June 19th, 2015

Ms. Lacey Symons, Program Coordinator
Active Transportation Team Manager
Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, California 95814

Ms. Victoria Cacciatore, Program Coordinator
Active Transportation Team Coordinator
Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, California 95814

SUBJECT: THE SACOG 2015 REGIONAL BICYCLE & PEDESTRIAN FUNDING PROGRAM AND THE REGIONAL ACTIVE TRANSPORTATION PROGRAM—CITY OF SACRAMENTO DEL RIO TRAIL

Dear Ms. Symons/Ms. Cacciatore:

Please find enclosed the City of Sacramento’s application for the Sacramento Area Council of Government’s (SACOG’s) 2015 Regional Bicycle & Pedestrian Funding Program and the Regional Active Transportation Program for the Del Rio Trail. By the City Manager’s designation, I am acknowledging that this application is officially authorized by the jurisdiction.

The Del Rio Trail project provides a critical north-south Class I bike path for South Sacramento, Pocket, South Land Park, Land Park, and other area neighborhoods to the Sacramento River Parkway and William Land Park. The proposed Del Rio Trail currently ranks as a top priority project for off-street bike trails in the City Transportation Programming Guide. The project will utilize a portion of the former Sacramento Southern Railroad Walnut Grove branch line to provide a class one bike path through South Land Park. At the southern entry, the bike trail will connect directly to the newly constructed Freeport Shores Trail (constructed 2013) and the future South Sacramento Parkway West (future construction 2017). The route will then cross at Meadowview-Pocket Road and continue north through South Land Park towards William Land Park and the Sacramento River Parkway via Sutterville Road.
We are seeking funds to complete the project approvals and environmental documentation and hope that you will find this to be a competitive project and partner with us in funding this vital transportation project.

Sincerely,

Jerry Way, Director
City of Sacramento
Department of Public Works

Enclosures
Six-County Regional
Active Transportation Program
Cycle 2
&
Four-County Regional Bicycle &
Pedestrian Funding Program

Joint Application
Supplement to the State ATP Application
O. Sections I-V

Please read the Application Instructions at
http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html
and
http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm
prior to filling out this application.
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This Supplemental Application is for projects that applied through the State ATP and also want to compete in the Regional Active Transportation Program (available to jurisdictions within El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties) and/or the Regional Bicycle & Pedestrian Funding Program (available to jurisdictions within Sacramento, Sutter, Yolo, and Yuba counties). With this streamlined approach, your project has the opportunity to compete for regional funding in the event your project is not awarded funding through the state competition.

Note: Please note that these materials constitute the release of the call for projects for the Regional ATP. The framework, which dictates all application materials related to the Regional Active Transportation Program, was adopted by the California Transportation Commission on May 28, 2015, marking the formal release of the Regional ATP call for projects. All materials are available online at:

http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm
I. Project Sponsor Information

(Please read the Caltrans “ATP instructions” and the SACOG “Program and Application Guidelines” documents prior to responding to the questions in this application.)

**PROJECT SPONSOR:** This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements.

**PROJECT SPONSOR’S NAME:**

CITY OF SACRAMENTO

**PROJECT SPONSOR’S ADDRESS:**

915 I STREET, ROOM 2000, SACRAMENTO, CA 95814

**PROJECT SPONSOR’S CONTACT PERSON:**

JESSE GOTHAN

**PROJECT SPONSOR’S CONTACT PERSON’S TITLE:**

SENIOR ENGINEER

**CONTACT PERSON’S PHONE NUMBER:**

916.808.6897

**CONTACT PERSON’S EMAIL ADDRESS:**

JGOTHAN@CITYOF SACRAMENTO.ORG
II. Project Information

1. Project is applying for (check all that apply): ☒ Regional Bicycle & Pedestrian Program (4-county)  
   ☒ Regional Active Transportation Program (6-county)

2. Application number: 2 out of 6 applications (ranked by project sponsor priority)

3. Project Name  (To be used in the CTC project list)
   DEL RIO TRAIL

4. Project Location  (Include a map in the Appendix)
   The project connects existing Class I bike trails south of Meadowview/Pocket Road north along an inactive rail corridor to Sutterville Road. See Map in Appendix.

5. Project Description/Scope:
   a. What is the full project description and scope for the project applying for funds?
      This rails-to-trails project provides a new Class I bicycle/pedestrian multi-use trail along an inactive railroad line through existing neighborhoods. Active transportation users benefit by having new bicycle connectivity to regional parks, area schools, markets, and other activity centers.
   b. Is there a usable partial scope of the project? Describe the scope and cost estimate.
      Yes. This project will be constructed in phases. The City is applying for Project Approval/ Environmental Document (PA&ED) funds, not through construction. When NEPA clearance is obtained, construction phases will be funded with future grant funds.

6. Project Funding Request:
   Please verify your funding request meets the minimum dollar amount and matching requirements identified in Screening Criteria #5.
   Project funding request: $ 2,212,500
   Project matching funds: $ 278,500
   TOTAL PROJECT COST: $ 2,500,000

7. Project Programming Request (PPR) and Cost & Schedule Summary:
   Please include Excel versions of the completed PPR and the Cost & Schedule Summary with your electronic application submittal. (Project status and expected delivery schedule.) The project status and expected delivery schedule must assume use of federal funding.
   If your funding request to the Regional ATP and/or Regional BPFP is different from what was requested through the State ATP, please ensure that information is updated in your PPR.

8. Current state of the project area:
   For infrastructure projects:
   a. Are there existing bike/ped facilities?
      The project area currently has Class II bike facilities along Pocket Road, Meadowview Road, Florin Road, Fruitridge Road, Sutterville Road as well as some internal neighborhood streets. Freeport Boulevard is the parallel
arterial route for the trail which is a high speed 45 mph expressway facility, intimidating for most active transportation users. Members of the community currently access the existing rail corridor which is overgrown and not maintained. South Land Park has limited sidewalks and many neighborhood streets do not have any sidewalks.

b. If the project is adjacent to a roadway, what is the posted speed limit?
   45 MPH on Freeport Boulevard; 25 MPH on residential streets.

c. If the project is adjacent to a roadway, what are the daily traffic volumes? Peak hour traffic volumes?
   Freeport Blvd ADT = 24,000
   NB & SB Freeport Blvd at Meadowview Rd: AM Peak 5,422/PM Peak 511
   NB & SB Freeport Blvd at Florin Rd: AM Peak 1,108/PM Peak 1,097
   NB & SB Freeport Blvd at Sutterville Rd: AM Peak 2,231/PM Peak 2,636

d. Are there any projects near the project area anticipated for construction in the immediate future (next four years)?
   Yes. South Sacramento Parkway (West); Delta Shores Development.

For non-infrastructure projects:

a. What other plans or programs are currently in place within the project area, or recently concluded?
   None

b. Are there any plans or programs in or near the project area anticipated to begin in the immediate future (next four years)?
   No.

III. Screening Criteria

Please fill out Part III in its entirety.

1. Explain how this project is consistent with the EDCTC Regional Transportation Plan, PCTPA Regional Transportation Plan, or the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). (Please only answer the option most applicable 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. Provide the project name and number (if available) and the applicable document title and page number.
      The project is listed in the SACOG 2015 Regional Bicycle, Pedestrian, and Trail Masters Plan, Project #30227. This project is currently unfunded. This project is listed in the City's Transportation Programming Guide 2014 as one of the highest ranking (#2) off street bike trail projects in the City.

   B. If your infrastructure project is not included as described above, please explain any special circumstances that precluded it from being included in the applicable Regional Transportation Plan.

   C. Non-Infrastructure Project meets at least one of two eligibility requirements:
      1) Encourage biking and walking through public information, education, training, and awareness,
2) Perform studies and develop plans that support one or more of the project performance outcomes of the program.

2. Project is identified in the project sponsor’s Statement of Intent to Apply correspondence. Please include a copy of the letter in the application Appendix.
   Yes ☒ No ☐

3. Project is ready for inclusion into the Metropolitan Transportation Improvement Program, with project scope and cost.
   Yes ☒ No ☐
   a. Please include an appropriate project description per the below guidelines:
      
      Example: In Bakersfield: Between 1st Street and Pine Boulevard; fill in sidewalk gaps and add a protected bike lane.

      In Sacramento: On existing rail corridor parallel to Freeport Blvd, from I-5/Pocket Rd interchange to Sutterville Rd; Build Class I bike trail.

4. Project is eligible for appropriate funding sources. (i.e. ATP for ATP-only applications; CMAQ, RSTP, and STIP for BPFP-only applications; ATP, CMAQ, RSTP, and STIP for applications to both programs)
   Yes ☒ No ☐

5. Project meets the minimum dollar amount for an infrastructure or non-infrastructure project and includes at least an 11.47% local match; local match requirements apply to all project categories.
   A. Infrastructure project minimum total cost is $282,390 ($250,000 funding request + $32,390 local match).
      Yes ☒ No ☐
   
   B. Non-Infrastructure project minimum total cost is $56,478 ($50,000 funding request + $6,478 local match).
      Yes ☐ No ☐

6. Project proposal culminated from a community-based public participation process.
   Yes ☒ No ☐
   A. Is the total project cost over $1 Million? Yes ☒ No ☐
      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?
List the plan and project number or page number to demonstrate project priority:

City of Sacramento Transportation Programming Guide 2014, page E-14, ranked #2 in the Off-Street Bike Trails category.

7. Project demonstrates coordination with the California Conservation Corps (CCC) or a certified community conservation corps. (Applies to infrastructure and non-infrastructure projects applying to the Regional ATP.)

The applicant must send the following information to the CCC and CALCC prior to application submittal to SACOG:

- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

The corps agencies can be contacted at:

**California Conservation Corps representative:**
Name: Wei Hsieh
Email: atp@ccc.ca.gov
Phone: (916) 341-3154

**Community Conservation Corps representative:**
Name: Danielle Lynch
Email: inquiry@atpcommunitycorps.org
Phone: (916) 426-9170

A. The applicant has coordinated with the **CCC** to identify how a state conservation corps can be a partner of the project. Yes ☑ No ☐
   - Please include a copy of the correspondence in the application Appendix.

B. 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. Yes ☑ No ☐
   - Please include a copy of the correspondence in the application Appendix.

C. The applicant intends to utilize the **CCC** or a certified community conservation corps on all items where participation is indicated? Yes ☑ No ☐

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

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; placing decomposed granite

*If the applicant has indicated intended use of the **CCC** or **CALCC** in the approved application, a copy of the agreement between the implementing agency and the **CCC** or **CALCC** must be
provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.

Or

D. Did the CCC and a certified community conservation corps indicate they cannot participate in the project? Yes ☐ No ☐

Or

E. The project sponsor is electing to provide demonstration of the cost-effectiveness clause 23 CFR 635.204 and provide the relevant documentation. (include in Appendix) Yes ☐ No ☐

8. **Project is not part of developer-funded basic good practices in a new development.**
See the Federal Highway Administration’s guidance for more background on basic good practices. http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design.cfm

Yes ☒ No ☐

If applicable, please explain how the project falls outside of developer-funded basic good practices (100 words or less).
*Click here to enter text:*
IV. Narrative Questions (Sections 1-6)

15 pages maximum, 12 point font

Please note: The Supplemental Application offers applicants the opportunity to provide additional, relevant information focused on the priorities of the Regional Funding Programs, allowing project sponsors to add pertinent information not included in the State ATP application and help projects compete effectively at the regional level. DO NOT include information already included in your State ATP application.

1. Increasing Walking & Biking

   Note: In relation to the State ATP, the Regional ATP places additional emphasis on clearly demonstrating how well the project supports improving access to transit services, increasing access to schools, and eliminating gaps or barriers in the bicycle/pedestrian network. In each of your responses, be sure to describe the current and projected types and numbers/rates of users. The suballocation of points further establishes areas of emphasis for the Regional BPFP.

   A. Schools/Students

   Describe the potential for increased walking and bicycling, especially among students, including the identification of walking and bicycling routes to and from schools. Please include any relevant walk audit, needs assessment, or other supporting materials. The Active Transportation Working Group will consult your State ATP application in addition to any information included below to determine points earned for this question.

   There are ten schools within close proximity (1/2-mile distance) to the proposed trail alignment:

   - Pony Express Elementary School
   - Alice Birney Waldorf Inspired (K-8) School
   - New Technology High School
   - Sutterville Elementary School
   - Sam Brannan Middle School
   - John Cabrillo Elementary School
   - Holy Spirit High School
   - Crocker Riverside Elementary School
   - John Bidwell Elementary School
   - John O. Sloat Elementary School

   The implementation of this project would establish active connections between neighborhood schools and homes of the students. The South Land Park neighborhoods would have a Class I bike trail corridor that spans the attendance boundary of these ten schools and would give these students and families an alternative and active mode of transportation to get the children to school. Many of the neighborhood streets are without sidewalks or safe routes to school. Parents have limited alternatives to driving their children to school through either narrow neighborhood streets and/or high speed, high density arterial streets like Freeport Blvd, Fruitridge Rd, Sutterville Rd, or Pocket/Meadowview Rd.

   Currently, there is access from Sutterville Elementary School to the rail corridor at 27th Avenue. Students in the school attendance boundary could use the trail with direct access to the campus. See Appendix of this application for an
illustration of the school access.
For nearly the entire length of the proposed Del Rio Trail, students at Sam Brannan Middle School could access the trail with a direct connection to their school at Del Rio Road or at Fruitridge/Seamas. The students of Pony Express Elementary School provided hand-written letters of support for the project (See State ATP Application, Question #1 and Attachment I). Also, see Appendix of this application. Pony Express Elementary students could access the trail from the 14th Street terminus at the trail and also by the Class II bike lanes on South Land Park Drive, approximately 0.3 miles from the school.

B. Transit Services
Describe the potential for increased walking and bicycling access to and from transit services, including transit stops and transfer centers. If a pedestrian project, is it located within one-half mile radius of transit stops? If a bicycle project, is it located within a 3 mile radius of transit services? The Active Transportation Working Group will consult your State ATP application in addition to any information included below to determine points earned for this question.

(ATP: 0-10 points; BPFP: 0-11 points)

Based on community feedback, the new multi-use trail would encourage bicycling and walking throughout the community. The trail alignment provides direct access to schools, local and regional destinations with connections to five Sacramento RT bus routes: #6 and #7 on Land Park Drive; #62 on Freeport Blvd; #81 on Florin Rd; and #56 on Meadowview Rd. The north end of the trail at Sutterville ties into Land Park and is within 1-mile of Sacramento City College Light Rail Blue Line Station. Current conditions lack sidewalks and crosswalks so these improvements will encourage active transportation by the community. See the Appendix of this application for the RT route map. Also see State ATP Application, Question #1 and Attachment I.

C. Barrier Removal and Gap Closure
Describe how the project removes a barrier, closes a gap, or otherwise completes a facility related to non-motorized mobility. Include a description of the existing barriers and/or gaps, how the barriers and gaps within the existing facility discourage walking or biking, and how non-motorized mobility will be effectively addressed upon project completion. The Active Transportation Working Group will consult your State ATP application in addition to any information included below to determine points earned for this question.

(ATP: 0-10 points; BPFP: 0-22 points)

See State ATP Application, Q#1 and Attachment I.

<table>
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<tr>
<th>Project Performance (sum of sub-scores)</th>
<th>ATP Points</th>
<th>BPFP Points</th>
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<tr>
<td>Projects with significant potential</td>
<td>21 to 30 points</td>
<td>30-44 points</td>
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<td>Projects with moderate potential</td>
<td>11 to 20 points</td>
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<td>Projects with minimal potential</td>
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<td>1-15 points</td>
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<tr>
<td>Projects with no potential</td>
<td>0 points</td>
<td>0 points</td>
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2. Improving Safety for Bicyclists & Pedestrians

(ATP: 0-25 points, BPFP: 0-19 points)

Note: In relation to the State ATP, the Regional ATP places additional emphasis on providing data that demonstrates the benefits this project will have on reducing walking/bicycling fatalities and injuries. Please describe the potential for reducing the number and/or rate of pedestrian and bicyclist fatalities and injuries,
including the identification of safety hazards for pedestrians and bicyclists. The suballocation of points further establishes areas of emphasis for the Regional BPFP.

A. History of Collisions

Describe the plan/program influence area or project location’s history of collisions (both the number of collisions and the rate of collisions in relation to the population around the area, and/or the number of people biking or walking exposed to the risk of collision) resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). The Active Transportation Working Group will consult your State ATP application in addition to any information included below to determine points earned for this question. (ATP: 0-10 points; BPFP: 0-4 points)

See State ATP Application, Q#2 and Attachment I.

B. Community Need

Please describe the need for the project and provide an analysis of the project’s benefit to your community and the region. Qualitative benefits can be measured using various factors. Factors to discuss, as applicable, include: accident reduction, existing and projected usage/ridership/productivity, increase or decrease in ADT, life cycle cost reduction, VMT decrease, pavement quality index, congestion relief (idle reduction, stop and go reduction, and travel time decrease), reduced operating or maintenance costs, etc. (ATP: 0-5 points; BPFP: 0-4 points)

See State ATP Application, Q#1 and Attachment I.

C. Safety Hazards

Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities (discussed in A and B above); including but not limited to the following possible areas; include a description of the existing facility, how the incomplete facility discourages walking or biking, and how the completed facility will be better utilized upon project completion. The Active Transportation Working Group will consult your State ATP application in addition to any information included below to determine points earned for this question. (ATP: 0-10 points; BPFP: 0-11 points)

- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
- Improves sight distance and visibility between motorized and non-motorized users.
- Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
- Improves compliance with local traffic laws for both motorized and non-motorized users.
- Addresses inadequate traffic control devices.
- Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
- Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

See State ATP Application, Q#2 and Attachment I.

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<td>Projects with no potential</td>
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</table>
3. Supporting greenhouse gas reduction goals & linking to MTP/SCS

(AtP: 0-10 points; BPFP: 0-21 points)

Describe below how the project advances the active transportation efforts of SACOG to achieve greenhouse gas reduction goals while improving health and sustainability as established pursuant to SB 375 and SB 391, and supports implementation of the 2012 MTP/SCS. Figure 7.7 of the 2012 MTP/SCS (“Greenhouse Gas Emissions per Capita from On-Road Sources”, page 179) may be used to demonstrate your project’s potential to support greenhouse gas reduction goals; if you already completed a project-specific GHG analysis for this project, please describe the methodology used and the results of the analysis. The Regional BPFP places emphasis on a project’s potential role in a placemaking strategy, and on the project’s potential to replace vehicle trips or reduce vehicle miles traveled.

A. Supportive Development Efforts

Please describe how the project supports land use and economic development efforts in alignment with MTP/SCS performance goals and the land use vision for the area, as described in the SCS, or the local general and/or specific plan.

(AtP: 0-5 points; BPFP: 0-5 points)

1. Please describe the project's Community Type (i.e. development context) as described in the MTP/SCS for 2035 (i.e. Centers and Corridors, Established Communities, Developing Communities, Rural Residential Communities, or Lands Not Identified for Development—definitions of the Community Types can be found in Chapter 3 of the MTP/SCS for 2035: http://sacog.org/mtps/scs). Next, please describe the amount of development and type of uses that are expected to be built over the next 20 years for that Community Type in your jurisdiction (reference Appendix E-3 of the 2012 MTP/SCS). If your project is located in the Community Type of “Lands Not Identified for Development” or there is insufficient information in the 2012 MTP/SCS Appendix E-3 for your project plan area, please describe the project’s development context using the applicable local land use plan.

The Del Rio Trail Project is unique in its description of community type as it is located within and serves an Established Community but given recent adjacent development—Delta Shores Specific Plan—it also serves Developing Communities per the MTP/SCS. For this Established Community, the MTP/SCS forecast includes 69,208 new housing units and 77,098 new employees by 2035 in the City of Sacramento. Approximately 52% of that employment growth and 62% of the housing growth is in Center and Corridor Communities, much of it in the Central City. Adding significant new housing to the Central City will provide a better jobs-housing ratio and will help in reducing regional VMT. About 46% of the city’s MTP/SCS employment growth and 30% of the housing growth is in Established Communities. Much of this housing growth is the continued build out of North Natomas; however, it does include some infill in other existing communities as well. Most of the employment growth is either in neighborhoods serving commercial and public uses, hospital and college expansions, as well as new industrial uses that are mostly concentrated in the existing industrial center in the southeast portion of the city. Delta Shores, a Developing Community, is expected to almost build out the 5,106 new units planned for that area. The average density for this new residential growth is 16 units per acre. The plan has significant commercial lands planned that could provide 6,678 new employees. The MTP/SCS assumes the start of this construction, resulting in 2,123 new employees. The Employee and Housing Unit Growth compared to Existing in Established Communities is as follows: Employee Growth by 2020=11,768, by
2035=35,222; Total Housing Units by 2020=11,686, by 2035=21,032.

2. Describe how the project, in this Community Type, will support biking and walking in place of vehicle trips. (e.g. the project connects a multifamily housing development to a school or shopping center where no such connection previously existed.)

   This trail project encourages biking and walking because the trail is a visible and protected active transportation facility separating a high speed, high volume vehicle corridor (Freeport Blvd) from non-motorized active users. The trail directly links housing, schools, job centers, and major regional destinations. In addition, there are no other Class I facilities in this area. Residential sidewalks are limited and non-existent along some streets.

<table>
<thead>
<tr>
<th>Project Performance</th>
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<th>BPFP Points</th>
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</thead>
<tbody>
<tr>
<td>Applicant exceptionally describes the project’s Community Type (or development context) and supportive development efforts, and the ability of those efforts to support biking and walking in place of vehicle trips.</td>
<td>5 points</td>
<td>5 points</td>
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<tr>
<td>Applicant adequately describes the project’s Community Type (or development context) and supportive development efforts, and the ability of those efforts to support biking and walking in place of vehicle trips.</td>
<td>2-4 points</td>
<td>2-4 points</td>
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<td>Applicant minimally describes the project’s Community Type (or development context) and supportive development efforts, and the ability of those efforts to support biking and walking in place of vehicle trips.</td>
<td>1 point</td>
<td>1 point</td>
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<tr>
<td>Applicant does not describe the project’s Community Type (or development context) or supportive development, nor the ability to support biking and walking in place of vehicle trips.</td>
<td>0 points</td>
<td>0 points</td>
</tr>
</tbody>
</table>

B. Placemaking

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.

*Placemaking is defined as a combination of strategies (e.g. zoning, context-sensitive design standards, planned infrastructure, etc.) that lead to a built environment where walking and biking can become a primary mode for shorter distance trips. (BPFP:0-5 points)*

The proposed Del Rio Trail would create an off street bike/pedestrian trail through the South Land Park community, designated as Suburban Neighborhood, Low Density in the City of Sacramento General Plan. Much of the area developed in the late 1960s and 1970s. During this time, the roadway network developed in a curvilinear form, moving away from the grid street patterns of earlier periods. As a result, direct pedestrian and bicycle connections are often limited to major arterials. The General Plan seeks to preserve and enhance existing neighborhoods. The Del Rio Trail, a former and now unused rail corridor, provides the opportunity to create a safe separated bicycle path, offering a key north-west alternative to sharing the road with vehicles on highly travelled arterials. It takes advantage of conversion of underused facilities into usable multi-trail path, and provides a unique neighborhood identifier and public open space feature. The trail also serves to encourage connectivity between communities, better integrating city neighborhoods and creating multiple modes of travel to a variety of destinations.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
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<td>Applicant adequately described the project’s role as a placemaking strategy.</td>
<td>N/A</td>
<td>2-3 points</td>
</tr>
</tbody>
</table>
C. Reducing or shortening vehicle trips

Building on your responses in sections A and B, describe the project’s potential to reduce the number (i.e. replace) of or shorten vehicle miles traveled (VMT), particularly trips serving utilitarian purposes (e.g. trips to school, work, services, shopping). The resource map “2012 MTP/SCS Vehicle Miles Traveled Per Capita” (available on http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm) illustrates average VMT per capita throughout the region by 2035 and may be used to support a description of your project’s potential to achieve VMT reductions in your community; alternatively, you may use information from approved local plans or other applicable documents to support a description of how your project will support reduced VMT.

(*ATP: 0-5 points; BPFP: 0-11 points*)

With the implementation of this project, commuters and residents will be encouraged to mode shift from vehicles to biking and walking because of the direct connection to transit, residences, and job centers in the southern Sacramento region. Based on VMT calculations, this project would reduce annual auto VMT by 43,872.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project demonstrates significant potential to replace or shorten VMT in the region.</td>
<td>4-5 points</td>
<td>8-11 points</td>
</tr>
<tr>
<td>Project demonstrates moderate potential to replace or shorten VMT in the region.</td>
<td>2-3 points</td>
<td>4-7 points</td>
</tr>
<tr>
<td>Project demonstrates minimal potential to replace or shorten VMT in the region.</td>
<td>1 point</td>
<td>1-3 points</td>
</tr>
<tr>
<td>Project demonstrates no potential to replace or shorten VMT in the region.</td>
<td>0 points</td>
<td>0 points</td>
</tr>
</tbody>
</table>

4. Cost effectiveness

(*Total ATP: 0-10 points, BPFP: 0-4 points + Other Considerations*)

Note: In relation to the State ATP, the Regional ATP emphasizes cost-effectiveness as a way of determining the appropriate facility improvement or project given the needs of the intended users, how well it is expected to perform, what other financial support (i.e. match) is pledged, and how it minimizes construction or operating costs. The suballocation of points further establishes areas of emphasis for the Regional BPFP.

A. Context Sensitive Design

Describe how the project design is appropriate for the community and surrounding environment.

(*ATP: 0-5 points; BPFP: 0-4 points*)

The Del Rio Trail is a project that was initiated by the community. In 2014, the South Land Park Neighborhood Association (SLPNA) mobilized a committee that included agency stakeholders (RT, City of Sacramento and State Senator Darrell Steinberg) to set a course for the future of the inactive rail corridor. With tremendous backing from the community, the preferred concept is to convert the rail corridor into an exclusive Class I bike trail. Community members already use the corridor to access local destinations and for recreational uses but the corridor is not maintained. The California State Railroad Museum has interest in extending the excursion train from Old Sacramento through this corridor but it has come with significant objection from the community. As this project receives
funding to develop preliminary engineering, features and details of the project will be further vetted alongside the community members.

B. Describe Alternatives

The Regional ATP asks the same question as the State ATP application to discuss alternatives considered. The Active Transportation Working Group will consult your State ATP application to determine points earned for this part of the question. (ATP: 0-3 points; BPFP: Part of Other Considerations)

See State ATP application Question #6 and Attachment I.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant considers alternatives and exceptionally justifies the project nominated.</td>
<td>7 to 8 points</td>
<td>4 points</td>
</tr>
<tr>
<td>Applicant considers alternatives and adequately justifies the project nominated.</td>
<td>3 to 4 points</td>
<td>2 to 3 points</td>
</tr>
<tr>
<td>Applicant considers alternatives and minimally justifies the project nominated.</td>
<td>1 to 2 points</td>
<td>1 point</td>
</tr>
<tr>
<td>Applicant did not consider alternatives or justify the project nominated.</td>
<td>0 points</td>
<td>0 points</td>
</tr>
</tbody>
</table>

C. Calculation

The Regional ATP asks the same question as the State ATP application to calculate cost effectiveness. The Active Transportation Working Group will consult your State ATP application to determine points earned for this part of the question. (ATP: 0-2 points; BPFP: Part of Other Considerations)

See State ATP Calculation, Question #6.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant demonstrated that the values inputted into the B/C Tool are appropriate, provided documentation of the output B/C value calculated by the Tool, and provided constructive feedback for CTC’s and Caltrans’ consideration.</td>
<td>1-2 points</td>
<td>N/A</td>
</tr>
<tr>
<td>Applicant did not use the B/C Tool appropriately, provide documentation of the output B/C value calculated by the Tool, or provide constructive feedback for CTC’s and Caltrans’ consideration.</td>
<td>0 points</td>
<td>N/A</td>
</tr>
</tbody>
</table>

5. Improved Public Health

(ATP: 0-10 points)

Note: In relation to the State ATP, the Regional ATP emphasizes the same performance outcomes and asks the same questions to determine improved public health. The Active Transportation Working Group will consult your State ATP application to determine points earned for this question.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant exceptionally described the targeted users and how the project will enhance public health</td>
<td>7 to 10 points</td>
<td>N/A</td>
</tr>
<tr>
<td>Applicant adequately described the targeted users and how the project will enhance public health</td>
<td>4 to 6 points</td>
<td>N/A</td>
</tr>
<tr>
<td>Applicant minimally described the targeted users and how the project will enhance public health</td>
<td>1 to 3 points</td>
<td>N/A</td>
</tr>
<tr>
<td>Applicant did not describe the targeted users or how the project will enhance public health</td>
<td>0 points</td>
<td>N/A</td>
</tr>
</tbody>
</table>
6. Benefit to Disadvantaged Communities  
(ATP: 0-10 points)

Note: In relation to the State ATP, the Regional ATP emphasizes the same performance outcomes and asks the same questions to determine benefit to disadvantaged communities. The Active Transportation Working Group will consult your State ATP application to determine points earned for this question.

If your State ATP application does not include a map demonstrating your project’s location in or near a Disadvantaged Community, please include one in the Appendix.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>80% to 100% of project funding benefits the disadvantaged community</td>
<td>5 points</td>
<td>N/A</td>
</tr>
<tr>
<td>60% to 79% of project funding benefits the disadvantaged community</td>
<td>4 points</td>
<td>N/A</td>
</tr>
<tr>
<td>40% to 59% of project funding benefits the disadvantaged community</td>
<td>3 points</td>
<td>N/A</td>
</tr>
<tr>
<td>20% to 39% of project funding benefits the disadvantaged community</td>
<td>2 points</td>
<td>N/A</td>
</tr>
<tr>
<td>1% to 19% of project funding benefits the disadvantaged community</td>
<td>1 point</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project clearly and significantly addresses health, safety, and/or infrastructure challenges in the disadvantaged community</td>
<td>5 points</td>
<td>N/A</td>
</tr>
<tr>
<td>Project adequately addresses health, safety, and/or infrastructure challenges in the disadvantaged community</td>
<td>3 points</td>
<td>N/A</td>
</tr>
<tr>
<td>Project minimally addresses health, safety, and/or infrastructure challenges in the disadvantaged community</td>
<td>1 point</td>
<td>N/A</td>
</tr>
</tbody>
</table>

V. Other Considerations  
2 pages maximum, 12 point font  
(ATP: 0-10 points BPFP: 0-12 points)

A. Applicant’s Performance on Past Grants

1. Describe how your agency intends to deliver this project on time and within budget. If your agency has had difficulty delivering past grant or federal aid projects during the past five years, then also describe what changes your agency will take in order to deliver this project.

   The City intends to deliver the project on time and within budget using knowledge of the state and federal delivery process, as outlined through the City’s Project Delivery Manual. The City has a thorough process for scoping, budgeting, and scheduling projects up front, with reporting tools to track progress in budgets and schedules by task/activity. In addition to tools for individual engineers, these reports are reviewed monthly by a Supervising Engineer and the Division Manager to ensure that any delays or cost issues are identified and addressed as soon as possible. Each project is assigned a project manager with experience in the federal-aid process.

   The City has a long and successful history in project delivery without any failures, despite having some extremely complex projects. Please see State ATP Application Q39 and Attachment I for a detailed list of past projects. See State ATP Application Q#9 and Attachment I.
2. Describe one of your agency’s prior experiences allocating a project through the California Transportation Commission.

The City has experience allocating projects through the California Transportation Commission (CTC). One good example is the Cosumnes River Blvd Extension and Interchange, a $95 million project that was funded with a mix of federal, state, and local funds. This project required CTC allocations for funding for the right-of-way (ROW) phase and for two types of funds in the Construction (CON) phase -- STIP-RIP (federal) funds and Proposition 1B funds.

The first step was for the City to provided CTC environmental staff with the environmental document (EIR/EIS), so their staff could review it and schedule it on the CTC agenda for CTC approval, which is required for the CTC to allocate ROW and Construction funds.

The State Transportation Improvement Plan (STIP) included $5,108,000 in ROW (State-only) funds for the project, programmed in FY07/08. In December 2007, the City submitted an allocation request, with concurrence from SACOG, to Caltrans Local Assistance, who then forwarded it to the CTC staff to place on their meeting agenda. The ROW funds were allocated by the CTC in February 2008.

The STIP included $10.5 million in CON funds for the project, programmed in FY12/13. In July 2012, The City submitted an allocation request, with SACOG concurrence, for the $10.5 million in STIP-RIP funds to Caltrans Local Assistance in July 2012. The City also directly requested CTC staff for the programming and allocation of $7.7 million in Proposition 1B State Local Partnership funding. The City also submitted a federal Request for Authorization (RFA) for Construction to meet requirements for federal funding obligation. The CTC allocated both types of construction funding in October 2012. The City also received a federal E-76 for the federal funds, thereby permitting the City to advertise the construction contract. The City awarded a construction contract in January 2013, meeting the requirement to award a project within six months of the CTC construction funding allocation. The City then submitted the required Notice of Award to Caltrans Local Assistance, as required under the STIP.

See State ATP Application Q#9 and Attachment I

B. Project Readiness

To demonstrate project readiness and ability to move forward on a timely schedule (i.e. clear schedule, cost, and partnerships to deliver the project), please fill out the Cost and Schedule Summary & the Project Programming Request, both in Excel, available at:

http://www.sacog.org/regionalfunding/fundingprograms_bikeped-overview.cfm

C. Community and Stakeholder Support

1. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc. See State ATP Application Q#3 and Attachment I.
2. Describe the local participation process that resulted in the identification and prioritization of the project.

See State ATP Application Q#3 and Attachment I.

The project evolved through the City’s transportation programming process which is documented in the Transportation Programming Guide (TPG) 2014. The TPG is a comprehensive document that prioritizes the City’s transportation projects every two years. The guide is used to provide the City Council with the background information needed to make strategic decisions about which projects to fund or as a priority for grant funds. Transportation projects are ranked through a community based scoring system according to criteria that are reflective of the City’s current policies and priorities which include increased use of active modes. The City and County Bicycle Advisory Committee, with input by a Community Advisory Committee, developed the scoring and ranking criteria.

The Bicycle Advisory Committee, with input by the Community Advisory Committee, developed the scoring and ranking criteria. There are eight scoring criteria categories for evaluating bikeway projects:

- Links to Activity Centers and Infill Areas (employment/residential/recreation)
- Barrier Elimination (reduction in cycling distance)
- Traffic Characteristics (volume/speed/lane width)
- Right-of-Way/Cost (ownership and land use)
- Linkage to Transportation System (i.e., bus, LRT, train etc.)
- Travel Continuity (stops per mile)
- Geographic Distribution (spacing between bikeways)
- Recreation Potential (proximity to parks/open space)

3. Attach any relevant notices and materials associated with the public outreach identifying support for this project.

See State ATP Application Q#3 and Attachment I.

D. Cost Effectiveness

Refer to Narrative Question 4 for consideration of Regional BPFP points awarded.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant demonstrated complete adherence with identified criteria: excellent prior grant performance, immediate project readiness and a timely schedule, and strong stakeholder support</td>
<td>7 to 10 points</td>
<td>9 to 12 points</td>
</tr>
<tr>
<td>Applicant adequately demonstrated adherence with identified criteria: adequate prior grant performance, good project readiness and a timely schedule, and some stakeholder support</td>
<td>4 to 6 points</td>
<td>5 to 8 points</td>
</tr>
<tr>
<td>Applicant minimally met the criteria of this section: poor prior grant performance, poor project readiness, and weak or no stakeholder support</td>
<td>1 to 3 points</td>
<td>1 to 4 points</td>
</tr>
<tr>
<td>Applicant did not describe how the project met the criteria of this section</td>
<td>0 points</td>
<td>0 points</td>
</tr>
</tbody>
</table>
VI. Project Application Checklist

- Eligibility: Potential applicants may check with the contacts identified for SACOG, EDCTC (for project sponsors in El Dorado County), or PCTPA (for projects in Placer County) regarding the eligibility of their project or their eligibility as an applicant (project sponsor) for federal transportation funding.

- Program Schedule: Review the program schedule (Section 1: Reference Information) in the Guidelines for important dates.

- Application contents: Review pages for all needed elements. Review the section of the Guidelines on Project Evaluation (Part G) and check that the application contains all information necessary. Page limits are listed in Part I.
  - Cover letter with a wet signature
  - Completed Application—Part O
    - Project Sponsor Information—Section I
    - Project Information—Section II
    - Screening Criteria—Section III
    - Other Considerations—Section V
    - Narrative Questions—Section IV
  - Complete Appendix—in order
    a. Copy of Statement of Intent to Apply correspondence (due June 5, 2015) —Part K
    b. Cost & Schedule Summary (Excel)— Part L
    c. Project Programming Request (Excel)— Part M
    d. Engineer’s Estimate (Excel)—Part N
    e. Emissions Benefit Calculations for CMAQ (BPFP Applicants)—Part P
    f. Map(s) of project location—or included in Narrative
    g. Photographs of project location—or included in Narrative
    h. Copy of CCC & CALCC Correspondence
    i. Any additional exhibits
    j. Partner Support Letters (if project is co-sponsored)
    k. Miscellaneous – Any other information in support of your project

- Implementation Requirements: Review the Implementation section in the Guidelines (Part J) and evaluate your ability to meet all federal and SACOG requirements, including providing local matching funds of at least 11.47 percent of the total project cost and following SACOG’s “Use it or Lose It” policy.

- Submittal Deadline: Please submit one (1) signed original, five (5) color copies of the complete grant application no later than 1:00 p.m. on Friday, June 19, 2015, to:
  Lacey Symons-Holtzen, Active Transportation Team Manager
  Sacramento Area Council of Governments
  1415 L Street, Suite 300
  Sacramento, CA 95814

E-mailed applications are not acceptable. This deadline will be strictly enforced. Please refer to Part I and Part J for additional information. Failure to submit all required parts of the application may result in the application being screened out of the competition.
Electronic File Submittal: Submit one (1) USB or compact disc with a PDF file of all the application contents no later than 1:00 p.m. on Friday, June 19, 2015.

Include electronic versions of your Engineer’s Estimate, Cost & Schedule Summary, and PPR (in Excel) in the electronic submittal. The additional materials may be scanned into a PDF file, such as maps, graphics, etc. If a Project Study Report (PSR) or equivalent is complete, please submit a PDF of the PSR on the USB or compact disc. Please do not include a complete Master Plan or other local planning document.
Okay, thank you for letting us know!

Lacey Symons-Holtzen, PMP
SACOG
1415 L Street STE 300
Sacramento, CA 95814
Log your miles at MayisBikeMonth.com

But wait there’s more. We had a council member add a sixth project at the hearing last week. Here’s the approved reso.

We will be submitting:

6. **Old Sacramento Gap Closure Project** – this project will improve the waterfront from the boardwalk along the Sacramento River Parkway.

Great, thank you very much Jesse!

Lacey Symons-Holtzen, PMP
SACOG
1415 L Street STE 300
Sacramento, CA 95814
Log your miles at MayisBikeMonth.com

From: Jesse Gothan [mailto:JGothan@cityofsacramento.org]
Sent: Tuesday, May 12, 2015 10:57 AM
To: Lacey Symons-Holtzen
Subject: RE: City of Sacramento - State and Regional ATP Applications
Dear Lacey,

Below are the descriptions of five projects we intend to submit to the State and Regional ATP programs.

1. **Franklin Boulevard Cycle Track** – Franklin Boulevard between Cosumnes River Boulevard and Calvine Road is an ideal connection for bicycle travel. This segment closes the gap and links the Laguna Creek Class I Bikeway in Elk Grove to the newly developed Cosumnes River Boulevard extension project. Cosumnes River Boulevard will be a major commercial and commuter corridor spanning I-5 and SR-99 and will have Class I bicycle and pedestrian facilities to accommodate recreational and commuter travel from the south areas in Elk Grove and Sacramento into Downtown. A cycle track on Franklin Boulevard fills the missing link for recreational and commuter bicycle travel according to the City’s Bikeway Master Plan. A designated cycle track improves safety for bicycles because it designates right of way and creates separation between high speed vehicle and truck traffic along Franklin Boulevard.

2. **Del Rio Trail** - This project provides a critical north-south Class I bike path for South Sacramento, Pocket, South Land Park, Land Park, and other area neighborhoods to the Sacramento River Parkway and William Land Park. The proposed Del Rio Bike Trail currently ranks as the 2014 TPG #2 priority project for off-street bike trails. The project would utilize a portion of the former Sacramento Southern Railroad Walnut Grove branch line to provide a class one bike path through South Land Park. At the southern entry, the bike trail would connect directly to the newly constructed Freeport Shores Trail (constructed 2013) and the future South Sacramento Parkway West (future construction 2017). The route would then cross at Meadowview-Pocket Road and continue north through South Land Park towards William Land Park and the Sacramento River Parkway.

3. **North 12th Complete Street** - This project converts the westernmost travel lane on North 12th Street between Richards Boulevard and C Street into a two-way cycle track that will provide a direct connection from the Two Rivers Trail along the American River to Downtown Sacramento. The addition of a two-way cycle track would allow bicyclists to ride in both the north and southbound directions on North 12th Street. This would make bicycle trips more convenient and provide a safer facility in conjunction with the existing sidewalk. The removal of one travel lane will also help to slow traffic that crosses over the American River at freeway speeds to a level more compatible with driving in the Central City and with bicyclist and pedestrian travel.

4. **Northwood Elementary ATP** - Northwood Elementary Schools is adjacent to Business 80 located in the Swanston Estates neighborhood of the City. The school attendance boundary is bifurcated by El Camino Avenue which is a four lane major arterial that does not have an intersection traffic signal at the minor street connecting the school from the residential neighborhoods. Furthermore, the streets surrounding the school have discontinuous sidewalks and limited walking accessibility. Most parents pick up their children by personal vehicles or children rely on school buses to take them across El Camino Avenue to their homes. This project proposes to provide a traffic signal and
crosswalk at El Camino Avenue and add sidewalks to improve accessibility for children and parents to walk and bike to their neighborhood school.

5. **D. W. Babcock School ATP** – Similar to the above project, D. W. Babcock School is adjacent to Business 80 located in the Ben Ali neighborhood of the City. The school attendance boundary is also bifurcated by El Camino Avenue which is a four lane major arterial that does not have an intersection traffic signal or crosswalk at the minor street connecting each school from the residential neighborhoods. The streets surrounding the school have discontinuous sidewalks and limited walking accessibility. Most parents pick up their children by personal vehicles or children rely on school buses to take them across El Camino Avenue to their homes. This project proposes to provide traffic signals and crosswalks at El Camino Avenue and add sidewalks to improve accessibility for children and parents to walk and bike to their neighborhood school.

Jesse Gothan, PE
Senior Engineer

Funding and Project Development Engineering Services
City of Sacramento Department of Public Works
✉️ jgothan@cityofsacramento.org | 🌐 www.cityofsacramento.org
📞 (916) 808-6897 | 📞 (916) 808-8281 FAX
Mobile: (916) 919-1487
Mailing Address: Public Works - Engineering Services, New City Hall, Suite 2000, 915 I Street, Sacramento, CA 95814
Basic Tool: Cost and Schedule Summary
For use with Community Design, Regional ATP and Regional BPFP applicants only
Fill in BLUE SECTIONS where appropriate. Edit the formula cells at your own risk

Project Sponsor
City of Sacramento

Project Title
Del Rio Trail

Project Description (scope and limits)
This rails-to-trails project provides a new class one bike path along an old railroad line through existing neighborhoods betw. Sutterville Rd & south Meadowview Rd. Active users benefit from new connectivity to regional parks, area schools, markets, and other activity centers.

<table>
<thead>
<tr>
<th>SUMMARY</th>
<th>Start</th>
<th>End</th>
<th>Costs</th>
<th>Requests</th>
</tr>
</thead>
<tbody>
<tr>
<td>Non-capital Activities</td>
<td>Jan-00</td>
<td>Jan-00</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Environmental &amp; Design</td>
<td>Aug-16</td>
<td>Jun-21</td>
<td>$ 2,500,000</td>
<td>$ 2,212,000</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>Jan-00</td>
<td>Jan-00</td>
<td>$ 3,125,000</td>
<td>$ -</td>
</tr>
<tr>
<td>Construction</td>
<td>Jan-00</td>
<td>Jan-00</td>
<td>$ 11,324,000</td>
<td>$ -</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>Aug-16</td>
<td>Jun-21</td>
<td>$ 16,949,000</td>
<td>$ 2,212,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Applicant Comment Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Only requesting PA&amp;ED and PS&amp;E funds</td>
</tr>
<tr>
<td>Not requesting ROW funds at this time</td>
</tr>
<tr>
<td>Not requesting Const. funds at this time</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TASKS</th>
<th>Begin</th>
<th>End</th>
<th>Cost Estimate</th>
<th>Requested Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>NON-CAPITAL ACTIVITIES</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Authorization to Proceed</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Planning Studies</td>
<td>NA</td>
<td>NA</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Non-capital staff activities</td>
<td>NA</td>
<td>NA</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Non-capital materials</td>
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<td>NA</td>
<td>$ -</td>
<td>$ -</td>
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<tr>
<td>Miscellaneous</td>
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<tr>
<td><strong>Totals</strong></td>
<td>Jan-00</td>
<td>Jan-00</td>
<td>$ -</td>
<td>$ -</td>
</tr>
</tbody>
</table>

| ENVIRONMENTAL & DESIGN         |       |       |               |                    |
| Authorization to Proceed       | Jul-16| Aug-16| NEPA CEQA     |                    |
| Environmental Document Type    | CE    | Cat Ex|
| Environmental Decision Type    | CE    | Cat Ex|
| Environmental Clearance        | Aug-16| Jun-19|
| Final Design (Plans, Specs, & Est) | Jun-19| Jun-21|
| **Totals**                     | Aug-16| Jun-21| $ 2,500,000 | $ 2,212,000        |

| RIGHT-OF-WAY                   |       |       |               |                    |
| Authorization to Proceed       | NA    | NA    | NA            | NA                 |
| Need ROW Acquisition?          | Yes   |       |               |                    |
| Need Utilities Relocation?     | Yes   |       |               |                    |
| **Totals**                     |       |       | $ 3,125,000  | $ -                |

| CONSTRUCTION                   |       |       |               |                    |
| Authorization to Proceed       | NA    | NA    | NA            | NA                 |
| **Totals**                     | Jan-00| Jan-00| $ 11,324,000 | $ -                |

City of Sacramento
Del Rio Trail
This rails-to-trails project provides a new class one bike path along an old railroad line through existing neighborhoods betw. Sutterville Rd & south Meadowview Rd. Active users benefit from new connectivity to regional parks, area schools, markets, and other activity centers.

Authorization date assumes Regional ATP funds and CTC approval
CEQA expected to be Cat Ex
NEPA expected to be CE
Requesting PA&ED and PS&E funds only
Not requesting ROW funds at this time
Not requesting Construction funds at this time
## Project Information:

- **Project Title:** Del Rio Trail
- **District:** 03
- **County:** Sacramento
- **Route:** VAR

## Funding Information:

### Infrastructure Cycle 2

<table>
<thead>
<tr>
<th>Component</th>
<th>Prior 14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
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</tr>
<tr>
<td>PS&amp;E</td>
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### Non-infrastructure Cycle 2

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### Previous Cycle

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### Future Cycles

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### Notes:
- R/W & CON funds to be req. in future funding rounds; aware that ATP funds not guaranteed.
- Requesting PA&ED and PS&E funds only for ATP Cycle 2.
**Project Information:**

**Project Title:** Del Rio Trail  
**District:** 03  
**County:** Sacramento  
**Route:** VAR  
**EA:**  
**Project ID:**  
**PPNO:**

---

**Funding Information:**

**DO NOT FILL IN ANY SHADED AREAS**

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**City of Sacramento**

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Contingency (25%) | $2,064,750 | $2,064,750 | $0 | 2,064,750 | 2,064,750 |
Construction Management/Contract Administration | $1,000,000 | $1,000,000 | $0 | 1,000,000 | 1,000,000 |
PE / Environmental | $2,500,000 | $2,500,000 | $0 | 2,500,000 | 2,500,000 |
ROW | $3,125,000 | $3,125,000 | $0 | 3,125,000 | 3,125,000 |
TOTAL PROJECT COST | $16,948,750 | $16,948,750 | $0 | 16,948,750 | 16,948,750 |

Total Participating Costs | 16,948,750 |
Maximum Federal Funds (88.53%) | 15,004,728 |

Please circle current status of project: Feasibility Study, PSR, Environmental, 30% Design, 60% Design, 90% Design, 100% Design

If you have questions about how to complete this form, please contact Sam Shelton at sshelton@sacog.org or at 916.340.6251
BICYCLE FACILITIES

County: Sacramento

Federal Number: 

Approval Date: 

Caltrans DIST-EA: 

Short Description: Del Rio Trail

Project Scope: This rails-to-trails project will provide a new class one bike path, approximately 4.5 miles in length, along an old railroad line through existing neighborhoods.

Project Sponsor: City of Sacramento

Private Agency: No

CMAQ Funding: $15,004,728

Local Match: $1,944,022

Capital Recovery Factor: 0.07

Project Analysis Period: 20 years

Days (D): 300 days of use/year

Average Daily Traffic (ADT): 24,000 trips per day

Adjustment (A) on ADT: 0.0027

Credit (C) for Activity Centers near project: 0.0030

EMISSION FACTORS: 

Auto Trip End Factor Auto VMT Factor

ROG: 0.353 grams per trip 0.119 grams per mile

NOx: 0.162 0.130

PM10: 0.004 0.087

EMISSION REDUCTIONS: 

Pounds per Year Kilograms per Day

ROG: 51 0

NOx: 36 0

PM10: 15 0

Total: 102 0

COST-EFFECTIVENESS OF:

CMAQ Funds: $9,927.92 per pound 19,855,845 per ton

All Funding Sources: $11,214.19 per pound 22,428,381 per ton
Figure 1 - Picture of Parallel Route Freeport Boulevard
Figure 2  Location of Future “Del Rio Trail” Old Railroad Corridor Near Fruitridge
Figure 3 – Location of Future “Del Rio Trail” Railroad Corridor near 35th Avenue
Figure 4 - Parallel Route Del Rio Road
Figure 5 - Location of Future "Del Rio Trail" near 14th Avenue
Hi Cecilyn,

Rod Thornhill, the Center Director at our CCC Placer location has responded to the partnership for your project. The CCC can do the clearing and grubbing component of the scope of work.

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact Rod Thornhill directly Rod.Thronhill@ccc.ca.gov if your project receives funding.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

---

The City of Sacramento is submitting grant applications for the Active Transportation Program Cycle 2. Regarding Question #8 in the application, please consider whether you would be interested in taking part in the following project:

**PROJECT TITLE**
**Del Rio Trail**
**(03-Sacramento-02)**

**PROJECT DESCRIPTION**
This rails-to-trail project proposes to provide a new Class I bicycle facility along an old railroad line between Sutterville Road and Meadowview Road through an existing neighborhood. Improvements include construction of a bike trail, roadway crossings, intersection modifications, and a bridge over the drainage canal, and the installation of hybrid pedestrian beacons.

**PROJECT SCHEDULE**
Assuming this project receives grant funds, construction is anticipated to begin in Spring 2021.

The following documents are attached:

- Detailed Estimate
- Project Map
- Preliminary Plan

Please let me know if you plan to participate in this project and indicate the items you intend to work on or contact me if you have any questions.

Thank you,

Cecily Foote, P.E.
Associate Civil Engineer
City of Sacramento
Department of Public Works
(916) 808-6843
Hi Cecilyn,

Baldeo Singh of the Sacramento Regional Conservation Corps has responded that they are able assist with the following:

1. Clearing and Grubbing
2. Decomposed Granite

If needed their crews can provide labor for general landscaping, planting, habitat restoration and follow up maintenance work as well.

Please include this email with your application as proof that you reached out to the Local Corps. Feel free to contact Baldeo (bsingh@saccorps.org) directly if your project receives funding.

Thank you!

On Thu, May 14, 2015 at 1:31 PM, Cecilyn Foote <CFoote@cityofsacramento.org> wrote:

The City of Sacramento is submitting grant applications for the Active Transportation Program Cycle 2. Regarding Question #8 in the application, please consider whether you would be interested in taking part in the following project:

PROJECT TITLE

Del Rio Trail

(03-Sacramento-02)

PROJECT DESCRIPTION

This rails-to-trail project proposes to provide a new Class I bicycle facility along an old railroad line between Sutterville Road and Meadowview Road through an existing neighborhood. Improvements include construction
of a bike trail, roadway crossings, intersection modifications, and a bridge over the drainage canal, and the installation of hybrid pedestrian beacons.

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Thank you,

Cecilyn Foote, P.E.

Associate Civil Engineer
City of Sacramento
Department of Public Works

(916) 808-6843

---

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
School access from 27th Avenue to Trail

School access from Del Rio Rd to Trail
Routes represented in this map area: (click on number for route schedule and individual maps) 2, 3, 5, 6, 7, 8, 37, 47, 51, 54, 55, 56, 61
Light Rail: Blue Line, Gold Line

Close window to return to main map

http://www.sacrt.com/systemmap/B1.stm
**Features**

- An 800-acre master-planned, mixed-use development which includes 1.3 million square feet of planned retail development.
- Bisected by Interstate 5 and the largest remaining infill site to be master-planned in the City of Sacramento.
- Planned to include freeway oriented, promotional and neighborhood retail, single family and multi-family housing as well as service, office and visitor commercial uses.
- In excess of 380,000 residents within a 5-mile radius.

**Demographics**

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<td>1-mile</td>
<td>$43,201</td>
<td>-</td>
</tr>
<tr>
<td>3 - mile</td>
<td>$47,941</td>
<td>-</td>
</tr>
<tr>
<td>5 - mile</td>
<td>$61,476</td>
<td>-</td>
</tr>
</tbody>
</table>

**Delta Shores**

Interstate 5 & Beach Lake Road (Future Cosumnes River Boulevard), Sacramento, CA 95823

Updated April 2015

Development Contact: Gary Muljat
916 853 1540 / gmuljat@merlonengeier.com

Leasing Contact: Jain Wager
415 693 9060 / jwager@merlonengeier.com

MerloneGeier Partners
www.MerlonGeier.com
End of existing Class I Bike Trail. Tie in with Freeport Shores and South Sacramento Parkway Trails.

Future Project South Sacramento Parkway

California State Railroad Museum Excursion Route #2 Station

LEGEND:
- Preferred Alternative
- Optional Alternative

KEY MAP:
- Match Line
- See Below
- See Above

Bike Trail Typical Section
Need a small bridge over drainage canal

Convert existing emergency vehicle access road to bike/ped path

Tie into Florin Rd intersection

Utilities Station

Jensen Park

Park Village St

South Land Park Dr

14th St
**Destinations:**
- * Holy Spirit School
- * Sacramento Zoo
- * Sprouts Market / La Bou Deli
- * Belle Cooledge Library
- Chinese Community Church
- Sam Brannon Middle School
- * John Cabrillo Elementary School
- * New Technology High School
- * Sutterville Elementary School
- * Alice Birney Elementary School
- * Pony Express Elementary School
- (Community Meeting Venue)
- Cal Fitness / Bel Air Supermarket / Chase Bank
- Home Depot / Staples / IHOP
- Sacramento Executive Airport (SAC)
- Delta Shores Approved Development
- Cosumnes I-5 Interchange Project (Completed 2015)
- Cosumnes River Blvd Extension Project (Completed 2015)
- Fruitridge Rd
- Meadowview Rd
- S. Land Park Dr
- 13th St
- 24th St
- Sutterville Rd
- Riverside Blvd
- S. Land Park Dr
- 21th St
- 25th St

**Barriers / Gaps:**
- No Class I Bike Trails
- The current parallel bike route along Freeport Blvd from Meadowview Rd to Fruitridge Rd is a high speed facility, designated as an expressway, formerly State Route 160.
- Current bike lanes are on narrow streets with a lot of commercial driveway access and traffic volume, making it intimidating for bicycle travel.

**Project Benefits:**
- Encourage active transportation by providing a separate bicycle/pedestrian facility, away from motorized vehicles.
- Provides more direct access to vital neighborhood destinations such as local pharmacies, markets, schools, and parks. The trail is also a connection to major regional destinations such as the Sacramento Zoo, Land Park, Belle Cooledge Library, and Sacramento Executive Airport.

**LEGEND**
- Proposed Improvements
- Existing Bike Lane / Trail
- 3 Mile Area of Influence
- Directional Bicycle Travel

**SUMMARY OF PROJECT BENEFITS & ISSUES MAP**

See Attachment K For More Info