City of Rancho Cordova

Mather Rails to Trails Project

I. Required Supplemental Materials

Screening Criteria

1. Explain how this project is consistent with the EDCTC Regional Transportation Plan, the PCTPA Regional Transportation Plan, or the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). (100 words or less—only one of the below questions may apply to your project.)

   A. Infrastructure Project is a planned project included in the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan, MTP/SCS, and/or the Regional Transportation Plan of EDCTC or PCTPA.
      SACOG’s Regional Transportation Plan (MTP/SCS) was adopted in April 2012. The MTP/SCS calls for the doubling of Class 1 trail mileage in the region in the next 20 years. A component of the MTP/SCS is the Regional Bicycle, Pedestrian and Trails Master Plan. This is a specifically listed project in the region’s TIP and the Master Plan and is therefore consistent with the MTP/SCS.

2. Project is ready for inclusion into the Metropolitan Transportation Improvement Program, with project scope and cost.
   Yes ☒ No ☐

2A. Please include an appropriate project description per the below description formula:
   Rancho Cordova; Alongside a Union Pacific Spur between Regional Transits Mather/Mills Light Rail Station and the Mather Field Airport; Install a Class 1 Bicycle/Pedestrian Trail

3. Project is eligible for appropriate funding sources (i.e. ATP).
   Yes ☒ No ☐

4. Project meets the minimum dollar amount for infrastructure or non-infrastructure projects and includes at least an 11.47% local match; local match requirements apply to all project categories.

   A. Total infrastructure project minimum cost is $278,675 ($250,000 funding request + $28,675 local match).
      Yes ☒ No ☐
5. No supplement needed; information is available in the original state application.

6. No supplement needed; information is available in the original state application.

7. Project is not part of developer-funded basic good practices in a new development.

Yes ☒ No ☐

Other Considerations

Project Readiness

- See attached Cost and Summary excel sheet
II. Optional Supplemental Materials

Emphasized Regional ATP Project Narrative

Potential for Increased Biking and Walking

Clearly demonstrate how well the project supports the policy framework priorities. (4 pages maximum)

This project will provide significant bicycle and pedestrian access for transit riders, residents, workers and patients wishing to cross Highway 50 in the vicinity of the Mather Field Road interchange. Currently patients at the Sacramento Veterans Administration Hospital and workers in the North Mather Business Park who wish to commute via transit often cross Highway 50 on foot at the challenging Mather Field Road interchange, crossing free flow ramp entrances and ramp exits. Likewise, Rancho Cordova residents living in the Lincoln Village, Rockingham and White Rock neighborhoods south of Highway 50 are challenged to get to the Light Rail line to commute, or to the American River Parkway for either commuting or recreational outings.

This project builds a Class I trail across highway 50 with lighting and landscaping that will make a direct connection between the Mather/Mills Light Rail Station and the Mather Field Airport, serving many commercial, institutional and residential destinations along the way.

Highway crossings are generally very costly due to the high price tag of needed structures. This project takes advantage of an existing railroad bridge and rail line employing a cost effective conversion of “Rails to Trails”. Not having to build a bridge or create an alignment for the trail saves the project several million dollars in capital costs.

Reducing Walking/Bicycling Fatalities and Injuries

Provide data that demonstrates the project’s benefits towards reducing walking and bicycling fatalities and injuries.

Residents are currently forced to travel along a challenging route that crosses Highway 50 with high speed on-ramps and off-ramps following Mather Field Road, which is a busy six-lane high speed arterial Roadway. The walks are non-ADA compliant and there are several major arterial
intersections. Additionally, some sections of Mather Field Road do not have sidewalks, so residents are forced to walk along mud paths or along abandoned railroad tracks. The new trail will provide a more direct route, separating pedestrians and cyclists from vehicles. We anticipate the project will greatly reduce bicycle and pedestrian collisions along Mather Field Road.

The primary benefit will result from the separation of active transportation trips from auto trips. On corridors with separations, conflicts between bikes/pedestrians and cars have been nearly eliminated. Twenty to thirty bicycle/pedestrian collisions would be mostly eliminated. Secondary benefits include a slight reduction in traffic, due to an increase share of non-auto trips, recognizing that lower travel demand results in lower incidents.

Supporting Greenhouse Gas Reduction Goals in SB 375 and SB 391

A. Describe the project’s potential to replace or shorten vehicle trips serving utilitarian purposes (e.g. trips to school, work, activity centers, etc.).

The project has the potential to reduce motor vehicle volume. Current residents use personal vehicles to get to and from the local and regional destinations which cause an increased number of vehicles on the roadways. The trail will encourage and provide the current residents a convenient and direct route to the SRTS to arrive at their destinations without a personal vehicle.

There are a number of local and regional destinations that this proposed trail will serve. These include:

LOCAL – The trail will provide a direct route to the following locations: Sacramento Regional Transit Station, Veterans Memorial Hospital, Mather Sports Field and a Senior Care Center.

REGIONAL – The trail will provide access to the Light Rail Station and Bus Routes that will allow pedestrians to access the following locations: CA State University, Sacramento, Sacramento City College, Downtown Metropolitan Sacramento, Job Centers, Retail/Shopping, Hospitals, Museums, Libraries, etc., Parks, Public Buildings (Courthouse, County Offices, etc.).
B. Describe/explain the project’s role in a placemaking strategy for the future land use and transportation vision for the area it is located, as described in the MTP/SCS and/or the local general/specific plan.

This project builds a Class I trail across highway 50 with lighting and landscaping that will make a direct connection between the Mather/Mills Light Rail Station and the Mather Field Airport, serving many commercial, institutional and residential destinations along the way. The project has been planned for in both the MTP and the City of Rancho Cordova’s General Plan. The Class I trail will connect into the City’s existing network of bicycle trails and will serve all of the existing residents in the area as well as the planned development south of the trail location.

Cost Effectiveness

Calculated Benefit Cost Ratio

The breakdown of costs and benefits are shown in Table 1 below. The benefits shown are based on the Victoria Transport Policy Institute “Evaluating Active Transport Benefits and Cost.” The data shown in Table 1 comes from various sources. The City of Rancho Cordova Bicycle Master Plan provided the assumptions for the existing people walking and bicycling each day that crossed the Mather Field Road and Highway 50 crossing. The future number of people walking or bicycling per day was assumed to increase by 50% with the new trail. The SACOG Metropolitan Transportation Plan provided the assumption for the vehicle miles traveled. The calculated ratio of the benefits of the project relative to both the total project cost and funds requested is:

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<th>5 year B/C</th>
<th>20 year B/C</th>
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<td>Benefit per year</td>
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<td>Total Project Cost</td>
<td>$2,649,021</td>
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Other Considerations

Applicant’s Performance on Past Grants

A. Describe how your agency intends to deliver this project on time and within budget.

The City of Rancho Cordova has extensive experience delivering grant funded projects. We have delivered all of our grants without having any finding or losing any funding. We have delivered over $45 million in grants of various types including but not limited to HSIP, ARRA, Demo/HPP, RSTP, CMAQ, SR2S, and SRTS. We have a great relationship with SACOG and CalTrans and will continue to work collaboratively to deliver our grant funded projects.

The preliminary design phase is nearly complete. CEQA/NEPA clearances and final design has been initiated with anticipated completion by the end of the calendar year. The Right of Way Agreement with Sacramento County is currently underway and should be complete by July 2014. Final design should be completed in the summer of 2015. The construction will begin in the spring of 2016 and be completed during the summer of 2016. The schedule assumes possible delays with the environmental process but still beginning construction by 2016. The scope of this project is based on the assumption that we will only modify the bridge to create a path through that section of the project.

B. Describe one of your agency’s prior experiences allocating a project though the California Transportation Commission.

The City of Rancho Cordova has processed several projects through the CTC. We successfully allocated, authorized and closed out the Folsom Blvd and Mather Field Road Enhancements Phase I project (STIP), the Folsom Boulevard Streetscape project (SLPP) and the Folsom Boulevard Traffic Light Synchronization project (TLSP).

Rancho Cordova has demonstrated the ability to deliver projects to meet both state and federal requirements. We are aware that projects that need a CTC allocation require longer processing times and have shorter deadlines for expenditures of funds than projects with just federal funds.
# Basic Tool: Cost and Schedule Summary

**For use with 2014 MPO Active Transportation Program, Cycle I**

Fill in **BLUE SECTIONS** where appropriate. Edit the formula cells at your own risk.

## Project Sponsor
City of Rancho Cordova

## Project Title
Mather Rails to Trails Project

## Project Description (scope and limits)
The Mather Rails to Trails Project builds a Class 1 trail that follows a UP Spur rail line between RT’s Mather/Mills Light Rail station and the Mather Field Airport. The UP Spur crosses Highway 50 on a separate bridge located on the western edge of the Mather Rd Interchange.

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<td><strong>Totals</strong></td>
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City of Rancho Cordova

Mather Rails to Trails Project

For more information, visit the Caltrans Standard Environmental Reference webpage.
City of Rancho Cordova

Project Name: Mather Rails to Trails Project

For Caltrans use only: __TAP __STP __RTP __SRTS __SRTS-NI __SHA
__DAC __Non-DAC __Plan
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City of Rancho Cordova  
Project: Mather Rails to Trails Project
I. GENERAL INFORMATION

Project name: Mather Rails to Trails Project

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code)
   City of Rancho Cordova, 2729 Prospect Park Dr., Rancho Cordova, 95670

2. PROJECT FUNDING
   ATP funds Requested $1,467,000.00
   Matching Funds $1,187,000.00
   Other Project funds $2,654,000.00
   TOTAL PROJECT COST $2,654,000.00

3. APPLICANT CONTACT (Name, title, e-mail, phone #)
   Chris Boyer, Associate Civil Engineer, cboyer@cityofranchocordova.org, 916-851-8907

4. APPLICANT CONTACT (Address & zip code)
   2729 Prospect Park Dr., Rancho Cordova, 95670

5. PROJECT COUNTY(IIES):
   Sacramento County

6. CALTRANS DISTRICT #: Click Drop down menu below
   District 3

7. Application # 1 of 4 (in order of agency priority)

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your MPO* or 'Other' from the drop down menu>
   SACOG Sacramento Area Council of Government

9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>

10. Urbanized Area (UZA) population (pop.)-
    Select your UZA pop. from drop down menu>
    Within a Large MPO (Pop > 200,000)

Master Agreements (MAs):

11. Yes, the applicant has a FEDERAL MA with Caltrans. 03-5482R
12. Yes, the applicant has a STATE MA with Caltrans. 00266S

13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
   The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*
15. Partner Type

16. Contact Information (Name, phone # & e-mail)
17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☒
19. Non-Infrastructure (NI) ☐
20. Combined (IF & NI) ☐
I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. [ ] Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
   [ ] Bicycle Plan    [ ] Safe Routes to School Plan    [ ] Pedestrian Plan
   [ ] Active Transportation Plan

   (If applying for an Active Transportation Plan- check any of the following plans that your agency already has):
   [ ] Bike plan    [ ] Pedestrian plan    [ ] Safe Routes to School plan    [ ] ATP plan

22. [x] Bicycle and/or Pedestrian infrastructure
   [ ] Bicycle only:    [x] Class I    [ ] Class II    [ ] Class III
   [ ] Ped/Other:    [ ] Sidewalk    [ ] Crossing Improvement    [x] Multi-use facility
   Other: ________________________________

23. [ ] Non-Infrastructure (Non SRTS)

24. [ ] Recreational Trails*    [ ] Trail    [ ] Acquisition

*Please see additional Recreational Trails instructions before proceeding

25. [ ] Safe routes to school-    [ ] Infrastructure    [ ] Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

27. SCHOOL DISTRICT NAME & ADDRESS:

28. County-District-School Code (CDS)  29. Total Student Enrollment  30. Percentage of students eligible for free or reduced meal programs **

31. Percentage of students that currently walk or bike to school  32. Approximate # of students living along school route proposed for improvement  33. Project distance from primary or middle school

**Refer to the California Department of Education website:  http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp

[ ] Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

PROJECT INFORMATION

The City of Rancho Cordova was built as a post WWII auto dependent community providing housing for the Mather Air Force Base and for the GenCorp/Aerojet Company, who built the Saturn 5 engines for the 1960's moon shots. The housing stock was designed for families serving at the base and consisted of mostly apartment buildings, duplexes and inexpensive single family homes. Rancho Cordova straddles railroad routes built in the mid-19th century and is situated along Highway 50 which ultimately connects across the United States to Ocean City Maryland.

As the space race came to a close, GenCorp/Aerojet significantly downsized their operations and in 1997 the Mather Air Base was decommissioned. With aging housing stock, the City became more and more economically and socially challenged receiving almost no new economic expansion or development initiatives. The County responded in the late 1980's by initiating a business park development plan that created a major job center south of Highway 50. Then in 2003 local leaders incorporated the City of Rancho Cordova, charged with the task of building a modern community.

Located only 13 miles from the State Capital, the City is attempting to serve the expectations of 21st century urban/suburban lifestyles. Commuter rail service was extended through the City in the last decade, but significant sidewalk gaps and bike/ped travel barriers still exist. With some positive public and private initiatives in place, the City continues to be challenged by the high cost of retrofitting bike and pedestrian infrastructure.
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

The Mather Rails to Trails Improvement Project follows a Union Pacific (UP) Spur heavy rail line between RT’s Mather/Mills Light Rail station and the Mather Field Airport. The UP Spur crosses Highway 50 on a separate bridge located on the western edge of the Mather Road Interchange, providing a useful alternative for non-auto traffic crossing the Highway.

PROJECT COORDINATES  Latitude  N38.5738  Longitude  W121.30914
(Decimal degrees) (Decimal degrees)
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

PROJECT DESCRIPTION

This project will provide significant bicycle and pedestrian access for transit riders, residents, workers and patients wishing to cross Highway 50 in the vicinity of the Mather Field Road interchange. Currently patients at the Sacramento Veterans Administration Hospital and workers in the North Mather Business Park who wish to commute via transit often cross Highway 50 on foot at the challenging Mather Field Road interchange, crossing free flow ramp entrances and ramp exits. Likewise, Rancho Cordova residents living in the Lincoln Village, Rockingham and White Rock neighborhoods south of Highway 50 are challenged to get to the Light Rail line to commute, or to the American River Parkway for either commuting or recreational outings.

This project builds a Class I trail across highway 50 with lighting and landscaping that will make a direct connection between the Mather/Mills Light Rail Station and the Mather Field Airport, serving many commercial, institutional and residential destinations along the way.

Highway crossings are generally very costly due to the high price tag of needed structures. This project takes advantage
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

of an existing railroad bridge and rail line employing a cost effective conversion of “Rails to Trails”. Not having to build a bridge or create an alignment for the trail saves the project several million dollars in capital costs.

Public response to the project has been very favorable over several years of outreach. Local and regional agencies and advocacy groups are also highly supportive of the project. After extensive coordination with Sacramento County (the land owner), an agreement has been reached to develop a long term lease is nearly finalized that will allow the City to build the trail. We also have strong support from Caltrans on the project. They have committed to help us secure funding for the project. Caltrans' support was galvanized in an agreement with the Neighbors Advocating Sustainable Transportation and the Environmental Council of Sacramento during the development of the Highway 50 HOV project. The city has also reached out to residents and workers during the General Plan, Bicycle Master Plan, Folsom Corridor Plan, Sustainable Communities Plan and in a local “project specific” outreach effort. The project has been highly supported in each of these efforts.

PROJECT STATUS

The preliminary design phase is nearly complete. CEQA/NEPA clearances and final design has been initiated with anticipated completion by the end of the calendar year. The Right of Way Agreement with Sacramento County is currently underway and
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

should be complete by July 2014. An additional public meeting to address stated concerns, focusing on screening of back yards, will be held late this year and project opening is expected in the fall of 2016.

Project History

The project was conceived in early cityhood. The City’s General Plan was adopted in 2006 includes the following policy statement.

Policy C.2.7 - Require grade-separated crossings or enhanced at-grade crossings at key locations ... to maximize the safety and attractiveness of bicycling and walking routes. Locations for grade-separated crossings include Highway 50 in the vicinity of Olson Drive, an additional crossing of Highway 50 generally west of Mather Field Road...

The project was initially pursued during the City’s 2008 Folsom Boulevard Phase I Improvement Project which included Mather Field Road north of Highway 50. The west side of Mather Field Road in this area had no walks or bike lanes, and adding these appurtenances became a challenge due to the location of the UP Spur Rail lines directly adjacent to the auto travel lanes.

In 2009, the City received a $200,000 federal earmark to provide improvements on the west side of Mather Field road north of the Highway. The city proceeded with preliminary design and quickly became aware of the challenge of connecting a sidewalk and bike lanes on the west side of the Mather Field Road interchange. A bridge widening at the interchange would be required at a cost millions of dollars. So, the project concept was expanded to take advantage of the UP Spur Rail line and existing

City of Rancho Cordova
Project Name: Mather Rails to Trails Project
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

rail bridge over the Highway. The new project scope would connect improvements on
the west side of Mather Field Road to the UP Spur alignment.

In the following year the City applied for a Sacramento Area Council of
Governments (SACOG) grant that would support the expanded project and the City was
awarded $580,000. With substantial funding in hand, the city began a process that
would phase the project providing interim connections that could be extended as
additional funding became available. During the same time period, Caltrans was
developing the Highway 50 HOV project. The HOV project was challenged by
Environmental Council of Sacramento (ECOS) and Neighborhoods Advocating
Sustainable Transportation (NAST) and among several resolutions the following
commitment was made by Caltrans.

*Caltrans commits to support funding requests for the construction of the*

"Pedestrian Crossing: U.S. / 50 Mather Field Road which is a bicycle and
pedestrian facility crossing Highway 50 along the Mather Airport Railroad Spur
Alignment." The bicycle/pedestrian facility will provide enhanced access for
bicycles and pedestrians to the Regional Transit platform at Mather Road. The
construction of the

bicycle/pedestrian

overcrossing is not

part of the Highway

50 HOV Project, but

will be a separate

project under the
During the next couple of years the City pursued an agreement with Sacramento County that would allow construction of the trail along the rail alignment. Most of the corridor is 60 feet wide, providing enough space for both a rail line and a bike path. The bridge over the highway, however, is only 15 feet wide. Many alternatives were considered to address the bridge constraint.

The County and the City have agreed that the value of building a bike path today exceeded the challenges of possibly reinstating the rail line in the future. The City and County have reached agreement, and are in the process of finalizing the lease agreement that will allow the City to build and maintain the bike path.
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

SCREENING CRITERIA

The City's 2011 Bicycle Master Plan (BMP) focuses on barriers to travel. Barriers can be physical, social, safety related or can simply be the result of misinformation. The following quote is from the BMP Executive Summary.

Barriers to travel will be eliminated so that all types of cyclists will ride to parks, schools, shopping and restaurants, and so that residents find it easy to access work opportunities, religious institutions and other social activity centers.

The Regional Trail System Map from the BMP addresses the physical system and how barriers such as Highway 50 can be bridged. This map is intended to connect our city neighborhoods together and to connect our community to the region.

There are a couple of requirements that assure that a bicycle project is consistent with the Regional Transportation Plan. First the City's master plan must comply with the California Streets and Highways Code Section 981.2, items A-K, regarding bicycle transportation plans. This compliance is required to ensure the Rancho Cordova is eligible to receive Caltrans Bicycle Transportation Account funding. The BMP must then be approved by the Regional Transportation Planning Agency, the Sacramento Area Council of Governments (SACOG).
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

Approval of the City’s BMP, that includes the Mather Rails to Trails Project, was obtained in the summer of 2011. As a note, the City’s Pedestrian Master Plan (PMP) was approved concurrently. The projects that are identified in the BMP and PMP were added to SACOG’s Regional Bicycle, Pedestrian, and Trails Master Plan.

POTENTIAL FOR INCREASED WALKING AND BICYCLING

The Challenge: Residents are currently forced to travel across a number of barriers, Highway 50, crossing at the on-ramps and off-ramp along Mather Field Road, which is a busy six-lane corridor, along non-ADA compliant sidewalks, and other busy arterial streets as well. Some sections of Mather Field Road do not have sidewalks, so travelers are not finding viable non-auto trips options.

Destinations: The City, in partnership with Folsom Lake College recently broke ground on the new Los Rios Community College that is expecting around 1,200 new students with the first phase of construction. The new college is located at the intersection of Mather Field Road and Folsom Boulevard across from Regional Transit’s Mather/ Mills Light Rail Station. Folsom Lake College anticipates a strong draw in a radius of 5 miles which will cover the Lincoln Village and Rockingham neighborhoods south of Highway 50.

Other Local Destinations along the proposed trail include the Sacramento Regional Transit Mather/Mills Light Rail Station, the Sacramento Veterans Administration Hospital, the Mather Sports Complex, the Mather Business Park and the Rancho Cordova Senior Day Care Center. Regional destinations include California State University Sacramento, downtown Sacramento and the State Capital and other City and County institutions.
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

The American River Parkway Foundation describes the American River Parkway as..."a true treasure in the landscape of Sacramento. The parkway is a 23 mile, 4,600 acre expanse of land, water and nature. Our forefathers were smart in wanting to protect this wonderful resource hence creating a regional park." The American River Parkway can be accessed within a mile, at the north end of the Mather Rails to Trails project.

The project will increase active modes of transportation (walking/biking), by providing a convenient, safe, and direct trail to the targeted destinations. Many successful projects for active modes of transportation revolve around convenience, safety, and time. This new trail will address all of these, hence increasing the number of active transportation users. Our Cost/Benefit analysis demonstrates that we expect the new trail will serve over 500 trips a day, including over 200 new trips each day.

Education/Encouragement Program: The City will continue public outreach and education to encourage the active use of the new trail through participation in events, such as May Bike Month and Spare the Air days and through the work of the 50 Corridor Transportation Management Association (TMA). This trail will also provide an added opportunity for current residents and locally disadvantaged communities to
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

access educational, medical, and government agencies without needing to own a personal vehicle, as described in the infrastructure portion of this question earlier.

POTENTIAL TO REDUCE FATALITIES AND INJURIES

Current Statistics and Issues: Residents are currently forced to travel along a challenging route that crosses Highway 50 with high speed on-ramps and off-ramps following Mather Field Road, which is a busy six-lane high speed arterial Roadway. The walks are non-ADA compliant and there are several major arterial intersections. Additionally, some sections of Mather Field Road do not have sidewalks, so residents are forced to walk along mud paths or along abandoned railroad tracks. The new trail will provide a more direct route, separating pedestrians and cyclists from vehicles. We anticipate the project will greatly reduce bicycle and pedestrian collisions along Mather Field Road.

The primary benefit will result from the separation of active transportation trips from auto trips. On corridors with separations, conflicts between bikes/pedestrians and cars have been nearly eliminated. Twenty to thirty bicycle/pedestrian collisions would be mostly eliminated. Secondary benefits include a slight reduction in traffic, due to an increase share of non-auto trips, recognizing that lower travel demand results in lower incidents.

Risky behaviors and compliance with traffic laws would no longer be a temptation for users of the system. Traffic signals with long green phases for vehicles are irritating to waiting pedestrians and lack of active transportation infrastructure combines to lead bicyclists and pedestrians to take unnecessary risks.
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

PUBLIC PARTICIPATION AND PLANNING

The City first identified a need for Bicycle and Pedestrian Master Plans as part of our initial General Plan, approved by Council in 2006. At that time the City had contracted with an alternative modes planner, The 50 Corridor TMA, to help residents with non-auto commute and travel needs. Shortly after completion of our Transit Master Plan and in concurrence with our first transit shuttle contract, a group of residents formed The Bicycling Advocates for Rancho Cordova (BARC).

BARC was born of the work of the 50 Corridor TMA providing a solid footing to identify community based bicycle and pedestrian needs. After several start-up meetings, BARC volunteered to shepherd the master plans forward. The BARC participated in five workshops in 2009 to discuss the development of the plan, assess key issues and partnership opportunities, prioritize projects (2 meetings) and finalize a city wide network map. The Mather Rails to Trails was given high priority by BARC.

The Mather Rails to Trails project was also identified in The City’s Folsom Boulevard Transit Rail Corridor Implementation Project that evaluated infrastructure needs, Green House Gas (GHG) reduction modeling, and transportation access planning for the Mather Field/Mills Transit Station. This effort, funded by a Strategic Growth Council Sustainable Communities Planning grant, held two community workshops in late 2012 that focused on the Transit Station Access Plan. The Mather Rails to Trails project was unanimously supported by attendees.

On April 23, 2014, the City held a public open house to discuss the needs and desires of residents and businesses in the affected project area. The open house was used to help residents understand the project and understand their concerns, offering...
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

one-on-one discussions with members of the project team. During the open house, the
group discussed the preliminary designs for the bicycle trail and received all positive
reviews. We have also received several emails in support of the project from those
interested stakeholders and members of the public that could not attend the meeting.

One resident was concerned about screening her back yard as users of the trail
would be able to look over her fence. Another concern of residents was safety in the
area and making sure the trail is designed to conveniently connect to destinations such
as Sacramento State University and the Sacramento Veterans Administration Hospital.
The City will hold at least one more public meeting to make sure we have given the
public ample time to provide input and so that we can meet the expectations of the
residents in the area.

Is the project cost over $1 Million? Y/N [Yes]

If Yes, is the project Prioritized in an adopted city or county bicycle transportation
plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan,
circulation element of a general plan, or other publicly approved plan that incorporated
elements of an active transportation plan? Y/N [Yes]

The project has been adopted in the City's Bicycle Master Plan and in SACOG's
Regional Transportation Plan.

COST EFFECTIVENESS

As described previously in the project history, the City worked through a variety
of alternatives for Improving Bicycle/Pedestrian access across Highway 50 at the
Mather Field Road Interchange. Our initial studies concluded that we would have to
widen the Mather Field Road Bridge over Highway 50 at significant cost which was not
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

feasible. Our second alternative alignment which follows the UP Rail Spur across an existing bridge also ran into challenges. Sacramento County hoped to maintain the viability of the rail line on the narrow bridge, so the project team developed 3 alternatives that would allow temporary use of the bridge as a trail without removing the ties and rails. These alternatives were eventually abandoned due to concerns that the rail could not be reestablished.

     Next, the team contemplated widening the railroad bridge or even building a new crossing of Highway 50. The cost for any of these alternatives made the project infeasible. After a period of contemplation, Sacramento County agreed to allow the use of the bridge for a long term lease recognizing that they would have to rebuild the rail if they wanted to reestablish the line.

     With the alternative alignment now settled, the city is considering alternatives for how to construct the project. These alternatives will focus on the desires and mitigation requests of local residents while minimizing costs.

Calculated Benefit Cost Ratio

     The breakdown of costs and benefits are shown in Table 1 below. The benefits shown are based on the Victoria Transport Policy Institute “Evaluating Active Transport Benefits and Cost.” The data shown in Table 1 comes from various sources. The City of Rancho Cordova Bicycle Master Plan provided the assumptions for the existing people walking and bicycling each day that crossed the Mather Field Road and Highway 50 crossing. The future number of people walking or bicycling per day was assumed to increase by 50% with the new trail. The SACOG Metropolitan Transportation Plan
## Table 1

Optimal Investment/Year = (Benefits/Trip x Modal Shift)/Year

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<th>Homes</th>
<th>Residents per Home</th>
<th>Businesses in the Area</th>
<th>Business Employees</th>
<th>Residents in Area</th>
<th>Assumed Residents Walking North of Folsom</th>
<th>Assumed Residents Bicycling North of Folsom</th>
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<th>Existing People Bicycling per Day</th>
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<tr>
<th>Vehicle Miles Traveled (miles/day/capita)</th>
<th>Vehicle Miles Traveled Saved Due to Bicycling (miles/day)</th>
<th>Vehicle Miles Traveled Saved Due to Bicycling (miles/year)</th>
<th>Vehicle Miles Traveled Saved Due to Bicycling (miles/year)</th>
<th>Vehicle Miles Traveled Saved Due to Bicycling (miles/year)</th>
<th>Vehicle Miles Traveled Saved Due to Bicycling (miles/year)</th>
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<td>742,500</td>
<td>434,500</td>
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**Benefits**

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<tr>
<th>Option Value ($0.07/mile)</th>
<th>Equity Benefits ($0.30/mile)</th>
<th>Physical Health ($1.92/mile)</th>
<th>Physical Health ($3.70/mile)</th>
<th>Vehicle Savings - Operating ($1.12/mile)</th>
<th>Vehicle Savings - Mileage Depreciation ($10.00/mile)</th>
<th>Vehicle Savings - Maintenance ($2,500/year)</th>
<th>Congestion Reduction ($0.22/mile)</th>
<th>Barrier Effect ($0.015/mile)</th>
<th>Roadway Costs Savings ($0.05/mile)</th>
<th>Traffic Safety Impacts ($0.07/mile)</th>
<th>Energy Conservation ($0.02/mile)</th>
<th>Pollution Reduction ($0.16/mile)</th>
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<tr>
<td>$0.07</td>
<td>$0.30</td>
<td>$1.92</td>
<td>$3.70</td>
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Based on Victoria Transport Policy Institute “Evaluating Active Transport Benefits and Costs” study

**Benefits Calculation**

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<th>Current Expenditures</th>
<th>Current Funds</th>
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Grant Amount Required

$1,462,000

**Benefit Cost Ratio (Funds Requested)**

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<th>1 Year</th>
<th>5 Year</th>
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**Benefit Cost Ratio (Total Project Cost)**

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<th>5 Year</th>
<th>20 Year</th>
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City of Rancho Cordova

Project Name: Mather Rails to Trails Project
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

provided the assumption for the vehicle miles traveled. The calculated ratio of the benefits of the project relative to both the total project cost and funds requested is:

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<th>1 year B/C</th>
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<tr>
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<tr>
<td>Benefit per year</td>
<td>$5,104,500</td>
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<td>10.1</td>
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<tr>
<td>Total Project Cost</td>
<td>$2,649,021</td>
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<td></td>
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IMPROVED PUBLIC HEALTH

This project will help to encourage behaviors that provide health benefits to the individual and the region. The trail will provide convenient, safe, and direct access to a regional mass transit facility. Successful trail projects involve convenience and accessibility. This trail is close to residents and will encourage walking and biking for both commute and recreational use. The convenience of the trail encourages less personal vehicle use, which in turn means that there are fewer vehicles on the road producing greenhouse gases that effects local and regional health.

Increased accessibility to the Sacramento Veterans Administration Hospital is a major component of this project. The hospital serves a diverse patient group, many of whom have physical and mental disabilities and health conditions that would greatly benefit from an ADA compliant connection between the hospital, the local communities, and regional public transit. There is currently no safe and accessible pedestrian route from the public transit station and the hospital.

An added benefit also involves personal safety. There will be fewer accidents when pedestrians and cyclists are separated from vehicular traffic.
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

BENEFIT TO DISADVANTAGED COMMUNITIES

This project is not only located within a disadvantaged community but it also benefits outside disadvantaged communities. There are disadvantaged communities located between 0.5 miles to 1.5 miles from the project area. The disadvantaged community residents would be able to access the trail to access mass transit connecting to regional areas that include educational centers, job centers, governmental agencies, recreational areas. This could improve and impact their lives in a positive way since it provides them an opportunity to access regional areas/facilities without having to own a personal vehicle. Making more educational, job, and government agencies accessible allows them the opportunity to improve their personal lives.

Current Barriers: Current barriers for disadvantaged communities include easy access to educational facilities, job centers and governmental agencies. Most disadvantaged residents do not have personal vehicles to travel outside the immediate area to seek educational and job opportunities. Therefore, they are limited in opportunities to improve their personal situation. By offering an option to travel outside the immediate community for educational and job opportunities through improved access to mass transit, their lives can be improved immensely.

Is the project located in a disadvantaged community? Y/N  Yes

Does the project significantly benefit a disadvantaged community? Y/N  Yes

- Median household income for the community benefited by the project: $55,414. The median household income for California is $61,400. The project area is 90% of California’s median income.
ACTIVE TRANSPORTATION PROGRAM CYCLE 1

- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: **30.10**. This score is within the top 30% for California.

- For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: **81.1%**.

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS

The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N  **Yes**

Application submitted to Rachel Siska, 916-341-3239, Rachel.siska@ccc.ca.gov, on May 13, 2014.

City of Rancho Cordova
Project Name: Mather Rails to Trails Project
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The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project. Y/N Yes

Application submitted to Cynthia Vitale, 916-558-1516, callocalcorps@gmail.com, on May 13, 2014.

The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N Yes

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

- The CCC does not wish to participate in this project.
- I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:
  - Clearing and grubbing
  - Removal of chain link fence
  - Installation of chain link fence and landscaping

APPLICANT’S PERFORMANCE ON PAST GRANTS

The City of Rancho Cordova has extensive experience delivering grant funded projects. We have delivered all of our grants without having any finding or losing any funding. We have delivered over $45 million in grants of various types including but not limited to HSIP, ARRA, Demo/HPP, RSTP, CMAQ, SR2S, and SRTS. We have a great relationship with SACOG and CalTrans and will continue to work collaboratively to deliver our grant funded projects.
Project Title
Mather Rails to Trails Project

Location, Project Limits, Description, Scope of Work

The proposed Mather Rails to Trails Improvement Project will be located in the Rancho Cordova community between Folsom Blvd and Mather Blvd. The project will provide access and safety improvements for the residents and Light Rail commuters in the vicinity of the Mather Field Light Rail Station. Pedestrian and Bicycle facilities will be added on the west side of Mather Field Rd north of Highway 50 and will connect to an ADA bicycle trail following a railroad spur alignment south to Mather Blvd.

Includes ADA Improvements  Includes Bike/Ped Improvements

Component
PA&ED
City of Rancho Cordova
PS&E
City of Rancho Cordova
Right of Way
City of Rancho Cordova
Construction
City of Rancho Cordova

Project Benefits
This project will be designed to be completely ADA compliant so that everyone will be able to use this trail for non-auto access to regional facilities, such as the Mather Light Rail Station, Veteran's Administration Hospital, educational centers, job centers, retail/shopping centers, and the Mather Sports Center, which is a prominent regional sports facility.

Supports Sustainable Communities Strategy (SCS) Goals  Reduces Greenhouse Gas Emissions

Project Milestone

<table>
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<th>Project Study Report Approved</th>
<th>Proposed</th>
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<tr>
<td>Begin Environmental (PA&amp;ED) Phase</td>
<td>06/01/14</td>
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<tr>
<td>Circulate Draft Environmental Document</td>
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<tr>
<td>Draft Project Report</td>
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<tr>
<td>End Environmental Phase (PA&amp;ED Milestone)</td>
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<tr>
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<tr>
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<td>End Construction Phase (Construction Contract Acceptance Milestone)</td>
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<td>07/01/16</td>
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<tr>
<td>End Closeout Phase (Closeout Report)</td>
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City of Rancho Cordova

Project Name: Mather Rails to Trails Project
Project Title
Mather Rails to Trails Project

Additional Information
The project follows a UP Spur heavy rail line between RT's Mather/Mills Light Rail station and the Mather Field Airport. The UP Spur crosses Highway 50 on a separate bridge located on the western edge of the Mather Road Interchange, providing a useful alternative for non-auto traffic crossing the Highway. This project builds a Class I trail across highway 50 that will make a direct connection between the Mather/Mills Light rail Station and the Mather Field Airport, serving many commercial, institutional and residential destinations along the way.
### Project Programming Request

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**Project Title:** Mather Rails to Trails Project

#### Proposed Total Project Cost ($1,000s)

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#### Fund No. 1: ATP Grant

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<th>19/20+</th>
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#### Fund No. 3: Measure A

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**Project Title:** Mather Rails to Trails Project

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City of Rancho Cordova
Project Name: Mather Rails to Trails Project
### VI. ADDITIONAL INFORMATION
Only fill in those fields that are applicable to your project

## FUNDING SUMMARY

**ATP Funds being requested by Phase** (to the nearest $1000) | Amount
--- | ---
PE Phase (includes PA&ED and PS&E) | $
Right-of-Way Phase | $
Construction Phase-Infrastructure | $1,467,000
Construction Phase-Non-infrastructure | $
**Total for ALL Phases** | $1,467,000

**All Non-ATP fund types on this project** (to the nearest $1000) | Amount
--- | ---
CMAQ | $580,000
Demo Funds | $200,000
Measure A Funds | $39,000
Traffic Mitigation Impact Fee | $293,000
Supplemental Transportation Fee | $75,000

*Must indicate which funds are matching

**Total Project Cost** | $2,654,000
**Project is Fully Funded** | Yes

### ATP Work Specific Funding Breakdown (to the nearest $1000)

<table>
<thead>
<tr>
<th>Amount</th>
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| Request for funding a Plan | $
| Request for Safe Routes to Schools Infrastructure work | $
| Request for Safe Routes to Schools Non-infrastructure work | $
| Request for other Non-Infrastructure work (non-SRTS) | $
| Request for Recreational Trails work | $

## ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

<table>
<thead>
<tr>
<th>PA&amp;ED or E&amp;P</th>
<th>Proposed Allocation Date</th>
<th>Proposed Authorization (E-76) Date</th>
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<td>PS&amp;E</td>
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<td>Construction</td>
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<td>02/01/2016</td>
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All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

City of Rancho Cordova
Project Name: Mather Rails to Trails Project
VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: ___________________________  Date: May 19, 2014
Name: Chris Boyer
Title: Associate Civil Engineer
Phone: (916) 851-8907
E-mail: cboyer@cityofranchocordova.org

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: ___________________________  Date: May 19, 2014
Name: Cyrus Aabar
Title: Public Works Director
Phone: (916) 851-8711
E-mail: caabar@cityofranchocordova.org

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: ___________________________  Date: __________
Name: ___________________________
Title: ___________________________
Phone: ___________________________
E-mail: ___________________________

Person to contact for questions:

Name: Chris Boyer
Title: Associate Civil Engineer
Phone: (916) 851-8907
E-mail: cboyer@cityofranchocordova.org

Caltrans District Traffic Operations Office Approval*
If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached (_) or the signature of the traffic personnel be secured below.

Signature: ___________________________  Date: __________
Name: ___________________________
Title: ___________________________
Phone: ___________________________
E-mail: ___________________________

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm
Mather Rails to Trails Project

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

☑ Vicinity/Location Map- REQUIRED for all IF Projects
  ☑ North Arrow
  ☑ Label street names and highway route numbers
  ☑ Scale

☑ Photos and/or Video of Existing Location- REQUIRED for all IF Projects
  ☑ Minimum of one labeled color photo of the existing project location
  ☑ Minimum photo size 3 x 5 inches
  ☐ Optional video and/or time-lapse

☑ Preliminary Plans- REQUIRED for Construction phase only
  ☑ Must include a north arrow
  ☑ Label the scale of the drawing
  ☑ Typical Cross sections where applicable with property or right-of-way lines
  ☑ Label street names, highway route numbers and easements

☑ Detailed Engineer’s Estimate- REQUIRED for Construction phase only
  ☑ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
  ☑ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
  ☑ Must identify all items that ATP will be funding
  ☑ Contingency is limited to 10% of funds being requested
  ☑ Evaluation required under the ATP guidelines is not a reimbursable item

☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility

☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.

☑ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))

☑ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.

☑ Documentation of the public participation process (required)

☐ Letter of Support from impacted school- when the school isn’t the applicant or partner on the application (required)

☑ Additional documentation, letters of support, etc (optional)
Union Pacific Railroad Spur Connection to Folsom Boulevard and Mather Light Rail Station

Union Pacific Railroad Spur along Mather Field Road
Union Pacific Railroad Spur Connection to the Bridge Crossing Highway 50

Union Pacific Railroad Spur Bridge over Highway 50
Union Pacific Railroad Spur Bridge over Highway 50

Union Pacific Railroad Spur Connection approaching Old Placerville Road
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Construction Subtotal $1,722,256
Contingency (10%) $172,225
CM & Inspection Cost (10%) $189,448
PM & Staff Cost (10%) $172,226
Environmental Documentation (1.5%) $28,417
Mapping & Survey $40,000
Utility Coordination $10,000
Design Engineering $189,448
City of Rancho Cordova
Project Name: Mather Rails to Trails Project

Page 42 of 54
May 16, 2014

Ms. Teresa McWilliam
Division of Local Assistance
Caltrans
1120 N Street
Sacramento, CA 95814

Re: Acknowledgement of the Mather Rails to Trails Improvement Project

Dear Ms. McWilliam:

This letter is to acknowledge the City of Rancho Cordova’s request for funding from the 2014 Active Transportation Program (ATP) grant. The funding will allow the City to build a bicycle and pedestrian trail on the west side of Mather Field Road, between Folsom Boulevard and Mather Boulevard.

This project will convert an existing, abandoned railroad track area that is currently not being maintained into a useable area with the construction of a Class I pedestrian bicycle trail. The length of the Class I path will be approximately 8,400 linear feet and will be constructed along the railroad corridor alongside, but away from, the existing tracks. This area is currently harboring transients, trash, and has overgrown weeds. Installation of the trail will include cleaning up of the railroad area, landscaping improvements and enhancements, and pedestrian lighting along the trail. This project will enhance pedestrian and disabled access on Mather Field Road, and allow for greater access to the historic Mills Station Light Rail Station to enhance bus and light rail transit.

The railroad track crosses US Highway 50 on a structure just west of the Mather Field/Mills Road Interchange. Caltrans maintains the structure below the bridge seats. Caltrans transferred an easement on top of the structure to Southern Pacific Railroad in 1973. We understand that this easement has been conveyed to another entity and the City has already worked with this entity on potential use of the structure.

Sincerely,

[Signature]

JIM CALKINS, CHIEF
Office of Freeway Operations, Sacramento
District 3

"Caltrans improves mobility across California"
Online Links to Approved Plans

City of Rancho Cordova Bicycle Master Plan Link:
http://www.cityofranchocordova.org/ftp/large_docs/RanchoCordova_BMP_Complete_FI
NAL_03.11.11.pdf

City of Rancho Cordova Pedestrian Master Plan Link:
http://www.cityofranchocordova.org/ftp/large_docs/RanchoCordova_PMP_Complete_FI
NAL_03.28.11.pdf

City of Rancho Cordova General Plan Link:

SACOG Metropolitan Transportation Plan Link:
http://www.sacog.org/2035/mtpscs/
# Outreach Schedule

<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting Title</th>
<th>Action Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 7, 2009</td>
<td>Bicycle and Pedestrian Technical Advisory Committee Meeting</td>
<td>Discuss development of a Bicycle Master Plan</td>
</tr>
<tr>
<td>June 2, 2009</td>
<td>Bicycle and Pedestrian Community Workshop</td>
<td>Assessment of key issues and partnership opportunities</td>
</tr>
<tr>
<td>June 17, 2009</td>
<td>Bicycle and Pedestrian Community Workshop</td>
<td>Project Prioritization</td>
</tr>
<tr>
<td>July 30, 2009</td>
<td>Bicycle and Pedestrian Technical Advisory Committee Meeting</td>
<td>Group discussion of Proposed Network Map and Project List</td>
</tr>
<tr>
<td>September 22, 2009</td>
<td>Bicycle Advocates for Rancho Cordova</td>
<td>Project Prioritization Meeting</td>
</tr>
<tr>
<td>March 11, 2011</td>
<td>Final Bicycle Master Plan Complete</td>
<td>Plan Adopted</td>
</tr>
<tr>
<td>March 28, 2011</td>
<td>Final Pedestrian Master Plan Complete</td>
<td>Plan Adopted</td>
</tr>
<tr>
<td>April 23, 2014</td>
<td>Public Open House for Mather Rails to Trails Project</td>
<td>Discussed the needs and desires of the residents and businesses in the affected project area.</td>
</tr>
</tbody>
</table>
May 5, 2014

Ms. Teresa McWilliam
Division of Local Assistance
Caltrans
1120 N Street
Sacramento, CA 95814

Re: Support for the Mather Rails to Trails Improvement Project

Dear Ms. McWilliam:

On behalf of Sacramento County Department of Airports (Airports), I am writing this letter to support the City of Rancho Cordova’s request for funding from the 2014 Active Transportation Program (ATP) grant. The funding will allow the City to build a bicycle and pedestrian trail on the west side of Mather Field Road, between Folsom Boulevard and Mather Boulevard.

This project will convert an existing, abandoned railroad track area that is currently not being maintained into a usable area with the construction of a Class 1 pedestrian bicycle trail. The length of the Class 1 path will be approximately 8,400 linear feet and will be constructed along the railroad corridor alongside, but away from, the existing tracks. This area is currently harboring transients, trash, and has overgrown weeds. Installation of the trail will include cleaning up of the railroad area, landscaping improvements and enhancements, and pedestrian lighting along the trail. This project will enhance pedestrian and disabled access on Mather Field Road, and allow for greater access to the historic Mills Station Light Rail Station to enhance bus and light rail transit.

Airports owns and maintains the railroad track property and is working with the City of Rancho Cordova to obtain a right of way agreement allowing the City access to install the improvements. This agreement will be submitted to the Sacramento County Board of Supervisors for final approval.

Airports is in full support of the City’s efforts to obtain funding for this project. Please carefully consider their application.

Sincerely,

John Wheat
Director of Airports
May 13, 2014

Ms. Teresa McWilliam
Division of Local Assistance
Caltrans
1120 N Street
Sacramento, CA 95814

Re: Support for the Mather Rails to Trails Improvement Project

Dear Ms. McWilliam:

On behalf of Sacramento Regional Transit, I am writing this letter to support the City of Rancho Cordova’s request for funding from the 2014 Active Transportation Program (ATP) grant. The funding will allow the City to build a bicycle and pedestrian trail on the west side of Mather Field Road, between Folsom Boulevard and Mather Boulevard.

This project will convert an existing, abandoned railroad track area that is currently not being maintained into a useable area with the construction of a Class 1 pedestrian bicycle trail. The length of the Class 1 path will be approximately 8,400 linear feet. This area is currently harboring transients, trash, and has overgrown weeds. Installation of the trail will include cleaning up of the railroad area, landscaping improvements and enhancements, and pedestrian lighting along the trail. This project will enhance pedestrian and disabled access on Mather Field Road, and allow for greater access to the Mather/Mills light rail station to enhance bus and light rail transit.

Sacramento Regional Transit is in full support of the City’s efforts to obtain funding for this project. Please carefully consider their application.

Sincerely,

[Signature]

Rosemary Covington
AGM of Planning and Transit System Development
May 12, 2014

Ms. Teresa McWilliam
Division of Local Assistance
Caltrans
1120 N Street
Sacramento, CA 95814

Subject: Support for the Mather Rails to Trails Improvement Project

Dear Ms. McWilliam:

On behalf of Sacramento Area Bicycle Advocates, I am writing this letter to support the City of Rancho Cordova’s request for funding from the 2014 Active Transportation Program grant. The funding will allow the City to build a bicycle and pedestrian trail on the west side of Mather Field Road, between Folsom Boulevard and Mather Boulevard.

This project will convert an existing, abandoned railroad track area that is currently not being maintained into a useable area with the construction of a Class 1 pedestrian-bicycle trail. The length of the Class 1 path will be approximately 8,400 linear feet and will be constructed along the railroad corridor, alongside, but away from, the existing tracks.

The site is currently harboring transients and trash, and has overgrown weeds. Installation of the trail will include cleaning up of the railroad area, landscaping improvements and enhancements, and pedestrian lighting along the trail. The project will enhance pedestrian and disabled access on Mather Field Road, and allow for greater access to the historic Mills Station Light Rail Station to enhance bus and light rail transit.

Sacramento Area Bicycle Advocates is in full support of the City’s efforts to obtain funding for this project. Please carefully consider their application. If you have questions or would like more information, please feel welcome to contact me directly at 916-444-6600 or jim@sacbike.org.

Sincerely,

Jim Brown
Executive Director
May 5, 2014

Ms. Teresa McWilliam  
Division of Local Assistance  
Caltrans  
1120 N Street  
Sacramento, CA 95814

Re: Support for the Mather Rails to Trails Improvement Project

Dear Ms. McWilliam:

On behalf of a City of Rancho Cordova resident within the affected community, I am writing this letter to support the City of Rancho Cordova’s request for funding from the 2014 Active Transportation Program (ATP) grant. The funding will allow the City to build a bicycle and pedestrian trail on the west side of Mather Field Road, between Folsom Boulevard and Mather Boulevard.

This project will convert an existing, abandoned railroad track area that is currently not being maintained into a useable area with the construction of a Class 1 pedestrian bicycle trail. The length of the Class 1 path will be approximately 8,400 linear feet and will be constructed along the railroad corridor alongside, but away from, the existing tracks. This area is currently harboring transients, trash, and has overgrown weeds. Installation of the trail will include cleaning up of the railroad area, landscaping improvements and enhancements, and pedestrian lighting along the trail. This project will enhance pedestrian and disabled access on Mather Field Road, and allow for greater access to the historic Mills Station Light Rail Station to enhance bus and light rail transit.

This Rancho Cordova resident is in full support of the City’s efforts to obtain funding for this project. Please carefully consider their application.

Sincerely,

[Signature]

Jacquelyn N. Schofield  
Rancho Cordova Resident
May 5, 2014

Ms. Teresa McWilliam  
Division of Local Assistance  
Caltrans  
1120 N Street  
Sacramento, CA 95814

Re: Support for the Mather Rails to Trails Improvement Project

Dear Ms. McWilliam:

On behalf of a City of Rancho Cordova resident within the affected community, I am writing this letter to support the City of Rancho Cordova’s request for funding from the 2014 Active Transportation Program (ATP) grant. The funding will allow the City to build a bicycle and pedestrian trail on the west side of Mather Field Road, between Folsom Boulevard and Mather Boulevard.

This project will convert an existing, abandoned railroad track area that is currently not being maintained into a useable area with the construction of a Class I pedestrian bicycle trail. The length of the Class I path will be approximately 8,400 linear feet and will be constructed along the railroad corridor alongside, but away from, the existing tracks. This area is currently harboring transients, trash, and has overgrown weeds. Installation of the trail will include cleaning up of the railroad area, landscaping improvements and enhancements, and pedestrian lighting along the trail. This project will enhance pedestrian and disabled access on Mather Field Road, and allow for greater access to the historic Mills Station Light Rail Station to enhance bus and light rail transit.

This Rancho Cordova resident is in full support of the City’s efforts to obtain funding for this project. Please carefully consider their application.

Sincerely,

[Signature]

Rancho Cordova Resident

05/05/2014
May 5, 2014

Ms. Teresa McWilliam
Division of Local Assistance
Caltrans
1120 N Street
Sacramento, CA 95814

Re: Support for the Mather Rails to Trails Improvement Project

Dear Ms. McWilliam:

On behalf of a City of Rancho Cordova resident within the affected community, I am writing this letter to support the City of Rancho Cordova’s request for funding from the 2014 Active Transportation Program (ATP) grant. The funding will allow the City to build a bicycle and pedestrian trail on the west side of Mather Field Road, between Folsom Boulevard and Mather Boulevard.

This project will convert an existing, abandoned railroad track area that is currently not being maintained into a useable area with the construction of a Class 1 pedestrian bicycle trail. The length of the Class 1 path will be approximately 8,400 linear feet and will be constructed along the railroad corridor alongside, but away from, the existing tracks. This area is currently harboring transients, trash, and has overgrown weeds. Installation of the trail will include cleaning up of the railroad area, landscaping improvements and enhancements, and pedestrian lighting along the trail. This project will enhance pedestrian and disabled access on Mather Field Road, and allow for greater access to the historic Mills Station Light Rail Station to enhance bus and light rail transit.

This Rancho Cordova resident is in full support of the City’s efforts to obtain funding for this project. Please carefully consider their application.

Sincerely,

[Signature]

Lisa Alexander
Rancho Cordova Resident
May 5, 2014

Ms. Teresa McWilliam
Division of Local Assistance
Caltrans
1120 N Street
Sacramento, CA 95814

Re: Support for the Mather Rails to Trails Improvement Project

Dear Ms. McWilliam:

On behalf of a City of Rancho Cordova resident within the affected community, I am writing this letter to support the City of Rancho Cordova’s request for funding from the 2014 Active Transportation Program (ATP) grant. The funding will allow the City to build a bicycle and pedestrian trail on the west side of Mather Field Road, between Folsom Boulevard and Mather Boulevard.

This project will convert an existing, abandoned railroad track area that is currently not being maintained into a useable area with the construction of a Class 1 pedestrian bicycle trail. The length of the Class 1 path will be approximately 8,400 linear feet and will be constructed along the railroad corridor alongside, but away from, the existing tracks. This area is currently harboring transients, trash, and has overgrown weeds. Installation of the trail will include cleaning up of the railroad area, landscaping improvements and enhancements, and pedestrian lighting along the trail. This project will enhance pedestrian and disabled access on Mather Field Road, and allow for greater access to the historic Mills Station Light Rail Station to enhance bus and light rail transit.

This Rancho Cordova resident is in full support of the City’s efforts to obtain funding for this project. Please carefully consider their application.

Sincerely,

William Schofield
Rancho Cordova Resident
May 5, 2014

Ms. Teresa McWilliam  
Division of Local Assistance  
Caltrans  
1120 N Street  
Sacramento, CA 95814

Re: Support for the Mather Rails to Trails Improvement Project

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This project will convert an existing, abandoned railroad track area that is currently not being maintained into a useable area with the construction of a Class 1 pedestrian bicycle trail. The length of the Class 1 path will be approximately 8,400 linear feet and will be constructed along the railroad corridor alongside, but away from, the existing tracks. This area is currently harboring transients, trash, and has overgrown weeds. Installation of the trail will include cleaning up of the railroad area, landscaping improvements and enhancements, and pedestrian lighting along the trail. This project will enhance pedestrian and disabled access on Mather Field Road, and allow for greater access to the historic Mills Station Light Rail Station to enhance bus and light rail transit.

This Rancho Cordova resident is in full support of the City’s efforts to obtain funding for this project. Please carefully consider their application.

Sincerely,

[Signature]

Rancho Cordova Resident
May 5, 2014

Ms. Teresa McWilliam  
Division of Local Assistance  
Caltrans  
1120 N Street  
Sacramento, CA 95814

Re: Support for the Mather Rails to Trails Improvement Project

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This project will convert an existing, abandoned railroad track area that is currently not being maintained into a useable area with the construction of a Class 1 pedestrian bicycle trail. The length of the Class 1 path will be approximately 8,400 linear feet and will be constructed along the railroad corridor alongside, but away from, the existing tracks. This area is currently harboring transients, trash, and has overgrown weeds. Installation of the trail will include cleaning up of the railroad area, landscaping improvements and enhancements, and pedestrian lighting along the trail. This project will enhance pedestrian and disabled access on Mather Field Road, and allow for greater access to the historic Mills Station Light Rail Station to enhance bus and light rail transit.

This Rancho Cordova resident is in full support of the City’s efforts to obtain funding for this project. Please carefully consider their application.

Sincerely,

Rancho Cordova Resident

[Signature]