




**EAST BAY REGIONAL PARK DISTRICT  
BOARD OF DIRECTORS MEETING  
AGENDA STAFF REPORT**

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<b>DATE</b>	June 4, 2024
<b>TITLE</b>	Authorization to Apply to California Department of Transportation for Federal and State Funding from the Active Transportation Program for the Richmond Bay Trail Gap Closure Project
<b>DIVISION</b>	Finance and Management Services
<b>FROM</b>	Katy Hornbeck, Grants Manager Deborah Spaulding, Assistant General Manager, Finance and Management Services
<b>APPROVED</b>	Sabrina Landreth, General Manager 

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**RECOMMENDATION**

The General Manager recommends that the Board of Directors authorize a grant application to the California Department of Transportation (Caltrans) for federal and state grant funds from the Active Transportation program for the Richmond Bay Trail Gap Closure project.

**BACKGROUND**

On September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program (ATP) in the Department of Transportation (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). ATP is funded from various federal and state funds appropriated in the annual Budget Act: 100% of the federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation, \$21 million of federal Highway Safety Improvement Program funds or other federal funds, State Highway Account funds, and Road Maintenance and Rehabilitation Account (SBI) funds.

The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals: increase the proportion of trips accomplished by biking and walking, increase safety and mobility for non-motorized users, enhance public health, ensure that disadvantaged communities fully share in the benefits of the program, advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) reduction goals, pursuant to SB 375 (of 2008) and SB 341 (2009), and provide a broad spectrum of projects to benefit many types of active transportation users.

Since 2013, there have been six cycles of the ATP. Over 800 active transportation projects across the state have been funded, benefitting both urban and rural areas. The East Bay Regional Park District (Park District) was awarded ATP funds in Cycle 1 and Cycle 4 for the Pinole Shores to Bayfront Park project and the Doolittle Bay Trail project respectively. Each project was awarded \$4 million. The recently announced Cycle 7 is expected to include about \$568 million made up of Federal, SBI, and State Highway Account (SHA) funding.

## **ANALYSIS**

The Park District's regional trails are an integral part of the region's active transportation network. After reviewing current project funding needs, timelines, and ATP priorities and criteria, staff recommend submitting an application to the ATP program for the Richmond Bay Trail Gap Closure project.

The Richmond Bay Trail Gap Closure project will construct a .9-mile paved Class I multi-use extension of the San Francisco Bay Trail from Pinole Point Business Park in Richmond, CA to Point Wilson in Contra Costa County, CA providing a connection to previous TIGER II investments and the Hercules Intermodal Transit Station in partnership with the City of Richmond, Contra Costa County Public Works, and Contra Costa Transportation Authority.

Preliminary engineering and design for this .9-mile gap in the San Francisco Bay Trail from Point Pinole to Wilson Point is underway. A portion of the trail will be located in the outer 15 feet of the Union Pacific Railroad (UPRR) right-of-way (ROW) and is included in the 2016 amended and restated Memorandum of Understanding between the Park District and UPRR. Other portions of the trail are proposed within a 50-foot trail easement dedicated to the Park District by Pinole Point Properties and additional ROW will be needed from Contra Costa County to make this trail a reality.

This project was also submitted to the Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant program in February 2024.

## **FISCAL IMPACT**

This action proposes authorization of a grant application up to \$4,000,000 in federal or state funds for construction of a Class I trail which will complete a section of the San Francisco Bay Trail between Point Pinole to Wilson Point. If awarded, grant funds will be budgeted into the existing project (#528400 – Develop Trail to Wilson Point). Total project cost is estimated between \$8-10 million. Staff continue to seek grant funding for this project. If constructed, this project would increase the long-term operational cost of the Park District.

## **ATTACHMENTS**

Map, Project Location



**EAST BAY REGIONAL PARK DISTRICT  
RESOLUTION NO. 2024 – 06 -  
JUNE 4, 2024**

**AUTHORIZATION TO APPLY TO CALIFORNIA DEPARTMENT OF  
TRANSPORTATION FOR FEDERAL AND STATE FUNDING FROM THE ACTIVE  
TRANSPORTATION PROGRAM FOR THE RICHMOND BAY TRAIL GAP  
CLOSURE PROJECT**

**WHEREAS**, on September 26, 2013, Governor Brown signed legislation creating the Active Transportation Program; and

**WHEREAS**, the goals of the Active Transportation Program are to increase the proportion of biking and walking trips for non-motorized users, advance greenhouse gas reduction goals, enhance public health; and

**WHEREAS**, the California Transportation Commission adopted guidelines which assigns the California Department of Transportation (Caltrans) the administration of the program; and

**NOW, THEREFORE, BE IT RESOLVED** that the Board of Directors of the East Bay Regional Park District hereby authorizes the submittal of a grant application to the Active Transportation Program for up to \$4,000,000 in federal or state funding for construction of the Richmond Bay Trail Gap Closure located between Point Pinole and Wilson Point; and

**BE IT FURTHER RESOLVED** that the General Manager or Assistant General Manager of Finance and Management Services is authorized, as an agent of the Park District, to conduct all negotiations and execute and submit all documents, including, but not limited to, applications, contracts, receive grant funds, amendments, payment requests, and compliance with all applicable current state and federal laws and perform such acts which may be deemed necessary for the completion of the aforementioned project; and

**BE IT FURTHER RESOLVED**, that the Chief Financial Officer or Budget Manager is hereby authorized to amend the current year's budget, without further Board action, upon receipt of the executed contract from the Grants Manager. The budget amendment will include an increase in budgeted revenue and a corresponding increase in appropriation for the amount stipulated in the contract.

Moved by Director \_\_\_\_\_, and seconded by Director \_\_\_\_\_, and  
adopted June 4, 2024, by the following vote:

FOR:

AGAINST:  
ABSTAIN:  
ABSENT: