

# San Francisco Bay Trail Expansion and Repair



Source: San Francisco Bay Trail Project

Submitted by: City of Alameda

East Bay Regional Park District

Project Type: Bicycle/Pedestrian and Truck Access

Location: Cities of Alameda, Albany, Berkeley and Pinole

Total Cost: \$15.0 million

Matching Funds: \$3.5 million

TIGER Request: \$11.5 million



City of Alameda California



May 29, 2013

The Honorable Ray H. LaHood  
Secretary, US Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

RE: Transportation Investment Generating Economic Recovery (TIGER) Grant  
San Francisco Bay Trail Expansion and Repair Project

Dear Secretary LaHood:

On behalf of the City of Alameda, I am pleased to submit the San Francisco Bay Trail Expansion and Repair Project TIGER Grant application. This project will have a tremendous impact in the San Francisco region connecting several important links in our transportation system. The City of Alameda has diligently planned and commenced work on a number of improvements to the Bay Trail system to address pedestrian safety, alleviate vehicle congestion and improve accessibility to the transit system, which is comprised of buses, ferries and Bay Area Rapid Transit (BART). The City has coordinated with other cities in the Bay region to complete and improve the trail system. The five Bay Trail projects in this TIGER grant application are as follows:

- Bay Farm Island Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Truck Route (City of Alameda)
- Gilman to Buchanan Bay Trail (Cities of Albany and Berkeley)
- Pinole Shores to Bayfront Park Trail (City of Pinole)
- Shore Line Drive / Westline Drive Cycle Track (City of Alameda)

These Bay Trail projects are key pedestrian and bicycle components to be repaired and constructed to provide the needed connections for a completed 500-mile system. The project will provide "last mile" access to commute alternatives, and will reduce congestion, our dependence on fossil fuels and health care costs. Due to the San Francisco Bay Area's mild climate, these Bay Trail segments will provide year-round access to schools, employment centers and shopping, and will serve an economically and ethnically diverse population.

Again, I am pleased to submit Alameda's TIGER Grant application. This project is a critical transportation improvement that will enhance the livability of the area and will provide positive opportunities for economic development for our city, region and state. I respectfully request your favorable consideration of this worthy project.

Sincerely,

Marie L. Gilmore  
Mayor

MLG:mk

Office of the Mayor  
2263 Santa Clara Avenue, Room 320  
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Attachment

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## I. Project Description

TIGER funds will expand and repair almost eight miles of the San Francisco Bay Trail, connecting hundreds of miles of existing Bay Trail throughout the San Francisco Bay Area. These five Bay Trail projects, which are located on the eastern shore of the San Francisco Bay (East Bay) in Alameda and Contra Costa counties, will create new options for bicycle commuters, and will bring economic, safety and health benefits to the over one million community members along and near these sections of the regional trail. These “Green Transportation” corridors will provide “last mile” access to commute alternatives including buses, the Bay Area Rapid Transit system, the Capitol Corridor commuter rail service and Amtrak, and will reduce congestion and our dependence on fossil fuels.

Due to the San Francisco Bay Area’s mild climate, these Bay Trail projects provide year-round 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. These Bay Trail projects will help achieve these goals while creating hundreds of good paying American jobs constructing and maintaining portions of the nation’s transportation infrastructure.



# Project Components

## 1) Bay Farm Island Trail Resurface and Widen (City of Alameda)

This three-mile project would resurface the existing bike path along Shoreline Park on Bay Farm Island/Harbor Bay Isle. In spot locations, the City would widen the bike path, which could potentially be done with permeable materials to minimize environmental impacts. This Bay Trail section connects to the Harbor Bay Ferry Terminal, the Harbor Bay Business Park and the Bay Farm Island Bike/Pedestrian



Bridge. This segment acts as a thoroughfare for commuters to the ferry, Oakland and downtown Alameda as well as for middle and high school kids attending school on the main island.



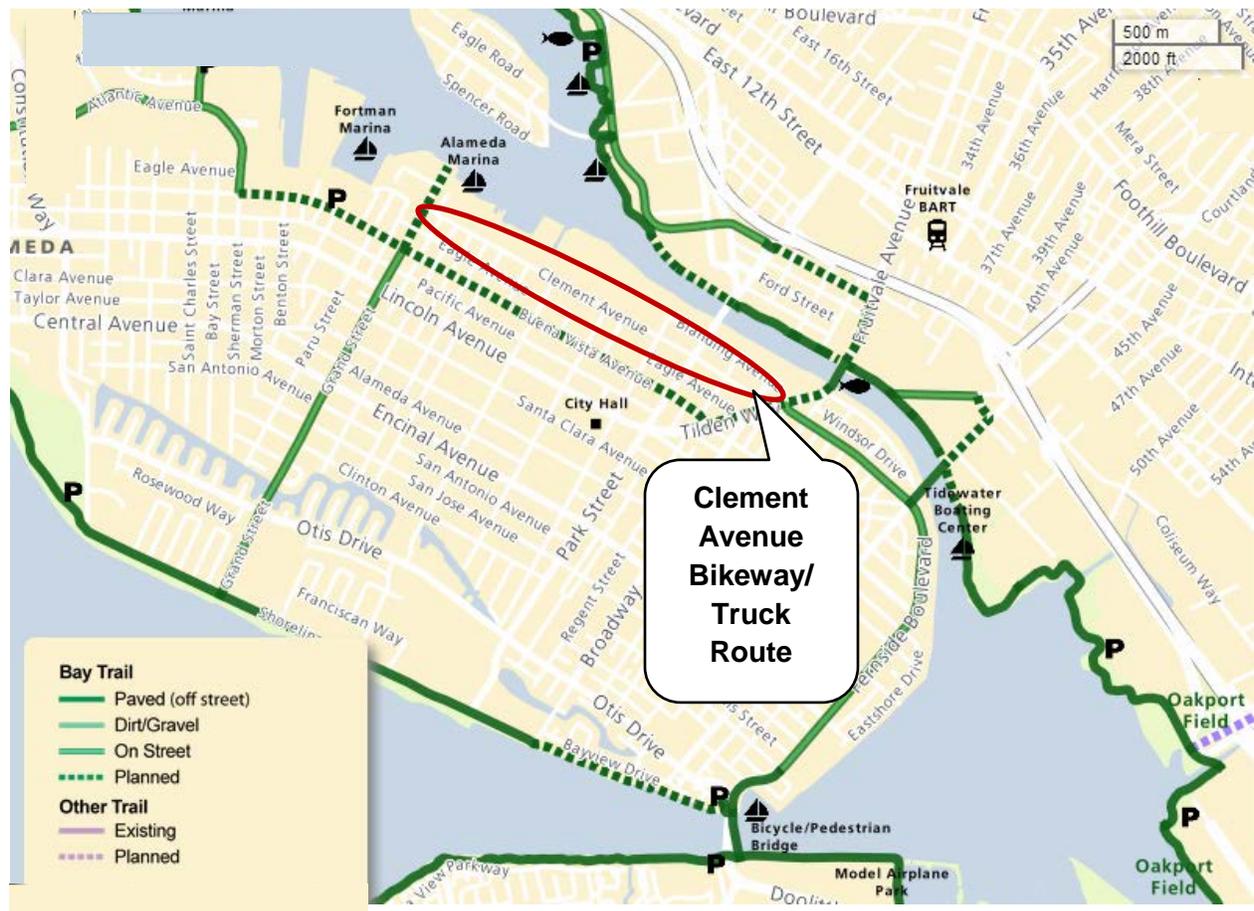
Source: San Francisco Bay Trail Project

## 2) Clement Avenue Bikeway/Truck Route (City of Alameda)

This one-mile segment of Clement Avenue between Grand Street and Broadway was identified in the *Cross Alameda Trail Feasibility Study* as a short-term alternative to the San Francisco Bay Trail shoreline bike path, as the current uses of the adjacent shoreline properties are not expected to change in the foreseeable future. This bikeway would provide a direct, commuter-oriented route linking central Alameda to the east end. The City has also identified Clement Avenue as a truck route and a potential



high-capacity transit corridor so the needs of all transportation modes will be accommodated and separated to improve safety. The railroad tracks embedded in the street need to be removed prior to the implementation of a bicycle facility in this corridor. This project is the City of Alameda's highest priority transportation project as shown on its Implementation List.



Source: San Francisco Bay Trail Project

### 3) *Gilman to Buchanan Bay Trail (Cities of Berkeley and Albany)*

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 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 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.



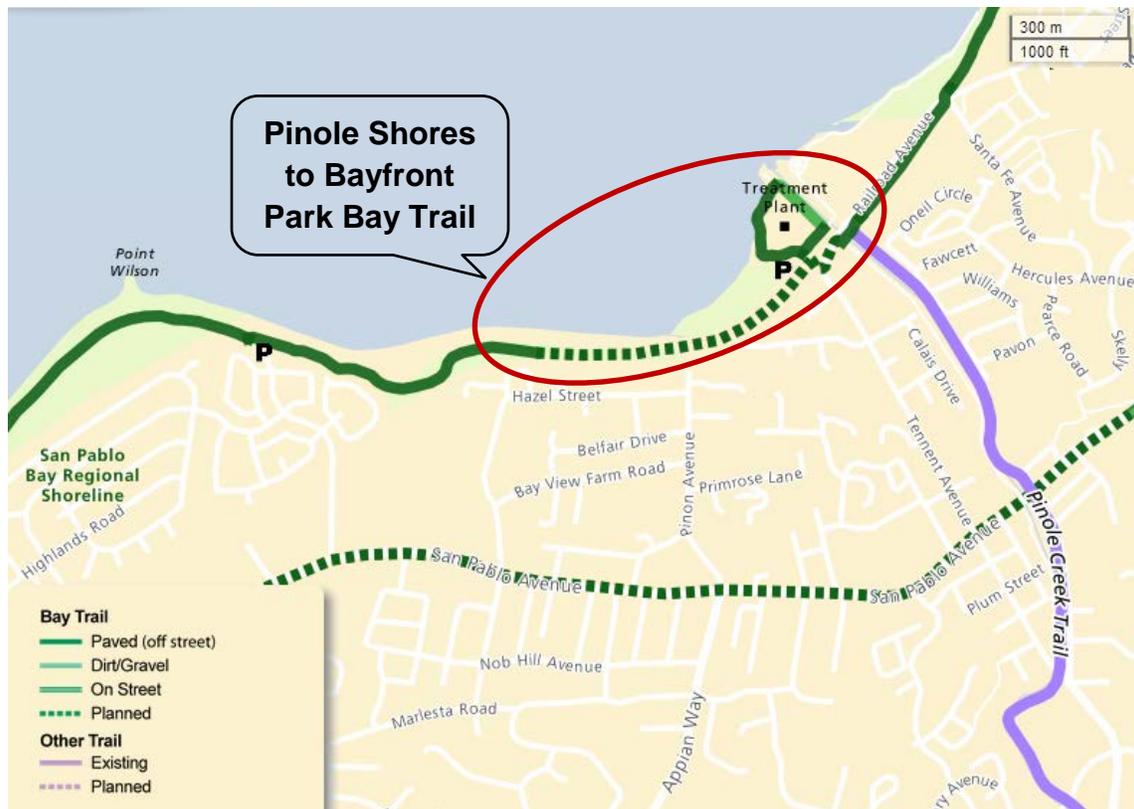
Source: San Francisco Bay Trail Project

#### 4) Pinole Shores to Bayfront Park Trail (City of Pinole)

This one-half mile project will provide public access to the bay in the City of Pinole. This project extends the Bay Trail, paralleling the Burlington Northern and Santa Fe Railroad right-of-way, from a hillside bluff across from Hazel Lane in Pinole Shores east over the Union Pacific Railroad tracks to connect to an existing path in Bayfront Park. This project



completes a critical linkage in the San Francisco Bay Trail to the west of the Hercules Waterfront District, which includes the Hercules Intermodal Transit Center and over 1,300 homes, offices, retail and live-work spaces as one of the largest transit-oriented developments in California. Travel distances to the Transit Center will be reduced. Residents of Pinole must travel 2.2 miles via congested Interstate 80 or San Pablo Avenue - a busy arterial lacking bicycle and pedestrian facilities - 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.



Source: San Francisco Bay Trail Project

## 5) Shore Line Drive / Westline Drive Cycle Track (City of Alameda)

The 1.8 mile project will modify striping on Shore Line Drive/Westline Drive to:

- Install a two-way bikeway - known as a cycle track - on the beach side of the street.
- Reduce the number of travel lanes from four to two or three lanes depending on the street section.
- Provide left turn lanes at key locations.
- Install loading zones, bicycle parking, disabled parking, beach parking signage and benches.
- Install two bus shelters, benches, new crosswalks and a shuttle bus landing area.
- Revise the parking lane on the beach side of the street to allow for 24/7 parking adjacent to multi-unit complexes and to prohibit parking on other sections to enhance the view.
- Construct ADA upgrades and bus landing islands.



Source: San Francisco Bay Trail Project

## II. ***Project Parties***

The City of Alameda is the lead agency on this multi-jurisdictional TIGER project, and will be in charge of completing the Bay Trail projects within the City of Alameda. The East Bay Regional Park District (District), which encompasses Alameda and Contra Costa Counties on the eastern shore of San Francisco Bay (East Bay), will be in charge of completing the trail projects in the cities of Albany, Berkeley, Hercules and Pinole.

***City of Alameda:*** According to Money Magazine, the City of Alameda compares favorably to the "best places to live" in America. This recognition is in part due to the small town feel of this Bay Area island community. It was founded in 1853, and shortly thereafter became the terminus of the First Transcontinental Railroad. It flourished from shipping and other bay-related industries including a former Naval Air Station, which is now being redeveloped along with the Northern Waterfront area. Alameda is an island community with only five streets linking it with the rest of the San Francisco Bay Area. The capacity of these streets will be difficult to increase given the high cost of bridges and tubes. Thus, the City is actively pursuing improvements to its bicycling and walking infrastructure to allow for more sustainable and green transportation options.



***East Bay Regional Park District:*** Was founded in 1934, and is the largest regional park and trail agency in the United States. Working closely with local, 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, the Bay Area Rapid Transit District and the 33 East Bay communities, the District has developed over 175 miles of paved bicycle and pedestrian trails in the East Bay. For this TIGER project, the District will work with the local jurisdictions of Albany, Berkeley and Pinole to provide a seamless network of non-motorized transportation alternatives along the San Francisco Bay Trail in the East Bay.



### **III. Grant Funds and Sources/Uses of Project Funds**

This San Francisco Bay Trail Expansion and Repair project totals \$11.5 million from the TIGER grant program, out of a total project cost of \$15 million. Table 1 shows how the budget is allocated to the five different Bay Trail segments. The sources of local match have been secured, and include the City of Alameda’s Citywide Development Fee and East Bay Regional Park District bond monies. Federal Highway Safety Improvement Program monies also have been secured to partially fund the Shore Line Drive/Westline Drive cycle track project. The total percentage of project costs requested of the TIGER grant program represent only 77 percent of total project costs.

**Table 1: San Francisco Bay Trail Expansion and Repair Project Funding**

<b>Project</b>	<b>Total Project Costs</b>	<b>TIGER Funds Requested</b>	<b>Match</b>	<b>Funding Source</b>	<b>Percent of Project</b>
Bay Farm Island Trail Resurface/Widen	\$3 million	\$2.4 million	\$600,000	TIGER Local	80% 20%
Clement Avenue Bikeway/Truck Route	\$3 million	\$2.4 million	\$600,000	TIGER Local	80% 20%
Gilman to Buchanan Bay Trail	\$3 million	\$2.4 million	\$600,000	TIGER Local	80% 20%
Pinole Shores to Bayfront Park Trail	\$5 million	\$4 million	\$1 million	TIGER Local	80% 20%
Shore Line Drive / Westline Drive Cycle Track	\$1 million	\$300,000	\$700,000	HSIP (fed) TIGER Local	43% 30% 27%
<b>Total</b>	<b>\$15 million</b>	<b>\$11.5 million</b>	<b>\$3.5 million</b>		<b>100%</b>

## **IV. Selection Criteria**

### **a. Long-term Outcomes**

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 ten percent 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. These Bay Trail projects help complete and repair the proposed 500-mile network of bicycling and hiking trails that will encircle the San Francisco and San Pablo Bays. The San Francisco Bay Trail will connect the shoreline of all nine bay area counties, link 47 cities and eventually will cross all the major toll bridges in the region. Approximately 290 miles of the alignment have been completed.



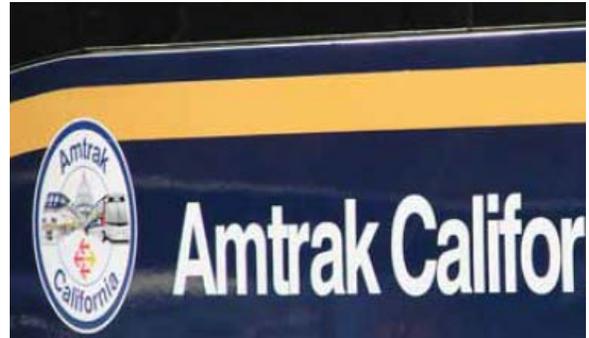
#### **i. State of Good Repair**

- Emphasizes non-motorized alternatives to the private automobile, which reduces wear and tear on streets.
- Brings the truck route into a state of good repair and reduces lifecycle maintenance costs (see photo).
- Brings the existing San Francisco Bay Trail into a state of good repair while reducing the long-term maintenance costs.
- Extends the useful life of the existing San Francisco Bay Trail segments that are requesting rehabilitation work.
- Leverages local and District monies to fund long-term operations and maintenance of the Bay Trail.



## ***ii. Economic Competitiveness***

- Reduces transportation and health care costs. Encourages mode shifts to walking, bicycling and the use of public transit, which are the three most cost-efficient transportation choices, and reduce congestion for drivers on parallel routes.
- Improves the economic vitality in the bay communities of Albany, Alameda, Pinole and Berkeley by enhancing public access to the bay. For example, this Bay Trail project improves bicyclist and pedestrian access to the longest swimming beach in the San Francisco Bay Area, which is 1.5 miles along Shore Line Drive in the City of Alameda.
- Benefits and shortens bicycle commute times for bicycle commuters who travel to/from BART, Amtrak, ferries, buses and other parts of the East Bay.
- Connects mixed-use neighborhoods to jobs and services while enabling bicycle and walking trips to schools, transit centers and training and social service locations.
- Integrates the redevelopment area of the Northern Waterfront area with the rest of Alameda including downtown and the bay. Provides potential for further economic redevelopment of this urban in-fill area.
- Repurposes underused or neglected rights-of-way and revitalizes the East Bay waterfront in the cities of Pinole, Albany and Berkeley.
- Increases real estate values and property-tax generation, and encourages the redevelopment of similarly underused or neglected sites along or near these Bay Trail segments.
- Improves the efficiency of the existing truck route along Clement Avenue between Broadway and Grand Street by removing abandoned railroad tracks and by separating truck movements from bicyclists. Improves the competitiveness by allowing heavier freight hauls and more efficient movement of goods in/out of the City of Alameda.



## ***iii. Livability***

- Conserves the beauty of the bay while enabling improved public access to the waterfront.
- Improves livability by reducing the motor vehicle travel lanes along Shore Line Drive and Westline Drive and by providing a cycle track and improved parking and bus access.
- Connects mixed housing types, office complexes, commercial areas, ferry terminals, intermodal transit nodes, hotels and schools within an easy walking or bicycling distances.
- Provides healthy and low-cost transportation choices, which especially benefits students, seniors, low-income residents and individuals with disabilities.

#### ***iv. Sustainability***

- Reduces greenhouse gas emissions and dependence on oil and improves energy efficiency by providing convenient alternatives to the private automobile. According to the United States 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 pounds of carbon dioxide is released.



- 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, this Bay Trail project will improve the long-term cost competitiveness in the movement of workers.



- Provides continuous and safe bikeways that connect downtowns, transit centers, beaches, mixed-income neighborhoods, schools and business districts. Studies show that providing these “last mile” connections to transit is critical to encouraging a mode shift away from private automobiles to transit.
- Helps alleviate the highly congested commuter corridors in the East Bay. Reduces vehicle miles traveled and travel time delay.
- Incorporates Complete Streets principles designing for trucks, cars, transit, bicyclists and pedestrians on Clement Avenue, Shore Line Drive and Westline Drive.
- Reduces truck idling, emissions and fuel use along Clement Avenue by separating bicycling and truck movements.

## v. Safety

- Separates the active railroad line and the Bay Trail users between Pinole Shores and the Bayfront Park (see adjacent photo). Alameda and Contra Costa counties lead the state of California in “trespasser fatalities” along active rail lines.
- Enhances safety by providing bicyclists with facilities that are removed from vehicular traffic. Provides safe access to schools, employment centers and commercial activity.
- Separates bicyclist and truck traffic along Clement Avenue to reduce the truck-bicyclist conflicts through operational improvements and removes railroad tracks that create an obstacle for bicyclists, scooter riders and motorcyclists.
- Separates motorists, bicyclists and pedestrians eliminating conflicts between these user groups along Shore Line Drive, which is about 1.5 miles and adjacent to the longest swimming beach in the San Francisco Bay Area (see below photo).



## vi. Project Readiness / Schedule

These Bay Trail projects can begin immediately, and are expected to be completed at the end of 2015 (Table 2). Construction activities on the Pinole Shores-Bayfront Park and Shore Line Drive/Westline Drive Cycle Track sections will occur in 2014. For the remaining Bay Trail segments – Bay Farm, Clement and Gilman-Buchanan, design, engineering and environmental work will occur in 2014 and construction activities will occur in 2015.

**Table 2: San Francisco Bay Trail Expansion and Repair Project Schedule**

<b>Project</b>	<b>2014</b>	<b>2015</b>
Bay Farm Island Trail Resurface/Widen	Planning/Design/ Engineering/Environmental	<i>Construction</i>
Clement Avenue Bikeway/Truck Route	Planning/Design/ Engineering/Environmental	<i>Construction</i>
Gilman to Buchanan Bay Trail	Right-of-Way/Design/ Engineering/Environmental	<i>Construction</i>
Pinole Shores to Bayfront Park Trail	<i>Construction</i>	
Shore Line Drive / Westline Drive Cycle Track	<i>Construction</i>	

### b. Innovation

This Bay Trail project 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 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 streets, 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. This Bay Trail project’s innovative use of non-motorized corridors



paralleling major highways and connecting jobs, housing and transit actually will reduce the number of cars on our streets 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 healthy 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.

### **c. Partnership**

The San Francisco Bay Trail Expansion and Repair project is a collaborative effort between the City of Alameda, East Bay Regional Park District and its federal, state, local and non-governmental partners.

**Financial Commitments:** Have been secured from federal sources such as the Highway Safety Improvement Program (HSIP), state sources such as the Transportation Development Act (TDA) monies, which are distributed by the Metropolitan Transportation Commission, as well as local funds such as the City of Alameda's Citywide Development Fees.

**Feasibility and Environmental Studies:** Have been funded by local jurisdictions including Alameda and Pinole. The East Bay Regional Park District's bond measures, 1988's Measure AA and 2008's Measure WW, also have provided significant funding for this Bay Trail project.

**Other Public Entity Involvement:** Include East Bay Municipal Utility District, the San Francisco Bay Conservation and Development Commission, Association of Bay Area Governments, 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.

## d. Results of Benefit-Cost Analysis

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 (NCHRP) 552: *Guidelines for Analysis of Investments in Bicycle Facilities* (2006). This document represents the standard benefit-cost analysis method for analysis of bicycle facilities. This method complies with the principles outlined in Office of Management and Budget (OMB) Circular No. A-94. The following categories of benefits are considered:

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

The costs for the proposed project are \$15 million. For benefit-cost analyses, these costs are adjusted to include the net present value of annual maintenance and operating costs for these Bay Trail segments. The construction costs, which are incurred in 2014 and 2015, are adjusted to the net present value. Annual benefits were calculated for “high,” “best” and “low” data inputs, following the NCHRP Report 552 method for both 7 and 3 percent discount rates (Table 3). The “best estimate” annual benefits are almost \$33 million.

**Table 3: Total Annual Benefits**

<b>Category</b>	<b>High Estimate</b>	<b>Best Estimate</b>	<b>Low Estimate</b>
Mobility Benefits	\$7,460,770	<b>\$6,055,862</b>	\$4,651,690
Health Benefits	\$1,664,000	<b>\$896,000</b>	\$384,000
Recreation Benefits	\$47,450,000	<b>\$25,550,000</b>	\$10,950,000
Reduced Auto Use Benefits	\$292,500	<b>\$234,000</b>	\$175,500
<b>Total Annual Benefits</b>	<b>\$56,867,270</b>	<b>\$32,735,862</b>	<b>\$16,161,190</b>

The net present value benefit-cost results are shown on the following page (Table 4). For the 7 and 3 percent real discount rates, the best estimate benefit-cost ratios are 23.73 and 36.57, respectively. Thus, the net present value of benefits greatly exceeds the project costs for the proposed project. The “low” estimates are conservative and underestimate the actual benefits. Nevertheless, the “low” estimate benefit-cost ratios for the 7 and 3 percent discount rates are 11.71 and 18.05, respectively.

**Table 4: Benefit-Cost Results**

<b>Benefit-Cost Analysis</b>	<b>Net Present Value of Benefits</b>	<b>Costs</b>	<b>Benefit-Cost Ratio</b>
Benefits with 7% Discount Rate			
High Estimate	\$685,417,065	\$16,630,640	41.21
<b>Best Estimate</b>	<b>\$394,562,961</b>	<b>\$16,630,640</b>	<b>23.73</b>
Low Estimate	\$194,789,646	\$16,630,640	11.71
Benefits with 3% Discount Rate			
High Estimate	\$1,155,880,361	\$18,194,839	63.53
<b>Best Estimate</b>	<b>\$665,386,961</b>	<b>\$18,194,839</b>	<b>36.57</b>
Low Estimate	\$328,491,277	\$18,194,839	18.05

The project costs shown in Table 4 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 percent discount rate than for the 7 percent discount because the lower discount rate results in less discounting of construction costs and annual maintenance costs in later years. Furthermore, these estimates are based on conservative, lower-bound type data assumptions, and there are additional categories of benefits that have not been considered in the above analysis such as:

- The census data on bicycle commuters underestimate the 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 probably are counted under “transit” rather than “bicycle.” BART data indicate that an average of 7.6 percent of BART riders bicycle to the BART station.
- Because of the East Bay’s 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 areas with severe winters or many more rainy days.
- The proposed trail projects fill “gaps” in the existing East Bay network of heavily used trails that are through flat, highly scenic areas. Filling the gaps will have a multiplier effect with 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 also are substantial and are likely a sizeable fraction of the benefits calculated for cyclists.

## V. Planning and Environmental Reviews/Approvals

### a. City, Countywide and Regional Planning

The San Francisco Bay Trail is listed as a regionally significant project in the following plans:

#### Regional

- Association of Bay Area Governments' *Bay Trail Gap Analysis* (2005)
- East Bay Regional Park District's *Master Plan* (2007)
- Metropolitan Transportation Commission's *Regional Bicycle Plan* (2009)

#### Countywide

- Alameda County Transportation Commission's *Countywide Bicycle Plan* (2012)
- Alameda County Transportation Commission's *Countywide Pedestrian Plan* (2012)
- Contra Costa Transportation Authority's *Countywide Bicycle and Pedestrian Plan* (2009)

#### City

- *City of Alameda Pedestrian Plan* (2009)
- *City of Alameda Bicycle Master Plan Update* (2010)
- *City of Berkeley Bicycle Plan* (2005) – Gilman/Buchanan plan shown below
- *Cross Alameda Trail Feasibility Study* (2005)

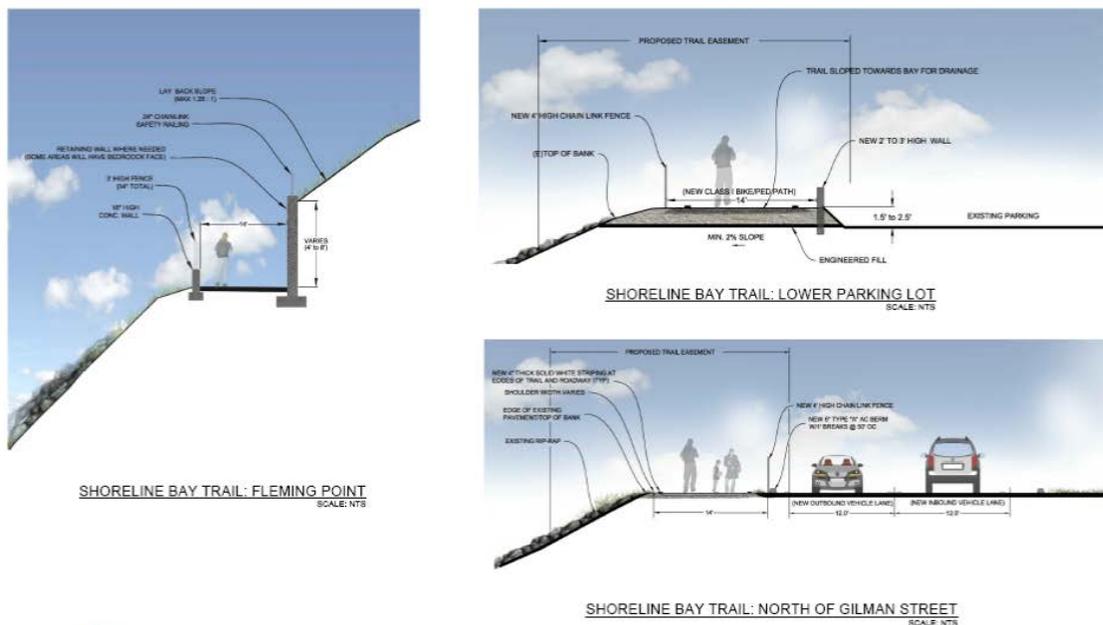
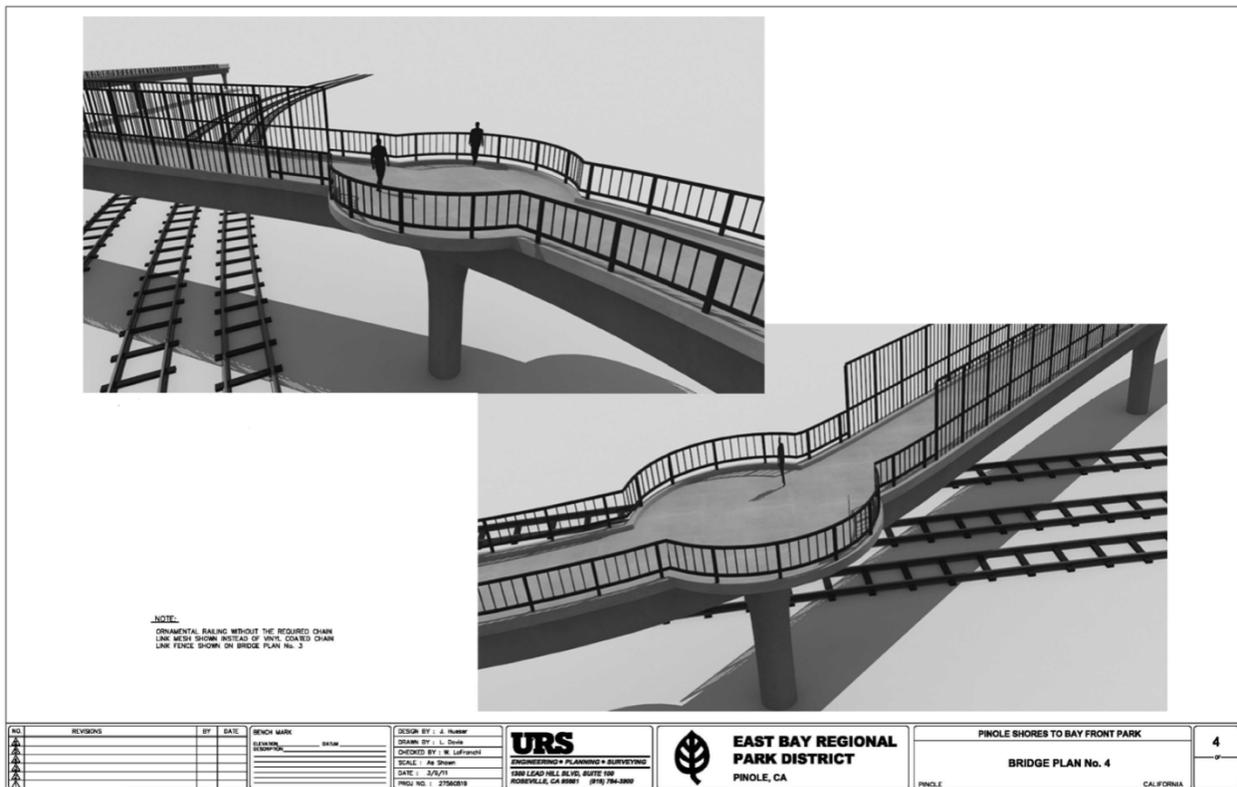


FIGURE 3-9B

AREA 3 SECTIONS: BAY TRAIL, ALBANY BEACH TO GILMAN  
ALBANY BEACH RESTORATION AND PUBLIC ACCESS  
AT EASTSHORE STATE PARK

## b. Environmental Approvals

- Leverages local, private sector, countywide and federal funding to improve the San Francisco Bay Trail.
- The Shore Line Drive / Westline Drive Cycle Track is partially funded with federal Highway Safety Improvement Program funds.
- Citywide Development Fees, which originate from private sector developers, will make up almost \$1 million of the local match for the City of Alameda projects.
- National Environmental Protection Act (NEPA) requirements are completed for the Shore Line Drive / Westline Drive segment.
- The Pinole Shores to Bayfront Park project is “shovel ready” under the Federal process. Specifically, NEPA and the Plan Specifications & Engineering (PS&E) package are complete (see image below for a completed bridge plan).



## VI. Federal Wage Rate Certification

Please refer to the next page for the certificate.



City of Alameda • California

May 29, 2013

The Honorable Ray H. LaHood  
Secretary, US Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

RE: **Federal Wage Rate Certification**  
San Francisco Bay Trail Expansion and Repair  
Transportation Investment Generating Economic Recovery (TIGER)

Dear Mr. Secretary:

The City of Alameda 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 Fiscal Year 2013 Continuing 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 510-747-7930 or Gail Payne, Transportation Coordinator, at 510-747-7948 or [gpayne@ci.alameda.ca.us](mailto:gpayne@ci.alameda.ca.us).

Sincerely,

Matthew T. Naclerio  
Public Works Director

MTN:jn

## Appendix A: Letters of Support

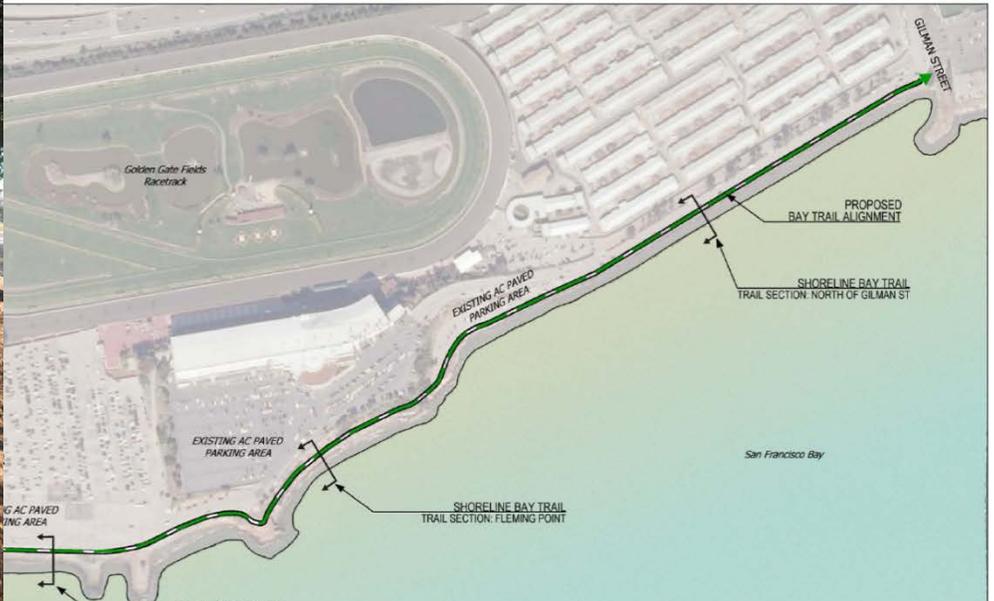
## Appendix B: Cost-Benefit Analysis Report

Please refer to the below web page to view all the support letters and the Cost-Benefit Analysis Report:

<http://alamedaca.gov/public-works/tiger-bay-trail-grant>



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**BARBARA LEE**

13TH DISTRICT, CALIFORNIA

DEMOCRATIC STEERING AND POLICY COMMITTEE

**COMMITTEE ON APPROPRIATIONS**

Member, Subcommittee on  
Labor, Health and Human Services, Education,  
and Related Agencies

Member, Subcommittee on  
State, Foreign Operations, and Related Programs

**COMMITTEE ON THE BUDGET**



**Congress of the United States  
House of Representatives  
Washington, D.C. 20515-0509**

REPLY TO OFFICE CHECKED

**WASHINGTON OFFICE**  
2267 Rayburn House Office Building  
Washington, D.C. 20515  
Phone: (202) 225-2661  
Fax: (202) 225-9817

**DISTRICT OFFICE**  
1301 Clay Street, Suite 1000N  
Oakland, CA 94612  
Phone: (510) 763-0370  
Fax: (510) 763-6538

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May 31, 2013

The Honorable Ray H. LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Secretary LaHood:

It is my pleasure to write in support of the TIGER Grant application submitted to the U.S. Department of Transportation by the City of Alameda, in partnership with East Bay Regional Park District, for the San Francisco Bay Trail Expansion and Repair Project. As the Representative of California's 13<sup>th</sup> Congressional District, I support projects such as this one that provide crucial linkages within the transportation system in my district and throughout the San Francisco Bay region.

It is my understanding that this project will complete and repair nearly eight miles of the San Francisco Bay Trail. These sections will connect a network of hundreds of miles of existing trails throughout the San Francisco Bay Area, ultimately creating a 500-mile system. The five Bay Trail projects in this TIGER grant application include the following:

- Bay Farm Island Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Truck Route (City of Alameda)
- Gilman to Buchanan Bay Trail (Cities of Albany and Berkeley)
- Pinole Shores to Bayfront Park Trail (City of Pinole)
- Shore Line Drive / Westline Drive Cycle Track (City of Alameda)

These Bay Trail projects will create new transportation opportunities for bicycle commuters, and will bring economic, safety, and health benefits to the over one million community members who live and work along and near these sections of the regional trail. I understand that these "Green Transportation" corridors will provide "last mile" access to commute alternatives including buses, the Bay Area Rapid Transit system, the Capitol Corridor commuter rail service, and Amtrak, reducing automobile congestion, dependence on fossil fuels, and ultimately, health care costs.

Therefore, I am pleased to express my support for the City of Alameda's TIGER Grant application and request that you give it every serious consideration. This project is a critical transportation improvement for the region that will enhance the livability of the area and will provide positive opportunities for sustainable economic development and healthy communities.

Thank you for your attention to this matter.

Sincerely,

Barbara Lee  
Member of Congress

STATE CAPITOL  
P.O. BOX 942849  
SACRAMENTO, CA 94249-0018  
(916) 319-2018  
FAX (916) 319-2118

DISTRICT OFFICE  
ELIHU M. HARRIS STATE BUILDING  
1515 CLAY STREET, SUITE 2204  
OAKLAND, CA 94612  
(510)286-1670  
FAX (510)286-1888



COMMITTEES  
CHAIR, PUBLIC EMPLOYEES,  
RETIREMENT AND SOCIAL  
SECURITY  
BANKING AND FINANCE  
ELECTIONS AND REDISTRICTING  
HEALTH  
TRANSPORTATION

SELECT COMMITTEE  
CHAIR, GUN VIOLENCE IN THE EAST  
BAY

May 30, 2013

Secretary of Transportation Ray H. LaHood  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Mr. Secretary:

I am writing in strong support of the City of Alameda, which in partnership with the East Bay Regional Park District submitted a San Francisco Bay Trail Expansion and Repair Project TIGER Grant application to the Department of Transportation. The project will provide critical transportation improvements for the East Bay and the broader San Francisco Bay region, enhancing the livability of the area and providing positive opportunities for economic development.

Specifically, this project will repair and complete almost eight miles of the San Francisco Bay Trail, connecting hundreds of miles of existing Bay Trail and ultimately creating a 500-mile system. The five Bay Trail projects in this TIGER grant application include:

- Bay Farm Island Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Truck Route (City of Alameda)
- Gilman to Buchanan Bay Trail (Cities of Albany and Berkeley)
- Pinole Shores to Bayfront Park Trail (City of Pinole)
- Shore Line Drive/Westline Drive Cycle Track (City of Alameda)

These projects will bring economic, safety, and health benefits to over one million community members along and near these sections of the regional trail. These "Green Transportation" corridors will create new options for bicycle commuters and will provide "last mile" access to buses, the Bay Area Rapid Transit system, and Amtrak and the Capitol Corridor commuter rail service, thereby reducing congestion, our dependence on fossil fuels, and health care costs.

We appreciate your consideration and hope the Department of Transportation will award Alameda's TIGER Grant application for the San Francisco Bay Trail Expansion and Repair Project.

Sincerely,

A handwritten signature in blue ink that reads "Rob Bonta". The signature is fluid and cursive, with the first letters of "Rob" and "Bonta" being capitalized and prominent.

Rob Bonta  
Assemblymember, 18th District

The Honorable Ray H. LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Mr. Secretary:

I am writing to seek your support for the **San Francisco Bay Trail Expansion and Repair Project** TIGER Grant application submitted to the Department of Transportation by the City of Alameda and in partnership with the East Bay Regional Park District. The project will have a significant impact on the East Bay and broader San Francisco Bay region, providing an important link in our transportation system.

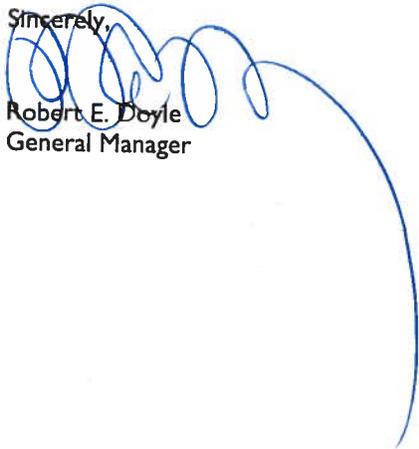
This project will repair and complete almost eight miles of the San Francisco Bay Trail and will connect hundreds of miles on the existing Bay Trail throughout the San Francisco Bay Area, which will ultimately create a 500-mile system. The five Bay Trail projects in this TIGER grant application are as follows:

- Bay Farm Island Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Truck Route (City of Alameda)
- Gilman to Buchanan Bay Trail (Cities of Albany and Berkeley)
- Pinole Shores to Bayfront Park Trail (City of Pinole)
- Shore Line Drive / Westline Drive Cycle Track (City of Alameda)

These Bay Trail projects will create new options for bicycle commuters and will bring economic, safety and health benefits to over one million community members residing along and near these sections of the regional trail. These "Green Transportation" corridors will provide "last mile" access to commute alternatives including buses, the Bay Area Rapid Transit (BART) system, the Capitol Corridor commuter rail service and Amtrak, as well as reduce congestion, our dependence on fossil fuels and health care costs.

I am pleased to support Alameda's TIGER Grant application. This project is a critical transportation improvement for the region that will enhance the livability of the area and will provide positive opportunities for economic development.

Sincerely,

  
Robert E. Doyle  
General Manager

Board of Directors

John Sutter  
President  
Ward 2

Ayn Wieskamp  
Vice-President  
Ward 5

Whitney Dotson  
Treasurer  
Ward 1

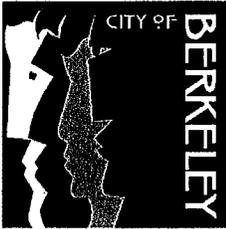
Ted Radke  
Secretary  
Ward 7

Beverly Lane  
Ward 6

Carol Severin  
Ward 3

Doug Siden  
Ward 4

Robert E. Doyle  
General Manager



Office of the Mayor

May 29th, 2013

The Honorable Ray H. LaHood  
Secretary, US Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

Dear Mr. Secretary:

I am writing to express my strong support for the Transportation Investment Generating Economic Recovery (TIGER) Grant application submitted to you by the City of Alameda, California. The project, **San Francisco Bay Trail Expansion and Repair**, will have a great impact by providing greater access and alternatives to automobiles, integration with mass transit systems and increased transportation safety connecting several important links in our transportation system. The five Bay Trail projects in this TIGER grant application are as follows:

- Bay Farm Island Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Truck Route (City of Alameda)
- Gilman to Buchanan Bay Trail (Cities of Albany and Berkeley)
- Pinole Shores to Bayfront Park Trail (City of Pinole)
- Shore Line Drive / Westline Drive Cycle Track (City of Alameda)

The Bay Trail transportation network addresses pedestrian and bicycle safety, alleviates vehicle congestion and improves accessibility to the Bay Area Rapid Transit system, buses, ferries, Amtrak and the Capitol Corridor commuter rail service. These Bay Trail projects are key pedestrian and bicycle components to be repaired and constructed to provide the needed connections for a completed 500-mile system. The project will provide "last mile" access to commute alternatives, and will reduce congestion, our dependence on fossil fuels and health care costs. Due to the San Francisco Bay Area's mild climate, these Bay Trail segments will provide year-round access to schools, employment centers and shopping, and will serve an economically and ethnically diverse population.

The City of Berkeley is working in partnership with the East Bay Regional Park District and the City of Alameda. I fully support the City of Alameda's application and coordination of all the cities involved. I urge your serious consideration of this worthy project.

Sincerely,

A handwritten signature in black ink that reads "Tom Bates".

Mayor Tom Bates, Berkeley CA

# ALBANY CALIFORNIA



CITY OF ALBANY  
1000 SAN PABLO AVENUE  
ALBANY, CA 94706  
[www.AlbanyCA.org](http://www.AlbanyCA.org)

May 29, 2013

The Honorable Ray H. LaHood  
Secretary, US Department of Transportation  
1200 New Jersey Avenue, S.E.  
Washington, DC 20590

Dear Mr. Secretary:

On behalf of the City of Albany, I am writing to express my strong support for the Transportation Investment Generating Economic Recovery (TIGER) Grant application submitted to you by the City of Alameda, California. The **San Francisco Bay Trail Expansion and Repair** project will have a vast impact by providing greater access and alternatives to automobiles, integration with mass transit systems and increased transportation safety connecting several important links in our transportation system.

There are many benefits to the Bay Trail transportation network. The network of trails alleviates vehicle congestion, addresses pedestrian and bicycle safety as well as improves accessibility to the Bay Area Rapid Transit system, buses, ferries, Amtrak and the Capitol Corridor commuter rail service. These Bay Trail projects are key pedestrian and bicycle components to be repaired and constructed to provide the needed connections for a completed 500-mile system. The project will provide "last mile" access to commute alternatives, and will reduce congestion, our dependence on fossil fuels and health care costs. Due to the San Francisco Bay Area's mild climate, these Bay Trail segments will provide year-round access to schools, employment centers and shopping, and will serve an economically and ethnically diverse population.

The five Bay Trail projects in this TIGER grant application are as follows:

- Bay Farm Island Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Truck Route (City of Alameda)
- Gilman to Buchanan Bay Trail (Cities of Albany and Berkeley)
- Pinole Shores to Bayfront Park Trail (City of Pinole)
- Shore Line Drive / Westline Drive Cycle Track (City of Alameda)

The City of Albany is working in partnership with the East Bay Regional Park District and the City of Alameda. I fully support the City of Alameda's application and coordination of all the cities involved. I urge your serious consideration of this worthy project. I look forward to speaking with you personally about this project.

Sincerely,

Peggy Thomsen  
Mayor, City of Albany



May 29, 2013

The Honorable Ray H. LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Mr. Secretary:

I am writing to seek your support for the **San Francisco Bay Trail Expansion and Repair** Project TIGER Grant application submitted to the Department of Transportation by the City of Alameda and in partnership with East Bay Regional Park District. The project will have a significant impact on the East Bay and the broader San Francisco Bay region, providing an important link in our transportation system.

This project will repair and complete almost eight miles of the San Francisco Bay Trail, connecting hundreds of miles of existing Bay Trail throughout the San Francisco Bay Area, which will ultimately create a 500-mile system. The five Bay Trail projects in this TIGER grant application are as follows:

- Bay Farm Island Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Truck Route (City of Alameda)
- Gilman to Buchanan Bay Trail (Cities of Albany and Berkeley)
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- Shore Line Drive / Westline Drive Cycle Track (City of Alameda)

These Bay Trail projects will create new options for bicycle commuters, and will bring economic, safety and health benefits to the over one million community members along and near these sections of the regional trail. These "Green Transportation" corridors will provide "last mile" access to commute alternatives including buses, the Bay Area Rapid Transit system, the Capitol Corridor commuter rail service and Amtrak, and will reduce congestion, our dependence on fossil fuels and health care costs.

I am pleased to support Alameda's TIGER Grant application. This project is a critical transportation improvement for the region that will enhance the livability of the area and will provide positive opportunities for economic development.

Sincerely,

Mark Sorensen  
Executive Director



# EAST BAY BICYCLE COALITION

*Working for safe, convenient and enjoyable bicycling for all people in the East Bay*

May 30, 2013

The Honorable Ray H. LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Mr. Secretary:

The East Bay Bicycle Coalition supports the **San Francisco Bay Trail Expansion and Repair** Project TIGER Grant application submitted to the Department of Transportation by the City of Alameda and in partnership with East Bay Regional Park District and hopes you will fund the much-needed projects included in this grant application. The project will have a significant impact on the East Bay and the broader San Francisco Bay region, providing an important link in our transportation system and help get thousands of people walking and bicycling to major transit destinations in Alameda, Berkeley and Pinole that are being prioritized in our One Bay Area Grant Program.

The projects will repair and complete almost eight miles of the San Francisco Bay Trail, connecting hundreds of miles of existing Bay Trail throughout the San Francisco Bay Area, which will ultimately create a 500-mile system. The five Bay Trail projects in this TIGER grant application are as follows:

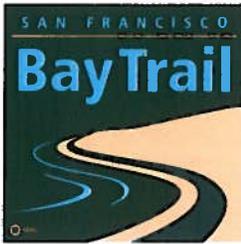
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These Bay Trail projects will create new options for bicycle commuters, and will bring economic, safety and health benefits to the over one million community members along and near these sections of the regional trail. These “Green Transportation” corridors will provide “last mile” access to commute alternatives including buses, the Bay Area Rapid Transit system, the Capitol Corridor commuter rail service and Amtrak, and will reduce congestion, our dependence on fossil fuels and health care costs.

I am pleased to support Alameda's TIGER Grant application. This project is a critical transportation improvement for the region that will enhance the livability of the area and will provide positive opportunities for economic development.

Cordially yours,

Advocacy Director  
East Bay Bicycle Coalition



May 30, 2013

The Honorable Ray H. LaHood  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Dear Secretary LaHood:

The San Francisco Bay Trail Project is writing to seek your support of the **San Francisco Bay Trail Expansion and Repair Project** TIGER Grant application submitted to the Department of Transportation by the City of Alameda and in partnership with the East Bay Regional Park District. The project will be part of the 500-mile Bay Trail system which serves as a "Green Transportation Corridor" for bicyclists and pedestrians and passes through 47 cities, links all nine Bay Area counties, and cross seven toll bridges.

The proposed project will repair and complete almost eight miles of the San Francisco Bay Trail and provide critical links in the East Bay transportation system. The five Bay Trail projects in this TIGER grant application are as follows:

- Bay Farm Island Trail Resurface/Widen (City of Alameda)
- Clement Avenue Bikeway/Truck Route (City of Alameda)
- Gilman to Buchanan Bay Trail (Cities of Albany and Berkeley)
- Pinole Shores to Bayfront Park Trail (City of Pinole)
- Shore Line Drive / Westline Drive Cycle Track (City of Alameda)

These Bay Trail projects will create new options for bicycle commuters and bring economic, safety, and health benefits to the over one million community members near these sections of regional trails. These "Green Transportation" corridors will provide "last mile" access to commute alternatives including buses, the Bay Area Rapid Transit system, the regional ferry system, and Amtrak, and will reduce congestion, our dependence on fossil fuels, and health care costs.

The Bay Trail Project is pleased to enthusiastically support Alameda's TIGER Grant application and strongly urges the Department of Transportation to approve the grant request for this critical transportation improvement project that will enhance the livability and economic development opportunities for the region. Please do not hesitate to contact me at (510) 464-7915 if you have any questions regarding this or other aspects of the Bay Trail.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lee Chien Huo". The signature is fluid and cursive, written over a light blue horizontal line.

Lee Chien Huo  
Bay Trail Planner