



## 2016 Countywide Transportation Plan Project, Plan and Program Information Form

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This funding application is a Google workbook, which the Alameda County Transportation Commission (Alameda CTC) has shared with you. If you haven't used this program before, you should find that it functions very similarly to MS Excel. You have permission to View this file only. Please take the following steps so you can fill in the application blanks and share it with colleagues:

**1. Sign In or Sign Up.**

Sign In with any address that has been registered with Google (not necessarily a gmail address). If you have no such address, then click on the Sign Up link. You can Sign Up with any email address.

**2. Make a copy of the file.**

Once you are Signed In to Google, you will have permission to make a copy of the file by clicking on File, then Make a Copy and entering a unique filename according to the following convention:

Alameda CTP\_JURISDICTION NAME\_1-2 WORD PROJECT NAME

**3. Complete the application.**

You are now owner of the new file. This gives you permission to edit all yellow shaded cells.

**4. Share the file with your colleagues.**

If you would like to share the file with others, you may click on the blue Share button in the upper right corner of the screen and enter their email addresses. Indicate if you would like to grant editing, commenting or just viewing privileges. Invitees will receive an email that contains a link to the file, which can be opened on any computer. Any reviewer (regardless of privileges) can comment using the Comments button, which is to the left of the Share button.

The file has seven numbered sections, one per worksheet tab, which run along the bottom of the file (see list below). Click on these tabs to navigate through the sections of the application. Each worksheet has been protected so that only the yellow-shaded input cells can be selected and edited. Cells shaded pink auto-fill from information entered elsewhere in the application. Many cells contain drop-down menus. To activate a menu, select the cell and click on the arrow displayed. Please note that Google saves edits continuously; there is no need to manually save the file.

Please note the following:

+ Sponsors of large expansion projects may be asked to provide additional information to enable MTC to model the project.

+ Alameda CTC does not require governing body resolutions to approve funding requests; however, within two months of funding approval, Project Sponsors must submit a resolution authorizing acceptance of the recommended funding award.

**+ Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.**

After your agency has completed the application, please share it with CTP@alamedactc.org by clicking on the Share button, and granting Viewing privileges. The file must be received by Alameda CTC by Friday, July 31, 2015 at 5:00 pm. No late applications will be accepted.

Email CPTechSupport@alamedactc.org for application technical support.  
Email CTPAppContent @alamedactc.org for questions about the content of the application.

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Section 1: General Information

Section 2: Need and Benefits

Section 3: Readiness and Maintenance

Section 4: Milestone Schedule

Section 5: Cost and Funding (use the [Cost Estimation Guide](#))

Section 6: Plans and Studies

Section 7: Additional Information and Attachments

## SECTION 1 | GENERAL INFORMATION

**REMINDER:** Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

### A. Project/Plan/Program Information

1. Existing RTP ID number, if applicable			
2. Title	Coliseum BART to Bay Trail Connector		
	<i>Please provide a brief title of the project/plan/program, indicating what it is and NOT what it does (i.e., Main Street Bus Rapid Transit (NOT Implement Bus Rapid Transit on Main Street). Your response is limited to 60 characters, including spaces.</i>		
3. Sponsor agency	City of Oakland		
3a. If other, specify			
4. Implementing agency	City of Oakland		
4a. If other, specify			
5. Operating agency	City of Oakland		
5a. If other, specify			
6. Brief description	<p>The Coliseum BART to Bay Trail Connector is a multi-use pathway linking the existing Bay Trail at the intersection of Oakport Street and Zhone Way with regional transit at the Coliseum BART Station. The 1 mile pathway will cross I-880 and proceed along 66th Avenue and San Leandro Street.</p> <p><i>Include location and scope of work. Describe what the project/plan/program does (i.e., This project will implement BRT from City A to City B. The project will operate along Main Street from Point A to Point B). Your response is limited to 300 characters, including spaces.</i></p>		
7a. General location	Oakland, Zhone Way/66th Ave and San Leandro Blvd on the north and east sides of the Coliseum Sit		
7b. Limits (to/from), if applicable	From the Coliseum BART station to the Bay Trail at Zhone Way and Oakport Street		
7c. Length (miles), if applicable			1
8. Planning Area	North		
	North planning area	Central planning area	South planning area
9a. If in a PDA, which one?	Oakland—Coliseum BART Station Area		
9b. If in more than one PDA, please select from columns above and indicate below any additional PDAs.			
10. Does the jurisdiction in which the project/plan/program is located have an adopted Complete Streets policy?	Yes		
11. Certification date of the Housing Element for the jurisdiction in which the project/plan/program is located	Month	Year	
	Mar	2015	
12a. Mode/Category	Bicycle		
12b. If multiple or other categories, list them	Pedestrian, Local Streets and Roads		
	Projects (capital / infrastructure)	Plans	Programs / Operations (non-capital projects)
13a. Project/plan/program Type	Bicycle		

SECTION 1 | GENERAL INFORMATION

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13b. If other or multiple types, list them

Pedestrian, Local Streets and Roads

B. Contact information for sponsor agency

1. Name

Nick Cartagena

2. Title

Civil Engineer

3a. Sponsor Agency

City of Oakland

3b. If other agency, specify

4. Phone

(510) 238-2139

5. Email

ncartagena@oaklandnet.com

## SECTION 2 | NEED AND BENEFITS

**REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.**

### A. Need for and Benefits of Project / Plan / Program

**1. Describe the need for the project/plan/program. Your response is limited to 750 characters, including spaces.**

The Bay Trail is a 500-mile planned recreational corridor encircling the San Francisco and San Pablo Bays, with over 340 miles constructed including a paved stretch along San Leandro Bay in East Oakland. The East Bay Greenway is a 12-mile planned bike/ped pathway running from Oakland to Hayward under the BART tracks. Bicycle and pedestrian connections between the Bay Trail and both the East Bay Greenway and transit provided by BART, Amtrak, and AC Transit at the Coliseum BART Station are non-existent, discontinuous, or in poor condition. There are numerous conflicts in the sidewalks with utilities and street signs, as well as dangerous conflict points where pedestrians and bicyclists need to cross the I-880 ramps and the UPRR train tracks.

**2. Describe the benefits the project/plan/program will provide and how it addresses the stated need. Your response is limited to 750 characters, including spaces.**

The Coliseum BART to Bay Trail BART Connector will close a key gap between two regional bicycle and pedestrian trails, provide public access across I-880 for local residents, and significantly increase access to the Bay Trail via regional transit resources at the Coliseum BART Station. BART, Amtrak, and AC Transit all provide service to the station, and allow bicycles onboard. Improved facilities will greatly improve safety along the route by providing dedicated space for bicyclist and pedestrians and provide improved and more visible crossings of the I-880 on and off-ramps and the UPRR tracks.

### B. Connectivity, Access, Land Use, and Community Livability

**1a. Will the project/plan/program enhance multimodal and/or intermodal connectivity?**

Yes

**1b. Will this project/plan/program complement existing transportation services?**

Yes

**1c. Explain any "yes" answers to questions 1a-b, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.**

The project will enhance multimodal and intermodal connectivity and complement existing transportation services by providing a link between the existing BART system at the Coliseum Station and the Bay Trail multimodal path. This pathway will complete a critical gap between the existing Bay Trail and the proposed East Bay Greenway.

**2a. Are there activity centers within 1 mile of the project/plan/program (e.g. central business districts and major employment centers)?**

Yes

**2b. Will the project/plan/program connect two or more jurisdictions?**

No

**2c. Explain any "yes" answers to questions 2a or 2b, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.**

The Coliseum BART to Bay Trail Connector will pass along the north side of the Coliseum site, current home to the Oakland A's and Oakland Raiders at O.co Coliseum and the Golden State Warriors at Oracle Arena. The trail also runs through the area of the Coliseum Area Specific Plan. The Coliseum Area Specific Plan calls three new sports stadiums/arenas; 14 million square feet of Science & Technology, office, light industrial, logistics, and retail space; and 6,370 new residential units. The EIR for the Coliseum Area Specific Plan was adopted by the City Council on March 31st, 2015.

**3a. Are any disadvantaged or otherwise vulnerable populations served or otherwise benefitted by the project/plan/program (e.g. transit dependent populations, communities of concern, minority, low-income, elderly, disabled populations)?**

Yes

**3b. Will the project/plan/program have any negative impacts on disadvantaged or otherwise vulnerable populations?**

No

**3c. Will this project/plan/program directly benefit these populations?**

Yes

**3d. Explain any "yes" answers to questions 3a-c, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.**

## SECTION 2 | NEED AND BENEFITS

**REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.**

The Coliseum BART to Bay Trail Connector will provide direct benefits to minority, low-income, and transit dependent populations located in the East Oakland community adjacent to the Coliseum/Oakland Airport BART Station. This area is identified as part of the Fruitvale/East Oakland Community of Concern by MTC. It will accomplish this by providing a recreational and a non-motorized transportation facility in a low-income neighborhood. It will provide this community with access to the Bay Trail for recreational purposes. The project will also provide a link across I-880 improving connectivity and mobility in the neighborhood, linking residential areas with the commercial uses west of I-880, providing employment and retail shopping access. According to BART's 2008 Customer Profile Survey, 47% of BART riders at the Coliseum/Oakland Airport Station are Black/African American and 22% are Hispanic. Of the total station ridership 41% have a household income of \$50,000 or less (in 2008 dollars).

**4a. Will this project/plan/program improve bicycle access?**

Yes

**4b. Will this project/plan/program improve pedestrian access?**

Yes

**4c. Will this project/plan/program improve transit access?**

No

**4d. Will this project/plan/program improve safe routes to schools?**

No

**4e. Explain any "yes" answers to questions 4a-d, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.**

The primary objective of the Coliseum BART to Bay Trail Connector is to improve the pedestrian and bicycle linkage between the Bay Trail along the San Francisco Bay and the Coliseum/Oakland Airport BART Station as well as the East Bay Greenway (Fruitvale area to Hayward).

**5a. Is there demonstrated demand for the project/program/plan (e.g. community support, documented priority, ridership trends)?**

Yes

**5b. If "yes," explain, including the degree to which the project/plan/program addresses this demand and list/attach supporting documentation as needed in Tab 7.**

According to The League of American Bicyclists, cycling in Oakland grew 157% from 2000 to 2010 (most recent data found). Entry and exits at the Coliseum/Oakland Airport BART station grew 16% from June 2010 to June 2015. Four percent of the BART riders use bicycles to access the station, consistent with the systemwide average. These numbers show a demand for both transit and bicycle facilities and connections.

### C. State of Good Repair

**1. Will the project/plan/program correct a deteriorating condition?**

No

**2. Will the project/plan/program address past deferred maintenance?**

No

**3. Will the project/plan/program replace capital assets that have exceeded their useful life?**

No

**4. Explain any "yes" answers to questions 1-3, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.**

### D. Technology and Innovation

**1. Will the project/plan/program incorporate innovative or non-traditional design treatments or service elements?**

No

**2. Will the project/plan/program promote innovative vehicle technology or ITS coordination?**

No

**3. Explain any "yes" answers to questions 1 or 2, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.**

### E. Environmental Benefits

**1. Will the project/plan/program promote modal shifts that encourage less dependence on motorized transportation and thus a reduction in greenhouse gas emissions?**

Yes

## SECTION 2 | NEED AND BENEFITS

**REMINDER:** Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

2. Will the project/plan/program reduce Vehicle Miles Traveled (VMT), including freight or heavy vehicles?

No

3. Explain any "yes" answers to questions 1 or 2, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

Providing bicycle and pedestrian connectivity between existing bicycle and pedestrian routes and transit helps promote a modal shift from motorized transportation toward transit and bicycle/pedestrian modes of travel, resulting in a reduction in greenhouse gas emissions.

### F. Capacity and Congestion

1. Will the project/plan/program reduce motor vehicle congestion and/or delay?

No

2. Will the project/plan/program reduce public transit travel time and/or delay?

No

3. Will the project/plan/program reduce crowding on public transit?

No

4. Will the project/plan/program increase the capacity of the transportation system?

Yes

5. Will the project/plan/program increase efficiency of the transportation system?

No

6. Explain any "yes" answers to questions 1-5, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

Providing this connection between BART and the Bay Trail will increase system capacity for bike riders and pedestrians.

### G. Safety Improvements

1. Will the project/plan/program increase public safety by reducing collision risk for one or more modes?

Yes

2. Will the project/plan/program incorporate countermeasures to address conflicts and/or collisions?

Yes

3. Explain any "yes" answers to questions 1 or 2, including the degree to which the project/plan/program provides these benefits. Indicate the question number and list/attach supporting documentation as needed in Tab 7.

The current pedestrian and bicycle infrastructure linking the Bay Trail to the Coliseum BART station, Amtrak station, and the East Bay Greenway is limited and dangerous. Bicycle facilities are non-existent, forcing cyclists to share the lanes on the 4-lane Zhone Way/66th Avenue. Narrow sidewalks with no buffer from auto traffic are located on the south side of Zhone Way, while there are no sidewalks on the north side of the street. Several free right turns to/from I-880 and the Coliseum create high speed conflict points between autos and bicycles and pedestrians. Providing dedicated roadway width for bicyclists and pedestrians, barriers from auto traffic, improved striping, and improved signalization at intersections will reduce the risks of collisions between bicyclists, pedestrians, and autos.

### H. Economic Growth

1. Will the project/plan/program promote economic growth, connectivity to jobs, or short- and/or long-term job creation?

Yes

2. If "yes," explain, including the degree to which the project/plan/program provides these benefits and list/attach supporting documentation as needed in Tab 7.

The project will provide direct access to 2,920 existing jobs the area and support 6,950 future jobs resulting from the Coliseum City Development.

Your response exceeds 750 characters

## SECTION 3 | READINESS AND MAINTENANCE

*Only applicants seeking funding for capital projects need to complete this page.*

**REMINDER:** Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

### A. Detailed Project Information

#### 1. Expanded project description or scope (1,500 characters or less)

The Coliseum BART to Bay Trail Connector will close a key gap in pedestrian and bicycle infrastructure along 66th Ave/Zhone Way from the East Bay Greenway and regional transit options at the Coliseum BART station to the Bay Trail. The project will provide Class II bicycle lanes with appropriate signage in both directions along San Leandro St from the BART station to 66th Ave. The Class II bicycle lanes will continue along 66th Ave from San Leandro St to Coliseum Way. Intersection improvements will be required at the 66th Ave/Coliseum intersection to provide a route for westbound cyclists to cross to the south side of the intersection. From Coliseum Way to Oakport St the connector will continue as a barrier separated multi-use pathway within the roadway on the south side of 66th Ave/Zhone Way, crossing over I-880. The four existing 14' lanes on the overcrossing will be reduced to 12' each, and the 5' sidewalk on the south side of the overcrossing will be removed to allow for the 11' pathway and a 2' barrier. Signal improvements will be required at all intersections within the multi-use pathway to address conflicts with the contraflow pedestrian and bicycle travel. A Negative Declaration was approved on 6/11/2007 under CEQA. The next phase of work is NEPA environmental review, required due to the FTA Section 5309 funds passed through by BART. A structural review of the I-880 overcrossing will be required by Caltrans, followed by detailed design and construction.

### B. Initial Project Development

#### 1. Has initial project development been completed?

Yes

#### 2a. Document type

CER

#### 2b. If other, specify.

#### 3a. Document title

Coliseum BART to Bay Trail Connector Environmental Study

#### 3b. Approval date

Jun

Before 2010

### C. Project Delivery (current phase, environmental, right-of-way, design)

#### CURRENT STATUS

#### 1a. Current project development phase

Environmental (NEPA)

#### 1b. Status (% complete)

0%

#### ENVIRONMENTAL CLEARANCE

2a. Indicate which document type required for CEQA and NEPA and approval date for each. If not yet approved, provide estimated dates.

#### 2b. CEQA Document Type

Negative Declaration

#### Approval date

Before 2010

#### 2c. Please explain if not applicable.

#### 2d. NEPA Document Type

Categorical Exclusion

#### Approval date

2017

#### 2e. Please explain if not applicable.

#### 3a. Are there any issues that might complicate the environmental clearance process?

No

#### 3b. If yes, please explain.

#### RIGHT-OF-WAY



## SECTION 3 | READINESS AND MAINTENANCE

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4a. Are all of the required rights-of-way secured for the project/program, including for easements and utilities?

No

4b. If no, describe any new right-of-way, permits or easements required and when they will be acquired.

Location	Current owner	Year of acquisition
Encroachment permit required for Zhong Way bridge over I-880	Caltrans	2018

4c. Are there other right-of-way issues that may affect the project?

No

4d. If yes, please explain.

### DESIGN

5a. Are detailed designs complete?

No

5b. If yes, what stage has been completed?

### OTHER

6. Below, describe any potential challenges/risks to project delivery (i.e., to the project scope, cost or schedule).

The project assumes that a Caltrans will require a structural review of the I-880 overcrossing at Zhong Way, but that a bridge replacement or structural upgrade are not required.

## D. Project Sustainability

1a. Agency responsible for sustaining and maintaining the project beyond project completion?

Applicant

1b. If other, please specify.

Caltrans is responsible for maintaining the existing I-880 overcrossing at Zhong Way.

2. What maintenance agreements are needed, with whom, and are they in place? Please indicate if applicant will maintain the project.

Agreement	With whom	In place?
Memorandum of Understanding for I-880 overcrossing	Caltrans	Yes
Is no maintenance agreement needed because applicant will maintain the project?		

3a. What is the expected lifespan (in years) of this project, once implemented or constructed?

25

3b. If documentation exists of this projected lifespan, indicate the question number and list/attach supporting documentation as needed in Tab 7.

## E. Contained in a Plan

1. Is the project called for in an adopted plan?

Yes

2. If yes, what is the name of the plan?

City of Oakland Bicycle Master Plan, Coliseum Specific Plan

3. What body adopted the plan?

City of Oakland

4. When was the plan adopted?

2013

SECTION 3 | READINESS AND MAINTENANCE

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F. Support

1. Has applicable governing body indicated support for the project/plan/program?	Yes
2. Have partners provided support for the project/plan/program?	Yes
3. Have community members indicated support for the project?	Yes
4. If so, indicate the question number and list/attach supporting documentation in Tab 7.	

## SECTION 4 | PROJECT DELIVERY -- MILESTONE SCHEDULE

*Complete Section A for Capital Projects, Section B for Plans/Studies, Section C for Non-Capital Projects. Complete more than one section ONLY for projects with more than one project type.*

**REMINDER:** Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

### A. Capital Projects

Provide the actual or projected begin and end dates for the following programming and project milestones:

	Begin Date		End Date	
	Month	Year	Month	Year
Initial Project Development/Scoping		Before 2010		Before 2010
Environmental (CEQA)		Before 2010		Before 2010
Environmental (NEPA)		2016		2017
Detailed Design		2016		2018
Right-of-Way				
Construction		2018		2019
Plans or Studies				
Equipment Capital				
Programs & Operations				
Maintenance		2019		

### B. Plans

Provide the actual or projected dates for the following:	Month	Year
Complete Scope of Work		
Release RFP for Consultant Work		
Begin consultant work - Notice to Proceed		
Draft Plan/Study Complete		
Final Plan/Study Complete		
Plan Adoption		
Submit Final Invoice/ Project Closeout		

### C. Programs / Operations

Provide key tasks, milestones and/or phases that are related to readiness to start a non-capital project or program, and indicate the month and year.

	Month	Year

SECTION 4 | PROJECT DELIVERY -- MILESTONE SCHEDULE

Complete Section A for Capital Projects, Section B for Plans/Studies, Section C for Non-Capital Projects.  
Complete more than one section ONLY for projects with more than one project type.

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Submit Final Invoice/ Project Closeout		

## SECTION 5 | COST AND FUNDING

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

### A. Costs

1. Enter funds already spent on project/plan/ in blue column, funds that will be spent in next 5 FISCAL years in yellow columns, and funds that will be spent in more than five years in green column (in \$1,000s), regardless of source.

(Provide figures in 1,000s of 2017 dollars\*)

Project phase	Prior	2016/17	2017/18	2018/19	2019/20	2020/21	After 2020/21	Total
Initial Project Development/Scoping	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Environmental (CEQA)	\$ 115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115
Environmental (NEPA)	\$ -	\$ 66	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66
Detailed Design	\$ -	\$ 226	\$ 225	\$ -	\$ -	\$ -	\$ -	\$ 451
Right-of-Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ 2,486	\$ -	\$ -	\$ -	\$ 2,486
Plans or Studies	\$ 65	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 65
Equipment Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Programs & Operations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (please specify)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$ 180</b>	<b>\$ 292</b>	<b>\$ 225</b>	<b>\$ 2,486</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3,183</b>

\* Use [Cost Estimation Guide](#)

### B. Funding

#### 1. Currently Programmed Funds

(Provide figures in 1,000s of 2017 dollars)

Phase	Funding Source	Prior	2016/17	2017/18	2018/19	2019/20	2020/21	After 2020/21	Total
Plans or studies	Other (specify below)	\$ 45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 45
Plans or studies	Other local funds	\$ 20	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20
Environmental (CEQA)	Measure B Discretionary	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100
Environmental (CEQA)	Other local funds	\$ 15	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15
Environmental (NEPA)	Other (specify below)	\$ -	\$ 66	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66
Detailed design	Other (specify below)	\$ -	\$ 226	\$ 225	\$ -	\$ -	\$ -	\$ -	\$ 451
Construction	Other (specify below)	\$ -	\$ -	\$ -	\$ 233	\$ -	\$ -	\$ -	\$ 233
Construction	Other local funds	\$ -	\$ -	\$ -	\$ 150	\$ -	\$ -	\$ -	\$ 150
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other (please specify)	Proposition 12, FTA Section 5309	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>		<b>\$ 180</b>	<b>\$ 292</b>	<b>\$ 225</b>	<b>\$ 383</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,080</b>

#### 2. Funding Needs (Identify funding needs corresponding to the cost schedule in Part A. Identify amount requested in the "Funding Requested" line.)

Phase	Funding Source	If Preference, Specify	2016/17	2017/18	2018/19	2019/20	2020/21	After 2020/21	Total
Construction	1. Funding requested with		\$ -	\$ -	\$ 2,103	\$ -	\$ -	\$ -	\$ 2,103
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>			<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,103</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,103</b>

#### Table B2 funding source notes:

- Funding requested with this application: Alameda CTC Discretionary Funds are funds under Alameda CTC discretionary purview such as STP/CMAQ (known as OBAG), STIP, TFCA, Lifeline, Regional Measures, Measure B/BB/VRF. Applicant will be required to fulfill the program requirements of the Federal, State, Regional, and Local fund sources awarded. Failure or inability to do so may limit funding eligibility and programming.
- Local uncommitted funds: Locally available funds such as Measure B/BB/VRF Direct Local Distributions, developer fees, gas tax, etc. are considered unprogrammed until the local governing body approves allocation.
- Other/TBD (non-Alameda CTC): Funds distributed by agencies other than Alameda CTC that are awaiting award confirmation (e.g. MTC Regional discretionary funds, SR25, ATP, TIGER, CBDG, etc.).
- Other/TBD (Alameda CTC): Additional funds needed beyond those requested and other uncommitted and/or TBD funds.

#### 3. Project/Plan/Program Mode by % (must sum to 100%)

Public Transit	Highway	Bicycle	Pedestrian	Local Sts & Rds	Goods Mvmt	Total
		50%	50%			100%

### C. Partial Funding / Project Phasing

#### 1. Can the project be implemented with partial funding through reduction of scope?

Yes

#### 2. Describe possible scope reductions that could be applied to the project using reduced funding.

The Coliseum BART to Bay Trail Connector was broken into two phases on the feasibility study. Phase I consisted of the multi-use pathway from Oakport St to the NB I-880 off-ramp, while Phase II consisted of improvements from the NB I-880 off-ramp to the Coliseum BART station (sidewalk widening from the NB I-880 off-ramp to Coliseum Way along 66th Ave, Class II bicycle lanes from Coliseum Way to San Leandro St along 66th Ave and along San Leandro St from 66th Ave to the Coliseum BART station). The feasibility estimates Phase I construction costs to be \$650,000 in 2002 dollars, which escalates to \$1,469,000 in 2017 dollars. Environmental review and design engineering for both phases will cost \$460,000. The current funding of \$900,000 will cover the environmental review and design for the entire project. \$440,000 will remain for Phase I construction, necessitating an additional \$1,220,000 to complete the construction and construction management of Phase 1. Phase II will require an additional \$883,000 for construction and construction management.

SECTION 6 | PLANS AND STUDIES

Only applicants of funding for plans or studies need to complete this page.

REMINDER: Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

1a. Type of plan or study	
1b. If other, please specify	
1c. If an update, in what year was the original last adopted?	
2a. Will the plan or study be adopted by a governing body?	
2b. If yes, provide the name of the approving body	
3. Describe the proposed environmental review of the pla	

## SECTION 7 | ADDITIONAL INFORMATION AND ATTACHMENTS

**REMINDER:** Any modification to this form (beyond entries in shaded cells) will be deemed nonresponsive, and will be returned to the applicant for resubmittal.

### A. Additional Information

Provide any additional information for consideration. Indicate to which section and question the information pertains.

5A - The proposed project consists of an 11' wide pathway on the I-880 overcrossing (adequate width for a street sweeper), sidewalk widening, and Class II bicycle lanes along 66th Avenue and San Leandro Street. The project maintenance costs are negligible compared to the existing maintenance along the project route, which is borne by the City of Oakland.

5A - The project assumes that the existing I-880 overcrossing at Zhong Way will not require replacement, however an encroachment permit from Caltrans will be required.

### B. Attachments

Email attachments to [CTP@alamedactc.org](mailto:CTP@alamedactc.org). Name files according to the following convention:  
Alameda CTP\_JURISDICTION NAME\_1-2 WORD PROJECT NAME\_Attachment #XX

1 Refer to KMZ file

2 Alameda CTP\_OAKLAND\_BART BayTrail\_Attachment#1\_detailedbudget

3 Alameda CTP\_OAKLAND\_BART BayTrail\_Attachment#2\_memo

4 Alameda CTP\_OAKLAND\_BART BayTrail\_Attachment#3\_bikemasterplan

5 Alameda CTP\_OAKLAND\_BART BayTrail\_Attachment#4\_stationaccess

6 Alameda CTP\_OAKLAND\_BART BayTrail\_Attachment#5\_coliseumspecificplan

7 Alameda CTP\_OAKLAND\_BART BayTrail\_Attachment#6\_negdec

8

9

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