Improvements (including wayfinding & digital signage)	\$8,000,000	\$2,400,000	\$800,000	BART	Confirmed	\$ 4,000,000	Private Developer Contribution	Expected	\$ 800,000	AHSC	Expected
Sub-Total	\$42,300,000	\$24,200,000	\$5,500,000			\$10,600,000			\$2,000,000		
Lake Merritt TOD											
UPS Relocation	\$17,900,000	\$12,900,000	\$5,000,000	BART Funds	Confirmed						
Parking Lot Parcel – intermodal plaza and waterproofing	\$2,100,000	\$1,100,000	\$1,000,000	Private Developer Contribution	Expected						
Bike & Pedestrian Safety Improvements, Wayfinding	\$6,900,000	\$5,500,000	\$1,400,000	Private Developer Contribution	Expected						
Sub-Total	\$26,900,000	\$19,500,000	\$7,400,000								
West Oakland TOD											
Cycle Tracks	\$4,000,000	\$3,000,000	\$1,000,000	Private Developer Contribution	Confirmed						
Bus shelters	\$600,000	\$500,000	\$100,000	Private Developer Contribution	Confirmed						
Bike station	\$2,500,000	\$1,500,000	\$1,000,000	AHSC Grant	Confirmed						
Wayfinding	\$600,000	\$300,000	\$300,000	AHSC Grant	Confirmed						
Sub-Total	\$7,700,000	\$5,300,000	\$2,400,000								
TOTALS	\$76,900,000	\$49,000,000	\$27,900,000			10,600,000			2,000,000		

4.4 Schedule

The schedule detailed below reflects the transportation elements outlined in this application. Please see the PPR forms (attached) for detailed dates. Additionally, please see Section 3.7 Project Readiness for information on current status.

Project Milestone	El Cerrito Plaza TOD	Lake Merritt TOD	West Oakland TOD
NEPA / CEQA received (expected)	Q3 2022	Q2 2021	Q1 2019
Final Design / Predevelopment	Q3 2023 – Q3 2026	Q4 2021 – Q4 2023	Q1 2019 - Q2 2023
Construction Start	Q2 2024	Q4 2023	Q1 2025
Construction End	Q3 2028	Q4 2026	Q4 2025

4.5 Procurement Process

The table below details the procurement process for each element of the three TOD projects.

Project Component	Procurement Status
El Cerrito Plaza	
BART rider parking garage	Developer as part of building
On-street parking management implementation	City of El Cerrito
Bicycle and Pedestrian Improvements	Bundled (Developer on BART property and City offsite)
Transit Center Improvements	Developer
Lake Merritt	
Replace and relocate Uninterruptable Power Supply (UPS)	BART
Parking Lot Parcel – intermodal plaza and waterproofing	Developer will undertake the construction of new waterproofing on Block 1 of the TOD. The Intermodal plaza will be maintained after construction is complete by BART, the paseo will be maintained by the TOD developers.

Enhanced Oak / Fallon St Ped/Bike Safety	Developer will construct these improvements but it is assumed that the City will maintain them as it after completion given it is on City owned land.
West Oakland	
Cycle Tracks	Developer
Bus shelters	Developer
(Attended) Bike station	Developer
Wayfinding	Developer

4.6 Capital and Operating Financial Plan Details

BART is submitting three (3) PPR forms for this overall TIRCP request, one for each of the TODs and associated transportation elements included. See Attachment 4 for the PPR Forms.

5 SUPPORT DOCUMENTATION

5.1 Cost Estimate Certifications

All costs included in this TIRCP application are approved by the General Manager, as attested to in the authorization letter.

5.2 Letters of Support

As shown by the letters of support compiled in Appendix A, and listed below, this project has significant support from local, regional, and elected officials.

ELECTED OFFICIALS

- » California State Governor - Gavin Newsome
- » California State Senator – Nancy Skinner
- » California Legislature Assistant Speaker Pro Tempore – Mia Bonta
- » California Assembly Member Fifteenth District
- » City of Oakland - Mayor Libby Schaaf
- » City of Oakland – District 2 City Council President Nikki Fortunato Bas
- » City of El Cerrito – Mayor Gabriel Quinto
- » Contra Costa County - District 1 Board of Supervisors John Gioia
- » County of Alameda – District 5 Supervisor Keith Carson

AGENCIES AND COMMUNITY ORGANIZATIONS

- » Metropolitan Transportation Commission (MTC)
- » Alameda-Contra Costa Transit District
- » Alameda County Transportation Commission
- » Albany Strollers and Rollers
- » APEN Asian Pacific Environmental Network
- » Bike East Bay
- » Buddhist Church of Oakland
- » Contra Cost Transportation Authority – Executive Director Timothy Haile
- » East Bay Asian Local Development Corporation
- » El Cerrito Chamber of Commerce
- » Fast Bay for Everyone
- » Friends of Lincoln Square Park
- » Jack London Improvement District
- » Oakland Asian Cultural Center
- » Oakland Chinatown Chamber of Commerce
- » Plaza for the People
- » Transform

6 ATTACHMENTS

1. Project KML File
2. GHG Quantification Methodology Tool (Baseline & Alternative)
 - » CalSTA GHG Calculator
 - » GHG and Ridership Technical Memorandum
 - » BART Ridership Models for all TODs
3. Jobs Co-Benefit Tool
 - » Jobs Co-Benefit Tools for each TOD (3) and a Combined Tool (1)
 - » Jobs Co-Benefit Assumptions Memo
4. Project Programming Request
 - » Separate PPR forms for each of the TOD projects included in the application
5. Project Maps
 - » All project location maps included in the application as well as additional detailed maps for each TOD project area
6. Evaluation Criteria for Providing Benefits to Priority Populations
 - » Criteria Table for Sustainable Transportation

7 APPENDICES

Appendix A – Letters of Support

Appendix B – Ridership & GHG Emissions Modeling and Methodology

Appendix C - Plan Bay Area 2050 (Sustainable Communities Strategy) (linked in text)

Appendix D – Environmental Documentation