REGIONAL ACTIVE TRANSPORTATION PROGRAM CYCLE 2
AND REGIONAL BICYCLE & PEDESTRIAN FUNDING PROGRAM
SUPPLEMENTAL APPLICATION

LAGUNA CREEK TRAIL AND BRIECEVILLE ROAD SAFE ROUTES TO SCHOOL IMPROVEMENTS
CITY OF ELK GROVE, CALIFORNIA

Project Contact
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June 19, 2015
SIX-COUNTY REGIONAL ACTIVE TRANSPORTATION PROGRAM CYCLE 2
&
FOUR-COUNTY REGIONAL BICYCLE & PEDESTRIAN FUNDING PROGRAM

June 19, 2015

Sacramento Area Council of Governments
Attn: Lacey Symons-Holtzen and Victoria Cacciatore
1415 L Street, Suite 300
Sacramento, CA 95814

Subject: Supplemental Application Cover Letter

Dear Mrs. Symons-Holtzen and Mrs. Cacciatore:

The City of Elk Grove is pleased to submit the Laguna Creek Trail and Bruceville Road SRTS Improvements Project (03-Elk Grove-1) to the Regional Active Transportation Program and Bicycle and Pedestrian Funding Program. The project will construct multiple trail extensions and gap closures of the Laguna Creek Trail as well as sidewalks along Bruceville Rd. The main trail extension is from Lewis Stein Rd. to Bruceville Rd. and will connect to 2 existing under-crossings, one at each of the major roadways. Additional trail gap closures between Bruceville Rd., Mannigton St., and Center Parkway will finish connections to existing trails that extend further north and west into the City of Sacramento, thereby connecting thousands of residents to an interconnected trail system between 2 cities and multiple neighborhoods alike. The sidewalks along Bruceville Rd. are between Big Horn Blvd. and Center Parkway and between Laguna Blvd. and Di Lusso Dr. These sidewalks will close gaps and provide safe walking routes for students attending Harriet Eddy Middle School, Laguna Creek High School, and Irene B. West Elementary School. Together, the trail system and sidewalk improvements will provide safe walking and bicycling routes for students, commuters, and recreational trail users.

Please contact Jeff Werner at 916-478-3602 or jwerner@elkgrovecity.org with any further questions about the project.

Sincerely,

[Signature]

Richard W. Shepard, PE
Public Works Director
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: 
Elk Grove

PROJECT SPONSOR’S ADDRESS: 
8401 Laguna Palms Way

PROJECT SPONSOR’S CONTACT PERSON: 
Jeff Werner

CONTACT PERSON’S TITLE: 
Senior Civil Engineer

CONTACT PERSON’S PHONE NUMBER: 
916-478-3602

CONTACT PERSON’S EMAIL ADDRESS: 
jwerner@elkgrovecity.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: 1 out of 3 applications (ranked by project sponsor priority)

3. Project Name (To be used in the CTC project list)
   Laguna Creek Trail and Bruceville Road SRTS Improvements

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

   In Elk Grove, trails along Laguna Creek from Lewis Stein Rd. to Bruceville Rd., and between Bruceville Rd., Mannington St., and Center Pkwy. Sidewalks along Bruceville Rd., south of Center Pkwy to Big Horn Blvd., and north of Laguna Blvd.

5. Project Description/Scope:

   a. What is the full project description and scope for the project applying for funds?
      The project will construct multiple trail extensions and gap closures of the Laguna Creek Trail as well as sidewalks along Bruceville Rd. The major improvements include portions of new 10’ wide asphalt trail (Class I Bikeway) with 2’ decomposed granite shoulders, new 6’-8’ wide sidewalks, repair of existing low water trail crossings, appropriate signs, striping, and pavement markings. The main trail extension is from Lewis Stein Rd. to Bruceville Rd. (~0.5 miles) and will connect to 2 existing under-crossings, one at each of the major roadways, as well as existing trails on both sides of the under-crossings. Additional trail gap closures between Bruceville Rd., Mannington St., and Center Parkway will finish connections to existing trails that extend further north and west into the City of Sacramento, thereby connecting thousands of residents to an interconnected trail system between 2 cities and multiple neighborhoods alike. The sidewalks along Bruceville Rd. are between Big Horn Blvd. and Center Parkway (~0.5 miles) and between Laguna Blvd. and Di Lusso Dr. (~0.1 miles). These sidewalks will close gaps and provide safe walking routes for residents, including students attending Harriet Eddy Middle School, Laguna Creek High School, and/or Irene B. West Elementary School. Together, the trail system and sidewalk improvements will provide safe walking and bicycling routes for students, commuters, and recreational trail users.

   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: $1,838,000
   Project matching funds: $238,000
   TOTAL PROJECT COST: $2,076,000
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?
   Yes. 2 existing trail under-crossings at Lewis Stein Rd and Bruceville Rd will be connected once the project is complete. Additionally, several trails extending north and west into the City of Sacramento exist at the northwest project boundary.

b. If the project is adjacent to a roadway, what is the posted speed limit?
   45 mph

c. If the project is adjacent to a roadway, what are the daily traffic volumes? Peak hour traffic volumes?
   Bruceville Rd.: ADT = 39,600; PHV = 4,200

d. Are there any projects near the project area anticipated for construction in the immediate future (next four years)?
   No.

*For non-infrastructure projects:*

a. What other plans or programs are currently in place within the project area, or recently concluded?
   *Click here to enter text:*

b. Are there any plans or programs in or near the project area anticipated to begin in the immediate future (next four years)?
   *Click here to enter text:*
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 proposed project is identified in Appendix B of the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan; adopted June 20, 2013. The project number is 30066.

   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.

   N/A

   C. Non-Infrastructure Project meets at least one of two eligibility requirements:

      1) Encourage biking and walking through public information, education, training, and awareness, N/A

      or

      2) Perform studies and develop plans that support one or more of the project performance outcomes of the program.

      N/A

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 Elk Grove: along Laguna Creek from Lewis Stein Rd. to Bruceville Rd., and from 400’ west of Bruceville Rd. to Mannington St. and Center Parkway (City of Sacramento border), and along Bruceville Rd. from 550’ north of Laguna Blvd. to 530’ south of Di Lusso Dr., and from Big Horn Blvd. to 600’ south of Center Parkway; construct multiple trail extensions and gap closures of the Laguna Creek Trail as well as sidewalks along Bruceville Rd.

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)**
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:
      Elk Grove Bicycle, Pedestrian, and Trails Master Plan, Page 8-22, Project Number WTL019

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:

   CCC declined to participate.

   I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:
   • Clear and Grub
   • 3’ Decomposed Granite
   • Landscaping

   *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 ☐ CCC declined to participate.

   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).

The majority of the project lies in areas designated permanent open space/100 year floodplain preserve area pursuant to Section 501-201.4 of the Laguna Community/Floodplain Special Planning Area. No new roads or expansion of existing roads are likely to occur within the project limits as part of any future developments.
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)

Currently there is no sidewalk along Bruceville Rd. between Big Horn Blvd. and Sheldon Rd./Center Parkway. There is also a sidewalk gap on Bruceville Rd. between from 550’ north of Laguna Blvd. to 530’ south of Di Lusso Dr. Bruceville Rd. is a major route for students walking or biking to and from Harriet Eddy Middle School, Laguna Creek High School, and Irene B. West Elementary School. It’s also a major route for college students and employees of CRC just 1 mile north of the project who use active transportation and transit modes to commute to school. Many other non-motorized users travel along this stretch of Bruceville to reach destinations such as the Barbara Morse Wackford Community & Aquatic Complex (9014 Bruceville Rd. Elk Grove, CA 95758), the Laguna Village Shopping Center (United Artists Theaters, 24-Hour Fitness, etc.), and many other commercial retail and office locations. Currently anyone wishing to reach these schools, recreation centers, and shopping/office/employment destinations via non-motorized modes must travel in the shoulder of a 4-lane, 45 MPH highway, and directly adjacent to heavy traffic. Filling the gap will create a continuous route from the project limits to CRC and these other destinations, improve mobility of non-motorized users, and encourage more non-motorized trips. Mobility of non-motorized users in this area will also be improved by the construction of the new off-street Class I Bikeway/multi-use trail segments along Laguna Creek. Completing the proposed trail segments and closing the gaps in the trail system will open up numerous opportunities for users to commute to school, employment, recreation, transit, and commercial destinations.
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)*

A “Destination Proximity Map” showing the transit services, as well as existing connected bike lanes and trails that are complimented by the project and trip generators such as employment and community centers, within 2 miles of the project is included in Appendix F. There are nearly 20 bus stops within 1/2 mile of the central project location and over 100 bus stops as well as 10+ park and ride facilities within 3 miles. The new Blue Line Light Rail extension to Cosumnes River College will add a light rail station within 1 mile of the project.

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)*

The proposed extension of the Laguna Creek Trail system from Lewis Stein Rd. to Bruceville Rd. and the gap closures between Bruceville Rd., Mannington St., and Center Parkway, combine to form an interconnected system of more than 8 miles of trail that allows for non-motorized transportation between neighborhoods, communities, and cities. The primary 0.5 mile trail segment between Lewis Stein Rd. and Bruceville Rd. closes a gap and connects 2 existing under-crossings, one at each of the major roadways, as well as existing trails on both sides of the under-crossings. Construction of this segment will complete the primary off-street, non-motorized, commute route for bicyclists and pedestrians traveling between east and west Elk Grove (separated by State Route 99) and between Elk Grove and the City of Sacramento. Existing trails on either side of this segment, including the Elk Grove Creek Trail, which merges with the Laguna Creek Trail at Lewis Stein Rd., extend as far as Elk Grove-Florin Rd. to the east (~4 miles) and Franklin Blvd. to the west (~2 miles). Additionally, after utilizing the trail to travel east-west across Elk Grove, bicycle commuters can utilize existing Class 2 Bike Lanes on Franklin Blvd. and/or Bruceville Rd. to commute to destinations, transit stations, and employment centers, such as Cosumnes River College (1 mile north of project), Sacramento Regional Transit Light Rail Stations, and downtown Sacramento. Other gap closures west of Bruceville Rd. between Laguna Creek and the Laguna Creek bypass channel provide connections to the existing trail and to the neighborhoods on the south side of Laguna Creek. There is currently a large 0.5 mile gap in sidewalk connectivity along Bruceville Rd. between Big Horn Blvd. and
Sheldon Rd./Center Parkway. There is also a missing 530 foot section just north of Laguna Blvd. and south of Di Lusso Dr. Together these missing pieces impede pedestrian mobility on Bruceville Rd. for the 1 mile stretch between Laguna Blvd. and Sheldon Rd./Center Parkway. This sidewalk infill is the most requested segment by Elk Grove residents via calls and City Council/Planning Commission requests. Currently, residents wishing to walk along Bruceville between Big Horn Blvd. and Sheldon Rd./Center Parkway must do so in the shoulder of a 4-lane, 45 MPH highway, directly adjacent to heavy traffic. This includes students traveling to and from Harriet Eddy Middle School, Laguna Creek High School, and/or Irene B. West Elementary School. This also includes workers and students from Consumnes River College (CRC), which is just 1 mile north of the project. The proposed project would close these gaps and remove these barriers to student and other pedestrian mobility along Bruceville Rd.

<table>
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<th>Project Performance (sum of sub-scores)</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
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<td>30-44 points</td>
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<tr>
<td>Projects with moderate potential</td>
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<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)

   A TIMS search for injury collisions during the 5-year period from 6/1/07 – 6/1/12 is summarized in detail in the State ATP application. In summary, the collision data showed that 10.7% of all ped/bike injury collisions in the City of Elk Grove occurred within one mile of the project area. 2 fatalities were also reported within 0.35 miles of the project location, which is 25% of all reported fatalities in the city during the sample period. The project will reduce the risk of exposure to vehicle collisions for bikes and peds. Vehicle traffic counts for Bruceville Rd. between Sheldon Rd. and Big Horn Blvd. reflect an ADT of 36,900 vehicles. Using the 0.8% mode share percentage established by SACOG Travel Model projections from 2012 for Elk Grove, it is estimated that 200 bike and ped trips per day occur along the same stretch. This is supported by manual counts taken at the...
intersection of Bruceville/Big Horn, which show 30 bicycles and 68 pedestrians occurred at the intersection over a 2 hour sample period from 1:30 pm – 3:30 pm on March 24, 2015.

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)

The project closes a gap between 5+ miles of existing trails in the City of Elk Grove to 3+ miles of existing trails in the City of Sacramento along Laguna Creek. The 8+ mile interconnected trail system would connect the Elk Grove community east of Hwy 99, all the way to Franklin Blvd. in the west, and everything else in between. Franklin Blvd. is currently a major route used by bicycle commuters traveling to and from Elk Grove and Sacramento. The City of Sacramento is currently applying for ATP funds to construct a cycle track along Franklin Blvd. from Cosumnes River Blvd. to the existing trails at Laguna Creek. The proposed cycle track along with future development projects such as the Delta Shores and the Cosumnes River Blvd. road extension will add to the regional bikeway connectivity created by this proposed project. The proposed sidewalk will close a large gap and provide residents with a safe path of travel. This is needed to avoid conflicts with vehicles and remove pedestrians from walking in the shoulder along Bruceville Rd.

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.

The existing trail under-crossings at Lewis Stein and Bruceville Roads provide a tremendous safety advantage to pedestrians and bicyclists by allowing them to further avoid interaction with motor vehicles where the trail crosses these busy roadways. Constructing a sidewalk along Bruceville Rd. between Big Horn Blvd. and Sheldon
May 28, 2015

Rd./Center Parkway will remove pedestrians from the roadway, thereby eliminating a major safety hazard by creating a dedicated route for pedestrians. Non-motorized users currently use the narrow shoulder on Bruceville Rd. as their accessible path. A new sidewalk will allow for a greater separation between pedestrians and vehicles traveling at speeds in excess of 45 MPH. Also, the project emphasizes the use of the existing trail under-crossings and low water crossings, which further reduce the number of ped/bike and vehicle interactions.

<table>
<thead>
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<td>8 to 15</td>
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<td>1-5</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.

According to the MTP/SCS the project is located in an "established community". Land uses surrounding the project including strip malls and low to medium density residential are consistent with this designation. However, the community does have robust transit services including commuter and local routes and a future light rail station as well as an expanding trail network. The portions of Bruceville Rd. and Big
Horn Blvd. that are adjacent to the project are the corridors that are identified for future southerly light rail extension into Elk Grove. A future light rail station is likely to be located at the intersection of Bruceville/Big Horn. Also consistent with this designation is the fact that the community is adjacent to several center and corridor communities. Communities in south Sacramento located less than 2 miles to the north are composed of higher density residential housing and major commercial corridors. These communities also have robust transit services including bus and existing light rail. Appendix E-3 of the 2012 MTP/SCS leads to a conclusion that the project area will remain an established community comprised mostly of low to medium density residential. However, developing communities in the southern parts of Elk Grove are expected to capture a greater share of the region’s employment over the MTP/SCS planning period. About five percent of the regional employment growth is forecasted in Elk Grove. This is supported by the city’s effort to attract more jobs and that by the fact that it has begun to see some of this employment growth in the recent arrivals and expansions of a number of medical facilities. The MTP/SCS forecast provides a jobs-housing ratio of 1.1 for the growth in the city; this will help improve the city’s jobs-housing balance from 0.06 today to 0.7 in 2035.

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.)

The majority of Elk Grove’s community members currently run errands and commute to school and work by vehicle. With the traffic comes the exacerbation of greenhouse gas emissions. By creating trail extensions and sidewalk gap closures, congestion and greenhouse gas emissions will be reduced by replacing or shortening vehicle trips for utilitarian purposes. The project area is centered within a two mile radius of several schools, hundreds of bus stops, several park and ride facilities, a future light rail station, a large community center, and several commercial and employment centers. By connecting trails and closing sidewalk gaps, access will be improved to 4 schools, 5 major shopping centers and a major activity/community center. Having a safe alternative mode of transportation will promote the utilization of the new and existing trails. This all contributes to greenhouse gas emission reduction targets in accordance to SB375 and AB 32.

<table>
<thead>
<tr>
<th>Project Performance</th>
<th>ATP Points</th>
<th>BPPF 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>2om 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>
</tbody>
</table>
support biking and walking in place of vehicle trips.

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. 0 points 0 points

### 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)

This project is part of a planned strategy for a growing trail system that will create walking and biking as a primary mode of transportation for both short and long distance trips. Having access to multiple destinations through trails diverges residents from relying on motor vehicles as their only mode of transportation. The trail system extends to developing communities to the south, which will be heavily employment oriented, as well as existing nearby center and corridor communities to the north. Residents and businesses will take advantage of the benefits provided by walking and biking. As the population grows and the trail system expands, use of the trail system will reduce motor vehicle emissions and strain on roads and will increase healthy lifestyles. Elk Grove is striving towards growing as a sustainable community as evidenced by its efforts in creating an extensive, interconnected trail system and investing in energy efficient technologies such as converting all of the City’s streetlights to LED, which was completed in January 2015. As described in the 2012 MTP/SCS Elk Grove is also aggressively pursuing high wage jobs growth within the city that will further support increased use of the trail system.

### Project Performance

<table>
<thead>
<tr>
<th>Description</th>
<th>ATP Points</th>
<th>BPFP Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applicant exceptionally described the project’s role as a placemaking strategy.</td>
<td>N/A</td>
<td>4-5 points</td>
</tr>
<tr>
<td>Applicant adequately described the project’s role as a placemaking strategy.</td>
<td>N/A</td>
<td>2-3 points</td>
</tr>
<tr>
<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)
As described in Part A.1 above the project is located in an established community, however several center and corridor communities exist just to the north of the project. These communities will now be connected by the continuous trail and bikeway facilities further supporting the project as a means of improving regional connectivity and mobility. As described in Part A.2 above the project will help replace or shorten vehicle trips for utilitarian purposes by creating trail extensions and sidewalk and trail gap closures that connect to existing transit, employment, and community centers. Additionally the project will help create an interconnected regional trail system that can be used for commuting from Elk Grove to downtown Sacramento, which will also help replace vehicle trips with bike trips. The project closes a gap between 5+ miles of existing trails in the City of Elk Grove to 3+ miles of existing trails in the City of Sacramento along Laguna Creek. The 8+ mile interconnected trail system connects the Elk Grove community east of Hwy 99 all the way to Franklin Blvd. in the west. Franklin Blvd. is currently a major route used by bicycle commuters traveling to and from Elk Grove and Sacramento. The City of Sacramento is currently applying for ATP funds to construct a cycle track along Franklin Blvd. from Cosumnes River Blvd. to the existing trails at Laguna Creek. The proposed cycle track along with future development projects such as the Delta Shores and the Cosumnes River Blvd. road extension will add to the regional bikeway connectivity created by this proposed project. Additionally, as discussed in Part A and B the developing communities of Elk Grove will have a heavy focus on employee oriented, transit oriented, and mixed use development. An interconnected regional trail system is needed to support these developments in order to lessen the increases in VMT. According to 2008 VMT per capita data from SACOG, Elk Grove VMT per capita is among the highest in the region at levels between 14.5 and 24.1. Local jobs creation to the south has potential to improve these numbers by shortening the distance travelled for jobs, but also increasing the potential for walking and biking to work. An interconnected regional trail system is needed to support these developments and to support potential reductions in per capita VMT.

<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 proposed design connects existing facilities. The primary 0.5 mile trail segment between Lewis Stein Rd. and Bruceville Rd. closes a gap and connects 2 existing under-crossings, one at each of the major roadways. The other trail segments close gaps in an existing trail network. The proposed sidewalks close gaps in existing sidewalks adjacent to Bruceville Rd. Since the project closes gaps in existing facilities the improvements are appropriate for the community where similar improvements already exist. The proposed design improves upon existing facilities in the community.

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)*

*Click here to enter text:*

<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)*

*Click here to enter text:*

<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>Applicant 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 of Elk Grove intends to deliver this project on time and within budget by first establishing a strict change control process. Uncontrolled scope creep can lead to a project being late and over budget. Our dedicated project team will have defined tasks and responsibilities with reasonable expectations. The delivery team will work closely with Caltrans, SACOG, and other project stakeholders to ensure the project meets all necessary requirements. Project development meetings will be held on a monthly basis at minimum to ensure the scope and schedule are adhered to. The City of Elk Grove has performed satisfactorily on past grant and federal projects without failure on the delivery of the projects.

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

   The City of Elk Grove had the opportunity to submit an application to allocate a project through the California Transportation Commission. Elk Grove was awarded the allocation in June 2013 for the Elk Grove-Florin Road/East Stockton Boulevard Intersection Realignment Project (State Grant#SLPPLC13-5479(044)). The intersection realignment improved safety and travel time. The city obtained construction authorization promptly in September 2013. The project was successfully completed May 2014.

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.

   The project is included in the City of Elk Grove’s Bicycle, Pedestrian and Trails Master Plan(s) and the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan. Under CEQA guidelines and standard operating procedures for the City of Elk Grove, the preparation and adoption of each of the master plan was subject to widespread public participation and comments including noticed meetings/public hearings and consultation with stakeholders. Elk Grove’s adoption process includes close
coordination with the Elk Grove Trails Committee through several open public meetings and comment periods. SACOG’s adoption process includes several open public meetings and comment periods with the regional Bicycle and Pedestrian Advisory Committee.

2. Describe the local participation process that resulted in the identification and prioritization of the project.
   The Elk Grove Trails Committee has identified development of the Laguna Creek Trail system, which includes this project, as the number one priority for improving local and regional non-motorized mobility. The Trails Committee is a group of residents, appointed by the City Council of the City of Elk Grove that is tasked with guiding the development of non-motorized transportation throughout the city. The Trails Committee identifies priorities and projects that will further the development of a well-connected and mobile non-motorized transportation network. The Committee holds monthly meetings where they discuss project priorities and standards for non-motorized transportation. All Committee meetings are open to public participation and are noticed pursuant to the Ralph M. Brown Act. The City also consulted with the Elk Grove Unified School District (EGUSD) to identify potential projects for the Active Transportation Program call for projects. EGUSD identified the 2 missing sidewalk segments as priorities/needs and worked with the City to complete the scope of the project. EGUSD agreed that the trail segments would be used by students and that they further enhance the SRTS aspects of the project. Additionally, the City of Elk Grove has received several requests from residents asking for the sidewalk along Bruceville Rd. It is the most requested sidewalk infill project in the city.

3. Attach any relevant notices and materials associated with the public outreach identifying support for this project.
   As previously stated the City has received several requests from residents for completing these improvements. A letter from Nancy Chaires Espinoza, Chair of the Elk Grove Planning Commission, which confirms the numerous requests, is included with the State ATP application.

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.
Appendix
Appendix A: Statement of Intent to Apply Correspondence
To: isymons-holtzen@sacog.org

CC: vcacciatore@sacog.org
    jbarton@edctc.org
    ahoyt@pctpa.net

Subject: Statement of Intent to Apply

Ms. Symons-Holtzen:

The City of Elk Grove intends to submit 3 projects to the Active Transportation Program and/or the Bicycle and Pedestrian Funding Program. The titles of the project(s) are listed below:

1. Laguna Creek Trail and Bruceville Road SRTS Improvements (03-Elk Grove-1)
2. East-West Arterial Road Bike Lane Improvements (03-Elk Grove-2)
3. SAFE (Streets are For Everyone!) Routes to School Project (03-Elk Grove-3) (submitted by Elk Grove Unified School District with City of Elk Grove as Implementing Agency)

Please contact Jeff Werner at 916-478-3602 with any further questions on these projects identified in our Statement of Intent to Apply. I acknowledge that identifying a project in the Statement of Intent to Apply does not commit my agency to submitting an application for funding for this project.

[electronically signed]
Jeff Werner, PE, QSD
Senior Civil Engineer
Hi Lacey,

Please find attached the City of Elk Grove’s Statement of Intent to Apply to the regional ATP Cycle 2 and the Bike Ped Funding Program. Please contact me directly if you have any questions or concerns or require additional information.

Thanks!

Jeff Werner, PE, QSD
Senior Civil Engineer
City of Elk Grove
Department of Public Works
8401 Laguna Palms Way, Elk Grove, CA 95758
Office: (916) 478-3602 Mobile: (916) 216-2397 Fax: (916) 691-3173
jwerner@elkgrovecity.org
www.elkgrovecity.org

Proud Heritage  |  Bright Future
Appendix B: Cost and Schedule Summary
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 Elk Grove

Project Title
Laguna Creek Trail and Bruceville Road SRTS Improvements

Project Description (scope and limits)
In Elk Grove, trails along Laguna Creek from Lewis Stein Rd. to Bruceville Rd., and between Bruceville Rd., Mannington St., and Center Pkwy. Sidewalks along Bruceville Rd., south of Center Pkwy to Big Horn Blvd., and north of Laguna Blvd.

### SUMMARY

<table>
<thead>
<tr>
<th>Activity</th>
<th>Start</th>
<th>End</th>
<th>Costs</th>
<th>Requests</th>
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<tbody>
<tr>
<td>Non-capital Activities</td>
<td>Apr-16</td>
<td>Jul-16</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Environmental &amp; Design</td>
<td>Jul-16</td>
<td>Oct-18</td>
<td>$330,000</td>
<td>$292,000</td>
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<tr>
<td>Right-of-Way</td>
<td>Oct-17</td>
<td>Aug-18</td>
<td>$228,000</td>
<td>$202,000</td>
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<tr>
<td>Construction</td>
<td>Dec-18</td>
<td>Dec-19</td>
<td>$1,518,000</td>
<td>$1,344,000</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>Apr-16</td>
<td>Dec-19</td>
<td>$2,076,000</td>
<td>$1,838,000</td>
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**Applicant Comment Summary**
Request will be 88.53% of total cost.

### TASKS

#### NON-CAPITAL ACTIVITIES

<table>
<thead>
<tr>
<th>Activity</th>
<th>Begin</th>
<th>End</th>
<th>Cost Estimate</th>
<th>Requested Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorization to Proceed</td>
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<td>NA</td>
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### Funding Information:

**DO NOT FILL IN ANY SHADIED AREAS**

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1 of 2
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**District:** SAC  
**County:** SAC  
**Route:**  
**EA:**  
**Project ID:**  
**PPNO:**  

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**Funding Information:**  
**DO NOT FILL IN ANY SHADeD AREAS**

---

**Fund No. 2:**  
**Measure A - Safety, Streetscape, Bicycle and Pedestrian Improvements**  

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$1,098,664  
$1,098,664

**Contingency (20%)**  
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$219,733  
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219,733  
219,733

**Construction Management/Contract Administration**  
$200,000  
$200,000  
0  
200,000  
200,000

**Total Project Cost**  
$1,518,397  
$1,518,397  
0  
$1,518,397  
$1,518,397

Total Participating Costs: $1,518,397  
Maximum Federal Funds (88.53%): $1,344,237

**Please circle current status of project:** Feasibility Study, Design, 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.
Appendix E: Emissions Benefit (CMAQ) Calculations
RIDESHARING AND PEDESTRIAN FACILITIES (Multi-use Trail)

County: Sacramento
Federal Number: 
Approval Date: 
Caltrans DIST-EA: 3
Short Description: Laguna Creek Trail and Bruceville Road SRTS Improvements

Project Scope: The project will construct multiple trail extensions and gap closures of the Laguna Creek Trail as well as sidewalks along Bruceville Rd. These gap closures will provide safe walking routes for residents and students.

Project Sponsor: Private Agency: No

CMAQ Funding: $1,838,000
Local Match: $238,000
Capital Recovery Factor: 0.07
Project Analysis Period: 20 years
Auto Trips Eliminated (T): 650 trips (one-way) per week
Length of auto trips eliminated (L): 2.00 miles in one direction of trip
Weeks of operation per year (W): 52 weeks
Adjustment (A) for auto access trips to transit, vanpools and carpools: 1.00 adjustment factor
Annual Auto Trips Reduced: 31,200 annual trips
Annual Auto VMT Reduced: 62,400 annual miles

**EMISSION FACTORS:**

<table>
<thead>
<tr>
<th>Auto Trip End Factors</th>
<th>Auto VMT Factors</th>
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</thead>
<tbody>
<tr>
<td>ROG: 0.488 grams per trip</td>
<td>0.180 grams per mile</td>
</tr>
<tr>
<td>NOx: 0.260</td>
<td>0.189</td>
</tr>
<tr>
<td>PM10: 0.009</td>
<td>0.222</td>
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</tbody>
</table>

**EMISSION REDUCTIONS:**

<table>
<thead>
<tr>
<th>Pounds per Year</th>
<th>Kilograms per Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>ROG: 63</td>
<td>0</td>
</tr>
<tr>
<td>NOx: 47</td>
<td>0</td>
</tr>
<tr>
<td>PM10: 34</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total:</strong> 144</td>
<td>0</td>
</tr>
</tbody>
</table>

**COST-EFFECTIVENESS OF:**

| CMAQ Funds: $855.81 | per pound 1,711,621 per ton |
| All Funding Sources: $966.63 | per pound 1,933,256 per ton |
Appendix F: Project Location Maps
Appendix G: Project Photos
Existing Trail Under-crossing at Lewis Stein Road
Existing Trail Under-crossing at Lewis Stein Road
Existing Trail Under-crossing at Bruceville Road
Existing Trail Under-crossing at Bruceville Road
Existing Trail Under-crossing at Bruceville Road (from west)
Existing Low Water Creek Crossing
Trail Setting - Open Space/Creek Habitat
Existing Trail Tie-in Location near Mannington Street

Proposed Trail
End of Sidewalk on Bruceville south of Sheldon Road/Center Parkway

Proposed Sidewalk Infill
Looking South at End of Bridge over Laguna Creek

Proposed Sidewalk Infill
Looking South on Bruceville Road

Proposed Sidewalk Infill
Proposed Sidewalk Infill

Looking South on Bruceville Road
Looking South on Bruceville Road North of Big Horn Blvd

Proposed Sidewalk Infill

Wackford Community Center
Appendix H: Coordination with Conservation Corps
Jose Gallardo

From: Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV] on behalf of ATP@CCC [ATP@CCC.CA.GOV]
Sent: Wednesday, May 27, 2015 12:21 PM
To: Shaun Johnson
Cc: Hsieh, Wei@CCC; ATP@CCC; inquiry@atpcommunitycorps.org; Thornhill, Rod@CCC; Siska, Rachel@CCC; Monroe, Carie@CCC
Subject: RE: City of Elk Grove Transportation Program (ATP) Project

Hi Shaun,

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

Shaun Johnson
Project Engineer

From: Shaun Johnson [mailto:SJohnson@elkgrovecity.org]
Sent: Tuesday, May 26, 2015 2:21 PM
To: ATP@CCC
Cc: Jeff Werner; Jonathan Mitchell; Baldeo Singh (bsingh@saccorps.org)
Subject: City of Elk Grove Transportation Program (ATP) Project

Hello Wei Hsieh,

The City of Elk Grove is looking to coordinate with the California Conservation Corps on our ATP grant application. We are seeking CCC participation on the Laguna Creek Trail – Bruceville Road SRTS Improvements project we are applying for. Attached for your review is the project descriptions, map, and detailed estimate. The first step in CCC participation on this project is identifying what items, based on the attached project information, the California Conservation Corps is qualified to partner on. I am hoping that you can provide me with a list of the items the California Conservation Corps can partner on and an indication of its willingness to do so. I need your response by Friday, May 28 in order to complete the grant applications in time.

We look forward to partnering with you on this project. Please do not hesitate to contact me directly if you have any questions or concerns.

Best Regards,
By sending us an email (electronic mail message) or filling out a web form, you are sending us personal information (i.e. your name, address, email address or other information). We store this information in order to respond to or process your request or otherwise resolve the subject matter of your submission.

Certain information that you provide us is subject to disclosure under the California Public Records Act or other legal requirements. This means that if it is specifically requested by a member of the public, we are required to provide the information to the person requesting it. We may share personally identifying information with other City of Elk Grove departments or agencies in order to respond to your request. In some circumstances we also may be required by law to disclose information in accordance with the California Public Records Act or other legal requirements.
Hi Shaun,

Thank you for your ATP inquiry. Baldeo Singh of the Sacramento Regional Conservation Corps has responded with the following partnership possibilities:

- Clear and Grub
- 3' Decomposed Granite
- Landscaping

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,
Danielle

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Hello Wei Hsieh,

The City of Elk Grove is looking to coordinate with the California Conservation Corps on our ATP grant application. We are seeking CCC participation on the Laguna Creek Trail – Bruceville Road SRTS Improvements project we are applying for. Attached for your review is the project descriptions, map, and detailed estimate. The first step in CCC participation on this project is identifying what items, based on the attached project information, the California Conservation Corps is qualified to partner on. I am hoping that you can provide me with a list of the items the California Conservation Corps can partner on and an indication of its willingness to do so. I need your response by Friday, May 28 in order to complete the grant applications in time.

We look forward to partnering with you on this project. Please do not hesitate to contact me directly if you have any questions or concerns.
Best Regards,

Shaun Johnson
Project Engineer

City of Elk Grove
Department of Public Works
8401 Laguna Palms Way, Elk Grove, CA 95758

Office: (916) 478-2271

sjohnson@elkgrovecity.org
www.elkgrovecity.org

Proud Heritage  | Bright Future

By sending us an email (electronic mail message) or filling out a web form, you are sending us personal information (i.e. your name, address, email address or other information). We store this information in order to respond to or process your request or otherwise resolve the subject matter of your submission.

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