

## **Attachment 5: East Bay Greenway Funding Commitments**

- MTC Programming and Allocations Plan Bay Area 2050
- Regional Cycle 6 ATP Recommendations
- 2014 Alameda County Transportation Expenditure Plan

Blueprint Strategy	RTPID	Title	Scope	County	Open Period <sup>1</sup>	Cost/ Funding <sup>2</sup> (millions, YOY)
T07	21-T07-055	Minor Freight Improvements   Regional	This program includes funding to implement freight improvements throughout the Bay Area. This program generally implements programs that improve freight operations and support the Port of Oakland. Improvements include new weigh stations and rest areas and improvements to existing freight terminals and freight rail. Example projects include grade separation improvements at 7th Street at the Port of Oakland and improvements at the I-80 Westbound Truck Scales in Cordelia.	Regional	Various	\$2,500
T07	21-T07-056	Minor Roadway Improvements   Regional	This program includes funding to implement minor roadway improvements. This program generally implements projects exempt from regional air quality conformity, but it does include non-exempt local roadway widenings or extensions. Improvements include local road extensions or new lanes, and intersection improvements such as channelization and signalization. Example projects include improvements to Oakland Army Base, Quarry Lakes Pkwy (East-West Connector), Decoto Rd, Dublin Blvd, El Charro Rd, and Auto Mall Pkwy (ALA); Newell Dr and Airport Junction (NAP); implementation of Envision Expressway program, Calaveras Blvd, and Mary Ave (SCL); Hunters Point Shipyard and Candlestick Point local roads, Alemany Rd, and Treasure Island (SF); and Farmers Ln (SON).	Regional	Various	\$5,700
T07	21-T07-057	Technology Improvements   Regional	This program includes funding to implement technology improvements on the Bay Area's transportation systems. This program generally implements county, transit agency and other local management systems' travel demand management and emissions reduction technologies programs and initiatives. Improvements include incident management; signal coordination; Intelligent Transportation Systems; Traffic Operations Systems/Congestion Management Systems; ramp metering; Computer-Aided Dispatch/Automatic Vehicle Location; fare media; construction or renovation of power, signal and communications systems; toll management systems; toll media; car and bike share; alternative fuel vehicles and facilities; parking programs; carpool/vanpool; ridesharing activities; information, marketing and outreach; and traveler information.	Regional	Various	\$1,300
T07	21-T07-058	Planning/Program   Regional	This program includes funding to support regional and local planning programs and initiatives to support implementation of Plan Bay Area 2050. Investments include planning, research, technical assistance and program implementation. Example regional projects include support for Priority Development Area (PDA) planning and implementation; the Bay Area Preservation Pilot revolving loan fund; and the Housing Incentive Pool pilot program to incentivize the production of affordable housing.	Regional	Various	\$3,300
T07	21-T07-059	Financing/Reserve for Major Capital Projects   Regional	This program includes funding for financing costs of major capital projects (e.g., Caltrain Downtown Extension) and a funding reserve for projects with cost overruns.	Regional	Various	\$1,400
T08	21-T08-060	Complete Streets Network   Regional	This program includes funding to implement a regional Complete Streets network with an emphasis on improvements near transit and in Equity Priority Communities. It also includes funding to implement county and local initiatives to support active transportation systems. Investments include new and extended bike and pedestrian facilities; minor bicycle and/or pedestrian facility gap closures; minor road diets (less than 1/4-mile); ADA compliance; landscaping; lighting; streetscape improvements; secure bike parking at transit stations; and support to local jurisdictions to maintain and expand car-free slow streets. Example projects include the Bay Trail (MUL), Bay Skyway (SF), Better Market Street (SF), East Bay Greenway (ALA), and Urban Greenways and Trails (ALA).	Regional	Various	\$12,700
T09	21-T09-061	Regional Vision Zero Policy through Street Design and Reduced Speeds   Regional	This program includes funding to implement and advance a regional Vision Zero policy, which includes implementation of slower highways and streets through street design and automated enforcement, and other programmatic investments to advance Vision Zero policies. This program generally implements regional, county and local programs to support Vision Zero initiatives; Safe Routes to Schools programs; and the Highway Safety Improvement Program. Improvements include railroad/highway crossing improvements; warning devices; shoulder improvements; traffic control devices other than signalization; guardrails, median barriers and crash cushions; pavement marking; fencing; skid treatments; lighting improvements; widening narrow pavements with no added capacity; changes in vertical and horizontal alignment; transit safety, communications and surveillance systems; truck climbing lanes outside urban areas; and emergency truck pullovers.	Regional	Various	\$3,781

**Attachment 2**

**Recommended Cycle 6 Regional ATP Program of Projects (Alphabetical Order)**

(\$1,000s)

County	Sponsor	Project Title	Recommended Funding	Project Description
ALA	ACPW	Mission Boulevard Safe and Complete Streets for Active Transportation	\$ 25,000	On Mission Boulevard between East Lewelling Boulevard/1-238 and Rose St, in the unincorporated Alameda County communities of Ashland and Cherryland. Install Class IV separated bikeways, protected intersections, pedestrian hybrid beacons, curb extensions, median refuges, high-visibility crosswalks, signal timing, streetscaping.
ALA	ACPW	Oakland Making Moves: Active Oakland Neighborhoods	\$ 999	Oakland Making Moves: Active Oakland Neighborhood will serve 13 affordable housing sites located in disadvantaged/equity priority communities in Oakland. Oakland Making Moves will engage residents in mapping and using safe walking/biking routes from 13 affordable housing sites in Oakland to healthy places.
ALA	ACPW	San Lorenzo Creekway: Building Equitable Active Transportation in Alameda County	\$ 17,200	The San Lorenzo Creekway project will include a pedestrian and bicycle facility that runs along the San Lorenzo Creek for 7.7 miles. The SLC will be the only east-west connector through four disadvantaged communities in the unincorporated area of Central Alameda County - including San Lorenzo, Cherryland, Ashland, and Castro Valley. The project will also include a 1-mile on-street connection to Bayfair BART Station in San Leandro and a 1.5 mile on-street connection to Downtown Hayward.
ALA	ACTC	East Bay Greenway Multimodal, Phase 1	\$ 19,500	Within Alameda County, the project will construct a regional trail facility parallel and connecting to the Bay Area Rapid Transit (BART) line through the Cities of Oakland and San Leandro. The project will consist of Class I shared use paths, Class IV protected bikeways, and protected intersection treatments. The project scope also includes pedestrian crossing safety and accessibility improvements, bus stop enhancements to improve speed and passenger comfort, and placemaking features.
ALA	ACTC	San Pablo Avenue Safety Enhancements and Transit Bulbs Project	\$ 9,000	In Alameda County, on San Pablo Avenue between Heinz Street in South Berkeley and Clay Street in North Albany, construct bicycle/pedestrian safety and transit speed/reliability improvements including flashing beacons, pedestrian hybrid beacons, ADA compliant curb ramps, bulb outs at Rapid bus stops, median refuge islands, high visibility crosswalk upgrades, minor traffic signal modifications, bus stop relocations, lighting improvements, and warning signage.
ALA	Berkeley	Washington Elementary and Berkeley High Safe Routes to School project	\$ 1,511	Students at Washington Elementary and Berkeley High schools will have safer opportunities to walk and bike to school. Reconfiguring loading zones will reduce conflict and stress. Bulb-outs and pedestrian leading intervals will make pedestrians more visible to drivers. Thirteen intersections in Downtown Berkeley around Washington Elementary and Berkeley High Schools, and school frontages on Milvia Street and McKinley Avenue.
ALA	Oakland	Bancroft Avenue Greenway	\$ 29,311	The project is located in Oakland, CA on Bancroft Avenue from 73rd Avenue to 103rd Avenue. The project involves constructing two miles of separated multi-use path, 112 ADA ramps, 60 wayfinding signs, 30 regulatory signs, 22 benches, 24 trash receptacles, pedestrian scale lighting throughout the corridor, 179 new trees, landscaping, and irrigation.
CC	Concord	Willow Pass Road Bikeway Project	\$ 2,835	The project provides vital bicycle and pedestrian connections to multiple schools, a regional trail (Contra Costa Canal Trail), a regional train station (BART), and Downtown Concord. There are several healthcare centers, offices, churches, and multi-family housing units located along the corridor. Willow Pass Road is a regional connector that connects Downtown Concord to State Highway 4.
CC	San Pablo	Broadway-El Portal Safe Routes (BESR) Project	\$ 7,248	SR2S Infrastructure: Final design and construction of SR2S Master Plan recommended infrastructure improvements between Broadway Avenue and the nearby Bayview and Lake Elementary Schools, as well as 4 curb extensions, 3 new crosswalks, 2 speed feedback signs, 4 rectangular rapid flashing beacons, 4 bicycle racks, and enhanced high-visibility striping at 2 school-zone intersections on Broadway Avenue
MRN	Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$ 1,500	The Gap Closure Project will address these issues through construction of a standard Class I pathway, a bi-directional Class IV bikeway, and upgraded intersection crossings and highway ramp for pedestrians and bicyclists.
MRN	San Rafael	Canal Neighborhood Active Transportation Enhancements Project	\$ 4,123	In San Rafael, in the Canal neighborhood, construct 10 ADA-compliant curb ramps, upgrade 6 curb ramps to meet ADA requirements, complete sidewalk infill on 10 streets, improve 6 transit stops, implement bicycle boulevard treatments on 3 streets, improve lighting on 10 streets and 3 pathways, enhance 4 uncontrolled crosswalks, and add secure parking for 10 bicycles. See Additional Information section for detailed locations.
MRN	San Rafael	San Rafael Canal Crossing Project	\$ 3,925	In San Rafael between Canal Street and Third Street. The project would result in the construction of a new non-motorized crossing of the San Rafael Creek between Canal Street and Third Street in San Rafael, CA.
SM	San Mateo County	Santa Cruz Avenue/Alameda de las Pulgas Complete Street Project	\$ 5,435	The Santa Cruz Avenue/Alameda de las Pulgas (SC/ADLP) corridor is part of a larger road network spanning two counties that runs over 15 miles, connecting numerous communities on the San Francisco Peninsula. The project is located in unincorporated West Menlo Park and is a gateway to Stanford University. The project will implement a road diet to provide enough space for sidewalks and bike lanes, new raised medians, and safety islands.
SCL	San Jose	Story-Keyes Complete Streets Project*	\$ 3,656	Along Keyes Street and Story Road, between 3rd Street and King Road, in Central and East San Jose including capital investments in bike/ped safety, such as separated bikeways, high visibility crossings, protected intersections, and bus boarding islands.
SON	Healdsburg	Healdsburg Avenue Complete Streets Project	\$ 11,819	Healdsburg Avenue between Powell Avenue and the Foss Creek bridge 1/4 mile south of Passalacqua Road, having a total project length of 1-1/2 mile. Construction to implement a road diet with the addition of bicycle, pedestrian and transit improvements.
<b>Total</b>			<b>\$ 143,062</b>	

\*San Jose requested \$36,386 however \$3,656 is available for funding.

# 2014 ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN



January 2014





Key investments in bicycle and pedestrian paths and safety include completion of the major trails in the County. Funding will allow for the completion of three key trails: the

County's East Bay Greenway, which provides a viable commute and community access route for many cyclists and pedestrians from Oakland to Fremont, and the Bay Trail and Iron Horse Trail in Alameda County which provide important off street routes for both commute and recreational trips. Funding for priority projects in local and countywide Bicycle and Pedestrian plans will also allow for investments that support the use of these modes.

A total of 8% of the funds available in this plan are devoted to improving bicycle and pedestrian infrastructure as well as providing programs to encourage people to bike and walk when possible and to support accessibility for seniors and people with disabilities. It is important to note that in addition to these dedicated funds, local bicycle and pedestrian projects will also be funded through the Local Streets Maintenance and Safety and Community Development Investments funding categories.

## **COMPLETION OF MAJOR TRAILS – IRON HORSE TRAIL, BAY TRAIL AND EAST BAY GREENWAY (\$264 M)**

This project provides for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on these three major trails pictured on page 32. These projects have the potential to generate extensive and varied community benefits beyond creating infrastructure for bicycle and pedestrian travel including improving neighborhood connectivity, improving access to transit, reducing traffic, improving safe access to schools, supporting community health and reducing

greenhouse gas emissions. Funds may be applied to the construction and maintenance of the three major trails, as well as local connectors and access routes.

## **LOCAL BICYCLE AND PEDESTRIAN PATHS AND SAFETY (5% OF NET REVENUE, \$387 M)**

This program is designed to fund projects and provide operating funds that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on projects that complete the County's bicycle and pedestrian infrastructure system. The program consists of two components:

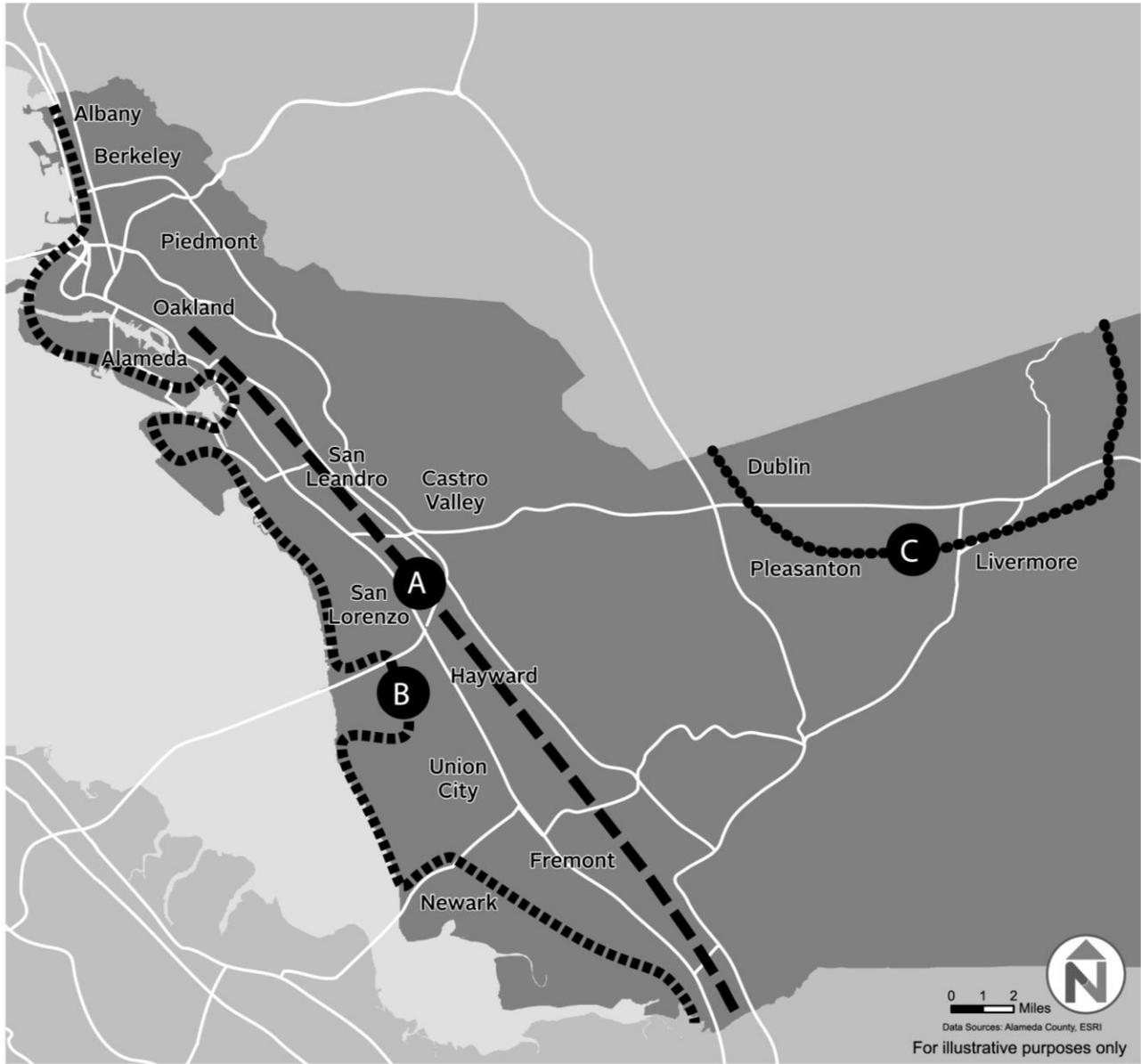
### **Bicycle and Pedestrian Direct Allocations to Cities and Alameda County (3% of net revenue, estimated at \$232 M)**

Funding will be provided on a monthly basis to the cities and to Alameda County for planning, construction and maintenance of bicycle and pedestrian projects and programs, focusing on completing the high-priority projects described in their Bicycle and Pedestrian Master Plans. Funds will be provided to each city within the county and to Alameda County based on their share of the population. Jurisdictions will be expected to implement, operate and maintain projects from the County's bicycle and pedestrian plans and to commit to a complete streets philosophy in their project design and implementation.



### **Bike and Pedestrian Grant Program (2% of net revenue, estimated at \$154 M)**

These funds, administered by Alameda CTC, will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities



East Bay Greenway  
from Oakland to Fremont



Bay Trail Gap Closure  
and Access projects



Iron Horse Trail Gap Closure  
and Access projects

Not Shown:

- Completion of other priority projects in local and countywide bicycle and pedestrian plans
- Funding to cities and County
- Grant program for regional projects and trail maintenance.