This Plan Update 2018 includes projects, programs, and policy changes intended to create a more walkable, bikeable Santa Rosa. Implementation of this Plan Update 2018 will require community support and political leadership in addition to significant funding.

This chapter outlines a strategy towards implementation of the infrastructure projects and includes the following sections:

- **Project Evaluation** presents the method and data sources used to prioritize projects for implementation, along with a summary of the results.

- **Funding Strategies** provides an overview of competitive funding sources and eligibilities for the projects in this Plan Update 2018.

The intent of evaluating projects is to create a strategic list to guide implementation. The project list and evaluation results are flexible concepts that serve as guidelines. Over time as development occurs or other changes to land uses and the transportation network take place, this framework can be used to reevaluate remaining projects and continue pursuing implementation of this Plan Update 2018.

A detailed list of all projects is included in Appendix A. Typical costs for each type of infrastructure project are included in the Bicycle and Pedestrian Facility Guidelines in Appendix B.
PROJECT EVALUATION

The evaluation strategy described in this chapter reflects a systematic approach to determine each project’s community benefit in a manner that is feasible, fundable, and sustainable.

Studies for crossings and corridor improvements were evaluated and ranked on an individual basis, separate from proposed infrastructure projects.

Implementation Categories

Projects are sorted into four Implementation Categories based on the results of two evaluations: project priority and project feasibility. Each project was scored “high” or “low” on each axis, resulting in the four implementation categories represented in the graphic below.

PROJECT EVALUATION / IMPLEMENTATION STRATEGY

Two evaluation strategies were used to arrive at four categories representing varying phases and approaches to project implementation.

PRIORITY EVALUATION

Based on the following criteria:

![Equity Connectivity Comfort Network Collision Reduction Gap Closure Equity]

Projects were scored and then considered either:

LOW HIGH

PRIORITY

FEASIBILITY EVALUATION

Based on the complexity and typical cost of the project:

![Hardscape Improvements] [Signs & Striping]

LOW HIGH

FEASIBILITY

IMPLEMENTATION CATEGORIES

Based on the results from the two evaluations, projects are sorted into four:

LONG TERM IMPROVEMENT

Projects for further study and evaluation. Seek grant funding to advance those projects.

SHORT TERM IMPROVEMENT

High priority and easy to implement projects for short term development.

LOW PRIORITY IMPROVEMENT

Low priority, challenging projects that may be pursued long term, but are not a priority at this time.

OPPORTUNITY IMPROVEMENT

Lower priority projects that may become an opportunity if funding or partnership occurs.
Short term improvement projects are rated high priority and high feasibility, and represent projects that could be pursued for implementation within the first three to five years.

Long term improvement projects are rated high priority and low feasibility. They may require more study or analysis than short term projects, or more significant funding for construction.

Opportunity improvements represent projects rated lower priority and high feasibility, and may be pursued when nearby development or an overlapping project creates an opportunity to include these easy to implement projects.

Low priority improvements are those projects rated lower priority and low feasibility. They represent challenging projects that may not add significant value for a greater portion of the community walking or bicycling network on their own, but are part of a long term vision for active transportation.

Projects are summarized by implementation category in Table 6-1 and Table 6-2, and mapped in Figure 6-1 through Figure 6-4.

Table 6-1: Linear Projects (Number of Projects and Mileage) by Implementation Category

<table>
<thead>
<tr>
<th>PROJECT TYPE</th>
<th>SHORT TERM</th>
<th>LONG TERM</th>
<th>OPPORTUNITY</th>
<th>LOW PRIORITY</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I Shared Use Paths</td>
<td>24</td>
<td>16.2</td>
<td>45</td>
<td>22.7</td>
<td>69</td>
</tr>
<tr>
<td>Class II Bicycle Lanes</td>
<td>18</td>
<td>5.2</td>
<td>68</td>
<td>26.6</td>
<td>115</td>
</tr>
<tr>
<td>Class II Buffered Bicycle Lanes</td>
<td>2</td>
<td>1.1</td>
<td>2</td>
<td>0.8</td>
<td>4</td>
</tr>
<tr>
<td>Class III Bicycle Routes</td>
<td>5</td>
<td>1.9</td>
<td>111</td>
<td>33.4</td>
<td>116</td>
</tr>
<tr>
<td>Class III Bicycle Boulevards</td>
<td>1</td>
<td>1.8</td>
<td>1</td>
<td>0.1</td>
<td>3</td>
</tr>
<tr>
<td>Class IV Separated Bikeways</td>
<td>1</td>
<td>1.8</td>
<td>1</td>
<td>0.1</td>
<td>3</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>7</td>
<td>1.7</td>
<td>61</td>
<td>19.5</td>
<td>68</td>
</tr>
<tr>
<td>Total</td>
<td>26</td>
<td>10.0</td>
<td>41</td>
<td>21.9</td>
<td>383</td>
</tr>
</tbody>
</table>

Table 6-2: Crossing Locations by Implementation Category

<table>
<thead>
<tr>
<th>CROSSING TYPE</th>
<th>SHORT TERM</th>
<th>LONG TERM</th>
<th>OPPORTUNITY</th>
<th>LOW PRIORITY</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed Crossing Enhancement Locations</td>
<td>10</td>
<td>5</td>
<td>17</td>
<td>7</td>
<td>39</td>
</tr>
<tr>
<td>Trail Bridges</td>
<td>2</td>
<td>2</td>
<td>29</td>
<td></td>
<td>31</td>
</tr>
<tr>
<td>Total</td>
<td>10</td>
<td>7</td>
<td>17</td>
<td>36</td>
<td>70</td>
</tr>
</tbody>
</table>
SHORT TERM IMPROVEMENTS

- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway
- Crossing Location

DESTINATIONS + BOUNDARIES
- Santa Rosa Junior College
- Transit Station
- SMART Station
- Major Employer
- Hospital
- Shopping Center
- Park
- City Limits
- Urban Growth Boundary

Figure 6-1
Figure 6-2
LONG TERM IMPROVEMENTS

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class IIIB Buffered Bicycle Lane
- Class IV Separated Bikeway
- Sidewalk

DESTINATIONS + BOUNDARIES
- Santa Rosa Junior College
- Transit Station
- SMART Station
- Major Employer
- Hospital
- Shopping Center
- Park
- City Limits
- Urban Growth Boundary

Map produced October 2018.
Figure 6.3

OPPORTUNITY
IMPROVEMENTS

DESTINATIONS +
BOUNDARIES

- Santa Rosa Junior College
- Transit Station
- SMART Station
- Major Employer
- Hospital
- Shopping Center
- Park
- City Limits
- Urban Growth Boundary

Class II Bicycle Lane
Class III Bicycle Route
Class IIIIB Bicycle Boulevard
Crossing Location
Figure 6-4

LOW PRIORITY IMPROVEMENTS

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class IIIA Bicycle Boulevard
- Class IIIB Bicycle Boulevard
- Class IV Separated Bikeway
- Sidewalk

DESTINATIONS + BOUNDARIES

- Santa Rosa Junior College
- Transit Station
- SMART Station
- Major Employer
- Hospital

Shopping Center

Park

City Limits

Urban Growth Boundary

Map produced October 2018.
**Priority Evaluation**

Using data from early phases of this Plan Update 2018 process, five criteria listed in Table 6-3 were used to evaluate the priority of infrastructure projects. Input from the community, the Bicycle and Pedestrian Advisory Board, and the Waterways Advisory Committee informed the weighting of these criteria in evaluating overall priority.

Each project received a priority score out of ten possible points, with projects scoring 6 or more considered high priority and projects scoring 5 or less considered low priority.

**Feasibility Evaluation**

In addition to evaluating the priority of each project, this implementation strategy also considers the complexities to design, construct, and maintain the project in a feasibility evaluation. Typically, projects were rated as high or low feasibility based on the bikeway class, project type, or other treatments included. Some projects were reassigned after this initial evaluation based on site-specific considerations.

**HIGH FEASIBILITY**

In general, high feasibility projects include:

- Most Class II Bicycle Lanes and Class II Buffered Bicycle Lanes, where right of way is available or a road diet is feasible
- Class III Bicycle Routes

**LOW FEASIBILITY**

In general, low feasibility projects include:

- Class I Shared Use Paths
- Class II Bicycle Lanes and Class II Buffered Bicycle Lanes that may require parking removal, additional right of way, or further study
- Class III Bicycle Boulevards
- Class IV Separated Bikeways
- Sidewalks
- Trail Bridges
Table 6-3: Priority Evaluation Criteria

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collision Reduction</td>
<td>Collisions involving bicyclists or pedestrians from September 2007 through August 2017 were analyzed to identify a High Injury Network (HIN) in Santa Rosa, where bicycle or pedestrian related collisions that result in either fatalities or severe injuries are occurring at a relatively high frequency in relation to the citywide street network. For more information about the HIN, see Chapter 3. Projects located on HIN corridors were awarded points. Class I shared use paths, which are not located on the existing street network, were awarded points if they provide a parallel alternative route to a HIN corridor. Trail bridge projects along Class I paths that provide these alternative routes were also awarded points.</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Improving walking and bicycling access to destinations including schools and transit hubs was identified as a priority by the Santa Rosa community. Projects within one quarter-mile of a SMART station, Santa Rosa City Bus transit station, or school were awarded points.</td>
</tr>
<tr>
<td>Comfort Network</td>
<td>Speed limits, travel lanes, daily traffic volumes, and other information about Santa Rosa streets was analyzed to develop a Level of Traffic Stress (LTS) score from one to four for every street segment in the city, with low scores representing relatively low-stress segments and high scores representing high-stress segments. For more information about this analysis, see Chapter 3. Projects along streets with an average LTS score of 3 or 4 were awarded points. Because Class I shared use paths and trail bridges provide a walking and bicycling path completely separated from potential traffic stress, all Class I and trail bridge projects were awarded points.</td>
</tr>
<tr>
<td>Gap Closure</td>
<td>Closing gaps in the bicycling and walking network is important to create a seamless, connected transportation facility. Network projects that close a gap between two existing facilities were awarded points. Crossing projects were awarded points if a sidewalk or trail exists on both sides of the crossing.</td>
</tr>
<tr>
<td>Equity</td>
<td>Active transportation investments in disadvantaged communities support equity and provide access to transportation choices for neighborhoods that may be more reliant on bicycling, walking, or transit. Projects located in a Community of Concern identified by the Metropolitan Transportation Commission (MTC) were awarded points. For more information about Community of Concern boundaries in Santa Rosa, see Chapter 3. Boundaries may change; the most recent boundaries are published by MTC.</td>
</tr>
</tbody>
</table>
**First Phase**

The Short Term and Long Term Implementation Categories together include nearly 70 linear projects likely to provide a great benefit to walking and bicycling in the Santa Rosa community. Given limited resources compared to this volume of improvements, this Plan Update 2018 recommends the City focus on a short list of transformative projects and studies to be implemented first. This list includes 28 projects from both the Short Term and Long Term categories, and is expected to be reevaluated in the future as projects are completed.

First Phase projects are listed alphabetically by location in Table 6-4 through Table 6-7. This order is not intended to reflect any one project being prioritized above another.

**Table 6-4: First Phase – Class I Shared Use Paths**

<table>
<thead>
<tr>
<th>TYPE</th>
<th>LOCATION</th>
<th>CROSS STREET A</th>
<th>CROSS STREET B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class I Shared Use Path</td>
<td>Highway 101 Overcrossing</td>
<td>Coddington Mall</td>
<td>Santa Rosa Junior College</td>
</tr>
<tr>
<td>Class I Shared Use Path</td>
<td>Jennings Avenue</td>
<td>at SMART Tracks</td>
<td>-</td>
</tr>
<tr>
<td>Class I Shared Use Path</td>
<td>Roseland Creek Trail</td>
<td>Burbank Avenue</td>
<td>McMinn Avenue</td>
</tr>
<tr>
<td>Class I Shared Use Path</td>
<td>SMART Trail: Segment A</td>
<td>Prince Memorial Greenway</td>
<td>3rd Street</td>
</tr>
<tr>
<td>Class I Shared Use Path</td>
<td>Segment B</td>
<td>4th Street</td>
<td>6th Street</td>
</tr>
<tr>
<td>Class I Shared Use Path</td>
<td>Segment C</td>
<td>Guerneville Road</td>
<td>City Limits</td>
</tr>
<tr>
<td>Class I Shared Use Path</td>
<td>Southeast Greenway</td>
<td>Farmers Lane</td>
<td>Spring Lake Park</td>
</tr>
<tr>
<td>Class I Shared Use Path</td>
<td>Taylor Mountain Regional Park Trail</td>
<td>Bennett Valley Road/ Farmers Lane</td>
<td>Petaluma Hill Road/ Yolanda Avenue</td>
</tr>
</tbody>
</table>
### Table 6-5: First Phase – On Street Bikeways

<table>
<thead>
<tr>
<th>TYPE</th>
<th>LOCATION</th>
<th>CROSS STREET A</th>
<th>CROSS STREET B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class II Buffered Bicycle Lanes</td>
<td>3rd Street</td>
<td>Davis Street</td>
<td>Morgan Street</td>
</tr>
<tr>
<td>Class II Bicycle Lanes</td>
<td>7th Street</td>
<td>B Street</td>
<td>Mendocino Avenue</td>
</tr>
<tr>
<td>Class II Bicycle Lanes</td>
<td>Dutton Avenue</td>
<td>3rd Street</td>
<td>Sebastopol Road</td>
</tr>
<tr>
<td>Class II Bicycle Lanes</td>
<td>Guerneville Road</td>
<td>Range Avenue</td>
<td>Illinois Avenue</td>
</tr>
<tr>
<td>Class II Bicycle Lanes</td>
<td>Piner Road</td>
<td>Marlow Road</td>
<td>Cleveland Avenue</td>
</tr>
<tr>
<td>Class II Bicycle Lanes</td>
<td>Range Avenue</td>
<td>Piner Road</td>
<td>Russell Avenue</td>
</tr>
<tr>
<td>Class II Bicycle Lanes</td>
<td>Santa Rosa Avenue</td>
<td>Sonoma Avenue</td>
<td>Maple Avenue</td>
</tr>
<tr>
<td>Class II Bicycle Lanes</td>
<td>Sebastopol Road</td>
<td>Avalon Avenue</td>
<td>Sebastopol Ave</td>
</tr>
<tr>
<td>Class III Bicycle Route</td>
<td>B Street</td>
<td>4th Street</td>
<td>3rd Street</td>
</tr>
</tbody>
</table>

### Table 6-6: First Phase – Sidewalks

<table>
<thead>
<tr>
<th>TYPE</th>
<th>LOCATION</th>
<th>CROSS STREET A</th>
<th>CROSS STREET B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td>3rd Street</td>
<td>70 ft east of Roberts Avenue</td>
<td>250 ft west of Wilson Street</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>Chanate Road</td>
<td>Mendocino Avenue</td>
<td>Lomitas Avenue</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>Fulton Road</td>
<td>Appletree Drive</td>
<td>Guerneville Road</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>Guerneville Road</td>
<td>Marlow Road</td>
<td>Ridley Avenue</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>Sonoma Avenue</td>
<td>Farmers Lane</td>
<td>Village Court Transit Hub</td>
</tr>
</tbody>
</table>

### Table 6-7: First Phase – Studies

<table>
<thead>
<tr>
<th>TYPE</th>
<th>LOCATION</th>
<th>CROSS STREET A</th>
<th>CROSS STREET B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Study</td>
<td>4th Street</td>
<td>D Street</td>
<td>Farmers Lane</td>
</tr>
<tr>
<td>Study</td>
<td>Brookwood Avenue</td>
<td>2nd Street</td>
<td>Sonoma Avenue</td>
</tr>
<tr>
<td>Study</td>
<td>College Avenue</td>
<td>Kowell Lane</td>
<td>Morgan Street</td>
</tr>
<tr>
<td>Study</td>
<td>Elliott Avenue</td>
<td>Armory Drive</td>
<td>Mendocino Avenue</td>
</tr>
<tr>
<td>Study</td>
<td>Montgomery Drive</td>
<td>Alderbrook Drive</td>
<td>Hahman Drive</td>
</tr>
<tr>
<td>Study</td>
<td>Northeast Connections: Santa Rosa Creek Trail Channel Trail Melita Road Channel Trail</td>
<td>Melita Road SR 12 SR 12 Stone Bridge Road</td>
<td>SR 12 Channel Drive Stone Bridge Road Channel Drive</td>
</tr>
<tr>
<td>Study</td>
<td>Roseland Creek Trail</td>
<td>Stony Point Road</td>
<td>Burbank Avenue</td>
</tr>
<tr>
<td>Study</td>
<td>Stony Point Road</td>
<td>Guerneville Road</td>
<td>Sebastopol Road</td>
</tr>
</tbody>
</table>

Northeast Connections:
Figure 6-5
FIRST PHASE PROJECTS

DESTINATIONS + BOUNDARIES

- City Hall
- SMART Station
- Santa Rosa Junior College
- City Limits
- Park
- Urban Growth Boundary

- Shared-Use Path (Class I)
- Bicycle Lane (Class II)
- Buffered Bicycle Lane (Class IIB)
- Bicycle Route (Class III)
- Sidewalk
- Study
**SHARED-USE PATH**

- **A** Highway 101 Overcrossing (CODDINGTOWN MALL TO SANTA ROSA JUNIOR COLLEGE)
- **B** Jennings Avenue (AT SMART TRACKS)
- **C** Roseland Creek Trail (BURBANK AVE TO MCMINN AVE)
- **D** SMART Trail:
  - SEGMENT A (PRINCE MEMORIAL GREENWAY TO 3RD ST)
  - SEGMENT B (4TH ST TO 6TH ST)
  - SEGMENT C (GUERNEVILLE RD TO CITY LIMITS)
- **E** Southeast Greenway (FARMERS LN TO SPRING LAKE PARK)
- **F** Taylor Mountain Regional Park Trail (BENNETT VALLEY RD/FARMERS LN TO PETELUMA HILL RD/YOLANDA AVE)

**BICYCLE LANE**

- **G** 7th Street (B ST TO MENDOCINO DR)
- **H** Dutton Avenue (3RD ST TO SEBASTOPOL RD)
- **I** Guerneville Road (RANGE AVE TO ILLINOIS AVE)
- **J** Piner Road (MARLOW RD TO CLEVELAND AVE)
- **K** Range Avenue (PINER RD TO RUSSELL AVE)
- **L** Santa Rosa Avenue (SONOMA AVE TO MAPLE AVE)
- **M** Sebastopol Road (AVALON AVE TO SEBASTOPOL AVE)

**BUFFERED BICYCLE LANE**

- **N** 3rd Street (DAVIS ST TO MORGAN ST)

**BICYCLE ROUTE**

- **O** B Street (3RD ST TO 4TH ST)

**SIDEWALK**

- **P** 3rd Street (70FT EAST OF ROBERTS AVE TO 250FT WEST OF WILSON ST)
- **Q** Chanate Road (MENDOCINO AVE TO LOMITAS AVE)
- **R** Fulton Road (APPLETREE DRIVE TO GUERNEVILLE ROAD)
- **S** Guerneville Road (MARLOW ROAD TO RIDLEY AVENUE)
- **T** Sonoma Avenue (FARMERS LN TO VILLAGE COURT TRANSIT HUB)

**STUDY**

- **U** 4th Street (D ST TO FARMERS LN)
- **V** Brookwood Avenue (2ND ST TO SONOMA AVE)
- **W** College Avenue (KOWELL LN TO MORGAN ST)
- **X** Elliott Avenue (ARMORY DR TO MENDOCINO AVE)
- **Y** Montgomery Drive (ALDERBROOK DR TO HAHMAN DR)
- **Z** Northeast Connections:
  - **SANTA ROSA CREEK TRAIL** (MELITA RD TO SR 12)
  - **CHANNEL TRAIL** (SR 12 TO CHANNEL DR)
  - **MELITA ROAD** (SR 12 TO STONE BRIDGE RD)
  - **CHANNEL TRAIL** (STONE BRIDGE RD TO CHANNEL DR)
- **AA** Roseland Creek Trail (STONY POINT RD TO BURBANK AVE)
- **BB** Stony Point Road (GUERNEVILLE RD TO SEBASTOPOL RD)
FUNDING STRATEGIES

A variety of sources exist to fund bicycle and pedestrian infrastructure projects, programs, and studies. Local and regional funding sources that can be used for construction or maintenance of bicycle or pedestrian improvements, along with statewide and federal grant programs, are described on the following pages.

Eligibilities for the funding programs listed in this section are summarized in Table 6-8 on page 6-14.

Local and Regional Funding Sources

**TRANSPORTATION FUNDS FOR CLEAN AIR**

Money in the Transportation Funds for Clean Air program, established by Assembly Bill 434, is generated by a $4 vehicle registration surcharge in the nine Bay Area counties. The funds may be used on projects that reduce vehicle emissions, including bicycle and pedestrian projects, and can also be used as a match for competitive state or federal programs.

Funds are programmed by the Bay Area Air Quality Management District (BAAQMD) and Sonoma County Transportation Authority (SCTA).

**BICYCLE FACILITIES GRANT PROGRAM**

Throughout the nine-county Bay Area, the Bicycle Facilities Grant program strives to reduce emissions from on-road vehicles and improve air quality by helping residents and commuters shift modes to bicycling and walking as alternatives to driving for short distances and first-and-last mile trips. BAAQMD has grant programs that fund both on-street facilities and bicycle parking facilities.

Funds are programmed by the BAAQMD.

**ONE BAY AREA GRANT**

In Sonoma County, One Bay Area grant funds are administered by SCTA. The program emphasizes funding for projects within Priority Development Areas in the region that are in-line with housing and land-use goals. Santa Rosa has received two One Bay Area 2 grants, including a project funding the design of a bicycle and pedestrian bridge over Highway 101.

Funds are programmed by SCTA.
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3

Transportation Development Act Article 3 (TDA 3) provides funding annually for bicycle and pedestrian projects. Two percent of TDA funds collected within the county are used for TDA 3 projects. Metropolitan Transportation Commission policies require that all projects be reviewed by a BPAC or similar body before approval.

Funds are programmed by SCTA.

MEASURE M (2004)

Measure M is a one-quarter cent sales tax in Sonoma County to fund transportation projects including maintenance and traffic safety improvement projects. Four percent of revenues are set aside for bicycle and pedestrian projects. Two projects in Santa Rosa have already been identified by the SCTA as priorities to receive funding: the Santa Rosa Creek Trail, the Highway 101 bicycle and pedestrian overcrossing, and bicycle lanes on Old Redwood Highway, Mendocino Avenue, and Santa Rosa Avenue.

Funds are programmed by SCTA.

MEASURE M (2018)

Measure M is a one-eighth cent sales tax to improve and protect Sonoma County’s parks, safeguard water and wildlife, and expand walking, bicycling, and hiking trails. Trail maintenance projects and active transportation projects that improve access to regional parks and trails will be eligible for Measure M’s expenditure list.

Funds are anticipated to be programmed by Sonoma County Regional Parks (SCRP).

REGIONAL MEASURE 3

Regional Measure 3 uses toll revenue from the Bay Area’s seven state-owned toll bridges. The money from Regional Measure 3 funds a variety of highway and transit projects throughout the region.

Funds are programmed by the Metropolitan Transportation Commission.
State and Federal Grant Programs

CALIFORNIA ACTIVE TRANSPORTATION PROGRAM
California’s Active Transportation Program (ATP) funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include construction of bicycling and walking facilities, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Typically no local match is required, though extra points are awarded to applicants who do identify matching funds.

Funds are programed by the California Transportation Commission (CTC).

SUSTAINABLE TRANSPORTATION PLANNING GRANTS
Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Communities are typically required to provide an 11.47 percent local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted.

Funds are programed by Caltrans.

HIGHWAY SAFETY IMPROVEMENT PROGRAM
Caltrans offers Highway Safety Improvement Program (HSIP) grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.

Funds are programed by Caltrans.
SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM

Funded by SB1, the Congested Corridors Program strives to reduce congestion in highly traveled and congested through performance improvements that balance transportation improvements, community impacts, and environmental benefits. This program can fund a wide array of improvements including bicycle facilities and pedestrian facilities. Eligible projects must be detailed in an approved corridor-focused planning document. These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right of way for bikes and transit, and reduce vehicle miles traveled.

Funds are programmed by the CTC.

OFFICE OF TRAFFIC SAFETY

Under the Fixing America’s Surface Transportation (FAST) Act, five percent of Section 405 funds are dedicated to addressing nonmotorized safety. These funds may be used for law enforcement training related to pedestrian and bicycle safety, enforcement campaigns, and public education and awareness campaigns.

Funds are programmed by the California Office of Traffic Safety.

RECREATIONAL TRAILS PROGRAM

The Recreational Trails Program helps provide recreational trails for both motorized and nonmotorized trail use. Eligible products include: trail maintenance and restoration, trailside and trailhead facilities, equipment for maintenance, new trail construction, and more.

Funds are programmed by the California Department of Parks and Recreation.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

The AHSC program funds land-use, housing, transportation, and land preservation projects that support infill and compact development that reduces greenhouse gas emissions. Projects must fall within one of three project area types: transit-oriented development, integrated connectivity project, or rural innovation project areas. Fundable activities include: affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs.

Funds are programmed by the Strategic Growth Council and implemented by the Department of Housing and Community Development.
CULTURAL, COMMUNITY AND NATURAL RESOURCES GRANT PROGRAM – PROPOSITION 68

Proposition 68 authorizes the legislature to appropriate $40 million to the California Natural Resources Agency to protect, restore, and enhance California’s cultural, community, and natural resources. One type of eligible project that this program can fund are projects that develop future recreational opportunities including: creation or expansion of trails for walking, bicycling, and/or equestrian activities and development or improvement of trailside and trailhead facilities, including visitor access to safe water supplies.

Funds are programmed by the California Natural Resources Agency.

URBAN GREENING GRANTS

Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles travels by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

Funds are programmed by the California Natural Resources Agency.

LOCAL PARTNERSHIP PROGRAM

This program provides local and regional agencies that have passed sales tax measures, developer fees, or other transportation-imposed fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Jurisdictions with these taxes or fees are then eligible for a formulaic annual distribution of no less than $100,000. These jurisdictions are also eligible for a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure.

Funds are programmed by the CTC.

ROAD MAINTENANCE AND REHABILITATION PROGRAM

Senate Bill 1 created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation-related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions.

Funds are programmed by the State Controller’s Office with guidance from the CTC.
<table>
<thead>
<tr>
<th>FUNDING SOURCE</th>
<th>ON-STREET BIKEWAYS</th>
<th>TRAILS</th>
<th>SAFE ROUTES TO SCHOOL</th>
<th>SAFE ROUTES TO TRANSIT</th>
<th>CROSSING/INTERSECTIONS</th>
<th>PROGRAMS</th>
<th>STUDIES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Local and Regional Programs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Funds for Clean Air (SCTA)</td>
<td>✅</td>
<td>✅</td>
<td>✅</td>
<td>✅</td>
<td>✅</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle Facilities Program (BAAQMD)</td>
<td>✅</td>
<td>✅</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>One Bay Area (MTC)</td>
<td>✅</td>
<td>✅</td>
<td>✅</td>
<td></td>
<td>✅</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation Development Act, Article 3 (SCTA)</td>
<td>✅</td>
<td>✅</td>
<td>✅</td>
<td>✅</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Measure M (2004 - SCTA)</td>
<td>✅</td>
<td>✅</td>
<td>✅</td>
<td>✅</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Measure M (2018 - SCRP)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Measure 3 (MTC)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✅</td>
</tr>
<tr>
<td><strong>Competitive Grant Programs</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Active Transportation Program (CTC)</td>
<td>✅</td>
<td>✅</td>
<td>✅</td>
<td>✅</td>
<td>✅</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sustainable Transportation Planning Grants (Caltrans)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Highway Safety Improvement Program (Caltrans)</td>
<td>✅</td>
<td>✅</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Solutions for Congested Corridors (CTC)</td>
<td>✅</td>
<td>✅</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Office of Traffic Safety (CA OTS)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✅</td>
</tr>
<tr>
<td>Recreational Trails Program (CA DPR)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Affordable Housing &amp; Sustainable Communities (CA HCD)</td>
<td>✅</td>
<td>✅</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cultural, Community, and Natural Resources (CA NRA)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban Greening Grants (CA NRA)</td>
<td>✅</td>
<td>✅</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Partnership Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Road Maintenance and Rehabilitation Program</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Pursuant to the California Environmental Quality Act (CEQA), an Initial Study was prepared for the 2010 Bicycle and Pedestrian Master Plan, which resulted in a Mitigated Negative Declaration that was approved by the City Council on February 15, 2011 (Resolution No. 27834). CEQA Guidelines section 15162 provides that no additional review is required where a negative declaration has been adopted for a project and there are no substantial changes to the project or changed circumstances which will result in new or more severe environmental impacts and there is no new information showing the project will have significant effects not discussed in the negative declaration.

No substantial changes have been proposed in the Master Plan Update that would result in new or more severe environmental impacts than were analyzed in the 2010 Master Plan mitigated negative declaration; there have been no changes in circumstances resulting in new or more severe impacts; and there is no new information indicating that the project will have one or more significant effects not discussed in the previous mitigated negative declaration. Therefore, further environmental review is not required.