



COVER MEMO

November 28, 2007

To: SACOG  
1415 L. Street, Suite 300  
Sacramento, Ca 95814

Attn: Program Manager  
Jose Luis Caceres,  
Associate Planner  
(916) 340-6218 Ph.  
(916) 321-9551 Fax  
jcaceres@sacog.org

Re: City of Galt Application  
Regional Bicycle and Pedestrian Funding Program Call for Projects

Mr. Caceres,

In response to the October 25, 2007, letter from Mike McKeever, attached please find our completed application for funding through the Regional Bicycle and Pedestrian Funding Program for your consideration. Enclosed are one original, 12 copies plus one CD-ROM containing a .PDF version. This cover letter acknowledges my official authority by the City Council to apply for these funding.

Thank you both for your assistance in completing this application and your continued assistance to the City of Galt. Please call either me or Trung Trinh at (209) 366-7260 if you have any questions or need any additional information in this regard.

Sincerely,

CITY OF GALT

A handwritten signature in blue ink, appearing to read 'Gregg L. Halladay', is written over the typed name.

Gregg L. Halladay, P.E.  
Director of Public Works

Cc: Ted Anderson  
Trung Trinh

## **PARTNER COMMITMENT LETTER**

The partners involved the subject Pedestrian Safety Improvements at the Union Pacific Railroad Crossings project and their contributions/responsibilities toward project delivery are as follows:

City of Galt – The City of Galt will provide staff and consultant resources to perform needed project administration, management, and the local funding match to deliver the project improvements.

Galt Joint Union Elementary School District (GJUESD) – The GJUESD provided valuable input and data for our staff regarding the need for the project improvements to present to prospective funding agencies along with our requests. The GJUESD will also provide class room outreach to students regarding the construction phase and completed improvements.

Union Pacific Rail Road (UPRR) - The UPRR will provide agreements for the terms and costs for UPRR staff labor and material to extend their concrete panels as well as to authorize the City and our contractors to construct and maintain the improvements within their right-of-way.

# PROJECT SUMMARY

**Project Title:**

Pedestrian Safety Improvements at UPRR crossings

**Local Agency Contact Information:**

Trung Trinh, Associate Civil Engineer  
City of Galt, Public Works Dept.  
(209) 366-7260, (209) 745-0811 fax.  
[ttrinh@ci.galt.ca.us](mailto:ttrinh@ci.galt.ca.us)

**Partners:**

City of Galt, Galt Joint Union Elementary School District, Union Pacific Rail Road

**Project Number in SACOG Master Plan:**

City of Galt requests incorporation of this project to the current Master Plan

**Scope of Project and Location:**

Install at-grade pedestrian crossings of UPRR at Carillion Blvd., C Street, A Street, F Street, Elm Avenue east of Industrial, Elm Avenue east of McFarland, and Kost Road. Improvements shall include separate pedestrian pathways (asphalt or concrete) concrete curb, gutter, concrete sidewalk, railroad panels, grading, access ramps and utility relocation work.

**Project Schedule and Milestones:**

Start of Work:	March of 2008
Final Ed Approval:	N/A
R/W Acquired:	N/A
Final Plans Approved:	October 2008
Environmental Permit Secured:	July 2008
Award construction contract:	January 2009
Work Completed:	May 2009

**Overall Total Cost Estimate:** \$1,070,000.00

**Total funding sought and funding committed from other sources:**

\$687,271.00	SACOG Regional Bicycle and Pedestrian Funding Program
\$260,000.00	Safe Route to School Grant (Not Yet Approved)
<u>\$122,729.00</u>	<u>(11.47%) from City of Galt (Local Funding)</u>
\$1,070,000.00	TOTAL

**Local funding commitment from each partner. Local match must be at least 11.47% of requested amount:**

\$122,729.00 (11.47%) from City of Galt

**Risks to Schedule or Costs:**

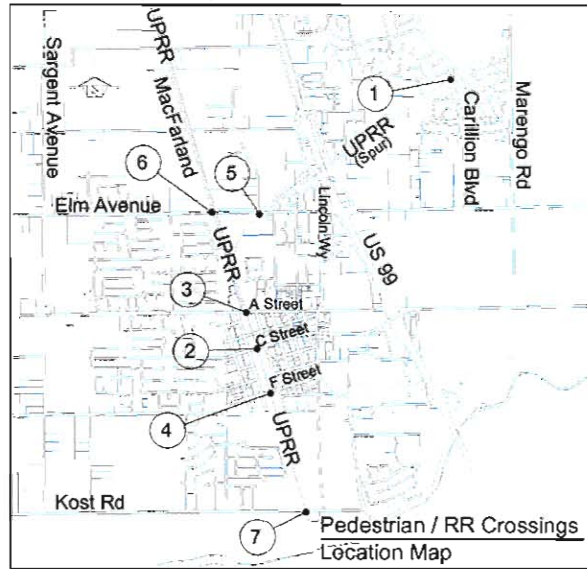
Unanticipated inflation costs, lost of funding, staffing, environmental unknowns, unforeseen construction issues.

**Phases/ Divisibility:**

Project could be phased to one individual and/or any combinations of the sites.

# MAPS OR EXHIBITS

Key Map:



Location No. 1 - Carillion Blvd.



Location No.2 - C Street



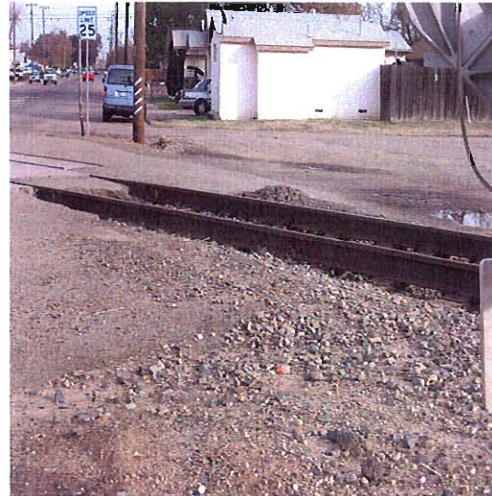
Location No. 3 - A Street



Location No. 4 - F Street



Location No. 5 - Elm Avenue east of Industrial



Location No. 6 - Elm Avenue east of McFarland



Location No. 7 - Kost Road



Location No. 4 - F Street – Pedestrians lifting baby stroller over tracks at non-improved crossing.



Location No.3 – A Street - School children stepping over tracks at non-improved crossing to provide clearance from vehicles in roadway.

## COST ESTIMATE

<b>Funding Categories</b>	<b>Tasks</b>	<b>Cost Estimate</b>
Environmental	Environmental Studies	\$ 21,400.00
Engineering	Engineering and Design	\$ 160,500.00
Right of Way	Right of Way Acquisition	\$ -
	Utility Relocation & Lighting	\$ 160,500.00
Construction	Environmental Mitigation	\$ -
	Grading	\$ 85,600.00
	Foundation and Pavement	\$ 374,500.00
	Bridges &/or Tunnels	\$ -
	Drainage, curb/gutter, street, furniture, planting & irrigation	\$ 214,000.00
	Signage, signals & striping	\$ 53,500.00
	Bicycle storage/parking	\$ -
	Buildings/ structure	\$ -
	Non-capital staff activities	\$ -
	Non-capital materials (maps, brochures, manuals, printing, etc.)	\$ -
Misc.	Other project components	\$ -
<b>Total</b>		<b>\$ 1,070,000.00</b>

## PROJECT BENEFIT ESTIMATE

### Quantifiable Benefit Methodology

Estimate of Existing Usage	800
Estimate of Increase in Usage	900
Length of Project (miles)	1
Quantifiable Benefits	\$ 1,300.00

**In one or two paragraphs, are there benefits to the project that are not measured by the dollar figure above?**

Providing safety benefits to our local students are beyond the measure of a dollar. The existing un-improved roadway crossings of the Union Pacific Rail Road tracks present a notable risk to non-vehicular traffic. Students, pedestrians and bicyclists are forced to share the narrow roadways at the crossing locations with vehicles or walk across the pair of uneven railroad tracks and unstable rock ballast. The railroad bisects neighborhoods that are served by two elementary schools and one middle school. The three nearby crossings to be improved are heavily used by students going to and from school as well as recreational activities. Approximately 800 students either walk or bike to school daily. Our goal is to increase this number by providing safer conditions.

The City of Galt reviewed records on accident statistics during the period of February 2006 thru March 2007 to determined if student pedestrians are at risk from vehicular traffic dangers at the crossings. The statistic show several accidents during that period, all of which are rain, fog, and poor path-of-travel related with most resulting in injuries.

## EMISSIONS CALCULATIONS FOR CMAQ FUNDING

Not Applicable.

# ENVIRONMENTAL JUSTICE

## **What kind of outreach to the community and to other stakeholders do you plan to undertake:**

During the 2006-2007 school year, the Galt Joint Union Elementary School District, Galt Joint Union School District, and City staff held a Safe Route to School Workshop where students, faculty, members of the City's Public Safety Advisory Committee, Police, Public Works, and Parks and Recreation were invited to attend. The workshop opened dialog between these groups that helped in developing a list of desired safety improvements. City staff and school district administrator developed a safe route to school survey which was administered to families of the Galt Joint Union Elementary School District. 467 families completed the survey to provide input concerning barriers to walking and cycling to school. City staff and school district reviewed the survey data and developed this project to address the concerns of the families.

Outreach efforts will include media articles announcing the project and all details associated with it. After the improvements are installed, City staff will resurvey and collect data to show the effectiveness on the improvements. The school district will also conduct classroom outreach about the construction and the improvements.

## **Will low income or minority members of the community be given an opportunity to fully participate in this outreach?**

Low income and minority members living within a quarter mile of the improvements have been surveyed and responded with requests to provide these improvements.

## **Evaluate the benefits and burdens of this project with regards to low income and minority members of the community.**

One burden to low income and minority members of the community may be inconvenience during the construction phase. The benefits of a safer crossing greatly outweigh the short duration of construction inconvenience.