

## **RESOLUTION NO. 20-97**

**Resolution Of The City Council Of The City Of Emeryville Authorizing The City Manager To Submit Applications To The California Department Of Transportation (Caltrans) And The Metropolitan Transportation Commission (MTC) For An Active Transportation Program Grant In The Amount Of \$1,739,000 For Design Of The Bicycle And Pedestrian Portions Of The 40<sup>th</sup> And San Pablo Bus Hub Project**

**WHEREAS**, on March 3, 2020, the City Council adopted Resolution No. 20-17 approving the 40<sup>th</sup> and San Pablo Bus Hub Project ("Project") concept design; and

**WHEREAS**, the estimated total Project cost for the project (in 2020 dollars), including pedestrian, bicycle and bus improvements, is \$16,803,000; and

**WHEREAS**, the overall Project is on a draft list of projects for the next Alameda Countywide Transportation Plan but may not receive full funding as a result of that listing; and

**WHEREAS**, on March 25, 2020, the California Transportation Commission issued a call for Active Transportation Program grant applications; and

**WHEREAS**, some of the funds are allocated to regional commissions (the Metropolitan Transportation Commission for the Bay Area), which consider projects that apply for, but do not receive, funding from Caltrans, and applicants are encouraged to apply to both Caltrans and the regional commissions for funding; and

**WHEREAS**, the estimated cost of the bicycle and pedestrian portions of the Project is \$13,915,000, including \$1,739,000 for design and \$12,176,000 for construction; and

**WHEREAS**, the Emeryville Commission on Aging and the Emeryville Pedestrian and Bicycle Committee have provided letters of support for the project, which are attached to this Resolution as Exhibits B and C, respectively; now, therefore, be it

**RESOLVED**, that the City Council of the City of Emeryville hereby authorizes the City Manager to submit applications to Caltrans and MTC for funding of design of the pedestrian and bicycle portions of the 40<sup>th</sup> and San Pablo Bus Hub project in the amount of \$1,739,000, in substantially the same form as the application attached hereto as Exhibit A, including the letters of support attached hereto as Exhibits B and C.

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Active Transportation Program Grant Application  
City Council Meeting | September 1, 2020  
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**ADOPTED** by the City Council of the City of Emeryville at a regular meeting held on Tuesday, September 1, 2020 by the following vote:

AYES:	<u>5</u>	Mayor Patz, Vice Mayor Martinez, and Council Members Bauters, Donahue, and Medina
NOES:	<u>0</u>	
ABSTAIN:	<u>0</u>	
ABSENT:	<u>0</u>	

DocuSigned by:

*Christian R. Patz*

49BC4DC144904C0...

MAYOR

ATTEST:

DocuSigned by:

*Sheri Hartz*

FB7B5D8EAB6A4BE...

CITY CLERK

APPROVED AS TO FORM:

*Michael Quinn*

CITY ATTORNEY



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
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40th Street Protected Bikeway and Pedestrian Improvements

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

### ACTIVE TRANSPORTATION PROGRAM

IMPLEMENTING AGENCY:

Emeryville, City of

PROJECT TYPE:

Infrastructure - Large



PROJECT APPLICATION NO.:

4-Emeryville, City of-2

PROJECT NAME:

40th Street Protected Bikeway and Pedestrian Improvements

PROJECT DESCRIPTION:

Two-way separated Class IV bikeway on north side of street, multimodal intersection improvements, realignment of curbs at bus stops, side medians protecting bikeways

PROJECT LOCATION:

40th Street and Shellmound Street from Adeline Street to Bay Bridge Trail, crossing San Pablo Avenue, on Transbay bus route to Bay Bridge to San Francisco

### ATP FUNDED COMPONENTS

Infrastructure				Non-Infrastructure	Plan
PA&ED	PS&E	R/W	CON		
\$ -	\$ 1,739	\$ -	\$ 12,176	\$ -	\$ -
FY -	FY 21/22	FY 21/22	FY 22/23	FY -	FY -

### PROJECT FUNDING INFORMATION (1,000s)

Total Project \$	Total ATP \$	Total Non-ATP \$	Past ATP \$	Leveraging \$	Non-Participating \$	Future Local \$
13,915	13,915	-	-	-	-	-

#### ADA Notice

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## Exhibit A



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Active Transportation Resource Center (ATRC) at: <http://caatpresources.org/>

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### Part A1: Applicant Information

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

<b>LOCODE:</b>		<b>IMPLEMENTING AGENCY'S NAME:</b>	
5106		Emeryville, City of	
<b>IMPLEMENTING AGENCY'S ADDRESS</b>		<b>CITY</b>	<b>ZIP CODE</b>
1333 Park Avenue		Emeryville	CA 94608
<b>IMPLEMENTING AGENCY'S CONTACT PERSON:</b>		<b>CONTACT PERSON'S TITLE:</b>	
Diana Keena		Associate Planner	
<b>CONTACT PERSON'S PHONE NUMBER:</b>		<b>CONTACT PERSON'S EMAIL ADDRESS :</b>	
510-596-4335		dkeena@emeryville.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.



### MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

☒ Yes ☐ No

Implementing Agency's Federal Caltrans MA number

Implementing Agency's State Caltrans MA number

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

### Project Partnering Agency:

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

Based on the definition above, does this project have a partnering agency?

☐ Yes ☒ No

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## Part A2: General Project Information

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

Words Remaining: 3

40th Street Protected Bikeway and Pedestrian Improvements

**PROJECT / APPLICATION NUMBER:** 2

**SUMMARY OF PROJECT SCOPE:** (Max of 300 Words)

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

Words Remaining: 6

This project includes a protected two-way bikeway on the north side of 40th Street for a mile from Oakland to the Bay Bridge Trail and intersection improvements throughout. West of San Pablo Avenue, the bikeway will have a landscaped side median. In the bus hub between San Pablo Avenue and Adeline Street, the bikeway will be at sidewalk level. Pedestrian improvements will include Continental crosswalks, curb extensions on side streets, bus boarding islands that reduce pedestrian crossing distances, and benches, trash bins, and lighting at twelve bus stops. Bicycle intersection improvements will include advanced stop bars, protected intersections, bicycle signal heads and phasing, bike boxes, green-backed sharrows, and green dashes across intersections and driveways. Currently 40th Street is a major route for cyclists, pedestrians, buses, cars, and trucks. This leads to intermodal conflicts. Its bus stops serve 16 routes in two systems. Unprotected bike lanes are located between mixed vehicular traffic lanes and curbside bus stop-parking areas. In 2011-2015 there were 23 bicycle-auto collisions and 10 pedestrian-auto collisions in the project area. Three bikeways cross 40th Street and a fourth connects to the south. Land uses on 40th Street include shopping centers, apartment complexes including affordable units, industrial and office spaces, and a civic center. A school and senior center are located within three blocks. Benefits include improved safety, comfort, and transit access for cyclists and pedestrians. The project will reduce auto-bicycle and auto-pedestrian collisions and make bicycle and pedestrian travel more attractive. It will improve active transportation access to bus stops, the Bay Bridge Trail, businesses, residences, and City Hall on 40th Street. It will connect to bikeways connecting to disadvantaged communities in Oakland to the south and east, and to the Amtrak station, job centers, schools, housing and shopping to the north.

**OUTCOME/OUTPUT:** (Max of 35 Words)

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

Words Remaining: 5

Separated bike lanes, pedestrian and bicycle safety improvements, and pedestrian amenities will reduce pedestrian and bike conflicts with motor vehicles on this major bike, pedestrian, bus, truck and car street.

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

Characters Remaining: 14

Two-way separated Class IV bikeway on north side of street, multimodal intersection improvements, realignment of curbs at bus stops, side medians protecting bikeways

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

Characters Remaining: 26

40th Street and Shellmound Street from Adeline Street to Bay Bridge Trail, crossing San Pablo Avenue, on Transbay bus route to Bay Bridge to San Francisco

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

Emeryville 40th St - Project Location map.pdf

**Project Coordinates:** (latitude/longitude in decimal format) Lat. 37.831318 N /long. 122.285348 W

**Congressional District(s):** 13

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

**State Assembly District(s):** 15

**Caltrans District:** 4

**County:** Alameda

**MPO:** MTC

**RTPA:**





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40th Street Protected Bikeway and Pedestrian Improvements

**Urbanized Zone  
Area (UZA)  
Population:**

--

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

☐ Yes ☒ No



### Part A3: Project Type

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

Will construction funds be requested for this project?

☒ Yes ☐ No

\* Large Projects are not required to request construction funds

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

11/01/2022 - 05/25/2024 - \$12,176,000

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

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

☒ Other plans that include Bicycle and/or Pedestrian Improvements Pedestrian and Bicycle Plan

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

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

☒ Bicycle Transportation % of Project 52 %

☒ Pedestrian Transportation % of Project 48 %

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

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

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

How many schools does the project impact/serve: 2

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





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40th Street Protected Bikeway and Pedestrian Improvements

School Name: Emery Secondary School  
 School Address: 1100 47th St., Emeryville CA 94608  
 District Name: Emery Unified School District  
 District Address: 4727 San Pablo Avenue, Emeryville CA 94608  
 Co.-Dist.-School Code: 01-61168-0132746  
 School Type: 9 to 12  
 Project improvements maximum distance from school 0.30 mile

Total student enrollment: 209  
 Approximate # of students living along route proposed for improvement: 24  
 Percentage of students eligible for free or reduced meal programs\*\* 81 %

\*\*Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/sd/sd/documents/frpm1819.xlsx>

**NOTE:** Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Emery Secondary School Map\_signed.pdf

School Name: Anna Yates Elementary  
 School Address: 1125 53rd St., Emeryville CA 94608  
 District Name: Emery Unified School District  
 District Address: 4727 San Pablo Avenue, Emeryville CA 94608  
 Co.-Dist.-School Code: 01-61168-6090492  
 School Type: K to 8  
 Project improvements maximum distance from school 0.50 mile

Total student enrollment: 534  
 Approximate # of students living along route proposed for improvement: 61  
 Percentage of students eligible for free or reduced meal programs\*\* 79 %

\*\*Refer to the California Department of Education website: <https://www.cde.ca.gov/ds/sd/sd/documents/frpm1819.xlsx>

**NOTE:** Use the value from Column V only! The School Name is in Column G, the Enrollment is in Column R.

Attach the following: A) a map which clearly shows: 1) the student enrollment area, 2) the locations and limits of the proposed project improvements; and B) the contact information/person for the school, and a short statement of support combined with the signature of the school official.

Emery Secondary School Map\_signed.pdf



### Part A4: Project Details

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

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

#### ☒ Bicycle Improvements

What % of the BICYCLE related project cost are going towards closing a "Gap" in infrastructure? 0 %  
 (As opposed to cost going towards "improving" existing bicycle infrastructure: i.e. Class 2 to Class 4)

New Bike Lanes/Routes:	Class 1: <u>0</u> Linear Feet	Class 2: <u>0</u> Linear Feet
	Class 3: <u>0</u> Linear Feet	Class 4: <u>5,200</u> Linear Feet
Signalized Intersections:	New Bike Boxes: <u>8</u> Number	Timing Improvements: <u>6</u> Number
Un-Signalized Intersections:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>22</u> Number
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>0</u> Number	Roadway Segments: <u>0</u> Linear Feet
Bike Share Program:	New Station: <u>0</u> Number	New Bikes: <u>0</u> Number
Bike Racks/Lockers:	New Racks: <u>6</u> Number	New Secured Lockers: <u>0</u> Number
Other Bicycle Improvements:	#1: Protected Corners # <u>6</u>	#2: Realigned path turn # <u>1</u>

#### ☒ 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): <u>0</u> Linear Feet	New (over 8' wide): <u>0</u> Linear Feet
	Widen Existing: <u>877</u> Linear Feet	Reconstruct/Enhance Existing: <u>0</u> Linear Feet
	New Barrier Protected (Barrier, parking, functional-planter, etc.): <u>0</u> Linear Feet	
ADA Ramp Improvements:	New Ramp (none exist): <u>0</u> Number	Reconstruct Ramp to Standard: <u>55</u> Number
Signalized Intersections:	New Crosswalk: <u>0</u> Number	Enhance Existing Crosswalk: <u>30</u> Number
	Ped-Heads: <u>0</u> Number	Shorten Crossing: <u>12</u> Number
	Timing Improvements: <u>0</u> Number	
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	New Roundabout: <u>0</u> Number
	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
	Shorten Crossing: <u>0</u> Number	
Mid-Block Crossing:	New RRFB/Signal: <u>0</u> Number	Crossing-Surface Improvements: <u>0</u> Number
Lighting:	Intersection: <u>5</u> Number	Roadway Segments: <u>940</u> Linear Feet
Pedestrian Amenities:	Benches: <u>11</u> Number	Trash Cans: <u>8</u> Number
	Shade Trees: <u>68</u> Number	Shade Tree Type: <u>Not decided</u>
Other Ped Improvements:	#1: Plaza # <u>1</u>	#2: # <u>0</u>

#### ☐ Multi-use Trail Improvements

#### ☒ Vehicular-Roadway Traffic-Calming Improvements

Road Diets:	Remove Travel Lane: <u>0</u> Linear Feet	Remove Right-Turn Pocket: <u>0</u> Number
Speed Feedback Signs:	Speed Feedback Signs: <u>0</u> Number	
Signalized Intersections:	Timing Improvements: <u>0</u> Number	New Roundabout: <u>0</u> Number
Un-Signalized Intersections:	New Traffic Signal: <u>0</u> Number	New Roundabout: <u>0</u> Number
Other Traffic-Calming Improvements:	#1: Corner Curb Extensions # <u>15</u>	#2: Refuge Islands # <u>9</u>

#### ☐ Non-Infrastructure Components

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





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

- ☐ Project is 100% within the Implementing Agency's R/W and/or is within their control at the time of this application submittal.  
 (This includes temporary construction easements)
- ☐ Project will likely require R/W in fee ownership, permanent easements and/or temporary construction easements from private owners and/or will require utility relocations from utility companies outside that implementing agency's governmental control.
- ☒ Project will likely encroach into Caltrans R/W requiring easements, encroachment permits and/or other approvals.

Is Caltrans the "Implementing Agency"? No

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

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

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

What % of the project (by area) is within Caltrans R/W? 3 %

What % of the project (by total project cost) is within Caltrans R/W? 8 %

What is the total cost (all project phases) of all the project elements within Caltrans R/W? 1,180,034

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

Is the project expected to be tracked by Caltrans as a "Local Assistance" or "Capital" project? No

What is the total additional months needed (all project phases) for Caltrans to complete its required oversight responsibilities? 2

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

- ☐ Project will likely require R/W, Easements, encroachment and/or approval involving Governmental (excluding Caltrans - as Caltrans impacts are documented above), Environmental, or Railroad owner's property.
- ☐ Program/Plan will likely have an open street/demonstration on state highway.





### Part A5: Project Schedule

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

#### INFRASTRUCTURE PROJECTS:

##### PA&ED Project Delivery Phase:

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

Expected or Past Start Date for PA&ED activities:

8/12/2018

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

19 months (See note #2, above)

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

3/3/2020

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

##### PS&E Project Delivery Phase:

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

**Proposed CTC "PS&E Allocation" Date:**

7/1/2021

Notice to Proceed with Federally Reimbursable ATP Work:

8/30/2021

Expected or Past Start Date for PS&E activities:

9/1/2021

Time to complete the final Plans, Specification & Estimate:

9 months

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

5/29/2022

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

##### Right of Way Project Delivery Phase:

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

**Proposed CTC "R/W Allocation" Date:**

6/30/2022

Notice to Proceed with Federally Reimbursable ATP Work:

8/29/2022

Expected or Past Start Date for R/W activities:

9/1/2022

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

2 months

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

10/31/2022

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

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

##### Construction Project Delivery Phase:

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

**Proposed CTC "CON Allocation" Date:**

11/1/2022

Notice to Proceed with Federally Reimbursable ATP Work:

12/30/2022

Expected Start Date for Construction activities:

1/1/2023

Time to complete the Construction activities:

17 months

**Expected or Past Completion Date for the CON Phase:**

5/25/2024

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### Part A6: Project Funding

(1,000s)

Project Phase	Total Project Costs	Total ATP Funding	ATP Allocation Year *	Total Non-ATP Funding **	Non-Participating Funding	"Prior" ATP Funding	Leveraging Funding	Future Local Identified Funding
PA&ED	-	-		-	-	-	-	-
PS&E	1,739	1,739	21/22	-	-	-	-	-
R/W	-	-	21/22	-	-	-	-	-
CON	12,176	12,176	22/23	-	-	-	-	-
NI-CON/ PLAN	-	-		-	-	-	-	-
<b>TOTAL</b>	<b>13,915</b>	<b>13,915</b>		-	-	-	-	-

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

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

#### ATP FUNDING TYPE REQUESTED:

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

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

#### ATP PROJECT PROGRAMMING REQUEST (PPR):

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





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40th Street Protected Bikeway and Pedestrian Improvements

Amendment (Existing Project) Y <input type="checkbox"/> N <input checked="" type="checkbox"/>					Date: 9/15/2020	
District	EA	Project ID		PPNO	MPO ID	Alt Project ID/prg.
4		2				ATP
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
ALA				Emeryville, City of		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Diana Keena		(510) 596-4335		dkeena@emeryville.org		
Project Title						
40th Street Protected Bikeway and Pedestrian Improvements						
Location (Project Limits), Description (Scope of Work)						
40th Street and Shellmound Street from Adeline Street to Bay Bridge Trail, crossing San Pablo Avenue, on Transbay bus route to Bay Bridge to San Francisco						
Component		Implementing Agency				
PA&ED		Emeryville, City of				
PS&E		Emeryville, City of				
Right of Way		Emeryville, City of				
Construction		Emeryville, City of				
Legislative Districts						
Assembly:	15	Senate:	9	Congressional:	13	
Project Benefits (If more space is needed, use the Additional Information field on the next page.)						
To reduce bicycle-auto and pedestrian-auto collisions, provide a mile-long protected bikeway, and interface with 14 bus stops, apartments, jobs, and retail.						
Purpose and Need						
To improve pedestrian and bicycle safety, comfort and transit access						
Category	Outputs/Outcomes			Unit	Total	
Local Streets and Roads	Pedestrian/Bicycle facilities miles constructed			Miles	1	
ADA Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Bike/Ped Improvements: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reversible Lane Analysis: Y <input type="checkbox"/> N <input checked="" type="checkbox"/>						
Inc. Sustainable Communities Strategy Goals: Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Reduces Greenhouse Gas Emissions: Y <input checked="" type="checkbox"/> N <input type="checkbox"/>						
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					8/12/2018	
Circulate Draft Environmental Document (Document Type)				CE		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					3/3/2020	
Begin Design (PS&E) Phase					9/1/2021	
End Design Phase (Ready to List for Advertisement Milestone)					5/29/2022	
Begin Right of Way Phase					9/1/2022	
End Right of Way Phase (Right of Way Certification Milestone)					10/31/2022	
Begin Construction Phase					1/1/2023	
End Construction Phase					5/25/2024	
Begin Closeout Phase					5/26/2024	
End Closeout Phase (Closeout Report)					6/30/2024	

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40th Street Protected Bikeway and Pedestrian Improvements

**Additional Information**

**Date:** 9/15/2020

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4-Emeryville, City of-2

40th Street Protected Bikeway and Pedestrian Improvements

**Exhibit 22-G Project Programming Request (PPR)**

Date: 9/15/2020

**Project Information:**

<b>Project Title:</b>	40th Street Protected Bikeway and Pedestrian Improvements				
<b>District</b>	<b>County</b>	<b>Route</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>
4	Alameda			2	

**Funding Information:****DO NOT FILL IN ANY SHADED AREAS**

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	1,739	0	0	0	0	1,739	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	12,176	0	0	0	12,176	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>1,739</b>	<b>12,176</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,915</b>	

<b>ATP Funds</b>	<b>Infrastructure Cycle 5</b>								<b>Program Code</b>
	<b>Proposed Funding Allocation (\$1,000s)</b>								20.30.720
<b>Component</b>	<b>Prior</b>	<b>20/21</b>	<b>21/22</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26+</b>	<b>Total</b>	<b>Funding Agency</b>
E&P (PA&ED)	0	0	0	0	0	0	0	0	Caltrans
PS&E	0	0	1,739	0	0	0	0	1,739	Notes:
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	12,176	0	0	0	12,176	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>1,739</b>	<b>12,176</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13,915</b>	

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

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

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

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**ATP CYCLE 5 APPLICATION FORM**

LAPG 22-U (REV 04/2020)

**Exhibit 22-G Project Programming Request (PPR)**

Date: 9/15/2020

**Project Information:**

<b>Project Title:</b>	40th Street Protected Bikeway and Pedestrian Improvements				
<b>District</b>	<b>County</b>	<b>Route</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>
4	Alameda			2	

**Summary of Non-ATP Funding**

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

Fund No. 2:									Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	20/21	21/22	22/23	23/24	24/25	25/26+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	Notes:
RAW	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	

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

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

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

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

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

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### Part A7: Funding Criteria

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

**1. Demonstrated fiscal needs of the applicant:**

- Is all or part of the project currently (or has it ever been) formally programmed in an RTPA, MPO and/or Caltrans funding program? ☐ Yes ☒ No
- Are any elements of the proposed project directly or indirectly related to the intended improvements of a past or future development or capital improvement project? ☐ Yes ☒ No
- Are adjacent properties undeveloped or under-developed where standard "conditions of development" could be placed on future adjacent redevelopment to construct the proposed project improvements? ☐ Yes ☒ No

**2. Consistency with an adopted regional transportation plan:**

- Is the project consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080? ☒ Yes ☐ No

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

Plan\_Bay\_Area\_2040 Consistency Emeryville 40th.pdf

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

**3. Is the Implementing Agency Caltrans?**

☐ Yes ☒ No

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## Part B: Narrative Questions

### Question #1

#### QUESTION #1

#### DISADVANTAGED COMMUNITIES (0-10 POINTS)

☐ This project does not qualify as a Disadvantaged Community.

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

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

40th St ATP Grant - Disadvantaged Communities Map.pdf

#### B. Identification of Disadvantaged Community: (0 points)

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

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

Select Option: CalEnviroScreen

An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (score must be greater than 39.34). This list can be found at the following link under SB 535 List of Disadvantaged Communities:

<https://oehha.ca.gov/media/downloads/calenviroscreen/document/ces3results.xlsx>

**NOTE:** Use the CES 3.0 Score value from Column H only! The Census Tract number is in Column A, the Population is in Column B.

Census Tract/Block Group/Place #	Population	CalEnviroScreen Score
6001401000	5,678	41.81
6001401400	4,314	46.92
6001401500	2,630	44.68
6001401600	2,163	41.35
6001401700	2,667	46.23
6001425104	3,175	40.94

Highest California Communities Environmental Health Screening Tool (CalEnviroScreen) score from above (autofill):

**46.92** (to be used for qualifying as benefiting a DAC only)

California Communities Environmental Health Screening Tool (CalEnviroScreen) score for the community benefited by the project:

**43.63** (to be used for severity calculation only)

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

CalEnviroscreenTractsEmeryville40th.pdf

#### C. Direct Benefit: (0 - 4 points)

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

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



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40th Street Protected Bikeway and Pedestrian Improvements

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

Words Remaining:

Attach Documentation

**D. Project Location: (0 - 2 points)**

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

**E. Severity: (0 - 4 points)**

- a. Auto calculated

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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. (0-38 POINTS)**

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

School	Total Student Enrollment	Approx. # of Students Living Along School Route Proposed
Emery Secondary School	209	24
Anna Yates Elementary	534	61
<b>Total</b>	<b>743</b>	<b>85</b>

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

#### Discuss:

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

(Max of 1000 Words)

Words Remaining: **644**

The project will address the issues of pedestrian and bicycle safety and transit access on 40th Street. It will benefit non-motorized users by making access to the transit hub, bus stops, and land uses easier and more comfortable for all ages and abilities. The desired outcomes are a reduction in pedestrian and bicycle collisions and an increase in pedestrian and bicycle travel and transit ridership. The project will connect residents on and near 40th Street to multiple destinations including retail on 40th-Shellmound Street and San Pablo Avenue, jobs north of 40th Street, the Senior Center just north of 43rd Street near San Pablo Avenue, two public schools a half-mile north on San Pablo Avenue, and an international school on 41st Street near San Pablo Avenue. The protected bike lanes and pedestrian crossing improvements will reduce collisions and increase feelings of safety, leading to more walking and cycling. The project will address a lack of mobility by removing a safety gap for pedestrians, cyclists, and transit passengers, especially children and seniors. Fear of crossing 40th Street limits pedestrian access to bus stops as well as land uses. Fear of riding in and next to a bus lane limits cyclists' access to destinations on and beyond 40th Street. The people south and east of the project in Oakland are especially dependent on walking, cycling and riding transit because they have fewer cars per household than average Bay Area census tracts. The project will tap into latent demand for bicycle and pedestrian access for all ages: Bicycle/Pedestrian Advisory Committee members have expressed fear of riding on 40th Street with children, and Commission on Aging members have expressed fear of walking on 40th Street. The project will provide active transportation opportunities for local communities including Census Tract 4010 east of Emeryville from 36th Street to 52nd Street with a Health Percentile Index (HPI) of 50.9, Tract 4015 south of MacArthur Boulevard between Peralta Street and San Pablo Avenue three blocks away with an HPI of 42.5, and Tract 4014 south of MacArthur Boulevard between San Pablo Avenue and Martin Luther King Way five blocks away with an HPI of 13.6.

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

1. Close a gap? ☐ Yes ☒ No
2. Creation of new routes? ☐ Yes ☒ No
3. Removal of barrier to mobility? ☒ Yes ☐ No





a. Type of barrier: Safety

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

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

Words Remaining: 102

The safety barrier of heavy traffic on 40th Street reduces cyclist and pedestrian access to land uses and transit stops on 40th Street. The project will remove that barrier by providing pedestrian crossing improvements at intersections and protected bike lanes the mile-long length of 40th Street in Emeryville.

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

Words Remaining: 65

Removing the safety barrier will encourage pedestrians and cyclists to use 40th Street and the streets that cross 40th Street to access three schools, a clinic, a recreation center, a senior center, jobs, and the Bay Bridge Trail to the north within a half-mile. It will encourage transit riders to take AC Transit and Emery Go-Round buses to the nearby MacArthur BART and AMTRAK stations, AC Transit Transbay buses to San Francisco, and Emery Go-Round buses to Marina Park, AMC Theaters, and other Emeryville destinations.

#### 4. Other improvements to existing routes?

☒ Yes ☐ No

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

b. Explain the improvement. (Max of 150 Words)

Words Remaining: 65

Bicycle amenities including a landscaped side median between bike lanes and bus lanes, bike racks, a diagonal crossing at Adeline Street from the two-way bike lanes to one-way bike lanes in Oakland, and a realigned path crossing 40th Street at the Bay Bridge Trail. Pedestrian amenities include wider sidewalks, trees, landscaping, benches, trash receptacles, and lighting. A new plaza on the northeast side of Shellmound Street (40th becomes Shellmound at the curved railroad overcrossing) will provide a resting and gathering place for pedestrians and cyclists.

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

Words Remaining: 63

Bicycle amenities will increase recreational cycling to the Bay Bridge Trail and the Bay Trail to the Emeryville peninsula spur to Marina Park, especially for families. Pedestrian amenities will increase walking along and across 40th Street to the three schools to the north; bus stops on 40th Street, San Pablo Avenue, and Park Avenue one block north of 40th Street; the Emeryville recreation and senior centers; jobs at Pixar and smaller businesses on Park Avenue; and high-density and affordable housing on 40th-Shellmound Street and San Pablo Avenue.

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## Part B: Narrative Questions

### Question #3

#### QUESTION #3

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

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

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

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

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

TIMS\_ATP\_Alameda\_Emeryville\_2020\_05\_29.pdf

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

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

(Max of 200 Words) (optional)

Words Remaining:

Data and methodologies Attachment (optional)

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

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

# of Crashes	Pedestrian	Bicycle	Total	Average Per Year
Fatalities	0	0	0	0
Injuries	17	6	23	4.6
<b>Total</b>	<b>17</b>	<b>6</b>	<b>23</b>	<b>4.6</b>

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

For Projects with Non-Infrastructure elements (Combined I/NI projects):

As appropriate, describe how the NI program elements:

- educates bicyclists, pedestrians, and/or drivers about safety hazards for pedestrians and bicyclists; and
- encourages safe behavior, including through enforcement.

(Max of 700 Words)

Words Remaining:

**B. Safety Countermeasures (10 points max)**

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

1. Reduces speed or volume of motor vehicles in the proximity of non-motorized users?

☒ Yes ☐ No

- a. Current speed and/or volume: (Max of 200 Words)

Words Remaining:

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

Words Remaining:

2. Improves sight distance and visibility between motorized and non-motorized users?

☐ Yes ☐ No

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 200 Words)

Words Remaining:

- b. Improvement that addresses conflict point: (Max of 200 Words)

Words Remaining:

4. Improves compliance with local traffic laws for both motorized and non-motorized users?

☒ Yes ☐ No

- a. Which Law: \_\_\_\_\_

- b. How will the project improve compliance: (Max of 200 Words)

Words Remaining:

5. Addresses inadequate vehicular traffic control devices?

☒ Yes ☐ No

- a. List traffic controls that are inadequate: (Max of 200 Words)

Words Remaining:

- b. How are they inadequate? (Max of 200 Words)

Words Remaining:

**ADA Notice**

For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Forms Management Unit at (916) 445-1233, TTY 711, or write to Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.



c. How does the project address the inadequacies? (Max of 200 Words)

Words Remaining:

**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 200 Words)

Words Remaining:

b. How are they inadequate? (Max of 200 Words)

Words Remaining:

c. How does the project address the inadequacies? (Max of 200 Words)

Words Remaining:

**7. Eliminates or reduces behaviors that lead to collisions involving non-motorized users?**

☒ Yes ☐ No

a. List of behaviors: (Max of 200 Words)

Words Remaining:

b. How will the project eliminate or reduce these behaviors? (Max of 200 Words)

Words Remaining:



## Part B: Narrative Questions

### Question #4

#### QUESTION #4

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

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

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

Words Remaining:

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

Words Remaining:

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

Words Remaining:

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

Words Remaining:

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

Words Remaining:

Attach the applicable plan page with the project highlight:

Attach any applicable Public Participation & Planning documents:





## **Part B: Narrative Questions**

### **Question #5**

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

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

As you address this question consider the following:

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

(Max of 500 words)

Words Remaining:

##### **B. Innovative Project Elements**

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

Words Remaining:

498

protected corners

**Part B: Narrative Questions****Question #6****TRANSFORMATIVE PROJECTS (0-5 POINTS)**

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

Words Remaining:

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

As you address this question consider items like the following:

- Transit
- Land Use
- Overall non-motorized network

For projects please attach one of the following:

- The meeting minutes voting to fund the project, or
- The approved environmental document,
- Other important documentation demonstrating the transformation

(Max of 500 words)

Words Remaining:



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## **Part B: Narrative Questions**

### **Question #7**

#### **QUESTION #7**

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

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

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





## Part B: Narrative Questions

### Question #8

#### LEVERAGING FUNDS (0-5 POINTS)

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

☐ This project is on Tribal Lands

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

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

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

##### PA&ED Phase Project Delivery Costs:

Leveraging Funding: \$0

Designate the Funding Type: \_\_\_\_\_

##### PS&E Phase Project Delivery Costs:

Leveraging Funding: \_\_\_\_\_

Designate the Funding Type: City Funds

##### Right of Way Phase Project Delivery Costs:

Leveraging Funding: \$0

Designate the Funding Type: \_\_\_\_\_

##### Construction Phase Project Delivery Costs:

Leveraging Funding: \$0

Designate the Funding Type: \_\_\_\_\_

##### Projects with NON-INFRASTRUCTURE (NI) elements:

Leveraging Funding: \$0

Designate the Funding Type: \_\_\_\_\_

##### OVERALL TOTALS FOR PROJECT/APPLICATION:

Total Project Costs: \$13,915

Leveraging Funding: \$0

% of Total Project 0.00 %

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

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

#### Leverage Justification Attachment

**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:



## Part B: Narrative Questions

### Question #9

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

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

- ☐ Applicant has not coordinated with both corps, or Tribal Corps (if applicable) (-5 points)
- ☐ Applicant contacted the corps; but does not intend to partner with any corps (-5 points)
- ☐ Applicant is not requesting Construction funds (0 points)

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

[California Conservation Corps ATP webpage](#)

Or

[Certified Local Conservation Corps ATP webpage](#)

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

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

RE CCC Emeryville 40th Street Protected Bikeway and Pedestrian Improvements.msg

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

LCC Emeryville 40th Street Protected Bikeway and Pedestrian Improvements.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 CALCC, or the Tribal Corps and determined the following: (check appropriate box)

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

Words Remaining: 84

Remove concrete sidewalk, bus pad, and curb; remove street furnishing; remove trees; plant trees; prepare soil

- ☐ No corps can participate in the project. (0 points)
- ☐ At the time that the application was submitted, the applicant had not received a response from the following corps: (0 points)
- ☐ the CCC ☐ the CALCC ☐ the Tribal Corps (if applicable)



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**Part B: Narrative Questions**

**Question #10**

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

For CTC use only.





### **Part C: Application Attachments**

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

#### **List of Application Attachments**

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

<b>Application Signature Page</b> (Required for all applications)	<b>Attachment A</b>
<b>Engineer's Checklist</b> (Required for Infrastructure & Combo Projects)	<b>Attachment B</b>
<b>Project Location Map</b> (Required for all applications)	<b>Attachment C</b>
Emeryville 40th St - Projectd Location map.pdf	
<b>Project Map/Plans showing existing and proposed conditions</b> (Required for all Infrastructure Projects; Optional for 'Non-Infrastructure' and 'Plan' Projects)	<b>Attachment D</b>
40th & San Pablo Bus Hub bike ped - June 5th - CDA.pdf	
<b>Photos of Existing Conditions</b> (Required for all applications)	<b>Attachment E</b>
ATP photos.docx	
<b>Project Estimate</b> (Required for all Infrastructure Projects)	<b>Attachment F</b>
Attachment F Engr Estimate Emeryville 40th bike ped 2020 \$.xlsx	
<b>Non-Infrastructure Work Plan (Form 22-R)</b> (Required for all projects with Non-Infrastructure Elements)	<b>Attachment G</b>
<b>Plan Scope of Work (Form 22-PLAN)</b> (Required for all Plan Projects)	<b>Attachment H</b>
<b>Letters of Support (10 maximum) and Support Documentation</b> (Required or recommended for all projects as designated in the instructions) (All letters must be scanned into one document.)	<b>Attachment I</b>
Letters of Support As Of August.pdf	
<b>Exhibit 22-F State Funding</b>	<b>Attachment J</b>
<b>Additional Attachments</b> (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.)	<b>Attachment K</b>
Estimate Details 40th escalated .058 in line items.xlsx	



# City of Emeryville

INCORPORATED 1896

1333 Park Avenue. Emeryville, CA 94608-3517  
t (510) 596-4300 | f (510) 596-4389

To: Emeryville City Council

From: Emeryville Commission on Aging

Date: July 15, 2020

Subject: ATP Grant Application for 40<sup>th</sup> Street  
Protected Bikeway and Pedestrian Improvements

Dear Council Members,

On July 8, 2020, The Emeryville Commission on Aging voted unanimously to write a letter of support for the City's application to the Metropolitan Transportation Commission and Caltrans for an Active Transportation Program grant for bicycle and pedestrian improvements on 40<sup>th</sup> Street.

Because the commission is advisory to the City Council, this letter is to request that the City Council convey our support for the 40<sup>th</sup> Street project.

The intersection improvements will make it safer for pedestrians to cross this busy street.

Wayfinding signs will make it easier for people to find their way around and to find bus stops.

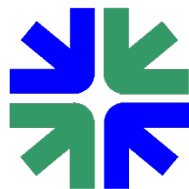
We hope you will pass on our support for this project.

Sincerely,

*Baruch Golden*

, Chairperson  
Emeryville Commission on Aging

**Exhibit B**



# City of Emeryville

INCORPORATED 1896

1333 Park Avenue. Emeryville, CA 94608-3517  
t (510) 596-4300 | f (510) 596-4389

To: Emeryville City Council

From: Emeryville Bicycle/Pedestrian Advisory Committee

Date: August 3, 2020

Subject: ATP Grant Application for 40<sup>th</sup> Street  
Protected Bikeway and Pedestrian Improvements

Dear Council Members,

On August 3, 2020, The Emeryville Bicycle and Pedestrian Advisory Committee voted to write a letter of support for the City's application to the Metropolitan Transportation Commission and Caltrans for an Active Transportation Program grant for bicycle and pedestrian improvements on 40<sup>th</sup> Street.

Because the committee is advisory to the City Council, this letter is to request that the City Council convey our support for the 40<sup>th</sup> Street project.

The 40<sup>th</sup> Street project includes the following ideas from the Emeryville Pedestrian/Bicycle Committee:

- Extending the project to a mile in length, from east of Adeline Street to the Ikea and Bay Bridge Trail entrances
- A two-way separated bikeway on the north side of 40<sup>th</sup> Street
- Intersection improvements for bicycle and pedestrian safety

We hope you will pass on our support for this project.

Sincerely,

Jaclyn Harr, Chairperson  
Emeryville Bicycle and Pedestrian Advisory Committee