



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

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**DATE** June 4, 2024  
**TITLE** Authorization to Apply to U.S. Department of Transportation for Federal Funding from the Active Transportation Infrastructure Investment Program for the Richmond Bay Trail Gap Closure Project  
**DIVISION** Finance and Management Services  
**FROM** Katy Hornbeck, Grants Manager  
Deborah Spaulding, Assistant General Manager of Finance and Management Services  
**APPROVED** Sabrina Landreth, General Manager 

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**RECOMMENDATION**

The General Manager recommends that the Board of Directors authorize a grant application to the Department of Transportation’s Active Transportation Infrastructure Investment Program for the Richmond Bay Trail Gap Closure project.

**BACKGROUND**

The Active Transportation Infrastructure Investment Program (ATIIP) is a new competitive grant program created by the Bipartisan Infrastructure Law to construct projects to provide safe and connected active transportation facilities in active transportation networks or active transportation spines. ATIIP projects will help improve the safety, efficiency, and reliability of active transportation networks and communities, improve connectivity between active transportation modes and public transportation, enhance the resiliency of on- and off-road active transportation infrastructure, help protect the environment, and improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities.

As part of the program, the Federal Highway Administration (FHWA) will award competitive grants to help communities plan, design, and construct safe and connected active transportation networks such as sidewalks, bikeways, and trails that connect destinations such as schools, workplaces, residences, businesses, recreation areas, and medical facilities within a community or metropolitan region. Grants will also be provided for projects used for trails, pedestrian facilities, bikeways, and other routes that serve as backbones to connect two or more communities, metropolitan regions, or states. ATIIP also provides an opportunity for eligible organizations to enhance their overall transportation network by integrating active transportation facilities with transit services, where available, to improve access to public transportation.

Approximately \$44,550,000 is available in this first cycle of program funding. The award amount will be between \$100,000 and \$15 million. FHWA will award Planning and Design grants for eligible applicants to develop plans for active transportation networks and active transportation spines. Projects seeking Planning and Design grants must have planning and design costs of at least \$100,000 to be eligible. FHWA will award Construction grants to eligible applicants to construct projects to

provide safe and connected active transportation facilities in an active transportation network or active transportation spine. Projects seeking Construction grants must have total costs of at least \$15 million to be eligible. The Federal share of the cost of an eligible project carried out using an ATIIIP grant shall not exceed 80 percent of the total project cost.

## **ANALYSIS**

Based on the ATIIIP eligibility criteria and the Park District's current project timelines and funding needs, staff have determined the Richmond Bay Trail Gap Closure project is the most competitive project. An application for Planning and Design grant funds will be submitted in an amount up to \$1.2 million.

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.

## **FISCAL IMPACT**

The estimated total cost to complete planning and design is approximately \$1.5 million. The required ATIIIP program match of at least 20 percent is already secured through a local grant from the West Contra Costa Transportation Advisory Committee (WCCTAC) in the amount of \$500,000. If awarded ATIIIP funds, the grant would be budgeted into the existing project (#528400 – Develop Trail to Wilson Point). Once this project is completed, it will increase the long-term operational cost of the Park District.

## **ATTACHMENTS**

None.



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

**AUTHORIZATION TO APPLY TO U.S. DEPARTMENT OF TRANSPORTATION  
FOR FEDERAL FUNDING FROM THE ACTIVE TRANSPORTATION  
INFRASTRUCTURE INVESTMENT PROGRAM FOR THE RICHMOND BAY TRAIL  
GAP CLOSURE PROJECT**

**WHEREAS**, the U.S. Department of Transportation is accepting grant applications to the Active Transportation Infrastructure Investment Program (ATIIP) for projects which provide safe and connected active transportation facilities in active transportation networks or active transportation spines; and

**WHEREAS**, the East Bay Regional Park District (Park District) has identified a project that will meet the grant program priorities; and

**WHEREAS**, Park District staff proposes a grant application in an amount up to \$1.2 million for the Richmond Bay Trail Gap Closure project. This is a high priority project in the Regional Trails network that will close a critical gap and connect with transportation hubs, jobs and housing centers; and

**NOW, THEREFORE BE IT RESOLVED**, that the Board of Directors of the East Bay Regional Park District hereby approves submission of a federal grant application to the U.S. Department of Transportation’s ATIIP for the Richmond Bay Trail Gap Closure project; and

**BE IT FURTHER RESOLVED**, that the East Bay Regional Park District Board of Directors authorizes and directs the General Manager or Assistant General Manager of Finance and Management Services\CFO, on behalf of the Park District and in its name, to accept grant funds and execute and deliver such documents including, but not limited to applications, agreements, payment requests and amendments and to do such acts as may be deemed or appropriate to accomplish the intentions of this resolution; and

**BE IT FURTHER RESOLVED**, that the Assistant General Manager of Finance and Management Services\CFO or Budget Manager is hereby authorized to amend the current year’s budget, without further Board action, upon receipt of the executed grant 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 grant contract.

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

FOR:

AGAINST:

ABSTAIN:

ABSENT:

