

East Bay Green Transportation Initiative

Submitted by.....East Bay Regional Park District
A California Special District

Type of Project.....Bicycle/Pedestrian
and Public Transit Access

Location.....Alameda and Contra Costa
Counties, State of California

Total Project Cost.....\$43.3 Million

Matching Funds.....\$18.8 Million

GRANT REQUEST.....\$24.5 Million



East Bay Green Transportation Initiative



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**EAST BAY GREEN
TRANSPORTATION
INITIATIVE PROJECTS**

S. F. BAY TRAIL

- 1 Hercules Intermodal Transit Center
- 2 Martinez Intermodal Transit Center to Crockett
- 3 Gilman St. to Buchanan (Berkeley/Albany)
- 4 Union City/Dumbarton Bridge Link

EAST BAY GREENWAY

- 5 Oakland Coliseum BART to I05 th Ave.

IRON HORSE TRAIL

- 6 TriValley Transit Connector

MOKELUMNE TRAIL

- 7 Hwy 4 Bypass Overcrossing (Brentwood/Antioch)



disclosure project/trails/TIGER_Grass 2010
Green Transportation Initiative
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August 10, 2010



**East Bay Regional Park District
EAST BAY GREEN
TRANSPORTATION INITIATIVE**

EBRPD Regional Trails	Transportation Features BART Lines
Existing Paved Trails	Highways/Freeways
Potential Paved Trails	Major Roads
East Bay Green Transportation Initiative Projects	Train Stations
Political Boundaries County Boundaries	BART Stations
	Bus Stations
	Ferry Landings

East Bay Green Transportation Initiative

I. Project Description

The East Bay Green Transportation Initiative (EBGTI) closes seven critical gaps in the nearly 200-mile bicycle and pedestrian trail system serving the 2.5 million residents of Contra Costa and Alameda counties in California. The seven projects parallel congested roads and highways and will provide access to commute alternatives including buses, the Bay Area Rapid Transit system, Capitol Corridor commuter rail service and Amtrak. The projects also provide access to schools, employment centers and shopping and serve an economically and ethnically diverse population. Providing low-cost, healthy transportation choices in crowded urban areas will improve the nation's economic competitiveness by reducing transportation and health care costs while increasing the mobility of the labor force. Walking and bicycling are the most environmentally sustainable forms of transportation, are energy efficient, and generate no greenhouse gasses or other pollutants. The EBGTI will help achieve these goals while creating hundreds of good paying American jobs constructing and maintaining portions of the nation's transportation infrastructure.

Alameda and Contra Costa counties, situated on the eastern shore of San Francisco Bay in Northern California, are home to some of the most congested roads in the country. Hundreds of millions of dollars in local, state and federal funding is currently being spent to improve the region's network of roads, bridges and mass transit facilities. However, given the expected doubling of the East Bay's population over the next thirty years, even the most optimistic analysts concede that this will do little more than reduce the rate at which our overburdened transportation infrastructure continues to decline. Studies have shown that one of the most cost effective ways to reduce congestion and the country's dependence on imported oil and reduce greenhouse gasses is to get people out of their cars.

In the mid-1970s, East Bay Regional Park District ("District") pioneered the concept of developing an integrated network of paved bicycle and pedestrian trails linking the 33 communities throughout the East Bay. Working closely with local and regional transportation planners and transit agencies, the District has developed over 175 miles of paved, non-motorized trails. These "Green Transportation" corridors provide "last mile" connections to transit, as well as access to schools, employment centers and businesses. Providing safe and convenient non-motorized alternatives for commuters, students, employees and shoppers reduces highway congestion, greenhouse gasses and our dependence on fossil fuel, creates livable communities and provides the opportunity for a healthy lifestyle close to home. Due to the San Francisco Bay Area's mild climate, these transportation alternatives can be used year-round.

The seven transportation infrastructure projects contained in the EBGTI include gap closures, bicycle and pedestrian grade separations, and links to transit. For less than the cost of a half mile of light rail, scores of miles of non-motorized corridors can be connected creating a seamless, integrated fossil fuel-free transportation network. The citizens of California and the East Bay have stepped up, voting overwhelmingly to increase sales taxes and issue bonds to support the completion of the Green Transportation network. The projects included in the EBGTI include the following:



East Bay Green Transportation Initiative

Project #1: San Francisco Bay Trail: Hercules Intermodal Center Connections **2.5-mile gap closure and bridge construction project**

The Hercules Intermodal Transit Center will combine three modes of public transportation – rail, ferry and bus – at one convenient location along the waterfront in Hercules, a growing community located in western Contra Costa County on the San Pablo Bay shoreline. This project will complete two critical linkages in the San Francisco Bay Trail to the east and west of the Transit Center. Currently, residents in Hercules and nearby communities including Pinole and Rodeo are required to travel by car on either Interstate 80, one of nation's most congested highways, or San Pablo Avenue, a busy arterial lacking bicycle and pedestrian facilities for most of its length. Travel distances to the Transit Center will also be reduced. For example, residents of Pinole currently must travel 2.2 miles from their community to access the Transit Center. Completion of this project will reduce that distance to less than three-quarters of a mile, putting the Transit Center within easy walking or biking distance. A 1.5-mile drive to the business park containing the headquarters of the Bio-Rad Corporation, a \$1.8 billion life sciences company, will be reduced to less than a quarter mile, encouraging hundreds of employees to leave their cars at home and commute via public transit.

At a total cost of over \$100 million, the Hercules Waterfront District, which includes the Transit Center and over 1,300 homes, offices, retail and live-work spaces is one of the largest transit-oriented developments in California. Completion of the East Bay Green Transportation Initiative's Hercules Intermodal Center Connections will extend the benefits of transit-oriented development to the surrounding communities.



Project #2: San Francisco Bay Trail: Martinez Intermodal Station to Crockett **2.7-mile gap closure project**

The Martinez Intermodal Station to Crockett segment of the San Francisco Bay Trail will provide direct access to Amtrak, the Capitol Corridor commuter rail service and regional bus service for the residents of Port Costa and Crockett, as well as providing improved connectivity to the intermodal station for Martinez residents. With Capitol Corridor ridership totaling 493,000 in 2009 and thousands more commuters and travelers accessing Amtrak and bus services at the station, providing safe and convenient access to the station is critical to reducing auto traffic and enhancing livability. Completion of this project will reduce the commute distance for bicyclists from Crockett to Martinez by seven miles, and provide a safe alternative to the existing narrow, high-speed roadways connecting the two communities. By repurposing an abandoned county road to connect to a rails-to-trails corridor acquired by the District from one of the nation's largest freight railroads, communities along the northern Contra Costa County shoreline will finally have access to regional transit via a safe, scenic and direct pathway.

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Project #3: San Francisco Bay Trail: Gilman to Buchanan One-mile gap closure project

The FHWA's National Bicycling and Walking Study concluded that "trails offer several transportation benefits to pedestrians and bicycle users. They provide linkage, alternatives to automobiles, integration with mass transit systems and increased transportation safety." In the East Bay, over 10% of all trips are made on foot or by bicycle, and as far back as 1990, a national transportation study determined that three times as many people as currently do would walk or bike to their destination if safe and convenient facilities were available. This segment of the EBGTI will close a critical gap in the Bay Trail.

The San Francisco Bay Bridge is one of the busiest in the country, carrying an average of 270,000 cars and trucks every day. This volume of traffic routinely backs up traffic on the highways and arterials feeding the bridge, including Interstate 80 through the communities of Berkeley and Albany. The San Francisco Bay Trail runs parallel to Interstate 80 and provides a scenic and low-cost alternative for travelers and commuters accessing the growing biotech, urban planning and educational institutions in Berkeley, Emeryville and Oakland. The one-mile Gilman to Buchanan Bay Trail project closes the only gap in the trail between Richmond and Emeryville, creating a continuous ten-mile bicycle and pedestrian corridor along the shoreline. The new eastern span of the Bay Bridge, a \$6 billion project now under construction, includes a bicycle and pedestrian facility, and will provide non-motorized access to the "new urbanism" development planned for the Bay's Treasure Island.

Project #4: San Francisco Bay Trail: Union City/Dumbarton Bridge Link 4.3-mile gap closure project

The Dumbarton Bridge is one of four major bridges connecting San Francisco, Marin County, and the peninsula with the East Bay. It is the only one of the four bridges that currently provides facilities for bicycles and pedestrians. Closing the three-mile gap in the Bay Trail between the Dumbarton Bridge and Union City will complete the twenty-mile corridor between the bridge and Oakland. The segment will provide commuters and other users with connections to transit, including BART and bus services, educational institutions including Chabot College, and direct access to major employers in Hayward, Union City, San Leandro and Oakland. This segment will also serve as the primary access to the South Bay Salt Pond restoration project, a \$100 million effort that will result in the restoration of 15,000 acres of degraded former salt ponds to the west coast's largest tidal estuary. This Bay Trail project is carefully integrated with a major flood control and levee reconstruction efforts, required by the U.S. Army Corps of Engineers to protect the bayside communities from flooding and to mitigate the impacts of projected sea level rise.



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Project #5: East Bay Greenway: Oakland Coliseum BART to I05th Ave. Two-mile gap closure project

The East Bay Greenway, a proposed bicycle and pedestrian pathway to be located primarily beneath the tracks of the Bay Area Rapid Transit District's (BART) light rail system, traverses some of the poorest neighborhoods in the Bay Area. The project is located in an area where over 25% of the predominately low-income, minority residents live in poverty, and have the highest rates of asthma, diabetes and heart disease in the county (Source: Alameda County Public Health Department). The District, in partnership with Urban Ecology and the Alameda County Transportation Authority, met with over 500 local residents at 40 public meetings during a two-year public process to develop the concepts that resulted in the East Bay Greenway Plan. The project will result in a well-lighted, landscaped bicycle and pedestrian path connecting to the BART station, AC Transit bus service and local schools. A Health Impact Assessment, sponsored by the California Endowment was completed for the project and highlighted its positive effects on obesity rates, heart disease and mental health. The Coliseum/Oakland Airport BART station is a key commuting hub for approximately 8,000 employees (about one-third in cargo-related, working-class jobs) who work at the airport.



Project #6: Iron Horse Trail: TriValley Transit Connector 1.7-mile gap closure and interstate highway undercrossing project



The Iron Horse Trail, designated as a National Millennium Trail in 2000 by then-First Lady Hillary Rodham Clinton, is one of the nation's great Rails-to-Trails success stories. Located primarily within an abandoned rail corridor, the trail attracts over a million users per year along the 30 miles completed to date. The TriValley Transit connector project (6B) will extend the trail from the Dublin/Pleasanton BART station through the adjacent Hacienda Business Park and planned transit-oriented development project. Hacienda currently encompasses ten

million square feet of office space, and is home to 475 companies employing 18,000 people. Thousands of those workers use BART to commute to work, and pedestrians and bicyclists exiting the BART station currently vie for space on the congested roadways accessing the business park with auto traffic. This project will complete the Iron Horse Trail between the communities of Dublin, Pleasanton and Livermore.

A companion project, the Alamo Canal Trail Undercrossing at Interstate 580 (6A), will link Pleasanton's Centennial Trail with Dublin's Alamo Canal Trail, providing improved connectivity to local libraries, sports fields and city services. This project is an example of how multiple public agencies can cooperate to improve public facilities and meet multiple objectives. A cooperative effort between the District, the adjacent cities, Alameda County's Zone 7 Water Agency, Caltrans and BART, the Undercrossing project meets multiple objectives at a reasonable cost.

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Project #7: Mokelumne Trail: Highway 4 Bypass Overcrossing *.5-mile highway overcrossing bridge*



Eastern Contra Costa County is home to 200,000 people and has nearly doubled in population in the last ten years. Transportation facilities have not kept pace with that growth, resulting in long commute times and frequent traffic jams. The recently completed Highway 4 Bypass, a limited-access expressway connecting the communities of Antioch, Oakley and Brentwood, will connect to mass transit facilities including E-BART stations now under construction. There are, however, few alternatives to busy roadways for bicyclists and pedestrians. The connection between Brentwood and Antioch along Mokelumne Trail, one of the few non-motorized commute options for East County residents, was severed by the Bypass. A design for an overcrossing of the Bypass for the trail is nearing completion, but the economic downturn, especially in the construction industry, has resulted in a lack of funding to construct the project. TIGER II funding will allow construction of the Mokelumne Trail overcrossing of the Highway 4 Bypass to move forward, eliminating the existing two-mile detour for bicyclists and pedestrians and putting contractors and their employees back to work in this economically disadvantaged community.



East Bay Green Transportation Initiative

II. Project Parties

The East Bay Regional Park District was founded in 1934, in the depths of the great depression, by citizens originally concerned about protecting regional open space. The District was organized as a California special district, a political subdivision under the Public Resources Code. Today, encompassing the two counties on the eastern shore of San Francisco Bay, the District is the largest regional park and trail agency in the United States. In the mid 1970s the District pioneered the concept of developing an integrated network of paved bicycle and pedestrian trails linking the 33 communities throughout the East Bay with transit nodes, schools, employment centers and housing. Working closely with regional, state and national transportation planners and transit agencies including the Federal Highway Administration, the California Department of Transportation, the Metropolitan Transportation Commission, the Association of Bay Area Governments and the Bay Area Rapid Transit District, the District has developed over 175 miles of paved bicycle and pedestrian trails in the East Bay. These “Green Transportation” corridors provide “last mile” connections to transit, safe routes to schools and access to employment centers, housing and businesses. The Green Transportation network provides a healthful, non-polluting alternative to motorized vehicles, and is supported throughout the region by public health, “smart growth,” and transportation advocates.

From its inception, the District has worked with local government and utility districts, counties, state and federal agencies and non-profits to attain its goals. Partners have included cities such as Oakland, Berkeley, Richmond, Concord and Pleasanton; the counties of Alameda and Contra Costa and their transportation agencies, regional planning agencies such as the Metropolitan Transportation Commission and the Association of Bay Area Governments and state agencies including Caltrans and the San Francisco Bay Conservation and Development Commission. EPRPD has been very successful in partnering with utility providers, including public agencies like East Bay Municipal Utility District and the San Francisco Public Utilities Commission and private utilities such as Pacific Gas and Electric Company to develop non-motorized transportation corridors. Federal agencies including the Bureau of Reclamation and the US Army Corp of Engineers have supported the District’s efforts by providing rights of way, project funding and technical support.

The projects included in the District’s Green Transportation initiative involve over 30 separate partnerships with a wide variety of public and private entities. These partnerships provide critical funding, right of way, technical expertise and community support for the District’s efforts to create a seamless network of non-motorized transportation alternatives for residents and visitors to the East Bay.

See Appendix A for a full list of Project Partners in the East Bay Green Transportation Initiative.

III. Grant Funds and Sources/Uses of Project Funds

East Bay Green Transportation Initiative is requesting a total of \$24.5 million from the TIGER II grant program, out of a total project cost of approximately \$43.3 million. The budget will be allocated to different segments shown in the table on the following page.

Funding partners include SAFETEA-LU, Metropolitan Transportation Commission via the Regional Transportation Improvement Plan (RTIP), CALTRANS, Alameda County Transportation Improvement Authority, Contra Costa Transportation Authority, West Contra Costa Transportation Advisory Committee, the San Francisco Bay Trail Project, and the cities of Dublin, Pleasanton and Hercules. Sources of matching funds in the amount of \$18.8 million have been secured, representing over 43% of the total project cost. The total percentage of project costs requested of the TIGER II grant program represent only 57% of total project costs.

East Bay Green Transportation Initiative/TIGER II Grant Projects

GRANT FUNDS AND SOURCES/USES OF PROJECT FUNDS

Project	Total Project Costs	Grant Funds Requested	Percent Paid By Tiger II	Match (Million)	Agency	Percent of Project	Uses
1) San Francisco Bay Trail/ Hercules Intermodal	\$9.5 M	\$5.2 M	55%	–	–	55%	C
				\$1.9	EBRPD	20%	P,D,E,C
				\$1.0	CCTA-H	11%	C
				\$0.5	WCCTAC	5%	P,E,D
2) San Francisco Bay Trail/ Martinez Intermodal to Crockett	\$6.0	\$4.0	67%	–	–	67%	C
				\$1.0	CCTA	16%	R,C
				\$1.0	SAFETEA-LU	17%	P,D,E
3) San Francisco Bay Trail/Gilman to Buchanan	\$2.8	\$1.5	54%	–	–	54%	C
				\$0.5	EBRPD	18%	R,D
				\$0.5	ALA CO-B	18%	E,C
				\$0.3	STATE-BAY TRAIL	10%	C
4) San Francisco Bay Trail/Union City-Dumbarton Bridge Link	\$3.0	\$1.0	33%	–		33%	C
				\$1.0	EBRPD	34%	R,C
				\$1.0	STATE-CALTRANS	33%	E,P,D
5) East Bay Greenway/ Oakland-Coliseum BART-105th Ave.	\$6.5	\$4.1	63%	–	–	63%	D,C
				\$1.4	EBRPD	22%	P,E,C
				\$1.0	ALA CO-B	15%	R,D
6) Iron Horse Trail/ TriValley Transit Connector	\$9.5	\$3.7	39%	–	–	39%	E,C
				\$2.8	EBRPD	30%	P,E,D,C
				\$1.9	ACTIA	20%	P,D,C
				\$0.1	PLEASANTON	1%	E
7) Mokelumne Trail/Hwy 4 Bypass Overcrossing	\$6.0	\$5.0	83%	–	–	83%	R,E,D
				\$1.0	CCTA	17%	C
Total	\$43.3	\$24.5	57%				

Uses Key			
P	Planning	E	Environmental
R	Right of Way	C	Construction
D	Design/Engineering		
Agency Key			
ACTC	Alameda Countywide Transportation Commission	EBRPD	East Bay Regional Park District
ACTIA	Alameda Co Transportation Improvement Authority	MTC RTIP	Metro Trans Comm - Regional Trans Improve Prog
ALA-CO B	Alameda County Measure B	MTC RTIP-D	MTC RTIP funds thru DUBLIN
CALTRANS	California Dept. of Transportation	PLEASANTON	City of Pleasanton
CCTA	Contra Costa Transportation Commission	SAFETEA-LU	Safe Accountable Flexible Efficient Trans Equity Act
CCTA-H	CCTA funds thru HERCULES	WCCTAC	West Contra Costa Transportation Advisory Committee

East Bay Green Transportation Initiative

a) Benefit Cost Analysis Summary

The benefit-cost analysis for this project follows the principles and parameters documented in the National Academy of Sciences Transportation Research Board, National Cooperative Highway Research Program Report 552: Guidelines for Analysis of Investments in Bicycle Facilities (2006). This is the standard benefit-cost analysis methodology for analysis of bicycle facilities and this methodology complies completely with the principles outlined in OMB Circular A-94 and with the distinctions between benefit-cost analysis and economic impact analysis made the Federal Register announcement for the Tiger II program.

The following categories of benefits are considered:

- Mobility benefits,
- Health benefits,
- Recreation benefits, and
- Reduced auto use benefits.

The construction costs for the proposed project are \$43,300,000. For benefit-cost analyses, these costs are adjusted to include the net present value of annual maintenance and operating costs for the trails and the construction costs which are incurred from 2010 to 2014 are adjusted to net present value.

Annual benefits (2010 dollars) were calculated for “high”, “best”, and “low” data inputs, following the NCHRP Report 552 methodology for both 7% and 3% discount rates. These results are shown below.

TOTAL ANNUAL BENEFITS			
Category	High Estimate	Best Estimate	Low Estimate
Mobility Benefits	\$11,014,393	\$9,280,913	\$7,629,783
Health Benefits	\$4,261,230	\$1,152,181	\$177,954
Recreation Benefits	\$112,174,414	\$24,987,481	\$4,435,791
Reduced Auto Use Benefits	\$498,837	\$420,329	\$345,550
Total Annual Benefits	\$127,948,874	\$35,840,904	\$12,589,078

The “best estimate” annual benefits are more than \$35 million.

The net present value benefit-cost results are shown on the following page.

For the 7% and 3% real discount rates, the best estimate benefit-cost ratios are 8.42 and 13.40, respectively. Thus, the net present value of benefits greatly exceeds the project costs for the proposed project.

The “low” estimates are extremely conservative and greatly underestimate the actual benefits.

However, even in this case the benefit-cost ratios for the 7% and 3% discount rates are 2.96 and 4.71, respectively. Using the “high” estimates, the benefit-cost ratios for the 7% and 3% discount rates are 30.06 and 47.82, respectively.



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BENEFIT-COST RESULTS			
Benefit-Cost Analysis	Net Present Value of Benefits	Costs	Benefit-Cost Ratio
Benefits with 7% Discount Rate			
High Estimate	\$1,303,337,697	\$43,358,500	30.06
Best Estimate	\$365,089,585	\$43,358,500	8.42
Low Estimate	\$128,237,314	\$43,358,500	2.96
Benefits with 3% Discount Rate			
High Estimate	\$2,309,631,146	\$48,299,099	47.82
Best Estimate	\$646,971,448	\$48,299,099	13.40
Low Estimate	\$227,248,008	\$48,299,099	4.71

The project costs shown above include the net present value of annual maintenance and operating costs, as required for benefit-cost analysis. Total project costs are higher for the 3% discount rate case than for the 7% discount case because the lower discount rate results in less discounting of construction costs and annual maintenance costs in later years.

Furthermore, there is an important caveat on the above benefit-cost results: these are based on conservative, lower-bound type data inputs and assumptions and there are additional categories of benefits which have not been considered in the above analysis. The actual benefit-cost ratios are likely substantially higher than those shown above in because:

- The census data on bicycle commuters probably substantially underestimate the actual percentages of bicycle commuters. In Alameda and Contra Costa counties a substantial number of bicycle commuters commute to BART or Amtrak commuter rail stations. These bicycle commuters are probably counted under “transit” rather than “bicycle.” BART data indicate that an average of 7.6% of BART riders bicycle to the BART station.
- Because of the East Bay’s very dry temperate climate, with relatively few rainy days, cycling is a 12-month per year activity and the percentages of adult cyclists are likely underestimated by the NCHRP’s national estimates, which include many areas with severe winters and/or many more rainy days.
- The proposed trail projects fill “gaps” in the existing East Bay network of heavily used trails, many of which are through flat, highly scenic areas. Filling the gaps will likely have a multiplier effect with much greater usage of the new trail segments than would be the case if the new trails were isolated trails.
- The benefit-cost analysis considers only the benefits for bicycle commuters and adult cyclists. The benefits for pedestrians are also substantial and are likely a sizeable fraction of the benefits calculated for cyclists.

NOTE: The very detailed, technical BCA in Appendix B considers bicycle use only for the proposed trails. The existing and new connecting trail segments will have very high pedestrian use as well. The benefit-cost estimates in the following sections are drawn from Appendix B, with supplemental calculations for pedestrians based on the bicycle calculations in Appendix B, with very conservative assumptions, as noted in the following sections.

East Bay Green Transportation Initiative

IV. Selection Criteria

I. Primary Selection Criteria

a) Long-term Outcomes

i) State of Good Repair

One of the primary strategies used by the State of California, the Metropolitan Transportation Commission and local transportation managers to improve the condition of existing transportation facilities is to encourage alternatives to single occupant vehicle travel. The Metropolitan Transportation Commission's Transportation 2035 Plan for the San Francisco Bay Area, adopted in April 2009, states, "By means of its investment choices and adopted policies, the Plan aims to stimulate the use of public transit, increase the safety, utility and appeal of walking and bicycling, and reduce miles traveled and emissions by cars and trucks in the Bay Area while increasing the efficiency of roadway and transit systems for all users." Implementation of the EBGTI will advance all of the MTC's stated goals, thereby reducing wear and tear on existing roads and highways and minimizing life-cycle costs. By upgrading the Green Transportation network throughout the East Bay, the EBGTI improves transportation efficiency, promotes economic growth by reducing commute times and cost, and increases mobility for residents of the East Bay.

With the award of federal funding under the TIGER II program, the EBGTI will be fully capitalized. A coalition of funding partners has been assembled to fund the various components of the East Bay Green Transportation Initiative. Federal, state, local government and agencies are contributing a total of \$18.8 million to fund the seven segments of this project. This funding, along with the \$24.5 million requested from the TIGER II program, will fully capitalize the proposed Initiative up front. The District's Pavement Management Program uses data-driven analysis to maximize the impact of funding to reduce the long-term costs of maintaining pavement, bridges, signage and other non-motorized transportation assets.

The District benefits from several secure and sustainable sources of revenue to fund long-term operations and maintenance of the EBGTI. The District's General Fund is funded via local property taxes from the tax base within Alameda and Contra Costa counties. This is the District's largest revenue source for operations and maintenance. The District's Two-County Trails Assessment District is a supplementary revenue source, providing \$3,725,000 annually for maintenance of the District's trails. Other trail-specific special revenue funds provide an additional \$687,800, and local jurisdictions contribute an additional \$55,000 to maintain specific trail segments within their communities. With the implementation of the EBGTI, the District will operate nearly 200 miles of paved trails. The District's Operations Division calculates the cost of operating, policing and maintaining a reserve for long-term maintenance and reconstruction of paved trails to be \$25,000 per mile per year, for a total of \$4,725,000 for the post-EBGTI 200-mile network. The trail-specific special revenue funds provide \$4,467,800 of that amount, with the remainder funded via the District's general revenues. Total 2010 revenue from all sources exceeds \$150 million, with \$56 million budgeted for operations and maintenance, of which \$5 million is budgeted specifically for operations and maintenance of trails.

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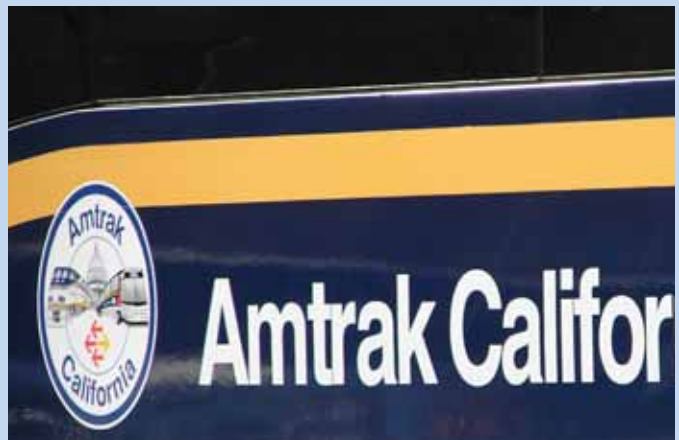
ii) Economic Competitiveness

With an unemployment rate of 11.4% as of June 2010, the East Bay has been identified as an Economically Distressed Area. Not only will EBGTI provide an immediate infusion of much-needed jobs, it will also improve the region's long-term economic competitiveness. The project will enhance the efficiency and productivity of commuters in two key ways: it will encourage mode shift to walking, bicycling and the use of public transit, the three most cost-efficient transportation choices, and reduce congestion for drivers on parallel routes. All seven projects will close a critical gap in the trail system and directly link to a BART or other transit node. By completing the non-motorized network it will integrate existing transportation infrastructure by facilitating access to trains, buses and ferries. In addition, several segments will repurpose underused or neglected rights-of-way and revitalize the East Bay waterfront at several locations. This will increase local real estate values and property-tax generation, and will encourage the redevelopment of similarly underused or neglected sites along or near the segments. Since walking and bicycling are the least impactful and polluting mode of transportation, these benefits will be gained in an environmentally sustainable manner.

According to a 2004 study by the Institute for Local Self Reliance, a typical East Bay resident who commutes via BART instead of a midsize automobile can realize direct economic savings of over \$5,000 per year, while reducing auto exhaust emissions by 5 tons. Commuting via BART requires only 1.6 kilowatts of electricity during peak times, getting the equivalent of 250 miles per gallon. By improving access to regional transit facilities like BART, the EBGTI will improve the long-term cost-competitiveness in the movement of workers.

The District's "best," or mid-range, estimate under economic competitiveness benefits as shown in the Benefit-Cost Analysis (BCA)(Appendix B) is approximately \$490,000 annually. This is based on the following assumptions:

- \$280,000 in reduced congestion from bicycle trips and in bicyclists' cost savings. This is two-thirds of the mid-range benefits from reduced auto use under our BCA. (To avoid double-counting, the remaining third is assigned to reduced air pollution, under the category of environmental sustainability.)
- \$210,000 in reduced congestion from walking trips and in cost savings for pedestrians. (The methodology we used for our BCA considers cyclists only. However, District surveys show that trails are used by roughly the same number of pedestrians as bicyclists, and three times as many people commute by foot than by bike in the East Bay. Nevertheless, 75% was used as a conservative factor because pedestrians are somewhat less likely than cyclists to use trails for transportation.)



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iii) Livability

The East Bay Green Transportation Initiative provides extensive qualitative benefits to the communities of the East Bay. The 265,000 residents living within one mile of the EBGTI projects will be provided with enhanced, healthful and non-polluting transportation choices. The livability benefits of the EBGTI are magnified in that implementation of the EBGTI completes a network of non-motorized transportation corridors benefiting an additional 500,000 residents living adjacent to existing trails. By connecting communities to existing and proposed rail stations, bus stops, ferries and intermodal transit nodes, all of which currently provide facilities for bicycles, commuters will be encouraged to walk or bike that “last mile” to transit, leaving their polluting, and fossil fuel burning automobiles at home. Seniors, students, people with disabilities and low-income residents will benefit from improved, low-cost access to schools, jobs, shopping and transit.

As detailed in the attached Benefit Cost Analysis (BCA), the District’s “best,” or mid-range, estimate of livability benefits from the EBGTI is approximately \$8.12 million annually. This is based on the following assumptions:

- \$4.64 million in more attractive and convenient transportation options for cyclists. This is one-half of the mid-range mobility benefits under our BCA. (To avoid double-counting, the other half is assigned to safer transportation options, under the category of Safety.)
- \$3.48 million in improved options for pedestrians. This is 75% of the benefits figure for bicycling. (The methodology used for the BCA considers cyclists only. However, District surveys show that trails are used by roughly the same number of pedestrians as bicyclists, and three times as many people commute by foot than by bike in the East Bay. Nevertheless, 75% was used as a conservative factor because pedestrians are somewhat less likely than cyclists to use trails for transportation.)

The EBGTI projects are integrated into new, high-density transit-oriented developments in Hercules and Pleasanton. The East Bay Greenway (Oakland) will create a lighted, landscaped pathway, helping to revitalize a neighborhood with a 25% poverty rate and some of the highest rates of asthma, diabetes and heart disease in the country. The Mokelumne Overcrossing at the Highway 4 Bypass (Antioch and Brentwood) will reconnect two communities recently divided by a major highway construction project. Martinez Intermodal to Crockett project will provide transit connectivity to several isolated and automobile-dependant communities.

Every segment of the EBGTI has been the subject of an extensive planning process with significant public involvement. As described in the “State and Local Planning” section, all seven segments are included in the transportation plans of their cities and counties, as well as the Metropolitan Transportation Commission’s Transportation 2035 Bay Area-wide plan.



East Bay Green Transportation Initiative

iv) Environmental Sustainability

According to the Environmental Protection Agency, greenhouse gas concentrations in the atmosphere are at record high levels. For every gallon of gasoline burned in cars and trucks, 20 lbs. of CO₂ is released. By providing safe and convenient alternatives to private automobiles, the East Bay Green Transportation Initiative will improve energy efficiency, reduce our dependence on oil and reduce greenhouse gasses. For example, the Hercules Intermodal Transit Center project will cut the distance the residents in surrounding communities need to travel to reach the HITC from over two miles to less than one. Studies show that providing these "last mile" connections to transit is critical to encouraging a mode shift away from private automobiles to transit. Currently, approximately 11,500 residents of Hercules commute an average round trip distance of 49.5 miles each day, and 89% of those trips are by private automobile. Using the 2010 CAFÉ standards for cars and light trucks, at an estimated 23.5 miles per gallon, those commute trips burn 21,558 gallons of gasoline each day, generating 431,160 pounds of CO₂. According to the Bay Area Rapid Transit District's 2008 Station Profile Study, 35% of transit users walked or bicycled to the transit station. In Hercules, a mode shift to transit of as little as 10% due to the implementation of the EBGTI would result in an annual savings of 560,508 gallons of fuel and a reduction in CO₂ emissions of 11,210,160 pounds per year. Similar reductions in gasoline consumption and CO₂ will result from implementation of the additional six sub-projects that make up the EBGTI.

The mid-range estimate of environmental benefits resulting from implementation of the EBGTI is approximately \$2.26 million annually based on our Benefit Cost Analysis (BCA):

- \$1.15 million in public health improvements from bicycle trips.
- \$140,000 in reduced air pollution from bicycle trips. This is one-third of the mid-range benefits from reduced auto use under our BCA.
- \$970,000 in reduced air pollution and public health improvements from walking trips. This is 75% of the benefits figures above. (The methodology used in the BCA considers cyclists only. However, District surveys show that trails are used by roughly the same number of pedestrians as bicyclists, and three times as many people commute by foot than by bike in the East Bay.)

The adverse impacts of the use of fossil fuel on air and water quality are well known. Hydrocarbon emissions include nitrogen oxide, carbon monoxide and benzene. According to a 1998 study by the International Center for Technology Assessment, while air pollution is the most noticeable and damaging effect of gasoline-based transportation, it is also responsible for a host of other adverse environmental effects. These include global warming, ozone depletion, crop damage, reduced visibility, the deterioration of buildings and acid rain. According to the study, water pollution due to leaking underground storage tanks, spills in inland waterways and oceans, and urban runoff of engine oil lead to contaminated drinking water, flooding and wildlife habitat damage. As shown above, the EBGTI will significantly reduce gasoline consumption in the East Bay, leading to a reduction in its environmental impacts. The SF Bay Trail/ Union City Dumbarton Bridge Link project is an example of how the EBGTI provides multiple environmental benefits. A partnership with the local flood control agency and the South Bay Salt Pond Restoration Project, the Bridge Link integrates an important non-motorized transportation link with a levee improvement project and the largest wetland restoration project on the West Coast.



Photo: John Trif

East Bay Green Transportation Initiative



v) Safety

Pedestrians and bicyclists are the most vulnerable users of the transportation system. In a recent 5-year period in the East Bay, bicyclists and pedestrians accounted for 21% of traffic-related fatalities. Alameda and Contra Costa counties also lead the state in “trespasser fatalities” along active rail lines. By providing separated facilities for bicyclists and pedestrians, especially adjacent to active rail lines, the East Bay Green Transportation Initiative provides an alternative to traversing busy roadways and rail corridors, thereby reducing the number of surface transportation-related fatalities. Injuries resulting from crashes within non-motorized corridors are typically less severe than those involving automobiles, trucks and trains. Therefore, the EBGTI will also reduce the consequences and the severity of injuries resulting from surface transportation-related crashes involving bicyclists when they do occur.

Specifically, two of the sub-projects within the EBGTI will construct bicycle and pedestrian facilities that parallel active heavy rail lines in western Contra Costa County, the location of dozens of pedestrian fatalities. In the first half 2010 alone, there have been five fatalities involving pedestrians on the tracks within the corridors that will be served by EBGTI projects. The EBGTI will also construct two grade-separated crossings of busy highway and rail lines in other areas of the East Bay, providing safe passage for bicyclists and pedestrians across high-traffic transportation arteries. Three of the projects will also provide the additional benefit of covering existing underground pipelines with asphaltic concrete, providing additional protection against the unintended release of hazardous materials.

The District’s “best,” or mid-range, estimate of safety benefits from the EBGTI is approximately \$8.12 million annually. This is based on the following assumptions:

- \$4.64 million in safer transportation options for cyclists. This is one-half of the mid-range mobility benefits under the BCA. (Mobility benefits measure the value to bicyclists of safer and more pleasant or comfortable pathways. To avoid double-counting, one half of the mobility benefits is assigned to safety and the other half to livability.)
- \$3.48 million in safer options for pedestrians. This is 75% of the benefits figure for bicycling. (The methodology used for the BCA considers cyclists only. However, District surveys show that trails are used by roughly the same number of pedestrians as bicyclists, and three times as many people commute by foot than by bike in the East Bay. Nevertheless, 75% was used as a conservative factor because pedestrians are somewhat less likely than cyclists to use trails for transportation.)

East Bay Green Transportation Initiative



b) Job Creation and Economic Stimulus

The total number of jobs created by the EBGTI is estimated to be 470. In 2008, the Bay Area's annual average unemployment rate was 6.2%. By June 2010, it had almost doubled to 11.4%. This is significantly higher, by almost two full percentage points, than the national rate of 9.5%. "Underemployment"—a broader measure that includes people who have given up looking for jobs or would like to work more than part-time—has reached crisis proportions: approximately 20% of the labor force, or one in five people.

The EBGTI will immediately create a significant number of jobs, and job creation is estimated to continue through 2014. Estimated spending on the EBGTI will result in approximately 470 job-years (total project spending of \$43.3 million divided by \$92,136 in government stimulus spending to create one job-year). To translate the job-years into a more illustrative number of jobs created per quarter, project spending and job creation are calculated into quarterly allocations. The EBGTI will create an average of approximately 100 jobs in each of the first four quarters of project implementation. The number of job-quarters will keep rising to a peak of 200 in the third quarter of 2012. The total number of job-quarters created by the EBGTI is an estimated 1,880.

Many of the EBGTI segments are integrated into regional-scale projects and the increase in economic activity will extend rapidly beyond the scope of this transportation-related effort. Enhanced by improved access to local and regional transit nodes, transit oriented residential and commercial developments planned adjacent to Green Transportation corridors will add jobs and other economic activity, and revitalized waterfront and urban communities will see an expansion of their local economies.

Best Hiring Practices

The Park District is an Equal Opportunity Employer committed to a diverse workforce. The District complies with Federal nondiscrimination and affirmative action requirements and complies with all laws and regulations requiring minimum wages and fringe benefits to be paid to workers performing construction work on federally-funded contracts.

i) Project Schedule

Planning and environmental approvals for all of the projects contained in the East Bay Green Transportation Initiative are currently underway. Since project initiation is complete, the EBGTI projects can begin quickly upon the award of a TIGER II Discretionary Grant. As detailed in the Project Schedule, the funds can begin to be spent immediately upon receipt, and continue to be spent at a steady rate until the end of the second quarter of 2014. Construction on the first sub-project is scheduled to begin in the third quarter of 2011 and continue through project completion in the second quarter of 2014.

East Bay Green Transportation Initiative

PROJECT SCHEDULE

YEAR	2010	2011	2011	2011	2011	2012	2012	2012	2012	2013	2013	2013	2013	2014	2014	2014	2014
QUARTER	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
JOBS PER QUARTER	95	98	96	109	132	132	168	200	164	178	132	141	126	63	46		

1) San Francisco Bay Trail Hercules Intermodal	Phase 1	E	E	D	D	C	C	C	C									
	Phase 2	E	E	E	E	E	E	E	C	C	C	C	C	C				
		P	P	P	D	D	D	D	D									

2) San Francisco Bay Trail Martinez Intermodal to Crockett		P	R	R	D	D	D	D	D	C	C	C	C	C				
			E	E	E	E	E	E										

3) San Francisco Bay Trail Gilman to Buchanan		R	R	R	D	D	D	D	C	C	C	C	C				
			E	E	E	E	E	E									

4) San Francisco Bay Trail Union City to Dumbarton Bridge		P	P	P	R	R	D	D	D	D	C	C	C	C	C			
		E	E	E														

5) East Bay Greenway Coliseum BART to I05th Ave.		E	E	E	E	E	R	R	D	D	D	D	C	C	C	C		

6) Iron Horse Trail TriValley Transit Connector	Phase 1	E	E	E	C	C	C	C	C									
	Phase 2	P	P	D	D	D	D	D	C	C	C	C						
				E	E	E	E	E										

7) Mokelumne Trail Highway 4 Bypass Overcrossing		R	R	E	E	E	E	C	C	C	C						
		D	D	D	D	D											

LEGEND	
Planning	P
Right of Way	R
Design/Engineering	D
Environmental	E
Construction	C

East Bay Green Transportation Initiative

ii) Environmental Approvals

All of the projects in the East Bay Green Transportation Initiative are anticipated to have less than significant environmental impacts. NEPA is substantially complete for three of the sub-projects. For transportation projects in California, Caltrans has been assigned the FHWA's responsibility for compliance with NEPA and other federal environmental regulations. It is Caltrans' policy that confirmation of federal funding is required prior to initiating the NEPA process. The District has initiated consultations with Caltrans Environmental staff and confirmed the approval timeline delineated below. Since none of the projects will result in significant environmental impacts, upon confirmation of the receipt of federal funds via the TIGER II program, the necessary environmental reviews and NEPA clearance will be completed more than 90 days prior to September 30, 2012.

Several of the projects will require additional environmental approvals from federal or state regulatory agencies, including the U.S. Fish & Wildlife Service, the U.S. Army Corps of Engineers, and the State of California Department of Fish and Game. It is anticipated that required permits from those agencies will be secured by December, 2011 for all the projects.

For a link to environmental documentation, please visit: www.ebparks.org/ebgti

1) San Francisco Bay Trail, Hercules Intermodal

Phase I - BIO-RAD: CEQA: The public comment period for the EIR is now underway. Expected completion: November 2010. NEPA: The public comment period for the EIS is also underway.

Expected completion: November 2010. Phase 2 - Bay Front Park: CEQA: EIR is in process. Expected completion: March 2011. NEPA: EA will be initiated upon confirmation of federal funding and will be completed by June 2012.

2) San Francisco Bay Trail, Martinez Intermodal to Crockett

CEQA: Mitigated Negative Declaration expected September 2011; NEPA: Environmental Assessment will be initiated upon confirmation of federal funding and will be completed by June 2012.

3) San Francisco Bay Trail, Gilman to Buchanan (Berkeley/Albany)

CEQA: Categorical Exemption expected June 2011; NEPA Categorical Exclusion will be initiated upon confirmation of federal funding and will be completed by June 2012.

4) San Francisco Bay Trail, Union City – Dumbarton Bridge Link

CEQA: Mitigated Neg Dec completed in 2008. NEPA: Categorical Exclusion expected by early 2011.

5) East Bay Greenway, Oakland-Coliseum BART to I05th Ave.

CEQA Mitigated Negative Declaration expected by December 2011. NEPA EA will be initiated upon confirmation of federal funding and will be completed by December 2011.

6) Iron Horse Trail, TriValley Transit Connector

Phase 1 – I-580 Undercrossing: CEQA Categorical Exemption completed in 2007. NEPA Categorical Exclusion in process; expected to be completed by December 2011.

Phase 2 – Hacienda Business Park: CEQA Categorical Exemption expected by December 2011. NEPA Categorical Exclusion will be initiated upon confirmation of federal funding and completed by June 2012.

7) Mokelumne Trail, Hwy 4 Bypass Overcrossing (Brentwood/Antioch)

CEQA: An Environmental Impact Report was completed in 1994.

NEPA: Categorical Exclusion will be completed by June September 2011.

East Bay Green Transportation Initiative

iii) Legislative Approvals

East Bay Green Transportation Initiative does not require any legislative approvals; no action by a legislative authority is required to move forward with the project.

EBGTI is broadly supported by legislators – federal, state, and local – as well as transportation agencies, environmental groups, local businesses, and community groups. Copies of the letters of support and a full list of EBGTI’s supporters are contained in Appendix C:

ELECTED OFFICIALS

Senator Barbara Boxer
Senator Dianne Feinstein
Congressmember John Garamendi
Congressmember Barbara Lee
Congressmember George Miller
Congressmember Jerry McNerney
Congressmember Pete Stark
California State Senator Ellen Corbett
California State Senator Loni Hancock
California State Senator Mark DeSaulnier
Alameda County Supervisor Scott Haggerty
Contra Costa County Supervisor Mary Piepho

REGIONAL AND LOCAL GOVERNMENT

Metropolitan Transportation Commission
Association of Bay Area Governments
Alameda County Transportation Improvement Authority
Contra Costa Transportation Authority

BUSINESS AND ENVIRONMENTAL

American Automobile Association
East Bay Economic Development Alliance
Contra Costa Council
Oakland Metro Chamber of Commerce
East Bay Bicycle Coalition
Rails to Trails Conservancy
San Francisco Bay Trail Project

EDUCATION AND PUBLIC HEALTH

Alameda County Department of Public Health
Contra Costa Department of Public Health
Sandia National Laboratories
University of California, Berkeley



East Bay Green Transportation Initiative

iv) State and Local Planning

The seven EBGTI segments are included in the transportation plans of all regional, countywide and local agencies with a connection to the subject properties. Specifically:

- All seven are identified in the Metropolitan Transportation Commission's 2009 update to the Regional Bicycle Plan for the San Francisco Bay Area (www.mtc.ca.gov/images/bike_plan_maps/alameda.jpg and www.mtc.ca.gov/images/bike_plan_maps/contra_costa.jpg)
- The four Bay Trail segments (projects #1-4) are shown in the Bay Trail Plan (<http://baytrail.abag.ca.gov/maps.html>), which was mandated by California State Senate Bill 100 in 1987, and the Bay Trail's 2005 Gap Analysis Study (www.abag.org/bayarea/baytrail/gap-analysis/GAP-ANALYSIS-REPORT-nomaps.pdf).
- The four GTI segments in Alameda County are included in the Alameda Countywide Bicycle Plan (www.acma.ca.gov/pdf/bicycle_plan/FinalBicyclePlan/Chapter3.pdf) and/or the Alameda Countywide Strategic Pedestrian Plan (www.actia2022.com/ped-toolkit/Full_Ped_Plan.pdf), both published in 2006.
- The three Contra Costa County segments of the GTI are in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan (www.ccta.net/EN/main/bike/cbpp.html).
- All seven segments are included in the local bicycle, bicycle/pedestrian and/or general plans of the jurisdictions in which they are located.
- In addition, the East Bay Greenway is the subject of East Bay Greenway Plan: Concept Plan for a Bicycle and Pedestrian Path: A healthier, greener, and safer passage from Oakland to Hayward, adopted in 2008 (www.urbanecology.org/greenway/EastBayGreenwayExecutiveSummary.pdf).
- Hercules Intermodal: <http://www.ci.hercules.ca.us/index.aspx?page=226>
- Martinez Intermodal: <http://www.ccta.net/EN/main/transit/commute.html>

v) Technical Feasibility

The District and its project partners have completed, at minimum, detailed feasibility and preliminary engineering studies for all of the sub-projects included in the Green Transportation Initiative. Several of the projects do present engineering or environmental challenges that have been addressed in the planning stage.

For example, a portion of the TriValley Transit Connector project will be constructed underneath an existing interstate highway overpass. In order to avoid impacts to the existing freeway structure and work within the confined space, tieback walls have been incorporated into the design to avoid the need drill piers. The Hercules Intermodal project will construct a bridge landing in a wetland area. A "self-mitigating" strategy has been developed whereby the project will actually enhance the existing wetland, avoiding the need for costly off-site mitigation.

The remaining sub-projects utilize conventional design and construction techniques. Proposed grade separations, including both undercrossings, have been designed in conformance with federal, state and local standards and comply with the Americans with Disabilities Act. Additionally, all of the projects have been designed to conform to all requirements of the utility providers, transit agencies, and railroads associated with the Initiative.

East Bay Green Transportation Initiative

vi) Financial Feasibility

East Bay Green Transportation Initiative has financial support from a wide variety of funding partners. As shown in the table on page eight, with the award of the requested TIGER II grant funds, each project segment is fully funded. Listed below are details of project funding partners contributions. For documentation of funding partners' financial commitments, please visit: www.ebparks.org/ebgti

Contingency Reserves – Measure WW

In 2008, 72% of the voters of Alameda and Contra Costa counties approved the extension of the District's 1988 bond funding measure. Over its 20-year life, this bond extension, Measure WW, specifically provides over \$55 million for the acquisition and development of non-motorized transportation corridors and trails. A portion of these funds could be allocated to cover shortfalls in funding for the Green Transportation Initiative projects.

Financial Commitments

1) SF Bay Trail/Hercules Intermodal – Total Project Cost: \$9.5 million

\$1 million in Measure J local sales tax funds have been allocated to the project by the Contra Costa Transportation Authority. The West Contra Costa Transportation Advisory Committee provided \$500,000 for design and environmental review costs. The Metropolitan Transportation Commission has committed \$862,000 via the 2010 Regional Transportation Improvement Plan to the project. EBRPD's Measure AA and WW have allocated an additional \$1.896 million to the project.

2) SF Bay Trail/Martinez Intermodal to Crockett – \$6 million

Funding sources for this project include \$1 million from the Contra Costa Transportation Authority's Measure J, and SAFETEA-LU via a \$1 million federal earmark to Contra Costa County, with supplemental funding as needed from EBRPD's Measure WW.



3) SF Bay Trail/Gilman to Buchanan (Berkeley/Albany) – \$2.8 million

Alameda County's Measure B will provide \$500,000 and the California State Coastal Conservancy – Proposition 84 via the Bay Trail Project will provide \$300,000, with an additional \$500,000 to be obtained from EBRPD's Measure WW.

4) SF Bay Trail/Union City – Dumbarton Bridge Link – Total Project Cost: \$3 million

Caltrans funds in the amount of \$980,000 have been committed as mitigation for the San Mateo Bridge retrofit project to provide a Bay Trail connection from the San Mateo Bridge to the Dumbarton Bridge. EBRPD's Measure WW will provide \$1,020,000.

East Bay Green Transportation Initiative

5) East Bay Greenway/Oakland-Coliseum BART to 105th Ave – \$6.5 million

Alameda County Transportation Improvement Authority has authorized \$500,000 for environmental studies; an additional \$500,000 is available for construction. Measure WW specifically allocates \$400,000 for the East Bay Greenway. An additional \$1 million will be funded via California's Proposition 84 and EBRPD's Measure AA.

6) Iron Horse Trail/TriValley Transit Connector – \$9.5 million

I-580 Undercrossing Segment:

ACTIA has allocated \$891,000 for construction funding via Measure B; \$1,021,000 of STIP TE funding via MTC's 2010 RTIP as been committed, as well as \$100,000 from the City of Pleasanton and \$630,000 from EBRPD's Measure WW.

Hacienda Business Park/Dublin-BART Segment:

ACTIA has confirmed that an additional \$1 million is available from Measure B funds for this segment, with \$2,200,000 committed from EBRPD's Measure WW funding.

7) Mokelumne Trail/Hwy 4 Bypass Overcrossing (Brentwood/Antioch) – \$6 million

Contra Costa Transportation Authority's Measure J will provide \$1 million in Bicycle and Pedestrian funds for this project. EBRPD's Measure AA and the Highway 4 Bypass Authority have contingency funding available to support the project as well.



Photo: Mark Smallcorn

Grants Administration

EBRPD is very experienced in grants administration, having received over 550 grants on an allocation or competitive basis from numerous state and federal agencies. This represents an award of funds in excess of \$136 million in successfully completed projects. The District has completed 14 federal aid trail projects in full compliance with NEPA, federal highways aid requirements, and federal wage rate standards. The District maintains an accounting system that accurately reflects fiscal transactions with the necessary controls and safeguards of an internal audit process.

East Bay Green Transportation Initiative

2. Secondary Selection Criteria

a) Innovation

The East Bay Green Transportation Initiative demonstrates innovation in its emphasis on providing a network for non-motorized transportation choices to improve the condition of existing transportation systems, enhance economic competitiveness, create more livable communities and improve energy efficiency, while creating nearly 500 good-paying American jobs.

For the past 75 years, local, state and federal transportation agencies have attempted to “build” their way out of congestion, constructing more roadways, adding more lanes to existing highways and bridges, and creating more parking lots to accommodate private automobiles. Yet the condition of our transportation infrastructure continues to decline, caused in large part by the ever-increasing number of automobiles clogging our streets and highways. Managing traffic flow, while an important stopgap measure, will eventually lose out to growth. The EBGTI’s innovative use of non-motorized corridors paralleling major highways and connecting jobs, housing and transit can actually reduce the number of cars on our roads and highways, improving the condition and accessibility of existing transportation infrastructure at a fraction of the cost of new highway construction.

Economic competitiveness is enhanced by reducing the time and cost of commuting to work, improving access to local and regional transit facilities, and providing legitimate alternatives to the private automobile. Reducing commute costs improves the mobility of the workforce, and providing access to employment centers for workers without automobiles increases its size. Workforce size and mobility are key aspects of economic competitiveness. Reducing the time and expense of commuting is also a key factor in creating more livable communities. Energy efficiency as well as public health are enhanced by a reduction in vehicle miles driven, resulting in less reliance on fossil fuels, a reduction in greenhouse gasses and enhanced opportunities for healthful exercise.



The EBGTI also demonstrates innovation in its funding strategy. Existing non-motorized corridors within the East Bay were developed piecemeal. The East Bay Green Transportation Initiative combines funding from twelve separate transportation, livable communities, recreation and natural resource enhancement sources to “connect the dots,” completing a region-wide seamless network of nearly 200 miles of paved trails connecting 33 cities within Alameda and Contra Costa counties.

East Bay Green Transportation Initiative

b) Partnership

i) Jurisdictional and Stakeholder Collaboration



The East Bay Green Transportation Initiative is a collaborative effort between the District and its federal, state, local and non-governmental partners. Financial commitments for the EBGTI have been secured from federal sources, including SAFETEA-LU, state agencies such as the California Department of Transportation and the California Coastal Conservancy via the Association of Bay Area Governments' Bay Trail Project. Committed funding has also been secured from regional sources including the Metropolitan Transportation Commission, the Alameda County Transportation Improvement

Authority, and the Contra Costa Transportation Authority. Feasibility and environmental studies for a number of EBGTI projects have been funded by local jurisdictions including Hercules, Pinole, Pleasanton, Dublin, Union City, the Highway 4 Bypass Authority and the West Contra Costa Transportation Advisory Committee. The District's own bond measures, 1988's Measure AA and 2008's Measure WW, have also provided significant funding for the EBGTI.

Other public entities involved in the EBGTI include East Bay Municipal Utility District, Alameda County Zone 7 Water Agency, the Alameda County Flood Control and Water Conservation District, the Contra Costa Water District, Bay Area Rapid Transit District, AC Transit, the County Connection Bus service, and the Capitol Corridor Joint Powers Authority, which operates intercity rail service between the East Bay and Sacramento.

Project partners outside of traditional transportation agencies include non-profits such as TransForm, the Rails-to-Trails Conservancy, and the Greenbelt Alliance. Urban Ecology, the District's planning partner for the East Bay Greenway project, is a community-based organization focusing on urban planning and environmental justice issues.

As detailed in the application, the District has secured \$18.8 million in matching funds for the EBGTI. TIGER II funding in the amount of \$24.5 million will complete the overall financing package, putting hundreds back to work while getting them out of their cars. Due to competing demands on local and state transportation funding and the economic downturn, additional local funding is unlikely and the project cannot be readily and efficiently completed without federal assistance. It should be noted, however, that each of the seven sub-projects can be completed independently, and each provides significant benefits to its local community.

ii) Disciplinary Integration

For over 25 years, the District has partnered with non-transportation related public agencies to develop East Bay's non-motorized transportation network. Because the benefits to the community resulting from the implementation of the East Bay Green Transportation Initiative extend beyond the traditional disciplinary boundaries of transportation agencies, the EBGTI has attracted a wide range of support from state, regional and local public agencies.

For example, because the EBGTI will result in a reduction in greenhouse gases that will impact the rate of sea level rise it is supported by both the Contra Costa Flood Control District and the Alameda County Flood Control and Water Conservation Districts. Both agencies will provide no-cost right

East Bay Green Transportation Initiative

of way, technical expertise and permitting support in implementing projects contained in the EBGTI. County and city redevelopment agencies have also provided support for the initiative. Several of the Initiative's projects are located in redevelopment districts within the East Bay, and agencies including the Hercules Redevelopment Agency and the Contra Costa County Redevelopment Agency have provided critical support and funding. The Housing Authority of Alameda County supports the efforts of the EBGTI to provide improved access to transit for low-income communities and several of the Initiatives projects, such as the East Bay Greenway and the TriValley Transit Connectors are integrated into existing or proposed low and moderate income housing projects.



Regionally, the Association of Bay Area Governments has provided funding and planning support for the EBGTI. Most of the Initiative's projects are located within ABAG's Priority Development Areas, identified as areas suitable for high density, "smart growth" development. The EBGTI is critical to the success and livability of these new urban communities. The Bay Area Air Quality Management District and Regional Water Quality Control Board have also provided support for the EBGTI. Reducing vehicle miles travelled by providing safe, high quality alternatives to the automobile will improve both our water and our air.

The California State Department of Public Health was established by Governor Arnold Schwarzenegger to focus on public health. The Department supports the EBGTI's goal of improving public health by providing opportunities for healthy exercise and helping to reduce the rate of childhood asthma, especially in low-income communities by improving air quality via the reduction of vehicle trips in urban areas.

The vision of the EBGTI could not be implemented without the support and partnership of a wide spectrum of public agencies. These partnerships create synergies resulting in projects that provide multiple benefits to the community, the environment and the economy.

V. Project Readiness and NEPA

Planning and environmental approvals for all of the projects contained in the East Bay Green Transportation Initiative are currently underway. Since project initiation is complete, the EBGTI projects can begin quickly upon the award of a TIGER II Discretionary Grant. As detailed in the Project Schedule, the funds can begin to be spent immediately upon receipt of notification of award of grant, and continue to be spent at a steady rate until the end of the second quarter of 2014.

NEPA status is detailed in section b) ii) Environmental Approvals. For additional information see Appendix D and visit our website: www.ebparks.org/ebgti

East Bay Green Transportation Initiative

VI. Federal Wage Rate Certificate



August 16, 2010

Mr. Ray LaHood
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

**Re: Federal Wage Rate Certification
East Bay Green Transportation Initiative
Transportation Investment Generating Economic Recovery (TIGER II)**

Dear Mr. LaHood:

The East Bay Regional Park District hereby certifies that it will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal wage rate requirements), as required by the FY 2010 Appropriations Act. This compliance includes, but is not limited to Prevailing Wage, Stipulations Required in Contract, Discharge of Payment and Overtime Pay.

Thank you for your support and consideration of this project. If you have any questions, you may contact me at 510-544-2204, jrasmussen@ebparks.org or Trails Manager Jim Townsend at 510-544-2602, jtownsend@ebparks.org.

Sincerely

Jeff Rasmussen
Grants Manager

Board of Directors

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East Bay Green Transportation Initiative

VII. Changes to Preliminary Application

There are no changes to the East Bay Green Transportation Initiative Preliminary Application.