ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

East Oakland Neighborhood Bike Routes

Resolution ATP-P-2526-03B
(to be completed by CTC)

1. FUNDING PROGRAM

- [x] Active Transportation Program
- [ ] Local Partnership Program (Competitive)
- [ ] Solutions for Congested Corridors Program
- [ ] State Highway Operation and Protection Program
- [ ] Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on October 16, 2025 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, City of Oakland, and the Implementing Agency, City of Oakland, sometimes collectively referred to as the "Parties".

3. RECITAL

3.1 Whereas at its 3/24/2021 meeting the Commission approved the Active Transportation Program and included in this program of projects the East Oakland Neighborhood Bike Routes, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as ***Exhibit A***, the Project Report attached hereto as ***Exhibit B***, the Performance Metrics Form, if applicable, attached hereto as ***Exhibit C***, as the baseline for project monitoring by the Commission.

3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- [x] Resolution G-21-30, "Adoption of Program of Projects for the Active Transportation Program", dated 3/24/2021
- [ ] Resolution _____, "Adoption of Program of Projects for the Local Partnership Program", dated _____
- [ ] Resolution _____, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- [ ] Resolution _____, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- [ ] Resolution _____, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 City of Oakland agrees to secure funds for any additional costs of the project.

4.6 City of Oakland agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.

4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 City of Oakland agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 City of Oakland agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.

5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report
Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name: East Oakland Neighborhood Bike Routes

Resolution: ATP-P-2526-03B

(to be completed by CTC)

Josh Rowan (Jul 28, 2025 14:38:46 PDT)

Jul 28, 2025
Date

Director, OakDOT

City of Oakland

Project Applicant

Josh Rowan (Jul 28, 2025 14:38:46 PDT)

Jul 28, 2025
Date

Director, OakDOT

City of Oakland

Implementing Agency

David Ambuehl
David Ambuehl (Aug 11, 2025 17:11:55 PDT)

08/11/2025
Date

David Ambuehl
Acting District Director
California Department of Transportation

Dina El-Tawansy (Oct 21, 2025 06:28:41 PDT)

10/21/2025
Date

Dina El-Tawansy
Director
California Department of Transportation

Paul Golaszewski for

10/28/2025
Date

Tanisha Taylor
Executive Director
California Transportation Commission

Attach to E-Mail for Executive Signature

Document Item: ATP-5012(173) Baseline Agreement
East Oakland Neighborhood Bike Routes

Item Due Date: 8/20/2025

Number of Documents to be Signed: 1

Evan Yamamoto 8/7/2025
Acting Branch Chief *Date*
Telephone: (510) 907-0779

Ephrem Meharena 8/8/2025
Office Chief *Date*
Telephone: (510) 960-0806

08/11/2025
Deputy District Director *Date*
Telephone: (510) 960-0741

Acting Chief Deputy District Director *Date*

David Ambuehl 08/11/2025
David Ambuehl (Aug 11, 2025 17:11:55 PDT)
Acting District Director *Date*

Evan Yamamoto	(510) 907-0779	evan.yamamoto@dot.ca.gov
Return to Originator	*Telephone*	*Email Address*

Caltrans

DIRECTOR'S SIGNATURE REQUEST

SB-1 Project Baseline Agreement

The Commission adopted the original SB-1 Accountability and Transparency Guidelines on March 21, 2018, and a revised version on March 23, 2023. The Guidelines require the development of project baseline agreements for Commission adopted SB-1 programs, subject to certain cost thresholds and conditions. The baseline agreement is to be signed by the Project Applicant, Implementing Agency, Caltrans District Director, Caltrans Director of Transportation, and the Executive Director of the California Transportation Commission. It is anticipated that the Commission will approve the baseline agreement at their meeting scheduled for: 10/16/2025

Attached baseline agreement is for Project:

East Oakland Neighborhood Bike Routes

Project is funded from the following SB-1 Program(s) (please select):

☐ SHOPP ☐ TCEP ☐ SCCP ☐ LPP ☑ ATP

1. BASELINE AGREEMENT REVIEW & APPROVAL: Signature confirms applicable HQ Division(s) (selected below) is/ are aware of the project and commits to supporting oversight (through Headquarters or District) and compliance with the Accountability and Transparency Guidelines.

District Contact: Name: Xi Zhang Phone: (510) 960-0785

HQ Program Coordinator: Kendall Lim Digitally signed by Kendall Lim Date: 2025.08.13 07:25:58 -07'00'

Signature

Select Lead Division:

If on-system:	*If administered by Rail:*	*If off-system and non-Rail:*
☐ Project Management	☐ Rail	☑ Local Assistance
		Dee Lam Digitally signed by Dee Lam Date: 2025.08.19 10:45:43 -07'00'
Signature	Signature	Signature
Date	Date	08/19/2025 Date
Sujaya Kalainesan, *Division Chief (Acting)*	**Kyle Gradinger,** *Division Chief*	**Dee Lam,** *Division Chief*

2. CONCURRENCE BY: Signature acknowledges Program responsibilities with regards to Project and appropriate resources have been assigned to support the delivery of the project.

On-System Projects	*Off-System Projects*
	08/20/2025
Donna Berry *Project Delivery* — Date	**Marlon Flournoy** *Planning & Modal Programs* — Date

3. CONCURRENCE BY: Programming and Chief Financial Officer Concurrence (All Projects):

James R. Anderson 08/27/2025	Keith Duncan 08/26/2025
James R. Anderson *Financial Programming* — Date	**Steven Keck** *Chief Financial Officer* — Date

NEXT STEPS

4. Send an email/notification to SB-1 Program for Director's signature
5. SB-1 Program to return Director signed copy of Baseline Agreement to Lead HQ Division/HQ Coordinator

DL Signed: East Oakland Neighborhood Bike Routes Baseline Agreement

Final Audit Report 2025-08-20

Created:	2025-08-20
By:	Michelle Miles (s160956@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAaKFafBRbhRCWDIrbZO6unWQ_jZGT_u2x

"DL Signed: East Oakland Neighborhood Bike Routes Baseline Agreement" History

Document created by Michelle Miles (s160956@dot.ca.gov)
2025-08-20 - 9:05:51 PM GMT- IP address: 149.136.17.253

Document emailed to Jennifer Synhorst (jennifer.synhorst@dot.ca.gov) for approval
2025-08-20 - 9:07:22 PM GMT

Email viewed by Jennifer Synhorst (jennifer.synhorst@dot.ca.gov)
2025-08-20 - 9:07:43 PM GMT- IP address: 149.136.17.253

Document approved by Jennifer Synhorst (jennifer.synhorst@dot.ca.gov)
Approval Date: 2025-08-20 - 9:08:00 PM GMT - Time Source: server- IP address: 149.136.17.253

Document emailed to Marlon Flournoy (marlon.flournoy@dot.ca.gov) for signature
2025-08-20 - 9:08:02 PM GMT

Document e-signed by Marlon Flournoy (marlon.flournoy@dot.ca.gov)
Signature Date: 2025-08-20 - 10:33:49 PM GMT - Time Source: server- IP address: 149.136.17.249

Agreement completed.
2025-08-20 - 10:33:49 PM GMT

Internal Routing Slip

Final Audit Report 2025-08-27

Created:	2025-08-26
By:	Ayana Webb (s152747@dot.ca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAowofzdtogkAphHGjjHePGeHO0wtlGefV

"Internal Routing Slip" History

Document created by Ayana Webb (s152747@dot.ca.gov)
2025-08-26 - 3:32:49 PM GMT- IP address: 149.136.17.247

Document emailed to James Anderson (james.r.anderson@dot.ca.gov) for signature
2025-08-26 - 3:35:16 PM GMT

Document emailed to Steven Keck (steven.keck@dot.ca.gov) for signature
2025-08-26 - 3:35:16 PM GMT

Ayana Webb (s152747@dot.ca.gov) added alternate signer Keith Duncan (keith.duncan@dot.ca.gov). The original signer Steven Keck (steven.keck@dot.ca.gov) can still sign.
2025-08-26 - 3:38:38 PM GMT- IP address: 149.136.17.247

Document emailed to Keith Duncan (keith.duncan@dot.ca.gov) for signature
2025-08-26 - 3:38:38 PM GMT

Email viewed by Keith Duncan (keith.duncan@dot.ca.gov)
2025-08-26 - 8:00:20 PM GMT- IP address: 149.136.17.253

Document e-signed by Keith Duncan (keith.duncan@dot.ca.gov)
Signature Date: 2025-08-26 - 8:00:59 PM GMT - Time Source: server- IP address: 149.136.17.253

Email viewed by James Anderson (james.r.anderson@dot.ca.gov)
2025-08-27 - 0:25:59 AM GMT- IP address: 104.28.111.132

Document e-signed by James Anderson (james.r.anderson@dot.ca.gov)
Signature Date: 2025-08-27 - 2:54:19 PM GMT - Time Source: server- IP address: 149.136.17.252

Agreement completed.
2025-08-27 - 2:54:19 PM GMT

Baseline Agreement Fact Sheet

<table>
<tr><td>Project Title:</td><td>East Oakland Neighborhood Bike Routes</td></tr>
<tr><td>Location:</td><td>Neighborhood bike routes on 81st Avenue, 85th Avenue, 64th Avenue/Arthur Street, and Hamilton Street/Rudsdale Street/D Street/Royal Ann Street in East Oakland.</td></tr>
<tr><td>Work Description:</td><td>Neighborhood bike routes on four corridors in East Oakland linking residents to schools, parks, transit, grocery stores and other community destinations.</td></tr>
<tr><td>Project Cost:</td><td>$22,356,000 (Total ATP Request: $17,269,000)</td></tr>
<tr><td>Performance Measure:</td><td>
<table>
<tr><th rowspan="2">ATP Indicator</th><th rowspan="2">Measures/Outcomes</th><th rowspan="2">Unit</th><th rowspan="2">Current</th><th colspan="2">Projected</th></tr>
<tr><th>Outcome</th><th>Year</th></tr>
<tr><td rowspan="2">Counts</td><td>Bicycle Counts</td><td>Each</td><td>4</td><td>20</td><td>2028</td></tr>
<tr><td>Pedestrian Counts</td><td>Each</td><td>117</td><td>140</td><td>2028</td></tr>
</table>
The project will construct neighborhood traffic calming devices that will discourage aggressive driving and improve conditions for walking in biking throughout east Oakland.

Neighborhood Bike Routes on 81st Ave, 85th Ave, 64th Ave/Arthur St, & Hamilston St/Rudsdale St/D St/Royal Ann St in East Oakland. The project will install Class III bicycle boulevards in East Oakland, including new curb ramps, crosswalks, traffic circles, speed humps, wayfinding, roadway repaving, and signal timing modifications. Further, the project will install a Class I path in the industrial areas on 81st Ave and 85th Ave.

Pedestrian/Bicycle counts are indexed at one location - 81st Ave/Rudsdale St, which is the location of the 81st Ave Branch Library and Acorn Woodland Elementary School. The quantity of pedestrians is high, which is attributed to parents parking offsite and walking to the school. Cycling is relatively low, but so has the biggest growth.

The improvements as part of the ATP project are projected to increase cycling the most; therefore, increasing the quantity of cyclists by 5X follows other projects in the country where major improvements of cycling are made. Also, 2028 will approximately be a year after construction is complete, which should allow for enough time for people to see their streets be calmed by the proposed improvements of this project.</td></tr>
<tr><td>Notes:</td><td>
<table>
<tr><th>Category</th><th>Outputs</th><th>Unit</th><th>Total</th></tr>
<tr><td>Active Transportation</td><td>Pedestrian/Bicycle facilities constructed</td><td>LF</td><td>31,005</td></tr>
<tr><td>ADA Improvements</td><td>New curb ramp installed</td><td>EA</td><td>269</td></tr>
<tr><td>ADA Improvement</td><td>New crosswalk</td><td>EA</td><td>157</td></tr>
<tr><td>Other</td><td>Traffic circles</td><td>EA</td><td>12</td></tr>
</table>
</td></tr>
</table>

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM (rev. 06/2022)

Project Information

Project Name (if applicable): East Oakland Neighborhood Bike Routes

DIST-CO-RTE: 04-ALA-0-OAK **PM/PM:** N/A

EA: N/A **Federal-Aid Project Number:** ATPL-5012(173)

Project Description

The City of Oakland proposes to construct bicycle and pedestrian improvements on 81st Avenue, 85th Avenue, 64th Avenue/Arthur Street, and Hamilton Street/Rudsdale Street/D Street/Royal Ann Street in East Oakland. Project work includes Class III bicycle boulevards, new curb ramps, high visibility crosswalks, neighborhood traffic circles, speed humps, pavement markings, wayfinding signage, roadway repaving, signal timing modifications, and utility relocation. All work will occur within existing City right of way.

Caltrans CEQA Determination (Check one)

☒ **Not Applicable** – Caltrans is not the CEQA Lead Agency

☐ **Not Applicable** – Caltrans has prepared an IS or EIR under CEQA

Based on an examination of this proposal and supporting information, the project is:

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)

☐ **Categorically Exempt. Class** Enter class. (PRC 21084; 14 CCR 15300 et seq.)

- ☐ No exceptions apply that would bar the use of a categorical exemption (PRC 21084 and 14 CCR 15300.2). See the SER Chapter 34 for exceptions.

☐ **Covered by the Common Sense Exemption**. This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)

Senior Environmental Planner or Environmental Branch Chief

Print Name	Signature	Date

Project Manager

Print Name	Signature	Date

CEQA EXEMPTION / NEPA CATEGORICAL EXCLUSION DETERMINATION FORM

Caltrans NEPA Determination (Check one)

☐ **Not Applicable**

Caltrans has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). See SER Chapter 30 for unusual circumstances. As such, the project is categorically excluded from the requirements to prepare an EA or EIS under NEPA and is included under the following:

☒ **23 USC 326:** Caltrans has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to 23 USC 326 and the Memorandum of Understanding dated April 18, 2022, executed between FHWA and Caltrans. Caltrans has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(3)**
- ☐ **23 CFR 771.117(d): activity (d)(Enter activity number)**
- ☐ **Activity Enter activity number listed in Appendix A of the MOU between FHWA and Caltrans**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, Caltrans has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated May 27, 2022, and executed by FHWA and Caltrans.

Senior Environmental Planner or Environmental Branch Chief

Tom Holstein	T. Holstein	04/10/2025
Print Name	Signature	Date

Project Manager/ DLA Engineer

Mustaqur Rahman	Rahman	04/10/2025
Print Name	Signature	Date

Date of Categorical Exclusion Checklist completion (if applicable): N/A
Date of Environmental Commitment Record or equivalent: N/A

Briefly list environmental commitments on continuation sheet if needed (i.e., not necessary if included on an attached ECR). Reference additional information, as appropriate (e.g., additional studies and design conditions).

Continuation sheet:

CITY OF OAKLAND

DALZIEL BUILDING • 250 FRANK H. OGAWA PLAZA, 4TH FLOOR • OAKLAND, CALIFORNIA 94612
Department of Transportation, Great Streets Division (510) 238-3467

February 24, 2025

Mr. Dan Rivas, Environmental Planner
Caltrans, District 4, Office of Local Assistance
111 Grand Avenue, MS10B
P.O. Box 23660
Oakland, CA 94623-0660

RE: Federal Project Number ATPL-5012(173) – East Oakland Neighborhood Bike Routes

Dear Dan,

As part of the NEPA compliance process for the East Oakland Neighborhood Bike Routes Project, the City of Oakland will implement the following mitigation measures to reduce the potential for impacts from this project.

Traffic Mitigations

- T1.a During construction, at least one lane in each direction will be kept open at all times.
- T2 Bicycle and pedestrian access will be maintained at all times, using short signed detours if necessary.
- T3.b Access to properties will be maintained at all times, apart from extremely brief periods while construction work is passing through. These exceptions will be minimized as far as reasonable practicable.
- T4 There will be advance notification of construction work to the community and stakeholders in accordance with Local Agency procedures.
- T5 A traffic management plan will be prepared for Local Agency review and approval prior to construction.
- T6 All traffic control devices will comply with the California Manual on Uniform Traffic Control Devices.

Noise Mitigations

- N1 Construction activity will only occur during the City's allowable daytime construction hours.
- N3 Construction activity will comply with all applicable local noise ordinances and regulations.

Water Quality

- W1 Best Management Practices will be used to prevent construction-related debris entering drainage inlets or indirectly into any other water resources.
- W2 A Stormwater Pollution Prevention Plan or Water Pollution Control Plan will be prepared for Local Agency review and approval prior to construction.

Biology

- B3 There will be no trimming or removal of trees or vegetation.
- B5 All work will be contained within the existing paved area.

Archaeology

- A1 If cultural materials are discovered during construction, work shall be halted in that area until a qualified archaeologist has assessed the potential discovery and determined the need the further action.

Conclusion

With the implementation of these mitigation commitments, project construction and operation would not result in significant long term direct or indirect impacts. The City respectfully requests for the approval of this Standard Mitigation Commitments Technical Memo.

If you have any questions or require additional information, please contact me by phone at (503) 789-7000 or by email at jboudart@oaklandca.gov.

Sincerely,

JBoudart

Jesse Boudart, PE
Transportation Engineer
Department of Transportation

EXHIBIT 6-A PRELIMINARY ENVIRONMENTAL STUDY (PES)

Federal Project No.: ATPL-5012(173) *(Federal Program Prefix-Project No., Agreement No.)*
Final Design: 09/01/2025 *(Expected Start Date)*

To: Kevin Tran *(District Local Assistance Engineer)*
04 *(District)*
111 Grand Avenue, Oakland, CA 94612 *(Address)*
kevin.t.tran@dot.ca.gov *(Email Address)*

From: City of Oakland *(Local Agency)*
Jesse Boudart, 503-789-7000 *(Project Manager's Name and Telephone No.)*
250 Frank Ogawa Plaza, #4344, Oakland, CA 94612 *(Address)*
jboudart@oaklandca.gov *(Email Address)*

Is this Project "ON" the State Highway System? ☐ Yes ☑ No
IF YES, STOP HERE and contact the District Local Assistance Engineer regarding the completion of other environmental documentation.

Federal State Transportation Improvement Program (FSTIP)
(Currently Adopted Plan Date)
(Page No. 5 attach to this form)

https://dot.ca.gov/programs/financial-programming/office-of-federal-programming-data-management-ofpdm

Programming for FSTIP:	Preliminary Engineering		Right of Way		Construction	
	2022 *(Fiscal Year)*	$ *(Dollars)*	*(Fiscal Year)*	$ *(Dollars)*	2023 *(Fiscal Year)*	$ 17,269,000.00 *(Dollars)*

Project Description as Shown in RTP and FSTIP:

Neighborhood bike routes on four corridors in East Oakland that will link residents to schools, parks, transit, grocery stores and other community destinations.

Detailed Project Description: *(Describe the following, as applicable: purpose and need, project location and limits, required right of way acquisition, proposed facilities, staging areas, disposal and borrow sites, construction activities, and construction access.)*

The project area is challenging for people who want to walk and bike. Arterials have multiple lanes and speeding, often reckless drivers. In the 2019 Oakland Bike Plan, East Oakland residents expressed a desire to connect to schools, parks, libraries, and other local needs. This project will create alternatives to walking and biking (Mostly Class III, with short Class I facilities) along high-stress arterials and establish "calm streets" and neighborhood bike routes on four neighborhood corridors: 81st Ave, 85th Ave, 64th Ave/Arthur St, and Hamilton St/Rudsdale St/D St/Royal Ann St.

(Continue description on "Notes" sheet, last page of this Exhibit, if necessary)

Preliminary Design Information:

Does the project involve any of the following? Please check the appropriate boxes and delineate on an attached map, plan, or layout including any additional pertinent information.

Yes	No		Yes	No		Yes	No	
☐	☑	Widen existing roadway	☑	☐	Ground disturbance	☐	☑	Easements
☐	☑	Increase number of through lanes	☑	☐	Road cut/fill	☐	☑	Equipment staging
☐	☑	New alignment	☑	☐	Excavation: anticipated maximum depth 5'	☐	☑	Temporary access road/detour
☐	☑	Capacity increasing—other (e.g., channelization)				☑	☐	Utility relocation
						☐	☑	Right of way acquisition (if yes, attach map with APN)
☐	☑	Realignment	☑	☐	Drainage/culverts			
☐	☑	Ramp or street closure	☐	☑	Flooding protection			
☐	☑	Bridge work	☐	☑	Stream channel work	☐	☑	Disposal/borrow sites
☐	☑	Vegetation removal	☐	☑	Pile driving	☐	☑	Part of larger adjacent project
☐	☑	Tree removal	☐	☑	Demolition	☐	☑	Railroad

Required Attachments:

☑ Regional map ☑ Project location map ☑ Project footprint map (existing/proposed right of way)

☑ Engineering drawings (existing and proposed cross sections), if available ☐ Borrow/disposal site location map, if applicable
(Note: all maps (except project location map and regional maps) should be consistent with the project description (minimum scale: 1" = 200').)

☑ GeoTracker Printout for Hazardous Materials (http://geotracker.waterboards.ca.gov/).

☑ Federal Threatened and Endangered Species List from USFWS (http://ecos.fws.gov/ipac/).

☑ Federal Threatened and Endangered Species List from NMFS
(https://www.westcoast.fisheries.noaa.gov/maps_data/california_species_list_tools.html).

☑ Current Photos of Project Site ☑ FEMA map ☑ VIA Questionnaire

Examine the project for potential effects on the environment, direct or indirect and answer the following questions. The "construction area," as specified below, includes all areas of ground disturbance associated with the project, including staging and stockpiling areas and temporary access roads.

Each answer must be briefly documented on the "Notes" pages at the end of the PES Form.

A. Potential Environmental Effects	Yes	To Be Determined	No
General			
1. Will the project require future construction to fully utilize the design capabilities included in the proposed project?	☐	☐	☑
2. Will the project generate public controversy?	☐	☐	☑
Noise			
3. Is the project a Type I project as defined in 23 CFR 772.5(h); "construction on new location or the physical alteration of an existing highway, which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes"?	☐	☐	☑
4. Does the project have the potential for adverse construction-related noise impact (such as related to pile driving)?	☐	☐	☑
Air Quality			
5. Is the project in a NAAQS non-attainment or maintenance area?	☑	☐	☐
6. Is the project exempt from the requirement that a conformity determination be made? (If "Yes," state which conformity exemption per 40 CFR 93.126, or 40 CFR 93.128) (check one box below and identify the project type if applicable): ☑ 40 CFR 93.126 Project type: Bicycle and pede ☐ 40 CRF 93.128	☑	☐	☐
7. Is the project exempt from regional conformity? (If "Yes," state which conformity exemption in 40 CFR 93.127, Table 3 applies):	☐	☐	☐
8. If project is not exempt from regional conformity, (If "No" on Question #7)			
Is project in a metropolitan non-attainment/maintenance area?	☐	☐	☐
Is project in an isolated rural non-attainment area?	☐	☐	☐
Is project in a CO, PM10 and/or PM2.5 non-attainment/maintenance area?	☐	☐	☐
Hazardous Materials/Hazardous Waste			
9. Is there potential for hazardous materials (including underground or aboveground tanks, etc.) or hazardous waste (including oil/water separators, waste oil, asbestos-containing material, lead-based paint, ADL, etc.) within or immediately adjacent to the construction area?	☐	☐	☑
Water Quality/Resources			
10. Does the project have the potential to impact water resources (rivers, streams, bays, inlets, lakes, drainage sloughs) within or immediately adjacent to the project area?	☐	☐	☑
11. Is the project within a designated sole-source aquifer?	☐	☐	☑

Coastal Zone			
12. Is the project within the State Coastal Zone, San Francisco Bay, or Suisun Marsh?	☐	☐	☑
Floodplain			
13. Is the construction area located within a regulatory floodway or within the base floodplain (100-year) elevation of a watercourse or lake?	☐	☐	☑
Wild and Scenic Rivers			
14. Is the project within or immediately adjacent to a Wild and Scenic River System?	☐	☐	☑
Biological Resources			
15. Is there a potential for federally listed threatened or endangered species, or their critical habitat or essential fish habitat to occur within or adjacent to the construction area?	☐	☐	☑
16. Does the project have the potential to directly or indirectly affect migratory birds, or their nests or eggs (such as vegetation removal, box culvert replacement/repair, bridge work, etc.)?	☐	☐	☑
17. Is there a potential for wetlands to occur within or adjacent to the construction area?	☐	☐	☑
18. Is there a potential for agricultural wetlands to occur within or adjacent to the construction area?	☐	☐	☑
19. Is there a potential for the introduction or spread of invasive plant species?	☐	☐	☑
Sections 4(f) and 6(f)			
20. Are there any historic sites or publicly owned public parks, recreation areas, wildlife or waterfowl refuges (Section 4[f]) within or immediately adjacent to the construction area?	☑	☐	☐
21. Does the project have the potential to affect properties acquired or improved with Land and Water Conservation Fund Act (Section 6[f]) funds?	☐	☐	☑
Visual Resources			
22. Does the project have the potential to affect any visual or scenic resources?	☐	☐	☑
Relocation Impacts			
23. Will the project require the relocation of residential or business properties?	☐	☐	☑
(If the answer to questions 23-32 is "yes," then Title VI Implementation and outreach may be triggered)			
Land Use, Community, and Farmland Impacts			
24. Will the project require any right of way, including partial or full takes? Consider construction easements and utility relocations.	☐	☐	☑
25. Is the project inconsistent with plans and goals adopted by the community?	☐	☐	☑
26. Does the project have the potential to divide or disrupt neighborhoods/communities?	☐	☐	☑
27. Does the project have the potential to disproportionately affect low-income and minority populations?	☐	☐	☑
28. Will the project require the relocation of public utilities?	☑	☐	☐
29. Will the project affect access to properties or roadways?	☐	☐	☑
30. Will the project involve changes in access control to the State Highway System (SHS)?	☐	☐	☑
31. Will the project involve the use of a temporary road, detour, or ramp closure?	☐	☐	☑
32. Will the project reduce available parking?	☑	☐	☐
33. Will the project construction encroach on state or federal lands?	☐	☐	☑
34. Will the project convert any farmland to a different use or impact any farmlands?	☐	☐	☑
Cultural Resources			
35. Is there National Register listed, or potentially eligible historic properties, or archaeological resources within or immediately adjacent to the construction area? *(Note: Caltrans PQS answers question #35)*	☐	☐	☑
36. Is the project adjacent to, or would it encroach on Tribal land?	☐	☐	☑

For Sections B, C, and D, check appropriate box to indicate required technical studies, coordination, permits, or approvals.

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
☑ **Traffic** standard mitigation measures apply		
Check one:		
☐ Traffic Study	☐ Caltrans	☐ Approval
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
☑ **Noise** standard mitigation measures apply		
Check as applicable:		
☐ Traffic Related		
☐ Construction Related		
Check one:		
☐ Noise Study Report	☐ Caltrans	☐ Approval
☐ NADR	☐ Caltrans	☐ Approval
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
☑ **Air Quality** PM2.5 email from MTC		
Check as applicable:		
☐ Traffic Related		
☐ Construction Related		
Check one:		
☐ Air Quality Report	☐ Caltrans	☐ Approval
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
	☐ FHWA	☐ Conformity Finding (23 USC 327 CEs, EAs, EISs)
	☐ Caltrans	☐ Conformity Finding (23 USC 326 CEs)
	☐ Regional Agency	☐ PM10/PM2.5 Interagency Consultation
☐ **Hazardous Materials/ Hazardous Waste**		
Check as applicable:		
☐ Initial Site Assessment (Phase 1)	☐ Caltrans	☐ Approval
☐ Preliminary Site Assessment (Phase 2)	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
	☐ Cal EPA DTSC	☐ Review Database
	☐ Local Agency	☐ Review Database
☑ **Water Quality/Resources** standard mitigation measures apply		
Check as applicable:		
☐ Water Quality Assess. Report	☐ Caltrans	☐ Approval
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
☐ **Sole-Source Aquifer (Districts 5, 6 and 11)**	☐ EPA (S.F. Regional Office)	☐ Approval of Analysis in ED
☐ **Coastal Zone**	☐ CCC	☐ Coastal Zone Consistency Determination

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
☑ **Floodplain**		
Check as applicable:		
☐ Location Hydraulic Study	☐ Caltrans	☐ Approval
☐ Floodplain Evaluation Report	☐ Caltrans	☐ Approval
☐ Summary Floodplain Encroachment Report	☐ Caltrans	☐ Approval
	☐ Caltrans	☐ Only Practicable Alternative Finding
	☐ FHWA	☐ Approves significant encroachments and concurs in Only Practicable Alternative Findings
☐ **Wild and Scenic Rivers**	☐ River Managing Agency	☐ Wild and Scenic Rivers Determination
☑ **Biological Resources** standard no effect memo applies		
Check as applicable:		
☐ NES, Minimal Impact	☐ Caltrans	☐ Approval
☐ NES		
☐ BA	☐ Caltrans	☐ Approves for Consultation
	☐ USFWS ☐ NOAA Fisheries	☐ Section 7 Informal/Formal Consultation
☐ EFH Evaluation	☐ NOAA Fisheries	☐ MSA Consultation
☐ Bio-Acoustic Evaluation	☐ NOAA Fisheries	☐ Approval
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ **Wetlands**		
Check as applicable:		
☐ WD and Assessment	☐ Caltrans	☐ Approval
	☐ ACOE	☐ Wetland Verification
	☐ NRCS	☐ Agricultural Wetland Verification
	☐ Caltrans	☐ Wetlands Only Practicable Alternative Finding
☐ **Invasive Plants**		
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
☐ **Section 4(f)**		
Check as applicable:	☐ Caltrans	☐ Determine Temporary Occupancy
☐ De minimis	☐ Caltrans	☐ De minimis finding
☐ Programmatic 4(f) Evaluation Type: _____	☐ Caltrans	☐ Approval
☐ Individual 4(f) Evaluation	☐ Caltrans	☐ Approval
	☐ Agency with Jurisdiction ☐ SHPO ☐ DOI ☐ HUD ☐ USDA	

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/Approvals
☐ **Section 6(f)**	☐ Agency with Jurisdiction ☐ NPS	☐ Determines Consistency with Long-Term Management Plan
	☐ NPS	☐ Approves Conversion
☐ **Visual Resources**		
☐ Technical	☐ Caltrans	☐ Approval
☐ Memorandum 8	☐ Caltrans	☐ Approval
☐ Moderate VIA	☐ Caltrans	☐ Approval
☐ Advance/Complex VIA	☐ Caltrans	☐ Approval
☐ **Relocation Impacts**		
Check one:		
☐ Relocation Impact Memo	☐ Caltrans	☐ Approval
☐ Relocation Impact Study	☐ Caltrans	☐ Approval
☐ Relocation Impact Report	☐ Caltrans	☐ Approval
☐ **Land Use and Community Impacts**		
Check one:		
☐ CIA	☐ Caltrans	☐ Approval
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
☐ **Construction/Encroachment on State Lands**		
Check as applicable:		
☐ SLC Jurisdiction	☐ SLC	☐ SLC Lease
☐ Caltrans Jurisdiction	☐ Caltrans	☐ Encroachment Permit
☐ SP Jurisdiction	☐ SP	☐ Encroachment Permit
☐ **Construction/Encroachment on Federal Lands**	☐ Federal Agency with Jurisdiction	☐ Encroachment Permit
☐ **Construction/Encroachment On Indian Trust Lands**	☐ Bureau of Indian Affairs	☐ Right of Way Permit
☐ **Farmlands**		
Check one:		
☐ CIA	☐ Caltrans	☐ Approval
☐ Technical Memorandum	☐ Caltrans	☐ Approval
☐ Discussion in ED Only	☐ Caltrans	☐ Approval
Check as applicable:		
☐ Form AD 1006	☐ NRCS	☐ Approves Conversion
	☐ CDOC	☐ Approves Conversion
☐ Conversion to Non-Agri Use	☐ ACOE	

B. Required Technical Studies and Analyses	C. Coordination	D. Anticipated Actions/Permits/ Approvals
☑ **Cultural Resources** (PQS completes this section)	☑ Caltrans PQS	☑ Screened Undertaking
☐ APE Map	☐ Caltrans PQS and DLAE	☐ Approves APE Map
	☐ Local Preservation Groups and/or Native American Tribes	☐ Provides Comments Regarding Concerns with Project
☐ HPSR ☐ ASR ☐ HRER	☐ Caltrans	☐ Approves for Consultation
☐ Finding of Effect Report	☐ Caltrans	☐ Concurs on No Effect, No Adverse Effect with Standard Conditions
	☐ SHPO	☐ Letter of Concurrence on Eligibility, No Adverse Effect without Standard
☐ MOA	☐ Caltrans	☐ Approves MOA
	☐ SHPO	☐ Approves MOA
	☐ ACHP (if requested)	☐ Approves MOA
☐ **Permits** Copies of permits and a list of mitigation commitments are mandatory submittals following NEPA approval.	☐ ACOE	☐ Section 404 Nationwide Permit
	☐ ACOE	☐ Section 404 Individual Permit
	☐ Caltrans/ACOE/EPA ☐ USFWS ☐ NOAA Fisheries	☐ NEPA/404 Integration MOU
	☐ ACOE	☐ Rivers and Harbors Act Section 10 Permit
	☐ USCG	☐ USCG Bridge Permit
	☐ RWQCB	☐ Section 401 Water Quality Certification
	☐ CDFW	☐ Section 1602 Streambed Alteration Agreement
	☐ RWQCB	☐ NPDES Permit
	☐ CCC ☐ Local Agency	☐ Coastal Zone Permit
	☐ BCDC	☐ BCDC Permit

Notes: Additional studies may be required for other federal agencies.

ACHP = Advisory Council on Historic Preservation
ACOE = U.S. Army Corps of Engineers
ADL = Aerially Deposited Lead
APE = Area of Potential Effect
APN = Assessor Parcel Number
ASR = Archaeological Survey Report
BA = Biological Assessment
BCDC = Bay Conservation and Development Commission
BE = Biological Evaluation
BO = Biological Opinion
Cal EPA = California Environmental Protection Agency
CCC = California Coastal Commission
CDFW = California Department of Fish and Wildlife
CDOC = California Department of Conservation
CE = Categorical Exclusion
CIA = Community Impact Assessment
CWA = Clean Water Act
DLAE = District Local Assistance Engineer
DOI = U.S. Department of Interior
DTSC = Department of Toxic Substances Control
EA = Environmental Assessment
ED = Environmental Document
EFH = Essential Fish Habitat
EIS = Environmental Impact Statement
EPA = U.S. Environmental Protection Agency
FEMA = Federal Emergency Management Agency
FHWA = Federal Highway Administration
FONSI = Finding of No Significant Impacted
FTIP = Federal Transportation Improvement Program
HPSR = Historic Property Survey Report
HRER = Historical Resources Evaluation Report
HUD = U.S. Housing and Urban Development
MOA = Memorandum of Agreement
MSA = Magnuson-Stevens Fishery Conservation and Management Act
NEPA = National Environmental Policy Act
NADR = Noise Abatement Decision Report
NES = Natural Environment Study
NHPA = National Historic Preservation Act
NOAA = National Oceanic and Atmospheric Administration
NMFS National Marine Fisheries Service
NPDES = National Pollutant Discharge Elimination System
NPS = National Park Service
NRCS = Natural Resources Conservation Service
PM10 = Particulate Matter 10 Microns in Diameter or Less
PM2.5 = Particulate Matter 2.5 Microns in Diameter or Less
PMP = Project Management Plan
PQS = Professionally Qualified Staff
ROD = Record of Decision
RTIP = Regional Transportation Improvement Program
RTP = Regional Transportation Plan
RWQCB = Regional Water Quality Control Board
SER = Standard Environmental Reference
SEP = Senior Environmental Planner
SHPO = State Historic Preservation Officer
SLC = State Lands Commission
SP = State Parks
TIP = Transportation Improvement Program
USCG = U.S. Coast Guard
USDA = U.S. Department of Agriculture
USFWS = U.S. Fish and Wildlife Service
WD = Wetland Delineation

E. Preliminary Environmental Document Classification (NEPA)

Based on the evaluation of the project, the environmental document to be developed should be:

Check one:

- ☐ Environmental Impact Statement (*Note: Engagement with participating agencies in accordance with 23 USC 139 required)*
  - ☐ Compliance with 23 USC 139 regarding Participating Agencies required
- ☐ Complex Environmental Assessment
- ☐ Routine Environmental Assessment
- ☑ Categorical Exclusion without required technical studies.
- ☐ Categorical Exclusion with required technical studies

(if Categorical Exclusion is selected, check one of the following):

- ☑ Section 23 USC 326
  - ☑ 23 CFR 771 activity (c)(3)
  - ☐ 23 CFR 771 activity (d) (_____)
  - ☐ Activity _____ listed in the Section 23 USC 326
- ☐ Section 23 USC 327

F. Public Availability and Public Hearing

Check as applicable: follow local process

- ☑ Not Required
- ☐ Notice of Availability of Environmental Document
- ☐ Public Meeting
- ☐ Notice of Opportunity for a Public Hearing
- ☐ Public Hearing Required

G. Signatures

Local Agency Staff and/or Consultant Signature

JBoudart	9/16/24	503-789-7000
(Signature of Preparer)	*(Date)*	*(Telephone No.)*

Jesse Boudart
(Name)

Local Agency Project Engineer Signature

This document was prepared under my supervision, according to the *Local Assistance Procedures Manual,* Exhibit 6-B, "Instructions for Completing the Preliminary Environmental Study Form."

JBoudart	9/16/24	503-789-7000
(Signature of Local Agency)	*(Date)*	*(Telephone No.)*

Caltrans District Professionally Qualified Staff (PQS) Signature

☐ Project does not meet definition of an "undertaking"; no further review is necessary under Section 106 ("No" Section A, #35).

☑ Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA and based on the information provided in the PES Form, the project does not have the potential to affect historic properties ("No" Section A, #35).

☐ Project is limited to the type of activity listed in Attachment 2 of the Section 106 PA, but the following additional procedures or information is needed to determine the potential for effect ("To Be Determined" Section A, #35):

☐ Records Search ☐ _____ ☐ _____ ☐ _____

☐ Project meets the definition of an "undertaking"; all properties in the project area are exempt from evaluation per Attachment 4 of the Section 106 PA ("No" Section A, #35).

☐ The proposed undertaking is considered to have the potential to affect historic properties; further studies for 106 compliance are indicated in Sections B, C, and D of this PES Form ("Yes" Section A, #35).

Kelli J. Alahan — *(Signature of Professionally Qualified Staff)*

02/27/2025 — *(Date)*

510-421-6224 — *(Telephone No.)*

The following signatures are required for all CEs, routine and complex EAs, and EISs:

Caltrans District Senior Environmental Planner (or Designee) and DLAE Signatures

I have reviewed this Preliminary Environmental Study (PES) Form and determined that the submittal is complete and sufficient. I concur with the studies to be performed and the recommended NEPA Class of Action.

Dan Rivas — *(Signature of Senior Environmental Planner or Designee)*

04/09/2025 — *(Date)*

510-496-9416 — *(Telephone No.)*

Dan Rivas — *(Name)*

Rahman — *(Signature of District Local Assistance Engineer or Designee)*

04/09/2025 — *(Date)*

510-407-8419 — *(Telephone No.)*

Mustaqur Rahman — *(Name)*

☐ HQ DEA Environmental Coordinator concurrence _____. Email concurrence attached.
(*date*)

Preliminary Environmental Investigation
Notes to Support the Conclusions of the PES Form
(May Also Include Continuation of Detailed Project Description)

Brief Explanation of How Project Complies, or Will Comply with Applicable Federal Mandate (Part A):

1. Project is fully contained
2. Oakland residents have been asking for traffic calming.
3. Project does not change vehicle capacity.
4. No pile driving needed.
5. The Bay Area is a NAAQS non-attainment area.
6. However, this is ped-bike project, so its exempt.
7. n/a
8. n/a
9. No construction in hazardous area.
10. No construction adjacent water resources.
11. project not near aquifer.
12. Project not in coastal zone
13. Project not in floodplain
14. Project is in an urban area.
15. Project is not in a natural area.
16. Birds do not nest in the urban area of the project limits
17. Project is not in a wetlands area.
18. Project is not in an agricultural wetlands area.
19. Project is in an urban area and should not introduce invasive plants

20. Project is adjacent various parks in East Oakland and will have no effect on parks and/or resource activities. No known historic areas within project limits

21. Project is not in Land & Water Conservation Fund Act area.

22. No visual resources will be affected by the project.

23. No impact to businesses will result because of project.

24. No right of way acquisition will be needed.

25. Project is wanted by the community as a whole.

26. Project is not impactful as to divide community.

27. Project will not disproportionally affect low-income or minority populations.

28. Project will have water relocations on 81st Ave and other spot intersections.

29. No access of project will be impacted.

30. Project is not on the SHS.

31. Project will not need a road closure.

32. Project will impact up to 10 parking spaces of the whole limits. Some locations will be consistent with the new state law that restricts parking prior to the crosswalks

33. Project is primarily on City lands.

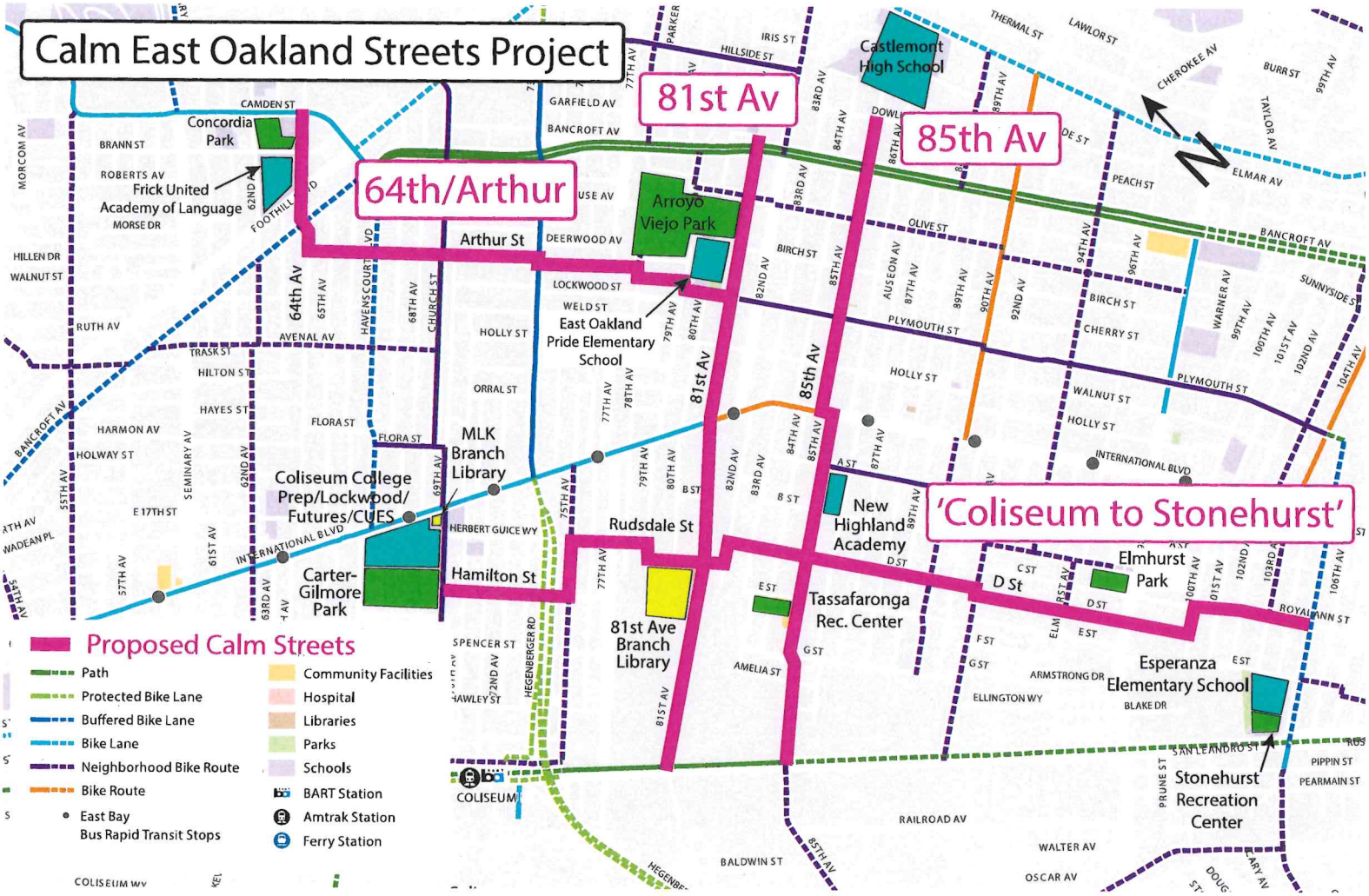
34. No farmlands are in the area.

35. TBD pending PQS review.

36. No tribal lands are in project limits.

Continuation of Detailed Project Description:

Distribution 1) Original - DLAE, 2) Local Agency Project Manager, 3) DLA Environmental Coordinator
4) Senior Environmental Planner (or designee), 5) District PQS


Calm East Oakland Streets Project
81st Av
85th Av
64th/Arthur
'Coliseum to Stonehurst'
Castlemont High School
Concordia Park
Frick United Academy of Language
Arroyo Viejo Park
East Oakland Pride Elementary School
MLK Branch Library
Coliseum College Prep/Lockwood/ Futures/CUES
Carter-Gilmore Park
81st Ave Branch Library
Tassafaronga Rec. Center
New Highland Academy
Elmhurst Park
Esperanza Elementary School
Stonehurst Recreation Center
Arthur St
Rudsdale St
Hamilton St
International Blvd
Proposed Calm Streets
Path
Protected Bike Lane
Buffered Bike Lane
Bike Lane
Neighborhood Bike Route
Bike Route
East Bay Bus Rapid Transit Stops
Community Facilities
Hospital
Libraries
Parks
Schools
BART Station
Amtrak Station
Ferry Station

M e m o r a n d u m

Making Conservation a California Way of Life

To: **TOM HOLSTEIN**
Senior Environmental Scientist
Office of Local Assistance, District 4

Date: February 27, 2025
File: 04-ALA

Federal Aid #: ATPL 5012(173)

ATTN: Dan Rivas

From: **KELLI ALAHAN**
Senior Environmental Scientist, Archaeologist
Office of Local Assistance, District 4

Subject: Office of Local Assistance Section 106 Review of the Preliminary Environmental Studies (PES) Form for the Proposed East Oakland Neighborhood Bike Routes Project in Oakland, Alameda County, California.

The City of Oakland, in cooperation with the California Department of Transportation (Caltrans) District 4, proposes to create alternatives to walking and biking (Class III, with Class I facilities) along high-stress arterials and establish "calm streets" and neighborhood bike routes on four neighborhood corridors: 81st Avenue, 85th Avenue, 64th Avenue/Arthur Street, and Hamilton Street/Rudsdale Street/D Street/Royal Ann Street. Excavation is anticipated to be 5 feet maximum depth. All work is contained within local right of way.

Caltrans, acting as the federal lead agency under the assigned authority of the Federal Highway Administration (FHWA), is providing project oversight as federal funds are involved. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 326 or 327 and the Memoranda of Understanding executed by FHWA and Caltrans. Caltrans District 4 Professionally Qualified Staff (PQS) Kelli Alahan, Principal Investigator—Prehistoric Archaeology, has reviewed the PES dated September 16, 2024 and the provided project information, along with the Caltrans Cultural Resource Database, aerial photographs, and maps, in accordance with the December 2024 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, The United States Army Corps of Engineers' Sacramento District, San Francisco District, and Los Angeles District, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA).

Based upon the above review, the Caltrans PQS, on behalf of the Office of Local Assistance, has determined that the proposed project has no potential to affect cultural resources and is exempt from further review pursuant to the PA, Stipulation VII, "Screened Undertakings." The undertaking has been screened and is exempt under Class 6 - Minor utility installation or relocation ; Class 8 - Addition of bicycle lanes or pedestrian walkways; Class 11 - Modification of existing features, such as slopes, ditches,

curbs, sidewalks, driveways, dikes, or headwalls, within or adjacent to the right-of-way; and Class 13 - Addition or replacement of devices, such as glare screens, median barriers, fencing, guardrails, safety barriers, energy attenuators, guide posts, markers, safety cables, ladders, lighting, hoists, or signs; of Appendix 2, "Screened Undertaking," of the PA.

No further archaeology or architectural history studies are required at this time. However, if project plans change, further studies may be necessary. If previously unidentified cultural resources are unearthed during construction, work shall be halted in that area until a qualified archaeologist has assessed the potential discovery and determined the need for further action.

If there are any questions about the content of this memo or project-related items, please direct inquiries to Dan Rivas (Dan.Rivas@dot.ca.gov or 510-496-9416).

Cc: OLA Files

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

EXHIBIT A

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 28 Feb 2022 v1.01)

General Instructions

Amendment (Existing Project) Y/N					Date:	8/1/25
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		
04		0424000351	2346	MTC		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Nominating Agency**	
ALA	N/A			City of Oakland	
				MPO	**Element**
				MTC	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Jesse Boudart	510-538-6257	jboudart@oaklandca.gov

Project Title

East Oakland Neighborhood Bike Routes

Location (Project Limits), Description (Scope of Work)

Neighborhood Bike Routes on 81st Ave, 85th Ave, 64th Ave/Arthur St, & Hamilston St/Rudsdale St/D St/Royal Ann St in East Oakland. The project will install Class III bicycle boulevards in East Oakland, including new curb ramps, crosswalks, traffic circles, speed humps, wayfinding, roadway repaving, and signal timing modifications. Further, the project will install a Class I path in the industrial areas on 81st Ave and 85th Ave.

Component	**Implementing Agency**
PA&ED	City of Oakland
PS&E	City of Oakland
Right of Way	City of Oakland
Construction	City of Oakland

Legislative Districts

Assembly:	18	**Senate:**	9	**Congressional:**	12

Project Benefits

The project will construct neighborhood traffic calming devices that will discourage aggressive driving and improve conditions for walking in biking throughout east Oakland.

Purpose and Need

Improve safety for community members in East Oakland to access local destinations. This project would curtail aggressive driving opportunities to improve safety for all modes.

Category	**Outputs**	**Unit**	**Total**
Active Transportation	Pedestrian/Bicycle facilities constructed	LF	31,005
ADA Improvements	New curb ramp installed	EA	269
ADA Improvements	New crosswalk	EA	157
Other	Traffic Circles	EA	12

NHS Improvements	No		Roadway Class	NA		Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals	No					Reduces Greenhouse Gas Emissions	Yes

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved			03/01/25	
Begin Environmental (PA&ED) Phase			06/01/21	
Circulate Draft Environmental Document	**Document Type**			09/19/24
Draft Project Report				
End Environmental Phase (PA&ED Milestone)			05/27/22	04/10/25
Begin Design (PS&E) Phase			06/01/22	04/10/25
End Design Phase (Ready to List for Advertisement Milestone)			11/22/23	11/01/25
Begin Right of Way Phase			06/01/22	04/10/25
End Right of Way Phase (Right of Way Certification Milestone)			11/22/23	08/15/25
Begin Construction Phase (Contract Award Milestone)			02/01/24	02/28/26
End Construction Phase (Construction Contract Acceptance Milestone)			07/25/25	12/01/27
Begin Closeout Phase				12/31/27
End Closeout Phase (Closeout Report)				06/01/28

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

LAPG -25l (Revised 28 Feb 2022 v1.01)

Date: 8/1/25

District	County	Route	EA	Project ID	PPNO	
04	ALA	N/A		0424000351	2346	
Project Title:	East Oakland Neighborhood Bike Routes					

Existing Total Project Cost ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Implementing Agency**
E&P (PA&ED)									City of Oakland
PS&E									City of Oakland
R/W SUP (CT)									City of Oakland
CON SUP (CT)									City of Oakland
R/W									City of Oakland
CON									City of Oakland
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	300							300	
PS&E		2,885						2,885	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			19,171					19,171	
TOTAL	300	2,885	19,171					22,356	

Fund No. 1:	**ATP Cycle 5**								**Program Code**
Existing Funding ($1,000s)									20.30.720
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									CTC/Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									20 month time extension for Con allocation. Con deadline is now 2/28/2026.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			17,269					17,269	
TOTAL			17,269					17,269	

Fund No. 2:	**City of Oakland Local Match**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	**Funding Agency**
E&P (PA&ED)									City of Oakland
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	300							300	
PS&E		2,885						2,885	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,405					1,405	
TOTAL	300	2,885	1,405					4,590	

Fund No. 3:	Transportation Fund for Clean Air								Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Bay Area Air Quality Management D
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			497					497	
TOTAL			497					497	

Fund No. 4:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding ($1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:	Oakland, City of
PROJECT TYPE:	Infrastructure - Large

PROJECT APPLICATION NO.:	4-Oakland, City of-2
PROJECT NAME:	East Oakland Neighborhood Bike Routes
PROJECT DESCRIPTION:	Neighborhood bike routes on four corridors in East Oakland linking residents to schools, parks, transit, grocery stores and other community destinations.
PROJECT LOCATION:	Neighborhood bike routes on 81st Avenue, 85th Avenue, 64th Avenue/Arthur Street, and Hamilton Street/Rudsdale Street/D Street/Royal Ann Street in East Oakland.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
$ -	$ -	$ -	$ 17,269	$ -	$ -
FY -	FY -	FY -	FY 23/24	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project $	Total ATP $	Total Non-ATP $	Past ATP $	Leveraging $	Non-Participating $	Future Local $
21,859	17,269	4,590	-	4,590	-	-

For training, resources, and technical assistance that can help with an ATP application, please visit the Active Transportation Resource Center (ATRC) at: http://caatpresources.org/

APPLICATION INDEX PAGE

Part A1: Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

LOCODE:	IMPLEMENTING AGENCY'S NAME:		
5012	Oakland, City of		
IMPLEMENTING AGENCY'S ADDRESS	**CITY**		**ZIP CODE**
250 Frank H Ogawa Plaza	Oakland	CA	94612
IMPLEMENTING AGENCY'S CONTACT PERSON:	**CONTACT PERSON'S TITLE:**		
Craig Raphael	Funding Program Manager		
CONTACT PERSON'S PHONE NUMBER:	**CONTACT PERSON'S EMAIL ADDRESS :**		
510-239-7520	craphael@oaklandca.gov		

Applicants have the opportunity to insert a project picture, agency seal, or other image on the cover page. If you would like to do this, attach the image (*.jpg, *.bmp, *.png, etc.) by clicking in the box.

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?	☒ Yes ☐ No
Implementing Agency's Federal Caltrans MA number	04-5012R
Implementing Agency's State Caltrans MA number	00099S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

Project Partnering Agency:

The "Project Partnering Agency" is defined as an agency, other than Implementing Agency, that will assume the responsibilities for the ongoing operations and maintenance of the improved facility. The Implementing Agency must: 1) ensure the Partnering Agency agrees to assume responsibility for the ongoing operations and maintenance of the improved facility, 2) provide documentation of the agreement (e.g., letter of intent) as part of the project application, and 3) ensure a copy of the Memorandum of Understanding or Interagency Agreement between the parties is submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.

Based on the definition above, does this project have a partnering agency? ☐ Yes ☒ No

Part A2: General Project Information

PROJECT NAME: (Max of 10 Words) (To be used in the CTC project list) **Words Remaining:**

East Oakland Neighborhood Bike Routes

PROJECT / APPLICATION NUMBER: 2

SUMMARY OF PROJECT SCOPE: (Max of 300 Words)
(Summary of the Existing Condition, Project Scope, the Expected Benefits) **Words Remaining:**

East Oakland's street network currently presents significant challenges for those wishing to walk and bike, including wide, multi-lane arterial roads with speeding and often reckless drivers. This project will create alternatives to biking along these high-stress arterials (International Blvd., Hegenberger Rd., Bancroft Ave., and 98th Ave.) and construct intersection improvements to make crossing arterials safer and more comfortable.

This project is an outcome of the Let's Bike Oakland: 2019 Bike Plan (LBO) process, which was informed by three community-based organizations based in East Oakland including Cycles of Change, the East Oakland Collective, and the Original Scraper Bike Team. One of the plan's key takeaways was that East Oakland residents have a desire to "keep it local" with a network of neighborhood bike routes that connect them to schools, parks, libraries and other local needs. The proposed neighborhood bike routes deliver on that wish, connecting residents to key neighborhood destinations along with the future East Bay Greenway on San Leandro Street and proposed share use path on Bancroft Avenue. The East Oakland Neighborhood Bike Routes project will greatly improve the walking and biking environment for East Oakland residents.

OUTCOME/OUTPUT: (Max of 35 Words)
This outcome/output will appear on your vote boxes when you allocate for funds with the CTC. (Example: Construction of 4 curb extensions and pedestrian-scale lighting will provide added safety for pedestrians and/or bicyclists at this busy intersection.) **Words Remaining:**

Construction of four Class III bicycle boulevards in East Oakland including new curb ramps, high visibility crosswalks, neighborhood traffic circles, speed humps, pavement markings, wayfinding signage, roadway repaving, and signal timing modifications.

FTIP PROJECT DESCRIPTION: (Max of 180 Characters) **Characters Remaining:**

Neighborhood bike routes on four corridors in East Oakland linking residents to schools, parks, transit, grocery stores and other community destinations.

PROJECT LOCATION: (Max of 180 characters) **Characters Remaining:**

Neighborhood bike routes on 81st Avenue, 85th Avenue, 64th Avenue/Arthur Street, and Hamilton Street/Rudsdale Street/D Street/Royal Ann Street in East Oakland.

In addition to the Location Description provided, attach a location map to the application. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Attachment C_EONBR_ProjectLocationMap.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. 37.750995 N /long. -122.182170 W

Congressional District(s): 13

State Senate District(s): 9 **State Assembly District(s):** 18

Caltrans District: 4

County: Alameda

MPO: MTC

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located within one of the ten large MPOs

Past Projects: Within the last 10 years, has there been any previous State or Federal ATP, SRTS, SR2S, BTA or other ped/bike funding awards for a project(s) that are adjacent to or overlap the limits of project scope of this application?

☐ Yes ☒ No

Part A3: Project Type

PROJECT TYPE: (Use the drop down menu to select.) Infrastructure - Large

Will construction funds be requested for this project? ☒ Yes ☐ No
* Large Projects are not required to request construction funds

Explain when and what funds are proposed to fund the construction phase.

Grant funding will be used to complete the design work and implement bicycle boulevards and the associated intersection improvements. A combination of ATP and local funds will be used to fund construction.

Indicate any of the following plans that your agency currently has: (Check all that apply)

☒ Bicycle Plan ☒ Pedestrian Plan ☐ Safe Routes to School Plan ☐ Active Transportation Plan ☐ None

☐ Other plans that include Bicycle and/or Pedestrian Improvements _____

Is your project in a current Plan? ☒ Yes ☐ No

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

☒ **Bicycle Transportation** % of Project 90 %

☒ **Pedestrian Transportation** % of Project 10 %

☐ **Safe Routes to School** ***(Also fill out Bicycle and Pedestrian Sub-Type information above)***

For a project to qualify for Safe Routes to School designation, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop and the students must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

☐ **Trails (Multi-use and Recreational):** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: 0

For each school benefited by the project: 1) Fill in the school and student information; and 2) Include the required attachment information.

Part A4: Project Details

Indicate the project details included in the project/program/plan.

Note: When quantifying the amount of Active Transportation improvements proposed by the project, **do not double-count the improvements** that benefit both Bicyclists and Pedestrians (i.e. new RRFB/Signal should only show as a Pedestrian **or** Bicycle Improvement).

☒ **Bicycle Improvements**

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 100 %
(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: 0 Linear Feet		Class 2: 225 Linear Feet	
	Class 3: 30,780 Linear Feet		Class 4: 0 Linear Feet	
Signalized Intersections:	New Bike Boxes: 0 Number		Timing Improvements: 5 Number	
Un-Signalized Intersections:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Mid-Block Crossing:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 0 Number		Roadway Segments: 0 Linear Feet	
Bike Share Program:	New Station: 0 Number		New Bikes: 0 Number	
Bike Racks/Lockers:	New Racks: 0 Number		New Secured Lockers: 0 Number	
Other Bicycle Improvements:	#1: Two Stage Left Turn Box	#: 4	#2: Green Backed Sharrow	#: 30

☒ **Pedestrian Improvements**

What % of the PEDESTRIAN related project cost are going towards closing a "Gap" in infrastructure? 0 %
(As opposed to cost going towards "improving" existing pedestrian infrastructure.)

Sidewalks:	New (4' to 8' wide): 0 Linear Feet		New (over 8' wide): 0 Linear Feet	
	Widen Existing: 0 Linear Feet		Reconstruct/Enhance Existing: 0 Linear Feet	
	New Barrier Protected (Barrier, parking, functional-planter, etc.): 0 Linear Feet			
ADA Ramp Improvements:	New Ramp (none exist): 269 Number		Reconstruct Ramp to Standard: 37 Number	
Signalized Intersections:	New Crosswalk: 157 Number		Enhance Existing Crosswalk: 49 Number	
	Ped-Heads: 4 Number		Shorten Crossing: 4 Number	
	Timing Improvements: 0 Number			
Un-Signalized Intersections:	New Traffic Signal: 0 Number		New Roundabout: 6 Number	
	New RRFB/Signal: 2 Number		Crossing-Surface Improvements: 0 Number	
	Shorten Crossing: 18 Number			
Mid-Block Crossing:	New RRFB/Signal: 0 Number		Crossing-Surface Improvements: 0 Number	
Lighting:	Intersection: 0 Number		Roadway Segments: 0 Linear Feet	
Pedestrian Amenities:	Benches: 0 Number		Trash Cans: 0 Number	
	Shade Trees: 0 Number		Shade Tree Type:	
Other Ped Improvements:	#1: Pedestrian Hybrid Beacon	#: 2	#2:	#: 0

☐ **Multi-use Trail Improvements**

☒ **Vehicular-Roadway Traffic-Calming Improvements**

Road Diets:	Remove Travel Lane: 0 Linear Feet		Remove Right-Turn Pocket: 0 Number	
Speed Feedback Signs:	Speed Feedback Signs: 0 Number			
Signalized Intersections:	Timing Improvements: 0 Number		New Roundabout: 0 Number	
Un-Signalized Intersections:	New Traffic Signal: 0 Number		New Roundabout: 0 Number	
Other Traffic-Calming Improvements:	#1: Speed bumps	#: 81	#2:	#:

☐ **Non-Infrastructure Components**

☐ **Plan Type (only intended for Plans)**

Right of Way (R/W) Impacts (Check all that apply)

☐ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal. (This includes temporary construction easements)

☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.

☒ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

Is Caltrans the "Implementing Agency"? No

**See the application instructions for more details on the required coordination, documentation and approval from Caltrans.*

The applicant must attach the approved and signed Caltrans Checklist for ATP projects impacting Caltrans R/W.

Caltrans-RW-Impact-Checklist_EONBR_Signed.pdf

The following project details must match the information shown in the approved Caltrans Checklist attached above:

What % of the project (by area) is within Caltrans R/W? 2 %

What % of the project (by total project cost) is within Caltrans R/W? 2 %

What is the total cost (all project phases) of all the project elements within Caltrans R/W? 256,508

What level of Caltrans project development oversite has been determined to be needed by Caltrans? Encroachment Permit

Is the project expected to be tracked by Caltrans as a "Local Assistance" or "Capital" project?

What is the total additional months needed (all project phases) for Caltrans to complete its required oversite responsibilities? 4

Has the project schedule been developed to account for this time? Yes

☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.

☐ Program/Plan will likely have an open street/demonstration on state highway.

Part A5: Project Schedule

NOTES: 1) Per CTC Guidelines, all project applications must be submitted with the expectation of receiving federal funding and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals, including a NEPA environmental clearance and for each CTC allocation there must also be a Notice to Proceed with Federally Reimbursable work.
2) Prior to estimating the durations of the project delivery tasks (below), applicants are highly encouraged to review the appropriate chapters of the Local Assistance Procedures Manual and work closely with District Local Assistance Staff.
3) The proposed CTC Allocation dates must be between July 1, 2021 and June 30, 2025 to be consistent with the available ATP funds for Cycle 5.

INFRASTRUCTURE PROJECTS:

PA&ED Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PA&ED activities:	6/1/2021	
Time to complete the separate CEQA & NEPA studies/approvals:	12 months	*(See note #2, above)*
Expected or Past Completion Date for the PA&ED Phase:	5/27/2022	

** Applications showing the PA&ED phase as complete, must include/attach the signature pages for the CEQA and NEPA documents, which include project descriptions covering the full scope.*

PS&E Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for PS&E activities:	6/1/2022	
Time to complete the final Plans, Specification & Estimate:	18 months	
Expected or Past Completion Date for the PS&E Phase:	11/22/2023	

** Applications showing the PS&E phase as complete, must include/attach the signed & Stamped Title Sheet for the plans and approval page of the specifications.*

Right of Way Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☐ Yes ☒ No

Expected or Past Start Date for R/W activities:	6/1/2022	
Time to complete the R/W Engineering, Acquisition, and Utilities:	18 months	
Expected or Past Completion Date for the R/W Phase:	11/22/2023	

** PS&E and Right of Way phases can be allocated at the same CTC meeting.*

** Applications showing the R/W phase as complete, must include/attach the Caltrans approved R/W Certification.*

Construction Project Delivery Phase:

Will ATP funds be used in this phase of the project? ☒ Yes ☐ No

Proposed CTC "CON Allocation" Date:	12/1/2023	
Notice to Proceed with Federally Reimbursable ATP Work:	1/30/2024	
Expected Start Date for Construction activities:	2/1/2024	
Time to complete the Construction activities:	18 months	
Expected or Past Completion Date for the CON Phase:	7/25/2025	

Part A6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	*ATP Allocation Year* *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	300	-		300	-	-	300	-
PS&E	2,885	-		2,885	-	-	2,885	-
R/W	-	-		-	-	-	-	-
CON	18,674	17,269	*23/24*	1,405	-	-	1,405	-
NI-CON/ PLAN	-	-		-	-	-	-	-
TOTAL	**21,859**	**17,269**		**4,590**	**-**	**-**	**4,590**	**-**

* *The CTC Allocation-Year is calculated based on the information entered into the "Project Schedule" section.*

** *Applicants must ensure that the "Total Non-ATP Funding" values show in this table match the overall Non-ATP Funding values they enter into Page 2 of the PPR (later in this form)*

ATP FUNDING TYPE REQUESTED:

Per the CTC Guidelines, all ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding; however, it is the intent of the Commission to consolidate the allocation of federal funds to as few projects as practicable. Therefore, the smallest projects may be granted State Funding from the State Highway Account (SHA) for all or part of the project. Agencies with projects under $1M, especially ones being implemented by agencies who are not familiar with the federal funding process, are encouraged to request State funding.

Do you believe your project warrants receiving state-only funding? ☐ Yes ☒ No

ATP PROJECT PROGRAMMING REQUEST (PPR):

Using the Project Schedule, Project Funding, and General Project information provided, this electronic form has automatically prepared the following PPR pages. Applicants must review the information in the PPR to confirm it matches their expectations.

Amendment (Existing Project) Y ☐ N ☒					Date: 9/15/2020	
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Project. ID/prg.**	
4						ATP

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
ALA				Oakland, City of	
				MPO	**Element**
				MTC	Local Assistance

Project Manager/Contact	**Phone**	**E-mail Address**
Craig Raphael	(510) 239-7520	craphael@oaklandca.gov

Project Title

East Oakland Neighborhood Bike Routes

Location (Project Limits), Description (Scope of Work)

Neighborhood bike routes on 81st Avenue, 85th Avenue, 64th Avenue/Arthur Street, and Hamilton Street/Rudsdale Street/D Street/Royal Ann Street in East Oakland.

Component	**Implementing Agency**
PA&ED	Oakland, City of
PS&E	Oakland, City of
Right of Way	Oakland, City of
Construction	Oakland, City of

Legislative Districts

Assembly:	18	**Senate:**	9	**Congressional:**	13

Project Benefits (If more space is needed, use the Additional Information field on the next page.)

Construction of four Class III bicycle boulevards in East Oakland including new curb ramps, high visibility crosswalks, neighborhood traffic circles, speed humps, pavement markings, wayfinding signage, roadway repaving, and signal timing modifications.

Purpose and Need

East Oakland's street network currently presents significant challenges for those wishing to walk and bike, including wide, multi-lane arterial roads with speeding and often reckless drivers. This project will create alternatives to biking along these high-stress arterials (International

Category	**Outputs/Outcomes**	**Unit**	**Total**
Local Streets and Roads	Pedestrian/Bicycle facilities miles constructed	Miles	6

ADA Improvements: Y ☒ N ☐ Bike/Ped Improvements: Y ☒ N ☐ Reversible Lane Analysis: Y ☐ N ☒

Inc. Sustainable Communities Strategy Goals: Y ☒ N ☐ Reduces Greenhouse Gas Emissions: Y ☒ N ☐

Project Milestone	**Existing**	**Proposed**
Project Study Report Approved	9/15/2020	
Begin Environmental (PA&ED) Phase		6/1/2021
Circulate Draft Environmental Document (Document Type) CE		
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		5/27/2022
Begin Design (PS&E) Phase		6/1/2022
End Design Phase (Ready to List for Advertisement Milestone)		11/22/2023
Begin Right of Way Phase		6/1/2022
End Right of Way Phase (Right of Way Certification Milestone)		11/22/2023
Begin Construction Phase		2/1/2024
End Construction Phase		7/25/2025
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		

Additional Information	Date:	9/15/2020

This project received CEQA environmental clearance under the Addendum to the Final Environmental Impact Report for the Bicycle Master Plan (SCH #2005092011). NEPA clearance will be sought using ATP project funds.

Exhibit 22-G Project Programming Request (PPR)

Date: 9/15/2020

Project Information:

Project Title:	East Oakland Neighborhood Bike Routes				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
4	Alameda	N/A			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total
E&P (PA&ED)	0	300	0	0	0	0	0	**300**
PS&E	0	0	2,885	0	0	0	0	**2,885**
R/W	0	0	0	0	0	0	0	**0**
CON	0	0	0	0	18,674	0	0	**18,674**
TOTAL	**0**	**300**	**2,885**	**0**	**18,674**	**0**	**0**	**21,859**

Notes:

ATP Funds	Infrastructure Cycle 5								Program Code
	Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	17,269	0	0	**17,269**	
TOTAL	**0**	**0**	**0**	**0**	**17,269**	**0**	**0**	**17,269**	

ATP Funds	Non-Infrastructure Cycle 5								Program Code
	Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

ATP Funds	Plan Cycle 5								Program Code
	Proposed Funding Allocation ($1,000s)								20.30.720
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

ATP Funds	Previous Cycle								Program Code
	Proposed Funding Allocation ($1,000s)								
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	Caltrans
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Exhibit 22-G Project Programming Request (PPR)

Date: 9/15/2020

Project Information:					
Project Title:	East Oakland Neighborhood Bike Routes				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
4	Alameda	N/A			

Summary of Non-ATP Funding

The Non-ATP funding shown on this page must match the values in the Project Funding table.

Fund No. 2:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	300	0	0	0	0	0	**300**	Oakland, City of
PS&E	0	0	2,885	0	0	0	0	**2,885**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	1,405	0	0	**1,405**	
TOTAL	**0**	**300**	**2,885**	**0**	**1,405**	**0**	**0**	**4,590**	

Fund No. 3:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 4:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 5:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 6:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Fund No. 7:									**Program Code**
Proposed Funding Allocation ($1,000s)									
Component	**Prior**	**20/21**	**21/22**	**22/23**	**23/24**	**24/25**	**25/26+**	**Total**	**Funding Agency**
E&P (PA&ED)	0	0	0	0	0	0	0	**0**	
PS&E	0	0	0	0	0	0	0	**0**	**Notes:**
R/W	0	0	0	0	0	0	0	**0**	
CON	0	0	0	0	0	0	0	**0**	
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	

Part A7: Funding Criteria

The following Funding Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. **Demonstrated fiscal needs of the applicant:**
   - **Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program?** ☐ Yes ☒ No
   - **Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project?** ☐ Yes ☒ No
   - **Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements?** ☐ Yes ☒ No
2. **Consistency with an adopted regional transportation plan:**
   - **Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080?** ☒ Yes ☐ No

   If "Yes", the applicant must provide that portion of Regional Transportation Plan showing that the proposed project is consistent. Attach a copy of ONLY the following elements of the plan: cover page and pages linking the proposed project to the plan. Highlighted and/or mark the attachment to clearly identify the connection.

   Plan Bay Area Consistency Justification.pdf

   Note: Projects not providing proof will be disqualified and not be evaluated.
3. **Is the Implementing Agency Caltrans?** ☐ Yes ☒ No

Part B: Narrative Questions

Question #1

QUESTION #1
DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ **This project does not qualify as a Disadvantaged Community.**

A. Map of Project Boundaries, Access and Destination (0 points): Required

Provide a scaled map showing the boundaries of the proposed project/program/plan, the geographic boundaries of the disadvantaged community, and disadvantaged community access point(s) and destinations that the project/program/plan is benefiting.

Project Boundaries Locations DAC.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 5 options. Must provide information for all Census Tract/Block Group/Place # that the project affects.

- **Median Household Income**
- **CalEnviroScreen**
- **Free or Reduced Priced School Meals -** Applications using this measure must demonstrate how the project benefits the school students in the project area.
- **Healthy Places Index**
- **Other**

Select Option: Median Household Income

The Median Household Income (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2014-2018 American Community Survey (ACS) (<$56,982). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at: https://data.census.gov/cedsci/?intcmp=aff_cedsci_banner

Census Tract/Block Group/Place #	Population	MHI
6001408400	3,089	41,303
6001408500	5,997	53,197
6001408600	6,947	36,812
6001408700	7,628	52,380
6001408800	7,054	24,406
6001408900	3,115	35,714
6001409300	5,433	45,625
6001409400	5,022	42,243
6001409500	4,272	38,973
6001409600	5,188	49,406
6001409700	5,183	47,798

Lowest median household income from above (autofill): $ **24,406** (to be used for qualifying as benefiting a DAC only)

Median household income by census tract for the community(ies) benefited by the project: $ **42,694.08**
(to be used for severity calculation only)

Must attach a copy of FactFinder ACS page for each census tract listed above. Attach all pages as one pdf.

EONBR ACS Census Tract Income .pdf

C. Direct Benefit: (0 - 4 points)

1. Explain how the project closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 500 Words)

Words Remaining: 4

Active Transportation Network Deficiency
There are currently few low stress bikeways in East Oakland. East Oakland is home to 29% of all Oaklanders living in Disadvantaged

Communities, yet has only 9% of the City's existing bikeway miles. Within the project area, existing Class II Bicycle Lanes on Bancroft Ave and 73rd Ave are suitable for only the most confident riders, and do not connect to a majority of the key local destinations in the area. Community members view Bancroft Avenue and 73rd Avenue, the major arterial roads in this area, as too dangerous and too high-stress for bicycling. Through extensive outreach as part of the Let's Bike Oakland: 2019 Bike Plan process, the community expressed a desire for better connections to local destinations such as parks, schools, and libraries and better pavement conditions. A statistically significant survey of Oaklanders found that 61% of East Oakland residents would like to bike more than they do now and 79% of all Oaklanders would bike more if drivers were less aggressive. Investments in these neighborhood bike routes will provide low stress routes for residents to feel more comfortable walking and biking for their daily needs.

Neighborhood Bike Route Connectivity
These community-envisioned neighborhood bike routes will provide direct bike connections to the important destinations and services —the Coliseum BART station, seven schools, four parks, two libraries/rec centers, and two new Bus Rapid Transit stops. In addition, this network of routes provides an alternative to biking along arterials, many of which are identified on the City's High Injury Networks for both pedestrians and bicyclists. The design of these facilities will calm and slow traffic to prioritize bicyclist safety and comfort, and construction will include either paving or base repair to eliminate potholes, a major safety concern for existing bicyclists. This project connects to proposed facilities such as the East Bay Greenway and a Class I Path along Bancroft Avenue, identified through deep in person engagement/conversations and a statistically significant survey, that will provide seamless access to other low stress bikeways for reaching destinations beyond East Oakland. This project will also connect to existing neighborhood bike routes on Plymouth Street and 69th Avenue. Finally, the project will close a gap in the bicycle network along 81st Avenue between Hamilton and International.

Anti-Displacement Design and Policies
The design and location of the neighborhood bike routes outlined in this project resulted from community-based planning efforts in East Oakland. The City heard from residents that while improved bike networks can help reduce transportation costs as the cost of living in Oakland increases, residents were worried that investments in bicycle lanes and separated bikeways would contribute to displacement. The design of the neighborhood bike route detailed in this project was a community-generated concept that would bring improved biking conditions to the area without being a signal to others that their neighborhood is about to get less affordable. Many of the neighborhood destinations directly front the project streets, providing direct access for users of schools, libraries, parks, etc.

2. Explain how the disadvantaged community residents will have physical access to the project. (Max of 500 Words)

Words Remaining: 242

Six miles of new neighborhood bike routes are proposed on four corridors: two north-south, and two east-west. 30,135 residents currently live directly on the proposed neighborhood bike routes, meaning they could walk out their front door and be within a few steps of a low-stress bikeway. Many of the neighborhood destinations directly front the project streets, providing direct access for users of schools, libraries and parks. With additional destinations within the larger project area, East Oaklanders can use the project corridors as lower-stress routes for their journeys.

CalEnviroScreen
Five census tracts within the project area have a score above 80 (see CalEnviroScreen Map). Two of these census tracts are within the top 10% most disadvantaged in the state according to CalEnviroscreen 3.0. (Census Tracts 6001408800 and 6001409500). Approximately 25,000 residents who live in disadvantaged census tracts will have direct or near-direct access to the project corridors.

Free and Reduced-Price Meals
Within a quarter mile of the project corridors, there are twenty-four public elementary, middle and high schools. One-third of the schools within a quarter mile (eight total) have over 90% of students who are eligible to receive free and reduced-price meals. Nine schools directly front the project corridors, each of which has over 80% of students eligible for free or reduced priced meals. This represents over 3,000 students that could directly benefit from this project. Because there are twenty-four schools within the project area, families across East Oakland would benefit from improved transportation options to get to and from school, which in turn would ease other transportation-related burdens.

3. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. (Max of 500 Words)

Words Remaining: 270

The project concept for a network of low-stress bikeways in East Oakland was developed during community engagement efforts as part of the Let's Bike Oakland: 2019 Bike Plan effort. These engagement efforts were led by five community-based groups, three located in East Oakland -- Cycles of Change, East Oakland Collective, and the Original Scraper Bike Team. These three organizations crafted the engagement strategy invited constituents, and facilitated events, which included:

• Two Community Bike Rides: The Scraper Bike Team led two community bike rides, one specifically along this proposed neighborhood bike route network, sharing locations of challenging intersection crossings, and desired community connections with City staff.
• Three Community Listening Sessions: East Oakland Collective, Cycles of Change, and Outdoor Afro each hosted their own listening session, inviting their constituents and facilitating conversations to understand the active transportation needs of East Oakland residents.
• One Design Lab: The East Oakland Collective led an all-day "Design Lab" that functioned as part design charrette and part mini-conference with breakout sessions on policing and enforcement policies, the City's capital improvement budget process, and program initiatives for supporting the local bicycle economy and existing bike cultures.
• Mobile Workshops: The City hosted multiple mobile workshops across East Oakland to engage the community. Workshop locations included Coliseum BART station, Eastmont Library, MLK Library, 81st Avenue Library, Foods Co, and the Juneteenth Festival at Arroyo Viejo Park.

Attach Documentation

Attachment 4_LetsBikeOakland.pdf

D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? Fully

E. Severity: (0 - 4 points)

a. Auto calculated

Part B: Narrative Questions

Question #2

QUESTION #2
POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-38 POINTS)

Safe Routes to School projects: The following information related to the Safe Routes to School Projects data was already entered in part 3 of the application.

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
	0	0
Total	**0**	**0**

A. Statement of project need. Describe the issue(s) that this project will address. How will the proposed project benefit the non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? **(0-19 points)**

Discuss:

- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility - if applicable - Does the population have limited access to cars, bikes, and transit?
  - Does the project have an unserved or underserved demand?
- The **local** health concerns responses should focus on:
  - Specific local public health concerns, health disparity, and/or conditions in the built and social environment that affect the project community and can be addressed through the proposed project. Please provide detailed and locally relevant answers instead of general descriptions of the health benefits of walking and biking (i.e. "walking and biking increase physical activity").
  - Local public health data demonstrating the above public health concern or health disparity. Data should be at the smallest geography available (state or national data is not sufficient). One potential source is the Healthy Places Index (HPI) (http://healthyplacesindex.org)
- For combined I/NI projects: Discuss need for an encouragement, education, and/or enforcement program.

(Max of 1000 Words) **Words Remaining:** 283

East Oakland's street network currently presents significant challenges for those wishing to walk and bike, including wide, multi-lane arterial roads with speeding and often reckless drivers. This project will create alternatives to biking along these high-stress arterials (International Blvd., Hegenberger Rd., Bancroft Ave., and 98th Ave.) and construct intersection improvements to make crossing arterials safer and more comfortable.

This project is an outcome of the Let's Bike Oakland: 2019 Bike Plan (LBO) process, which was informed by three community-based organizations based in East Oakland including Cycles of Change, the East Oakland Collective, and the Original Scraper Bike Team. One of the plan's key takeaways was that East Oakland residents have a desire to "keep it local" with a network of neighborhood bike routes that connect them to schools, parks, libraries and other local needs. The proposed neighborhood bike routes deliver on that wish, connecting residents to key neighborhood destinations along with the future East Bay Greenway on San Leandro Street and proposed share use path on Bancroft Avenue. The East Oakland Neighborhood Bike Routes project will greatly improve the walking and biking environment for East Oakland residents.

Connectivity to Local Destinations
The East Oakland Neighborhood Bike Routes project will greatly improve the walking and biking environment for East Oakland residents, particularly among East Oakland's student population. There are 24 schools, 8 parks, and 5 libraries and recreation centers within a quarter-mile of the project corridors The project directly connects to stations and stops along two regionally significant transit systems: Bay Area Rapid Transit (BART) and AC Transit Bus Rapid Transit. In addition, the 81st Ave and 85th Ave bike routes will connect users to the completed portion of the 16-mile East Bay Greenway that will traverse the cities of Oakland, San Leandro, and Hayward as well as the unincorporated communities of Ashland and Cherryland.

Lack of Mobility Options for Non-Motorized Users
A notable percent of households in this area do not have access to vehicles. For households around the MLK Branch Library part of the corridor, nearly a third of the households do not have any vehicles (census tract 4088, 31.6% households with zero vehicles). Limited vehicle access combined with a poor network of dedicated bikeways limits transportation options available to many East Oakland

residents. Improving access within the community and to major transit routes (BART and AC Transit's East Bay Bus Rapid Transit) can expand access to destinations and services while also improving mobility for these residents.

Impacted Health of Young People
As compared to their peers in the County and State, young people in East Oakland face a number of health disparities. A health survey of East Oakland residents found that 13% of youth age 0-17 are in "fair/poor" health in East Oakland compared to 5% in Alameda County and 7% in California (California Health Interview Survey 2010). The same survey reported that only 12% of youth were physically active as compared to 15% in Alameda County and 18% in the state. The neighborhood bike routes have been explicitly chosen to be along students' walking and biking routes to school, providing youth safer spaces to be physically active in the neighborhood.

Other Local Health Concerns
The Healthy Places Index (HPI) for the project area is 16.5%, indicating that residents in the project area live in less healthy surroundings than residents living in 83.5% of other California census tracts. Of note, there are a number of social, healthcare access, and housing disparities affecting this area.
In this project area, nearly a quarter (22.16%) of low-income homeowners pay more than 50% of their income on housing. This is in the lowest quartile for all of Californian households. High housing costs and housing instability are associated with increased stress and depression, communicable diseases like tuberculosis, and decreased children's wellbeing and educational outcomes. In addition, only 71.62% of people aged 18 to 64 years are currently insured. This is also in the lowest quartile for all of Californian households and is associated with decreased health outcomes.

In addition, the Healthy Places index reports that only 4.18 % of the project area land has tree canopy. The presence of trees and plants is very important for mental and physical health. This project will include green infrastructure, such as within neighborhood traffic circles, adding trees and plant life to the neighborhood.

B. Describe how the proposed project will address the active transportation need: (0-19 points)

1. Close a gap? ☐ Yes ☒ No

2. Creation of new routes? ☒ Yes ☐ No

New route = Construction of a new facility that did not previously exist for non-motorized users that provides a course or way to get from one place to another.

a. Must provide a map of the new route location.

Attachment 2_EONBR_ProjectLocationMap.pdf

b. Describe the existing route(s) that currently connect the affected transportation related and community identified destinations and why the route(s) are not adequate. (Max of 150 Words)

Words Remaining: 34

Oakland's multimodal high injury network (HIN) includes the 6% of city streets where 63% of severe and fatal collisions occur. Arterials in the project area such as Bancroft Ave and International Blvd are on the city's high injury network (HIN) and pose barriers to people walking and biking. 81st Avenue, one of the project corridors, is also on the HIN.

The six new miles of neighborhood bike routes proposed with this project will provide an alternative to bicycling on high-speed, high-stress arterials. This will remove the need to bike on or across HIN-identified arterials. Traffic calming elements, such as speed humps, neighborhood traffic circles, and intersection improvements, will prioritize people walking and biking over people driving.

c. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. *Specific destination must be identified.* (Max of 150 Words)

Words Remaining: 2

The project corridors will connect with eight existing on-road bicycle facilities, The project will connected bikeways on Bancroft Ave, Havenscourt Blvd, Church Street, 69th Avenue, 73rd Ave, 90th Ave, 105th Ave and Plymouth St.The proposed improvements will also connect students to nearby schools, such as the seven schools located directly on the project corridor, which will increase the proportion of student trips by active transportation.Within 0.25 mi of the project corridors, there are eight parks, five libraries, and three recreation centers.
This project also connects residents to AC Transit East Bay BRT, BART and the region's Amtrak service. Both north-south corridors cross International Blvd, the corridor the BRT runs along. The western terminus of the D Street corridor will connect people to the 69th Ave Neighborhood Bike Route, creating a final 0.4 mile low-stress final bike connection to the Coliseum BART Station and the Oakland Coliseum Amtrak Station.

3. Removal of barrier to mobility? ☒ Yes ☐ No

a. Type of barrier: Safety

b. Must provide a map identifying the barrier location and improvement.

Attachment 5_EONBR_Safety.pdf

c. Describe the existing negative effects of barrier to be removed and how the project addresses the existing barrier. (Max of 150 Words)

Words Remaining: 1

Arterials in the project area such as Bancroft Ave and International Blvd are on the city's high injury network (HIN) and pose barriers to people walking and biking. 81st Avenue, one of the project corridors, is also on the HIN.

The six new miles of neighborhood bike routes proposed with this project will provide an alternative to bicycling on high-speed, high-stress arterials. This will remove the need to bike on or across HIN-identified arterials. Traffic calming elements, such as speed humps, neighborhood traffic circles, and intersection improvements, will prioritize people walking and biking over people driving.

The design focuses on pedestrian and bicycle improvements at intersections, addressing the safety barrier of crossing wide, unprotected arterials. Intersection improvements at these locations, including high visibility crosswalks, curb extensions, and updates to signals to prioritize people walking and biking, will increase the visibility and safety of people walking and biking to motorists.

d. Describe how the project links or connects, or encourages use of existing routes to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations. *Specific destination must be identified.* (Max of 150 Words)

Words Remaining: 3

The project corridors will connect with eight existing on-road bicycle facilities. The project will connect bikeways on Bancroft Avenue, Havenscourt Boulevard, Church Street, 69th Avenue, 73rd Avenue, 90th Avenue, 105th Avenue and Plymouth Street.

The proposed improvements will also connect students to nearby schools, such as the seven schools located directly on the project corridor. Within a quarter mile of the project corridors, there are eight parks, five libraries, and three recreation centers.

In addition, this project connects East Oakland residents to AC Transit East Bay BRT, Bay Area Rapid Transit (BART) and the region's Amtrak service. Both north-south corridors cross International Boulevard, the corridor the BRT runs along. The western terminus of the D Street corridor will connect people to the 69th Ave Neighborhood Bike Route, creating a final 0.4 mile low-stress final bike connection to the Coliseum BART Station and the Oakland Coliseum Amtrak Station.

4. Other improvements to existing routes? ☐ Yes ☒ No

Part B: Narrative Questions

Question #3

QUESTION #3
POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-20 POINTS)

A. Describe the project location's history of pedestrian and bicycle collisions resulting in fatalities and injuries to non-motorized users, which this project will mitigate. (10 points max)

Applicants are encouraged to use the new UC Berkeley SafeTREC TIMS tool which was specifically designed for the ATP to produce these documents in an efficient manner. Applicants with access to alternative collision data tools and training can utilize their choice of methods/tools. Applicants must respond to question 1 or 2, and have the option to respond to both.

1. For applications using the TIMS ATP tool, attach the following:
   a. **Collision Heat-map of the area surrounding the project limits - demonstrating the relative collision history of the project limits in relation to the overall jurisdiction/community's collision history**
   b. **Project Area Collision Map - identifying the past crash locations within the project limits**
   c. **Collision Summaries and collision lists/reports - demonstrating collision trends, collision types, and collision details**
   d. **For a Combined INI project - If the NI project area is different than the infrastructure portion, the applicant may attach NI related heat-maps, etc in Attachment J**

   Combine the various maps/summaries into one PDF file and attach it in the field below.

   Attachment 6_TIMSSummary.pdf

2. Applications that do not have the collision data above OR that prefer to provide additional collision data and/or safety in a different format can provide this data below. (Examples include: Collision Rates, Community Observations, surveys, Street Story (https://streetstory.berkeley.edu/), Crowd Source, etc.)

   The data and corresponding methodologies can be included in written/text form and/or via a separate attachment in the field below.

   (Max of 200 Words) (optional) **Words Remaining:**

   Data and methodologies Attachment (optional)

3. From the project-area collision summaries/data provided in questions 1 and/or 2, enter the total reported pedestrian and/or bicycle collisions using the most recent 5 to 11 years of available data:

   How many years of collision data were used in the Heat Maps and collision summaries: 5

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	0	0	0	0
Injuries	31	9	40	8
Total	**31**	**9**	**40**	8

4. Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents one of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. (e.g. sidewalks, bike lanes, lighting, bulb-outs, signals/ barriers, etc.)

For Projects with Non-Infrastructure elements (Combined I/NI projects):
As appropriate, describe how the NI program elements:
- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior, including through enforcement.

(Max of 700 Words) **Words Remaining:** 368

In the project area, the highest concentration of bicycling and pedestrian collisions is on International Boulevard, with other hot spots on Bancroft Ave, Hegenberger Rd, and 98th Ave (see TIMS Community Heat Map). This aligns with the high injury network (HIN) developed by the City in 2018, which identified the top 6% of citywide streets that account for 63% of all fatal and severe collisions.

Many of East Oakland's streets that would otherwise offer the shortest route are not safe or comfortable for people biking. The attached Safety Map identifies the following HIN-identified streets around the project: Bancroft Ave, International Blvd, 73rd Ave, Hegenberger Rd, 81st Ave, and 98th Ave. The key safety strategy of this proposed network of north-south and east-west neighborhood bike routes is to give residents alternative low stress facilities to reach the same destinations by bike while avoiding (or in the case of 81st Ave, installing robust traffic calming along HIN-identified streets.

The proposed safety improvements on 81st Ave will address the types and locations of the 14 collisions (11 pedestrian-involved and three bicyclist-involved) within the project area of influence (TIMS 2013-2018). Of note, six of the 14 collisions occurred at the intersection of 81st Ave and International Blvd, and of those, five were classified as a pedestrian-right-way violation. The design of this intersection includes curb extensions and high visibility crosswalks on all four corners, as well as green-backed sharrows through the intersection. These countermeasures have been shown to increase the visibility of pedestrians and bicyclists and reduce the number of collisions (see Question 3.B for traffic calming and collision reduction statistics).

In addition, seven of the 14 collisions occurred at unsignalized intersections, and four occurred at 81st Ave and Rusdale Avenue. Two bicyclist-involved collisions were noted as stop sign violations. The neighborhood traffic circle at 81st Ave/Rusdale Ave is designed to greatly reduce, if not eliminate, the occurrence of stop sign violations and overall number of collisions (see Question 3.B for traffic calming and collision reduction statistics).

B. Safety Countermeasures (10 points max)

Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.

1. **Reduces speed or volume of motor vehicles in the proximity of non-motorized users?** ☒ Yes ☐ No

a. Current speed and/or volume: (Max of 200 Words) **Words Remaining:** 93

While the routes chosen for this project are along residential streets, these streets currently have vehicle speeding and cut-through traffic. This is shown by the high number of bicycle and pedestrian collisions on these 25MPH posted streets. The proposed neighborhood bike route design includes two main traffic calming features: speed humps (one per block or every 250 feet) and neighborhood traffic circles (approximately one every 3-5 blocks).

In addition, these roadways currently have a very low pavement condition index (PCI between 32-66), and City staff anticipate that without traffic calming features, resurfacing has the potential to result in further increased vehicle speeds and volumes on these corridors.

b. Anticipated speed and/or volume after project completion : (Max of 200 Words) **Words Remaining:** 24

The presence of speed humps at regular intervals are intended to reduce vehicle speeds to 15-20 miles per hour, and have been shown to reduce average speed between 20 and 25 percent (ITE, Traffic Calming Fact Sheets). In addition, neighborhood traffic circles have been shown to reduce speed, as vehicles must slow down when approaching and maneuvering around the traffic circle. A field study of 45 traffic circles measured an average reduction of 4 MPH for 85th percentile speeds (FHWA, Engineering Speed Management Countermeasures).

Traffic circles and speed humps have also been shown to reduce the number of collisions. The Institute of Traffic Engineers cites that traffic circles divert around 20 percent of motor vehicle traffic, and reduce collision rates by an average of 13 percent (ITE, Traffic Calming Fact Sheets). Traffic circles also work to reduce collisions, as the design reduces the number of potential turning movements, and therefore conflict points. In a study of 114 neighborhood traffic circles in Seattle, the City found a 94% decrease in all types of collisions after installation (PedBikeSafe.org).

2. **Improves sight distance and visibility between motorized and non-motorized users?** ☒ Yes ☐ No

a. Current sight distance and/or visibility issue: (Max of 200 Words) Words Remaining: 125

When crossing Foothill Blvd, Bancroft Ave, International Blvd, and 73rd Ave pedestrians and bicyclists must navigate wide arterials with multiple lanes, where vehicles are making many different turning movements. For example, at the intersection of Arthur St and 73rd Ave, pedestrians and bicyclists must cross the roughly 100-foot street unprotected. These wider, multilane roads create multiple conflict points for people crossing. Improving crossing awareness and visibility is critical to improving the safety of people crossing.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 200 Words) Words Remaining: 8

• Curb extensions (also known as bulb-outs) will extend the sidewalk into the parking lanes, thereby reducing the pedestrian crossing distance and time while improving the ability of pedestrians and motorists to see each other. Curb extensions have been shown to increase the percentage of vehicles that yield to pedestrians by 20 percent (Johnson 2005).
• High visibility crosswalks have been shown to reduce crashes between people walking and vehicles by 18 percent in both signalized and unsignalized intersections (Chen et al 2012).
• Bicycle conflict markings are included at intersections to increase safety. Intersection pavement markings are one method of improving the awareness and visibility of people bicycling at these locations. An evaluation of the installation of green paint in the merging segment on a street in St. Petersburg, FL found a significant increase in the percentage of vehicles yielding to people bicycling and using a right turn signal before changing lanes. There was also a significant increase in the number of people bicycling scanning for nearby vehicles after the paint installation. Finally, there was a decrease in the percentage of collisions between people bicycling and vehicles (Hunter et al. 2008).

3. **Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?** ☐ Yes ☒ No
4. **Improves compliance with local traffic laws for both motorized and non-motorized users?** ☐ Yes ☒ No
5. **Addresses inadequate vehicular traffic control devices?** ☐ Yes ☒ No
6. **Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?** ☐ Yes ☒ No
7. **Eliminates or reduces behaviors that lead to collisions involving non-motorized users?** ☐ Yes ☒ No

Part B: Narrative Questions

Question #4

QUESTION #4
PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project.

A. What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? (3 points max) (Max of 400 words)

Words Remaining: 132

The Let's Bike Oakland: 2019 Bike Plan (LBO) process was the genesis of the East Oakland Neighborhood Bike Route project. Recommendations for this Plan were guided by the leadership of five community partners that facilitated public engagement. Three of these community-based organizations (CBOs) are based in East Oakland, including Cycles of Change, the East Oakland Collective, and the Original Scraper Bike Team.

Let's Bike Oakland Engagement
Through outreach for this project, OakDOT spent over 576 hours in the community, participated in or led over 60 community meetings and events, and engaged with over 3,644 people in person. The outreach was broken into three phases: Listen, Collaborate, and Refine. Throughout all three phases, the project hosted multiple mobile workshops within East Oakland, including at locations along the project corridors. These locations include MLK Branch Library, Coliseum BART Station, 81st Street Branch Library and Eastmont Branch Library. There were also two community bike rides that rode on streets throughout East Oakland.

East Oakland Neighborhood Initiative
The East Oakland Neighborhoods Initiative (2020) was a partnership between the City of Oakland Planning Bureau and twelve community-based organizations focused on equity-based planning for East Oakland. The community outreach identified the primary concerns and priorities for East Oakland residents, and identified safer routes for walking and biking as one of these priorities. Surveys conducted at each of the community meetings found that over 50% of attendees identified "improved walkways and bikeways" as an improvement priority.

Local Support
Other local community groups and stakeholders have expressed their support for this project including TransForm, Cycles of Change, Scraper Bike Team, and school principals from neighboring schools.

B. Who: Describe who was/will be engaged in the identification and development of this project and how they were engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted to relevant stakeholders. (3 points max) (Max of 400 words)

Words Remaining: 227

OakDOT has been engaging with residents in the design and implementation of neighborhood bike routes in East Oakland. The design of the traffic calming elements as part of the Plymouth St and 69th Ave neighborhood bike routes (currently under construction) were fine tuned after consulting with local residents as part of the East Oakland Planning for Pavement Initiative. As part of this process OakDOT:
• Hosted three workshops at Allendale Elementary, East Oakland Youth Development Center, and Youth Uprising
• Attended 13 Neighborhood Council meetings
• Tabled at community events, youth centers and libraries
• Participated in three block parties engaging residents on the potential designs for their streets
• Engaged over 500 residents and stakeholders and conducted 120 in-person surveys.

Similarly, OakDOT has developed materials (see attached flyer) to work with community members in final design of the Arthur St, D St, 81st Ave, and 85th Ave neighborhood bike routes. OakDOT has also discussed traffic calming design and priorities with East Oakland residents through the ongoing East Oakland Mobility Action Plan effort.

C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (2 points max)
(Max of 400 words)

Words Remaining: 326

One of the key takeaways from Let's Bike Oakland was that East Oakland residents have a desire to "keep it local" with a network of neighborhood bike routes that connect them to schools, parks, libraries and other local needs. The proposed neighborhood bike routes deliver on that wish, connecting residents to key neighborhood destinations along with the future East Bay Greenway on San Leandro Street and the proposed share use path on Bancroft Avenue.

D. Describe how stakeholders will continue to be engaged in the implementation of the project. (1 point max)
(Max of 400 words)

Words Remaining: 251

Stakeholders will continue to be involved in the development and implementation process through on the ongoing planning efforts of the East Oakland Mobility Action Plan. The East Oakland Mobility Action Plan is a current planning effort working with two CBOs (East Oakland Collective and Just Cities) to identify mobility priorities for East Oakland and to leverage large transportation investments in the area, including BRT and the East Bay Greenway. The planning effort is also working with East Oakland residents to identify high-priority transportation routes and projects, and the concept of a network of bike routes has emerged as a top priority.

Furthermore, through the relationships built with CBOs from Let's Bike Oakland, East Oakland Neighborhood Initiative, and East Oakland Mobility Action Plan, there are multiple methods and venues for communication and engagement that both the City and the CBOs can use to continue being a partner in this process.

E. Is this project specifically listed in an approved Transportation Plan? (1 point max)
(Max of 100 words)

Words Remaining: 19

These neighborhood bike routes were developed as part of the adopted Let's Bike Oakland Bike Plan. Recommendations for this Plan were guided by the leadership of five community partners that facilitated the public engagement component. Three of these community-based organizations (CBOs) are based in East Oakland including: Cycles of Change, the East Oakland Collective, and the Original Scraper Bike Team. Residents desired to have a network of neighborhood bike routes that connected people to schools, parks, libraries and other local needs.

Attach the applicable plan page with the project highlight:

Attachment 7_LetsBikeOakland_Recs.pdf

Attach any applicable Public Participation & Planning documents:

Attachment 4_LetsBikeOakland.pdf

Part B: Narrative Questions

Question #5

CONTEXT SENSITIVE BIKEWAYS/WALKWAYS and INNOVATIVE PROJECT ELEMENTS (0-5 POINTS)

A. How are the "recognized best" solutions employed in this project appropriate to maximize user comfort and for the local community context?

As you address this question consider the following:

- The posted speed limits and actual speed
- The existing and future motorized and non-motorized traffic volume
- The widths for each facility
- The adjacent land use, and
- How the project is advancing a low(er) stress environment on each facility or a low stress network
    - What is the current stress level? (low, medium, or high?)
    - If the stress level is medium or high, is the project going beyond minimum design standards to maximize potential users of all ages and abilities?

(Max of 500 words) **Words Remaining:** 262

Neighborhood bike routes, Oakland's name for bicycle boulevards, are not a new concept in the bike planning world, but few communities have built connected and low stress bike routes that also provide protection when crossing large arterials. This neighborhood bike route project uses frequent traffic calming features, such as traffic circles and speed humps to slow and deter vehicle cut-through traffic, while also designing robust intersection improvements at arterials to help users cross or connect to existing bikeways. Other improvements, such as signage and bike boulevard markings across the major arterials or offset intersections, orient the rider to the route. Improvements such as bulbouts and bike signals help shorten crossing distances and/or prioritize bike and pedestrian crossings.

The features of these neighborhood bike routes have been designed to be most appropriate for East Oakland residents' mobility needs. The City heard through the Let's Bike Oakland planning effort that community members would prefer Bicycle Boulevard treatments in East Oakland over other low stress facilities, such as Separated Bikeways, for fear that the latter would be a signal of gentrification of the area. The design of the neighborhood bike route network provides a comprehensive strategy to increase bicycling safety while respecting local needs. The connected network of bicycle boulevards creates enhanced access to neighborhood destinations like schools, parks, libraries, and grocery stores. This is a community-accepted, context sensitive approach to help the mobility of the residents of East Oakland residents.

B. Innovative Project Elements

Does this project propose any solutions that are new to their region? Were any innovative elements considered, but not selected? Explain why they were not selected. (Max of 500 words) **Words Remaining:** 224

The City's rapid installation of an entire grid of neighborhood bike routes, as opposed to piecemeal installation street by street, is a new and innovative implementation approach in the region. In Phase 1 of this project, OakDOT designed the neighborhood bike routes for Plymouth St and 69th Ave, segments which are now under construction. After securing funds for the four additional segments proposed in this application, OakDOT can build out the remainder of the neighborhood bike route network. This is a unique approach to building a grid of bikeways quickly, and acknowledges that people need an entire network of comfortable and connected facilities to encourage higher ridership and connect to multiple destinations.

In addition, the comprehensive wayfinding design of this treatment brings the innovative "Wiggle" approach of San Francisco across the Bay. For example, the green-backed sharrows designed at many of the intersections will visually direct east Oakland residents through offset intersections and jogs in the route. Unlike the arterials in the area, some of the neighborhood streets zig-zag at intersections (an organic traffic diversion feature). The on-street bike markings not only provide safety benefits, but will help direct people through the route of neighborhood streets without getting off their bikes or referring to a map.

This project will further leverage the impacts of the City's equity-focused paving plan. The paving plan is resurfacing many streets in East Oakland and across the City, responding to one of the most frequent requests from Oakland residents -- fix the streets. Smooth streets, combined with traffic calming and dedicated bicycle facilities, will create a holistic transportation environment that can foster new bicycle trips and make existing trips more comfortable.

Part B: Narrative Questions

Question #6

TRANSFORMATIVE PROJECTS (0-5 POINTS)

A. Describe how your project will transform the non-motorized environment? Address the potential for this project to suppot existing and planned housing, especially affordable housing. (Max of 500 words)

Words Remaining: 56

The East Oakland Neighborhood Bike Routes project will transform the non-motorized environment in East Oakland by constructing community-driven and community-supported facilities throughout East Oakland, linking residents to essential community destinations and services including schools, parks, transit, and shopping. East Oakland is home to about 30% of Oakland's disadvantaged communities, about 25,000 residents. Through the community engagement processes for the Let's Bike Oakland plan and other recent and current planning efforts, local residents have made clear that they do not support separated bikeways on arterials and similar treatments because of fears of gentrification and housing displacement; instead they have a desire to have bicycle facilities that serve local neighborhood destinations. Despite East Oakland being home to many Oaklanders, the area only has about 9% of the City's bikeway miles, a local network that is incomplete and does not connect to many neighborhood destinations.
The project will construct six miles of neighborhood bike routes (bicycle boulevards) on four corridors (two north-south corridors and two east-west corridors). These neighborhood bike routes will directly connect East Oaklanders to seven schools (serving over 3,000 students), four parks, two libraries/rec centers, and two East Bay Bus Rapid Transit (AC Transit) stops on International Boulevard. The project also improves connectivity to regional transit stations, including the Coliseum BART Station and the Coliseum Amtrak Station, both a quick connection via the existing East Bay Greenway trail along San Leandro Street. Linking residents to these important destinations are critical to supporting new bicycle trips in East Oakland and providing residents with low-stress access to places they regularly frequent.

In addition to connecting residents to neighborhood destinations and regional transit, this project seeks to make a transformative impact by building a neighborhood network of routes and not building out facilities in a piecemeal way. Building a network of routes will have a more significant impact than building one corridor at a time, and constructing six miles of neighborhood bike routes that stretch across most of the East Oakland area will provide a greater share of East Oakland residents with safer, enhanced access to many neighborhood destinations.

Another transformative aspect of this project is the inclusion of intersection treatments at arterial streets to ensure that these neighborhood bicycle routes are truly connected and that users can feel comfortable throughout their journeys. One of the most common pitfalls of bicycle networks is the safety and comfort of people at intersections, especially those with multi-lane, high-volume streets. Including intersection treatments at these locations prevents network "islands" from being created and improves safety for all roadway users traveling them. Some intersections also include improvements for pedestrians, making it safer for people crossing arterial streets on foot as well.

B. Describe how other new or proposed funded projects or policies in the vicinity of this project will attribute to the transformative nature of this project?

As you address this question consider items like the following:
- Transit
- Land Use
- Overall non-motorized network

For projects please attach one of the following:
- The meeting minutes voting to fund the project, or
- The approved environmental document,
- Other important documentation demonstrating the transformation

(Max of 500 words)

Words Remaining: 95

This project will further leverage the impacts of the City's equity-focused paving plan. In Spring 2019, the City of Oakland adopted a new paving plan that was created with an equity focus, responding to a broad disparity in services, resources, outcomes, and opportunities among underserved Oaklanders. In addition, about one-third of paving plan projects overlap with existing and proposed bicycle facilities that will be implemented when those selected streets are repaved. "Fixing the streets" was very common feedback during the engagement process, and many residents viewed potholes and poor pavement conditions as a safety concern and a detriment to bicycling. The combination of the paving plan and this neighborhood bike routes project will create a connected network of facilities in East Oakland, providing access to neighborhood destinations and help building crosstown and regional connectivity. The project corridors will also connect with eight existing on-road bicycle facilities, including on Bancroft Avenue, Havenscourt Boulevard, Church Street, 69th Avenue, 73rd Avenue, 90th Avenue, 105th Avenue, and Plymouth Street. The connections established by this project will leverage work done through Oakland's paving plan to close gaps and deliver connected neighborhood bikes in an equitable way.

This project will also provide connectivity to the new East Bay Bus Rapid Transit Service from AC Transit. This service opened in August 2020 and runs between the San Leandro BART Station and Downtown Oakland, primarily along International Boulevard/E 14th Street. Both 80th Avenue and 85th Avenue (the two east-west corridors) cross International Boulevard and provide access to BRT stops at 82nd Avenue and 86th Avenue.
There are also two major proposed future facilities that these bike routes will connect with. The City is planning a Class I shared-use path down the middle of Bancroft Avenue,, and the proposed 81st Avenue and 85th Avenue bike routes will connect directly to this facility. Bancroft is planned to be a significant 4.5 mile east-west bike connection, connecting users from the San Leandro/Oakland border into the Fruitvale area. The proposed D Street corridor connects users to the existing portion of the East Bay Greenway, a multi-jurisdictional project that, when fully completed, will follow the BART alignment for 16 miles (7 miles in Oakland), crossing three cities, two unincorporated communities, and connecting seven BART stations.

Attachment 8 includes the Three Year Paving Plan Staff Report, AC Transit Tempo brochure, and the environmental document for the East Bay Greenway, of which Alameda County Transportation Commission is the lead agency.

Attachment 8_TransfomativeProjectConnections.pdf

Part B: Narrative Questions

Question #7

QUESTION #7
SCOPE AND PLAN LAYOUT CONSISTENCY AND COST EFFECTIVENESS (0 - 7 points)

A. The evaluators will consider the following: (7 points max)

- Consistency between the Layouts/maps, Engineer's estimate and Proposed scope
- Compliance with the Engineer's Checklist and cost effectiveness
- Complete project schedule

Part B: Narrative Questions

Question #8

LEVERAGING FUNDS (0-5 POINTS)

Projects on Tribal Lands will get the full Leveraging points for both Medium and Large Infrastructure Applications.

☐ This project is on Tribal Lands

A. The application funding plan will show all federal, state and local funding for the project: (5 points max)

Based on the project funding information provided earlier in the application (Part 6: Project Funding), the following Leveraging amounts are designated for this project. If these numbers do not match the applicant's expectations, the numbers shown earlier need to be revised.

Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs. If the project includes ineligible costs, the application must confirm the leveraging funding shown below does not include the non-ATP funds for ineligible items.

PA&ED Phase Project Delivery Costs:
Leveraging Funding: $300 Designate the Funding Type:

PS&E Phase Project Delivery Costs:
Leveraging Funding: $2,885 Designate the Funding Type: City Funds

Right of Way Phase Project Delivery Costs:
Leveraging Funding: $0 Designate the Funding Type:

Construction Phase Project Delivery Costs:
Leveraging Funding: $1,405 Designate the Funding Type: City Funds

Projects with NON-INFRASTRUCTURE (NI) elements:
Leveraging Funding: $0 Designate the Funding Type:

OVERALL TOTALS FOR PROJECT/APPLICATION:
Total Project Costs: $21,859
Leveraging Funding: $4,590
% of Total Project 21.00 %

Total Points received for "leveraging funding": (Auto-calculated)

1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	At least 10% to 15% of total project cost
4 Points	More than 15% to 20% of the project cost
5 Points	More than 20% of the total project cost

Leverage Justification Attachment

Resource Contribution Attachment Measure KK.pdf

Optional: If desired, clarifications can be added to explain the leveraging funding and its intended use on the ATP project. (Max of 100 Words)

Words Remaining: 77

Measure KK Infrastructure Bond funds will be used to leverage this ATP grant application. The attached document provides proof of Measure KK funding.

Part B: Narrative Questions

Question #9

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR CERTIFIED LOCAL COMMUNITY CONSERVATION CORPS (CALCC) (0-5 POINTS)

- For project "Plan" types, this section is not required. -

☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)

☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)

☐ Applicant is not requesting Construction funds (0 points)

Step 1: The applicant must submit the ATP Corps Consultation Form to both the CCC and CALCC at least ten (10) business days prior to the application submittal to Caltrans. The CCC and CALCC will respond within ten (10) business days from receipt of the information. Links to the ATP Corps Consultation Form, instructions and contact information for submission or questions can be found at:

California Conservation Corps ATP webpage

Or

Certified Local Conservation Corps ATP webpage

The applicant must also attach any email correspondence from the CCC and CALCC or Tribal Corps (if applicable) to the application verifying communication/participation. Failure to attach their email responses will result in a loss of 5 points.

Attach submittal email, response email and any attachment(s) from the CCC:

RE_ CCC ATP Application - East Oakland Neighborhood Bikeways.pdf

Attach submittal email, response email and any attachment(s) from the CALCC:

Re_ LCC ATP Application - East Oakland Neighborhood Bikeways.pdf

Attach submittal email, response email and any attachment(s) from the Tribal Corps (If applicable):

Step 2: The applicant has coordinated with the CCC AND with the CALCC, or the Tribal Corps and determined the following: (check appropriate box)

☒ Applicant intends to utilize the CCC, CALCC, or the Tribal Corps on the following items listed below. (0 points) (Max of 100 Words)

Words Remaining: 56

The CCC indicated they could assist with sign installation, graffiti removal, bike locker installation and repair, and education and outreach. The CALCC also indicated they could assist with unspecified tasks. We intend to coordinate with both entities if we are successful with this application.

☐ No corps can participate in the project. (0 points)

☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)

☐ the CCC ☐ the CALCC ☐ the Tribal Corps (if applicable)

Part B: Narrative Questions

Question #10

APPLICANT'S PERFORMANCE ON PAST ATP FUNDED PROJECTS (0 to -10 points)

For CTC use only.

Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations.

Application Signature Page (Required for all applications) **Attachment A**

Attachment-A-Signature-page.pdf

Engineer's Checklist (Required for Infrastructure & Combo Projects) **Attachment B**

Attachment-B-Engr-Checklist 08252020 FINAL.pdf

Project Location Map (Required for all applications) **Attachment C**

Attachment C_EONBR_ProjectLocationMap.pdf

Project Map/Plans showing existing and proposed conditions **Attachment D**
(Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)

Attachment D_EONBR_ProjectPlans.pdf

Photos of Existing Conditions (Required for all applications) **Attachment E**

AttachmentE_PhotosofExistingConditions.pdf

Project Estimate (Required for all Infrastructure Projects) **Attachment F**

Attachment-F-ALL CORRIDORS final ADJUSTED 2020.09.11.pdf

Non-Infrastructure Work Plan (Form 22-R) **Attachment G**
(Required for all projects with Non-Infrastructure Elements)

Plan Scope of Work (Form 22-PLAN) **Attachment H**
(Required for all Plan Projects)

Letters of Support (10 maximum) and Support Documentation **Attachment I**
(Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)

EONBR_letters of Support_Combined.pdf

Exhibit 22-F State Funding **Attachment J**

Additional Attachments **Attachment K**
(Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.) (All additional attachments must be scanned into one document.)

EONBR Additional_Attachments.pdf

CALIFORNIA TRANSPORTATION COMMISSION

Active Transportation Program
Benefits Form

EXHIBIT C

Project Information	
Project Title: East Oakland Neighborhood Bike Routes	Date: 7/17/25
Project Identifier (EA, PPNO, etc): ATP-5012(173), PPNO 2346	

Contact Information			
Nominating Agency: City of Oakland		Agency Completing Form: City of Oakland	
Contact Person: Jesse Boudart	Phone: 510-238-6256	Contact Person: Yvonne Chan	Phone: (510) 238-6607
Email Address: jboudart@oaklandca.gov		Email Address: ychan@oaklandca.gov	

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	4, peak hour	5X of Existing	2028
	Pedestrian Counts	Each	117, peak hour	1.2X of Existing	2028

In the space below, qualitatively explain the assumptions and methodologies used for the proposed outcomes.

Pedestrian/Bicycle counts are indexed at one location - 81st Ave/Rudsdale St, which is the location of the 81st Ave Branch Library and Acorn Woodland Elementary School. The quantity of pedestrians is high, which is attributed to parents parking offsite and walking to the school. Cycling is relatively low, but so has the biggest growth.

The improvements as part of the ATP project are projected to increase cycling the most; therefore, increasing the quantity of cyclists by 5X follows other projects in the country where major improvements of cycling are made. Also, 2028 will approximately be a year after construction is complete, which should allow for enough time for people to see their streets be calmed by the proposed improvements of this project.