

## Attachment 7: East Bay Greenway Funding Commitments

- Regional Cycle 6 Active Transportation Program Recommendations
- 2022 California Senate Bill 1 Solutions for Congested Corridors Program Recommendations
- 2014 Alameda County Transportation Expenditure Plan

**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.



## SENATE BILL 1 PROGRAMS – STAFF RECOMMENDATIONS

### 2022 SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM

Commission staff recommends funding 10 projects for a total of \$507,812,000 in the 2022 Solutions for Congested Corridors Program (*project list attached*). Combined, the total project cost is more than \$3.2 billion.

These recommended projects provide a diverse array of benefits and best demonstrate a shift away from single-occupancy vehicle solutions while reducing congestion and increasing throughput in highly traveled and congested corridors. These projects support Climate Action Plan for Transportation Infrastructure principles as they will provide multimodal transportation improvements with a focus on first-and-last-mile connectivity throughout some of California's most congested corridors. Collectively, the recommended projects will reduce vehicle miles traveled, create networks of safe and accessible bicycle and pedestrian facilities and infrastructure, integrate climate adaptive and resilient design so facilities can endure extreme weather events, and construct an integrated statewide multimodal rail and transit network. Combined, these projects will create nearly 40,000 jobs, encouraging economic development and increasing access to employment opportunities for traditionally underrepresented communities in project areas.

Created by Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), the California Transportation Commission's (Commission) Solutions for Congested Corridors Program provides funding to reduce congestion in highly traveled and highly congested corridors through transportation improvements and innovations that expand travel choices, stimulate neighborhood vibrancy, preserve local community character, and provide environmental benefits.

In August 2021, the Commission initiated the process to develop the 2022 Solutions for Congested Corridors Program Guidelines. The Commission hosted seven public workshops to solicit stakeholder input on the guidelines between August 2021 and April 2022. The guidelines were prepared by Commission staff in consultation with Caltrans, the California Air Resources Board, the California Department of Housing and Community Development, the Commission's Equity Advisory Roundtable, regional transportation planning agencies, local agencies, transportation advocates, and other stakeholders.

In addition, new to this cycle, the Commission hosted 18 virtual office hour sessions from February 2022 to April 2022, where Commission staff provided technical assistance to potential applicants who wanted to discuss their project nominations for the 2022 Solutions for Congested Corridors Program.

Adopted by the Commission at its meeting on August 17, 2022, the 2022 Solutions for Congested Corridors Program Guidelines describe the policy, standards, criteria, and procedures for the development, adoption, and management of the Solutions for Congested Corridors Program.

The Commission established the 2022 Solutions for Congested Corridors Program as a two-year, \$499,664,000 program (fiscal years 2023-24 and 2024-25). Project nominations were due to the Commission by Friday, December 2, 2022. The Commission received 24 project nominations totaling over \$1.5 billion in funding requests. All projects nominated for funding provide significant value to California residents. The requested funding reflects a vital need to address congestion through multimodal solutions in all parts of the state. Since Senate Bill 1 provides an on-going funding source for the Solutions for Congested Corridors

Program, agencies with projects not recommended for funding in this cycle will have the opportunity to apply for funding in subsequent cycles.

An evaluation team consisting of Commission and Caltrans staff reviewed project nominations based on the criteria identified in the Commission's adopted 2022 Solutions for Congested Corridors Program Guidelines. The nominations were also reviewed by California Air Resources Board staff to evaluate air quality impacts; by California Department of Housing and Community Development staff to evaluate land use efficiency and housing benefits; and by members of the Interagency Equity Advisory Committee to evaluate equity and community engagement sections. Due to the competitive nature of this program, staff evaluations were limited to documentation submitted with the nomination package, including the required performance metrics outlined in the program guidelines.

The total proposed programming exceeds identified funding capacity by \$8,148,000 and will be supported by future Solutions for Congested Corridors Program project savings, consistent with the Solutions for Congested Corridors Program Guidelines.

Projects not recommended for funding demonstrated benefits but were found less competitive for a variety of reasons including project did not meet the main objective of the program; non-compliance with program guidelines; required information was missing or unclear; project readiness; or the project did not meet state climate goals or utilize multimodal solutions. Nominating agency staff are encouraged to contact Commission staff for technical assistance to improve project nominations in future program funding cycles.

The Commission will consider these staff recommendations and program adoption at its June 28-29, 2023, Commission Meeting.

2022 Solutions for Congested Corridors Program  
STAFF RECOMMENDATIONS  
(\$1,000s)

Caltrans Priority	County	Nominating Agency	Project Title	Congested Corridor	Project Type	SCCP Recommendation	Recommended FY 2023-24	Recommended FY 2024-25	Total Project Cost	Rank	
10 RECOMMENDED FOR FUNDING	Los Angeles	Los Angeles County Metropolitan Transportation Authority (LA Metro)	I-405 Corridor Community Bus Service Improvement Program	Route 405	Transit - Bus	\$ 32,000	\$ 25,507	\$ 6,493	\$ 85,203	High	
	5	Los Angeles	California Department of Transportation (Caltrans) City of Inglewood	City of Inglewood Mobility and Congestion Relief Program *	Route 105 Route 405	Active Transportation Operational Improvements Transit - Rail	\$ 6,340	\$ -	\$ 6,340	\$ 1,586,765	Medium-High (+)
	13	Los Angeles	Caltrans LA Metro	LA Metro Light Rail CORE Capacity & System Integration Project *	Route 105 Route 405	Transit - Rail	\$ 20,000	\$ -	\$ 20,000	\$ 195,131	Medium-High (+)
	6	Santa Barbara	Caltrans Santa Barbara County Association of Governments	Santa Barbara U.S. 101 Multimodal Corridor Project - Three Creeks	Route 101	Active Transportation Highway Operational Improvements Transit - Bus	\$ 107,400	\$ 107,400	\$ -	\$ 263,290	Medium-High (+)
	3	Sonoma	Caltrans Sonoma-Marin Area Rail Transit (SMART)	SMART Windsor Rail System Extension Project	Route 101	Active Transportation Transit - Rail	\$ 30,000	\$ 30,000	\$ -	\$ 70,000	Medium-High
	10	Alameda	Caltrans Alameda County Transportation Commission	East Bay Greenway Multimodal - North Segment Project Phase 1	Route 185	Active Transportation	\$ 38,375	\$ -	\$ 38,375	\$ 120,947	Medium-High
	1	Ventura	Caltrans Ventura County Transportation Commission	U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements *	Route 101	Active Transportation Operational Improvements Transit - Rail	\$ 74,897	\$ -	\$ 74,897	\$ 247,225	Medium-High
		San Diego	San Diego Association of Governments	Build North Coast Corridor (NCC) Baliquitos	Route 5	Transit - Rail	\$ 103,300	\$ 103,300	\$ -	\$ 117,800	Medium-High
		Riverside	Riverside County Transportation Commission	Mid County Connectivity Enhancement Program *	Rt 79 Rt 215	Active Transportation Local Road Operational Improvements Transit - Rail	\$ 44,500	\$ -	\$ 44,500	\$ 223,793	Medium-High (-)
	9	Placer Sacramento	Caltrans Placer County Transportation Planning Agency Sacramento Area Council of Governments	Capitol Corridor Regional Transit Improvement Project *	Route 80	Transit - Rail	\$ 50,000	\$ -	\$ 50,000	\$ 338,696	Medium (+)

A project fact sheet is linked to each project recommended for funding.

\$ 507,812	\$ 266,207	\$ 241,605	\$ 3,248,850
\$ 495,664 2022 SSCP Funding Capacity			
\$ 8,148 Recommendation Oversubscribed			

\*Staff recommends less funding than requested for the following projects:

- City of Inglewood Mobility and Congestion Relief Program: Project was successful in securing a \$68.7 million award in the 2023 Transit and Intercity Rail Capital Program (TIRCP). SSCP funding complements that award to fully fund additional components. LA Metro
- Light Rail CORE Capacity & System Integration Project: Project was successful in securing a \$52 million award in the 2023 TIRCP. SSCP funding complements that award to fully fund the project.
- U.S. 101 Connected Communities Corridor Rail and Active Transportation Improvements: Recommendation reduces funding by \$15 million on 2018 TCEP-funded Rice Ave. component because SSCP does not fund cost increases.
- Mid County Connectivity Enhancement Program: Project was successful in securing a \$15.5 million award in the 2023 TIRCP. SSCP funding complements that award to fully fund the project.
- Capitol Corridor Regional Transit Improvement Project: Recommendation reduces funding by \$25 million and does not fund Elvas Bridge component because it does not have a complete funding plan.

Caltrans Priority	County	Nominating Agency	Project Title	Congested Corridor	Project Type	SCCP Recommendation	Requested FY 2023-24	Requested FY 2024-25	Total Project Cost	Rank	
14 NOT RECOMMENDED FOR FUNDING	2	Santa Cruz	Caltrans Santa Cruz County Regional Transportation Commission	Watsonville-Santa Cruz Multimodal Corridor Program	Route 1	Active Transportation Highway Operational Improvements Transit - Bus	\$ -	\$ -	\$ 77,160	\$ 216,743	Medium-High
		Santa Barbara	Santa Barbara County Association of Governments	Santa Barbara U.S. 101 Multimodal Corridor Project - Cabrillo	Route 101	Active Transportation Highway Operational Improvements Transit - Rail	\$ -	\$ 8,000	\$ 112,000	\$ 213,736	Medium-High
		Los Angeles	LA Metro	Shoreline Drive Gateway: Corridor Realignment & Community Connections Project	Route 710	Active Transportation Local Road Operational Improvements	\$ -	\$ -	\$ 60,000	\$ 69,174	Medium
	8	Alameda San Francisco	Caltrans Metropolitan Transportation Commission San Francisco County Transportation Authority	Bay Skyway Phase 1 Project	Route 80	Active Transportation Operational Improvements Transit - Ferry	\$ -	\$ 3,200	\$ 56,800	\$ 170,050	Medium
		San Luis Obispo	San Luis Obispo Council of Governments	Five Cities Multimodal Network Enhancement Project	Route 101	Active Transportation Operational Improvements	\$ -	\$ -	\$ 61,085	\$ 85,449	Medium
	11	Solano Sonoma	Caltrans Metropolitan Transportation Commission	Resilient SR 37 - Sears Point to Mare Island Improvement Project	Route 37 Route 121	Highway Operational Improvements	\$ -	\$ -	\$ 70,000	\$ 430,000	Medium
	14	San Mateo	Caltrans San Mateo County Transportation Authority City / County Association of Governments of San Mateo County	U.S. 101/SR 92 Area Improvements and Multimodal Project	Route 92 Route 101	Active Transportation Operational Improvements Transit - Bus	\$ -	\$ 24,907	\$ 15,100	\$ 57,531	Medium
		Various	Southern California Association of Governments	Metrolink Sustainable Locomotives Project	Various	Transit - Rail	\$ -	\$ 46,500	\$ -	\$ 104,000	Medium (-)
	12	San Diego	Caltrans San Diego Association of Governments	805/15 Transit Only Connector Project	Route 805	Highway Operational Improvements	\$ -	\$ -	\$ 75,000	\$ 382,000	Medium (-)
		Orange	Orange County Transportation Authority	SR-91 Operational and Multimodal Improvements Project from SR-55 to Lakeview Avenue	Route 91	Active Transportation Operational Improvements	\$ -	\$ 42,566	\$ -	\$ 107,670	Medium (-)
	4	San Bernardino	Caltrans San Bernardino County Transportation Authority	Metrolink San Bernardino Line - CP Liliac to Sycamore Ave Capacity Improvements	Route 10	Operational Improvements Transit - Rail	\$ -	\$ -	\$ 33,562	\$ 52,455	Medium (-)
	7	Orange	Caltrans	Interstate 5 (I-5) Managed Lanes	Route 5	Highway	\$ -	\$ -	\$ 84,000	\$ 417,400	Medium-Low
		Santa Clara	Metropolitan Transportation Commission	U.S. 101 Silicon Valley Express Lanes - Phase 5	Route 101	Highway	\$ -	\$ 75,000	\$ -	\$ 191,626	Medium-Low
		Nevada	Nevada County Transportation Commission	SR 49 Corridor Improvement Project Phase 2 - Zero Emission Bus Deployment Project	Route 49	Operational Improvements Transit - Bus	\$ -	\$ -	\$ 15,750	\$ 29,850	Medium-Low

\$ -	\$ 200,173	\$ 660,457	\$ 2,527,684
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# 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:

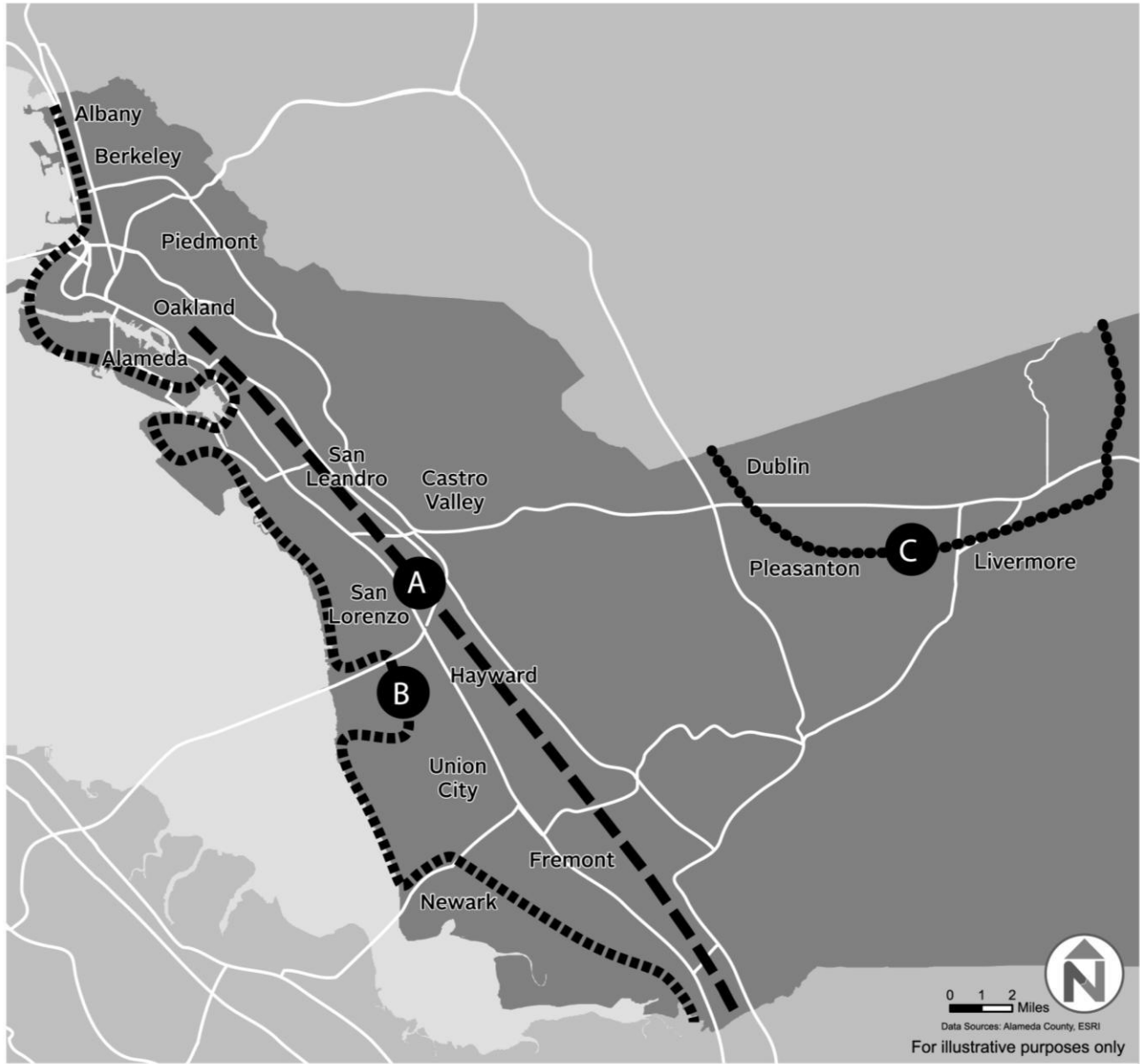
### **Bicycle and Pedestrian Direct Allocations to Cities and Alameda County (3% of net revenue, estimated at \$232 M)**

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.

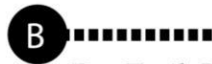


### **Bike and Pedestrian Grant Program (2% of net revenue, estimated at \$154 M)**

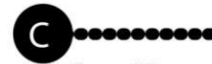
These funds, administered by Alameda CTC, will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities



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.