

APPLICATION COVER SHEET

Applications are due by 3 p.m. on Monday, August 8, 2011 at the TransForm office. A complete application submission includes four (4) paper copies, unbound; all material, including attachments, maps, and graphics should be printed in black and white on 8 1/2" x 11" paper to ensure easy reproduction. Please do not submit cover letters.

All applications should also be submitted electronically, either by including a labeled flash drive (so that we may mail it back) with your application packet, or by uploading your application as one file to: <http://www.transformca.org/campaign/sr2t/application-upload>

TransForm's main office is located at 436 14th st., Suite 600, Oakland, CA 94612.

Project Name: Foothill Blvd Complete Street Project

Primary Project Agency Name(s): Alameda County Public Works Agency

City or Cities: Castro Valley, San Leandro

County or Counties: Alameda County

Date Submitted: 8/8/2011

Date Received (leave blank): [REDACTED]

Application Checklist:

To check a box, double click on the box and mark "Default Value" as "Checked." Please do not submit cover letters.

- Applicant has read the SR2T FAQ document
- All attachments are labeled as per the numbering system provided below.
- All materials should be readable when reproduced in black and white.
- All required attachments are included, any unused attachments have been deleted.

Applicable Sections for Project and Plan Applications:

Please note that capital project applications should fill out all application parts except for part 13. Applications seeking funding for plans should fill out parts 1-3, 4C, 6, 7, 10, 12, and 13

When filling out the application, please show all methodology, assumptions, and sources used in your calculations. If the information requested in the application is not available, please include a brief explanation.

- Attachment 1:** Map of Project Area (required)
- Attachment 2:** Budget Charts (required; included as a separate Excel file)
- Attachment 3:** Routine Accommodation Checklist (required; all proposals must complete MTC's Routine Accommodation Checklist. Please complete it on line at: http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm. Please print out and submit a copy of the completed checklist.)

List any additional attachments included in the application:

Attachment 4: Foothill Blvd. Existing Conditions Photos

Attachment 5: Planning Documents

Attachment 6: [REDACTED]

Attachment 7: [REDACTED]

Attachment 8: [REDACTED]

Attachment 9: [REDACTED]

Attachment 10: [REDACTED]

An authorized representative of the primary applicant agency must sign below, affirming that the statements in the application package are true and complete to the best of the applicant's knowledge.

Signature: [REDACTED]

Name: Paul J. Keener

Title: Senior Transportation Planner

Date: 8/8/11

PART 1: BASIC PROPOSAL INFORMATION (FOR PROJECT AND PLAN APPLICATIONS)

Proposal Name: Foothill Blvd Complete Street Project

Primary Sponsoring Agency: Alameda County Public Works Agency

Secondary Sponsoring Agency or Agencies: [REDACTED]

General Location (Jurisdiction and/or neighborhood only): Castro Valley / Ashland

Project Type

1. Capital or Plan Project: Safe Routes to Transit proposals may request funding for Capital projects or Plans. For Cycle 4, please do not combine capital projects and plans. An agency wishing to submit applications for both a plan and a project should submit two separate applications. Indicate below which type of project this application is:

Capital Project--improves safety and/or access for bicyclists and/or pedestrians to regional transit service (ex: bicycle lane, bicycle loop detector, crosswalk, improved intersection signalization, etc.) and/or improves access at a transit station/stop and/or on onboard transit vehicles.

Plan--includes the development of a Plan that specifically addresses bicycle and/or pedestrian access to a regional transit service (ex: station area plan, transit street plan, etc.).

2. Mode Target: Safe Routes to Transit encourages "complete" projects that provide improvements for trips made by walking and bicycling. Some facilities or components included in proposed projects may have obvious primary benefits to either cyclists or pedestrians. However, the entire project may provide benefits to *both* pedestrians and cyclists (traffic calming or increased motorist awareness, for example). Proposals that provide benefits to both bicyclists and pedestrians will score higher in this category. Please indicate which modes are the target beneficiaries of your project:

- Bicycles
- Pedestrians
- Both bicycle and pedestrians

PART 2: SPONSORING AGENCY CONTACT INFORMATION (FOR PROJECT AND PLAN APPLICATIONS)

Project sponsors are expected to jointly cooperate on project planning, design and implementation.

A. Primary Sponsoring Agency: Alameda County

Agency role/responsibilities in the project: Alameda County Public Works Agency

Primary Contact Person: Paul J. Keener

Title: Senior Transportation Planners

Safe Routes to Transit Application
FY 2011/2012

Phone #: (510) 670-6452
paulk@acpwa.org

Fax #: (510) 782-1939

Email:

Mailing Address: 399 Elmhurst Street

Role/Responsibilities in the project: Staff Contact

Secondary Contact Person: James Chu

Title: Road Design Manager

Phone #: (510) 670-5566

Fax #: (510) 782-1939

Email: james@acpwa.org

Mailing Address: 399 Elmhurst Street

Role/Responsibilities in the project: Project Manager

B. Secondary Sponsoring Agency (if applicable): [Redacted]

Agency role/responsibilities in the project: [Redacted]

Primary Contact Person: [Redacted]

Title: [Redacted]

Phone #: [Redacted]

Fax #: [Redacted]

Email: [Redacted]

Mailing Address: [Redacted]

Role/Responsibilities in the project: [Redacted]

Secondary Contact Person:

Title: [Redacted]

Phone #: [Redacted]

Fax #: [Redacted]

Email: [Redacted]

Mailing Address: [Redacted]

Role/Responsibilities in the project: [Redacted]

C. Third Sponsoring Agency (if applicable): [Redacted]

Agency role/responsibilities in the project: [Redacted]

Primary Contact Person: [Redacted]

Title: [Redacted]

Phone #: [Redacted]

Fax #: [Redacted]

Email: [Redacted]

Mailing Address: [Redacted]

Role/Responsibilities in the project: [Redacted]

Secondary Contact Person: [Redacted]

Title: [Redacted]

Phone #: [Redacted]

Fax #: [Redacted]

Email: [Redacted]

Mailing Address: [Redacted]

Role/Responsibilities in the project:

D. Additional Sponsoring Agencies or contact persons (if applicable):

PART 3: FUNDING REQUEST (FOR PROJECT AND PLAN APPLICATIONS)

Please fill out the Budget Charts (Attachment 2 in the application), included as a separate Excel file, in addition to providing the information requested below. The amounts below should match numbers from the Budget Charts. Please also note that the charts below, as well as the excel charts, match those in the Initial Project Report form required by MTC for all SR2T awarded projects. We have done this for your convenience. For more information on this form, including instructions, visit: <http://www.mtc.ca.gov/funding/RM2/rm2capital.htm>

Please note: Overhead for the implementing agency may be reimbursed up to 50% of direct staff costs. Consultant overhead costs are not subject to the 50% reimbursement limit.

Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	100
Design - Plans, Specifications and Estimates (PS&E)	125
Right-of-Way Activities /Acquisition (R/W)	75
Construction / Rolling Stock Acquisition (CON)	1390
Total Project Budget (in thousands)	1690

Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	100
Design - Plans, Specifications and Estimates (PS&E)	125
Right-of-Way Activities /Acquisition (R/W)	75
Construction / Rolling Stock Acquisition (CON)	1390
Total Project Budget (in thousands)	1690

Project Budget – Deliverable Segment (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Project Budget – Deliverable Segment (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)

Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

PART 4: DETAILED PROJECT DESCRIPTION (PROJECT APPLICATIONS COMPLETE ALL SECTIONS, PLAN APPLICATIONS PLEASE COMPLETE ONLY SECTION C)

A. Project Description: Please provide a brief project summary (it is ok to use bullets). In your answer, please ensure that you address the following (if applicable): (1) proposed use of the requested grant funds; (2) project components; (3) specific design details; (4) define the project/plan area and clearly identify its location; (5) transit service and station(s) associated with the project; (6) project ADA compliance; (7) any relevant project history.

This project is the construction of 1.1 mile of Complete Street Project that will provide a multi-use path, pedestrian walkway, transit shelter, and Class 1 Bicycle Facility on Foothill Boulevard between 150th Avenue and 164th Avenue. The project will like Bay Fair BART, Fairmont Hospital, Lake Chabot Road, San Leandro City, Ashland Community, and Castro Valley. The project consists of constructing a new roadway, installing a bus shelter, installing multi-use pathway, constructing drainage improvements, and installing signing and striping. All designs are compliant with ADA standards and Caltrans standards. The completed gap closure project would connect to bike lanes on Foothill Boulevard.

AC Transit bus route numbers 32, 48, 75, and 89 operate along Foothill Blvd and connects to Bay Fair BART and other BART stations. The NX4 Transbay bus route provides service to San Francisco. This project would promote an alternative transportation mode while reducing vehicle emissions for County residents.

B. Project Purpose: Please provide a brief description about the current conditions and how the proposed project is anticipated to address/improve them. In other words, why is this project necessary. We encourage you to include good photographs that capture existing conditions, but please make sure that you have a system (numerical or otherwise) with which you can refer to them in your answer. Please make sure to address any existing design challenges, whether the project will affect travel to transit by people using other modes, and why your proposed project is the best solution to the challenges posed by the existing conditions.

The completed gap closure project would connect to bike lanes on Foothill Boulevard to existing bicycles starting Foothill Blvd. between 164th Avenue and I-238. The project will also connect to proposed bicycle lanes on Fairmont Drive which are currently being design and installed in Fall 2011. This project would promote an alternative transportation mode while increasing physical activity and reducing vehicle emissions for County residents.

C. Project Need: Why is this project necessary and what is its potential impact? Describe the land use patterns or plans and roadway conditions for the area as they relate to the demand for walking and bicycling.

Foothill Blvd. is not complete street and it is under utilized transportation cooridor. Lake Chabot, Fairmont Hospital, and Bay Fair BART are not connected by the bicycle network. There is plenty of capacity to improve bicycle and pedestrian facilities. The closure project would provide an alternative transportation mode while reducing vehicle emissions for County residents.

D. Maps/Drawings:

The following must be included as Attachment 1 (if more than one map is included, please list and include as Attachment 1A, 1B, 1C, etc): *If photographs are included, please note where the photos were taken from (for example: which corner is photographed and from which direction—NW, SE...)—this helps us accurately capture before and after conditions for funded projects. The better your maps and drawings, the easier it will be for the project advisory committee to understand your project and its potential impact.*

1. Map(s) of project area, showing the following:

- a. Proposed project and project area. Please provide an easily read map showing the proposed project. If multiple bikeway types are proposed (e.g. a bicycle route and bicycle lane), clearly indicate the limits of each bikeway type.
- b. Existing facilities, as applicable (e.g. bikeways, sidewalks, crosswalks, traffic signals, etc.) If this project is closing a gap, clearly illustrate how the project will achieve this.
- c. Nearby transit facilities, regional connections, centers of activity, significant destination or origin of existing or potential transit riders, and other locations of interest.
- d. Scale, legend, and clear documentation of the items above.

2. Drawings (does not apply to planning applications):

- a. For bikeway, sidewalk and pathway projects **only**: Schematic diagrams showing 1) plan view of roadway/facility, including striping and stenciling and 2) cross-section of current roadway/facility, both with and without the proposed project.
- b. For pedestrian project components, include diagrams and/or drawings of proposed facilities
- c. If new bicycle/pedestrian signage is part of project, include graphics of proposed new signage (or close approximation, if not finalized).
- d. For bike parking projects, include diagrams or drawings of proposed parking and map indicating location of parking.

PART 5: GAP CLOSURE (FOR PROJECT APPLICATIONS ONLY)

Safe Routes to Transit prioritizes projects that enable a complete trip through design and scope by addressing needed improvements in access, on-board travel, and at stations/stops. In other words, we encourage projects that do not just address ped/bike access at one location or at one intersection, but those whose solutions are comprehensive.

For example, bike lanes often stop well before an intersection, and then start up after the intersection. SR2T prioritizes projects that account for bicycle travel into and through intersections. As another example, pedestrian sidewalks and pathways sometimes require circuitous travel thru busy intersections in an indirect manner –different in quality from the routes that vehicles would be required to navigate. SR2T aims to accommodate bicyclists and pedestrians with at least the same level of priority in terms of safety, convenience, and comfort as motorists.

A. Project Completeness: Please describe how your project is designed to provide safe and convenient bicycle and/or pedestrian access throughout the project limits, addressing safety gaps or project segments where bicycle and/or pedestrian access has not been thoughtfully considered. Include analysis of how your project connects with existing ped/bike facilities and, thus, contributes to a more extensive network beyond project limits.

The Foothill Blvd. Complete Street Project is designed to be a safe and convenient bicycle and pedestrian corridor. It closes the gap along Foothill Blvd. and Fairmont Drive. It will provides bicycle and pedestrian connections between Bay Fair Mall, Lake Chabot, Sherrif Department, AC Transit bus stops, San Leandro, Ashland, and Castro Valley.

B. Project Gaps: Does your project close a major gap or overcome an absolute barrier in a bike or ped facility in the vicinity of a transit station, eliminating the need for circuitous travel to get to transit by walking or biking (i.e., there are no existing options such as existing city streets with sidewalks, a bridge, overcrossing, or connecting path through a park for traveling along the corridor)? Does your project include transit station/stop elements that are currently not in place? Identify any gaps in safe and convenient bicycle and/or pedestrian travel that will exist after your project completion.

The completed gap closure project would connect to bike lanes on Foothill Boulevard. This project would promote an alternative transportation mode while reducing vehicle emissions for County residents.

PART 6: SAFETY AND SECURITY (FOR PROJECT AND PLAN APPLICATIONS)

For a project or plan to score well in this area, it must deliberately address personal safety and security issues for pedestrians and bicyclists throughout the project area.

- A. Personal Safety:** Describe how your project/plan is designed to address a demonstrated personal safety or personal security issue (e.g. collision data).

Project will provide class 1 multi-use path that does not conflict with auto traffic and provides a safe route.

- B. Theft and Security:** Provide statistics or relevant information about theft, safety, and/or personal security concerns in your project area.

Unfortunately, a bicyclist died recently on Fairmont Drive in an auto accident. The transportation improvements will improve undesirable conditions for transit users, pedestrians, and bicyclist by provide space for them. The project will make transportation network more viable to motorist.

- C. Project Design:** Is your project located in an area that is well-trafficked or monitored and in an area that is safe and well-lit.

The project is located adjacent to a major arterial. It is well lit and well travel. It is located near the Alameda County Sheriff office.

PART 7: TRAFFIC CALMING (FOR PROJECT AND PLAN APPLICATIONS)

A. Traffic Calming/Traffic Awareness: Provide information on how your project or plan will address traffic calming/speeds, motorist awareness and overall traffic safety. One goal of the Safe Routes to Transit Program is to elevate pedestrian and bicycle safety to the level afforded motorized vehicles and their users. In your answer to this question, please note how the project/plan will address the following (if applicable): (1) traffic data and prevailing traffic speeds; (2) the awareness of motorists to the presence of pedestrians and bicyclists; (3) demonstrated or obvious traffic safety problem (e.g. collision statistics are high, there are a large number of complaints/near misses at site, there is high-speed traffic/high volumes of traffic/poor sight lines, wide multi-lane streets where cyclists and pedestrians need to cross, turning motions etc.); and (4) for projects that separate non-motorized users from traffic, the integration of safe crossings into traffic where off-road segments meet roads.

The proposed project is a multi-use pathway and will be separated from auto traffic.. The project will provide high visibility crosswalk and traffic signage.

PART 8: PILOT PROJECT (FOR PROJECT APPLICATIONS ONLY)

A. Pilot Project (Optional, but does accrue points): The SR2T Program encourages the design and development of facilities that provide a high standard of safety, convenience and comfort for pedestrians and bicyclists. Project applicants are encouraged to go above and beyond basic designs to develop innovative solutions for the pedestrian and bicycle challenges at hand.

Most manuals are written from the perspective of a baseline of minimum widths, minimum curve radii, etc., and to address the most common or typical situations for which standard signs and markings have been developed. However, these same manuals are continuously updated and new design treatments, and traffic control devices are added over the years, most recently the bicycle signal head and the sharrow pavement marking. These would not have been added unless an agency took a step back, determined that existing options in the manuals did not address the specific problem and then took the time to request to file a experiment from either the CTCDC or the FHWA and document the new device with before and after studies. The SR2T program wants to encourage and help agencies use existing design options in new and innovative ways. For examples of innovative treatments and respective design guidelines see the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide: <http://nacto.org/cities-for-cycling/design-guide/>

1. Does the project use a new or "non-standard" device or design treatment for which a request to experiment will be filed? (see note about additional time allowed)

No

2. If you selected yes, has this new or "non-standard" device or design treatment been used in a previous jurisdiction, and if so, where? And, did that agency apply for a request to experiment? Was the situation for which the device or treatment was used similar or different from the one proposed? Please explain:

█

3. Does the project use a package of standard design treatments and/or Traffic Control Devices (TCDs) that collectively provide an innovative approach to dealing with the problem to be solved and/or that have not yet found common use e.g. bike signal heads or traffic calming devices favoring pedestrian and bicycles (such as speed tables at crosswalks at intersections so that the bike path does not need the curb cut but rather the intersecting roadway crosses at a speed table), microwave or video detection for in pavement flashing lights, 6 to 8 foot bike lanes with a buffer zone for car doors, and way-finding signs?

No

4. Does the project use a standard design treatment such that no request to experiment is necessary but in a unique and innovative way or improve upon an existing design treatment? (Examples include but are not limited to: separating bikes from pedestrians on a bike path through use of pavement colors and materials, or, bike-friendly sinusoidal speed humps in a jurisdiction that has only used the more abrupt speed humps)

Yes

5. Does project/plan deal with a difficult bicycle/pedestrian safety or access issue that has not been addressed before?

No

6. Does the project improve upon a standard design or apply it in a new or innovative way?

Yes

7. Please explain any other aspects that contribute to the proposed project's/plan's the level of innovation.

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8. In order to promote innovations, SR2T is willing to allow additional time for completion if necessary to resolve challenges related to innovative projects/plans. Briefly describe any anticipated challenges associated with the proposed innovation and your methods to resolve them, and, what—if any—additional time would be required to complete the project.

None

PART 9: PROJECT READINESS (FOR PROJECT APPLICATIONS ONLY)

This section is to be completed only for applications requesting funding for capital projects.

A. What project development stages have been completed?

- Preliminary Planning
- Planning/Conceptual Engineering
- Design Engineering
- Project is Construction Ready
- Other--Explain: █

B. Is the project dependent upon another uncompleted major capital project?

- No
- Yes. Explain: █

C. What type of environmental documents will be prepared to meet CEQA (and NEPA, if applicable) requirements? If the environmental phase is complete, provide the document type and approval date for CEQA (and NEPA, if applicable).

CEQA

D. List any environmental issues that may require more detailed study.

None

E. Is the project entirely within the Sponsor(s) right-of-way?

Yes

No. Describe any new right-of-way, permits or easements required and state when they will be acquired. Please note if the project is in a CalTrans right-of-way and what communication has taken place about the proposal with CalTrans:

F. Are there any potential conflicts or challenges between the proposed project and public utilities, including any relocations/installations that are being implemented separately from the proposed project?

Yes. Explain:

No

G. Have all departments impacted within the local government agency, transit agencies, and/or other public agencies been involved in the development of the project and reviewed the project to ensure feasibility?

Yes. List these departments, agencies, and highest level of staff that reviewed the project proposal, and describe the extent of technical review.

No. Explain:

H. Is there significant local opposition or any pending lawsuits related to the project that may prevent the project from meeting the deadline for spending SR2T funds?

No

Yes. Explain:

I. Who will oversee implementation of the project? Please provide a list of key staff (including names and titles); indicate which responsibilities will be carried out by outside consultants.

James Chu, Road Design Manager

J. Briefly describe the strategy to comply with the SR2T requirement that the proposed project/plan be completed within three (3) years of grant approval (completion of project/plan by December 2014).

The project construction is scheduled to be completed in December 2012.

K. How long is the project expected to be in place or within use? (Describe plans, if any, to redevelop/repave the area, or other capital projects that would affect this project.)

40 years

I. Schedule: Please complete any applicable parts of the following schedule. Please keep in mind that sponsors have three years from MTC approval of SR2T Cycle 4 grantees--through December 2014-- to complete the awarded project.

Milestone	Projected or Actual Date of Completion (Month/Year)
Begin Environmental Studies	09/11
Environmental Approval – CEQA	11/11
Environmental Approval – NEPA	N/A
Begin Design	01/12
Final PS&E	05/12
Secure Right-of-Way Certification	06/12
Advertise Construction Phase	06/12
Begin Construction (Award)	08/12
Notice of Completion Date -- Accept Contract	03/13
Project Closeout – Complete Final Report and Invoice to Funding Agency	06/13

PART 10: LOCAL SUPPORT (FOR PROJECT AND PLAN APPLICATIONS)

Is this project in a [Priority Development Area](#) as identified by the Metropolitan Transportation Commission?

No

A. Inclusion in Planning Documents: (Local and regional Bicycle and/or Pedestrian Master Plans, General Plans, Specific Area Plans, Transit Access Plans, etc.)

- List the planning documents that include this specific project (Do not include documents that only generally reference the project.)

Alameda Countywide Bicycle Plan and Alameda County Bicycle Master Plan for unincorporated areas

- Attach the document cover and the applicable pages only of each document that identifies the proposed project or plan as a priority, and list the websites where the full document can be accessed, if available. Each attachment should be indicated on the application and labeled according to its attachment number. Please do not include a copy of the entire plan. Alternatively, you may provide a link to the plan, as long as you note exactly where the project is discussed.

Please see Attachment 5

B. Has this project/plan concept been reviewed by local bicycle and/or pedestrian committees? List all that apply.

Yes. Committee Name(s) and Date(s): Alameda CTC BPAC 2006

No. Please explain why not.

C. Has this project/plan concept been reviewed by all impacted transit operator(s)?

Yes

Transit Agency: AC Transit

Contact persons: Linda Morris

Dates of review: 8/8/11

Transit Agency:

Contact persons:

Dates of review:

No Explain why not.

D. Public Meetings: (neighborhood meetings, etc.) Describe any other public meetings that taken place where this specific project/plan has been discussed. Include the month and year for each meeting.

July 2006

E. Support Letters: Letters will only be accepted as attachments to the application. Do not mail them separately.

1. Applicants must submit a letter from each partnering agency demonstrating the role that this agency will play in implementing the grant (this shall include any funding commitments, staff support, as well as any other form of involvement the partner agency will have in implementing the project or plan).
2. Applicants may submit general letters of support when they are necessary to demonstrate additional public support not addressed above, however, letters of general support are not required.

F. Community Partners: Please list below any community groups or agencies that have demonstrated strong support for this specific project through a advocacy or commitment to participation in the project/plan. Include the group name, contact person and phone number below, as well as an explanation of the role with regard to the proposed project or plan.

Robert Raburn, EBBC

PART 11: TRANSIT INFORMATION (FOR PROJECT APPLICATIONS ONLY)

A. Regional Transit Information: Please review the FAQs document for details about what qualifies as regional transit service for SR2T purposes. For each transit station/stop associated with the project/plan, please provide the following information, along with data sources: (1) to/at/on which transit services will the project provide safe access? (2) number of existing daily weekday trips made to and from transit station/stop; (3) what is the current mode split to the station/stop? Please indicate what percentage or number of trips made to the transit station/stop are made by bicycling, walking, other transit, car drop-off, and drive & park. Reference peak data if possible; (4) frequency of service at transit station/stop during both commute and off-commute times for the regional transit that serves the station/stop.

The Foothill Blvd corridor is served by five bus lines The multi-use pathways and bus shelters will provide safe access to transit.

B. Routine Accommodation (Optional, not scored): Does your agency fill out MTC's Routine Accommodation Checklist for all of its transportation projects? Briefly provide some feedback on how useful you have found this document to be.

Yes. it is very useful.

Please Note: all SR2T projects must complete MTC's Routine Accommodation checklist (http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm) in advance of MTC approval of grantee list in November/December 2011. MTC's Routine Accommodations Checklist is intended for use on projects at their earliest conception or design phase to ensure that any pedestrian or bicycle consideration can be included in the project budget. After completing the Checklist, your County Congestion Management Agency is required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPACs) for review. To fill out the checklist, you need a password and login from your county's Congestion Management Agency. The following is a list of contacts from each Bay Area County that can provide applicants with a password:

Alameda County Congestion Management Agency
Vivek Bhat <vbhat@accma.ca.gov>

Contra Costa Transportation Authority
Amin AbuAmara < aabuamara@ccta.net>

Transportation Authority of Marin
David Chan < dchan@tam.ca.gov>

Napa County Transportation Planning Agency
Eliot Hurwitz < ehurwitz@nctpa.net>

San Francisco County Transportation Agency
Ben Stupka < ben.stupka@sfcta.org>

City/County Association of Governments
Sandy Wong < slwong@co.sanmateo.ca.us>

Valley Transportation Authority
Marcella Rensi < marcella.rensi@vta.org>

Solano County Transportation Authority
Sara Woo < swoo@sta-snci.com>

Sonoma County Transportation Authority
Seana Gause < sgause@sctainfo.org>
Lynn March < lmarch@sctainfo.org>

PART 12: LOW-INCOME COMMUNITY (FOR PROJECT AND PLAN APPLICATIONS)

A. Low-Income, Minority Community: Please summarize the most recent demographic data (and sources) that describes the percentage of people of color and percentage of people living at or below twice the poverty level in the area served by the proposed project or plan *and* an explanation of how the proposed project/plan will serve these communities.

The Foothill Blvd. corridor is adjacent to Ashland Community (MTC Community of Concerns).

PART 13: PLANS (FOR PLAN APPLICATIONS ONLY)

This section is only required for applications seeking funding for plans.

A. Has your jurisdiction ever adopted or prepared a similar Plan to the one you propose?

Yes. Title of plan and date adopted: [REDACTED]

No

1. If Yes: briefly describe the steps the agency has taken to implement the existing Plan, and attach a copy of document's front cover and table of contents.

[REDACTED]

2. If Yes: explain how the proposed plan would differ from previous plans.

[REDACTED]

B. Describe the area covered by the proposed Plan. Please include the size of the access area in square miles, identify transit stations, etc. Reference the map and project information provided in PART 4 when applicable.

[REDACTED]

C. Describe the elements to be included in the Plan and the focus of the Plan. Ideally, plans should address all of the following:

- 1. bicycle/pedestrian access to transit [redacted]
- 2. removal of barriers intermodal connections [redacted]
- 3. system-wide transit enhancements [redacted]
- 4. safety and security [redacted]
- 5. at-risk/under-served communities [redacted]
- 6. implementation [redacted]
- 7. funding [redacted]
- 8. priorities [redacted]

D. Has a written Plan outline or concept been developed and reviewed internally?

- No
- Yes. Please indicate which departments, and the highest level of staff that has reviewed this. [redacted]

E. Has a plan outline or concept been reviewed and/or approved by one or more public bodies?

- Yes. list the name of public bodies, dates reviewed, and actions taken. [redacted]
- No

G. Briefly describe the strategy to comply with the SR2T requirement that the proposed plan be completed within three (3) years of grant approval (i.e., plan completion by November 2014).

[redacted]

H. Briefly describe the outreach work you intend to include in the development of the Plan. Include an explanation of how the public and neighboring jurisdictions will be involved; how the work will be divided between staff and consultants (if any), etc.

[redacted]

I. Describe how the Plan will be approved. Include the name of the public body that will approve the final Plan and what action is anticipated to finalize this approval.

[redacted]

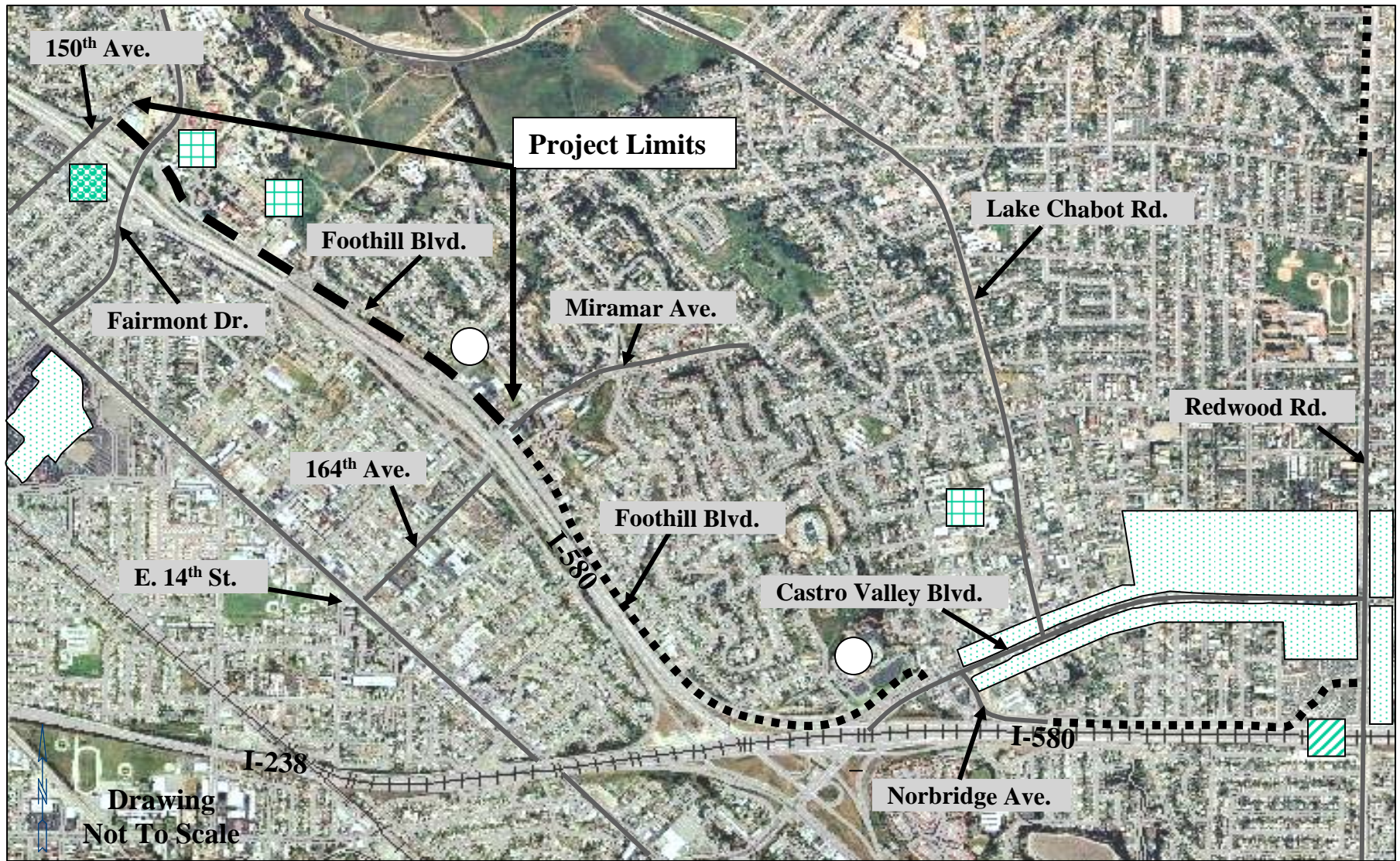
J. Describe how recommendations included in the Plan will be implemented. Include descriptions of any capital funding identified or set aside to implement the recommendations.

[redacted]

PART 14: ADDITIONAL INFORMATION (OPTIONAL)

A. Please provide any information that has not been included elsewhere in this document to support your application.

[redacted]



- Proposed Bike Lanes**
- Castro Valley BART Station**
- Hospital**
- School**
- Existing Bike Lanes**
- Shopping Area**
- Sheriff Department**



RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED				
PS&E				
R/W				
CON / Operating				
Total to date (in thousands)				

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 0
 Date: 8/11/2011

RM-2 Initial Project Report

**RM-2 FUNDING CASH FLOW PLAN For Allocation
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title:											Project ID:			
Agency:											Plan Date: 08/11/11			
RM-2 CASH FLOW PLAN														
RM-2 Expenditures	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL	
ENV/PA&ED														
PS&E														
R/W														
CON									3,000,000				3,000,000	
	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
RM-2 CASH FLOW PLAN TOTAL														
										3,000,000				3,000,000

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Regional Measure 2 Program Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT Foothil Blvd Complete Street Project	RM2 Legislation ID (and project subelements if any) 0
NAME AND ADDRESS OF IMPLEMENTING AGENCY Alameda County Public Works Agency 399 Elmhurst Street Hayward, CA 94544	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by name & job function)			
			0
			0
			0
			0
TOTAL DIRECT LABOR			0
2. OVERHEAD & DIRECT BENEFITS (Specify)			
	RATE	X BASE	
Overhead		0	
Direct Benefit		0	
TOTAL OVERHEAD & DIRECT BENEFIT			0
3. DIRECT CAPITAL COSTS (include enigneer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
TOTAL DIRECT CAPITAL COSTS			0
4. CONSULTANTS (Identify purpose and or consultant)			
Construction Contractor	TBD	TBD	300,000
TOTAL CONSULTANTS			300,000
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
TOTAL OTHER DIRECT COSTS			
6. TOTAL ESTIMATED COST			300,000

Comments:

Date: 8/11/2011

Foothill Boulevard Existing Condition Photos



Foothill Blvd./150th Ave. (Southbound view)



Foothill Blvd/159th Ave. Overpass (Southbound view)

Foothill Boulevard Existing Condition Photos (cont.)



Foothill Blvd near Manchester Road (Northbound view)



Foothill Blvd near Carolyn St. (Southbound view)

Foothill Boulevard Existing Condition Photos (cont.)



Foothill Blvd / Carolyn St. (Southbound view)

Foothill Blvd. Complete Street Project



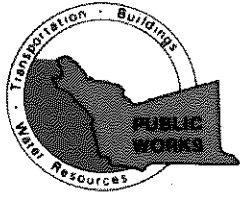
TransForm / East Bay Bicycle Coalition / Metropolitan Transportation Commission

Safe Routes to Transit Grant Application FY 11/102

Submitted by Alameda County Public Works Agency

Attachment 5

Planning Documents



Alameda County Bicycle Master Plan for Unincorporated Areas

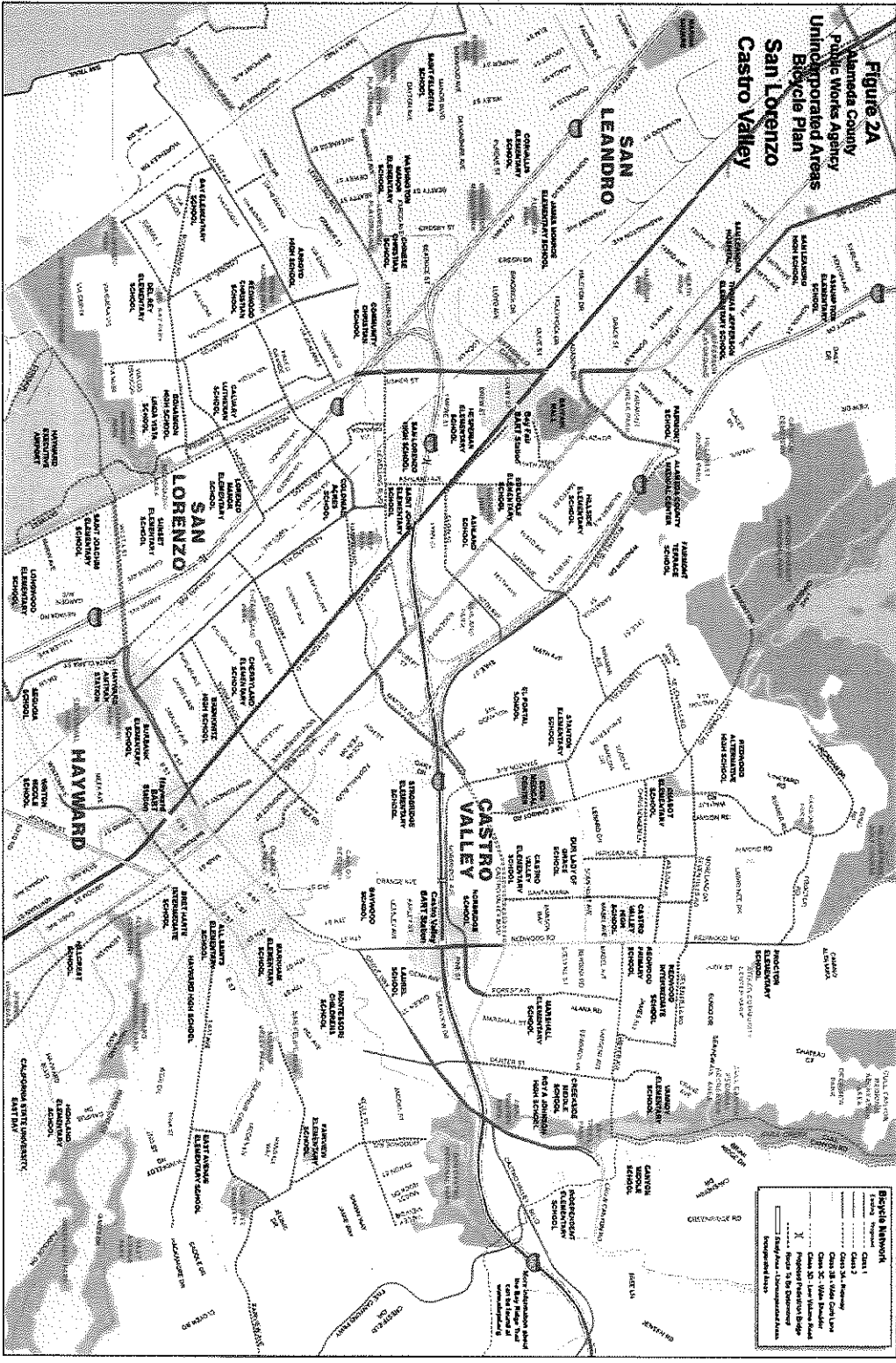


**Prepared by
Alameda County Public Works Agency
& Michelle DeRobertis**

March 2007

**APPENDIX C
RECOMMENDED BIKEWAY NETWORK**

RET#	STREET	BETWEEN	AND	LENGTH (mi)	Existing Bikeway type			PROPOSED TYPE	IMPROVEMENT NEEDED	CONSTRAINTS	PRIORITY	ATTRACTORS
					striping	signs	pavement textures					
CV CASTRO VALLEY												
1	Foothill Blvd.*	150th Avenue	164th Ave/Miramar Ave	1.1				2	striping, signs and pavement markings		3	
CBL	Foothill Blvd.	164th Ave/Miramar Ave	John Drive	1	Y	GB3	Y	2	Install R8+ Bike Lane Sign		3	
1	Foothill Blvd.	Near 173rd	Strobridge Avenue					2	NONE		3	
1	John Drive	Foothill Blvd.	Castro Valley Blvd.	0.2				2	NONE		3	
1	Foothill Blvd./S.R.238*	Castro Valley Blvd.	Apple Avenue H.C.L.	0.3				2	NONE		3	
2	Stanton Avenue*	Castro Valley Blvd.	Somerset Avenue	0.5				3A	traffic calming		3	Mostly residential
2	Stanton Avenue	Somerset Avenue	Sydney Way	0.4				3A			3	Mostly residential
3	Lake Chabot Road*	S.L. City Limits	Fairmont Drive	1.7				3A	traffic calming		3	
3	Lake Chabot Road*	Fairmont Drive	Seven Hills Road	0.7				2	striping, signs and pavement markings		3	
3	Lake Chabot Road	Seven Hills Road	Somerset Avenue	0.7				2			2	Castro Valley Community Center



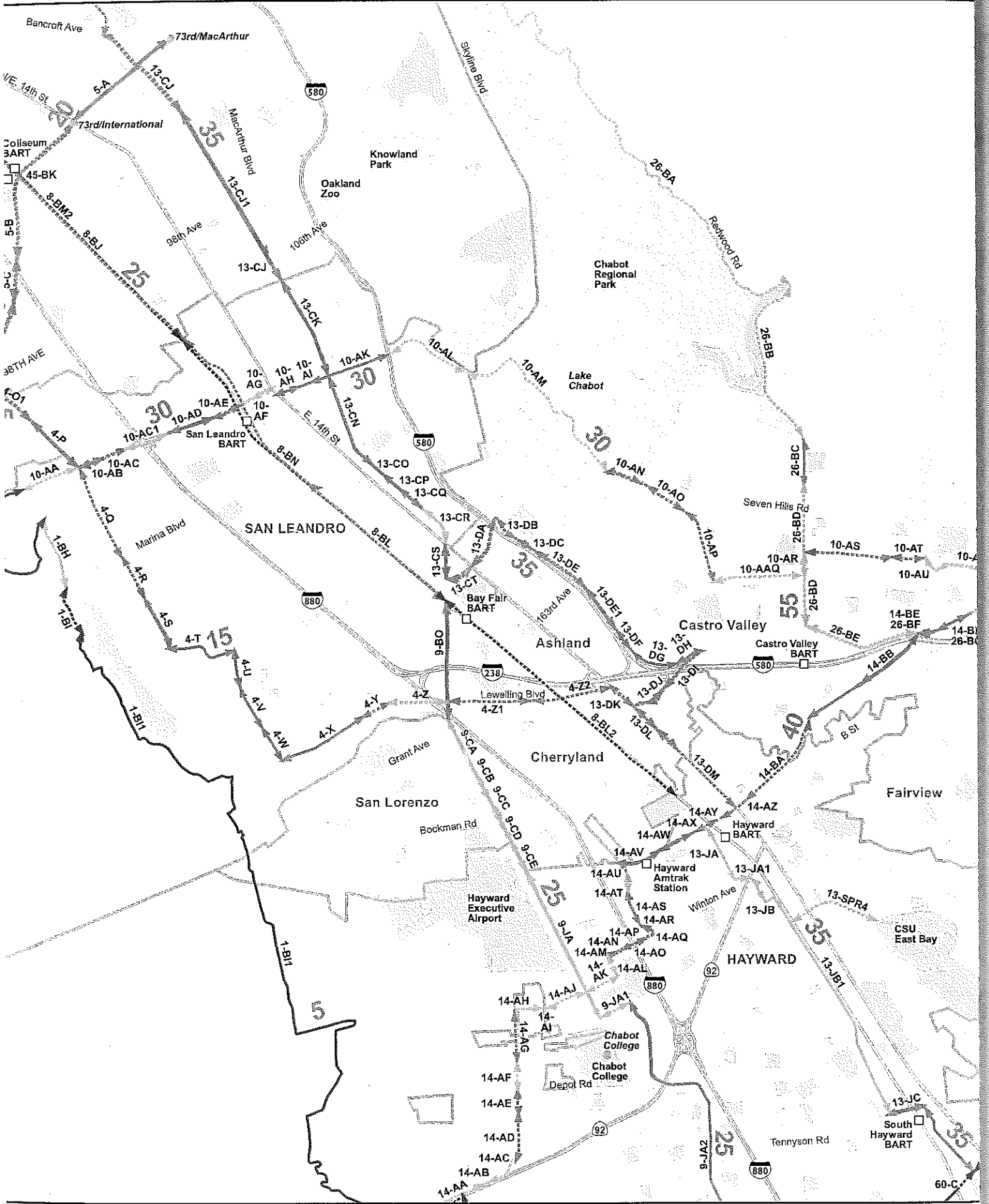
APPENDIX G
RECOMMENDED BICYCLE ROUTE MAP
Bicycle Network (San Lorenzo, Castro Valley)

Ruben's

2006
COUNTYWIDE
BICYCLE PLAN

Alameda County Congestion Management Agency

Adopted October 26, 2006



Appendix C-3 DESCRIPTION OF CROSS-COUNTY CORRIDORS

Project: 12 MacArthur Blvd - I-580 - Foothills

Corridor: 35

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
CF1	Oakland	MacArthur Blvd	Fruitvale Ave	Lincoln Ave	0.1	No	Class 2 - Bike Lane						Yes	\$17,135.0	Yes	
CG	Oakland	MacArthur Blvd	Redwood Rd/35th Ave	High St I-580 Overcrossing	0.6	No	Class 2 - Bike Lane						Yes	\$537,562.0	Yes	
CH	Oakland	MacArthur Blvd	High St/I-580 Overcrossing	Seminary Ave/Camden St	1.0	No	Class 2 - Bike Lane	Yes		I-580 at MacArthur			Yes	\$1,088,277.0	Yes	

Project: 13 Southern Alameda County - I-580 - Foothills

Corridor: 35

Segment	City	Roadway	From	To	Length (miles)	Exist	Recommended Bikeway Type	Improve Interchange	Install Signal	Location	Improve Grates	Improve RR Tracks	Arterial Improvements	Total Cost	Financially Constrained	High Priority
CI	Oakland	Camden St	MacArthur Blvd	Bancroft Way	0.5	No	Class 2 - Bike Lane							\$15,943.0	Yes	
CJ	Oakland	Bancroft Ave	Camden St	82nd Ave	0.9	No	Class 2 - Bike Lane							\$25,510.0	Yes	
CJ1	Oakland	Bancroft Ave	82nd Ave	San Leandro city limit	1.7	Yes	Class 2 - Bike Lane							\$54,206.0	Yes	
CK	San Leandro	Bancroft Ave	Oakland city limit	Estudillo Ave	0.9	Yes	Class 2 - Bike Lane						Yes	\$283,608.0	Yes	
CN	San Leandro	Bancroft Ave	Estudillo Ave	136th St	0.9	Yes	Class 2 - Bike Lane						Yes	\$283,489.0	Yes	
CO	San Leandro	Bancroft Ave	136th St	138th St	0.1	Yes	Class 2 - Bike Lane							\$337.0	Yes	
CP	San Leandro	Bancroft Ave	138th St	142nd St	0.2	Yes	Class 2 - Bike Lane							\$673.0	Yes	
CQ	San Leandro	Bancroft Ave	142nd St	146th St	0.3	Yes	Class 2 - Bike Lane							\$898.0	Yes	
CR	San Leandro	Bancroft Ave	146th St	E 14th St	0.4	Yes	Class 3 - Bike Route							\$1,684.0	Yes	
CS	San Leandro	Hesperian Blvd	E 14th St	Halcyon Dr	0.3	Yes	Class 2 - Bike Route							\$0.0	Yes	
CT	San Leandro	Halcyon Dr	Hesperian Blvd	E 14th St	0.3	No	Class 2 - Bike Lane							\$0.0	Yes	
DA	Cherryland	Fairmont Dr	E 14th St	Foothill Blvd	0.5	No	Class 2 - Bike Lane	Yes		I-580 at Fairmont				\$487,774.0	Yes	
DB	Castro Valley	Foothill Blvd	Fairmont Dr	hospital	0.3	No	Class 2 - Bike Lane							\$18,610.0	Yes	
DC	Castro Valley	Foothill Blvd	hospital	n/o Carolyn St	0.2	No	Class 2 - Bike Lane							\$56,125.0	Yes	
DE	Castro Valley	Foothill Blvd	n/o Carolyn St	Miramar Ave	0.6	No	Class 2 - Bike Lane							\$100,198.0	Yes	
DE1	Castro Valley	Foothill Blvd	Miramar Ave	187th St	0.4	Yes	Class 2 - Bike Lane							\$197,266.0	Yes	
DF	Castro Valley	Foothill Blvd	167th Ave	n/o 173rd Ave	0.2	Yes	Class 2 - Bike Lane							\$112,250.0	Yes	

Attachment 6

Foothill Blvd. Bus Route Maps

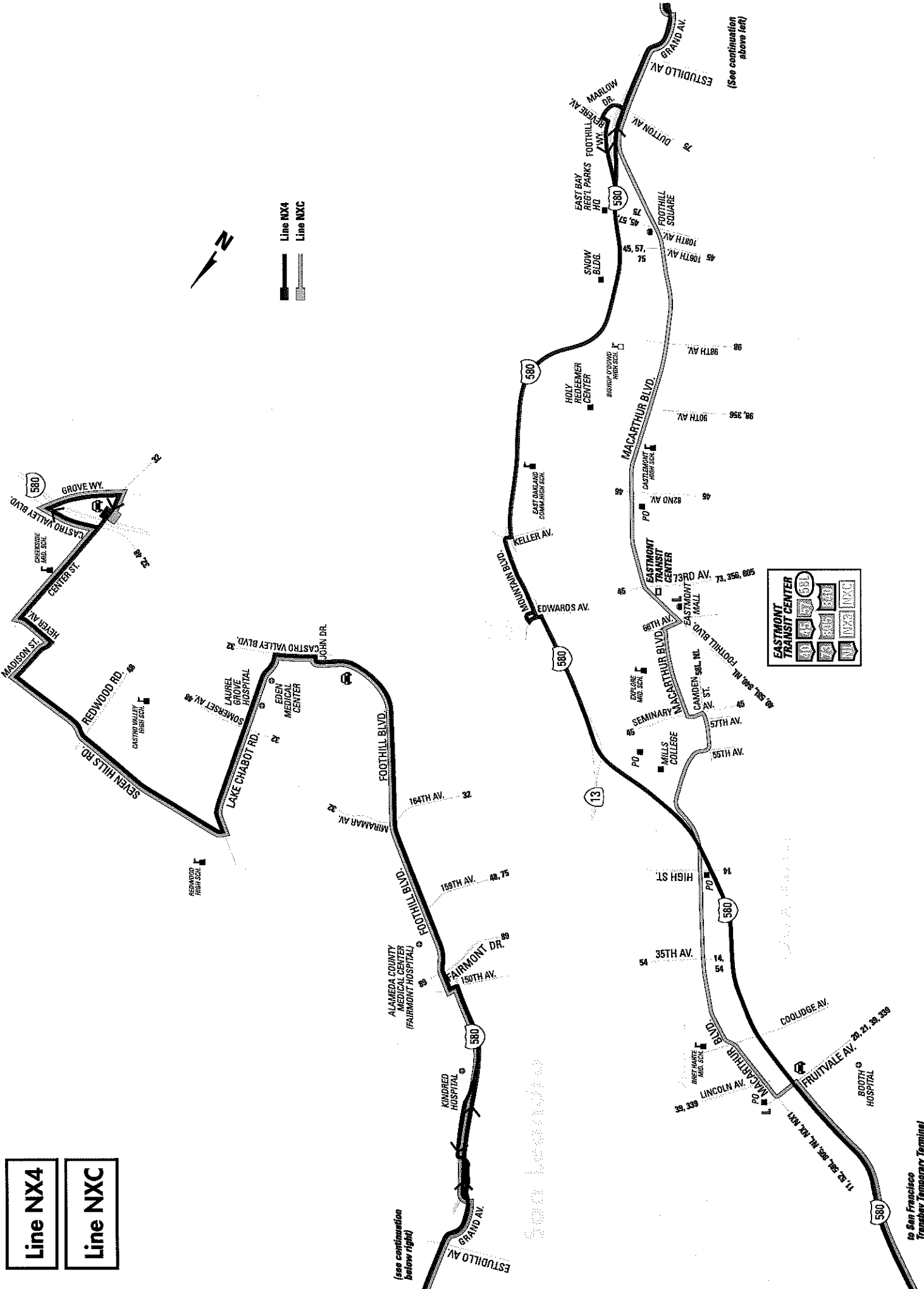
Line NX4

Line NXC



Line NX4

Line NXC

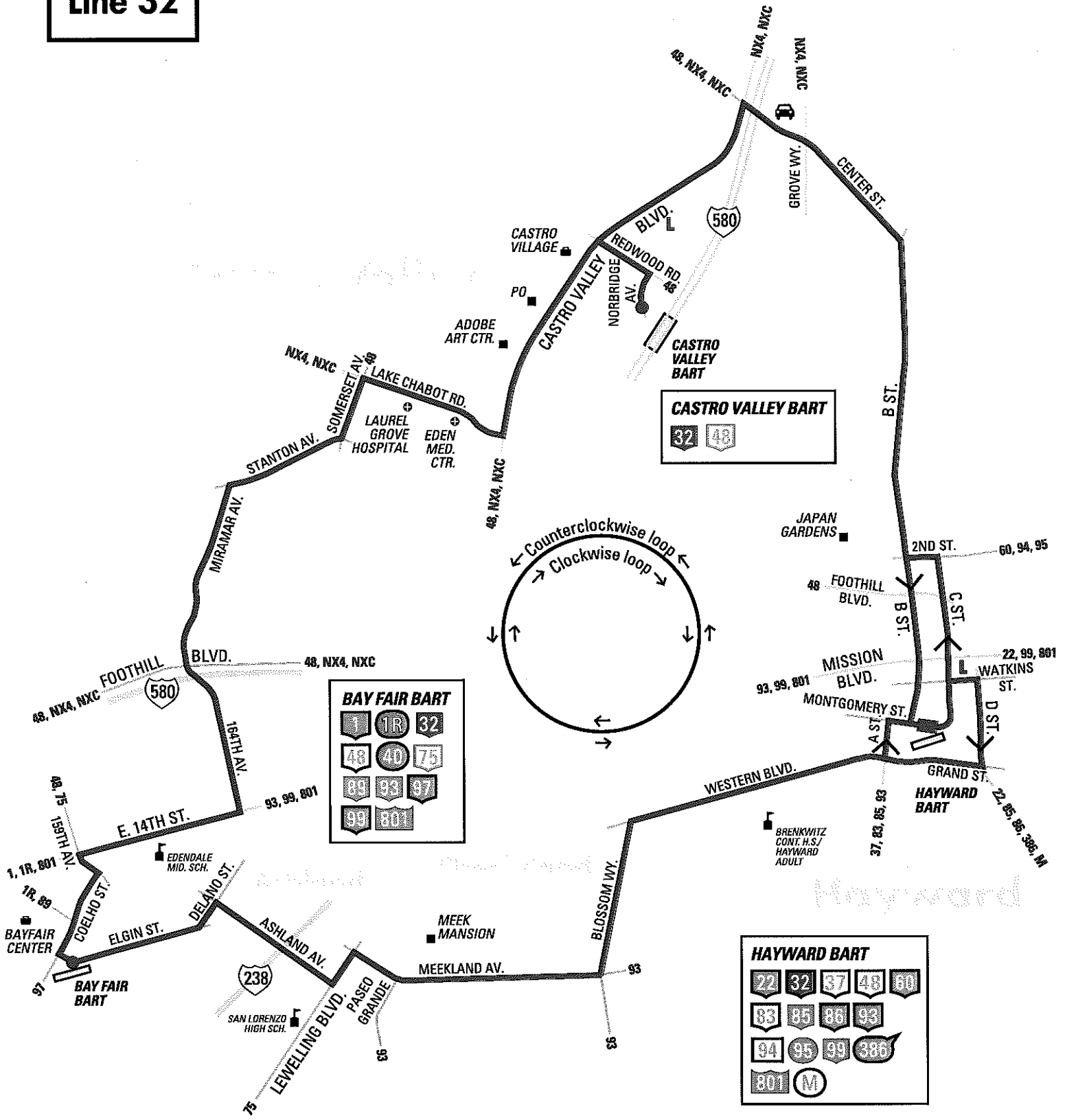


To San Francisco
Transbay Temporary Terminal
via freeway (no stops)

(see continuation
below right)

(See continuation
above left)

Line 32



CASTRO VALLEY BART

32	48
----	----

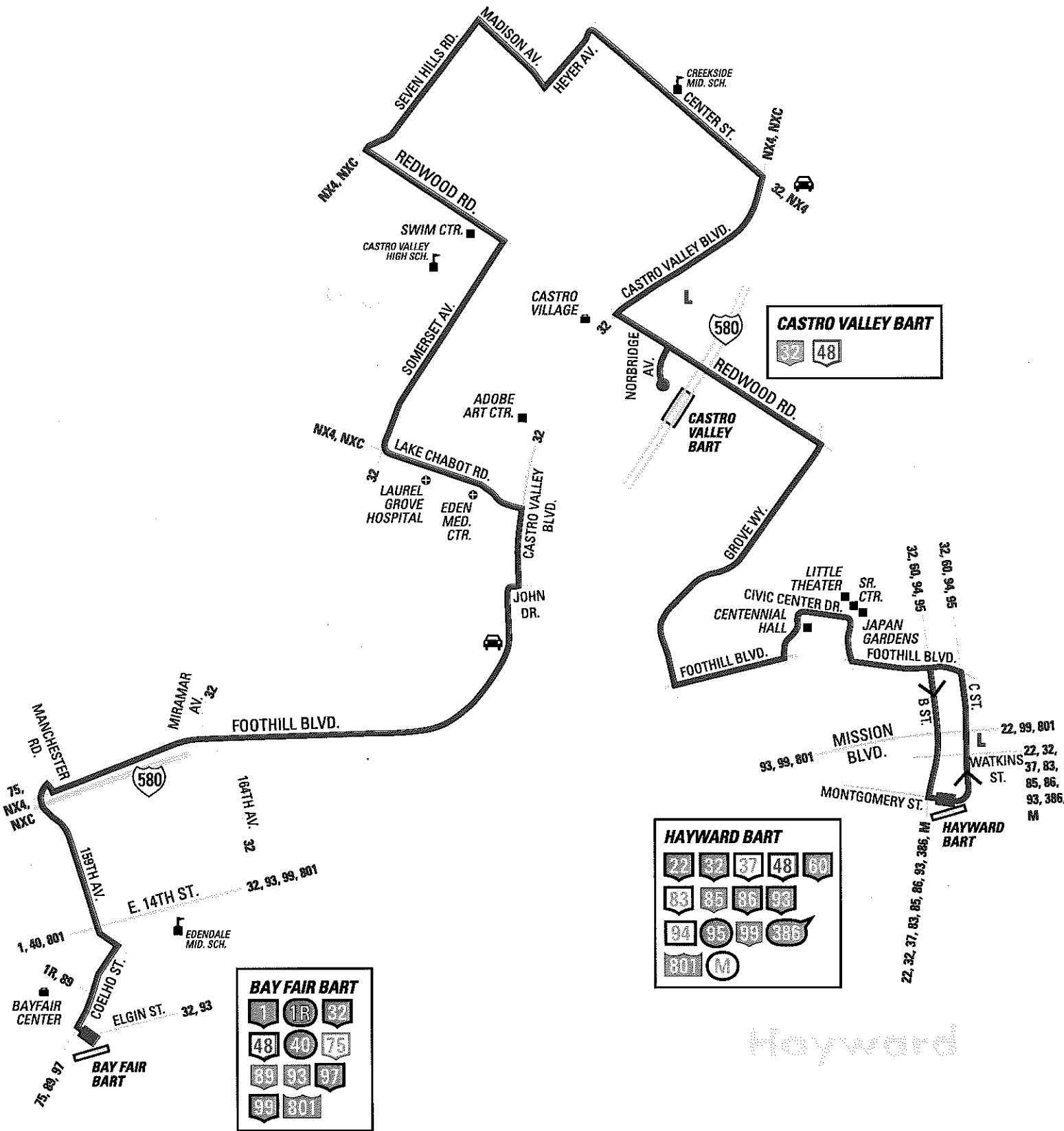
BAY FAIR BART

1	1R	32
48	40	75
89	93	97
99	801	

HAYWARD BART

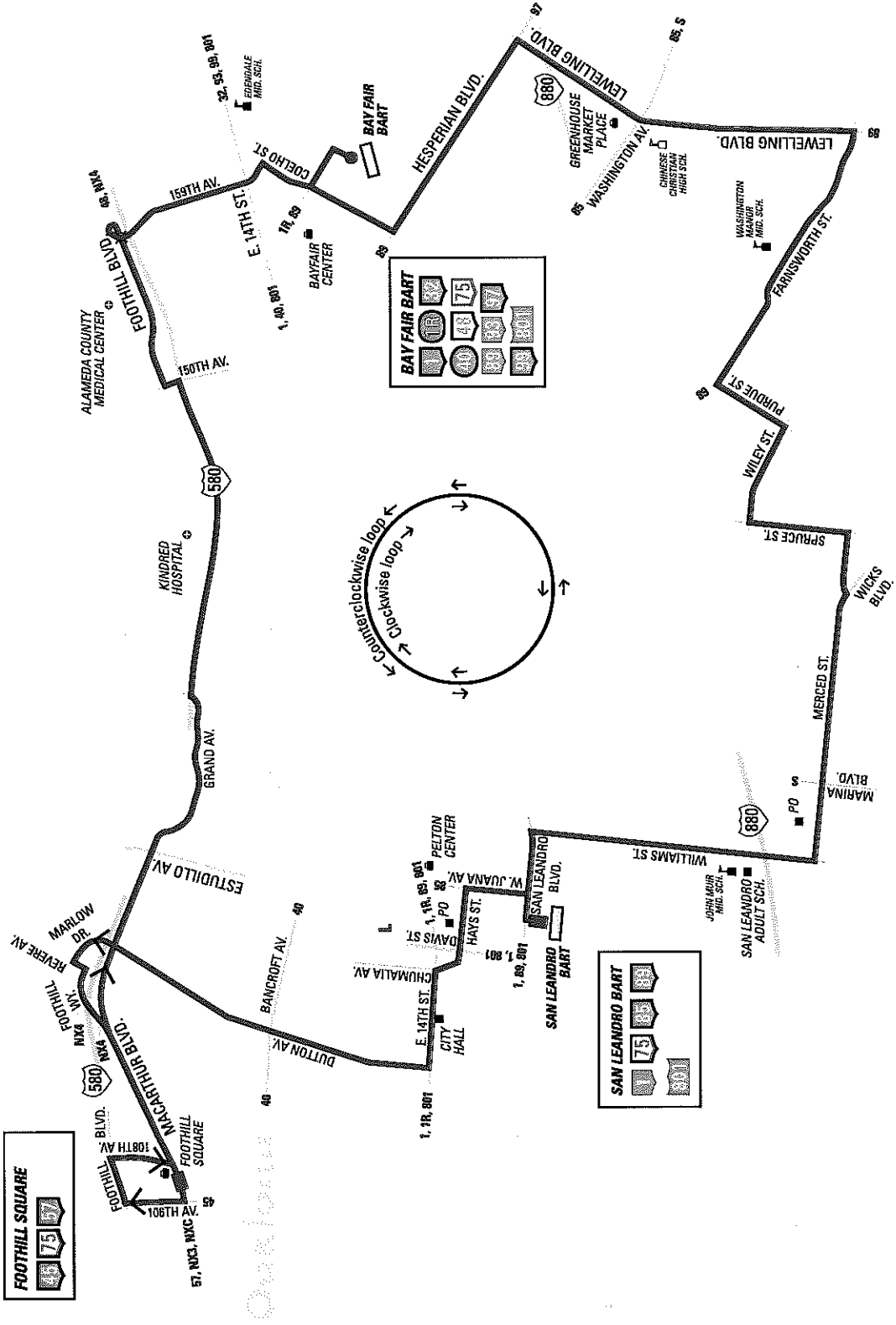
22	32	37	48	60
83	85	86	93	
94	99	386		
801	M			

Line 48

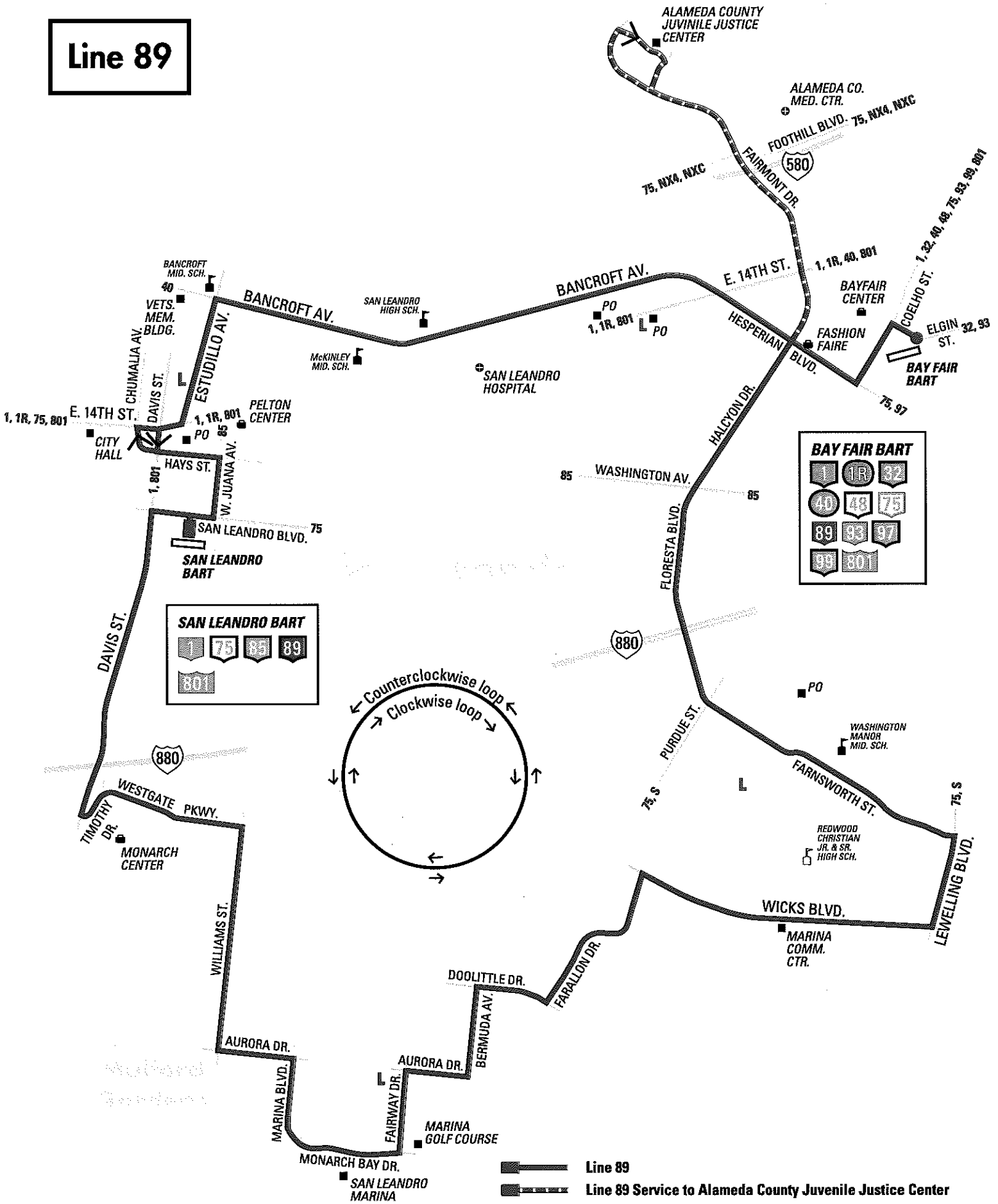


Hayward

Line 75



Line 89



SAN LEANDRO BART

1	75	85	89
801			

BAY FAIR BART

1	1R	32
40	48	75
89	93	97
99	801	

 Line 89
 Line 89 Service to Alameda County Juvenile Justice Center