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 FRANKLIN CYCLE TRACK

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 Franklin Cycle Track. By the City Manager’s designation, I am acknowledging that this application is officially authorized by the jurisdiction.

Franklin Boulevard between Cosumnes River Boulevard and Calvin Road is an ideal connection for improved 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.
We are seeking funds to complete the preliminary engineering and construction of the project 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.
# Table of Contents

I. Project Sponsor Information ............................................................................................................... 4

II. Project Information ........................................................................................................................... 5

III. Screening Criteria ........................................................................................................................... 6

IV. Narrative Questions (Sections 1-6) .................................................................................................... 10

1. Increasing Walking & Biking ........................................................................................................ 10
   A. Schools/Students ..................................................................................................................... 10
   B. Transit Services ...................................................................................................................... 10
   C. Barrier Removal and Gap Closure .......................................................................................... 10

2. Improving Safety for Bicyclists & Pedestrians ............................................................................. 11
   A. History of Collisions ............................................................................................................... 11
   B. Community Need .................................................................................................................... 11
   C. Safety Hazards ........................................................................................................................ 11

3. Supporting greenhouse gas reduction goals & linking to MTP/SCS ............................................. 12
   A. Supportive Development Efforts ............................................................................................ 12
   B. Placemaking ............................................................................................................................ 13
   C. Reducing or shortening vehicle trips ...................................................................................... 14

4. Cost effectiveness .......................................................................................................................... 15
   A. Context Sensitive Design ........................................................................................................ 15
   B. Describe Alternatives ............................................................................................................. 15
   C. Calculation .............................................................................................................................. 15

5. Improved Public Health .................................................................................................................. 16

6. Benefit to Disadvantaged Communities ........................................................................................... 16

V. Other Considerations ......................................................................................................................... 17

A. Applicant’s Performance on Past Grants ................................................................................ 17
B. Project Readiness ......................................................................................................................... 18
C. Community and Stakeholder Support ...................................................................................... 18
D. Cost Effectiveness ....................................................................................................................... 19

VI. Project Application Checklist ......................................................................................................... 19
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

**CONTACT PERSON’S PHONE NUMBER:**

916.808.6897

**CONTACT PERSON’S EMAIL ADDRESS:**

JGOTHAN@CITYOF SACRAMENTO.ORG

**CONTACT PERSON’S TITLE:**

SENIOR ENGINEER
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: 1 out of 6 applications (ranked by project sponsor priority)

3. Project Name (To be used in the CTC project list)
   FRANKLIN CYCLE TRACK

4. Project Location (Include a map in the Appendix)

   Franklin Boulevard between Cosumnes River Boulevard and Calvine Road is an ideal connection for improved bicycle travel. This segment closes the gap by linking the Laguna Creek Class I Bikeway in Elk Grove to the newly developed Cosumnes River Boulevard. See Map in Appendix.

5. Project Description/Scope:

   a. What is the full project description and scope for the project applying for funds?
      The project provides a protected Class IV bikeway or Cycle Track on Franklin Boulevard resulting in designated travel ways for bicycles and for pedestrians on the existing sidewalk. The project provides essential connections to transit facilities, schools, housing, and major development.

   b. Is there a usable partial scope of the project? Describe the scope and cost estimate.
      NO.

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: $2,028,000
   - Project matching funds: $420,000
   - TOTAL PROJECT COST: $2,448,000

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?
      There are currently Class II bike lanes along this section of Franklin Boulevard. There is on street parking on the east side of the street with multiple residential driveway access. The 45 mph high speed facility is a
parallel route for I-5 and carries a substantial volume of truck traffic which is intimidating for bicycles.

b. If the project is adjacent to a roadway, what is the posted speed limit?
   45 mph on Franklin Blvd. Speed surveys are included in the State Application Attachment I.

c. If the project is adjacent to a roadway, what are the daily traffic volumes? Peak hour traffic volumes?
   Franklin Blvd ADT=24,000; AM Peak Hour=2,300; PM Peak Hour=2,200

d. Are there any projects near the project area anticipated for construction in the immediate future (next four years)?
   Yes. South Sacramento Parkway (West)—funded by SACOG in 2013 and currently in the design phase; Delta Shores Development; Cosumnes River Blvd I/C and Extension Project to be completed Fall 2015; Cosumnes River College RT Station to be completed Fall 2015; Center Parkway Station to be completed Fall 2015

For non-infrastructure projects:

   a. What other plans or programs are currently in place within the project area, or recently concluded?
      Elk Grove Unified School District has a Safe Routes to School Program; City of Sacramento has a START Program in Elk Grove Unified School District (John Reith Elementary School is 1/3-mile from the project)

   b. Are there any plans or programs in or near the project area anticipated to begin in the immediate future (next four years)?
      The City of Elk Grove and Elk Grove Unified School District are applying for ATP funds to expand the Safe Routes to School Program.

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 #30226. This project is currently unfunded. This project is listed in the City’s Transportation Programming Guide 2014 as one of the highest ranking (#1) 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,
      Click here to enter text:
      or
   2) Perform studies and develop plans that support one or more of the project performance outcomes of the program.
      Click here to enter text:

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:
      [(Location:) + (Limits) + (;) + (Improvement)]
      Example: In Bakersfield: Between 1st Street and Pine Boulevard; fill in sidewalk gaps and add a protected bike lane.
      In Sacramento: Along Franklin Boulevard between Cosumnes River Boulevard and Calvine Road; Build Class IV/Cycle Track.

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?

Yes ☒ No ☐

List the plan and project number or page number to demonstrate project priority:

**City of Sacramento Transportation Programming Guide 2014, page E-14, ranked #1 in the Off-Street Bike Trails category (AKA “South Sacramento Parkway East.”)**

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:

*Click here to enter text:*
I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

*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](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
(ATP: 0-95 points total; BPFP: 0-83 points total)

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
(ATP: 0-30 points; BPFP: 0-44 points)
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.
(ATP: 0-10 points; BPFP: 0-11 points)

The Franklin Blvd Cycle Track project will encourage walking and bicycling for students by adding a protected facility along Franklin Blvd which is direct access for Elk Grove Unified School District students attending Valley Hi High School and Samuel Jackman Middle School. These schools are within close proximity to the Project and would be on the travel route for students living within the school attendance boundaries. See the Appendix for the School routes (Appendix - Question 1.A.)
Also see State ATP Application, Question #1 and Attachment I.

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)

This project is directly adjacent to Franklin Transit Station (at Franklin Blvd and Cosumnes River Blvd) and along the RT South Line extension to Cosumnes River College. See the Appendix of this application for the Blue Line Extension. 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.

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<thead>
<tr>
<th>Project Performance (sum of sub-scores)</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects with significant potential</td>
<td>21 to 30 points</td>
<td>30-44 points</td>
</tr>
<tr>
<td>Projects with moderate potential</td>
<td>11 to 20 points</td>
<td>16-29 points</td>
</tr>
<tr>
<td>Projects with minimal potential</td>
<td>1 to 10 points</td>
<td>1-15 points</td>
</tr>
<tr>
<td>Projects with no potential</td>
<td>0 points</td>
<td>0 points</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects with significant potential</td>
<td>16 to 25 points</td>
<td>12-19 points</td>
</tr>
<tr>
<td>Projects with moderate potential</td>
<td>8 to 15 points</td>
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<td>Projects with minimal potential</td>
<td>1 to 7 points</td>
<td>1-5 points</td>
</tr>
<tr>
<td>Projects with no potential</td>
<td>0 points</td>
<td>0 points</td>
</tr>
</tbody>
</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/mtpscs/mtpscs/](http://sacog.org/mtpscs/mtpscs/). 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 Franklin Cycle Track 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, 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 cycle track project encourages biking and walking because the cycle track is a visible and protected active transportation facility along an existing roadway corridor that connects the Cities of Elk Grove and Sacramento by directly linking housing, schools, and job centers. This cycle track also directly connects to a newly constructed light rail transit corridor leading into downtown Sacramento and the Delta Shores developing community.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BFPF Points</th>
</tr>
</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>
</tr>
<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>
</tr>
<tr>
<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>
</tr>
<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. (BFPF:0-5 points)
Franklin Boulevard is located in South Sacramento, serving suburban neighborhoods, and north of the City of Elk Grove. The General Plan calls for corridors to serve all modes of transportation. Franklin Boulevard serves as a critical link as part of the regional bike network. A dedicated, protected cycle track will clearly send the message that the City’s transportation system is intended to serve all modes of transportation. It also implements City policy to convert underused facilities, including underused travel lanes, to bikeway and pedestrian facilities. With its connections to the newly constructed Cosumnes River Boulevard Extension, it will extend the regional bikeway network into the new Delta Shores community, supported by SACOG as an example of Blueprint planning. It also will help to integrate the new community with existing communities, and allow for connections to recreational trails as well as a direct link to the future Franklin Light Rail Station, to be completed as part of the Blue Line extension in Fall 2015, in keeping with the General Policy to improve connections to transit stations. It also continues to build on the City’s efforts to create a continuous bikeway network, as this is an important link to provide all areas of the City, including suburban neighborhoods, with good access to key destinations and activity centers through alternative modes of transportation. Continuing to transform the corridor to better serve all modes of travel will build on this success.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPFP Points</th>
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<tbody>
<tr>
<td>Applicant exceptionally described the project’s role as a placemaking strategy.</td>
<td>N/A</td>
<td>4-5 points</td>
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<td>Applicant adequately described the project’s role as a placemaking strategy.</td>
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<td>2-3 points</td>
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<td>Applicant minimally described the project’s role as a placemaking strategy.</td>
<td>N/A</td>
<td>1 point</td>
</tr>
<tr>
<td>Applicant did not describe the project’s role as a placemaking strategy.</td>
<td>N/A</td>
<td>0 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 24,624.

<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>
</tbody>
</table>
region.
Project demonstrates minimal potential to replace or shorten VMT in the region. | 1 point | 1-3 points
Project demonstrates no potential to replace or shorten VMT in the region. | 0 points | 0 points

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)*

Franklin Boulevard is a parallel arterial route for I-5 and carries a high volume of traffic (including trucks)--local, regional, and interregional commuters--traveling at 45 mph. Single family residential homes front Franklin Blvd between Calvine Road and Cosumnes River Boulevard. There are several elementary, secondary, and post secondary (Cosumnes River College) schools that access Franklin Boulevard. The residents, students, and commuters comingled with interregional travelers would benefit from improved safety by separating pedestrians and bicycles from the high speed, high volume vehicle traffic.

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.

<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</td>
<td>1-2 points</td>
<td>N/A</td>
</tr>
</tbody>
</table>
5. Improved Public Health

(ATH: 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

(ATH: 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 the Supervising Engineer and 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 though 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, permitting the City to advertise the construction contract. The City awarded a construction contract in January 2013, thereby 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.

☐ 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
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

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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**

**Franklin Cycle Track**

**Project Description (scope and limits)**

This project provides a protected bike path, or Cycle Track, on Franklin Blvd betw. Cosumnes River Blvd & Calvine Rd resulting in designated travel ways for bikes and pedestrians on the existing sidewalk. It will provide essential connections to transit facilities and schools.

<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-18</td>
<td>$400,000</td>
<td>$315,170</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>Jun-18</td>
<td>Jul-18</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Construction</td>
<td>Jul-18</td>
<td>Feb-20</td>
<td>$2,048,500</td>
<td>$1,614,210</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>Aug-16</td>
<td>Feb-20</td>
<td>$2,448,500</td>
<td>$1,929,380</td>
</tr>
</tbody>
</table>

**Applicant Comment Summary**

- Schedule assumes CTC approval needed
- No ROW required
- 1 year to build project

<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>
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</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>
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<td>-</td>
</tr>
<tr>
<td>Non-capital materials</td>
<td>NA</td>
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<td>Miscellaneous</td>
<td>NA</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 |
| Environmental Document Type | CE | Cat Ex |
| Environmental Decision Type | CE | Cat Ex |
| Environmental Clearance | Aug-16 | Dec-17 |
| Final Design (Plans, Specs, & Est) | Jan-18 | Jun-18 |
| **Totals** | Aug-16 | Jun-18 | $400,000 | $315,170 |

| RIGHT-OF-WAY | |
| Authorization to Proceed | NA | NA |
| Need ROW Acquisition? | No |
| Need Utilities Relocation? | No |
| **Totals** | Jun-18 | Jul-18 | - | - |

| CONSTRUCTION | |
| Authorization to Proceed | Jul-18 | Aug-18 |
| Project Complete | Aug-18 | Feb-20 |
| **Totals** | Jul-18 | Feb-20 | $2,048,500 | $1,614,210 |

---

**City of Sacramento**

**Franklin Cycle Track**

This project provides a protected bike path, or Cycle Track, on Franklin Blvd betw. Cosumnes River Blvd & Calvine Rd resulting in designated travel ways for bikes and pedestrians on the existing sidewalk. It will provide essential connections to transit facilities and schools.
### Project Information:

<table>
<thead>
<tr>
<th>District</th>
<th>County</th>
<th>Route</th>
<th>EA</th>
<th>Project ID</th>
<th>PPNO</th>
</tr>
</thead>
<tbody>
<tr>
<td>03</td>
<td>Sacramento</td>
<td>Franklin Blvd</td>
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</table>

### Funding Information:

#### ATP Funds

<table>
<thead>
<tr>
<th>Component</th>
<th>Prior</th>
<th>14/15</th>
<th>15/16</th>
<th>16/17</th>
<th>17/18</th>
<th>18/19</th>
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<tbody>
<tr>
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<td>100</td>
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<td>300</td>
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<tr>
<td>R/W</td>
<td></td>
<td>2,048</td>
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<td></td>
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<td>400</td>
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<tr>
<td>TOTAL</td>
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<td></td>
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<td>400</td>
<td>2,048</td>
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</tbody>
</table>

#### Infrastructure Cycle 2

<table>
<thead>
<tr>
<th>Component</th>
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#### Future Cycles

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#### Notes:
- DO NOT FILL IN ANY SHADED AREAS
- Funding Information:
  - Proposed Total Project Cost ($1,000s)
  - ATP Funds
  - Infrastructure Cycle 2
  - Non-infrastructure Cycle 2
  - Plan Cycle 2
  - Previous Cycle
  - Future Cycles
- Funding Agency
- Proposed Funding Allocation ($1,000s)
- Program Code
- Sources:
  - SACOG
- Future Cycles
- Plan Cycle 2
- Previous Cycle
- Non-infrastructure Cycle 2
- Infrastructure Cycle 2
- ATP Funds
- Funding Agency
- Notes:
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### Funding Information:

**DO NOT FILL IN ANY SHADED AREAS**

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**Funding Agency:** City of Sacramento

**Notes:** Additional Local funds included for anticipated non-participating costs.

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**Funding Agency:**

**Notes:**

---

**Proposed Funding Allocation ($1,000s)**

**Future Source for Matching**

**Program Code**

---

**Program Code**

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**Notes:**

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## N. Engineer's Estimate

**Project Name:** Franklin Cycle Track  
**Sponsor:** City of Sacramento

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**Subtotal**  
89%  
11%

**Contingency (25%)**  
$352,700  
$313,903  
$38,797  
$313,950  
$313,950

**Construction Management/Contract Administration**  
$285,000  
$253,650  
$31,350  
$253,688  
$253,688

**PE/Environmental**  
$400,000  
$356,000  
$44,000  
$356,053  
$356,053

**Total Project Cost**  
$2,448,500  
$2,179,353  
$269,147  
$2,179,491  
$2,179,491

Total Participating Costs  
2,179,353

Maximum Federal Funds (88.53%)  
1,929,381

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: Franklin Cycle Track

Project Scope: Project will install approximately 4900 LF of protected bike path, or Cycle Track, on Franklin Blvd to provide essential connections to transit facilities and schools.

Project Sponsor: City of Sacramento

Private Agency: No

CMAQ Funding: $1,929,381

Local Match: $519,119

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: 0.0014

Credit (C) for Activity Centers near project: 0.0005

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: 17 0

NOx: 12 0

PM10: 5 0

Total: 34 0

COST-EFFECTIVENESS OF:

CMAQ Funds: $3,829.74 per pound $7,659,484 per ton

All Funding Sources: $4,860.17 per pound $9,720,343 per ton
Attachment G

Franklin Blvd (from Cosumnes River Blvd to Calvine Rd)

Parking lane on east side of Franklin Road

Franklin Road adjacent to buffer lands of waste water treatment plant

Franklin Blvd adjacent to buffer land for the waste water treatment plant

G-3
1-29-2015
Franklin Blvd (from Cosumnes River Blvd to Calvine Rd)

Residential neighborhood on east side of Franklin Blvd

Franklin Blvd, north facing

Sacramento RT bus service to stop on this stretch of Franklin Blvd in Sept 2015

Franklin Blvd, north facing
Franklin Blvd (from Cosumnes River Blvd to Calvine Rd)
Franklin Blvd (from Cosumnes River Blvd to Calvine Rd)
Hi Cecilyn,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in this project. Please include this email with your application as proof that you reached out to the CCC.

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
Franklin Cycle Track
(03-Sacramento-01)

PROJECT DESCRIPTION
This project proposes to construct a new two-way cycle track along the west side of Franklin Boulevard between Cosumnes River Boulevard and Calvine Road. Improvements include roadway resurfacing, placement of a concrete barrier with decorative railing, and installation of a hybrid pedestrian beacon.

PROJECT SCHEDULE
Assuming this project receives grant funds, construction is anticipated to begin in Spring 2019.

The following documents are attached:
- Detailed Estimate
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,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you

Monica

On Thu, May 14, 2015 at 1:15 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**

**Franklin Cycle Track**

**(03-Sacramento-01)**

**PROJECT DESCRIPTION**

This project proposes to construct a new two-way cycle track along the west side of Franklin Boulevard between Cosumnes River Boulevard and Calvine Road. Improvements include roadway resurfacing, placement of a concrete barrier with decorative railing, and installation of a hybrid pedestrian beacon.

**PROJECT SCHEDULE**

Assuming this project receives grant funds, construction is anticipated to begin in Spring 2019.
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

--
Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org
Routes for active transportation along Franklin Boulevard Cycle Track to access:
- Samuel Jackman Middle School
- Valley High School
- Cosumnes River College

Samuel Jackman Middle School & Valley High School Boundary
Adjacent transit services are a direct link to the project which encourages walking and biking.
Delta Shores
Interstate 5 & Beach Lake Road (Future Cosumnes River Boulevard), Sacramento, CA 95823
Updated April 2015

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 in-fill 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

<table>
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<tr>
<th></th>
<th>2015</th>
<th>2020</th>
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<tbody>
<tr>
<td>Population 1-mile</td>
<td>28,426</td>
<td>29,130</td>
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<tr>
<td>3 - mile</td>
<td>169,108</td>
<td>174,450</td>
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<tr>
<td>5 - mile</td>
<td>381,125</td>
<td>396,658</td>
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<tr>
<td>Average Age 1-mile</td>
<td>33.30</td>
<td>-</td>
</tr>
<tr>
<td>3 - mile</td>
<td>33.90</td>
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<td>5 - mile</td>
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<tr>
<td>Avg. Household Income 1-mile</td>
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<td>3 - mile</td>
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<tr>
<td>5 - mile</td>
<td>$61,476</td>
<td>-</td>
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</table>

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

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

Merlone Geier Partners
www.MerlonGeier.com
<table>
<thead>
<tr>
<th>#</th>
<th>Tenant</th>
<th>SF</th>
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<tbody>
<tr>
<td>1</td>
<td>Proposed Furniture Store</td>
<td>186,000 SF</td>
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<tr>
<td>2</td>
<td>Proposed Civic Store</td>
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<td>7</td>
<td>Proposed Superstore</td>
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<td>8</td>
<td>Proposed Pet Supply</td>
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<td>Proposed Office Supply</td>
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<td>Proposed Party Supply</td>
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<td>11</td>
<td>Proposed Hobby Store</td>
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<td>Proposed Sporting Goods</td>
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<td>Available - Suite 1</td>
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<tr>
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<td>Available - Suite 2</td>
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<td>28</td>
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<td>29</td>
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<tr>
<td>30</td>
<td>Available - Suite 1</td>
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<tr>
<td>31</td>
<td>Available - Suite 2</td>
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<td>32</td>
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<tr>
<td>33</td>
<td>Available - Suite 4</td>
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<td>34</td>
<td>Available - Suite 5</td>
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<td>35</td>
<td>Proposed Wireless Store</td>
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<td>38</td>
<td>Available - Suite 1</td>
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<tr>
<td>39</td>
<td>Available - Suite 2</td>
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<tr>
<td>40</td>
<td>Available - Suite 3</td>
<td>1,300 SF</td>
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<td>41</td>
<td>Available - Suite 4</td>
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<td>43</td>
<td>Proposed Dental</td>
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<td>44</td>
<td>Proposed Mattress Store</td>
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<td>83</td>
<td>Available - Pad 1</td>
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<td>85</td>
<td>Proposed Mexican Fast Food</td>
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<tr>
<td>86</td>
<td>Proposed Hamburger Fast Food</td>
<td>+/- 3,750 SF</td>
</tr>
</tbody>
</table>
**Legend**

- **Proposed High Intensity Activated Crosswalk**
- **Right of Way**

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ATTACHMENT E
PROJECT LAYOUT & SECTIONS
BARRIERS / GAPS
Sacramento Regional County Sanitation District is a critical sewage treatment plant serving Sacramento County residents. Right of way is protected and cannot be accessed by active transportation users. The treatment plant and its surrounding buffer lands are a barrier for travel connectivity between Elk Grove and Sacramento.

Franklin Blvd is a major high speed arterial with high truck volumes and provides parallel access to I-5 and SR-60 for local and regional commuters. Active transportation users are reluctant to travel alongside high speed motorized vehicles without separation or protection.

PROJECT BENEFITS
- Closes the gap between Cosumnes River Blvd extension corridor and lower Laguna Creek Trail for local and regional commuters, bicyclists and students.
- Improves safety by separating high speed vehicles from bicyclists and pedestrians traveling on Franklin Blvd.
- Enhances bicycle visibility and recognition and also encourages active users on this corridor.

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

DESTINATIONS
- Valley High School
- Cosumnes River College
- Valley High-North Laguna Library
- Prairie Elementary School
- Samuel Jackson Middle School
- North Laguna Creek Park
- Kaiser Permanente
- Methodist Hospital Of Sacramento
- Senior Apartment Community
- High Density Residential
- Laguna Village Shopping Center / 24-Hour Fitness / Movie Theater
- Senior Apartment Community
- High Density Residential

SUMMARY OF PROJECT BENEFITS & ISSUES MAP

See Attachment K For More Info