

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

PROJECT BASELINE AGREEMENT

I-80/Gilman IC Bike/Ped Overcrossing and Access Improvements

Resolution ATP-P-1920-02B
(will be completed by CTC)

1. FUNDING PROGRAM

- ☒ 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) for the *I-80/Gilman IC Bike/Ped Overcrossing and Access Improvements*, effective on, December 5, 2019 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Alameda County Transportation Commission (Alameda CTC)*, and the Implementing Agency, *Alameda CTC*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its December 7, 2017 meeting the Commission approved the Active Transportation Program, and included in this program of projects the *I-80/Gilman IC Bike/Ped Overcrossing and Access Improvements*, 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 and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 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:
- ☒ Resolution G-17-38, "Adoption of Program of Projects for the Active Transportation Program", dated December 7, 2017
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

- 4.3 All signatories agree to adhere to the Commission's Active Transportation Program, 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 The Alameda CTC agrees to secure funds for any additional costs of the project.
- 4.6 The Alameda CTC agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be 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 The Alameda CTC 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 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 during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.10 The Transportation 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 four 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 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

I-80/Gilman IC Bike/Ped Overcrossing and Access Improvements

Resolution ATP-P-1920-02B


ARTHUR L. DAO

09/13/2019
Date

Executive Director

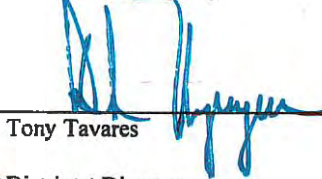
Project Applicant


ARTHUR L. DAO

09/13/2019
Date

Executive Director

Implementing Agency


Tony Tavares

10/18/19
Date

 District 4 Director

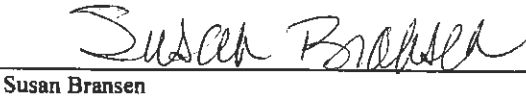
California Department of Transportation

See page 4 of 4
~~Bob Franzola~~ TOXS OMISHAKIN

Date

Director

California Department of Transportation


Susan Bransen

12/16/19
Date

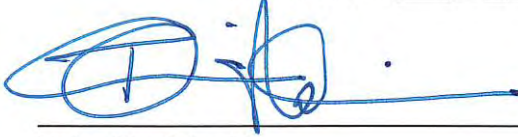
Executive Director

California Transportation Commission

SIGNATURE PAGE TO
PROJECT BASELINE AGREEMENT

I-80 / Gilman IC Bike/Ped Overcrossing and
Access Improvement Project

Resolution: ATP-P-1920-02B



Toks Omishakin
Director
California Department of Transportation

11.13.19

Date

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/29/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
04	0A770	0400020155	2323	ALA050079		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ALA	80	6.4	6.8	Alameda County Transportation Commission		
				MPO	Element	
				MTC	CO	
Project Manager/Contact		Phone		E-mail Address		
Trinity Nguyen		(510)208-7441		tn Nguyen@alamedactc.org		
Project Title						
I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements						
Location (Project Limits), Description (Scope of Work)						
In Berkeley at the I-80/Gilman Street interchange, from Fourth Street on the east to 350 feet west of West Frontage Road. Reconfigure interchange as a double roundabout. Bicycle/pedestrian components include a new overcrossing, segments of Class I Trail, Class III bike route and Class IV bikeway that provide access, and rail signal crossing improvements.						
Component						
PA&ED		Alameda County Transportation Commission				
PS&E		Alameda County Transportation Commission				
Right of Way		Alameda County Transportation Commission				
Construction		Caltrans				
Legislative Districts						
Assembly:	15	Senate:	9	Congressional:	13	
Project Benefits						
The project connects adjacent neighborhoods to the San Francisco Bay Trail, waterfront recreation, and job centers. Improving the safety and security for pedestrians and bicyclists encourages the use of active transportation networks. See Exhibit A-1: ATP Benefits Form.						
Purpose and Need						
The purpose of the project is to simplify and improve navigation, mobility, and traffic operations; reduce congestion, vehicle queues and conflicts; improve local and regional bicycle connections and pedestrian facilities; and improve safety for all users at the I-80/Gilman Street interchange. The two multi-legged intersections have created poor, confusing, and unsafe operations in the interchange area for pedestrians, bicyclists, and vehicles.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		New interchange(s)			Each	1
State Highway Road Construction		Pedestrian/Bicycle facilities mile(s) constructed			Miles	2
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis N	
Inc. Sustainable Communities Strategy Goals Y		Reduces Greenhouse Gas Emissions Y				
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					10/19/2015	
Circulate Draft Environmental Document					05/28/2018	12/28/18
Draft Project Report					05/28/2018	12/21/18
End Environmental Phase (PA&ED Milestone)					08/23/2018	06/28/19
Begin Design (PS&E) Phase					08/24/2018	06/29/19
End Design Phase (Ready to List for Advertisement Milestone)					08/24/2019	07/01/20
Begin Right of Way Phase					08/24/2018	
End Right of Way Phase (Right of Way Certification Milestone)					05/24/2019	06/30/20
Begin Construction Phase (Contract Award Milestone)					10/01/2019	03/01/21
End Construction Phase (Construction Contract Acceptance Milestone)					04/15/2022	08/31/23
Begin Closeout Phase					04/16/2022	09/01/23
End Closeout Phase (Closeout Report)					10/16/2022	03/31/24

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 07/29/19

Additional Information

On May 19, 2019, the CTC approved a 14-month time extension to the construction allocation deadline which is reflected in the new project milestone dates. The new construction allocation deadline is August 31, 2020. Anticipating construction allocation at the October 2020 CTC meeting.

The original scope included 0.52 miles of improved bicycle/pedestrian components. The revised scope increases the improved bicycle/pedestrian components to 2.0 miles or 10,560 LF, which consists of nearly 1 mile of new construction and an additional mile of improvements to the existing facility. Additional scope was identified and included as a result of stakeholder engagement and outreach that was conducted during the environmental phase. On September 18, 2019, MTC concurred with Alameda CTC's recommendation and approved the scope revision to increase the improved bicycle/pedestrian components.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 07/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	ALA, ,	80, ,	0A770	0400020155	2323	
Project Title: I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)	2,857							2,857	Alameda County Transportation
PS&E	3,243							3,243	Alameda County Transportation
R/W SUP (CT)	100	200						300	Alameda County Transportation
CON SUP (CT)				4,400				4,400	Caltrans
R/W	1,929	1,929						3,858	Alameda County Transportation
CON		6,492		21,384				27,876	Caltrans
TOTAL	8,129	8,621		25,784				42,534	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)	5,809							5,809	
PS&E	3,243	1,800						5,043	
R/W SUP (CT)			506					506	
CON SUP (CT)				5,815				5,815	
R/W			4,985					4,985	
CON		4,152		35,414				39,566	
TOTAL	9,052	5,952	5,491	41,229				61,724	

Fund No. 1:	State SB1 ATP - Active Transportation Program - SB1 (ATP-SB1)								Program Code
	Existing Funding (\$1,000s)								20.30.720.100
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,152						4,152	
TOTAL		4,152						4,152	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									On May 19, 2019, the CTC approved a 14-month time extension to the construction allocation deadline which is reflected in the new project milestone dates.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,152						4,152	
TOTAL		4,152						4,152	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								20.XX.400.100
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)	2,397							2,397	
PS&E	3,243							3,243	
R/W SUP (CT)	100	200						300	
CON SUP (CT)									
R/W	1,929	1,929						3,858	
CON		2,340						2,340	
TOTAL	7,669	4,469						12,138	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)	4,375							4,375	Sales Tax Measure
PS&E	3,243	1,800						5,043	
R/W SUP (CT)			506					506	
CON SUP (CT)									
R/W			2,076					2,076	
CON									
TOTAL	7,618	1,800	2,582					12,000	

Fund No. 3:	Demo - Demonstration-Pre ISTEA (DEMO)								Program Code
Existing Funding (\$1,000s)									20.20.400.000
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)	460							460	Federal Highway Administration (FHWA)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	460							460	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,080							1,080	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,080							1,080	

Fund No. 4:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)				4,400				4,400	
R/W									
CON				21,384				21,384	
TOTAL				25,784				25,784	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				4,100				4,100	
R/W									
CON				21,684				21,684	
TOTAL				25,784				25,784	

Fund No. 5:	Other Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	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)	354							354	Mix of City of Berkeley, East Bay Municipal Utility District (EBMUD) & other funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	354							354	

Fund No. 6:	Future, Unsecured Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	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)									Proposed mix of future RTIP and Local funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)				1,715				1,715	
R/W			2,909					2,909	
CON				13,730				13,730	
TOTAL			2,909	15,445				18,354	

Alameda County is working w/ MRC to secure the RTIP funding. This is a "named" capital project which means it is eligible for tax measure funding. ~~and is~~ The project is priority #1 for the County. If RTIP funds fall short, Alameda County is prepared to make the project whole w/ measure funds.

- Conversation b/w Gary Gutierrez + Trinity Nguyen on 10/21/19.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 07/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	ALA	80	0A770	0400020155	2323	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:

Alameda County TC



PROJECT APPLICATION NO.:

4-Alameda County TC-1

PROJECT NAME:

I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements

PROJECT DESCRIPTION:

Bicycle/pedestrian components of I-80/Gilman interchange project including new overcrossing structure and segments of Class I trail and Class IV bikeway that provide access to overcrossing. Project connects adjacent neighborhoods to San Francisco Bay Trail, waterfront recreation, and job centers. The full project reconfigures interchange as double roundabout.

PROJECT LOCATION:

The project is located along Gilman Street in Berkeley, California. The eastern project limit is the 4th Street/Gilman Street intersection. The western project limit is 350 feet west of the West Frontage Road/Gilman Street intersection.

ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ -	\$ -	\$ -	\$ 8,418	\$ -	\$ -
FY -	FY -	FY -	FY 19/20	FY -	FY -

PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Matching \$	Non-Participating \$	Future Local \$
33,016	8,418	24,598	-	24,598	21,041	-	-

ADA Notice

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Application Part 1: 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.

IMPLEMENTING AGENCY'S NAME:

Alameda County TC

IMPLEMENTING AGENCY'S ADDRESS

1111 Broadway Suite 800

CITY

Oakland

ZIP CODE

CA

94607

IMPLEMENTING AGENCY'S CONTACT PERSON:

Trinity Nguyen

CONTACT PERSON'S TITLE:

Senior Transportation Engineer

CONTACT PERSON'S PHONE NUMBER:

510-208-7441

CONTACT PERSON'S EMAIL ADDRESS :

tnguyen@alamedactc.org

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.



X

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

☒ Yes☐ No

Implementing Agency's Federal Caltrans MA number

04-6480R

Implementing Agency's State Caltrans MA number

04-6480R

* 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 responsibility 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
PROJECT PARTNERING AGENCY'S NAME:

City of Berkeley

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

Hamid Mostowfi

CONTACT PERSON'S TITLE:

Supervising Traffic Engineer

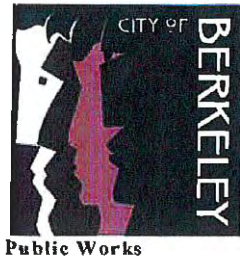
CONTACT PERSON'S PHONE NUMBER:

510-981-6403

CONTACT PERSON'S EMAIL ADDRESS :

HMostowfi@ci.berkeley.ca.us

Attach a "letter of intent" or other documentation. 0_PartnerAgencyLetter.pdf



June 14, 2016

Department of Transportation
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
1120 N Street, MS-1
Sacramento, CA 95814

California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Support for I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements project Active Transportation Program Cycle III Application

To Whom It May Concern,

The City of Berkeley Department of Public Works enthusiastically supports the Alameda County Transportation Commission's (Alameda CTC) application for an Active Transportation Program Cycle III grant for the I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements project. The project will greatly enhance the safety and comfort of bicycle and pedestrian access across one of the region's busiest freeways, improving the ability of the surrounding communities to get to destinations including regional sports facilities, parks, and the San Francisco Bay Trail. The project will generate significant mobility, safety, environmental and health benefits, and can serve as a model of a freeway interchange design that thoughtfully considers active transportation access for the state.

This letter also serves as documentation that the City of Berkeley intends to serve as a Project Partnering Agency with Alameda CTC. Further, this letter serves as documentation that the City of Berkeley supports the use of City right-of-way to implement the project.

Thank you for your consideration of this worthy project.

Regards,


Phillip Harrington
Director, Public Works



Application Part 2: General Project Information

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

Words Remaining: 0

I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements

SUMMARY OF PROJECT SCOPE: (Max of 200 Words)

(Summary of the Existing Condition, Project Scope, the Expected Benefits)

Words Remaining: 53

The I-80/Gilman Interchange Improvements project will reconfigure this interchange to improve safety for all users and close gaps in local and regional active transportation networks. The existing interchange consists of two confusing six-legged intersections of freeway ramps, adjacent frontage roads, and Gilman Street. The existing interchange lacks bicycle facilities and provides only discontinuous pedestrian facilities across the freeway. This application seeks funding for active transportation components of the overall project including a bicycle/pedestrian overcrossing as well as sections of trail and Class IV bikeway that provide access to the overcrossing. The full project proposes to reconfigure the intersections on either side of the freeway as a double roundabout design which will greatly reduce turning movement conflicts and improve traffic operations. The project will provide safe, comfortable access to the San Francisco Bay Trail and the Tom Bates Regional Sports Complex for adjacent communities.

PROJECT DESCRIPTION: (Max of 50 Words)

Words Remaining: 0

Bicycle/pedestrian components of I-80/Gilman interchange project including new overcrossing structure and segments of Class I trail and Class IV bikeway that provide access to overcrossing. Project connects adjacent neighborhoods to San Francisco Bay Trail, waterfront recreation, and job centers. The full project reconfigures interchange as double roundabout.

PROJECT LOCATION: (Max of 50 Words)

Words Remaining: 13

The project is located along Gilman Street in Berkeley, California. The eastern project limit is the 4th Street/Gilman Street intersection. The western project limit is 350 feet west of the West Frontage Road/Gilman Street intersection.

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

LocationMap.pdf

Project Coordinates: (latitude/longitude in decimal format) Lat. 37.878136 N / long. 122.307286 W

Congressional District(s): 13

State Senate District(s): 9

State Assembly District(s): 15

Caltrans District: 4

County: Alameda

MPO: MTC

RTPA: None

Urbanized Zone Area (UZA) Population: Project is located within one of the nine 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



Application Part 3: Project Type

PROJECT TYPE: (Use the drop down menu to select Combination (I/NI), Infrastructure (I), Non-Infrastructure (NI), or Plan.

Infrastructure (I)

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

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

☒ **Bicycle Transportation** % of Project 50 %

☒ **Pedestrian Transportation** % of Project 50 %

☐ **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.

Projects with Safe Routes to School elements must fill out "School and Student Details" later in this application. As a condition of receiving funding, projects with Safe Routes to School Elements must commit to completing additional before and after student surveys as defined in the Caltrans Active Transportation Guidelines (LAPG Chapter 22).

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

Trails Projects constructing multi-purpose trails are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to compete for this funding. This is optional but recommended because some trails projects may compete better under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding?

☐ Yes ☒ No



Application Part 4: Project Details

INFRASTRUCTURE TYPE (Only Intended for Infrastructure Projects)

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? 0 %
(As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: _____ Linear Feet	Class 2: _____ Linear Feet
	Class 3: _____ Linear Feet	Class 4: <u>338</u> Linear Feet
Signalized Intersections:	New Bike Boxes: _____ Number	Timing Improvements: _____ Number
Un-Signalized Intersections:	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
Mid-Block Crossing:	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
Lighting:	Intersection: _____ Number	Roadway Segments: _____ Linear Feet
Bike Share Program:	New Station: _____ Number	New Bikes: _____ Number
Bike Racks/Lockers:	New Racks: _____ Number	New Secured Lockers: _____ Number
Other Bicycle Improvements:	#1: _____ #: _____	#2: _____ #: _____

☒ 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): _____ Linear Feet	New (over 8' wide): _____ Linear Feet
	Widen Existing: _____ Linear Feet	Reconstruct/Enhance Existing: <u>2,390</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): _____ Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>6</u> Number	Reconstruct Ramp to Standard: <u>16</u> Number
Signalized Intersections:	New Crosswalk: <u>3</u> Number	Enhance Existing Crosswalk: <u>9</u> Number
	Ped-Heads: _____ Number	Shorten Crossing: _____ Number
	Timing Improvements: _____ Number	
Un-Signalized Intersections:	New Traffic Signal: <u>1</u> Number	New Roundabout: <u>2</u> Number
	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
	Shorten Crossing: _____ Number	
Mid-Block Crossing:	New RRFB/Signal: _____ Number	Crossing-Surface Improvements: _____ Number
Lighting:	Intersection: _____ Number	Roadway Segments: _____ Linear Feet
Pedestrian Amenities:	Benches: _____ Number	Trash Cans: _____ Number
	Shade Trees: _____ Number	Shade Tree Type: _____
Other Ped Improvements:	#1: _____ #: _____	#2: _____ #: _____

☒ Multi-use Trail Improvements

Class 1 Trails:	New (8' or less wide): _____ Linear Feet	New (over 8' wide): <u>1,985</u> Linear Feet
	Widen/Reconstruct Existing: _____ Linear Feet	
Non-Class 1 Trails:	New: _____ Linear Feet	Widen/Reconstruct Existing: _____ Linear Feet
Other Trail Improvements:	#1: _____ #: _____	#2: _____ #: _____

☒ Vehicular-Roadway Traffic-Calming Improvements

Road Diets:	Remove Travel Lane: _____ Linear Feet	Remove Right-Turn Pocket: _____ Number
Speed Feedback Signs:	Speed Feedback Signs: _____ Number	
Signalized Intersections:	Timing Improvements: _____ Number	New Roundabout: _____ Number
Un-Signalized Intersections:	New Traffic Signal: _____ Number	New Roundabout: <u>2</u> Number
Other Traffic-Calming Improvements:	#1: _____ #: _____	#2: _____ #: _____

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.1

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

- ☐ Project is 100% within the Implementing Agency's R/W (or within their control at the time of this application submittal).
- ☒ Project will likely require R/W and/or easements from private owners or will require utility relocations from 'non-public' utility companies.

The federal R/W process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months. The project schedule in the application for R/W needs to reflect the necessary time to complete the federal R/W process.

- ☒ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental, Environmental, or Railroad owner's property.

**See the application instructions for more details on the required coordination and documentation from these agencies.*

Attach a letter of support or neutrality from each separate agency. Combine all letters in one pdf attachment.

0_RW_AgencyLetters.pdf

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-6196

FAX (510) 715-7554

TTY 711

www.dot.ca.gov



*Serious Drought.
Help save water!*

June 10, 2016

Trinity Nguyen
Programming and Projects
Alameda County Transportation Commission
111 Broadway, Suite 800, Oakland, CA 94607

Dear Ms. Nguyen:

I am writing to express the support of the California Department of Transportation (Caltrans) for the I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements Project (Project), as well as to document the involvement of Caltrans in the Alameda County Transportation Commission's (Alameda CTC) planning efforts.

We understand that Alameda CTC is applying for an Active Transportation Program Cycle 3 grant for the Project. The Project is part of the I-80/Gilman Street Interchange Project, for which Caltrans provides oversight. This new facility will reduce pedestrian and bicyclist exposure to motor traffic and enhance the level of comfort for people who walk and bike across one of the region's busiest freeways. It will improve access for communities to the east of I-80 with regional sports facilities, parks, and the San Francisco Bay Trail on the west side of the freeway. The Project can serve as a model for the State for freeway interchange design that incorporates active transportation access across a freeway corridor.

The project is consistent with Caltrans Director's Policy on Sustainability (Director's Policy 33, July 2015), Deputy Directive 64-R2, Complete Streets – Integrating the Transportation System, October 2014.

Should you have any questions regarding this letter or require additional information, please contact Ina Gerhard at (510) 286-5598 or by email at ina.gerhard@dot.ca.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jean C.R. Finney".

for JEAN C.R. FINNEY
Deputy District Director
Transportation Planning and Local Assistance



2950 PERALTA OAKS COURT P.O. BOX 5381 OAKLAND CALIFORNIA 94605-0381 T: 1-888-EBPARKS F: 510-569-4319 TRS RELAY: 711 WWW.EBPARKS.ORG

June 7, 2016

Department of Transportation
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
1120 N Street, MS-1
Sacramento, CA 95814

California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Support for I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements project Active Transportation Program Cycle III Application

To Whom It May Concern,

The East Bay Regional Park District enthusiastically supports the Alameda County Transportation Commission's application for an Active Transportation Program Cycle III grant for the Interstate-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements project. The project will greatly enhance the safety and comfort of bicycle and pedestrian access across one of the region's busiest freeways, improving the ability of the surrounding communities to get to destinations including regional sports facilities, parks, and the San Francisco Bay Trail. The project will generate significant mobility, safety, environmental and health benefits and can serve as a model of a freeway interchange design that thoughtfully considers active transportation access for the State.

This letter also serves as documentation that the East Bay Regional Park District supports the use of District right-of-way to implement the project.

Thank you for your consideration of this worthy project.

Sincerely,

Sandra Hamlat
Senior Planner

Board of Directors

Doug Siden President Ward 4	Beverly Lane Vice-President Ward 6	Dennis Waespi Treasurer Ward 3	Diane Burgis Secretary Ward 7	Whitney Dotson Ward 1	John Sutter Ward 2	Ayn Wieskamp Ward 5	Robert E. Doyle General Manager
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ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.1



Application Part 5: 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, 2019 and June 30, 2021 to be consistent with the available ATP funds for Cycle 3.

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:

10/1/2015

Time to complete the separate CEQA & NEPA studies/approvals:

24

months (See note #2, above)

Expected or Past Completion Date for the PA&ED Phase:

9/20/2017

* 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.

PhaseNote.txt

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:

10/1/2017

Time to complete the final Plans, Specification & Estimate:

20

months

Expected or Past Completion Date for the PS&E Phase:

5/24/2019

* 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.

PhaseNote.txt

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:

10/1/2017

Time to complete the R/W Engineering, Acquisition, and Utilities:

20

months

Expected or Past Completion Date for the R/W Phase:

5/24/2019

* 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.

PhaseNote.txt

Construction Project Delivery Phase:Will ATP funds be used in this phase of the project? ☒ Yes ☐ No**Proposed CTC "CON Allocation" Date:**

7/1/2019

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2019

Expected Start Date for Construction activities:

1/1/2020

Time to complete the Construction activities:

24

months

Expected or Past Completion Date for the CON Phase:

12/21/2021

Proposed Dates for "Before" and "After" Counts (As required by the CTC and Caltrans guidelines):

Expected Date for "Before" counts (Ideally, within 12 months of the beginning of the Construction Activities)

7/1/2019

Expected Date for "After" counts (Ideally, at least 6 months after the end of all Construction Activities)

3/15/2022



Application Part 6: 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	Matching Funding *** (for federal \$)	Future Local Identified Funding
PA&ED	3,557	-		3,557	-	-	3,557	-	-
PS&E	3,671	-		3,671	-	-	3,671	3,671	-
R/W	3,858	-		3,858	-	-	3,858	3,858	-
CON	21,930	8,418	19/20	13,512	-	-	13,512	13,512	-
NI-CON	-	-		-	-	-	-	-	-
TOTAL	33,016	8,418		24,598	-	-	24,598	21,041	-

* 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)

*** For programming purposes, applicants, are asked to identify the portion of the Leveraging Funding that meets the requirements to be used as match for new Federal ATP funding.

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.

[illegible]

Fund No. 7:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	Notes:
PS&E	0	0	0	0	0	0	0	0	
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	



Application Part 7: Application Questions

Screening Criteria

The following Screening 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.

0_Screening_RTP_Pages.pdf

Note: Projects not providing proof will be disqualified and not be evaluated.

Sonoma

Napa

BayArea Plan

July 2013

Strategy for a
Sustainable
Region

Marin

Solano

Pacific Ocean

Contra
Costa

San Francisco

Oakland

Alameda

Santa
Clara

San
Mateo



Association of
Bay Area
Governments



Metropolitan
Transportation
Commission

Final Plan Bay Area
Project List

Final List of Plan Bay Area Transportation Projects/Programs by County

July 17, 2013

*Amounts shown in millions of year of expenditure (YOE) dollars

County	RTPID	Project	Total Cost	Committed Funding	Discretionary Funding
Alameda	21093	Implement Route 92/Clawiter Road/Whitesell Street interchange improvements and local intersection improvements	\$ 28	\$ 28	\$ -
Alameda	21100	Modify I-580/Vasco Road interchange, includes widening I-580 overcrossing to provide 8 lanes and bike lanes/shoulders, constructing auxiliary lanes on I-580 between Vasco and First Street, widening Vasco Road to 8 lanes between Northfront Road and Las Positas Road	\$ 64	\$ 55	\$ 9
Alameda	21103	Construct grade separation structure on Central Avenue at Union Pacific Railroad crossing	\$ 19	\$ 1	\$ 18
Alameda	21114	Construct grade separations on Washington Boulevard/Paseo Padre Parkway at the Union Pacific railroad tracks and proposed BART extension	\$ 109	\$ 109	\$ -
Alameda	21116	Widen I-580 for HOV and auxiliary lanes eastbound from Hacienda Road to Greenville Road and westbound from Greenville Road to Foothill Road	\$ 226	\$ 226	\$ -
Alameda	21123	Improve infrastructure at Union City Intermodal Station	\$ 26	\$ 20	\$ 7
Alameda	21126	Construct Route 84 westbound HOV on-ramp from Newark Boulevard	\$ 19	\$ -	\$ 19
Alameda	21131	Build a BART Oakland Airport Connector between Coliseum BART station and Oakland International Airport	\$ 484	\$ 484	\$ -
Alameda	21132	Extend BART from Fremont to Warm Springs	\$ 890	\$ 890	\$ -
Alameda	21144	Reconfigure I-80/Gilman interchange, involves dual roundabout at interchange and bicycle/pedestrian improvements	\$ 26	\$ 1	\$ 25
Alameda	21451	Construct additional turn- and bus-loading lanes on Hesperian Boulevard and East 14th Street	\$ 7	\$ 7	\$ -
Alameda	21472	Improve I-680/Bernal Avenue interchange	\$ 4	\$ 4	\$ -
Alameda	21473	Construct a 4-lane arterial connecting Dublin Boulevard and North Canyons Parkway	\$ 12	\$ 12	\$ -
Alameda	21475	Reconstruct I-580/First Street interchange	\$ 44	\$ 38	\$ 6
Alameda	21477	Reconstruct I-580/Greenville road interchange	\$ 54	\$ 43	\$ 11
Alameda	21484	Widen Kato Road from Warren Avenue to Milmont Drive	\$ 13	\$ 0	\$ 12
Alameda	21489	Improve I-580/San Ramon Road/Foothill Road interchange, includes eliminating eastbound diagonal off-ramp and eastbound loop off-ramp and constructing new signalized intersection at off-ramp	\$ 4	\$ 3	\$ 1
Alameda	22009	Expand Capitol Corridor intercity rail service from Oakland to San Jose - project development	\$ 58	\$ 18	\$ 40
Alameda	22013	Construct I-580 eastbound truck climbing lane at the Altamont Summit	\$ 66	\$ 66	\$ -
Alameda	22062	Construct Irvington BART Station in Fremont	\$ 127	\$ -	\$ 127
Alameda	22063	Improve Route 238 corridor near Foothill Boulevard/I-580 by removing parking during peak periods and spot widening	\$ 122	\$ 122	\$ -
Alameda	22082	Implement Outer Harbor Intermodal Terminals project (includes 7th Street grade separation and roadway improvements)	\$ 332	\$ 166	\$ 166
Alameda	22100	Replace overcrossing structure at I-880/Davis Street interchange and add additional travel lanes on Davis Street (includes ramp, intersection and signal improvements)	\$ 11	\$ 11	\$ -
Alameda	22455	Implement AC Transit East Bay Bus Rapid Transit (BRT)	\$ 218	\$ 179	\$ 39
Alameda	22509	Provide ferry service between Alameda/Oakland and San Francisco, and between harbor Bay and San Francisco	\$ 22	\$ 22	\$ -
Alameda	22664	Convert the I-580 westbound HOV lane to an express lane from Greenville Road to San Ramon Road/Foothill Road	\$ 17	\$ 5	\$ 12
Alameda	22670	Construct HOV lane for southbound I-880 from Hegenberger Road to Marina Boulevard (includes reconstructing bridges at Davis Street and Marina Boulevard)	\$ 117	\$ 117	\$ -



Part B: Narrative Questions

Detailed Instructions for 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.

1.1 DAC_Map_Labels.pdf

B. Identification of Disadvantaged Community: (0 points)

Select one of the following 4 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.
- **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 2010-2014 American Community Survey (ACS) (<\$49,191). 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: <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

Census Tract/Block Group/Place #	Population	MHI
Census Tract 4204	1,257	42,061
Census Tract 4220	791	51,283
Census Tract 4221	1,073	57,850

Lowest median household income from above (autofill): \$ 42,061 (to be used for qualifying as benefiting a DAC only)

Median household income by census tract for the community(ies) benefited by the project: \$ 49,826.52
(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.

1.2_CensusTractMHI_Data.pdf

C. Direct Benefit: (0 - 4 points)

1. Explain how the project/program/plan closes a gap, provides connections to, or addresses a deficiency in an active transportation network or meets an important community need. (Max of 50 Words)

Words Remaining: 0

The project will dramatically improve the safety and comfort of walking and biking across I-80 at Gilman St. The current walking and biking conditions under Gilman Street are uninviting, unsafe, and uncomfortable. Gilman St is an important access point to waterfront recreation and jobs including a regional sports complex.

2. Explain how the disadvantaged community residents will have physical access to the project/program/plan. (Max of 50 Words)

Words Remaining: 0

DAC residents (Census Tract 4204) will be able to access the Gilman interchange bicycle/pedestrian overcrossing using existing an bike boulevard on 7th Street or signed bike route on 6th Street and bike lanes along Gilman Street. At 4th Street users will transition to a cycletrack (part of the project).

3. Illustrate how the project was requested or supported by the disadvantaged community residents. (Max of 50 Words)

Words Remaining: 19

Residents describe existing access to the Tom Bates Sports Fields for students trying to walk or bike through the I-80/Gilman interchange as "insanely dangerous" (see Attachment J1 - Berkeleyside article).

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.1

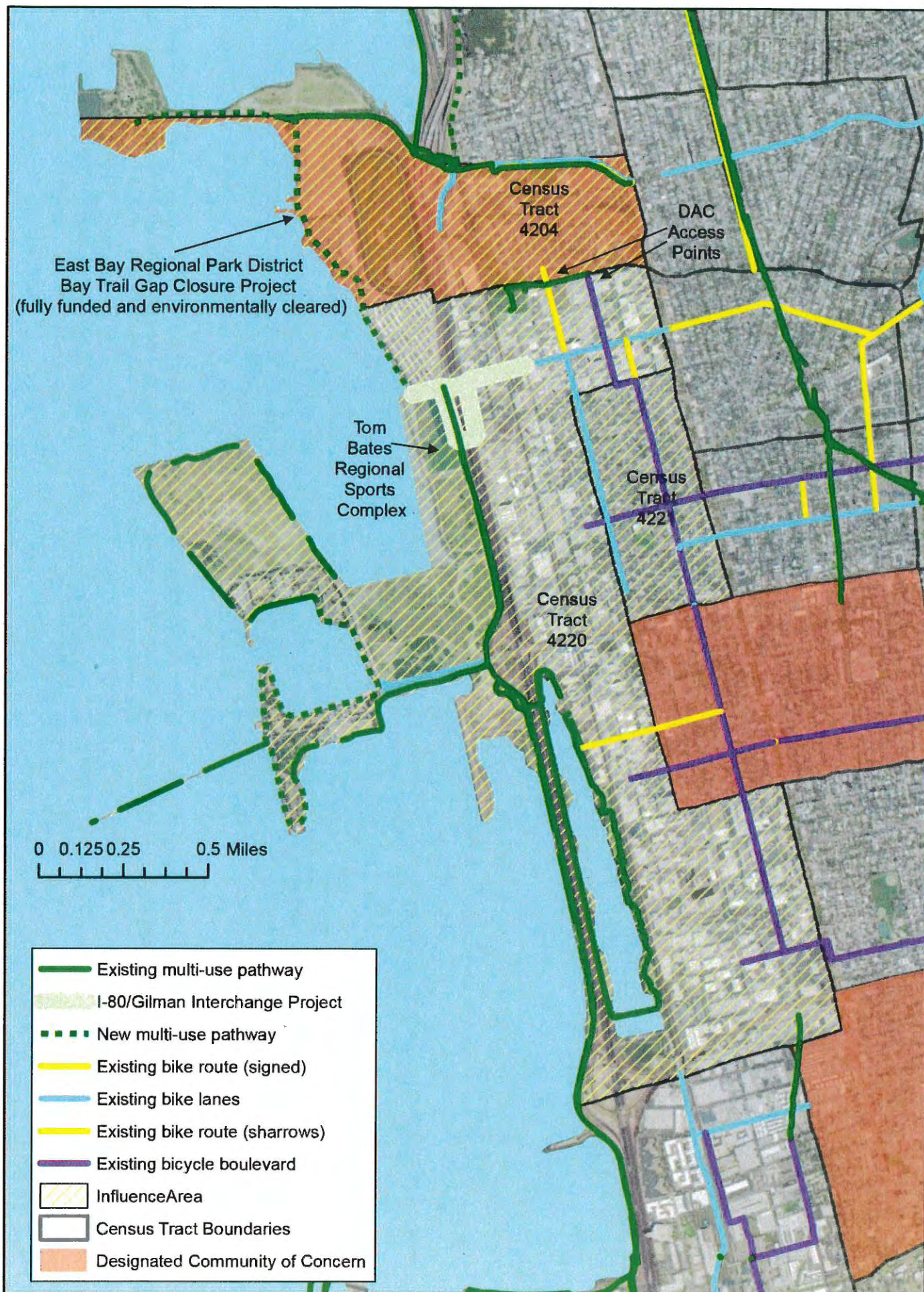


D. Project Location: (0 - 2 points)

1. Is your project located within a disadvantaged community? No portion with a DAC

E. Severity: (0 - 4 points)

a. Auto calculated





S1903

MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2014 INFLATION-ADJUSTED DOLLARS)

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Census Tract 4204, Alameda County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Households	1,257	+/-85	42,061	+/-6,394
One race--				
White	40.4%	+/-9.5	44,318	+/-13,657
Black or African American	6.1%	+/-4.3	22,902	+/-2,885
American Indian and Alaska Native	3.0%	+/-2.8	18,636	+/-19,595
Asian	40.4%	+/-7.6	49,000	+/-9,773
Native Hawaiian and Other Pacific Islander	2.1%	+/-3.2	-	**
Some other race	5.5%	+/-4.1	10,521	+/-47,868
Two or more races	2.5%	+/-2.7	-	**
Hispanic or Latino origin (of any race)	20.3%	+/-6.1	19,635	+/-25,927
White alone, not Hispanic or Latino	28.6%	+/-7.4	44,318	+/-14,684
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER				
15 to 24 years	6.7%	+/-3.7	2,500-	***
25 to 44 years	90.1%	+/-4.4	42,297	+/-6,205
45 to 64 years	3.3%	+/-2.1	74,271	+/-157,717
65 years and over	0.0%	+/-2.7	-	**
FAMILIES				
Families	1,108	+/-93	41,959	+/-5,586
With own children under 18 years	65.2%	+/-9.6	40,968	+/-12,141
With no own children under 18 years	34.8%	+/-9.6	43,155	+/-5,925
Married-couple families	83.9%	+/-6.6	46,000	+/-5,427
Female householder, no husband present	12.3%	+/-5.8	6,987	+/-15,317
Male householder, no wife present	3.8%	+/-2.8	20,156	+/-5,919
NONFAMILY HOUSEHOLDS				
Nonfamily households	149	+/-65	38,958	+/-29,820
Female householder	47.0%	+/-22.8	26,250	+/-29,277
Living alone	37.6%	+/-23.0	18,250	+/-20,656
Not living alone	9.4%	+/-11.8	-	**
Male householder	53.0%	+/-22.8	52,563	+/-25,217
Living alone	14.8%	+/-17.0	-	**
Not living alone	38.3%	+/-24.1	52,639	+/-62,265

Subject	Census Tract 4204, Alameda County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
PERCENT IMPUTED				
Household income in the past 12 months	12.6%	(X)	(X)	(X)
Family income in the past 12 months	12.6%	(X)	(X)	(X)
Nonfamily income in the past 12 months	12.1%	(X)	(X)	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

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Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

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5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



S1903

MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2014 INFLATION-ADJUSTED DOLLARS)

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Census Tract 4220, Alameda County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Households	791	+/-54	51,283	+/-11,548
One race--				
White	62.8%	+/-8.4	81,750	+/-23,447
Black or African American	25.2%	+/-7.4	17,411	+/-19,694
American Indian and Alaska Native	0.0%	+/-4.3	-	**
Asian	6.1%	+/-4.5	159,167	+/-198,064
Native Hawaiian and Other Pacific Islander	0.0%	+/-4.3	-	**
Some other race	2.5%	+/-3.9	-	**
Two or more races	3.4%	+/-2.5	72,708	+/-56,783
Hispanic or Latino origin (of any race)	9.0%	+/-5.8	45,509	+/-16,974
White alone, not Hispanic or Latino	58.0%	+/-7.9	86,094	+/-22,493
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER				
15 to 24 years	1.8%	+/-1.7	27,500	+/-141,205
25 to 44 years	50.4%	+/-7.9	85,114	+/-58,818
45 to 64 years	33.4%	+/-7.3	46,111	+/-33,136
65 years and over	14.4%	+/-4.2	17,143	+/-54,844
FAMILIES				
Families	376	+/-81	61,750	+/-46,417
With own children under 18 years	60.6%	+/-11.8	36,818	+/-24,611
With no own children under 18 years	39.4%	+/-11.8	101,000	+/-28,097
Married-couple families	55.6%	+/-14.0	110,893	+/-39,713
Female householder, no husband present	20.5%	+/-10.6	14,813	+/-44,483
Male householder, no wife present	23.9%	+/-12.2	21,765	+/-8,756
NONFAMILY HOUSEHOLDS				
Nonfamily households	415	+/-71	38,875	+/-19,840
Female householder	57.6%	+/-11.4	55,469	+/-66,624
Living alone	42.7%	+/-12.0	13,438	+/-12,469
Not living alone	14.9%	+/-9.5	146,019	+/-22,066
Male householder	42.4%	+/-11.4	36,250	+/-20,454
Living alone	31.1%	+/-10.6	25,625	+/-19,818
Not living alone	11.3%	+/-6.6	103,250	+/-57,026

Subject	Census Tract 4220, Alameda County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
PERCENT IMPUTED				
Household income in the past 12 months	21.4%	(X)	(X)	(X)
Family income in the past 12 months	19.4%	(X)	(X)	(X)
Nonfamily income in the past 12 months	19.0%	(X)	(X)	(X)

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Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

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S1903

MEDIAN INCOME IN THE PAST 12 MONTHS (IN 2014 INFLATION-ADJUSTED DOLLARS)

2010-2014 American Community Survey 5-Year Estimates

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Subject	Census Tract 4221, Alameda County, California			
	Total		Median income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
Households	1,073	+/-89	57,850	+/-12,119
One race--				
White	67.0%	+/-8.4	71,435	+/-15,831
Black or African American	12.4%	+/-5.3	24,659	+/-25,187
American Indian and Alaska Native	0.0%	+/-3.2	-	**
Asian	13.9%	+/-6.0	46,656	+/-14,589
Native Hawaiian and Other Pacific Islander	0.0%	+/-3.2	-	**
Some other race	1.6%	+/-2.2	-	**
Two or more races	5.1%	+/-4.5	64,635	+/-62,026
Hispanic or Latino origin (of any race)	13.6%	+/-6.6	71,944	+/-27,131
White alone, not Hispanic or Latino	55.6%	+/-8.3	64,926	+/-32,561
HOUSEHOLD INCOME BY AGE OF HOUSEHOLDER				
15 to 24 years	3.4%	+/-3.8	63,802	+/-26,471
25 to 44 years	36.2%	+/-6.6	49,792	+/-52,052
45 to 64 years	41.5%	+/-6.7	70,880	+/-20,609
65 years and over	18.9%	+/-5.8	42,768	+/-16,887
FAMILIES				
Families	488	+/-78	78,846	+/-18,188
With own children under 18 years	42.2%	+/-8.9	83,750	+/-41,012
With no own children under 18 years	57.8%	+/-8.9	78,125	+/-19,376
Married-couple families	73.0%	+/-9.6	93,750	+/-26,438
Female householder, no husband present	27.0%	+/-9.6	57,800	+/-12,028
Male householder, no wife present	0.0%	+/-6.9	-	**
NONFAMILY HOUSEHOLDS				
Nonfamily households	585	+/-122	35,391	+/-14,408
Female householder	49.2%	+/-11.6	37,344	+/-27,247
Living alone	27.0%	+/-10.4	26,837	+/-8,166
Not living alone	22.2%	+/-9.8	82,604	+/-38,307
Male householder	50.8%	+/-11.6	29,946	+/-18,452
Living alone	43.9%	+/-11.5	28,207	+/-11,160
Not living alone	6.8%	+/-5.3	223,750	+/-53,333

Subject	Census Tract 4221, Alameda County, California			
	Total		Median Income (dollars)	
	Estimate	Margin of Error	Estimate	Margin of Error
PERCENT IMPUTED				
Household income in the past 12 months	22.7%	(X)	(X)	(X)
Family income in the past 12 months	20.1%	(X)	(X)	(X)
Nonfamily income in the past 12 months	23.2%	(X)	(X)	(X)

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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. (0-35 POINTS)

Please provide the following information: (This must be completed to be considered for funding for infrastructure projects)

# of Users	Pedestrian	Bicycle	Date of Counts	Mark here if N/A to project
Current	115	63	1/27/2016	☐
Projected (1 year after completion)	157	84	1/1/2022	☐

Safe Routes to School projects and programs: 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	# of Students Currently Walking/Biking to School	Projected # of Students that will walk/bike after project	Net projected Change in Students walking/biking
					0
Total	0	0	0	0	0

Document the methodologies used to establish the **current** count data. (Max of 200 Words)

Words Remaining: 171

The pedestrian and bike counts are a sum of the peak hour values for the intersections within the project limits. The data was collected on Wednesday, January 27th, 2016.

A. Describe the specific active transportation need that the proposed project/plan/program will address. (0-15 points)
(Max of 500 Words)

Words Remaining: 164

The project will greatly enhance access across I-80 connecting residential and commercial neighborhoods west of the freeway with waterfront parks, job centers, and the San Francisco Bay Trail. The nearest alternative points to cross I-80 are more than a mile to the north and south of the project. Existing access for bicyclists and pedestrians across I-80 at Gilman Street requires navigating two complex intersections that are convergence points of freeway ramps, frontage roads, and a high volume truck route. The existing intersections are characterized by confusing traffic control (stop control for five- and six-legged intersections), poorly marked pedestrian crossings, long crossing distances, a lack of dedicated bicycle facilities, and a gap in pedestrian route on the south side of Gilman Street. Further, bicyclists and pedestrians must cross under the elevated freeway which, due to the low clearance and wide span of the freeway, has very poor natural lighting and is generally uninviting and perceived by many to be a personal security risk. The proposed project will provide a new overcrossing that eliminates the need for bicyclists or pedestrians to navigate the freeway ramp intersections or cross under the elevated freeway. The project will also maintain at-grade access for bicyclists and pedestrians, but will reconfigure existing sidewalks as a dedicated multi-use pathway on the south side of the freeway (where it directly aligns to the major trip generator). The project will also reconfigure the two ramp intersections as roundabouts (with upgraded, high visibility crosswalks) which will improve driver detection of pedestrians by simplifying complex decision-making. Finally, the project will add sections of multi-use pathway and two-way cycletrack on either side of the roundabouts to position bicyclists and pedestrians to access the overcrossing and connect to the Bay Trail and local bike network. In total, these improvements will greatly improve access to the Tom Bates Regional Sports Complex (which has nearly constant youth and adult sports programming), the Bay Trail (used for commuting and recreation) and the broader waterfront.

B. Describe how the proposed project/plan/program will address the active transportation need: (0-20 points)

1. Close a gap?

☒ Yes ☐ No

No. of gaps: 3 Total length of gap(s) (feet): 1,050

Gap closure = Construction of a missing segment of an existing facility in order to make that facility continuous.

a. Must provide a map of each gap closure identifying gap and connections.

2. ImprovementMap.pdf

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- b. 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 100 Words)

Words Remaining: 1

The project will close a gap in the on-street bicycle network between 2nd Street and West Frontage Road; a gap in the Bay Trail along Gilman Street, west of Frontage Road; and a sidewalk gap between West Frontage Road and the I-80 SB on-ramp. These gap closures will improve access to waterfront recreation and health opportunities including the Tom Bates Regional Sports Complex, Golden Gate Fields, McLaughlin Eastshore State Park, the Berkeley Marina, and the Albany Bulb (as well as the Bay Trail itself). Connections to jobs will also be improved for employees in these facilities.

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.

2_ImprovementMap.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 100 Words)

Words Remaining: 23

The existing routes for bicyclists and pedestrians are at-grade along Gilman Street and require navigating two intersections where freeway on- and off-ramps converge with frontage roads and Gilman Street. Existing access also requires crossing under the freeway which is poorly lit and perceived as a location with high potential for illegal or illicit activity. This environment is generally inadequate for parents with children or youth walking or bicycling across the freeway to access the waterfront.

- 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 100 Words)

Words Remaining: 47

The project will provide a new grade separated pathway over the freeway that does not require traversing freeway ramp intersections and is open and well-lit. This new route will provide family friendly, all ages and abilities access to sports fields, parks, and the Bay Trail on the west side of the freeway.

3. Removal of barrier to mobility?

☒ Yes ☐ No

- a. Type of barrier: Freeway

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

2_ImprovementMap.pdf

- c. Describe the existing negative effects of barrier to be removed and how the project addresses the existing barrier. (Max of 100 Words)

Words Remaining: 22

The project will provide dramatically improved access across I-80. While access is technically possible today, most users do not feel comfortable walking or biking under the freeway because of the stop-controlled high-traffic freeway ramp intersections, lack of dedicated bike lanes, lack of continuous sidewalks, and uninviting underpass environment. Bicyclists and pedestrians must choose between a high traffic, dark underpass or must travel more than a mile out of direction to the nearest freeway crossing point.

- 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 100 Words)

Words Remaining: 12

Improved access across I-80 at Gilman Street will strengthen connections to the Tom Bates Sports Fields which hosts a variety of youth and adult soccer, baseball, softball, and frisbee games and draws about 250,000 players and spectators a year. The project will also improve access to the regional Bay Trail which will ultimately ring the San Francisco Bay and is used for both commuting and recreation. It also provides access to the Berkeley Marina, McLaughlin Eastshore State Park, the Albany Bulb, and the Golden Gate Fields.

4. Other improvements to routes?

☒ Yes ☐ No

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- a. Must provide a map of the new improvement location.

2_ImprovementMap.pdf

- b. Explain the improvement. (Max of 100 Words)

Words Remaining: 0

The project will upgrade the existing Class II bikeway between 2nd Street and 4th Street to a two-way cycletrack. Gilman Street is a high volume road and designated truck route. A cycletrack will provide protection commensurate with the vehicle traffic and will position users on the south side of Gilman Street to directly access the bicycle/pedestrian overcrossing. The project will also retain access under the freeway at-grade to provide shorter, more direct access for more confident users. Existing sidewalks and narrow shoulders under the freeway will be redesigned as a Class I pathway with high visibility crosswalks.

- 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 100 Words)

Words Remaining: 60

The project provides improved access under I-80, a new overcrossing over I-80, and improvements to the connections along Gilman Street on either side of the freeway to bolster connections to waterfront recreational uses, jobs, and the Bay Trail.

5. Plan for increasing biking and walking in the community? ☐ Yes ☒ No
6. Encourages and/or educates with the goal of increasing walking or biking in the community? ☐ Yes ☒ No

CURVE DATA

No.	R	DELTA	T	L
①	10000.00'	3°58'01"	346.31'	692.34'
②	2000.00'	4°16'00"	74.50'	148.93'
③	65.00'	98°50'11"	75.89'	112.13'
④	65.00'	91°48'02"	67.08'	104.14'
⑤	300.00'	12°01'05"	31.58'	62.93'
⑥	189.25'	10°00'15"	16.56'	33.04'
⑦	65.00'	72°40'19"	47.81'	82.44'



GAP CLOSURE:
Project will close gap
in pedestrian access
between West
Frontage Road and
I-80 on-ramp

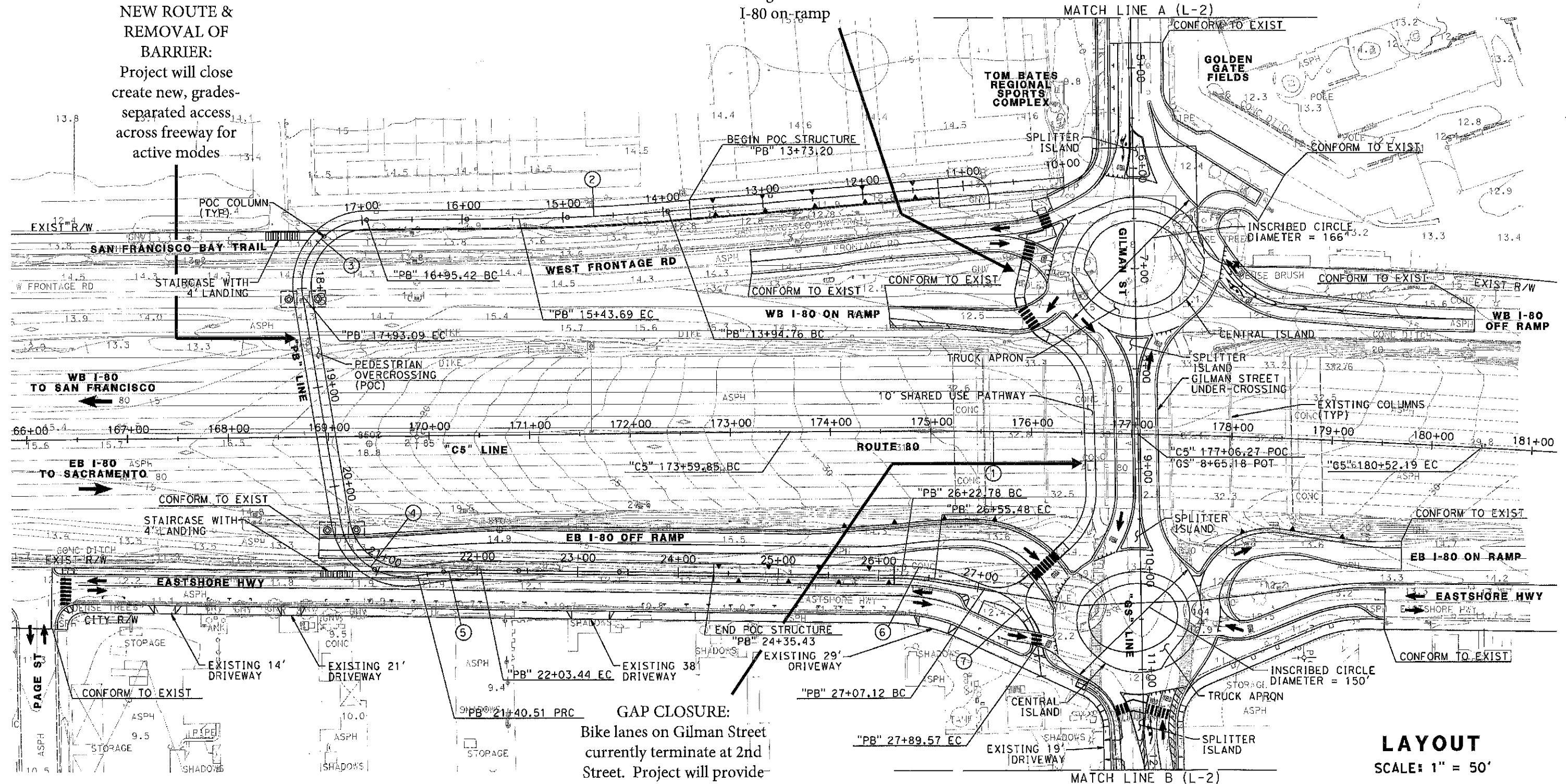
**NEW ROUTE &
REMOVAL OF
BARRIER:**
Project will close
create new, grades-
separated access
across freeway for
active modes

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	80	--	--	--

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS
OR AGENTS SHALL NOT BE RESPONSIBLE FOR
THE ACCURACY OR COMPLETENESS OF SCANNED
COPIES OF THIS PLAN SHEET.

PARSONS 155 GRAND AVE, STE 350 OAKLAND, CA 94612	ALAMEDA CTC 1111 BROADWAY #800 OAKLAND, CA 94607
--	--



GAP CLOSURE:
Bike lanes on Gilman Street
currently terminate at 2nd
Street. Project will provide
multi-use pathway under
freeway.

LAYOUT
SCALE: 1" = 50'



Part B: Narrative Questions

Detailed Instructions for 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. (0-25 POINTS)

A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max)

- The following reported crashes must have all occurred within the project's influence area within the last 5 years (only crashes that the project has a chance to mitigate):

# of Crashes	Pedestrian	Bicycle	Total
Fatalities	0	0	0
Injuries	1	7	8
Total	1	7	8

- Applicant can provide bicycle and pedestrian (only) crash rates in addition to the information required above. (Max of 200 Words)

Words Remaining: 88

Gilman Street has midweek Average Daily Traffic of 19,400. Data needed to compute an accurate crash rate or to compare Gilman Street to other locations are not available. It should be noted that the 8 collisions over five years should be understood in the context of the existing conditions, which are not hospitable to bicyclists and pedestrians. The actual demand for bicycle and pedestrian access across I-80 may be much greater than the number of people who currently feel comfortable walking or biking under the freeway at this location. As such, the number of collisions may appear low relative to the actual safety issues that exist at this location today.

- Discuss specific accident data. (Max of 200 Words)

Words Remaining: 97

Between 2009 and 2013, there were 8 injury collisions involving pedestrians and bicyclists in the project influence area. Five of the eight collisions were in the freeway ramp/frontage road intersections and were broadside collisions (e.g. right hook or left cross collisions) or bicyclists failing to yield to motorists. The collisions in the intersections are likely related to the fact that the five- and six-legged stop-controlled intersections generally require users to scan numerous intersection approaches (some of which are not within their field of vision) and result in confusion regarding order of arrival to the intersection and right-of-way.

Attach a scaled-map which shows that all documented bicycle and pedestrian collisions/incidents (only) are within the area of influence of the proposed plan, program, or project safety improvements. This data and map should demonstrate how the data illustrates a non-motorized (not vehicular) safety issue.

3.1 TMS CollisionMap.pdf

- Attach a SWITRS or equivalent (i.e. UC Berkeley's TMS tool) listing of all bicycle and pedestrian crashes (only) shown in the map above and in this application.

3.2 SWITRS CollisionHistory Listing.pdf

*Applications that do not have the crash data above OR that prefer to provide additional crash data and/or safety data in a different format can provide this data below. The corresponding methodology used must also be included. Input Data and methodologies here and/or include them via a separate attachment in the field below. (Max of 200 Words)

Words Remaining:

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**B. Safety Countermeasures (15 points max)**

Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities (only); Countermeasures must 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 100 Words)****Words Remaining:** 82

Gilman Street has an ADT of 19,400 vehicles (between 2nd Street and railroad tracks, 2013 screenline count).

b. Anticipated speed and/or volume after project completion : (Max of 100 Words)**Words Remaining:** 58

While the project will not reduce the ADT on Gilman Street, it will convert the Class II bike lanes to a two-way, physically protected cycletrack and as such will reduce the volume of vehicles in proximity to non-motorized users greatly.

2. Improves sight distance and visibility between motorized and non-motorized users?☒ Yes ☐ No**a. Current sight distance and/or visibility issue: (Max of 100 Words)****Words Remaining:** 44

Drivers navigating the freeway ramp intersections must check for approaching cars, bicyclists, and pedestrians at four or five other intersection approaches which in some cases require drivers to look completely over their shoulder. The numerous approaches and requirement to scan a wide field of vision greatly reduces the likelihood that drivers will notice pedestrians or bicyclists.

b. Anticipated sight distance and/or visibility issue resolution: (Max of 100 Words)**Words Remaining:** 43

The project will provide a freeway overcrossing which will provide bicyclists and pedestrians with an option to cross the freeway without traveling through the freeway ramp intersections, greatly reducing exposure. The project will also reconfigure the intersections as roundabouts, such that drivers will only need to check one crosswalk and one entry point before entering the roundabout.

3. Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users?☒ Yes ☐ No**a. Current conflict point description: (Max of 100 Words)****Words Remaining:** 42

Currently bicyclists and pedestrians must cross I-80 at grade at Gilman Street, where they face multiple conflict points with freeway on- and off-ramps. Existing bicycle accommodation along Gilman Street is either non-existent or consists of Class II bike lanes which provide no physical separation from the heavy traffic volumes and truck traffic and create a door zone collision risk.

b. Improvement that addresses conflict point: (Max of 100 Words)**Words Remaining:** 38

The provision of a bicycle/pedestrian overcrossing will completely eliminate conflicts with freeway ramps for any bicyclist or pedestrian who chooses to utilize this facility. In addition, the provision of a two-way cycletrack and section of Class I multi-use pathway on the south side of the freeway will provide physical separation for bicyclists and will eliminate door zone collision risks.

4. Improves compliance with local traffic laws for both motorized and non-motorized users?☒ Yes ☐ No**a. Which Law: Failure to Yield****b. How will the project improve compliance: (Max of 100 Words)****Words Remaining:** 49

The project will provided non-motorized users with an option that does not require them to cross through freeway ramp intersections and will greatly simplify driver decision-making at freeway ramp intersections improving the likelihood that motorized users will see those non-motorized users who do elect to cross at-grade.

5. Addresses inadequate vehicular traffic control devices?☒ Yes ☐ No**a. List traffic controls that are inadequate: (Max of 100 Words)****Words Remaining:** 61

The project will upgrade stop-controlled intersections of freeway ramps, frontage roads, and Gilman Street on either side of the freeway (Gilman St/Eastshore Highway/I-80 EB ramps and Gilman St/West Frontage Rd/I-80 WB ramps).

b. How are they inadequate? (Max of 100 Words)**Words Remaining:** 55

The stop-controlled intersections are inadequate to handle both the high volume of motor vehicles and the complex five- and six-legged intersection configurations. The complex configuration creates safety issues as drivers must scan for traffic at multiple intersection approaches and look for pedestrians simultaneously.

c. How does the project address the inadequacies? (Max of 100 Words)**Words Remaining:** 51

The proposed roundabout configuration greatly reduces the number of conflict points. In addition, crosswalks will be located in advance of the roundabout entry points, such that drivers scan for pedestrians and then oncoming motor vehicles in two, discrete decisions, greatly improving the probability that drivers will observe pedestrians in crosswalks.

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.1



4-Alameda County TC-1

I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements

6. Addresses inadequate or unsafe bicycle facilities, trails, crosswalks and/or sidewalks?☒ Yes ☐ No

- a. List bicycle facilities, trails, crosswalks and/or sidewalks that are inadequate: (Max of 100 Words)

Words Remaining: 78

The bike lanes on Gilman Street (4th Street to West Frontage Road) and sidewalks along Gilman Street under I-80 are inadequate.

- b. How are they inadequate? (Max of 100 Words)

Words Remaining: 6

The existing Class II bike lanes on Gilman Street end at 2nd Street (do not continue through the ramp intersections or under the freeway) and do not afford adequate protection for the children and families accessing the parks and Bay Trail given the volumes of freeway bound traffic and truck route designation of Gilman Street. The sidewalk on the south side of Gilman Street has a gap between the I-80 SB on-ramp and West Frontage Road (the south side most directly aligns to the Tom Bates Sports Complex, the major trip generator).

- c. How does the project address the inadequacies? (Max of 100 Words)

Words Remaining: 43

The project will upgrade the Class II bikeway on Gilman Street to a two-way protected cycletrack (Class IV bikeway) that connects directly to the new pedestrian overcrossing. The project will reconfigure the sidewalks under I-80 as a Class I multi-use pathway on the south side of the street (directly aligning with the sports fields).

7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?☐ Yes ☒ No

Attach a map to show how these hazards relate to the crashes documented in sub-questions "A". The map from sub-question "A" can be used or a new map can be created.

3.1_TIMS_CollisionMap.pdf

Plans

Describe how the plan will identify and plan to address hazards identified in the plan area, including the potential for mitigating safety hazards as a prioritization criterion, and/or including countermeasures that address safety hazards. (Max of 200 Words)

Words Remaining:

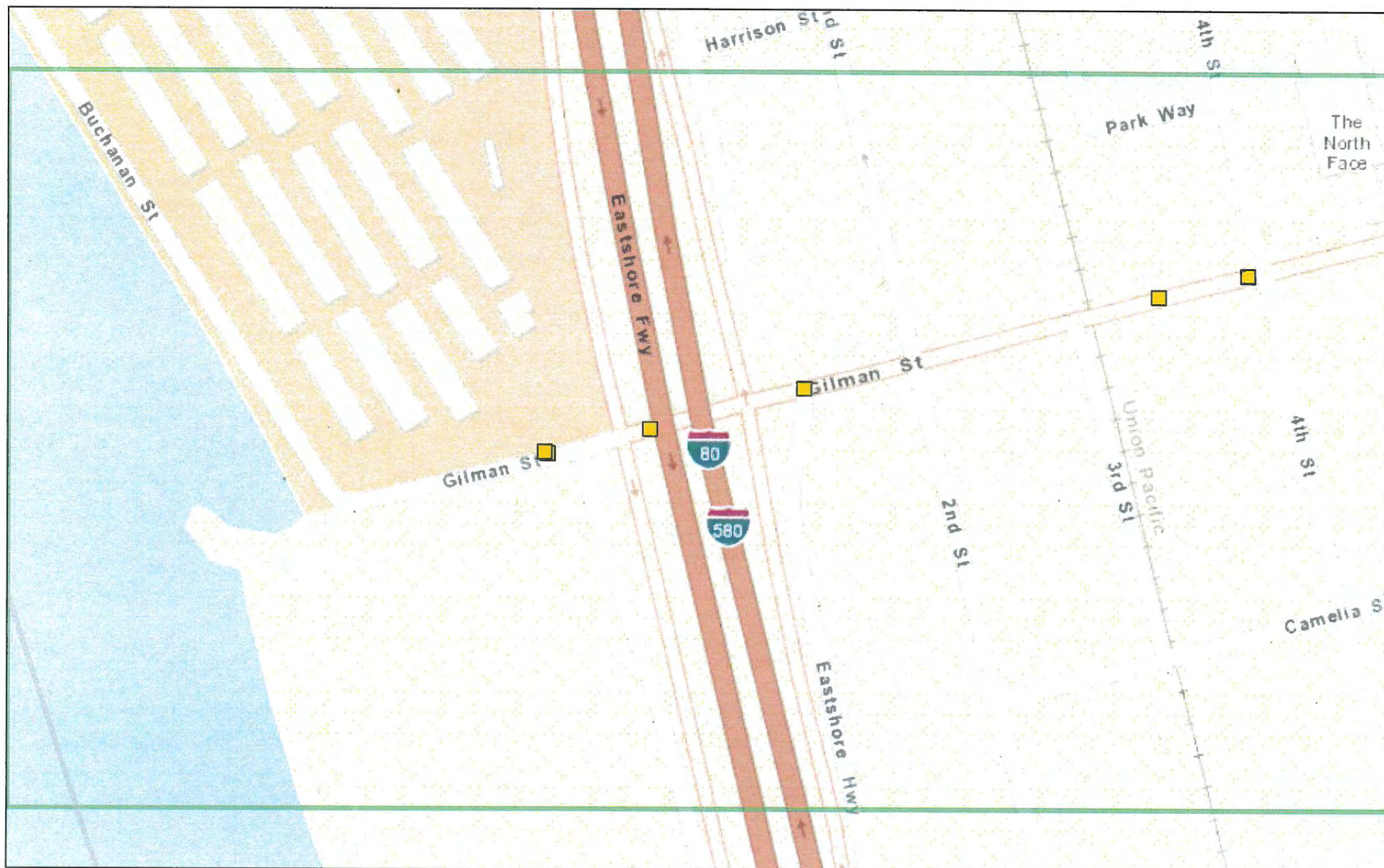
Non-Infrastructure

Describe how the program educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists. Describe how the program encourages this safe behavior. If available, include documentation of effectiveness of similar programs in encouraging safe behavior. (Max of 200 Words)

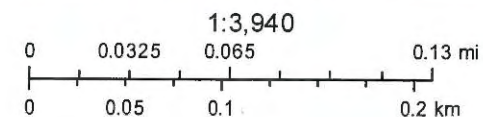
Words Remaining:

Include, if applicable, a map identifying safety hazards and/or photos of safety hazards. Programs should address safety hazards that have been identified through police reports, collision history, field observations, and/or other verifiable source.

SWITRS Collisions from 1-1-00 to 12-31-13, ALL, ALAMEDA



May 17, 2016



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp.,
NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand),

Made by: SWITRS GIS Map at TIMS (<http://tims.berkeley.edu>)
Copyright UC Regents, 2013

I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements

Case ID	X Coordinate	Y Coordinate	Crash Severity	Violation Category	Pedestrian	Bicycle	Type of Collision	Pedestrian Action	Primary Road	Secondary Road	Distance	Intersection
4384707	-122.3036	37.87892	Injury (Other visible)	Improper Turning		Y	Broadside	No Pedestrian Involved	GILMAN ST	4TH ST	0	Y
5223430	-122.3036	37.87892	Injury (Other visible)	Improper Turning		Y	Sideswipe	No Pedestrian Involved	GILMAN ST	4TH ST	0	Y
4384668	-122.3041766	37.87880864	Injury (Other visible)	Improper Turning		Y	Broadside	No Pedestrian Involved	GILMAN ST	4TH ST	168	N
6202741	-122.3064832	37.87832642	Injury (Other visible)	Improper Turning		Y	Broadside	No Pedestrian Involved	GILMAN ST	EASTSHORE HWY	0	Y
6251935	-122.3064832	37.87832642	Injury (Other visible)	Pedestrian Violation	Y		Vehicle/Pedestrian	Crossing, Not in Crosswalk	GILMAN ST	EASTSHORE HWY	0	Y
6216522	-122.3074831	37.87811661	Injury (Other visible)	Wrong Side of Road		Y	Broadside	No Pedestrian Involved	GILMAN ST	RT 80	0	Y
6056662	-122.3081631	37.87799454	Injury (Other visible)	Automobile Right-of-Way		Y	Broadside	No Pedestrian Involved	GILMAN ST	WEST FRONTAGE RD	0	Y
5190286	-122.30815	37.87799	Injury (Complaint of pain)	Automobile Right-of-Way		Y	Broadside	No Pedestrian Involved	GILMAN ST	WEST FRONTAGE RD	0	Y



Part B: Narrative Questions

Detailed Instructions for Question #4

QUESTION #4

PUBLIC PARTICIPATION and PLANNING (0-10 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- 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 200 words)

Words Remaining: 38

A Project Study Report (PSR) for the I-80/Gilman Interchange Project was completed in 2014. The PSR was initiated in response to a number of planning studies that identify operational and safety deficiencies at this location, dating back to 1998. From the start, bicycle and pedestrian access has been a part of the project purpose and need, as Gilman Street is a designated route in the Berkeley Bicycle Master Plan and the location provides one of a limited number of crossing points of I-80 and access points to the San Francisco Bay Trail. The PSR studied alternatives including signalized intersections, a double roundabout, and a double roundabout with bypass ramps, ultimately selecting the double roundabout as the best solution for the five- and six-legged ramp intersections. Alternatives were compared across numerous criteria including cost, constructibility, safety, operational benefits, and environmental impacts. A bicycle/pedestrian freeway undercrossing was studied but discarded during the PSR due to concerns about safety/security.

- B. Who: Describe who was/will be engaged in the identification and development of this project/program/plan (for plans: who will be engaged) and how they were/will be engaged. Describe and provide documentation of the type, extent, and duration of outreach and engagement conducted to relevant stakeholders. (3 points max) (Max of 200 words)

Words Remaining: 64

The project team has engaged a diverse range of stakeholders in review of conceptual plans for the double roundabout design. A community meeting was held on April 27, 2016. The meeting was held in the evening (6:30 - 8:00 pm) at the North Berkeley Senior Center (a transit accessible location). More than 1,200 flyers were distributed for this meeting. Comments were solicited at the meeting and have also been obtained through an online comment form. In addition, the project has been reviewed by the Alameda CTC Bicycle and Pedestrian Advisory Committee (a publically-noticed meeting) and the Caltrans District 4 Pedestrian Advisory Committee. Further, the project team has held individual meetings with Bike East Bay (local bicycle advocacy organization), the Berkeley Fire Department, and adjacent business owners located on Eastshore Highway and 2nd Street.

- 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. (3 points max) (Max of 200 words)

Words Remaining: 16

The most common feedback received was a need to improve safety for all modes. Community members are unanimous that the location is confusing and unsafe for drivers, bicyclists, and pedestrians. Bicycle stakeholders expressed a need for access to the overcrossing that does not require users to travel through the roundabout, since the roundabout is expected to process high volumes of traffic. This feedback resulted in a design modification to incorporate a two-way cycletrack on the south side of Gilman Street from the eastern roundabout to Fourth Street, which will enable cyclists to cross to the correct side of Gilman Street to access the overcrossing well in advance of the roundabout (the transition will be handled using signal phasing). Bicycle and pedestrian stakeholders also advocated for inclusion of both at-grade and grade-separated access (which is incorporated in the project) since pedestrians are sensitive to out-of-direction travel. Adjacent businesses expressed a need to retain parking along Eastshore Highway which led to a design modification to shift the overcrossing structure onto Caltrans right-of-way, eliminating the need to narrow Eastshore Highway.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 point max) (Max of 200 words)

Words Remaining: 143

Following completion of preliminary engineering and environmental technical studies, the project team will host an additional community meeting and provide a follow-up presentation to the Alameda CTC BPAC. These meetings are expected to be in conjunction with 35% level design so that feedback can be solicited on signing and striping and other more detailed design elements.



Part B: Narrative Questions

Detailed Instructions for Question #5

QUESTION #5

IMPROVED PUBLIC HEALTH (0-10 POINTS)

- **NOTE:** Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. All applicants must cite information specific to project location and targeted users. Failure to do so will result in lost points.

- A. Describe the health status of the targeted users of the project/program/plan. Describe how you considered health benefits when developing this project or program (for plans: how will you consider health throughout the plan). (5 points max) (Max of 200 words)**

Words Remaining: 78

The communities near the project are designated Community Air Risk Evaluation (CARE) communities by the Bay Area Air Quality Management District (BAAQMD). This designation means that the communities are among the areas in the Bay Area where air pollution contributes to health impacts and where the population is vulnerable to air pollution. In addition, the project will improve access to the Tom Bates Sports Complex which serves children, youth, and adults from throughout Berkeley, Albany, El Cerrito, Richmond, and Oakland. According to the California Department of Education, the percentage of ninth grade students not in the Healthy Fitness Zone for aerobic capacity in these cities is 66.3% (Berkeley), 19.9% (Albany), 50.1% (El Cerrito and Richmond), and 61.2% (Oakland).

- B. Describe how you expect your project/proposal/plan to promote healthy communities and provide outreach to the targeted users. (5 points max) (Max of 200 words)**

Words Remaining: 74

The project will greatly improve access to the Tom Bates Regional Sports Complex and other waterfront parks, providing enhanced opportunities for physical activity at these facilities. Importantly, the project will provide "all ages and abilities" access (e.g cycletracks, multi-use pathway, and grade separated crossings) across the freeway so that older children and teenagers can independently walk or bike to sports practices and other activities. In this way, the project will remove the barrier of parents needing to transport kids. In addition, the reconfiguration of the I-80 ramp intersections as a double roundabout will greatly reduce vehicle stopping and idling, and improved bicycle/pedestrian access will shift some shorter driving trips to active modes, which will reduce particulate matter emissions and related health conditions.



Part B: Narrative Questions

Detailed Instructions for Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

A project's cost effectiveness is considered to be the relative costs of the project in comparison to the project's benefits as defined by the purpose and goals of the ATP. This includes the consideration of the safety and mobility benefit in relation to both the total project cost and the funds provided.

Explain why the project is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose and goals of "increased use of active modes of transportation". (5 points max.) (Max of 200 words)

Words Remaining: 49

The project has potential to generate significant benefits in the areas of reduced collisions and fatalities, reduced household expenditures on vehicle operating costs and maintenance as driving trips shift to active modes, and broader societal health benefits from improved access to active recreation and commuting that reduce onset of health conditions such as diabetes and coronary heart disease. Furthermore, the scoping and proposed design of the project will ensure cost-effective delivery of transportation improvements. First, the bicycle/pedestrian overcrossing structure and access improvements (segment of trail and cycletrack) have been incorporated into an existing interchange improvement project, which will generate significant economies of scale in procurement, construction staging, and mobilization. In addition, the overcrossing is being designed as a cast-in-place structure which will minimize the period of time that traffic handling on one of the Bay Area's busiest freeways is required and will greatly reduce project cost.

ATP CYCLE 3 APPLICATION FORM

DLA-001 (NEW 4/2016)

v1.1

**Part B: Narrative Questions****Detailed Instructions for Question #7****QUESTION #7****LEVERAGING OF NON-ATP FUNDS (0-5 POINTS)****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, the following Leveraging and Matching amounts are designated for this project. If these numbers do not match the applicant's expectations, the numbers shown earlier need to be revised.

PA&ED Phase Project Delivery Costs:

Leveraging Funding: \$3657.00

Match Funding: \$0.00

Designate the Funding Type: Sales Tax

Designate the Funding Type:

PS&E Phase Project Delivery Costs:

Leveraging Funding: \$3671.00

Match Funding: \$3671.00

Designate the Funding Type: Sales Tax

Designate the Funding Type: Sales Tax

Right of Way Phase Project Delivery Costs:

Leveraging Funding: \$3858.00

Match Funding: \$3858.00

Designate the Funding Type: Sales Tax

Designate the Funding Type: Sales Tax

Construction Phase Project Delivery Costs:

Leveraging Funding: \$13512.00

Match Funding: \$13512.00

Designate the Funding Type: Sales Tax

Designate the Funding Type: Sales Tax

NON-INFRASTRUCTURE (NI) AND "PLAN" PROJECTS:

Leveraging Funding: \$0.00

Match Funding: \$0.00

Designate the Funding Type:

Designate the Funding Type:

OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs: \$33016.00

Leveraging Funding: \$24598.00

Match Funding: \$21041.00

% of Total Project Cost:

74.50%

% of Total Project Cost:

63.73%

* Non-ATP funding can only be considered "Leveraging" funding if it goes towards ATP eligible costs.

** The portion of the Leveraging funding that can be used as the local match if Federal ATP funding is programmed.

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

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: 51

Application seeks funding for Class I trail, Class IV cycletrack, and portion of Class 1 multi-use pathway overcrossing. All pre-construction phases, part of overcrossing, and reconfiguration of freeway ramp intersections to be funded using local sales tax funds. See Attachment J2 for a budget by project component.

Leveraging Funds

Non-matching funds - funds already expended by the applicant or funds programmed for use on elements within the requested ATP project.

Matching Funds - non-federal funds not yet expended, provided by the applicant after award of an ATP project within in a specific project phase.



Part B: Narrative Questions

Detailed Instructions for Question #8

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 POINTS)

☐ 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)

Step 1: The applicant must submit the following information via email concurrently to both the CCC AND certified community conservation corps at least 5 days prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

Click on the following links for the California Conservation Corps and community conservation corps Representative ATP contact information:

<http://calocalcorps.org/active-transportation-program/>

<http://www.ccc.ca.gov/work/programs/ATP/Pages/ATP%20home.aspx>

The applicant must also attach any email correspondence from the CCC and certified community conservation corps 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:

8.1 FW ATP Cycle 3 CCC Participation.msg

Attach submittal email, response email and any attachment(s) from the certified community conservation corps:

8.2 Re ATP Cycle 3 CALCC Participation.msg

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 certified community conservation corps, or the Tribal corps and determined the following: (check appropriate box)

- ☒ Applicant intends to utilize the CCC, certified community conservation corps, or the Tribal corps on the following items listed below. (0 points) (Max of 50 Words)
- ☐ 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 community conservation corps ☐ the Tribal corps (if applicable)

Fox, Desiree J@DOT

From: Active Transportation Program <inquiry@atpcommunitycorps.org>
Sent: Tuesday, June 7, 2016 3:35 PM
To: Matthew Bomberg
Cc: atp@ccc.ca.gov
Subject: Re: ATP Cycle 3 CCC/CALCC Participation

Hello Matthew,

Thank you for contacting the Local Conservation Corps. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the Local Conservation Corps.

Thank you,
Dominique

On Tue, Jun 7, 2016 at 10:42 AM, Matthew Bomberg <mbomberg@alamedactc.org> wrote:

Hello,

Please find below/attached materials in support of a determination regarding Corps/CCC participation on an ATP Cycle 3 project:

- Project Title: I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements
- Project Description: Bicycle/pedestrian components of I-80/Gilman interchange project including new overcrossing structure and segments of Class I trail and Class IV bikeway that provide access to overcrossing. Project connects adjacent neighborhoods to San Francisco Bay Trail, waterfront recreation, and job centers. The full project reconfigures interchange as double roundabout.
- Detailed Estimate: attached
- Project Schedule:
 - Environmental phase: 10/1/2015 – 9/20/2017
 - PS&E phase: 10/1/2017 – 5/24-2019
 - Right-of-way phase: 10/1/2017 – 5/24-2019
 - Construction phase: 1/1/2020 – 12/21/2021
- Project Map: attached
- Preliminary Plan: attached

I look forward to a response by Monday 6/13 (5 business days) or earlier.

Thank you,

Matthew Bomberg

Assistant Transportation Planner

Alameda County Transportation Commission

1111 Broadway, Suite 800

Oakland, CA 94607

mbomberg@alamedactc.org

(510) 208-7400 Main | (510) 208-7444 Direct

(510) 836-2185 Fax | (210) 381-5583 Cell

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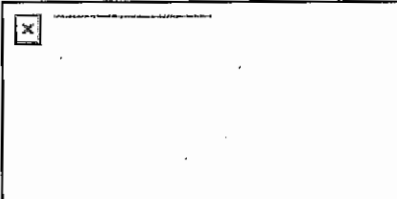
Dominique Lofton | Program Assistant

Environmental & Energy Consulting

1121 L Street, Suite 400

Sacramento, CA 95814

916.426.9170 | inquiry@atpccommunitycorps.org



Fox, Desiree J@DOT

From: Wallace, Melanie@CCC <Melanie.Wallace@ccc.ca.gov> on behalf of ATP@CCC <ATP@CCC.CA.GOV>
Sent: Friday, June 10, 2016 3:53 PM
To: Matthew Bomberg
Subject: FW: ATP Cycle 3 CCC/CALCC Participation

Hi Matthew,

The CCC may be able to participate in the highway planting portion of this project. Please include a copy of this email with your application. Should this project receive funding, please contact Frank Arzaga (frank.arzaga@ccc.ca.gov), our local project manager.

Thank you,

Melanie Wallace
Chief Deputy Analyst
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
D (916)341-3153
M (916)508-1167
F (877)315-5085
melanie.wallace@ccc.ca.gov

Every Californian should conserve water. Find out how at:



SaveOurWater.com • Drought.CA.gov

From: Matthew Bomberg [<mailto:mbomberg@alamedactc.org>]
Sent: Tuesday, June 07, 2016 10:42 AM
To: ATP@CCC <ATP@CCC.CA.GOV>; inquiry@atpcommunitycorps.org
Subject: ATP Cycle 3 CCC/CALCC Participation

Hello,

Please find below/attached materials in support of a determination regarding Corps/CCC participation on an ATP Cycle 3 project:

- Project Title: I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements
- Project Description: Bicycle/pedestrian components of I-80/Gilman interchange project including new overcrossing structure and segments of Class I trail and Class IV bikeway that provide access to overcrossing. Project connects adjacent neighborhoods to San Francisco Bay Trail, waterfront recreation, and job centers. The full project reconfigures interchange as double roundabout.
- Detailed Estimate: attached
- Project Schedule:

- Environmental phase: 10/1/2015 – 9/20/2017
- PS&E phase: 10/1/2017 – 5/24-2019
- Right-of-way phase: 10/1/2017 – 5/24-2019
- Construction phase: 1/1/2020 – 12/21/2021
- Project Map: attached
- Preliminary Plan: attached

I look forward to a response by Monday 6/13 (5 business days) or earlier.

Thank you,

Matthew Bomberg

Assistant Transportation Planner
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
mbomberg@alamedactc.org
(510) 208-7400 Main | (510) 208-7444 Direct
(510) 836-2185 Fax | (210) 381-5583 Cell



Part B: Narrative Questions

Detailed Instructions for Question #9

QUESTION #9

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

For Caltrans 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
A_SignaturePage_Signed.pdf	
Engineer's Checklist (Required for Infrastructure & Combo Projects)	Attachment B
B_Engr_Checklist_Signed.pdf	
Project Location Map (Required for all applications)	Attachment C
C_LocationMap.pdf	
Project Map/Plans showing existing and proposed conditions (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment D
D_PreliminaryPlans.pdf	
Photos of Existing Conditions (Required for all applications)	Attachment E
E_ExistingConditions_Photos.pdf	
Project Estimate (Required for all Infrastructure Projects)	Attachment F
F_EngrEstimate.xlsm	
Non-Infrastructure Work Plan (Form 22-R) (Required for all projects with Non-Infrastructure Elements)	Attachment G
Letters of Support (10 maximum) (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	Attachment H
Support_Letters_Caltrans.pdf	
Exhibit 22-F State Funding	Attachment I
Additional Attachments (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.)	Attachment J
J_AddlAttachments.pdf	

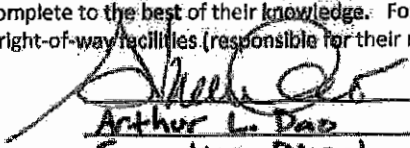
Part C: Attachments

Attachment A: Signature Page

IMPORTANT: Applications will not be accepted without all required signatures.

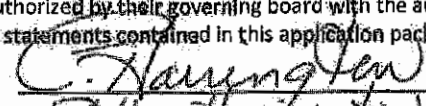
Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds.** They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature:  Date: 8/15/2016
 Name: Arthur L. Dao Phone: 510-208-7400
 Title: Executive Director e-mail: adao@alamedaetc.org

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board
(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the Implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature:  Date: 6-14-16
 Name: Phillip Harrington Phone: 510-981-6300
 Title: Director e-mail: pharrington@cityofberkeley.info

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*
(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? Y If yes, no signature is required. If no, the following signature is required.

Signature: _____ Date: _____
 Name: _____ Phone: _____
 Title: _____ e-mail: _____

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

ATP Engineer's Checklist for Infrastructure Projects

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide and regional ATP selection processes.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7, Article 3, Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the project's Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped by the engineer until the final application and application attachments are complete and ready for submission to Caltrans.

1. Vicinity map /Location map

Engineer's Initials: 

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. Project layout-plan/map showing existing and proposed conditions must:

Engineer's Initials: 

- a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project. Scale must be shown on the plan/map
- b. Show the full scope of the proposed project, including any non-participating construction items
- c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
- d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)

3. Typical cross-section(s) showing existing and proposed conditions.

Engineer's Initials: 

(Include cross-section for each controlling configuration that varies significantly from the typical)

- a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.

4. Detailed Engineer's Estimate

Engineer's Initials: 

- a. The Caltrans Project Estimate (Attachment F) must be filled out per the instructions and attached to the application, in the appropriate location.
- b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
- c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs. The non-participating (or ineligible) costs must be consistent with Caltrans guidelines as shown in Local Assistance Program Guidelines chapter 22.6
- d. All project elements the applicant intends to utilize the CCC, certified community conservation corps, or tribal corps on need to be clearly identified and accounted for
- e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

5. Crash/Safety Data, Collision maps and Countermeasures:Engineer's Initials: RP

- a. Confirmation that crash data shown is depicted accurately, is shown to scale, and occurred within influence area of proposed improvements.

6. Project Schedule and Requested programming of ATP fundingEngineer's Initials: RP

- a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable federal requirements and timeframes.
- b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
- c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
- d. The fiscal year and funding amounts shown in the PPR must be consistent with Implementing Agency's expected project milestone dates and available matching funds.

7. Warrant studies/guidance (Check if not applicable)Engineer's Initials: RP☒ N/A

- a. For new Traffic Control Signals – an engineering study that includes analysis of Signal Warrants 1- 9 (CA MUTCD) must be submitted. For ATP funding, warrants 4, 5 or 7 should be met but the final decision to install a signal must be made by the engineer. The engineering study (and any additional documentation of the engineering judgment supporting the Traffic Control Signal, if needed) must include the name and license number of the responsible engineer and must be attached to the application in the "Additional Attachments" section.

8. Additional narration and documentation:Engineer's Initials: RP

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
- b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): Pimentel, Rodney

Title: Project Manager

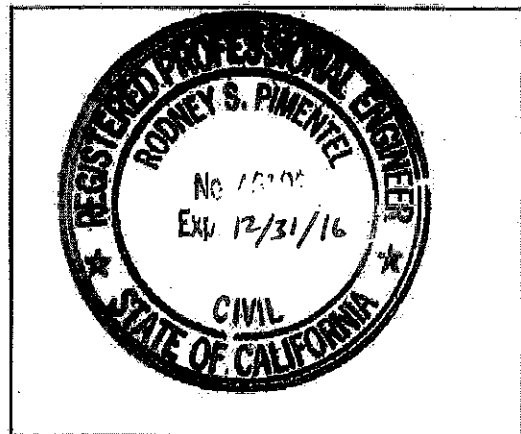
Engineer License Number C46102

Signature: [Signature]

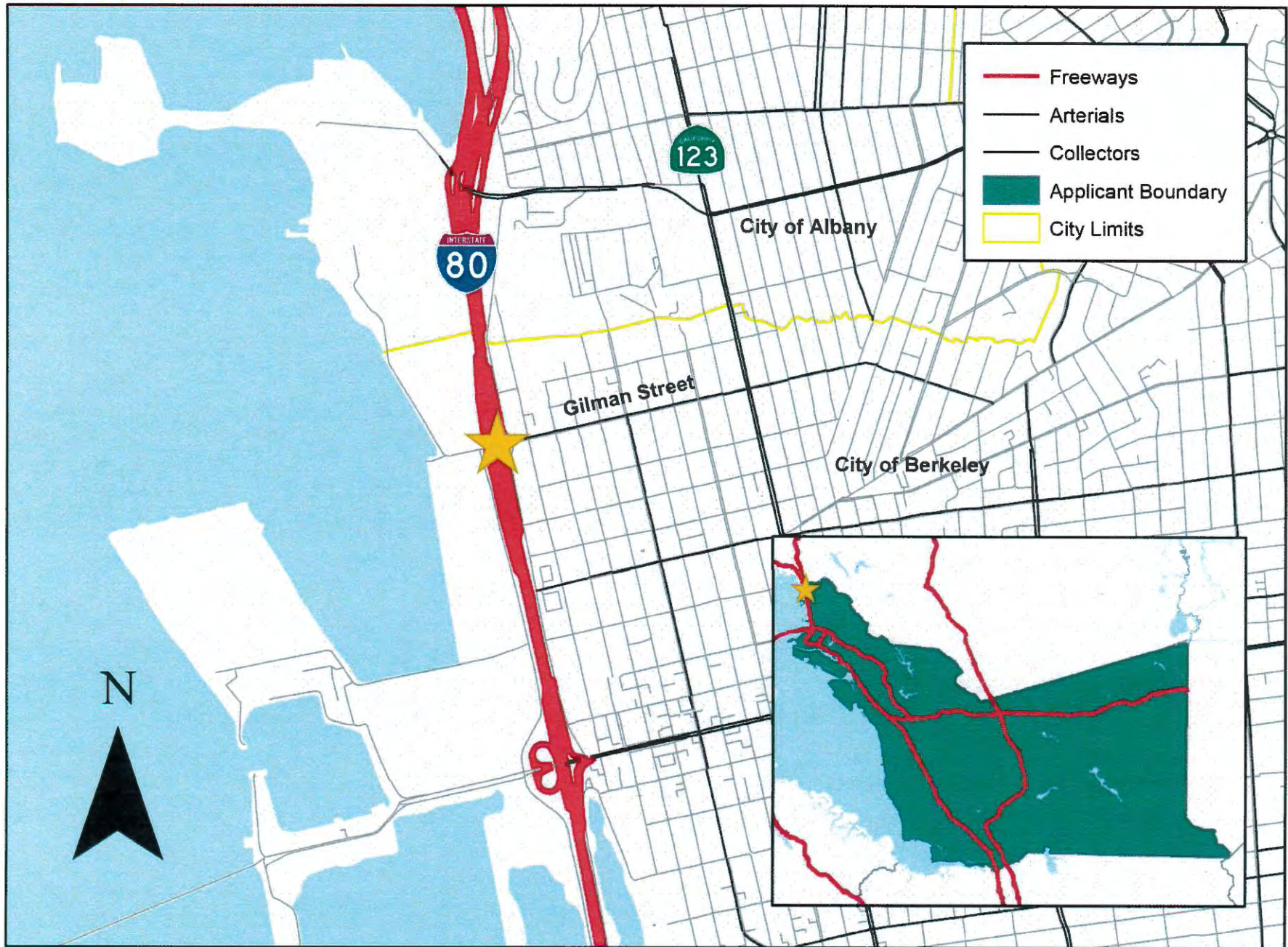
Date: 6/14/16

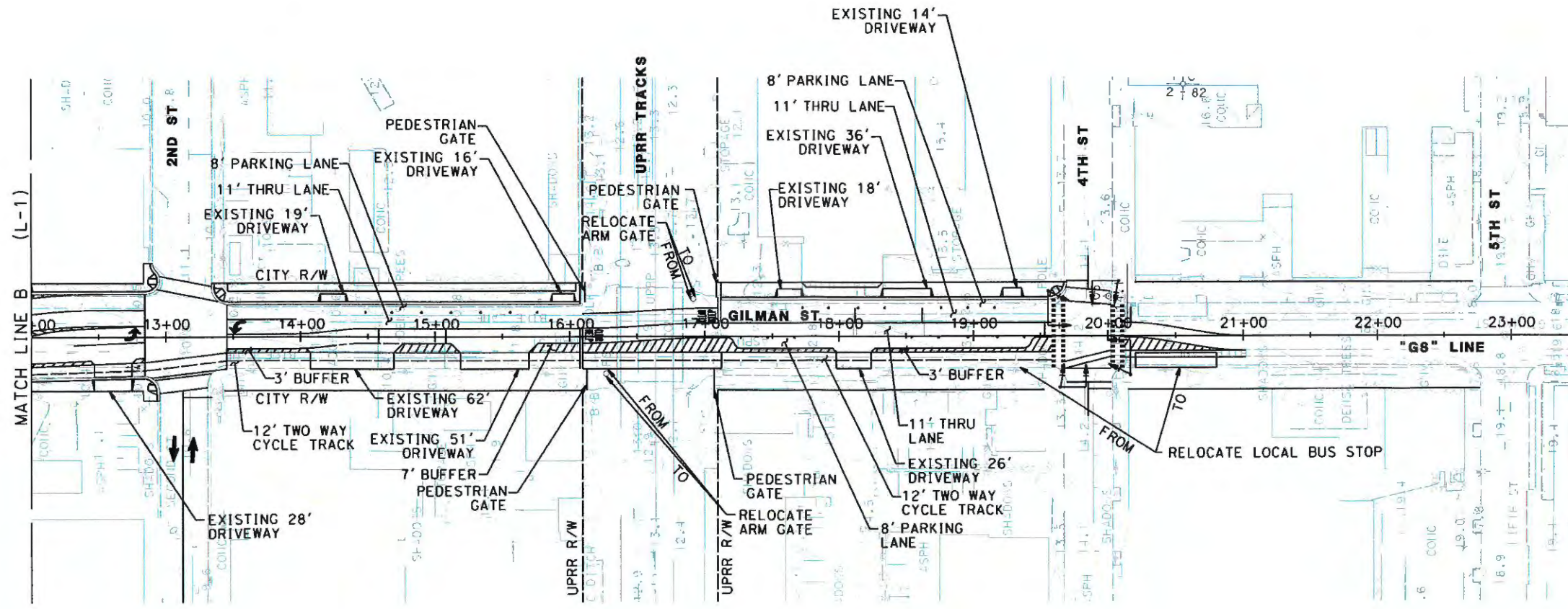
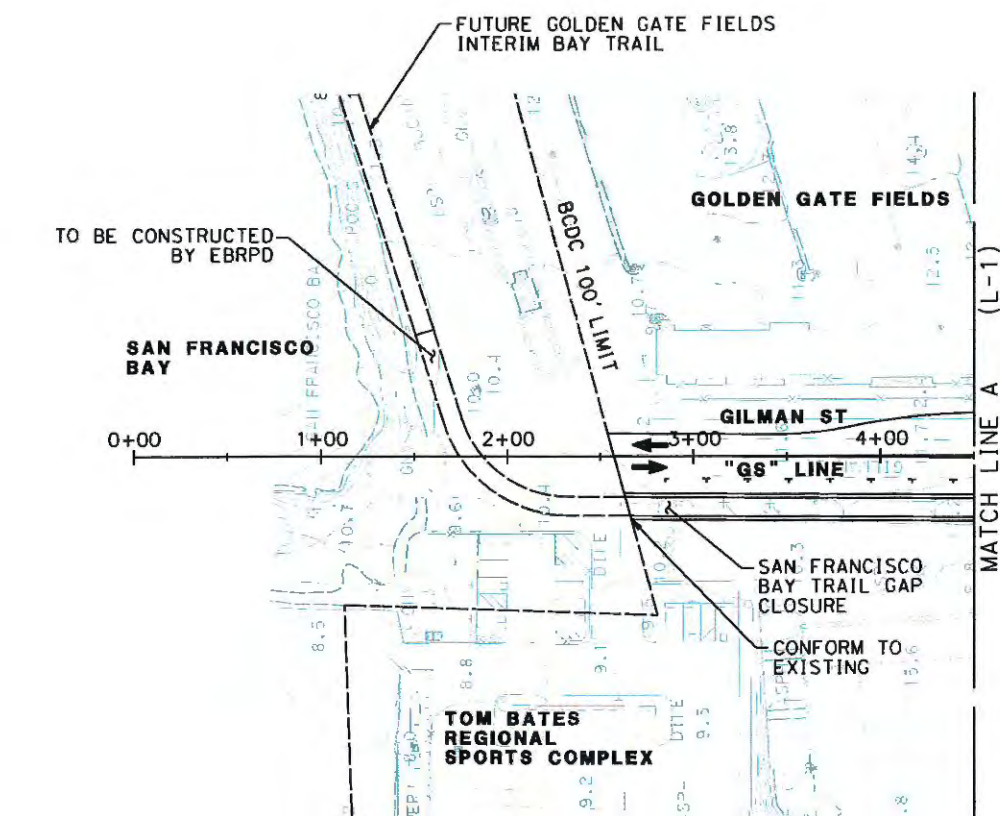
Email: Rodney.Pimentel@Parsons.com

Phone: (510) 285-1566

Engineer's Stamp:

Attachment C: Location Map





LAYOUT
SCALE: 1" = 50'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	80	--	--	--

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

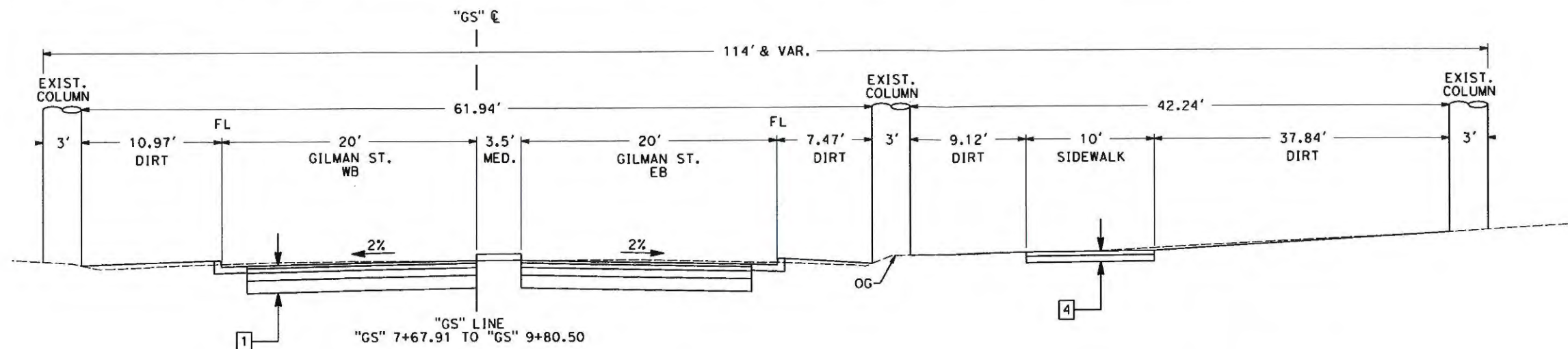
THE STATE OF CALIFORNIA OR ITS OFFICERS
OR AGENTS SHALL NOT BE RESPONSIBLE FOR
THE ACCURACY OR COMPLETENESS OF SCANNED
COPIES OF THIS PLAN SHEET.

PARSONS
155 GRAND AVE, STE 350
OAKLAND, CA 94612

ALAMEDA CTC
1111 BROADWAY #800
OAKLAND, CA 94607

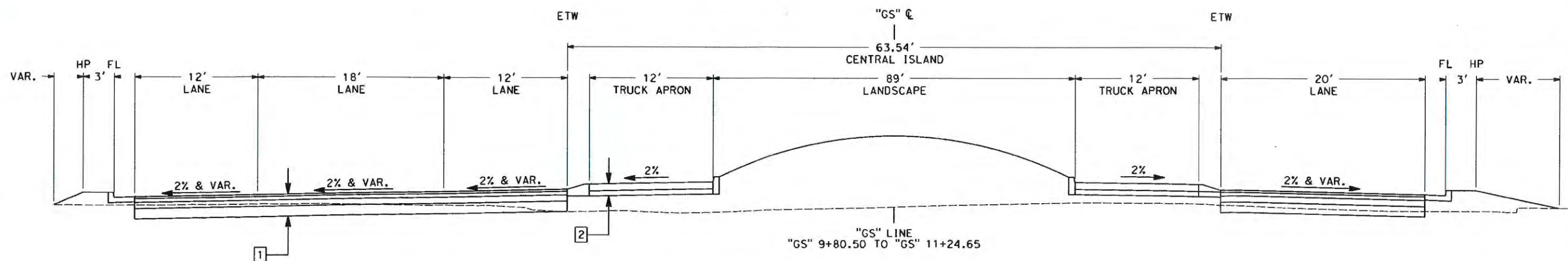


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	Ala	80	—		—
REGISTERED CIVIL ENGINEER			DATE		
PLANS APPROVAL DATE					
<i>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENCIES SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</i>					
PARSONS 155 GRAND AVE, STE 350 OAKLAND, CA 94612			ALAMEDA CTC 1111 BROADWAY #800 OAKLAND, CA 94607		



X-1

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	
<i>THE STATE OF CALIFORNIA AND ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</i>	
PARSONS 1111 BROADWAY, STE 350 OAKLAND, CA 94612	ALAMEDA CTC 1111 BROADWAY #800 OAKLAND, CA 94607



X-2

DATE PLOTTED: 6/3/2016

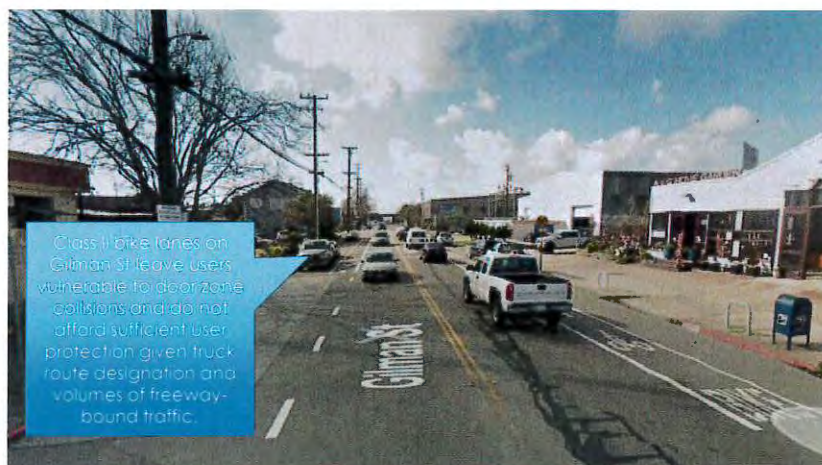


Existing Conditions Photos
ATP Cycle III Application



I-80 Gilman Interchange Bicycle/Pedestrian
Overcrossing and Access Improvements

Gilman Street at 4th Street, looking west



Class I bike lanes on Gilman St leave users vulnerable to door zone collisions and do not afford sufficient user protection given truck route designation and volumes of freeway-bound traffic.



2

Gilman Street at UPRR Tracks, looking west



3

Gilman Street at 2nd Street, looking west



4

Gilman Street at Eastshore Highway/I-80 Ramps, looking west



No dedicated bicycle facilities through ramp intersections: bicyclists and pedestrians must contend with heavy traffic volumes and complex intersection geometry



5

Gilman Street/Eastshore Highway/I-80 Ramps intersection, looking north



Long pedestrian crossing distances.



6

Eastshore Highway at Gilman Street, looking north



7

I-80 NB off-ramp at Gilman Street, looking north



8

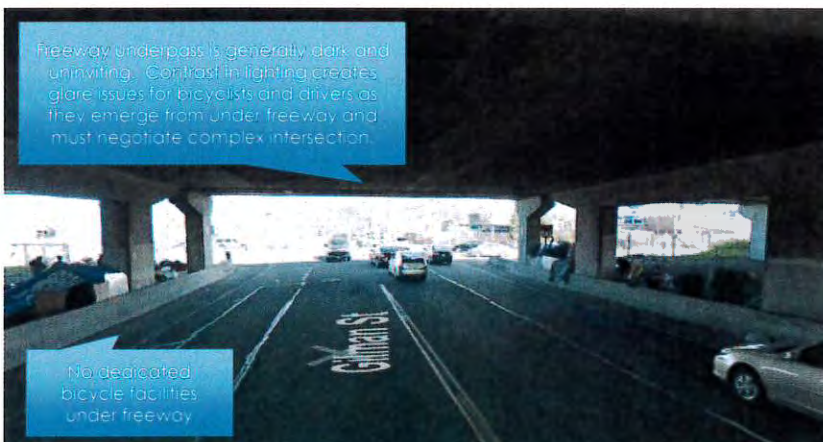
Gilman Street at I-80, looking west



9

Gilman Street under I-80, looking east

Freeway underpass is generally dark and uninviting. Contrast in lighting creates glare issues for bicyclists and drivers as they emerge from under freeway and must negotiate complex intersection.



No dedicated bicycle facilities under freeway



10

Gilman Street east of I-80, looking east



11

Gilman Street at I-80 SB Off-ramp, looking northwest



12

I-80 SB off-ramp at Gilman St, looking south



Long pedestrian
crossing distances
lack of high visibility
crosswalk



13

I-80 SB on-ramp at Gilman St, looking north



No bicycle or
pedestrian access on
south side of Gilman
Street, west of freeway



14

Gilman Street at I-80 NB On-Ramp /W. Frontage Rd, looking southwest



15

Gilman Street at West Frontage Rd, looking southeast



16

Gilman Street at West Frontage road, looking east



17

West Frontage Rd at Gilman, looking north



18

Gilman Street west of W. Frontage Rd, looking southwest



Bay Trail currently ends at Gilman Street; project will extend Bay Trail along north side of Tom Bates Sports Complex



19

Gilman Street west of W. Frontage Rd, looking west



Gap in Bay Trail requires users to cut through parking lot; project will implement 57.5 ft section of Bay Trail to close gap



20

Detailed Engineer's Estimate and Total Project Costs- Cycle 3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency:	Alameda County Transportation Commission	Date:	13-Jun-16
Project Description:	I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements		
Project Location:	Along Gilman Street from 350 feet west of West Frontage Road to 4th Street		
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Rodney Pimentel	License #:	C46102

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)							Cost Breakdown					
							ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	F, D or M	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
General Overhead-Related Construction Items												
1	Mobilization		1	LS	\$302,390	\$302,390	100%	\$302,390				
2	Time-Related Overhead		552	WD	\$1,420.00	\$783,840	100%	\$783,840				
General Construction Items (non-decorative only)												
Earthwork												
3	Clearing and Grubbing		1	LS	\$20,000.00	\$20,000	100%	\$20,000				
4	Develop Water Supply		1	LS	\$15,000.00	\$15,000	100%	\$15,000				
5	Roadway Excavation		12100	CY	\$30.00	\$363,000	100%	\$363,000				
Pavement Structural Section												
6	Remove Asphalt Concrete Pavement		6977	CY	\$15.00	\$104,655	100%	\$104,655				
7	Remove Concrete Sidewalk		523	CY	\$8.50	\$4,446	100%	\$4,446				
8	Class 4 Aggregate Subbase		4496	CY	\$40.00	\$179,840	100%	\$179,840				
9	Class 2 Aggregate Base		4271	CY	\$60.00	\$256,260	100%	\$256,260				
10	Hot Mix Asphalt (Type A)		3298	TON	\$125.00	\$412,250	100%	\$412,250				
11	Rubberized Hot Mix Asphalt (Gap		1883	TON	\$175.00	\$329,525	100%	\$329,525				
12	Tack Coat		2.3	TON	\$1,541.00	\$3,544	100%	\$3,544				
13	Minor Concrete (Island Paving)		418	CY	\$400.00	\$167,200	100%	\$167,200				
14	Minor Concrete (Sidewalk)		429	CY	\$400.00	\$171,600	100%	\$171,600				
15	Minor Concrete (Curb Ramp)		15	CY	\$1,200.00	\$18,000	100%	\$18,000				
16	Minor Concrete (Curb)		53	CY	\$1,200.00	\$63,600	100%	\$63,600				
17	Minor Concrete (Curb and Gutter)		456	CY	\$500.00	\$228,000	100%	\$228,000				
18	Minor Concrete (Driveway)		40	CY	\$700.00	\$28,000	100%	\$28,000				
Drainage												
19	Remove Inlet		11	EA	\$800.00	\$8,800	100%	\$8,800				
20	Adjust Inlet		1	EA	\$2,370.00	\$2,370	100%	\$2,370				
21	Modify Inlet to Manhole		11	EA	\$2,620.00	\$28,820	100%	\$28,820				
22	18" Alternative Pipe Culvert (Type A)		75	LF	\$190.00	\$14,250	100%	\$14,250				
23	Inlet Frame and Grate		15	EA	\$1,265.00	\$18,975	100%	\$18,975				
Specialty Items												
24	Progress Schedule (Critical Path		1	LS	\$10,000.00	\$10,000	100%	\$10,000				
25	Remove Curb		6032	LF	\$7.50	\$45,240	100%	\$45,240				
26	Remove Concrete (Curb & Gutter)		610	LF	\$40.00	\$24,400	100%	\$24,400				
27	Structure Excavation (Retaining Wall)		1071	CY	\$24.00	\$25,704	100%	\$25,704				
28	Structural Backfill (Retaining Wall)		426	CY	\$57.00	\$24,282	100%	\$24,282				
29	Structural Concrete (Retaining Wall)		292	CY	\$650.00	\$189,800	100%	\$189,800				
30	Bar Reinf. Steel (Retaining Wall)		31000	LB	\$2.00	\$62,000	100%	\$62,000				
31	Remove Decorative Fence		1	LS	\$2,000.00	\$2,000	100%	\$2,000				
32	Remove Tree		2	EA	\$2,000.00	\$4,000	100%	\$4,000				
33	Pedestrian Railroad Gate		1	LS	\$10,000.00	\$10,000	100%	\$10,000				
34	Relocate Railroad Arm Gate		2	EA	\$25,000.00	\$50,000	100%	\$50,000				
35	UPRR Field Supervision and Flagging		1	LS	\$150,000.00	\$150,000	100%	\$150,000				
36	Crossing Panel		36	LF	\$300.00	\$10,800	100%	\$10,800				
37	Pedestrian Overcrossing		23545	SQFT	\$400.00	\$9,418,000	100%	\$9,418,000				
NPDES												
38	Construction Site Management		1	LS	\$15,000.00	\$15,000	100%	\$15,000				
39	Prepare WPCP		1	LS	\$2,000.00	\$2,000	100%	\$2,000				
40	Prepare SWPPP		1	LS	\$4,000.00	\$4,000	100%	\$4,000				
41	Temporary Fiber Roll		7300	LF	\$5.00	\$36,500	100%	\$36,500				
42	Temporary Concrete Washout Facility		2	EA	\$1,000.00	\$2,000	100%	\$2,000				
43	Temporary Construction Entrance		2	EA	\$3,000.00	\$6,000	100%	\$6,000				
44	Street Sweeping		1	LS	\$15,000.00	\$15,000	100%	\$15,000				
45	Additional Water Pollution Control		1	LS	\$1,000,000.00	\$1,000,000	100%	\$1,000,000				
Traffic Items												
46	Maintain Existing Traffic Management		1	LS	\$10,000.00	\$10,000	100%	\$10,000				
47	Lighting & Sign Illumination		1	LS	\$100,000.00	\$100,000	100%	\$100,000				
48	Construction Area Signs		1	LS	\$20,000.00	\$20,000	100%	\$20,000				
49	Signals & Lighting		1	LS	\$200,000.00	\$200,000	100%	\$200,000				
50	Remove Yellow Painted Traffic Stripe		3727	LF	\$1.50	\$5,591	100%	\$5,591				
51	Remove Traffic Stripe		5222	LF	\$1.00	\$5,222	100%	\$5,222				
52	4" Thermoplastic Traffic Stripe		2000	LF	\$1.50	\$3,000	100%	\$3,000				
53	4" Thermoplastic Traffic Stripe		1100	LF	\$1.00	\$1,100	100%	\$1,100				
54	Relocate Roadside Sign		5	EA	\$348.00	\$1,740	100%	\$1,740				

Detailed Engineer's Estimate and Total Project Costs- Cycle 3

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: Alameda County Transportation Commission

Date: 13-Jun-16

Project Description: I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements

Project Location: Along Gilman Street from 350 feet west of West Frontage Road to 4th Street

Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Rodney Pimentel

License #: C46102

55	Roadside Sign (One Post)		50	EA	\$550.00	\$27,500	100%	\$27,500				
56	1' Thermoplastic Traffic Stripe		567	LF	\$2.00	\$1,134	100%	\$1,134				
57	Yellow Thermoplastic Traffic Stripe		620	LF	\$2.00	\$1,240	100%	\$1,240				
58	Green Pavement Paint (Cycle Path)		2570	SQFT	\$1.50	\$3,855	100%	\$3,855				
59	6" Thermoplastic Traffic Stripe		9982	LF	\$1.50	\$14,973	100%	\$14,973				
60	Thermoplastic Pavement Markings		1730	SQFT	\$7.00	\$12,110	100%	\$12,110				
Stage Construction												
61	Traffic Control System		1	LS	\$100,000	\$100,000	100%	\$100,000				
62	Portable Changeable Message Signs		4	EA	\$5,000	\$20,000	100%	\$20,000				
Minor Items												
63	American with Disabilities Act Items		1	LS	\$29,358	\$29,358	100%	\$29,358				
64	Bike Path Items		1	LS	\$29,358	\$29,358	100%	\$29,358				
65	Other Minor Items		1	LS	\$29,358	\$29,358	100%	\$29,358				
Supplemental Work												
66	Traffic Management Plan - Public		1	LS	\$10,000.00	\$10,000	100%	\$10,000				
67	Maintain Traffic		1	LS	\$300,000.00	\$300,000	100%	\$300,000				
68	Value Analysis		1	LS	\$10,000.00	\$10,000	100%	\$10,000				
69	Payment Adjustments for Price Index		1	LS	\$25,000.00	\$25,000	100%	\$25,000				
70	Partnering		1	LS	\$20,000.00	\$20,000	100%	\$20,000				
71	Dispute Resolution Advisor		1	LS	\$5,000.00	\$5,000	100%	\$5,000				
State Furnished Materials and Expenses												
72	Public Information		1	LS	\$10,000.00	\$10,000	100%	\$10,000				
73	RE Office		1	LS	\$60,000.00	\$60,000	100%	\$60,000				
74	COZEOP Expenses		1	LS	\$25,000.00	\$25,000	100%	\$25,000				
75	Traffic Signal Controller Assembly		1	LS	\$50,000.00	\$50,000	100%	\$50,000				
Decorative & Landscaping-related Items (Label items as "F" for Functional, "D" for Decorative, or "M" for a mix of Decorative and Functional)												
76	Highway Planting	F	1	LS	\$100,000	\$100,000	100%	\$100,000			100%	\$100,000
77	Relocate Water Meter	F	3	EA	\$10,000	\$30,000	100%	\$30,000				
Subtotal of Construction Items:						\$15,891,630		\$15,891,630				\$100,000
								\$794,582	= 5% of eligible CON costs (max. decorative, if applicable)			
Construction Item Contingencies (% of Construction Items):					20.00%	\$3,178,326		\$3,178,326				
Total (Construction Items & Contingencies) cost:						\$19,069,956		\$19,069,956				

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs	
Preliminary Engineering (PE)				
Environmental Studies and Permits (PA&ED):	\$ 3,557,000	\$3,557,000		
Plans, Specifications and Estimates (PS&E):	\$ 3,671,000	\$3,671,000		"PE" costs / "CON" costs
Total PE:	\$ 7,228,000	\$7,228,000		38% 25% Max
Right of Way (RW)				
Right of Way Engineering:	\$ 418,400	\$418,400		
Acquisitions and Utilities:	\$ 3,439,151	\$3,439,151		
Total RW:	\$ 3,857,551	\$3,857,551		
Construction Engineering (CE)				
Construction Engineering (CE):	\$ 2,860,493	\$2,860,493		"CE" costs / "CON" costs
Total Project Delivery:	\$13,946,044	\$13,946,044		15% 15% Max
Total Construction Costs:	\$21,930,449	\$21,930,449		
Total Project Cost:	\$33,016,000	\$33,016,000		

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form. Separate logic is required for each construction item listed above which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item Number(s)	Description of Engineer's Logic (See examples shown in the Instructions)

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-6196

FAX (510) 715-7554

TTY 711

www.dot.ca.gov

*Serious Drought.
Help save water!*

June 10, 2016

Trinity Nguyen

Programming and Projects

Alameda County Transportation Commission

111 Broadway, Suite 800, Oakland, CA 94607

Dear Ms. Nguyen:

I am writing to express the support of the California Department of Transportation (Caltrans) for the I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements Project (Project), as well as to document the involvement of Caltrans in the Alameda County Transportation Commission's (Alameda CTC) planning efforts.

We understand that Alameda CTC is applying for an Active Transportation Program Cycle 3 grant for the Project. The Project is part of the I-80/Gilman Street Interchange Project, for which Caltrans provides oversight. This new facility will reduce pedestrian and bicyclist exposure to motor traffic and enhance the level of comfort for people who walk and bike across one of the region's busiest freeways. It will improve access for communities to the east of I-80 with regional sports facilities, parks, and the San Francisco Bay Trail on the west side of the freeway. The Project can serve as a model for the State for freeway interchange design that incorporates active transportation access across a freeway corridor.

The project is consistent with Caltrans Director's Policy on Sustainability (Director's Policy 33, July 2015), Deputy Directive 64-R2, Complete Streets – Integrating the Transportation System, October 2014.

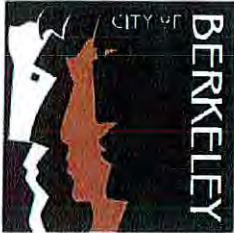
Should you have any questions regarding this letter or require additional information, please contact Ina Gerhard at (510) 286-5598 or by email at ina.gerhard@dot.ca.gov.

Sincerely,

for JEAN C.R. FINNEY

Deputy District Director

Transportation Planning and Local Assistance



June 14, 2016

Department of Transportation
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
1120 N Street, MS-1
Sacramento, CA 95814

California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Support for I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements project Active Transportation Program Cycle III Application

To Whom It May Concern,

The City of Berkeley Department of Public Works enthusiastically supports the Alameda County Transportation Commission's (Alameda CTC) application for an Active Transportation Program Cycle III grant for the I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements project. The project will greatly enhance the safety and comfort of bicycle and pedestrian access across one of the region's busiest freeways, improving the ability of the surrounding communities to get to destinations including regional sports facilities, parks, and the San Francisco Bay Trail. The project will generate significant mobility, safety, environmental and health benefits, and can serve as a model of a freeway interchange design that thoughtfully considers active transportation access for the state.

This letter also serves as documentation that the City of Berkeley intends to serve as a Project Partnering Agency with Alameda CTC. Further, this letter serves as documentation that the City of Berkeley supports the use of City right-of-way to implement the project.

Thank you for your consideration of this worthy project.

Regards,


Phillip Harrington
Director, Public Works



2950 PERALTA OAKS COURT P.O. BOX 5381 OAKLAND CALIFORNIA 94605-0381 T: 1-888-EBPARKS F: 510-569-4319 TRS RELAY: 711 WWW.EBPARKS.ORG

June 7, 2016

Department of Transportation
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
1120 N Street, MS-1
Sacramento, CA 95814

California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Support for I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements project Active Transportation Program Cycle III Application

To Whom It May Concern,

The East Bay Regional Park District enthusiastically supports the Alameda County Transportation Commission's application for an Active Transportation Program Cycle III grant for the Interstate-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements project. The project will greatly enhance the safety and comfort of bicycle and pedestrian access across one of the region's busiest freeways, improving the ability of the surrounding communities to get to destinations including regional sports facilities, parks, and the San Francisco Bay Trail. The project will generate significant mobility, safety, environmental and health benefits and can serve as a model of a freeway interchange design that thoughtfully considers active transportation access for the State.

This letter also serves as documentation that the East Bay Regional Park District supports the use of District right-of-way to implement the project.

Thank you for your consideration of this worthy project.

Sincerely,

Sandra Hamlat
Senior Planner

Board of Directors

Doug Siden
President
Ward 4

Beverly Lane
Vice-President
Ward 6

Dennis Waespi
Treasurer
Ward 3

Diane Burgis
Secretary
Ward 7

Whitney Dotson
Ward 1

John Sutter
Ward 2

Ayn Wieskamp
Ward 5

Robert E. Doyle
General Manager



June 10, 2016

Department of Transportation
Chief, Office of Active Transportation and Special Programs
Division of Local Assistance
1120 N Street, MS-1
Sacramento, CA 95814

AND

California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

**RE: Support for ACTC's Active Transportation Program Application for the I-80/Gilman Interchange
Bicycle/Pedestrian Overcrossing and Access Improvements Project**

To Whom It May Concern:

On behalf of the San Francisco Bay Trail Project, I am writing to provide our strong support of the Alameda County Transportation Commission's (ACTC) application under the Active Transportation Program to fund the I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements Project (Gilman Access Improvements Project). The Bay Trail Project is a nonprofit organization administered by the Association of Bay Area Governments (ABAG) that plans, promotes, and advocates for the implementation of the Bay Trail. The Bay Trail is a planned 500-mile continuous network of multi-use bicycling and walking paths that, when complete, will encircle San Francisco and San Pablo Bays in their entirety. It will link the shoreline of all nine Bay Area counties, as well as 47 cities, serving as an important active transportation corridor between these communities. To date, 350 miles of the proposed Bay Trail system has been developed.

Within the East Bay, Interstate 80 is a significant barrier for bicyclists and pedestrians. The Gilman Access Improvements Project will greatly enhance the safety and comfort of bicycle and pedestrian access across one of the region's busiest freeways, improving the ability of the surrounding communities to get to destinations including the Bay Trail, shoreline parks, and other recreational facilities. It will also generate significant mobility, safety, environmental and health benefits, and can serve as a model of a freeway interchange design that thoughtfully considers active transportation access. By improving this connection to the Bay Trail, the project will facilitate and encourage bicyclists and walkers of all ages and abilities to access the Bay Trail. This project along with the project to complete the Bay Trail between Gilman and Buchanan will result in a completed Bay Trail segment that stretches from North Richmond to Jack London Square in Oakland as well as to Yerba Buena Island with the soon to be completed Bay Bridge segment of the Bay Trail.

Administered by the Association of Bay Area Governments
P.O. Box 2050 • Oakland, CA 94604-2050
Phone: 510-464-7900 • Fax: 510-464-7970
Web: www.baytrail.org

The Bay Trail Project appreciates your positive consideration of ACTC's grant application, and we hope that the Gilman Access Improvements Project will receive full funding under the ACTC's ATP grant program request. Please do not hesitate to call me at (510) 464-7915 if you have any questions regarding the Bay Trail.

Sincerely,



Lee Chien Huo
Bay Trail Planner

Op-Ed: We need a safer, greener way to Tom Bates fields

By Guest
contributor

November 13, 2013 10:00
am

The [Tom Bates Regional Sports Complex](#), located just south of Golden Gate Fields, has been a boon to local athletes since it opened in 2008. The Mayor's office estimated at that time that the fields would be used by about 250,000 people each year, and a look at the fields at almost any time of day confirms that they are indeed well-used year-round by both adults and children.

However, the complex is through the insanely dangerous Gilman/80 interchange, which is difficult enough for vehicles to navigate safely, and is essentially impassable by foot or on a bike. The reason that's an issue is because there's *no* public transportation to or from the Tom Bates Regional Sports Complex.

During the height of soccer and lacrosse seasons, the fields are probably used by 100 or more kids per hour between 3:30 and 7:30 or so. They're heavily used all day Saturday and Sunday as well. Because there's no public transportation available, and because the route to the fields is through the most dangerous intersection in the area, kids have to be driven there. That's terrible for the environment, for conditions at that already overtaxed intersection, and for traffic in town in general.

Shame on us for making a facility in town that's essentially only accessible by car.

Athletes who live south of University have the option of using the pedestrian bridge to cross the freeway and follow the bike path to the field — my own daughter does it that way — but that's impractical for those in most of Berkeley.

I'd like to see the city or AC Transit ensure that there's some reliable, timely transportation to these fields, ideally from downtown/BHS, and possibly passing one or more of the middle schools.

If our young athletes could get to the fields safely without having to get there by car, we'd all be better off.

Berkeleyside welcomes submissions of op-ed articles. We ask that we are given first refusal to publish. Topics should be Berkeley-related and local authors are preferred. Please [email submissions to us](#). Berkeleyside will publish op-ed pieces at its discretion.

**I-80/Gilman Interchange Improvements Bicycle/Pedestrian Overcrossing
and Access Improvements
ATP Cycle III Application
Funding Plan by Phase and Component**

	Fund Source		
	ATP Cycle III	Sales Tax Leveraging	Total
PA/ED	\$0	\$3,557,000	\$3,557,000
PS&E	\$0	\$3,671,000	\$3,671,000
R/W	\$0	\$3,857,551	\$3,857,551
Construction Items by Component			
Roundabout		\$5,384,721	\$5,384,721
Overcrossing	\$7,329,091	\$2,088,909	\$9,418,000
Class I pathway and Class IV cycletrack	\$1,088,909		\$1,088,909
Subtotal of Construction Items	\$8,418,000	\$7,473,630	\$15,891,630
Contingency (20%)	\$0	\$3,178,326	\$3,178,326
Total (Construction & Contingency)	\$8,418,000	\$10,651,956	\$19,069,956
Construction Engineering (15%)	\$0	\$2,860,493	\$2,860,493
Total Construction	\$8,418,000	\$13,512,449	\$21,930,449
Total all phases	\$8,418,000	\$24,598,000	\$33,016,000

Exhibit B: Project Report for
I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements

- Project Report (Approved 6/28/2019)
[https://www.alamedactc.org/wp-content/uploads/2019/07/I-80 Gilman Final Project Report with Attachments 20190701.pdf?x33781](https://www.alamedactc.org/wp-content/uploads/2019/07/I-80-Gilman-Final-Project-Report-with-Attachments-20190701.pdf?x33781)

Exhibit A – 2: Summary of PPR Changes

PPNo: 2323

Project: I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements

Project Info Tab Changes:

- 1) **MPO ID No.** –The updated PPR now has the MPO ID for the project (no change from pending request that was submitted with ATP extension).
- 2) **Project Sponsor/Lead Agency** – Alameda County Transportation Commission is the project sponsor/lead agency (no change from pending request that was submitted with ATP extension). Note that in CTIPs, the Project Sponsor appears to be incorrectly identified as “Alameda County”.
- 3) **Total miles of pedestrian/bicycle facilities constructed** – The original scope included 0.52 miles of improved bicycle/pedestrian components. The revised scope increases the improved bicycle/pedestrian components to 2.0 miles or 10,560 LF, which consists of nearly 1 mile of new construction and an additional mile of improvements to the existing facility.
- 4) **Project Milestone** – Updated milestones as shown in the comparison table below:

Milestone	Existing (Approved/ CTIPS Generated PPR)	Pending (Submitted w/ ATP extension request – March 2019)	Project Report (Approved 6/28/19)	Proposed (for Exhibit A to Baseline Agreement)	Explanation
Circulate Draft Env Document	5/28/2018	12/28/2018	12/28/2018	12/28/2018	Actual; no change from pending request
Document Type	--	--	--	ND/FONSI	Document type was previously missing.
Draft Project Report	5/28/2018	12/20/2018	12/21/2018	12/21/2018	Actual milestone
End Env Phase (PA&ED)	8/23/2018	6/30/2019	6/28/2019	6/28/2019	Actual milestone
Begin Design (PS&E Phase)	8/24/2018	8/24/2018	--	6/29/2019	Actual milestone
End Design (PS&E Phase)	8/24/2019	3/30/2020	05/2020	7/1/2020	More time needed for ROW acquisition
End Right of Way (ROW) Phase	5/24/2019	4/1/2020	05/2020	6/30/2020	More time needed for ROW acquisition
Begin Construction Phase	10/1/2019	10/30/2020	03/2021	3/1/2021	Due to delay in PS&E and ROW milestones
End Construction Phase	4/15/2022	12/30/2022	04/2023	8/31/2023	Due to 2.5 years of construction
Begin Closeout Phase	4/16/2022	4/16/2022	04/2023	9/1/2023	Due to change in end construction phase

End Closeout Phase	10/16/2022	6/30/2023	06/2025	3/31/2024	Due to change in end construction phase
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Funding Info Tab Changes:

Cost increases due to increase in ATP elements from 0.52 miles to 2.0 miles and reflects project cost in the approved Project Report and environmental document that was recently approved in June 2019. History of project cost tables are shown below:

Existing Total Project Cost (\$1,000s)								
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total
E&P (PA&ED)	2,857							2,857
PS&E	3,243							3,243
RW SUP (CT)	100	200						300
CON SUP (CT)				4,400				4,400
RW	1,929	1,929						3,858
CON		6,492		21,384				27,876
TOTAL	8,129	8,621		25,784				42,534
Pending (Submitted w/ ATP extension request – March 2019) Total Project Cost (\$1,000s)								
E&P (PA&ED)	5,949							5,949
PS&E	3,243	1,617						4,860
RW SUP (CT)			150					150
CON SUP (CT)				3,390				3,390
RW			2,450					2,450
CON				38,500				38,500
TOTAL	9,192	1,617	2,600	41,890				55,299
Project Report (Approved June 28, 2019) Total Project Cost (\$1,000s)								
E&P (PA&ED)	5,809							5,809
PS&E	3,243	1,800						5,043
RW SUP (CT)			506					506
CON SUP (CT)				5,815				5,815
RW			4,985					4,985
CON				39,566				39,566
TOTAL	9,052	1,800	5,491	45,381				61,724
Proposed (Submitted w/ Baseline Agreement – August 2019) Total Project Cost (\$1,000s)								
E&P (PA&ED)	5,809							5,809
PS&E	3,243	1,800						5,043
RW SUP (CT)			506					506
CON SUP (CT)				5,815				5,815
RW			4,985					4,985
CON		4,152		36,414				39,566
TOTAL	9,052	5,952	5,491	41,229				61,724

INDEX OF PLANS

NOTE:

THE LISTING OF THE INDEX OF PLANS IS SHOWN ON THE INDEX OF PLANS SHEET.

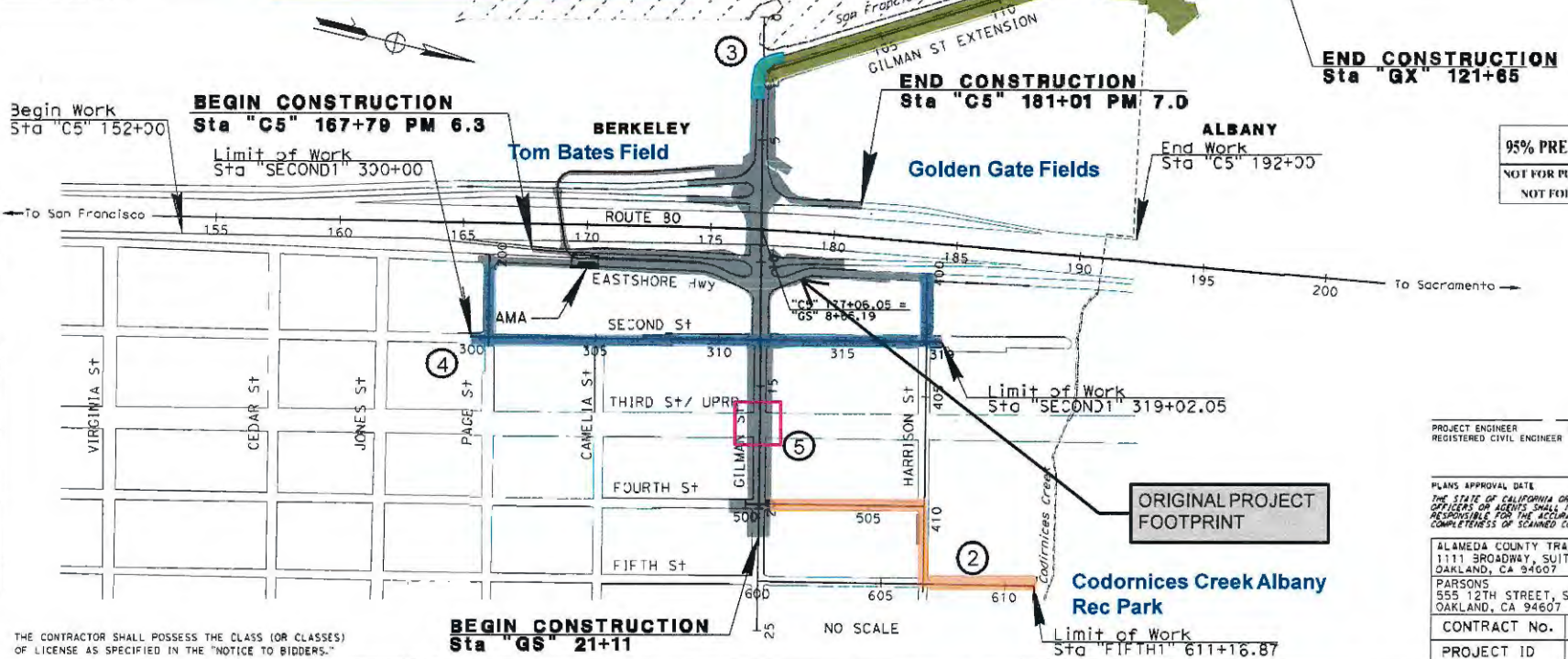
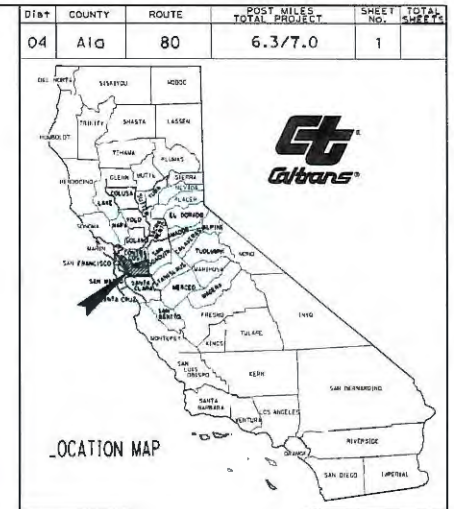
Proposed Additional Scope

Legend - Project Changes

- | | |
|--|--|
| ① GGF Access and Parking Changes | ① No ATP elements |
| ② Class III Bike Route | ② Add 1480 LF Class III Bikeway |
| ③ Class I Shared Use Path Bay Trail Gap Closure | ③ Add 120 LF Class I Shared use path |
| ④ 2nd Street Sidewalk and Operational Improvements | ④ Add 1770 LF New and modified Sidewalk and Operational Improvements |
| ⑤ UPRR Pedestrian/Bicycle Safety Improvements | ⑤ Add Beacons, Queue cutters and electrical signal house |

Note: All items are ATP related except for Item No. 1

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION PROJECT PLANS FOR CONSTRUCTION ON STATE HIGHWAY



PROJECT ENGINEER
REGISTERED CIVIL ENGINEER

PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS
OFFICERS OR AGENTS SHALL NOT BE
RESPONSIBLE FOR THE ACCURACY OF
COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

ALAMEDA COUNTY TRANSPORTATION COMMISSION
1111 BROADWAY, SUITE 800
OAKLAND, CA 94607

PARSONS
555 12TH STREET, SUITE 1850
OAKLAND, CA 94607

CONTRACT NO. **04-0A770**

PROJECT ID **0400020155**

Project Information

Project Title: I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements	Date: 7/31/2019
Project Identifier (EA, PPNO, etc): EA - 0A770 / PPNO - 2323	

Contact Information

Nominating Agency: Alameda CTC	Agency Completing Form: Alameda CTC
Contact Person: Trinity Nguyen Phone: (510) 208-7441	Contact Person: Trinity Nguyen Phone: (510) 208-7441
Email Address: tnuyen@alamedactc.org	Email Address: tnuyen@alamedactc.org

ATP Indicator	Measures/Outcomes	Unit	Current	Projected	
				Outcome	Year
Counts	Bicycle Counts	Each	63	87	2023
	Pedestrian Counts	Each	115	164	2023

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

Data for current counts was collected on Wednesday, January 27, 2016. The current counts are a sum of peak hour values for the intersections within the project limits.

To calculate 2023 bicycle volumes:

The annual daily growth factor was applied to both the AM and PM peak hour bike counts to generate future bike trips. The intersection of Gilman Street and Eastshore Highway is where all bike trips converge in the study area. Thus, the growth factor at the intersection of Gilman Street and Eastshore Highway was applied to all the other study intersections to generate future 2040 bicycle volumes. The estimated ADT bike growth rate at the intersection from 2015 to 2040 is 2.36. Finally, a linear growth rate was assumed from 2016 to 2040 in order to calculate the volumes in 2023.

To calculate 2023 pedestrian volumes:

The annual daily bike trips growth factor was applied to both the AM and PM peak hour ped counts to generate future ped trips. Once again, the 2.36 growth rate from the intersection of Gilman Street and Eastshore Highway was applied to all the other study intersections to generate future 2040 pedestrian volumes and a linear growth rate was assumed from 2016 to 2040 in order to calculate volumes in 2023.

Environmental Document for
I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements

- CEQA/NEPA
 - a. Final Environmental Impact Document – Initial Study with Negative Declaration/Environmental Assessment with Finding of No Significant Impact (6/21/2019)
https://www.alamedactc.org/wp-content/uploads/2019/07/EA0A7700_Gilman_FED_IS-EA_and_Appendices_20190617.pdf

State Transportation Improvement Program

Alameda County
Document Year 2018, Version Number 1
PPNO: 2323
(Dollars in Thousands)

DIST:	PPNO: 2323	EA: 0A770	CTIPS ID: 106-0000-2612	TCRP NO.:	TITLE (DESCRIPTION): I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements (in Berkeley at the I-80/Gilman Street interchange, from Fourth Street on the east to 350 feet west of West Frontage Road. Reconfigure Interchange as a double roundabout. bicycle/pedestrian components include a new overcrossing and segments of Class I Trail and Class IV bikeway that provide access.)	ELEMENT: Capital Outlay	MPO ID: 6	LAW: 18
PROJECT ID: 0400020155						SPONSOR: Alameda County		
COUNTY: Alameda County	ROUTE: 80	PM: 6.4 / 6.8						MPO: Metropolitan Transportation Commission
						CORRIDOR:		
						PRJ MGR: Trinity Nguyen		
						PHONE: (510) 208-7441		
						EMAIL: tnguyen@alamedactc.org		

ASSEMBLY: 15 IMPLEMENTING PAED Alameda County Transportation Commission RW Alameda County Transportation Commission
SENATE: 9 AGENCIES: PSE Alameda County Transportation Commission CON Caltrans
CONGRESS: 13

Categories	Outputs/Outcomes	Unit	Total
State Highway Road Construction	New Interchange(s)	Each	1
State Highway Road Construction	Pedestrian/Bicycle facilities mile(s) constructed	Miles	0.5

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)

Programmed Dollars in Thousands - Total for Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
1	Official	03/21/2018	SDHILLON	Adoption - New Project	G-18-16			27,876	3,858	2,857	3,243	300	4,400

Extension	VOTE DATE AMOUNT	PA&ED	PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	FUTURE	TOTAL
Fund Source 1 of 4 State SB1 ATP		PS&E									
		RW SUP									
		CON SUP									
		RW									
		CON		4,152							4,152
		Total:		4,152							4,152
20.30.720.100 - Active Transportation Program - SB1											
Fund Type											
Active Transportation Program - SB1											
Funding Agency											

Extension	VOTE DATE AMOUNT	PA&ED	PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	FUTURE	TOTAL
Fund Source 2 of 4 Local Funds		PS&E	2,397								2,397
		RW SUP	3,243								3,243
		CON SUP	100	200							300
		RW	1,929	1,929							3,858
		CON		2,340							2,340
		Total:	7,669	4,469							12,138
20.XX.400.100 - Locally Generated Funds											
Fund Type											
Local Transportation Funds											
Funding Agency											

State Transportation Improvement Program

Alameda County
Document Year 2018, Version Number 1
PPNO: 2323
(Dollars in Thousands)

Extension	VOTE DATE AMOUNT	PA&ED	PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	FUTURE	TOTAL
		PS&E	460								460
		R/W SUP									
		CON SUP									
		R/W									
		CON									
		Total:	460								460

Fund Source 3 of 4 Demo

20,20,400,000 - Locally Funded
State Highway Projects
Fund Type
Demonstration-Pre ISTE
Funding Agency
Federal Highway Administration (FHWA)

Extension	VOTE DATE AMOUNT	PA&ED	PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	FUTURE	TOTAL
		PS&E									
		R/W SUP				4,400					4,400
		CON SUP									
		R/W				21,384					21,384
		CON									
		Total:				25,784					25,784

Fund Source 4 of 4 RIP

20,XX,075,600 - Regional
Improvement Program
Fund Type
National Hwy System
Funding Agency
MTC

VOTE	TOTAL AMOUNT	PA&ED	PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	FUTURE	TOTAL
PAED		PS&E	2,857								2,857
PSE		R/W SUP	3,243								3,243
RW		CON SUP	100	200		4,400					300
CON		R/W	1,929	1,929							3,858
R/W SUP		CON		6,492		21,384					27,876
CON SUP		Total:	8,129	8,621		25,784					42,534

Project Total:

HQ Comments:

***** VERSION 1 - 04/05/2018 *****
Added Project ID and EA via backdoor entry. -ssd

Backdoor correction ATP CON programming but STIP for construction different year -DA
***** Version 1 - 02/05/2018 *****
Adoption new project per 01/11/18 PPR. 2 aa
\$4,152k Future Need ATP cycle 3. -ez