



Sacramento Area Council of Governments (SACOG)

Regional Trails Implementation Strategy

April 2026

Acknowledgments

SACOG

- **Summer Lopez**, Project Manager
- **Victoria Cacciatore**
- **Kathleen Aziz**
- **Craig McLain**
- **Kristina Svensk**, Transportation Director
- **James Corless**, Executive Director
- **Jill Gayaldo**, Board Chair
- **Rich Desmond**, Transportation Committee Chair

Best Best & Krieger

- **Brian Hughes**

Drago Vantage

- **Sabrina Drago**, PE
- **Chris Moorman**

PlaceWorks

- **Rachel Jacobson**

Toole Design

- **Mia Candy**, Consultant Project Manager
- **Emily Lauderdale**, PLA
- **Jeff Ciabotti**

Zander Westbrook Design

- **Liz Westbrook**



Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change.

Contents

<i>Executive Summary</i>	<i>3</i>
<i>1. Introduction</i>	<i>10</i>
<i>2. Shared Implementation Challenges</i>	<i>20</i>
<i>3A. SACOG-Led Implementation Strategies</i>	<i>26</i>
<i>3B. Partner-Led Implementation Strategies</i>	<i>50</i>
<i>4. Advancing the Trail Network</i>	<i>56</i>
<i>5. Trails Technical Assistance Pilot Program</i>	<i>68</i>
<i>6. Regional Trails Working Group</i>	<i>80</i>
<i>7. Next Steps</i>	<i>86</i>

Appendices

<i>A. Technical Assistance Summaries</i>	<i>96</i>
<i>B. Regional Trail Network Implementation Challenges and Opportunities</i>	<i>106</i>
<i>C. Governance and Funding Opportunities</i>	<i>134</i>
<i>D. Advancing the Trail Network: Framework and Methodology</i>	<i>168</i>
<i>E. Mini Implementation Plans for 10 Projects to Advance the Trail Network</i>	<i>178</i>
<i>F. Technical Assistance Application Criteria and Survey</i>	<i>200</i>
<i>G. 2026 SACOG Regional Trail Network</i>	<i>218</i>

A person is walking across a bridge with a metal railing. The bridge is set over a field of tall, thin grasses. The scene is captured in a dark, monochromatic style, possibly at dusk or dawn. A bright green vertical bar is on the left side of the image, and a red line is at the bottom left corner.

Executive Summary

What is the SACOG Regional Trails Implementation Strategy?

For more than two decades, communities across the Sacramento region have invested in trails and active transportation facilities to support recreation, improve public health, and expand mobility options. These locally led efforts have produced hundreds of miles of shared-use paths, river trails, and on-street bikeways that serve residents and visitors alike.

In 2022, SACOG adopted the **Sacramento Regional Trail Network Action Plan (2022 Action Plan)**, which presented a long-term vision for a connected, multi-county Regional Trail Network. The Action Plan identified over 1,000 miles of priority corridors that, when fully built, will form a cohesive system linking communities throughout the region. SACOG worked with local agencies to identify a network that advances regional goals:

- **Health**
- **Environmental justice**
- **Economic vitality**
- **Improving safety**
- **Recreation**
- **All ages and abilities**
- **Regionalism**

The **2026 Regional Trails Implementation Strategy** represents the first step toward implementing the recommendations of the 2022 Action Plan. Building directly on that foundation, this plan:

- Identifies shared challenges to implementation faced by all local agencies, and opportunities for overcoming those barriers
- Defines SACOG's role in regional trail implementation, with a focus on helping local agencies move projects through the readiness pipeline
- Establishes a Regional Trail Working Group to collaborate across jurisdictions and break down implementation silos
- Helps local agencies advance their trail projects via direct technical assistance



What is the Sacramento Regional Trail Network?

Vision: 1,000+ Miles of Safe, Comfortable, Connected Trails

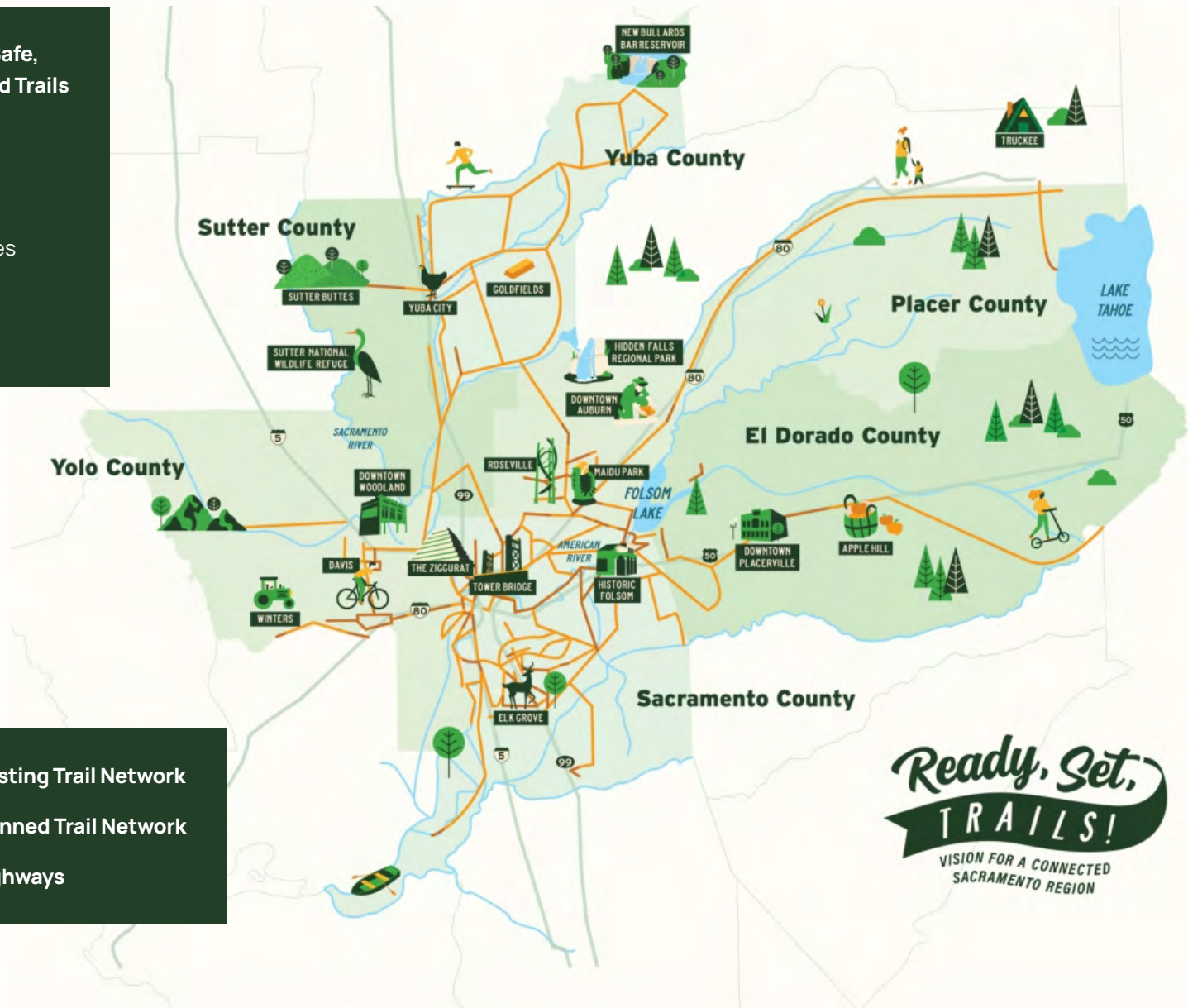
Today (2025)

Existing Trails: 335 Miles

Planned Trails: 489 Miles

Study Corridors: 294 Miles

~40 miles constructed between 2022 and 2025



Identifying Shared Implementation Challenges

The 2022 Action Plan identified high-level barriers to Regional Trail Network implementation.

As part of the 2026 Regional Trails Network Implementation Strategy, SACOG wanted to better understand these regional challenges and to develop strategies for overcoming them. Through one-on-one interviews, conversations with the Regional Trail Working Group, presentations to the SACOG Board and Transportation Committee, and independent research, the project team identified six types of challenges that most local agencies face when trying to implement trail projects:

- **Interface between Railroads and Trails**
- **Right-of-Way Rights and Ownership**
- **Agency Coordination, Partnerships, and Priorities**
- **Buy-in and Support**
- **Funding**
- **Environmental Constraints, Permitting, and Litigation**

Defining SACOG's Role in Regional Trail Network Implementation

As the region's Metropolitan Planning Organization (MPO), SACOG plays a critical role in advancing the Regional Trail Network. Although SACOG does not own or manage right-of-way, the agency is uniquely positioned to strengthen the conditions that allow local agencies to plan, design, and construct trail projects. SACOG's support strategies fall into seven complementary categories:

- **Partnership Strategies**
- **Data and Prioritization Strategies**
- **Technical Assistance Strategies**
- **Communications and Advocacy Strategies**
- **Policy Alignment and Regulatory Reform Strategies**
- **Governance Strategies**
- **Funding Strategies**

Convening a Regional Trail Working Group

One of SACOG's most important responsibilities is to convene and facilitate collaboration between local jurisdictions. In 2025, **SACOG convened the Regional Trails Working Group including staff from almost 30 cities, counties, transportation agencies, and trail advocacy organizations** across the Sacramento region. The group helped shape the Regional Trail Implementation Strategy and participated in peer learning about key challenges and successes. The group set a strong foundation for future interjurisdictional coordination. As a next step, SACOG will formalize the Working Group to establish a standing Regional Trails Working Group to support ongoing coordination, peer learning, and joint problem-solving.

Pilot a Regional Trails Technical Assistance Program

During this project, SACOG took active steps to advance the development of the Regional Trails Network. As part of the plan process, **15 local agencies received technical assistance** to advance their trails projects through the implementation pipeline. Leveraging consultant support, SACOG offered technical services like feasibility assessments, funding strategies, grant writing, conceptual design, cost estimates, and custom implementation strategies.

City of Citrus Heights
Arcade Cripple Creek Trail

 Graphics & Map Development


 Cost Estimate
 Funding Strategy

City of Colfax
Bunch Creek Trail


 Grant Writing Support

 Funding Strategy

City of Elk Grove
Elk Grove Blvd Trail

 Custom Implementation Strategy

I-5/Elk Grove Trail

 Custom Implementation Strategy

City of Folsom
Folsom Blvd Overcrossing

 Grant Writing Support

City of Galt
Emerald Hills Trail Union Pacific Railroad Crossing

 Grant Writing Support


City of Rancho Cordova
Capital Center Drive On-Street Connection

 Conceptual Design


City of Roseville
Dry Creek Greenway

 Custom Implementation Strategy

City of West Sacramento
Clarksburg Branch Line Trail (North)

 Rail Trail Existing Conditions & Feasibility Analysis

Sacramento River Levee Trail (River Walk) South

 Custom Implementation Strategy

City of Woodland

East Main (West of I-5)



Custom Implementation Strategy

City of Yuba City

Union Pacific Railroad Trail



Graphics & Map Development



UPRR Communication Strategy

El Dorado County

El Dorado Trail West Segment 4



Custom Implementation Strategy

Placer County

Truckee River Recreational Access Project



Grant Writing Support



Funding Strategy

Sacramento County

Watt Ave



Custom Implementation Strategy

Yuba City Downtown Bike Route Connection



Custom Implementation Strategy

Yolo County

County Road 32A



Custom Implementation Strategy

Yuba County

Feather River Bikeway



Custom Implementation Strategy



1

Introduction



Plan Background and Purpose

For more than two decades, communities across the Sacramento region have invested in trails and active transportation facilities to support recreation, improve public health, and expand mobility options. These locally led efforts have produced hundreds of miles of shared-use paths, river trails, and on-street bikeways that serve residents and visitors alike. However, by 2018, SACOG staff recognized that despite the growing number of existing and planned trails, the region lacked a cohesive vision for the network and struggled to deliver key trail connections across jurisdictional boundaries.

In response, SACOG undertook an extensive engagement process with residents, advocacy organizations, and jurisdictional staff across all six counties. This effort culminated in the adoption of the Regional Trail Network Action Plan in 2022, which presented a long-term vision for a connected, multi-county Regional Trail Network. The Action Plan identified priority corridors that, when fully built, would form a cohesive system linking communities throughout the region. The Regional Trail Network was guided by the following goals:

- Supporting physical and mental **health**
- Advancing **environmental justice**
- Strengthening **economic vitality**
- **Improving safety** for people walking, biking, and rolling
- Expanding access to **recreation**
- Serving people of **all ages and abilities**
- Promoting **regionalism** and cross-jurisdictional connectivity

In addition to defining a Regional Trail Network, the 2022 Action Plan identified shared challenges that local agencies face when attempting to implement trail projects. These challenges — many of which are experienced across jurisdictions — highlighted the need for greater coordination, technical capacity, and clarity around SACOG's role in supporting implementation.

This **2026 Regional Trail Network Implementation Strategy** represents the first step toward implementing the recommendations of the 2022 Action Plan. Building directly on that foundation, this effort shifts the focus from vision-setting to action. The purpose of this strategy is twofold.

1. First, the strategy applies these support approaches in real time through direct technical assistance to local agencies. During strategy development, **15 local agencies received technical assistance** to help advance trail projects through the implementation pipeline. This assistance included support with grant applications, conceptual design, feasibility assessments, and the development of mini-implementation strategies.

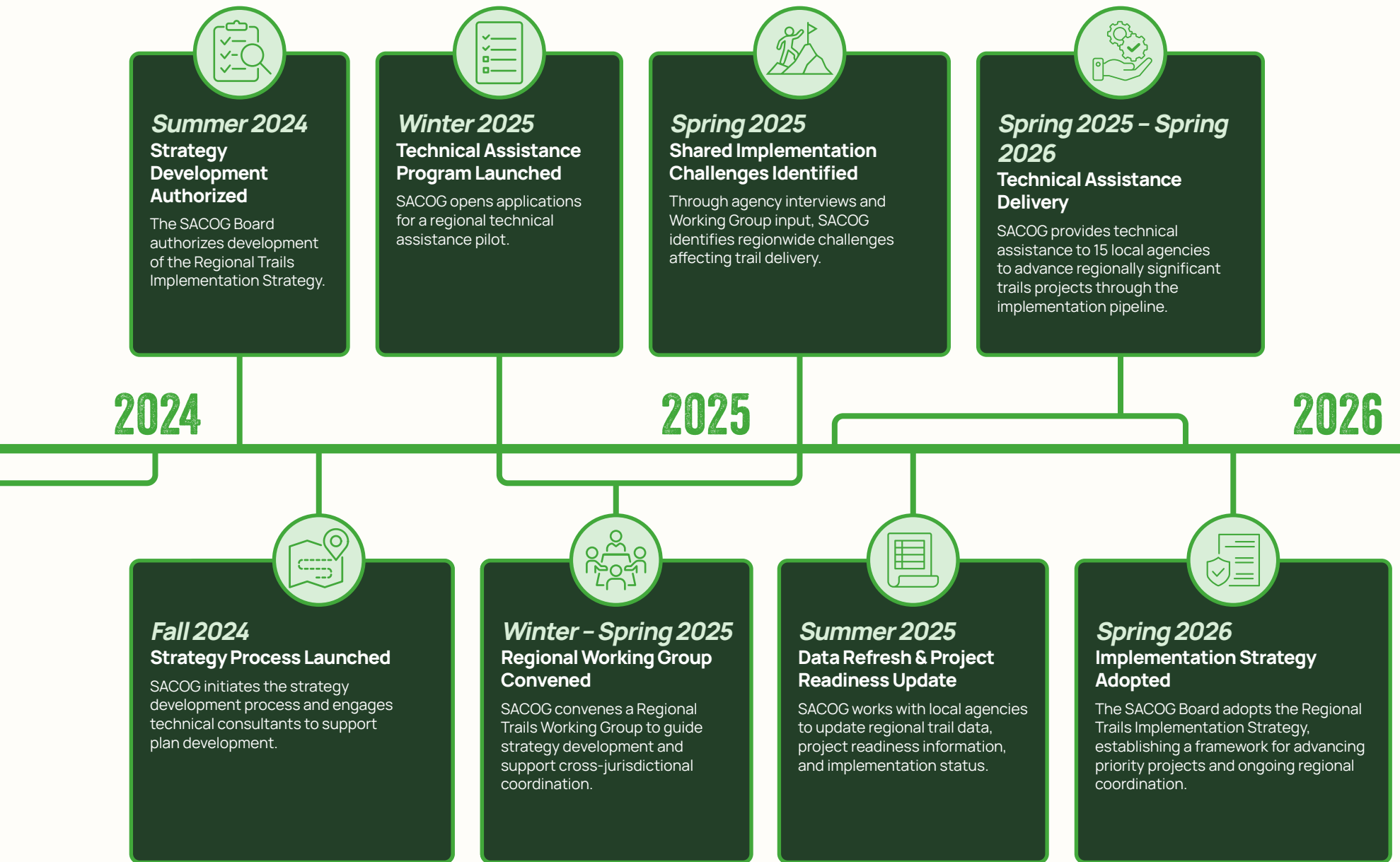
2. Second, it **defines SACOG's evolving role in trail implementation** within the agency's existing authorities and partnerships, clarifying how SACOG can best support local agencies in advancing priority trail projects through the development pipeline. This includes identifying opportunities to expand and diversify funding — such as seeking greater flexibility from state and federal sources to support ongoing trail maintenance and assisting local agencies in exploring dedicated local fees and taxes.

Together, these efforts demonstrate how regional coordination and targeted support can help accelerate progress toward a connected Regional Trail Network.

Project Timeline



Project Timeline



How This Strategy is Organized

This Implementation Strategy is structured to move from understanding the Regional Trail Network and its implementation challenges to identifying clear, actionable strategies and next steps for advancing trail projects.

- **Chapter 2: Shared Implementation Challenges** identifies the most common barriers SACOG partners face when advancing regional trail projects, based on findings from the 2022 Action Plan, agency interviews, and Working Group input. These shared challenges establish why additional regional coordination and support are needed.
- **Chapter 3: Implementation Strategies** outlines how SACOG and its partners can help address these challenges. Chapter 3A focuses on SACOG-led strategies, including partnership-building, data and prioritization, technical assistance, communications, policy alignment, governance, and funding strategies. Chapter 3B highlights partner-led strategies, where SACOG plays a supporting or facilitating role.
- **Chapter 4: Advancing the Trail Network** describes how SACOG applies the regional trail prioritization framework to identify projects that are most aligned with regional goals and most likely to benefit from targeted support. This chapter explains how prioritization is used to maintain the tiered trail project list (that was created in 2022) and to guide technical assistance and other implementation efforts, rather than to allocate funding.
- **Chapter 5: Technical Assistance Pilot** documents the first phase of SACOG's targeted, project-specific support, highlighting how technical assistance was delivered to help local agencies advance projects through the implementation pipeline and summarizing lessons learned for future rounds.
- **Chapter 6: Regional Trails Working Group** describes the history and role of the Working Group in guiding strategy development and supporting ongoing regional coordination.
- **Chapter 7: Next Steps** identifies the near-term actions SACOG and its partners can take to continue advancing the Regional Trail Network, including future technical assistance, ongoing data updates, and continued collaboration.



Active Transportation in the Sacramento Region

The Sacramento region's transportation system includes a wide range of active transportation facilities that support walking, bicycling, and rolling for both everyday travel and recreation. These facilities are planned, funded, and delivered by cities, counties, and regional partners, and together form a diverse network that connects neighborhoods to schools, jobs, parks, commercial centers, and transit.

SACOG's Regional Active Transportation Program (ATP) supports this full range of facility types by funding projects that improve safety, connectivity, and access across the region.

Through the ATP, SACOG evaluates and prioritizes projects that advance regional goals, including equity, safety, climate benefits, and access to key destinations. Projects included on the Regional Trail Network are *one type of project* that contributes to SACOG's regional active transportation goals.

Level of Protection from Cars: Spectrum of Active Transportation Facilities

Less Protection from Vehicles

More Protection from Vehicles



Class III Shared Lane/Sharrows: Signed bike routes or shared lane markings where bicyclists travel in mixed traffic with vehicles. These facilities provide basic wayfinding and visibility but offer the lowest level of separation from cars.



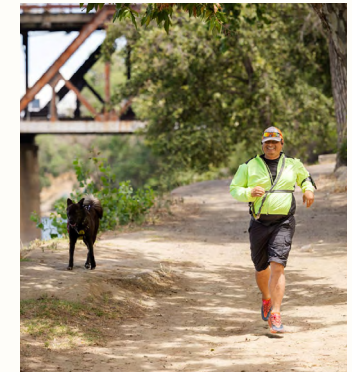
Class II Bike Lane: Striped, on-street bike lanes that designate space for bicyclists. Some include a painted buffer, but do not have physical separation from cars.



Class IV Protected Bike Lane: On-street bikeways that use physical separation—such as curbs, flexible posts, or parking—to reduce exposure to cars and provide a higher level of safety and comfort, particularly on higher-speed or higher-volume roadways.



Class I Shared-Use Path: Fully separated, off-street facilities for people walking, biking, rolling, and using mobility devices. These paths offer the highest level of comfort and are well suited for users of all ages and abilities.



Unpaved Recreational Trail: Natural-surface trails that provide access to open space and natural areas and support recreational uses such as walking, hiking, and equestrian activities.

What is the Regional Trail Network?

The Sacramento Regional Trail Network is a **subset of the region's broader active transportation system**. The Regional Trail Network focuses on routes that provide **continuous, high-quality connections across city and county boundaries**. These corridors are intended to link communities to one another, connect major destinations and natural assets, and support both everyday transportation and regional recreation.

As defined in the 2022 Sacramento Regional Network Action Plan, the Regional Trail Network is characterized by its emphasis on **connectivity, continuity, and comfort**. The network is made up of routes that close critical gaps, overcome major barriers such as freeways, rail corridors, and waterways, and provide low-stress travel options that can be used by people of all ages and abilities. In some communities, lower protection on-street connections (i.e. Class II bike lanes or Class III shared streets) may provide appropriate

connections to the Regional Trail Network. In these cases, the context - speed, average daily traffic, community need, etc. - is considered to ensure safety for all ages and abilities.

The Regional Trail Network is not made up of all active transportation facilities in the region, but rather focuses on these characteristics to form a more cohesive and connected network.

The Regional Trail Network is Primarily Made Up of:



Class I Shared-Use Paths: Fully separated, off-street facilities that form the backbone of the Regional Trail Network. These paths provide continuous, low-stress travel for people walking, biking, and rolling and are well suited for users of all ages and abilities.



Class IV Protected Bikeways (On-Street Connections): Physically separated on-street facilities that provide high-comfort connections where off-street trails are not feasible. Class IV bikeways are used strategically to close gaps, link trail segments, and connect the regional network to destinations and transit.



Safe and Comfortable Crossings: High-quality at-grade and grade-separated crossings that allow users to safely navigate major barriers, including freeways, roadways, rail lines, and waterways. These crossings are essential to maintaining continuity and usability across the regional system.

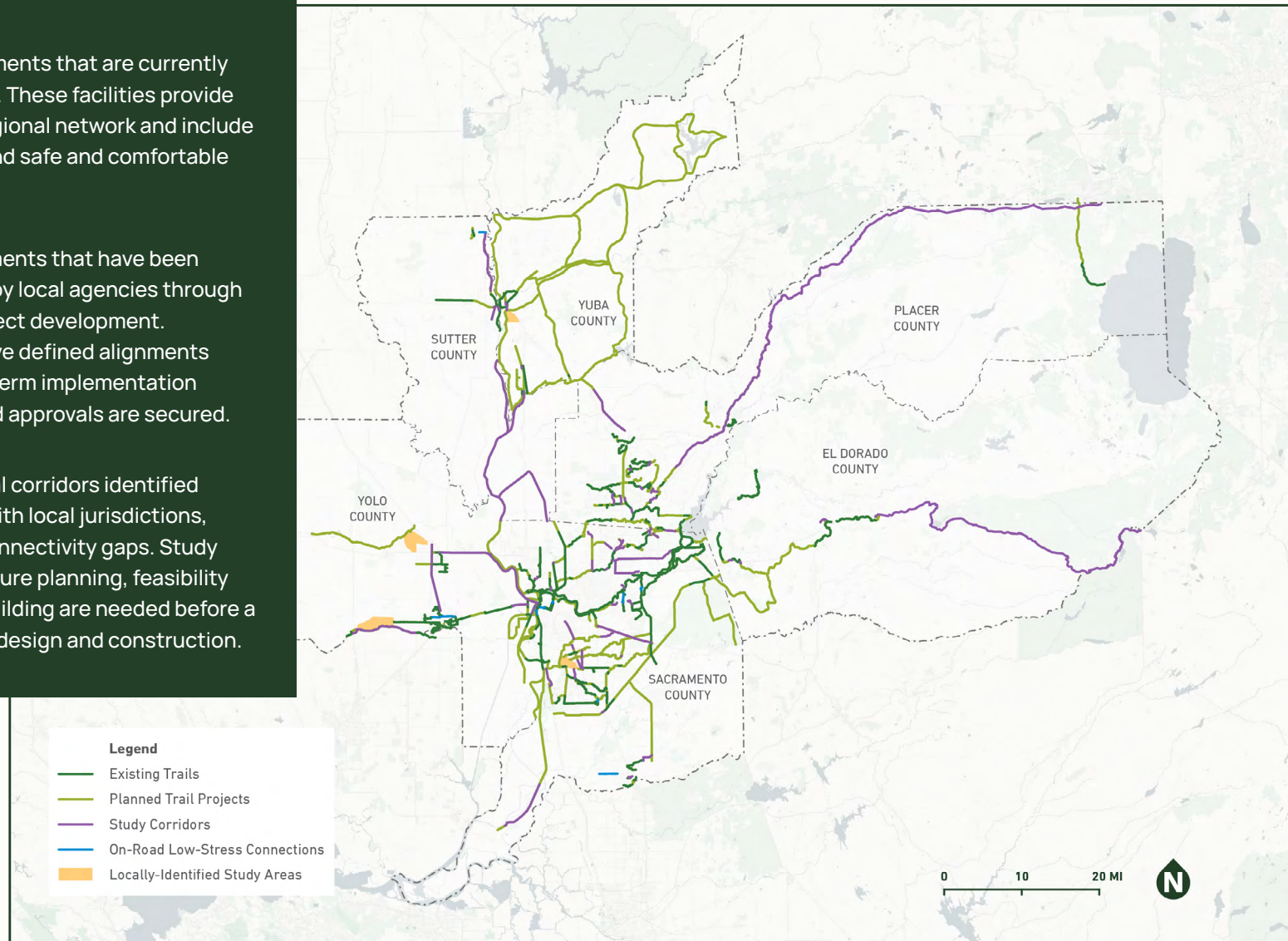
The **Sacramento Regional Trail Network** spans urban, suburban, and rural areas across all six counties and reflects both long-standing trail investments and future opportunities to close critical gaps.

The Regional Trail Network is composed of three corridor types:

Existing Facilities: Trail segments that are currently built and open for public use. These facilities provide the foundation of today's regional network and include a mix of shared-use paths and safe and comfortable connections.

Planned Projects: Trail segments that have been identified and documented by local agencies through adopted plans or active project development. These projects generally have defined alignments and represent near- to mid-term implementation opportunities as funding and approvals are secured.

Study Corridors: Conceptual corridors identified by SACOG, in coordination with local jurisdictions, to address major regional connectivity gaps. Study corridors highlight where future planning, feasibility analysis, and partnership-building are needed before a project can advance toward design and construction.



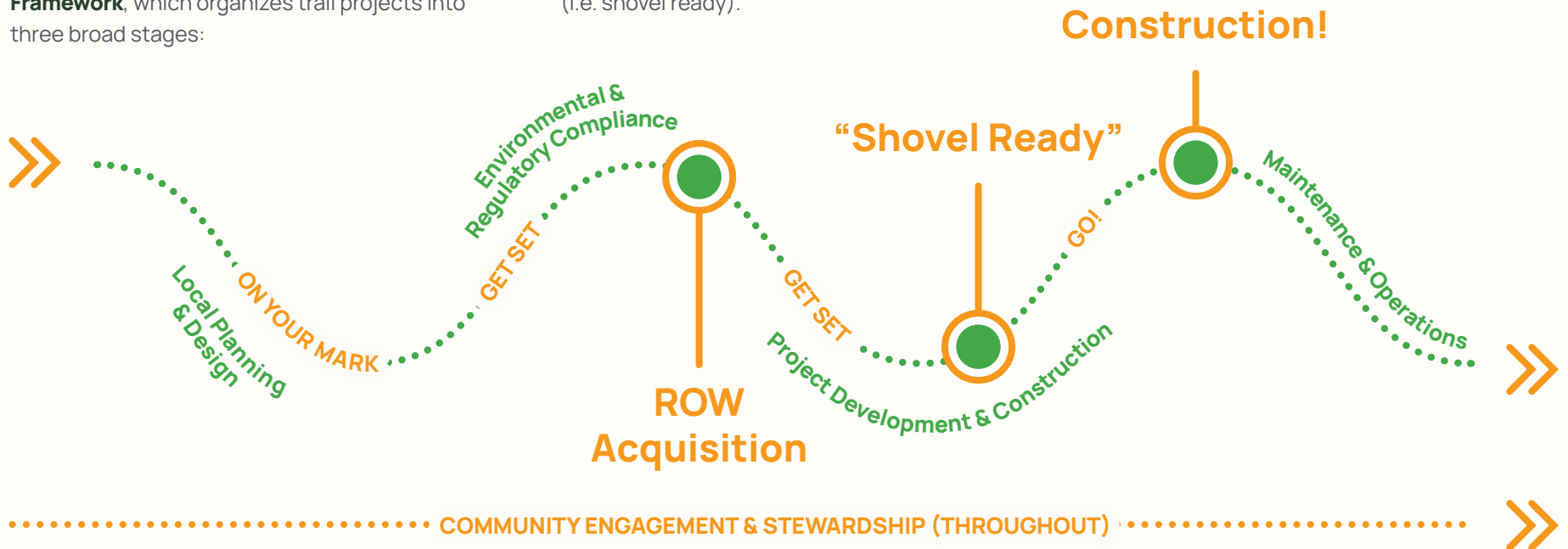
From Vision to Implementation: Advancing the Regional Trail Network

Delivering a connected Regional Trail Network requires more than identifying corridors – it requires moving projects from early concepts to construction and long-term operation. Trail projects typically progress through a multi-stage lifecycle that includes planning, environmental review, design, funding, construction, and ongoing maintenance. While local agencies remain responsible for delivering their own projects, many face challenges navigating this process, particularly for complex, cross-jurisdictional corridors.

To help clarify where projects stand and how they can advance, the 2022 Regional Trail Network Action Plan introduced a **Project Readiness Framework**, which organizes trail projects into three broad stages:

- **On Your Mark:** Projects or study corridors in the early stages of planning and design. Local staff may still be exploring alignments and evaluating feasibility. Projects in this stage are building foundational partnerships and seeking community support.
- **Get Set:** Projects at this stage likely have defined alignments and are advancing through planning, environmental review, design, and funding preparation. Local staff have secured support from community members and key decision-makers and are focused on resolving key funding, right-of-way and permitting questions.
- **Go!** Projects that are fully funded or nearing construction and ready to move into delivery (i.e. shovel ready).

This framework provides a shared regional language for understanding project status and identifying the types of support that may be most helpful at different stages. Within this context, SACOG’s role is to support local agencies in moving projects through the implementation pipeline. This includes helping clarify next steps, addressing shared barriers, coordinating across jurisdictions, and providing targeted technical assistance where regional involvement can add the greatest value. Chapter 2 outlines the shared challenges that many agencies in the Sacramento region face when advancing through the implementation pipeline.



THIS PAGE INTENTIONALLY LEFT BLANK.

2

Shared Implementation Challenges



Shared Experiences: Challenges and Opportunities

The 2022 Plan identified the following common challenges for Regional Trail Network implementation: institutional barriers, meaningful community engagement, infrastructure barriers, and siloed local planning efforts and development. These shared challenges present the biggest hurdles to advancing the Regional Trail Network. SACOG initiated the Regional Trails Network Implementation Strategy to better understand these regional challenges and to develop strategies for overcoming them.

The Regional Trail Implementation Strategy builds on the challenges identified in the 2022 Action Plan by incorporating insights from interviews with agency staff, working group discussions, consultant input, and new case studies. This chapter summarizes the most common experiences shaping regional trail development, highlighting both obstacles and opportunities, SACOG's potential role, and strategies to guide priority actions and next steps. See Chapter 3 for more details on strategies to help advance trail projects.

Common experiences shape regional trail implementation, highlighting both obstacles and opportunities; the most significant challenges are summarized and explored in more detail on the following pages.

1. Interface between Railroads and Trails
2. Right-of-Way Rights and Ownership
3. Agency Coordination, Partnerships, and Priorities
4. Buy-in and Support
5. Funding
6. Environmental Constraints, Permitting, and Litigation
7. Other Shared Experiences

Partnerships

Regional trail implementation requires extensive collaboration among organizations, jurisdictions, and agencies to overcome the challenges documented in this chapter. For trails in the Sacramento region, key partners include:

- **Public Sector Agencies** (Federal, State, Regional, Tribal, County, Local)
- **Regulatory and Environmental Agencies** (e.g. Bureau of Reclamation (USBR), Sacramento Flood Control Agency, Delta Protection Commission)
- **Utilities, Infrastructure, and Emergency Service Providers** (e.g. PG&E, Sacramento Municipal Utility District (SMUD), Fire and Police Departments)
- **Private Landowners and Development Partners** (e.g. Union Pacific Railroad (UPRR), Amtrak, Commercial and Agricultural Businesses)
- **Elected Officials** (e.g. Local City Councils, SACOG Board of Directors, County Boards of Supervisor)
- **Nonprofits and Advocacy Groups** (e.g. Rails to Trails Conservancy, American River Parkway Foundation, Friends of the El Dorado Trail)
- **Community and User Groups** (e.g. Neighborhood associations and HOAs, local hiking and biking clubs, schools and universities)
- **Traditional and New Media** (e.g. Sacramento Bee, local radio, Sacramento History Museum, social media)

1. Interface between Railroads and Trails

The extensive rail network in the region requires coordination for trail crossings, potential rail-with-trail projects, and rail-to-trail conversions. As of 2025, there were 23 miles of planned trails and 57 planned projects that parallel or intersect railroads within the SACOG Regional Trail Network. Rail agencies include Union Pacific, Yolo Light Rail, California Northern, Sierra Northern, and Central California Traction. Trail projects that intersect or run alongside railroads face several hurdles:

- **Liability concerns:** Railroads are often reluctant to assume additional liability associated with new at-grade crossings or trails within railroad right-of-way.
- **Complex, time-intensive review and negotiations:** Design reviews and approvals can take years, making rail-with-trail or new crossing projects resource-heavy for local agencies.
- **Unclear railroad status:** Determining whether a corridor is active, railbanked, or abandoned can be confusing, adding complexity to rail-to-trail conversions.
- **Acquisition and remediation costs:** For rail-to-trail conversion projects, right-of-way acquisition and addressing environmental remediation is often expensive and time-consuming.

Recommendation: SACOG, along with trail advocacy groups like Rails to Trails Conservancy, can help overcome these challenges by acting as a liaison between local agencies and railroads.

Providing technical assistance, bundling projects, creating relevant toolkits, and inventorying railroad segment status are all ways that SACOG can help trail projects advance. Railroad owners and operators are other critical partners to include early and often in trail project planning to overcome these hurdles.

2. Right-of-Way Acquisition and Ownership

As of 2025, more than half of planned trail projects in the SACOG Regional Trail Network will require right-of-way negotiations. The remaining gaps in the network require complex public access negotiation.

Right-of-way acquisition must overcome several challenges including:

- **Complex negotiations:** Real estate negotiations, often with multiple landowners on a single segment may require legal assistance to develop leases, easements, or fee title land acquisition to allow trails to be built.
- **Expensive land costs:** Land and easement acquisitions can be expensive and difficult for local jurisdictions to finance.
- **Encroachments:** Encroachments or other unauthorized use of the planned trail corridor can add complexity and expense to the acquisition process, requiring unexpected resources needed for clean-up or additional negotiation.

Recommendation: SACOG along with county and local agency staff can develop and share parcel ownership maps, build partnerships with major landowners (e.g. utilities, levees), provide

technical assistance, advocate for flexible acquisition policies, and develop trail easement templates for use by local jurisdictions.

3. Agency Coordination, Partnerships, and Priorities

There are 22 cities within SACOG's six-county region and many trail projects require coordination across multiple of these jurisdictions and other major landowners in the region like school districts, transportation districts, utilities, and others.

Challenges related to projects involving multiple jurisdictions include:

- **Interjurisdictional coordination:** The complexity of coordination across multiple jurisdictions with differing priorities may lead to a lengthy planning, design and decision-making process.
- **Unaligned priorities:** Reluctance from developers, utilities, or regulatory agencies may be based on a perception of conflicting use or unaligned priorities between public access and their primary mode of operations.

Recommendation: SACOG can continue to convene the Regional Trail Working Group to maintain relationships and partnerships across jurisdictions as well as facilitating peer learning and consensus building with major landowners like utilities, railroads, and regulatory agencies. SACOG can also develop a database of resources for common trail-related issues, like managing user conflicts or case studies about joint management and partnerships.

4. Buy-in and Support

Project buy-in and support from the local communities and elected officials can lead to more successful project short-and long-term outcomes, including smoother approval processes and long-term stewardship.

Challenges related to community and political buy-in include:

- **Lack of interest or political will:** Elected officials and/or the community may not be engaged in visioning or planning of a regional trail project and may have difficulty understanding the benefits and importance of a new trail connection.
- **Perceived negative impacts of trails:** Community members may have concerns about safety or environmental impacts related to a proposed trail project.
- **Impacts to funding:** Most funding is tied to broad support from elected officials and community members. If this support is not clearly represented in an application, the project will often not receive funding.

Recommendation: SACOG can partner with trail advocacy groups and local community-based organizations to develop a communications toolkit highlighting the benefits of trails, bundle amenities, co-locate trails with attractions, and engage elected officials. SACOG can also share outreach success stories and strategies like in-person and virtual site tours, safety plan development, and early engagement in the planning process.

5. Project Funding

Trail projects require funding for acquisition, planning, design, construction, and ongoing maintenance. Trail funding may come from a wide range of sources each with different associated requirements.

Funding challenges include:

- **Oversubscribed funding programs:** Funding programs for trail projects often have many more projects applying than can be accommodated, which leads to SACOG regional trail projects competing against one another.
- **Lack of matching funds:** Some smaller jurisdictions can struggle to meet the grant match requirements.
- **Agency staff capacity:** Many jurisdictions are limited by their staff capacity to apply for all the trail funding opportunities making it difficult to know how to prioritize grant pursuits.
- **Uncertainty of federal priorities:** The priorities for the large federal funding programs are changing and difficult to target.
- **Ongoing trail maintenance:** Once a trail project is built, creating a long-term, stable funding source for ongoing maintenance is challenging for many jurisdictions.

Recommendation: SACOG and other state and federal agencies can provide technical assistance for grant preparation and work with regional trail jurisdictions to align projects with community needs, improve competitiveness including through project bundling, and explore dedicated funding mechanisms.

6. Environmental Review, Compliance, Permitting, and Litigation

Many trails in the SACOG region pass through sensitive habitats, wetlands, or protected conservation or agricultural lands that require careful planning and permitting to minimize impacts.

Issues related to environmental impacts include:

- **Compliance, permitting, and environmental review:** Navigating and understanding project requirements and limitations across different government-owned/managed land (i.e., Federal, State, regional, etc.) and/or environmentally protected areas is complex and may exceed available staff capacity or skills.
- **Litigation risks:** California's stringent environmental regulations and policies are often mis-used by project opponents to sue the lead agency for trail development projects.
- **Emergency management:** Trails located along or near sensitive corridors (i.e., evacuation routes, defensible space, ingress/egress locations) have added requirements.

Recommendations: SACOG can provide technical assistance, create educational resources, map sensitive areas, and pre-empt litigation by supporting and funding robust planning and engagement.

7. Other Shared Experiences

In addition to the challenges described above, staffing capacity and design standards were recurring themes related to trail implementation.

Other shared challenges include:

- **Staffing shortages:** Although staffing capacity was mentioned in the funding category, local agency staffing for trail work is often noted for every step of a trail project.
- **Compliance with design standards:** The cost of designing a trail to meet current recommended design standards may be prohibitive for some jurisdictions.

Recommendation: SACOG can provide technical assistance and share best-practice design resources. SACOG can also provide a space for non-profit and trail advocacy groups to partner with local implementing agencies for project-related staff augmentation and funding support.

The challenges outlined in this chapter are common across nearly all agencies. SACOG's trail implementation plan aims to identify practical ways to support agencies in overcoming these barriers. Chapter 3 builds on this foundation by presenting detailed strategies to advance implementation efforts.

Co-locating Trails with Levees

Levees are both a major constraint and a significant opportunity for trail development in the SACOG region, especially in the Delta area. Because levees play a critical role in flood protection, trails located on or near them require specialized permitting based on levee type, ownership, and the regulating agency, and must comply with strict design and maintenance standards. These trail projects require early coordination with flood control and levee districts to succeed and provide recreational access while minimizing impacts to sensitive natural areas. With nearly two percent of regional land dedicated to flood control and water management, levee corridors present a unique opportunity to expand public access and connect communities. SACOG can play a critical role by facilitating coordination and communication among jurisdictions and regulatory agencies, helping clarify permitting pathways and design requirements to advance trail projects along levees.



3A

SACOG-Led Implementation Strategies

NOTICE
REMOVAL OF ICE
FROM THESE PREMISES
IS PROHIBITED. 1978
R.E. "BOB" NELSON BRIDGE



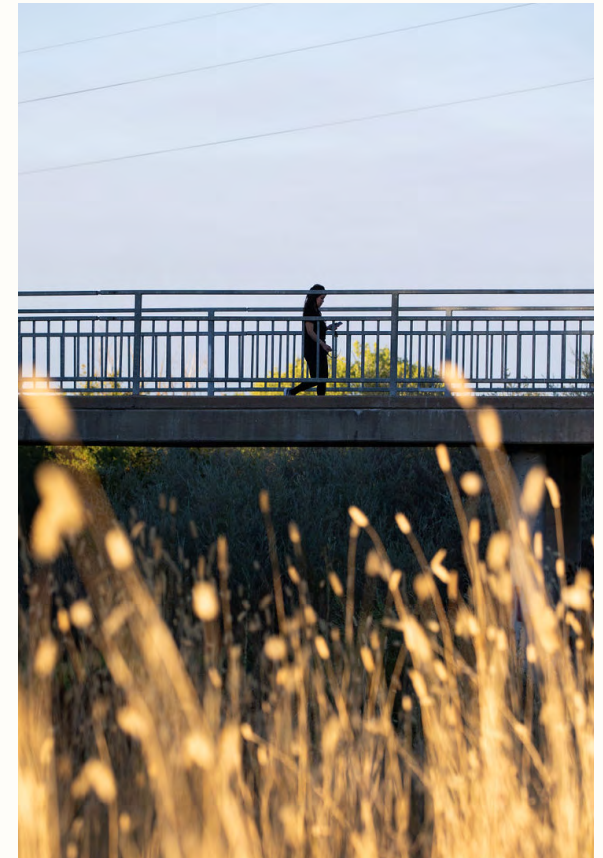
SACOG-Led Implementation Strategies

As the region's Metropolitan Planning Organization (MPO), SACOG plays a critical role in advancing the Regional Trail Network. Although SACOG does not own or manage right-of-way, the agency is uniquely positioned to strengthen the conditions that allow local agencies to plan, design, and construct trail projects. The 2022 Regional Trail Network Action Plan established SACOG's commitment to leading regional coordination, providing data and analytical support, assisting with funding, and elevating the profile of trail projects across the region. The 2026 Implementation Strategy builds on these commitments by identifying the specific tools SACOG can use to accelerate project delivery across the region.

SACOG's support strategies fall into seven complementary categories:

- 1. Partnership Strategies:** SACOG convenes the cross-agency and cross-sector partners needed to tackle complex, multijurisdictional trail challenges and advance shared regional priorities.
- 2. Data and Prioritization Strategies:** SACOG maintains regional trail data to track progress, assess readiness, and ensure resources flow to the most impactful projects.
- 3. Technical Assistance Strategies:** SACOG supports jurisdictions, especially those with limited capacity, through education, peer exchange, and targeted assistance on right-of-way, rail coordination, permitting, and related trail development issues.
- 4. Communications and Advocacy Strategies:** SACOG leads unified regional storytelling, branding, and champions development to build public and political support for the trail network.
- 5. Policy Alignment and Regulatory Reform Strategies:** SACOG helps agencies navigate regulatory requirements, promote consistent regional design practices, and identify opportunities for process and permitting improvements.
- 6. Governance Strategies:** Although SACOG currently does not function with a trail governance model, the agency and Board could adopt one—from simple agreements to formal joint powers structures—to clarify roles, share responsibilities, and expand access to funding.
- 7. Funding Strategies:** SACOG strengthens regional funding competitiveness by coordinating applications, bundling projects, supporting match strategies, and exploring structures that unlock additional financing tools.

Together, these strategies define SACOG's role as a regional catalyst — one that strengthens local capacity, builds regional partnerships, and accelerates progress toward a safe, connected, and equitable trail network for the Sacramento region. The following section describes the key strategies in each category including timelines and example case studies. Additional detail on Priority Actions can be found in **Chapter 7: Next Steps**.



1. Partnership Strategies

Implementing the Regional Trail Network requires strong, consistent collaboration across jurisdictions, agencies, landowners, and community partners. Trail projects in the SACOG region often face hurdles such as **complex rail coordination, unclear right-of-way ownership, inconsistent agency priorities, and limited political or community support**. These barriers—identified in the 2022 Action Plan and reaffirmed in the 2025 Challenges & Opportunities assessment—frequently delay or block high-value trail segments.

As the region’s MPO, SACOG is uniquely positioned to help overcome these obstacles by serving as a **regional convener and relationship builder**. Success in this strategy area means SACOG facilitates cross-agency coordination, aligns priorities across jurisdictions, strengthens ties with regulatory and resource agencies, and elevates regional voices in negotiations with major landowners and railroads.

Through sustained partnership work, SACOG can accelerate progress on complex corridors, increase regional competitiveness for funding, and support local agencies from concept through construction. A list of key regional partners that are critical to trail development is provided on page 22.

Key Strategies

Strategy	What does this look like in practice?
1.A. Establish a Regional Trails Collaborative or Working Group	Evolve the 2025 Implementation Strategy Working Group into a standing regional body. Convene regular meetings and engage local agencies, Caltrans, park districts, and advocacy groups in peer sharing and setting shared priorities and messaging.
1.B. Maintain a Regional Partnerships Database	Build and manage an excel-based regional trail partner database that tracks key contacts and engagement history. Consider developing a complementary GIS database that documents jurisdiction, ownership, right-of-way, etc. Update annually and share with member agencies.
1.C. Support Local Agencies in Managing Local Partnership Inventories	Provide templates and workshops for mapping local partners. Help agencies identify missing contacts such as park districts, school districts, HOAs, and neighborhood groups and integrate them into project outreach plans.
1.D. Develop Strategic Relationships with State and Federal Agencies	Assign SACOG “relationship leads” for UPRR, Caltrans District 3, California Public Utilities Commission (CPUC), Water Boards, and resource agencies. Schedule recurring coordination meetings. Maintain shared project pipelines and permitting timelines.
1.E. Prompt Elected Officials to Advance Priority Projects	Prepare briefings for city, county, state, and federal elected officials, including the SACOG Board and Transportation Committee. Coordinate joint letters of support or consistency. Organize high-level meetings to unblock stalled negotiations with railroads or large landowners.
1.F. Foster Ongoing Interagency Coordination Through Working Groups and Summits	Host twice-yearly county-level coordination forums, topic-specific working groups, or webinars (e.g., Rail & Trails Roundtable, Highway Crossings Working Group) to align agencies and resolve shared challenges.

Near-Term SACOG Actions (0–2 Years)

Priority Action: Formalize the **Regional Trails Working Group** with charter, membership structure, and meeting schedule.

- Build a **Regional Partnerships Database** using partnerships databases developed for the 2022 and 2025 Regional Trails Network planning efforts.
- Host **one rail coordination webinar** with UPRR, Caltrans, and local agencies.

Case Study: Regional Trails Working Group (Strategy 1.A) – San Francisco Bay Area Trails Collaborative (BATC)

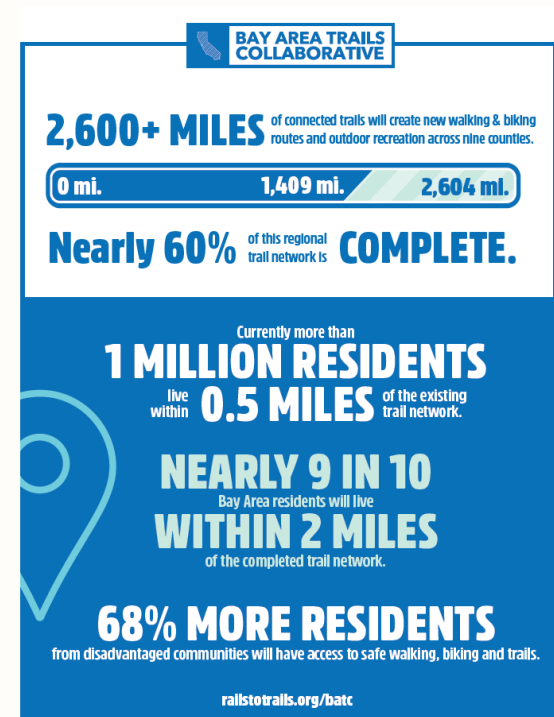
The Bay Area Trails Collaborative (BATC) is a leading example of how a well-structured regional working group can accelerate multi-jurisdictional trail development. Led by Rails to Trails Conservancy (RTC), with support from the Metropolitan Transportation Commission (MTC), BATC brings together more than 70 organizations—including cities, counties, transportation agencies, park districts, and community nonprofits—to advance a 2,600-mile trail network across nine counties.

BATC is just one of many [TrailNation](#) projects that RTC coordinates nationwide. Through TrailNation initiatives, RTC is working to connect nearly 12,000 miles of trail in partnership with over 300 trail organizations, advocates and local leaders.

BATC meets quarterly, typically at MTC's offices, to maintain alignment and address regional topics. Meetings follow a consistent structure:

- **Statewide policy and funding updates** from Rails to Trails Conservancy's policy working group
- **Presentations on key trail topics**, such as gap closures, design guidelines, or equity
- **A round-robin of updates** where all jurisdictions share progress, challenges, and opportunities

For SACOG, BATC demonstrates how a consistent, MPO-supported regional working group can streamline communication, strengthen relationships, and create a unified platform for advancing a complex, multi-county trail network.



2. Data & Prioritization Strategies

Successful implementation of the Regional Trail Network requires clear, consistent, and regionally shared data on trail alignments, ownership, readiness, constraints, and benefits. In the SACOG region, project advancement is often slowed by **gaps in information—such as unclear right-of-way ownership, uncertain rail segment status, incomplete environmental constraints data, or insufficient documentation of project readiness.**

SACOG is well positioned to serve as the **steward of regional trail data**—maintaining accurate, regularly updated datasets and using these datasets to support local agencies in funding pursuits, design development, strategic prioritization, and tracking project progress.

Key Strategies

Strategy	What does this look like in practice?
2.A. Maintain and Update a Regional Trail Network Database	Continue to manage the centralized GIS database of existing, planned, and study corridors, including segment status and project readiness information. Expand the database to include ownership information. Update annually by interviewing or surveying local agencies.
2.B. Map and Monitor Railroad Corridor Status	Build and maintain a regionwide map of railbanked and inactive rail segments. Track ownership and status changes. Monitor Rails to Trails Conservancy’s Early Warning System Alerts for potential railroad abandonment applications.
2.C. Inventory and Map Sensitive Environmental and Safety Areas	Maintain a regional layer of habitat areas, waterways, evacuation routes, defensible space areas, and known environmental constraints to help agencies anticipate permitting needs early.
2.D. Track Regional Trail Priorities Through a Shared Framework	Maintain the Trail Network Prioritization Framework developed during the 2022 and 2025 planning efforts. Update project scoring as land use, demographics, collisions, or Readiness Stage data evolve.
2.E. Analyze Trail Network Benefits (VMT Reduction, Emissions, Economic Impacts)	Use regional models, trail counters, and GIS analytics to quantify benefits and help manage existing trails. Prepare datasets and visuals agencies can use in funding applications, environmental documents, and public engagement.
2.F. Publish Annual Progress Reports Summarizing Trail Network Growth and Milestones	Maintain SACOG’s digital interactive map to track miles built, readiness milestones, permitting progress, and high-impact corridors. Each year, use the map to produce short summaries about key growth and milestones (e.g. number of miles constructed or upgrades, number of ribbon cuttings etc.). Share with partners, funders, and governing boards.

Near-Term SACOG Actions (0–5 Years)

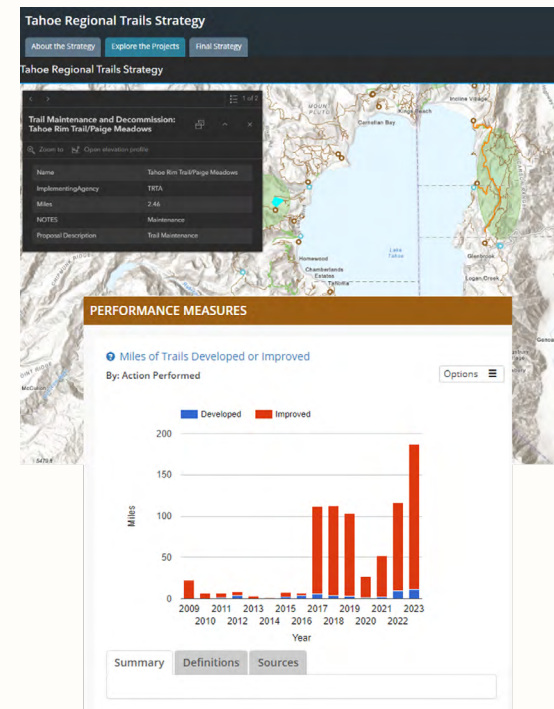
Priority Action: Maintain the **Regional Trail Network GIS layer**, including project readiness indicators (e.g., ROW secured, feasibility completed, CEQA/NEPA status).

- Create a regional map of railroad corridor status.
- Build a shared **environmental constraints layer** using Water Boards, CPUC, DWR, and county datasets.
- Launch the first **Regional Trail Network Progress Dashboard**.

Case Study: Regional Data Stewardship (Strategy 2.F): Tahoe Regional Planning Agency (TRPA) – Trail Network Interactive Dashboard

The Tahoe Regional Planning Agency's **Regional Trails Strategy** offers a strong model for how a dynamic, data-rich mapping platform can support regional trail coordination. Its Interactive Map and companion **Monitoring Dashboard** provide detailed, segment-level information—including facility status, ownership, project stage, construction details, and complementary contextual data—allowing partners to easily understand existing conditions and progress over time. The dashboard also summarizes systemwide metrics through clear infographics, helping agencies track gaps, monitor development, and communicate progress to the public.

This combination of an interactive GIS map and a visual tracking dashboard demonstrates how a region can maintain an up-to-date, user-friendly tool that supports planning, funding applications, and implementation transparency—offering a useful precedent as SACOG considers future approaches to regional trail data management and performance tracking.



3. Technical Assistance Strategies

Local jurisdictions – especially smaller cities, counties, and special districts – often face limited staff capacity, time, or technical expertise to advance trail projects through the early stages of development. Common challenges include navigating **complex rail and utility coordination, understanding right-of-way acquisition processes, meeting environmental permitting requirements, and preparing competitive grant applications.**

As the region’s MPO, SACOG can play an important role in **expanding the technical capacity of local partners** by serving as a connector, resource provider, and facilitator. SACOG can help jurisdictions access expert guidance, standardize best practices, reduce duplication of effort, and move projects through key readiness milestones.

Strengthening technical assistance offerings across the region also improves project competitiveness, shortens delivery timelines, and helps ensure consistency in design and permitting approaches across the regional network.

Key Strategies

Strategy	What does this look like in practice?
3.A. Provide Direct Technical Assistance (TA)	Offer targeted staff support or small-team assistance. Priority TA topics could include navigating UPRR and Caltrans processes, understanding ROW acquisition options, developing easement strategies, and identifying permitting pathways, including NEPA/CEQA.
3.B. Create a Centralized Online Resource Library	More details about the types of technical assistance that SACOG can provide to local agencies is covered in Chapter 4.
3.C. Host Regular Peer-Learning Events and Workshops	Compile toolkits, reference guides, and a variety of standardized template documents and checklists. Host short, recorded webinars for on-demand learning.
3.D. Connect Jurisdictions to External Technical Assistance Programs	Convene webinars or half-day workshops on emerging topics (e.g., preparing for ATP cycles, design standards, or environmental review best practices). Facilitate cross-jurisdictional sharing of lessons learned.

Near-Term SACOG Actions (0–5 Years)

Priority Action: Based on the success of the 2025 **Regional Trails Technical Assistance Pilot**, formalize the Technical Assistance program. For more detail on the pilot and recommendations for future rounds of the program, see Chapter 5. Technical Assistance Pilot.

- Develop a suite of **standardized templates** (maintenance, safety, design checklists, landowner outreach).
- Host **two peer-learning workshops** annually (e.g., rail coordination, CEQA/NEPA 101, ATP readiness).
- Create a **Regional Trail Implementation Resource Library** with curated guidance and short instructional videos.
- Establish a **technical assistance referral pipeline** for NPS RTCA, Rails-to-Trails, and Caltrans TA programs.

Case Study: Technical Assistance for Trail Development (Strategy 3.E): National Park Service – Rivers, Trails & Conservation Assistance (RTCA) Program

The National Park Service’s Rivers, Trails & Conservation Assistance (RTCA) Program provides no-cost technical assistance to help local organizations and governments plan, develop, and deliver trail, greenway, and open-space projects. Assistance commonly includes partnership building, design concept development, environmental and cultural resource guidance, community engagement support, and facilitation of multi-agency coordination.

Key elements of RTCA’s model that translate well to SACOG include:

- Providing **hands-on technical guidance** to local partners
- Tailoring assistance to community needs
- Facilitating **multi-agency collaboration**
- Elevating the visibility of complex trail projects
- Serving as a trusted third-party convener

For SACOG, the RTCA model demonstrates how strategic, targeted assistance—especially on project scoping, coordination, and early-stage planning—can significantly improve project readiness and support jurisdictions that lack the capacity to navigate technical requirements on their own.

4. Communications & Promotion Strategies

Trail implementation depends not only on technical readiness and interagency coordination, but also on sustained public awareness, community support, and strong political leadership. Across the SACOG region, public skepticism, concerns about safety or privacy, and limited understanding of trail benefits can slow or stall projects.

As the region's MPO, SACOG is uniquely positioned to serve as a regional storyteller and educator, elevating shared messaging, supporting local outreach efforts, and building broad public and political support for the Regional Trail Network.

Effective communications strategies help align partners around a common narrative, educate communities on benefits, highlight project milestones, and cultivate trail champions across neighborhoods, agencies, and elected bodies.

Key Strategies

Strategy	What does this look like in practice?
4.A. Develop a Regional Trail Communications and Branding Toolkit	Create templates, graphics, fact sheets, and shared messaging that partners can adapt. Provide talking points on safety, economic benefits, climate impacts, and design features to support consistent communication across jurisdictions.
4.B. Launch a Regional Trails Awareness Campaign	Promote the regional trail vision through social media, newsletters, videos, community events, and partner communications. Highlight benefits, trail user stories, and implementation milestones.
4.C. Coordinate Trail Tours and Engagement Events	Organize trail tours, rides, and site visits for residents, community groups, and elected officials. Cater tours to audience needs (e.g., families, advocates, policymakers) and highlight project benefits and challenges.
4.D. Provide Shared Messaging on Safety and Maintenance	Develop coordinated messaging and templates addressing safety, personal security, lighting, maintenance standards, and debris management. Help jurisdictions address common community concerns early in the process (for example by providing a trail "safety plan" template).
4.E. Support Local Agencies in Public Engagement Efforts	Offer sample outreach materials, meeting agendas, survey templates, and best practices. Provide guidance on reaching underrepresented communities and coordinating with schools, libraries, and community-based organizations. Consider setting aside funding for an outreach ambassador program.

Near-Term SACOG Actions (0–5 Years)

Priority Action: Create a set of **safety and maintenance messaging templates** for use during public engagement.

- Develop a **regional trail communications & branding toolkit** for use by all member agencies.
- Launch a **regional awareness campaign** highlighting trail benefits and project progress.
- Host **two trail tours annually** for elected officials, community leaders, and advocates.
- Develop **shared engagement materials** (slides, posters, fact sheets) for local agency outreach.

Case Study: Regional Trail Branding & Awareness (Strategy 4.B): Circuit Trails Coalition – Greater Philadelphia & New Jersey

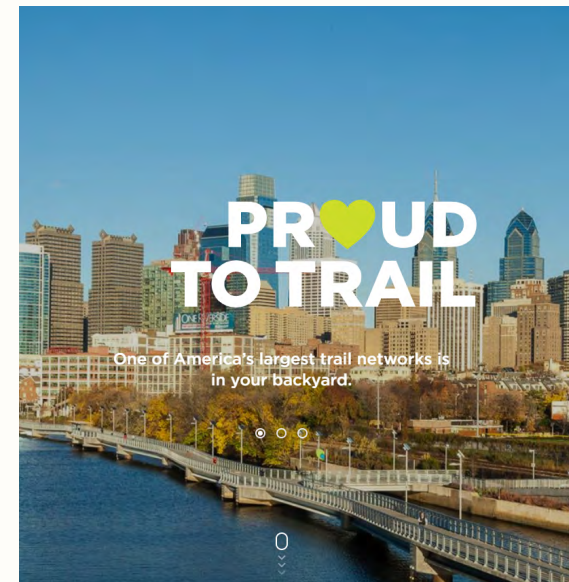
The **Circuit Trails Coalition** offers a compelling model for how coordinated communications can build public and political momentum for a Regional Trail Network. The coalition—representing more than 65 organizations across nine counties—unites partners around a single, recognizable brand and consistent messaging strategy for an 800-mile regional trail system.

The coalition's communications efforts include:

- A unified **visual identity** used across agencies and partners
- Coordinated **social media campaigns** that share user stories, progress updates, and project wins
- Regionwide **events and celebrations** that raise awareness of new trail segments
- Targeted **outreach to elected officials**, emphasizing economic, mobility, and health benefits
- Multilingual, equity-focused materials to engage diverse communities

By maintaining a clear and consistent public presence, the coalition has elevated the Circuit Trails as a regional priority and strengthened the case for federal and state funding. The unified communications approach helps individual jurisdictions situate their local trail projects within a broader regional vision, fostering shared enthusiasm and political support.

This model is highly relevant to SACOG's ongoing efforts: through Ready, Set, Trails!, SACOG is already laying the foundation for a coherent regional identity and brand for its envisioned 1,000-mile Sacramento-area network, helping tie together diverse local trail efforts under one shared regional vision.



5. Policy Alignment & Regulatory Reform Strategies

Trail projects in the SACOG region frequently encounter complex and time-consuming regulatory processes. Jurisdictions must navigate multiple layers of federal, state, regional, and local requirements—often involving Caltrans, UPRR and other rail operators, Water Boards, resource agencies, utility owners, flood control districts, and others.

Challenges include inconsistent permitting timelines, time consuming and costly review processes, unclear or duplicative requirements, differing design expectations, and limited staff capacity to prepare environmental documentation.

SACOG can play a critical role in clarifying regulatory processes, aligning policies, and advocating for more efficient processes. By developing shared guidance, coordinating with regulatory partners, and promoting design standardization, SACOG can help reduce uncertainty, shorten approval timelines, and reduce the burden on local agencies – especially smaller jurisdictions with limited staff capacity.

Key Strategies

Strategy	What does this look like in practice?
5.A. Collaborate with State and Local Agencies to Streamline CEQA and Permitting Processes	Convene coordination meetings with Caltrans, Water Boards, DWR, and resource agencies to discuss common trail permitting barriers. Make a case for clearer pathways, reduced duplication, and standardized expectations across the region.
5.B. Develop Factsheets and Model Policies Clarifying Permitting Requirements	Create concise guidance summarizing CEQA/NEPA requirements, encroachment permits, environmental constraints, and regulatory triggers. Provide model policies and templates that agencies can incorporate into local plans.
5.C. Standardize Design Expectations for Trail Crossings and ROW Coordination	Compile and share best-practice design resources (AASHTO, ADA, PROWAG, Caltrans Design Standards) and develop a SACOG-branded set of recommended design templates for common trail conditions, including highway crossings.
5.D. Support Agencies in Navigating UPRR Design Review and Right-of-Way Processes	Provide clear guidance on UPRR requirements and timelines, support early coordination between jurisdictions and railroad staff, and develop regionally consistent expectations for trail design near or within railroad right-of-way.
5.E. Provide Technical Assistance on Environmental Review and Permitting	Offer direct support or referrals to help jurisdictions complete CEQA/NEPA documentation, biological assessments, cultural resource review, and other required analyses.

Near-Term SACOG Actions (0–5 Years)

Priority Action: Create SACOG's first **Recommended Regional Trail Design Reference Packet** for crossings, alignment options, and key design treatments.

- Convene a **Regional Trail Permitting Partners Roundtable** with UPRR, Caltrans, Water Boards, CPUC, and resource agencies.
- Develop **CEQA/NEPA Trail Guidance Factsheets** and a set of model permitting templates.
- Develop a **UPRR Trail Coordination Toolkit** summarizing design submittal requirements, typical review timelines, license agreement processes, and best practices for rail-adjacent trail safety treatments.

Case Study: Regional Trail Design Standards (Strategy 5.C): San Francisco Bay Trail Design Guidelines & Toolkit

The San Francisco Bay Trail Design Guidelines & Toolkit is an example of how a regional MPO can establish consistent design expectations and streamline permitting for a multi-jurisdictional trail network. Developed by MTC, the Guide provides standardized guidance for the 350-mile system, created through coordination with Caltrans, the California State Coastal Conservancy, the San Francisco Bay Conservation and Development Commission (BCDC) and other local and regional agencies.

The guidelines set regionally consistent expectations for alignment, width, crossings, shoreline conditions, environmental considerations, and wayfinding—helping agencies anticipate regulatory needs early and reduce design variability. This shared framework has streamlined permitting, improved safety and user experience, strengthened grant applications, and supported more efficient delivery of trail segments across nine counties.

Building Blocks Overview

The Bay Trail cross-section is made up of separate elements that, together, make the trail functional for all users and integrate the trail into the landscape or urban fabric. This section defines each part of the cross-section and highlights key design parameters of the **design envelope**, the **trail**, **shoulders**, and the areas **beyond the edge of the trail**. As noted in **Chapter 2**, not all trail segments will serve all users – some will emphasize particular groups – but most should be able to accommodate most users.



6. Governance Strategies

The 2026 Strategy is SACOG's first opportunity to refine the agency's desired role in delivering the Regional Trail Network. As part of this work, SACOG evaluated governance options that would enable the agency and its partners to take a more active, coordinated role in implementing the region's ambitious vision. If SACOG were to adopt a more active governance model, it would come with more implementation responsibility. Therefore, the strategies listed in this chapter would evolve accordingly over time.

Trail governance determines who has the authority, responsibility, and funding capacity to plan, build, operate, and maintain a regional trail system. Today, the Sacramento region relies on a fully decentralized model in which each jurisdiction independently develops and maintains its own trail segments. While this approach preserves local control and has produced steady progress, it also makes it difficult to deliver a seamless, multi-county network that is efficient with time and resources.

Limitations of the current model

Because SACOG does not own or manage right-of-way, and cannot directly build, operate, or maintain trail facilities, its ability to advance the system is inherently limited. Key challenges with the current decentralized model include:

- **Uneven local funding** across jurisdictions, resulting in fragmented progress and limited ability to coordinate investment at a regional scale. SACOG also lacks access to regional financing tools—such as bonds, taxes, or dedicated fees—that could accelerate multi-jurisdictional trail delivery.
- **Complex cross-jurisdictional projects** — especially those involving railroads, utilities, levees, or waterways — are difficult to implement without a coordinating entity to lead design, permitting, and negotiations.
- **Piecemeal and opportunistic development**, which slows progress toward full network buildout and can leave critical gaps unfunded for decades.
- **Inconsistent design and maintenance practices**, since each agency controls its own standards, affecting both user experience and long-term system performance.

Why evaluate alternative governance models?

More formal governance structures could strengthen the region's ability to fund, coordinate, and deliver a connected Regional Trail Network. By leveraging the advantages of different models — individually or in combination — the region could achieve:

- **Greater consistency in design, operations, and maintenance**, creating a more seamless and predictable user experience.
- **More efficient delivery of complex, multi-jurisdictional projects** through centralized staffing, shared expertise, and coordinated permitting.
- **Improved access to state, federal, and regional funding**, particularly for large corridors that require sustained, multi-agency investment.
- **Enhanced long-term stewardship**, including clearer roles for maintenance, operations, and asset management across the full network.
- **Stronger accountability and transparency**, with defined responsibilities and performance expectations.

Governance Models for the Regional Trail Network: Menu of Options

There are four possible governance options — each with different implications for regional authority, local control, and funding potential.

Governance Models Summary: From Least Centralized (1) to Most Centralized (4)

Governance Type	Description	SACOG Decision Authority	Funding Options	Role in Trail Implementation
1. No Central Structure	Each city/county acts independently. No unifying agreement. Status quo.	Very low (fully local control)	Individual grants, limited local funds	MPO role only: planning, convening, technical support
2. Memorandum of Understanding (MOU)	Voluntary agreement aligning roles, standards, grant efforts. No legal entity.	Low–Medium	Shared grants, some pooled match	Convener, coordinator, data steward
3. Joint Powers Authority (JPA)	Formal multi-agency entity with legal powers (own land, hire staff, issue debt).	Medium–High	Grants, pooled funds, lease-revenue bonds	Member agency, technical and funding leadership
4. Independent Special District	New regional agency with taxation, bonding, and operational authority.	Very high	All tools: taxes, bonds, financing tools (like TIFIA), assessments	Full planning, construction, O&M authority

Governance Model 1: No Central Structure (Status Quo)

Under this model, individual jurisdictions continue to plan, build, and maintain trail segments independently, coordinating informally through SACOG or ad-hoc working groups. It preserves local control and minimizes administrative burden but limits regional consistency and slows progress on complex, multi-jurisdictional projects.

KEY CONSIDERATIONS FOR THE EXISTING GOVERNANCE MODEL:

- Easiest structure to maintain, but least effective for delivering an ambitious, cohesive regional network in the next 10 years
- MPO-led coordination improves planning but cannot replace the authority needed to accelerate complex, multi-jurisdiction projects.
- SACOG's support remains limited to planning, data, and discretionary funding programs
- Under this model, there is high reliance on voluntary cooperation for multi-jurisdiction projects

Advantages	Disadvantages
<ul style="list-style-type: none"> • No startup costs or administrative burden • Maximum local autonomy • No new legal entity required • SACOG continues existing MPO functions • Local agencies retain full design, operations, and maintenance control 	<ul style="list-style-type: none"> • No consistent regional design or maintenance standards • Difficult to coordinate cross-jurisdiction corridors • No authority to raise regional revenue • No shared O&M strategy • Complex, multi-agency negotiations remain unresolved • Projects advance unevenly depending on local budgets and capacity

Case Study: Central Ohio Greenways (MORPC)

The Mid-Ohio Regional Planning Commission (MORPC) coordinates planning for a 230-mile Regional Trail Network, but all delivery and maintenance remain with individual jurisdictions. MORPC provides mapping, planning, and convening but has no authority to build or maintain facilities.



Governance Model 2: Memorandum of Understanding (MOU)

An MOU formalizes shared goals, roles, and coordination processes among participating agencies without creating a new legal entity. This model strengthens collaboration and expectations while keeping participation voluntary, but it offers limited authority to enforce standards or secure and manage regional funding.

KEY CONSIDERATIONS FOR MOU MODELS:

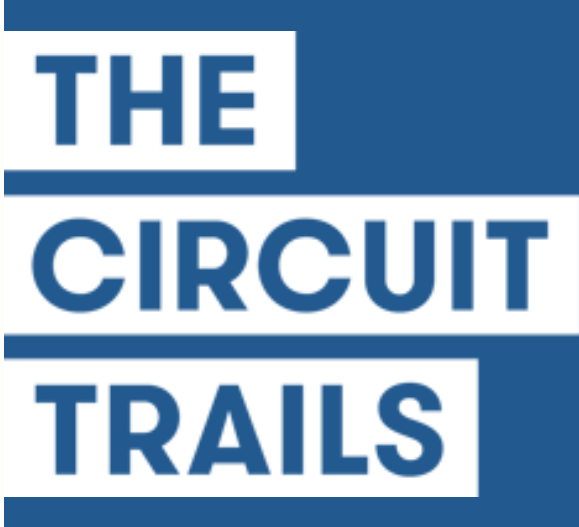
- MOUs can significantly strengthen coordination and visibility but do not address major funding or O&M challenges
- An MOU model is a strong interim step toward more formal structures
- This model works well when agencies share priorities and trust
- MOU models provide a “home” for shared decisions but lacks financial authority

Advantages	Disadvantages
<ul style="list-style-type: none"> • Low-cost, relatively quick to implement (1-2 years) • Provides structure without forming a new entity • Defines roles, responsibilities, and standards • Supports coordinated funding applications • Retains local control while enabling collaboration • Strengthens consistency and information sharing 	<ul style="list-style-type: none"> • No ability to levy taxes or issue bonds • Cannot own or operate facilities • Enforcement depends on voluntary compliance • Funding stability varies across participating agencies • Limited ability to ensure corridor-level prioritization

Case Study: Circuit Trails Coalition (Greater Philadelphia)

The Circuit Trails Coalition is a voluntary alliance of 65+ organizations—including city and county agencies, MPOs, nonprofits, and advocacy groups. The coalition coordinates planning, branding, and funding efforts through MOU-style agreements, but has **no taxing or bonding authority**.

The Circuit Trails Coalition is yet another example of a successful TrailNation project under the coordination of Rails to Trails Conservancy.



Governance Model 3: Joint Powers Authority (JPA)

A JPA establishes a new regional governance body formed by multiple public agencies with shared authority to plan, fund, and potentially deliver regional trail projects. It provides stronger coordination, dedicated staffing, and clearer accountability than an MOU, but requires member buy-in, a formal agreement, and sustained financial contributions to operate effectively.

KEY CONSIDERATIONS FOR JPAS

- JPAs can be transformative if member agencies share vision and resources
- JPAs can grow incrementally and gradually expand responsibilities over time
- JPAs provide the first real opportunity for regional financing tools

Advantages	Disadvantages
<ul style="list-style-type: none"> • Can own property, hire staff, apply for grants, and issue debt • Strong vehicle for corridor-scale project delivery • Supports regional bundling of grant applications • Reduces duplication across jurisdictions • Flexible: can be structured narrowly (coordination only) or broadly (delivery and O&M) • Provides greater stability for long-term planning 	<ul style="list-style-type: none"> • Requires significant political alignment to form • Adds a new layer of government • Needs dedicated administrative funding • Complex negotiations around governance, liability, and cost-sharing • Requires sustained participation from all members to succeed

Case Study: Atlanta Beltline, Inc.

Atlanta BeltLine, Inc. (ABI), created by the City of Atlanta’s development authority, functions similarly to a California JPA. ABI manages planning, funding, construction, and operations of a 22-mile trail and park network using tax allocation district revenues and federal funding.



Governance Model 4: Independent Special District

A special district is a stand-alone public agency with independent taxing and revenue authority to plan, build, operate, and maintain the Regional Trail Network. It offers the highest level of autonomy, long-term stewardship, and funding stability, but requires voter approval, a defined service boundary, and significant effort to establish and govern.

KEY CONSIDERATIONS FOR SPECIAL DISTRICTS:

- They offer unmatched funding authority and long-term sustainability but require major political commitment to form.
- They are the most powerful model for delivering a connected, durable regional network
- They are best suited for long-term O&M and sustained revenue
- They require broad regional consensus and time to establish

Advantages	Disadvantages
<ul style="list-style-type: none"> • Highest authority: can levy taxes, issue bonds, form assessment districts, and manage O&M • Most stable, durable long-term funding platform • Single entity responsible for design, construction, operations, and maintenance • Eliminates fragmentation and ensures consistent standards regionwide • Strongest position for large funding opportunities (TIFIA, revenue bonds, sales taxes) 	<ul style="list-style-type: none"> • Long and complex formation process (LAFCo, multi-county coordination) • Requires robust administrative and staffing structure • Politically challenging to pursue tax measures • Reduces local control of design and operations • Significant startup and overhead costs

Case Study: Great Rivers Greenway (St. Louis Region)

Great Rivers Greenway is a public agency created by a bond initiative vote in St. Louis City, St. Louis County and St. Charles County in the year 2000 to develop a sales tax dedicated to parks and greenways. This has enabled the agency to collaborate with 100+ municipalities and institutions to build, maintain and activate a 140-mile network of greenways. The agency is governed by a 12-member appointed Board of Directors that represent the region, is led by a staff of 44 people, works with 265+ partners and is accountable to taxpayers through annual reports, collaborative regional plans and ongoing community engagement.



Great Rivers Greenway

7. Funding Strategies

The preceding Governance Models section outlined the range of structures that can shape trail planning and management in the region. It is equally important to consider how these structures interact with funding. Funding is essential for the success and implementation of trail projects, as funding is required for every phase of a project, including planning, land acquisition, construction, on-going maintenance, and project sustainability. See **Appendix C Governance and Funding Opportunities** for guidance on evaluating the most beneficial strategies for SACOG.

Building a Regional Trail Network requires a comprehensive funding and financing approach that blends federal, state, regional, and local resources. Because no single source can fully support the full life cycle of trail project development, agencies should pursue a multi-pronged approach that combines discretionary grants, local revenue mechanisms, and innovative financing tools.

Understanding the suite of funding and financing models available to SACOG, its member jurisdictions, and partners competitiveness through project readiness, bundling, and coordinated governance. This section provides an overview of the following types of funding strategies available to SACOG and SACOG member agencies including:

- **Discretionary Funding and Grant Programs:** Federal (BUILD, SS4A, FLAP), State (ATP, RTP, LWCF), and SACOG-administered grants.
- **Local Funding Mechanisms:** Annual allocations (TDA, general fund), impact fees, parkland fees.
- **Public Financing / Loan Instruments:** Bonds (GO, lease revenue, revenue), TIFIA loans, Tax Increment (EIFDs), CFDs.
- **Project Bundling:** Bundle segments for grant applications; advance design and environmental clearance; prepare corridor briefs and benefit data.

A brief description of funding programs and financing models follows, including summary tables with additional program details.

Key Funding Programs and Definitions

ATP – Active Transportation Program: California state grant program funding walking and bicycling projects.

BUILD – Better Utilizing Investments to Leverage Development: Federal discretionary grant program supporting transportation infrastructure.

CFD – Community Facilities District: Local financing district (also known as Mello-Roos) that levies special taxes to fund infrastructure and ongoing services.

EIFD – Enhanced Infrastructure Financing District: Tax increment financing tool that captures growth in property tax revenues to fund infrastructure.

FLAP – Federal Lands Access Program: Federal funding program that improves transportation access to federal lands.

GO Bonds – General Obligation Bonds: Bonds backed by a public agency's taxing authority, typically requiring voter approval.

IFD – Infrastructure Financing District: A form of tax increment financing district used to fund public infrastructure.

JPA – Joint Powers Authority: A legally formed entity created by two or more public agencies to jointly fund, plan, or deliver projects.

LWCF – Land and Water Conservation Fund: Federal funding program supporting outdoor recreation and conservation projects.

MOU – Memorandum of Understanding: Voluntary agreement defining roles, responsibilities, and coordination among agencies.

P3 – Public-Private Partnership: Delivery and financing model involving private sector participation in public projects.

RTP – Recreational Trails Program: Federal funding program administered by states for recreational trail development and maintenance.

SS4A – Safe Streets and Roads for All: Federal grant program focused on reducing roadway fatalities and serious injuries.

TDA – Transportation Development Act: California program providing local funding for transportation, including bicycle and pedestrian projects.

TIFIA – Transportation Infrastructure Finance and Innovation Act: Federal loan program offering low-interest, long-term financing for large transportation projects.

Discretionary Funding and Grant Programs

Discretionary funding and grants are a significant source of funding for trail projects. These programs typically provide high-dollar opportunities for planning, design, and construction, but they are highly competitive. Each program has its own objectives, evaluation criteria, and eligibility rules, that must be carefully tailored to the program's specific goals. Key components:

- Craft applications that directly respond to the stated objectives of each program
- Highlight broader co-benefits such as connectivity to transit, access to parks, and improved public health outcomes.
- Demonstrate collaborations between cities, counties, park districts, transit agencies, schools, and community-based organizations.
- Identify a long-term operations & maintenance strategy.

Local Funding Mechanisms

Local funding is important because it provides the matching dollars often required to secure federal and state discretionary grants, and demonstrates community commitment, which is often an evaluation criterion in competitive grant programs. Common programs include:

- **Annual Allocations and Fees**
Cities and counties can dedicate existing revenue sources to trail projects on a pay-as-you-go basis. These include Transportation Development Act (TDA) allocations, general fund contributions, development impact fees, and parkland dedication or in-lieu fees.
- **Assessment Districts**
Assessment districts allow agencies to generate dedicated, geographically targeted revenues from property owners or businesses that directly benefit from trail investments.
- **Local Ballot Measures**
Voter-approved local sales or parcel taxes provide one of the most stable and flexible sources of funding for trails.

Public Financing / Loan Instruments

These tools can unlock the ability to deliver large-scale trail investments when traditional grants and local funding mechanisms are insufficient. They require stable repayment sources, such as sales or parcel taxes, assessment revenues, or tax increment financing. Key finance tools include:

- **Bonds**
General obligation bonds, lease-revenue bonds, and revenue bonds allow public agencies to borrow upfront and repay over decades. Bonds are especially useful for building longer trail corridors in one phase rather than segmentation, ensuring cost savings through economies of scale and faster delivery.
- **Tax Increment Financing**
Enhanced Infrastructure Financing Districts (EIFDs) and Infrastructure Financing Districts (IFDs) capture the growth in property tax revenues generated by new development or rising property values within a defined area.
- **Community Facilities Districts (CFDs)**
Community Facilities Districts (CFDs), also known as Mello-Roos Districts, levy special taxes on properties within a defined boundary to fund capital improvements and long-term maintenance of infrastructure.
- **Transportation Infrastructure Finance and Innovation Act (TIFIA) Loans**
The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides low-interest, long-term federal loans for eligible surface transportation projects.
- **Public-Private Partnerships (P3s)**
Public-Private Partnerships (P3s) bring private sector capital and expertise to trail projects in exchange for revenue streams or sponsorship opportunities

Project Bundling

Project bundling is a powerful strategy to improve both competitiveness for discretionary grants and efficiency in project delivery. Instead of advancing individual segments in isolation, bundling creates corridor-scale applications that demonstrate greater impact and regional coordination.

Benefits of Bundling include:

- Increased Competitiveness
- Economies of Scale
- Streamlined Environmental Review
- Consistency in Design and Branding

How to bundle effectively:

- Group logical segments into phases (e.g., 3 to 5 miles each) tied to jurisdictional or funding boundaries.
- Identify a lead sponsor (JPA or Special District) to serve as the applicant and fiscal agent.
- Coordinate data, cost estimates, and benefit analyses across jurisdictions to strengthen applications.
- Use SACOG's convening role to align priorities across member agencies.

Relationship Between Governance and Funding

SACOG's governance structure and funding capacity are directly linked. The table to the right illustrates how different governance models available to regional planning agencies influence eligibility for major funding tools. While SACOG can pursue grants under all structures, only under governance structures that have formal fiscal powers, such as JPAs and Special Districts, can SACOG access revenue-based financing tools like bonds, loans, or dedicated taxes on behalf of multiple jurisdictions. Less formal structures, such as MOUs or collaborative partnerships, rely on individual cities and counties to secure funding for their portions of a trail. These member agencies can still pursue grants, bonds, or loans using their own dedicated revenues, but the absence of a central entity limits the ability to pool funds or obtain financing for corridor-scale projects.




The goal of pursuing more centralized governance should not be seen solely as a strategy to access additional funding sources. The available funding sources are constant; what changes is SACOG's ability to leverage them effectively. A more centralized governance structure can deliver greater economies of scale, coordination, and political cohesion - conditions that make it easier to deploy existing funding mechanisms strategically and at a larger, more impactful scale.

Additional detail about the relationship between governance and funding, as well as detailed funding tables are provided in Appendix C. Governance and Funding Opportunities.

Different governance structures and their relationship to SACOG's funding mechanisms

Governance Type	Grants (Local, State, Regional) & Assessment Districts	Sales or Parcel Taxes	Bonds	Loans (TIFIA & iBank)
No Central Structure	✓	✗	✗	✗
Memorandum of Understanding (MOU)	✓	✗	✗	✗
Joint Powers Authority (JPA)	✓	—	✓	✓
Special District (e.g. Park District)	✓	✓	✓	✓

Key

-  SACOG can leverage this funding mechanism under this governance model
-  SACOG has limited or indirect eligibility to access this funding mechanism under this governance model (available through member agencies or pledged revenues)
-  SACOG cannot independently leverage this funding mechanism under this governance model (reserved for local agencies only)

THIS PAGE INTENTIONALLY LEFT BLANK.

3B

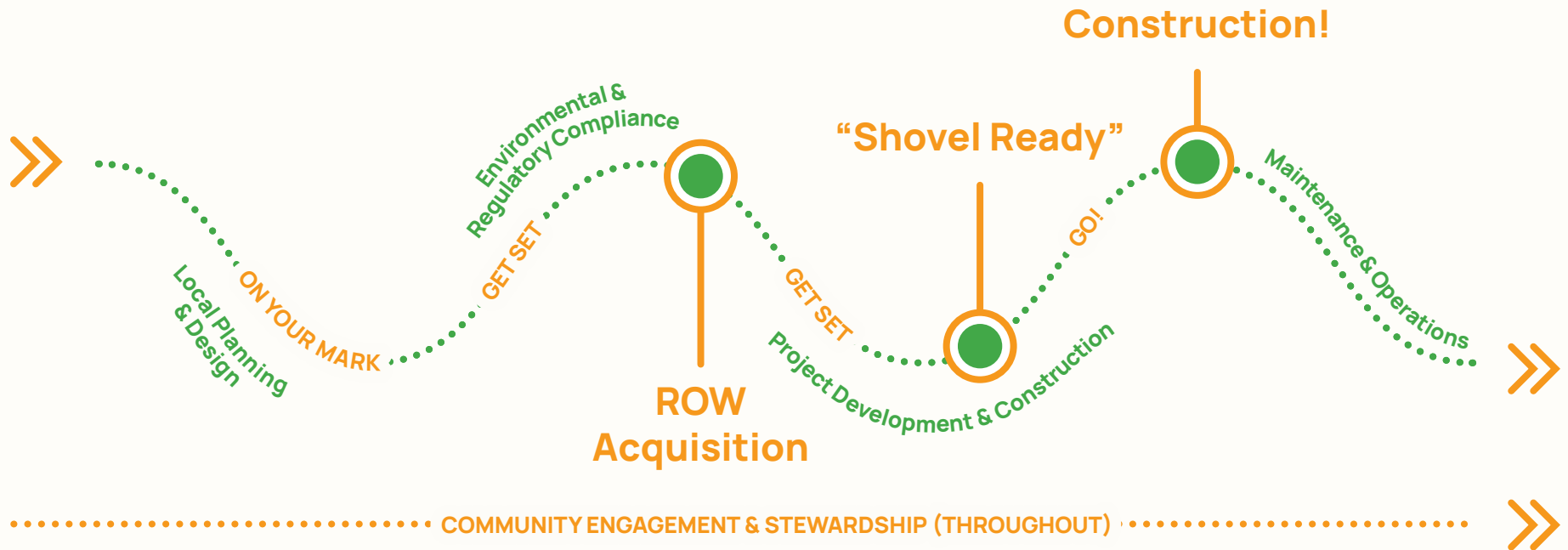
Partner-Led Implementation Strategies



Successful implementation of the Regional Trails Network depends on a broad coalition of local governments, special districts, state agencies, and community partners. While SACOG will continue to facilitate collaboration, provide technical tools, and support regionwide consistency, **primary leadership for trail development remains with local and agency partners** who own, operate, or permit trails.

This chapter outlines **five categories of Partner-Led Implementation Strategies** – the areas where cities, counties, park districts, transportation agencies, resource agencies, and community organizations will take the lead. Across all five categories, SACOG’s role is to provide **data, coordination, shared standards, and regionwide tools** that help accelerate project delivery while allowing each partner to advance projects consistent with local needs, processes, and priorities.

Partner-Led Implementation Strategies are organized to reflect the typical trail implementation pipeline in chronological order. This pipeline builds on the project readiness framework identified in the 2022 plan. The strategies in this chapter represent common roles and responsibilities for SACOG and local governments but are not exhaustive.



Community Engagement & Stewardship

Throughout the trail development pipeline, and after construction, local governments and community partners lead ongoing engagement to shape trail design, respond to concerns, and build long-term constituency support. Effective engagement fosters stewardship programs, partnerships with community-based organizations, and opportunities for residents to participate in trail care.

Local Agency/Partner Responsibilities	SACOG's Support Role
Conduct ongoing community outreach to inform planning and design decisions.	Provide shared messaging, multilingual templates, and communications materials.
Host engagement events, trail tours, and program partnerships with schools, libraries, and community organizations.	Share regional engagement materials and amplify partner successes.
Develop local stewardship programs such as volunteer maintenance and adopt-a-trail groups.	Publicize programs regionwide and connect agencies with peer examples.
Maintain and update local partnership inventories with community-based organizations and advocacy groups.	Maintain the Regional Partnerships Database and strengthen partner connections.
Work with elected officials to build support and resolve difficult negotiations.	Coordinate briefings and provide regional benefit data.

Local Planning & Design

Local agencies lead the earliest stages of trail development by identifying alignments, completing feasibility studies, and integrating regional corridors into local plans. This work establishes project readiness by coordinating with landowners, resolving early constraints, and applying consistent design expectations.

Local Agency/Partner Responsibilities	SACOG's Support Role
Conduct feasibility studies, alignment analyses, and concept designs for priority corridors.	Provide GIS data, corridor layers, and early design guidance.
Integrate regional trail corridors into general plans, master plans, and capital improvement programs.	Supply regional consistency review and data to support integration.
Adopt trail-friendly ordinances requiring developers to build trail segments where projects overlap priority corridors.	Share model ordinance language and design guidance resources.
Develop flexible right-of-way and encroachment policies to resolve property conflicts.	Provide regional examples and host peer exchange sessions.
Coordinate early with major landowners such as railroads, utilities, and private owners.	Facilitate introductions, negotiations, and regional contacts.
Monitor unused or railbanked corridors for potential trail reuse.	Maintain regional maps and provide technical assistance.

Environmental & Regulatory Compliance

Local agencies are responsible for completing CEQA/NEPA, conducting technical studies, and securing approvals from multiple regulatory partners. These processes ensure trail projects avoid or mitigate impacts to sensitive environmental resources and meet statutory permitting requirements.

Local Agency / Partner Responsibilities	SACOG's Support Role
Complete CEQA/NEPA clearance, including environmental studies and technical documentation.	➤ Provide environmental datasets and connect agencies with regulatory partners.
Coordinate permitting with Water Boards, CDFW, US Army Corps of Engineers, CPUC, Caltrans, and other resource agencies.	➤ Offer model fact sheets, permitting guidance, and interagency coordination support.
Inventory sensitive environmental areas and incorporate constraints into design.	➤ Maintain regional environmental layers and provide best-practice design recommendations.
Integrate interpretive or educational elements in environmentally sensitive areas.	➤ Include examples in regional design guidance documents.
Conduct robust community engagement and documentation to reduce litigation risk.	➤ Share case studies and recommended practices.

Project Development & Construction

Agencies move projects from concept to construction through engineering, right-of-way acquisition, utility and railroad coordination, and final project delivery. These steps require extensive technical work and multi-jurisdictional coordination, often tied to funding timelines and permitting requirements.

Local Agency / Partner Responsibilities	SACOG's Support Role
Advance trail projects from concept to bid-ready design, including engineering review.	➤ Align regional funding opportunities with project readiness.
Secure right-of-way and negotiate access with railroads, utilities, and other landowners.	➤ Provide liaison support, negotiation pathways, and coordination workshops.
Construct trail segments and major structures (bridges, undercrossings, crossings).	➤ Maintain regional priority lists and coordinate competitive grant applications.
Collaborate on joint grant applications for multi-jurisdictional trail projects.	➤ Provide mapping, benefit data, analysis, and letters of support.
Co-locate trails with flood control, stormwater, or green infrastructure projects.	➤ Share examples and coordinate multi-benefit funding strategies.
Use standardized templates for design review, safety planning, and communications.	➤ Develop and maintain regional templates and offer training sessions.

Maintenance & Operations

Once trails are built, local agencies and park districts manage day-to-day operations, including maintenance, safety, vegetation management, and long-term upkeep. Consistent maintenance practices ensure high-quality user experiences and reduce long-term costs.

Local Agency / Partner Responsibilities	SACOG's Support Role
Implement routine operations, including vegetation management, debris removal, and facility repair.	➤ Provide model maintenance plans, checklists, and regional best practices.
Develop interjurisdictional agreements for shared maintenance along continuous corridors.	➤ Facilitate coordination meetings and offer example templates.
Establish or expand volunteer maintenance and stewardship programs.	➤ Provide visibility, communications support, and regional recognition.
Incorporate maintenance planning early in project development to ensure long-term sustainability.	➤ Provide model budgets and lifecycle planning tools.
Maintain signage, wayfinding, and safety features consistent with regional standards.	➤ Maintain regional design guidance for signage and safety elements.



THIS PAGE INTENTIONALLY LEFT BLANK.

4

Advancing the Trail Network



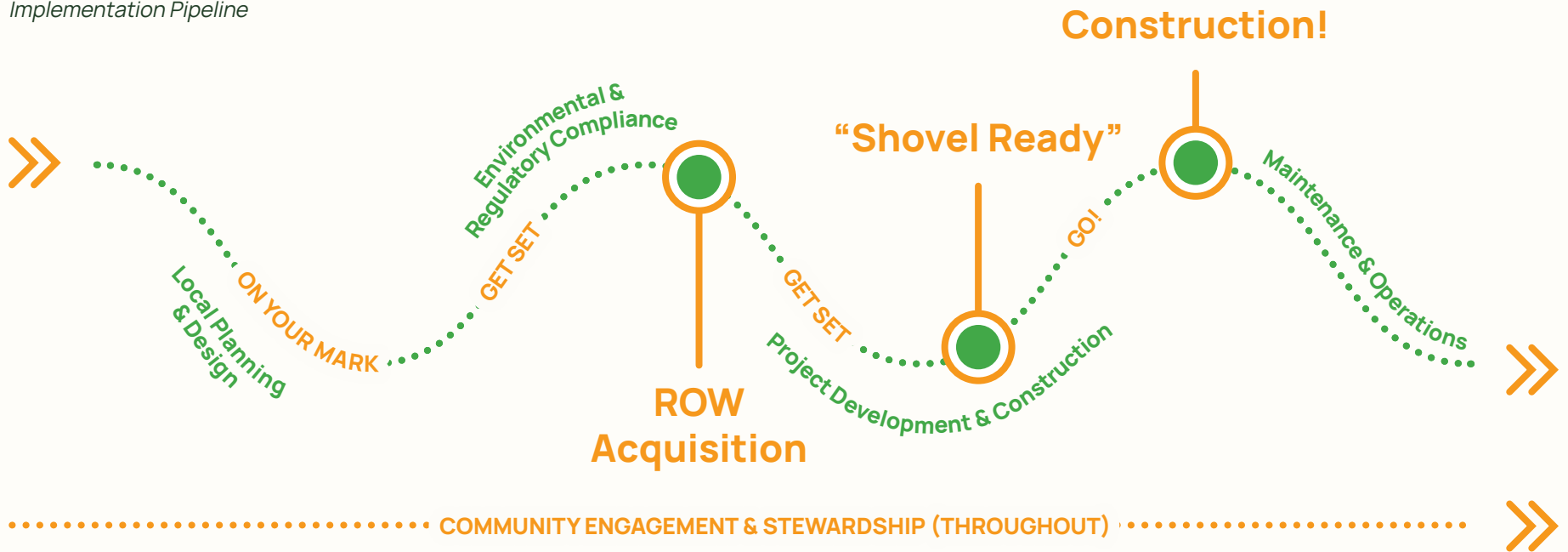
How Do Projects Advance Through the Development Pipeline?

Chapter 1 introduced SACOG's **Project Readiness Framework**, which organizes trail projects into three broad stages:

- **On Your Mark:** Projects or study corridors in the early stages of planning and design.
- **Get Set:** Projects with defined alignments and advancing through planning, environmental review, design, and funding preparation.
- **Go!** Projects that are fully funded or nearing construction and ready to move into delivery.

Each milestone within this framework reflects one part of the overall trail implementation pipeline. The following diagram indicates which tasks typically fall under each step in the implementation pipeline, and how they relate to the Project Readiness stages.

SACOG's role is to support local agencies in moving projects through the implementation pipeline – and to advance from one Project Readiness stage to the next (i.e. from “on your mark” to “get set”, and from “get set” to “go”.)



Local Planning & Design

- Identify project purpose, need, and desired outcomes
- Define preliminary project limits, alignments, and facility type
- Confirm consistency with local and regional plans and policies
- Conduct early community and stakeholder engagement
- Identify key constraints (right-of-way, environmental, utilities, rail, levee, etc.)
- Develop conceptual designs and planning-level cost estimates
- Assess overall project readiness and next steps

Environmental & Regulatory Compliance

- Conduct feasibility studies and alternatives analysis
- Initiate and complete environmental review and documentation
- Coordinate with regulatory and resource agencies
- Identify and address environmental constraints and mitigation needs
- Advance preliminary engineering to support environmental clearance
- Secure required permits and approvals
- Refine cost estimates and implementation schedules

Project Development & Construction

- Complete final design and construction documents
- Secure right-of-way and property interests
- Finalize funding strategy and assemble construction funding
- Advertise, award, and manage construction contracts
- Coordinate construction staging, communications, and oversight
- Monitor construction progress, costs, and schedule
- Complete project closeout and acceptance

Maintenance & Operations

- Establish maintenance responsibilities and agreements
- Implement operations and maintenance plans
- Conduct routine inspections and repairs
- Address safety, signage, and user experience needs
- Monitor facility performance and usage
- Identify future capital improvement or rehabilitation needs

How is SACOG Working to Advance Projects in the Regional Trail Network?

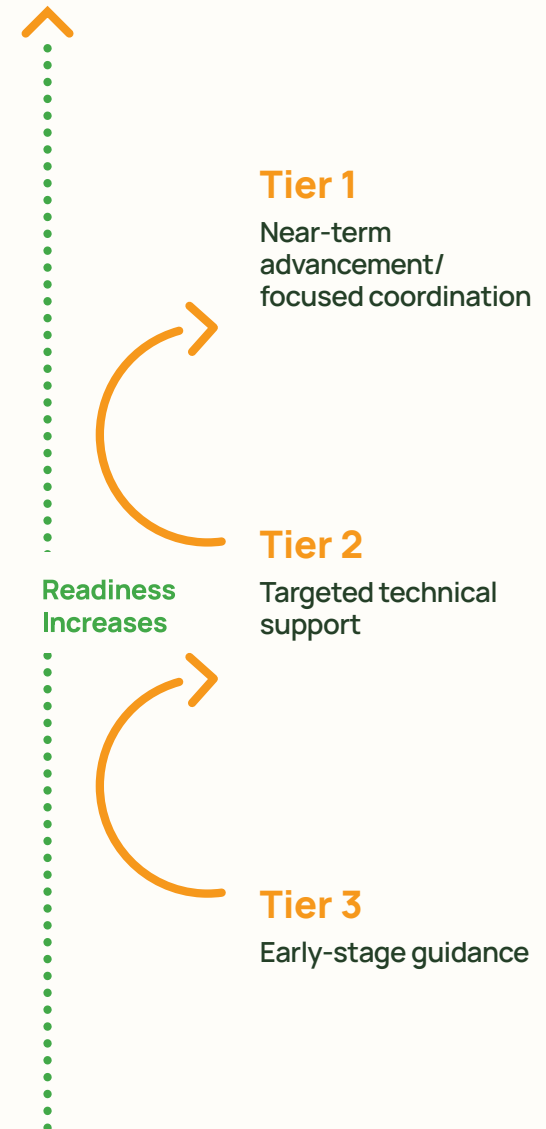
SACOG first adopted a regional trail project prioritization framework in 2022 as part of the Regional Trail Network Action Plan. That framework — approved by the SACOG Board — established a consistent, transparent, and data-informed method for understanding where projects are in their implementation pipelines and identifying trail projects that advance regional goals.

As part of the 2026 Regional Trails Implementation Strategy, SACOG refreshed the methodology to reflect current conditions (including project readiness and development progress), updated datasets (such as more recent collision data), and national best practices. Based on the updated analysis, all 264 projects from the 2022 network were organized into tiers: three tiers for planned projects and two tiers for study corridors. The results do not present an ordered hierarchy where projects are ranked from highest to lowest. Instead, the results identify projects that advance the region's trail network goals and identify those that would most benefit from SACOG's support to move through the trail development pipeline.

The network tiers are defined as follows:

- **Tier 1 Trail Projects (0–10 year horizon)**
Strong alignment with plan goals, potential to provide regionally significant connections, and suitable for near-term SACOG coordination.
- **Tier 2 Trail Projects (5–10 year horizon)**
Projects with meaningful benefits but more limited regionalism outcomes or higher long-term needs.
- **Tier 3 Trail Projects (10+ year horizon)**
Long-term projects that complete the build-out of the regional network or address important local needs.
- **Tier 1 Study Corridors**
Conceptual connections with strong potential for regional benefits requiring feasibility or alignment refinement.
- **Tier 2 Study Corridors**
Conceptual connections with moderate potential requiring more extensive local study.

Appropriate Level of Support by Tier



How Does SACOG Support Projects in All Tiers?

Over the next five years (2026 – 2030), SACOG will support projects in the Regional Trail Network to achieve greater project readiness. SACOG will use the Tiers (Show in Appendix D) to understand what type of support is most helpful in moving different projects through the trail development pipeline.

While **Chapter 3** outlines regionwide strategies and resources available, collectively, to **all** local agencies — such as regional datasets, design guidance, and shared engagement tools — the actions described here reflect the **project-specific, one-on-one assistance** that SACOG will provide to agencies with projects in the Regional Trail Network. This assistance is tailored to projects that show strong alignment with regional goals and clear readiness for advancement.

Through targeted support, SACOG will help jurisdictions advance their projects from “**On Your Mark**” to “**Get Set**” to “**Go**”. All agencies with projects in the Regional Trail Network are eligible for SACOG support. Depending on demand for different support services, and in cases where SACOG staff capacity is limited, SACOG may focus resources on Tier 1 projects. However, Tier 1 designation does not guarantee any specific resource or assistance. In addition, projects in Tier 2 or 3 may be well-suited for various services and will be considered on a case-by-case basis.

This program will evolve over time as local agency needs change, and as SACOG’s internal capacity to support local agencies grows. Working with local agencies to understand need, SACOG will support communities through two levels of assistance:

1. Support through Trail Technical Assistance Program:

In 2026, SACOG will launch the second iteration of the SACOG Trail Implementation Technical Assistance Program, building on the success of the 2025 program. All projects on the Regional Trail Network are eligible for Technical Assistance. Agencies with Tier 1 projects receive priority access to Technical Assistance support including (but not limited to):

- **Early Feasibility or Technical Scoping Support [Most helpful: On Your Mark → Get Set]**
Identifies feasible alignments and early constraints to reduce redesign and delays later in the process.
- **Engagement [Most helpful: On Your Mark]**
Supports agencies in strengthening community buy-in and preparing decision-makers for project advancement.
- **Customized Mini-Implementation Plans [Most helpful: On Your Mark → Get Set]**
Clarify project needs, identify constraints, outline milestones, and define the most efficient path through design, permitting, and funding.
- **Grant Application Support & Funding Strategy Development [Most helpful: Get Set → Go]**
Helps prepare competitive grant applications, cost estimates, and funding packages for environmental, design, and construction phases.

2. Direct Support from SACOG Staff:

SACOG staff will work one-on-one with staff from agencies to provide support including (but not limited to):

- **Allocating additional points to Regional Trail Network Projects Applying to SACOG's Regional Active Transportation Program Funding Cycle [Most helpful: Get Set → Go]**
 - » Project sponsors applying to the Regional Active Transportation Program will be allotted up to 3 additional points for Regional Trail Network projects.
- **Letters for Grant Applications [Most helpful: Get Set → Go]**
 - » *Letters of Consistency for Grant Applications*
Strengthens connections to regional efforts and improves competitiveness. Available to all projects pursuing grant applications listed in Tier 1 of the Regional Trail Network. Special cases may exist where projects from Tier 2 or 3 advance in readiness and may be eligible for this support.
 - » *Letters of Support for Grant Programs*
Strengthens competitive applications by demonstrating regional alignment and multi-jurisdictional importance. Letters of support are only offered to projects that are on SACOG's Regional Regional Grant Prioritization List. Agencies are encouraged to apply to regional grant project prioritization efforts if they are considering pursuing a large federal or state grant.
- **Advocacy Support and Assistance [Most helpful: On Your Mark]**

Supports agencies in strengthening community buy-in and preparing decision-makers for project advancement. Access to SACOG federal and state advocacy is only available to projects listed in SACOG's Regional Grant Prioritization List. Agencies are encouraged to apply to regional prioritization efforts. Support with local politicians available to all projects listed in the Regional Trail Network (Tier 1-3).
- **Strategic Interagency Coordination [Most helpful: All stages]**

Facilitates coordination with Caltrans, rail, levee, utility, and resource agencies to resolve regulatory, permitting, and right-of-way challenges. Available to all projects listed in Tier 1 of the Regional Trail Network. Special cases may exist where projects from Tier 2 or 3 advance in readiness and may be eligible for this support.
- **Bundling Multiple Projects for Future Regional or State Funding Opportunities [Most helpful: Get Set → Go]**

Aligns project elements with expected funding program criteria and prepares agencies for future grant cycles.
- **Readiness Road Mapping, Feasibility, and Ongoing Check-Ins [Most helpful: All stages]**

Maintains project momentum, identifies emerging challenges, and supports continuous progress toward implementation. This support is available to all projects listed in the regional network (Tier 1-3). Assistance would be initially limited to 1-hour technical assistance calls with SACOG staff. Ongoing support may be available depending on the project scope and goals.

How Might Support Vary by Project Tier?

SACOG's tiering framework helps tailor support to where projects are in the trail development pipeline and what types of assistance are most likely to move them forward efficiently. **While all projects in the Regional Trail Network (Tiers 1-3) are eligible for some level of SACOG support,** the **intensity and focus** of that support may differ by tier based on project readiness, regional significance, and available staff capacity.

Tier 1 Projects

Tier 1 projects demonstrate the strongest alignment with regional goals and the greatest readiness for near- to mid-term advancement. These projects are typically the primary focus of SACOG's project-specific, one-on-one support. For Tier 1 projects, SACOG may prioritize:

- Deeper engagement through the Trail Implementation Technical Assistance Program
- Ongoing staff coordination and readiness roadmapping
- Grant strategy development, application support, and letters of consistency or support
- Strategic interagency coordination and advocacy

Tier 1 designation signals that a project is well positioned for partnership, but it does not guarantee any specific resource or level of assistance.

Tier 2 Projects

Tier 2 projects offer meaningful benefits but may face greater constraints or require additional development before advancing. SACOG support for Tier 2 projects is typically more targeted and situational, focusing on:

- Discrete technical assistance needs (such as feasibility, scoping, or early implementation planning)
- Periodic staff check-ins to support readiness advancement
- Case-by-case consideration for select services as projects mature

As Tier 2 projects progress and readiness increases, they may become competitive for additional forms of SACOG support.

Tier 3 Projects

Tier 3 projects generally represent longer-term opportunities or projects primarily addressing local needs. SACOG support for Tier 3 projects is typically lighter-touch and focused on:

- Maintaining project visibility within the regional network
- Early-stage guidance, readiness assessment, and high-level coordination
- Helping agencies understand what steps would be needed to advance projects into future tiers

These projects help ensure the long-term completeness and equity of the regional trail network, even if near-term advancement is limited.

Study Corridors (Tier 1 and Tier 2)

Study corridors receive support that emphasizes **concept development, feasibility, and alignment refinement**, rather than implementation. Higher-tier study corridors may receive more focused technical or coordination support to determine whether they should advance into the planned project tiers.

Selecting 10 Projects for Individualized Implementation Plans

During the 2026 Trails Implementation Strategy, SACOG took steps to implement the project support program detailed in this Chapter. As part of the agency's Trails Technical Assistance Pilot program, SACOG identified 10 projects on the Regional Trail Network that would benefit from one-on-one support in the form of individualized implementation plans. The goal of this pilot was to help local agencies understand where their projects fall in the Project Readiness Framework, and what they need to advance through the implementation pipeline.

For each of the 10 projects, the Individualized Implementation Plans:

- Documented level of project readiness
- Identified key challenges and barriers to implementation
- Recommended strategies for resolving challenges or overcoming implementation barriers
- Identified next steps for advancing toward project readiness
- Provided cost estimates for key next steps, whether planning, design, or construction



Approach

To identify projects for implementation plan support, SACOG used the methodology adopted in 2022 and approved by the SACOG Board. The project team refined the approach to include updated data-sets, the latest readiness information, and methodological improvements to ensure it remains replicable and aligned with best practices. The approach includes **three steps**:

Step 1: Quantitative Scoring (Project Benefits)

Step 1 evaluates each planned trail project or study corridor’s potential benefits to the regional network. The analysis measures whether projects advance SACOG’s trail network goals – including safety, equitable access, connectivity to key destinations, recreation, and all-ages-and-abilities mobility—as well as regionalism goals including collaboration, network integrity, and critical access. The Qualitative Scoring Framework diagram to the right illustrates all goals and how they were scored.

The methodology was presented to the trail working group in April 2025 and then, in May 2025, provided to SACOG’s Transportation Committee and Board. It was then refined based on feedback. Revisions included scoring structures that ensure projects with **diverse combinations of strengths** can rise to the top and adjustments to improve regional representation across all six counties in **rural, suburban, and urban** communities. For the full framework and methodology, see Appendix D.

The 2025 analysis evaluated **187 planned trail projects and 77 conceptual study corridors** across the SACOG region. The results provide a regionally consistent snapshot of where projects stand in relation to trail network goals, **where they fall along the trail development pipeline, and which projects would most benefit from SACOG partnership and support.**

The breakdown by tier is as follows:

Category	Count
Tier 1 Trail Projects	135
Tier 2 Trail Projects	29
Tier 3 Trail Projects	23
Total Trail Projects	187
Tier 1 Study Corridors	32
Tier 2 Study Corridors	45
Total Study Corridors	77
Grand Total Evaluated	264

Quantitative Scoring Framework



Safety



Health



Environmental Justice



Economic Vitality



All Ages & Abilities



Recreation

70
Points



Collaboration



Strengthening the Network



Critical Access

+30
Points

=100 Points

Step 2: Qualitative Readiness Assessment

SACOG staff conducted a robust stakeholder engagement process in Summer 2025, interviewing all local agencies and collecting updated readiness information. This included identifying where each project was in the implementation pipeline – such as community engagement, concept development, environmental review, design, right-of-way, and funding – to determine how SACOG could best help projects advance.

Step 3: Identifying Projects for Individualized Support

During Step 3, SACOG met with agencies that had top-scoring Tier 1 projects to understand whether individualized implementation plans would benefit them and refined the project selection based on local priorities.

Through this process, SACOG and its partners identified 10 projects that:

- Are strongly aligned with Regional Trail Network goals
- Demonstrate clear regional significance
- Represent a mix of rural, suburban, and urban contexts
- Are at stages where SACOG’s assistance can meaningfully accelerate progress
- Reflect clear local agency interest and commitment.

These 10 projects received tailored implementation plans to help them advance through the regional trail development pipeline. See Appendix E for full implementation strategies.

Selected Tier 1 Projects for Individualized Implementation Plans

Project Name	Primary Local Agency	Length & Geographic Extents	Project Readiness Framework (On Your Mark / Get Set/Go) ¹	Key Opportunities & Constraints
County Road 32A Trail	Yolo County	2 miles	Get Set	<ul style="list-style-type: none"> • Awarded grants have not been made available for use • Right-of-way from private agricultural lands will be needed
Dry Creek Greenway	Roseville	2.2 miles	On Your Mark	<ul style="list-style-type: none"> • Logical project phasing needs to be determined • Municipal properties along the route allow for bypassing right-of-way acquisition in some locations
East Main Trail (West of I-5)	Woodland	0.5 miles	On Your Mark	<ul style="list-style-type: none"> • Success is dependent on negotiations with Sierra Northern Railway • Right-of-way from private commercial properties are needed



¹ Refer to Chapter 1. Process Timeline for more details on the On Your Mark, Get Set, Go stages.

Project Name	Primary Local Agency	Length & Geographic Extents	Project Readiness Framework (On Your Mark / Get Set/Go) ¹	Key Opportunities & Constraints
El Dorado Trail West	El Dorado County	8.1 miles	On Your Mark	<ul style="list-style-type: none"> • Completing this segment would fill the gap in a regional connection between Placerville and Shingle Springs • Shared governance and excursion rail interests have added complexity to the project and slowed consensus building
Elk Grove Blvd Trail	Elk Grove	0.9 miles	On Your Mark	<ul style="list-style-type: none"> • Physical constraints and limited road right-of-way present design challenges • The City's focus for this area is to develop a Class IV bikeway as opposed to a trail
Feather River Bikeway	Yuba County	9.6 miles	On Your Mark	<ul style="list-style-type: none"> • Yuba County's small tax base makes funding implementation and maintenance challenging • Aggregate surface roads to be used for the trail would need to be upgraded to serve all ages and abilities
I-5 / Elk Grove Trail	Elk Grove	2.1 miles	On Your Mark	<ul style="list-style-type: none"> • The City sees the Laguna Creek Trail as a higher priority for this area • The alignment of the trail atop a levee is problematic for the levee's structural integrity
Yuba City Downtown Bike Route Connection	Yuba City	0.4 miles	Get Set	<ul style="list-style-type: none"> • The project would be a significant connection for the region, linking the Yuba City/Sutter Bike Trail with the Feather River Levee Trail • The City still needs to select a preferred alternative from options that both have advantages and constraints
Sacramento River Levee Trail South (River Walk)	West Sacramento	1.2 miles	Get Set	<ul style="list-style-type: none"> • Adjacent property owners may be using the corridor for industrial activities, potentially complicating building support for the project • The project area contains flood control levee which will necessitate involving multiple federal, state, and regional regulatory agencies in project planning and design
Watt Avenue Trail (Class IV Corridor)	Sacramento County	3 miles	Get Set	<ul style="list-style-type: none"> • The County has identified some of the funding needed for right-of-way acquisition • Funding for construction has not yet been identified



5

Trails Technical Assistance Pilot Program



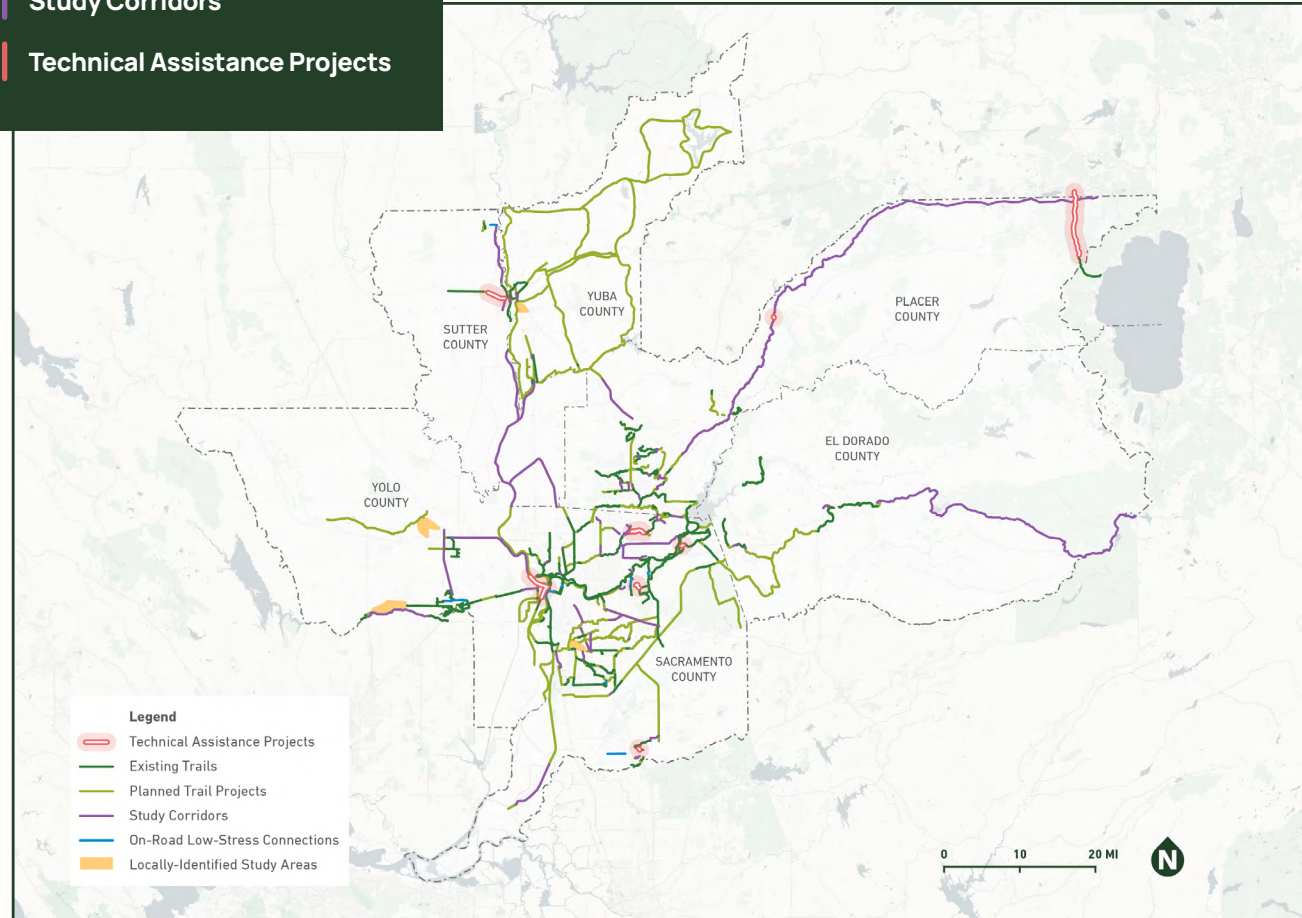
Launching the Region's First Trails Technical Assistance Program

Delivering a connected, high-quality Regional Trail Network requires more than strong plans and priorities — it requires sustained, hands-on support to help local agencies move complex projects from concept to construction. Through the Regional Trails Implementation Strategy, SACOG took a significant new step by launching the region's first-ever trails-focused technical assistance program, designed to directly support implementation of priority regional trail projects.

Building on the vision and priorities established in the 2022 Sacramento Regional Trail Network Action Plan, SACOG designed the pilot program to address one of the most persistent barriers to trail delivery: the gap between project identification and project readiness. Many local trail priority projects stall during early feasibility, design, or funding phases — particularly in communities with limited staff capacity or experience navigating competitive grant programs.

Through this pilot program, SACOG worked with a team of consultants to support **ten local projects across eight agencies**, providing actionable deliverables, strategic guidance, and clear next steps to accelerate progress.

- Existing Trails
- Planned Trails
- Study Corridors
- Technical Assistance Projects



Technical Assistance Application and Selection

SACOG invited eligible local agencies and Tribes to apply for technical assistance for trail projects identified in the 2022 Sacramento Regional Trail Network Action Plan, including Tier 1 projects and Top Tier Study Corridors. In parallel, SACOG conducted direct outreach to Tribal partners to introduce the program, discuss potential opportunities, and ensure equitable access to technical assistance outside of a traditional application-only model.

SACOG designed the Technical Assistance Pilot application and selection process to be user-friendly and to have a low barrier to entry. The goal was to quickly identify projects where targeted assistance could meaningfully accelerate progress through the trail development pipeline, rather than create a burdensome process for local agencies. The short application form focused on understanding each project's current stage of readiness, key challenges to implementation, and documenting community need.

As part of the application process, applicants selected and ranked their top four most-needed technical assistance services from a list of 14:

- Grant Application Support
- Opinions of Probable Cost
- Feasibility Assessments
- Funding Strategies
- Signage Strategy
- Making the Case for Trails
- Phasing and Implementation Strategies
- Trail Design Guidance
- Green Infrastructure Guidance
- Trail Conceptual Design
- Illustrative Graphics/Visualizations
- Community Engagement, Activation, or Programming
- Staff Training and Capacity Building
- Strategies for Emerging Mobility Trends on Trails

The application window was open for six weeks, during which SACOG staff offered office hours that local agencies could attend to ask questions, discuss projects, and refine applications.



Project Eligibility and Selection Criteria

To be eligible for technical assistance, applicants had to be a primary or secondary implementing agency for a project identified in the 2022 Regional Trail Network Action Plan. Eligible projects were required to demonstrate community need.

SACOG established selection criteria that reflect the priorities outlined in the 2022 Plan, with a clear focus on advancing high-impact regional connections and serving communities with the greatest need. The agency used the project tiers identified in the 2022 Plan as the primary organizing structure for evaluating applications, ensuring continuity between long-range planning and near-term implementation.

To support equity and transparency, SACOG structured the selection process around three core principles:

- **Ensure equitable access:** SACOG reserved at least one technical assistance slot for a Tribal organization and used flexible criteria to allow applicants to demonstrate community need using locally relevant data and definitions to identify disadvantaged communities.
- **Advance regional priorities:** The program prioritized Tier 1 and Top Tier Study Corridor projects that strengthen regional connectivity and close critical network gaps.
- **Deliver readiness-focused impact:** SACOG evaluated whether requested services aligned with the project's development stage and whether agencies had sufficient capacity to act on the assistance provided, maximizing the likelihood that technical assistance would translate into tangible next steps.

The following example summaries highlight key elements from the technical assistance pilot process and outcomes. For the full set of Technical Assistance project summaries, see Appendix A.



Technical Assistance Delivery

SACOG received eight eligible applications, all of which met the selection criteria. SACOG provided technical assistance to all eight agencies to advance their trail projects. The table below summarizes key characteristics of and outcomes for each project.

SACOG Regional Trails Technical Assistance Pilot Program – Eight Recipients and Projects

Project	Lead Agency	Project Location and Extents	Project Readiness Phase	Services & Deliverables Provided	Key Next Steps
Arcade Creek	City of Citrus Heights	2.5 miles from Van Maren Lane to Sayonara Drive.	Feasibility	Maps showing the project at different scales, updated cost estimates, grant funding strategy.	Advance the six high priority segments through grant applications to Caltrans and SACOG for design and construction.
Bunch Creek Trail	City of Colfax	Approx. 1,000 feet initial segment following the existing railroad easement south of S. Auburn St.	Feasibility	Funding strategy; funding opportunities matrix; sample planning grant narrative; project overview slide deck.	Initiate coordination with Union Pacific Railroad; prepare near-term planning and design grant applications.
Capital Center Drive Class IV Study Corridor	City of Rancho Cordova, Department of Public Works	0.8 miles from the bicycle-pedestrian overcrossing across Hwy 50, along White Rock Rd., then along Capital Center Dr. to the intersection with International Dr.	Concept Design	Cross-section and plan-view concept designs for an on-street trail connection; materials palette; concept-level list of material quantities.	Develop detailed cost estimates; submit a grant application to Caltrans for future design and construction funding.
Clarksburg Branch Line Trail (North)	City of West Sacramento, Community Development Department	Approx. 3.6 miles along Union Pacific and Sierra Northern rail corridors from the intersection of Tule Jake Rd. and Old River Rd., southwest to the intersection of Soule St. and 15th St.	Feasibility	Existing conditions memorandum; rail trail corridor analysis; recommendations memorandum.	Evaluate additional potential corridors to identify a preferred alternative.

Project	Lead Agency	Project Location and Extents	Project Readiness Phase	Services & Deliverables Provided	Key Next Steps
Folsom Boulevard Overcrossing	City of Folsom, Department of Public Works	1.28 miles between the Humbug Willow Creek Trail at Folsom Blvd. and the American River Parkway Trail connection at Parkshore Dr.	Design & Construction	Prior grant application review; recommendations for addressing benefits to disadvantaged communities; preliminary preparation for a future Safe Streets and Roads for All (SS4A) grant application	Prepare grant application(s) in 2026
Emerald Vista Trail Union Pacific Railroad Overcrossing	City of Galt	Approx. 600 feet extending from north of the Union Pacific Railroad tracks near Cedar Flat Ave. to south of the tracks near Roundstone Park	Design & Construction	Prior grant application review and recommendations memo	Prepare grant applications, gather localized safety and community engagement data
Truckee River Recreational Access Project	Placer County, Department of Public Works	9.4-mile trail gap extending from the Placer County line near the Town of Truckee south to Olympic Valley	Design & Construction	Funding strategy; funding opportunities matrix; project readiness summary; sample grant narrative; project summary slide deck	Prepare grant applications to support future design and construction
Yuba City Railroad Corridor Conversion Project	City of Yuba City	3 miles from Harker Parkway to Cooper Avenue.	Feasibility	Updated maps and graphics, UPRR communication strategy; list of upcoming trail funding opportunities.	Negotiate corridor use for a trail with UPRR and submit Caltrans, SACOG, and federal grant applications for planning and design.

Capital Center Drive Class IV Study Corridor

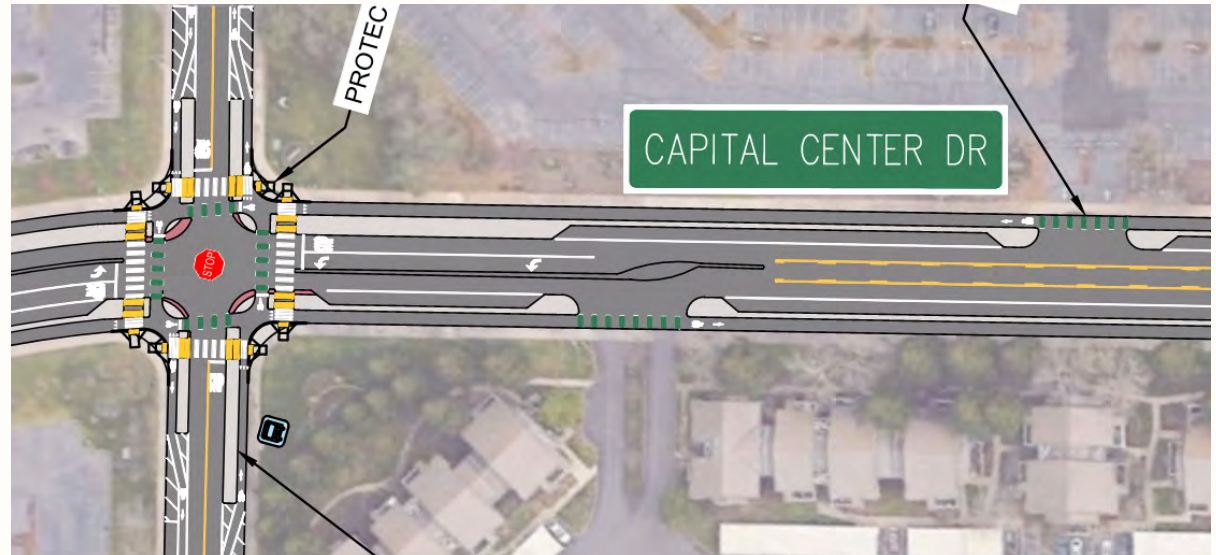
City of Rancho Cordova

Project Details

Agency: City of Rancho Cordova, Department of Public Works

Trail length and extents: 0.8 miles from the bicycle-pedestrian overpass across Highway 50, along White Rock Road, then along Capital Center Drive to the intersection with International Drive.

Project Description: This on-street connection fills a key network gap between the trail-adjacent Stone Creek neighborhood and the bicycle-pedestrian overpass across US 50. Creating this connection will allow Rancho Cordova residents to access numerous community amenities and destinations including medical offices, White Rock Community Park, and will link east and west parts of the city across US 50.



Plan-view concept design for Class IV protected bicycle facilities along Capital Center Drive and protected intersection at Capital Center Drive and International Drive. Source: Toole Design Group.

Technical Assistance Summary

The goal of this TA project was to provide the City with a high-quality conceptual design for use in future grant applications.

The City received cross section and plan view conceptual designs for an on-street trail connection (Class IV Protected Bicycle Lanes). The consultant also provided a materials palette and a concept-level list of material quantities.

Next steps to advance the project include developing detailed cost estimates and submitting a grant application to Caltrans for further design and construction.

“I think it is a great resource and a way for the region to elevate and advance projects that the city has identified through their planning efforts that also align with regional goals. I’d strongly support seeing more of this kind of investment over new initiatives that can sometimes feel less aligned with city and regional goals.”

-City of Rancho Cordova

Arcade-Cripple Creek Trail

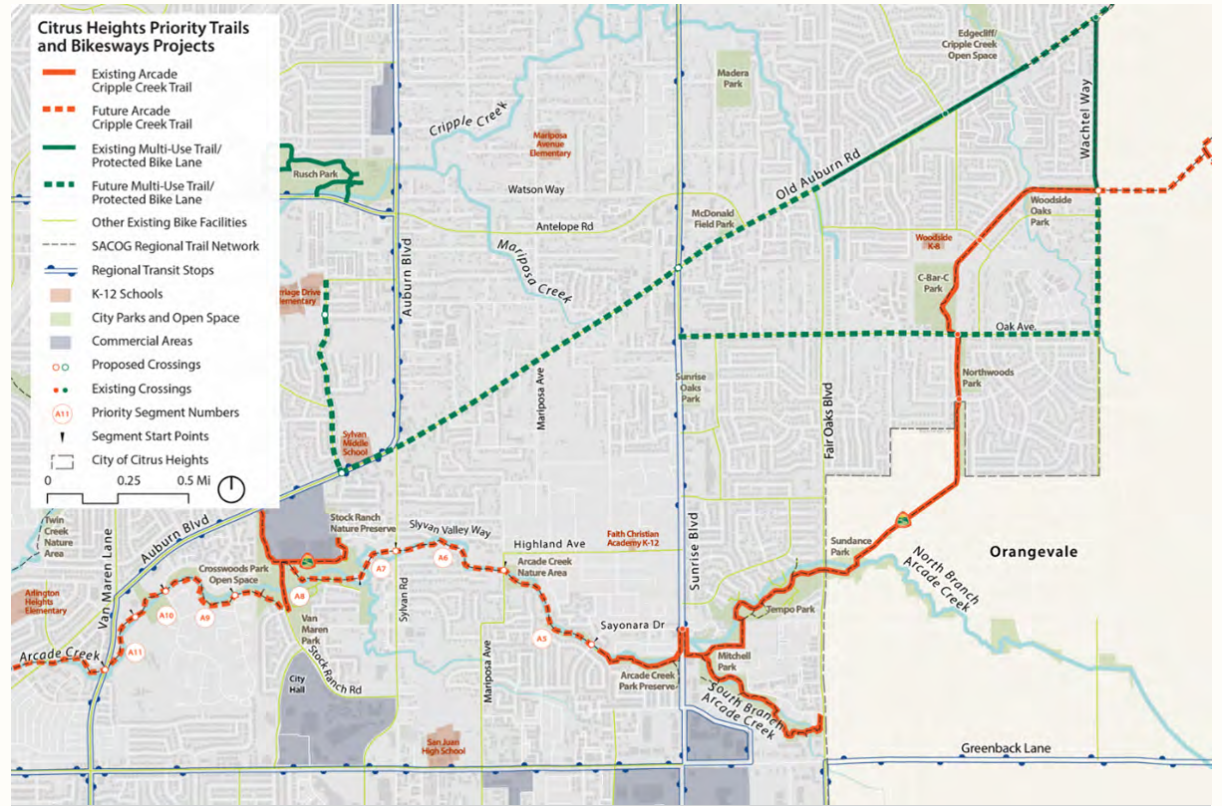
Citrus Heights

Project Details

Agency: City of Citrus Heights

Trail length and extents: 2.5 miles from Van Maren Lane to Sayonara Drive

Project Description: The Arcade-Cripple Creek Trail (ACCT) is a proposed trail along the Arcade and Cripple Creek corridors connecting the community to parks and other destinations. With over 3 miles of trail built, this new section will extend the existing corridor to connect neighborhoods to four parks, City Hall and other commercial areas.



Map highlighting the priority Arcade Creek and Old Auburn Road trail corridor.
Source: Zander Westbrook Design.

Technical Assistance Summary

The goal of this project was to build on the City's success of completing over 3 miles of the ACCT by providing updated graphics and cost estimates for the highest priority unbuilt trail segments.

The City received two maps showing the project at different scales as well as updated cost estimates, and a grant funding strategy.

The next steps are to advance the six high priority segments through grant applications to Caltrans and SACOG for design and construction.

Pilot Program Evaluation

The pilot Technical Assistance (TA) program was designed to inform the development of a sustainable, long-term model for supporting regional trail project delivery. SACOG intentionally tested key components of the program, including the application process, selection framework, service delivery approach, and evaluation methods. The lessons learned from this initial round are intended to guide future iterations, improve program efficiency and effectiveness, and support continued investment in advancing trail projects across the region.

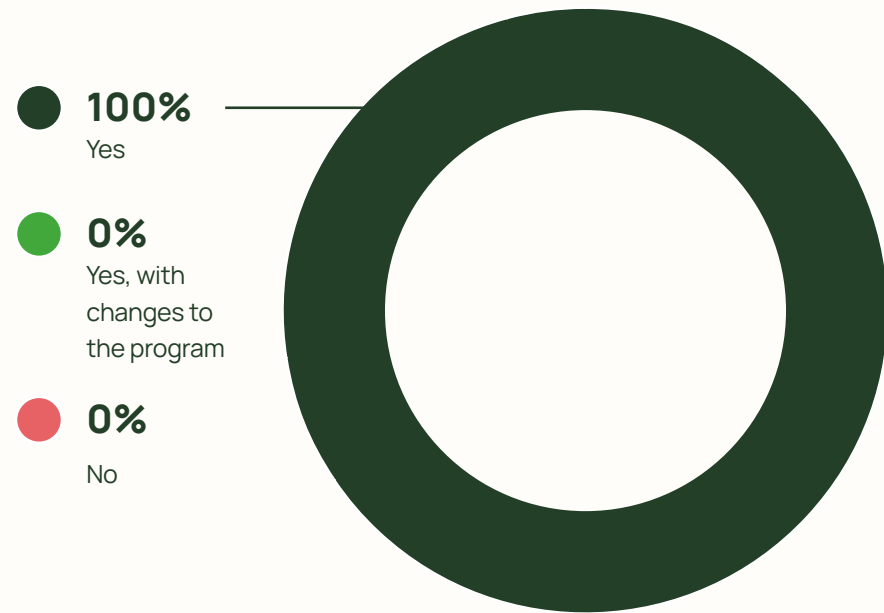
Post Technical Assistance Survey Results

At project closeout, technical assistance recipients were asked to complete a survey evaluating the program's application process, structure, and outcomes. 5 of the eight participating agencies responded. Their feedback offers valuable insight into the quality of the pilot program and highlights opportunities for improvement.

“The funding memo & supporting documents provided by the consultant team as a part of the program will be a significant catalyst for moving the project forward.”

- Technical Assistance Recipient

Would you recommend that SACOG continue a similar TA program into the future?



Evaluation: What Worked

Proactive SACOG-Led Outreach

- SACOG staff-led outreach played a critical role in program participation and success. One-on-one follow-up with agencies helped advertise the program and clarify eligibility and expectations.
- Offering office hours during the application window provided applicants with direct access to SACOG staff, allowing agencies to ask questions and submit stronger, more complete applications.

Scalable Selection Criteria and User-Friendly Scoring Tools

- Although a full competitive selection process was not required during the pilot due to available capacity, the points-based scoring system, evaluation rubric, and scoring calculator developed for the program establish a clear, defensible, and scalable framework for future rounds when demand is expected to grow.
- The pilot successfully established foundational tools and processes that can be readily applied and refined in future program cycles.

Strong Program Value and Relevance

- Survey respondents unanimously supported continuation of the Technical Assistance program, indicating strong perceived value and relevance.
- Deliverables consistently met or exceeded agency expectations, suggesting that the services provided were well aligned with recipient needs.

Multidisciplinary Consultant Team

- A multidisciplinary consultant team enabled the program to provide both specialized, niche expertise (such as Union Pacific Railroad coordination) and support for complex technical topics (such as advanced funding strategies and conceptual design for all ages and abilities facilities).
- Dividing Technical Assistance delivery among small, focused consultant teams improved efficiency, supported effective resource allocation, and allowed teams to remain nimble and responsive to project needs.

Flexible and Adaptive Service Delivery

- Retaining flexibility to adjust scopes over the course of each project was a key strength of the program, allowing services to align with evolving local agency needs and adapt when agency capacity increased or decreased.
- Staggering the launch dates of Technical Assistance projects helped align work with local staff availability and preferences while also balancing workload demands on consultant teams and SACOG staff.

Evaluation: What Could Be Improved

Application Design and Clarity

- Applicants' needs were often nuanced and did not align cleanly with predefined service categories. Future applications should place greater emphasis on understanding project challenges and desired outcomes rather than requiring applicants to select from rigid service menus.
- Requiring applicants to submit a map showing project extents would improve scoping accuracy and understanding of service needs.
- Application forms and outputs should be more thoroughly tested prior to release to reduce confusion and follow-up effort.

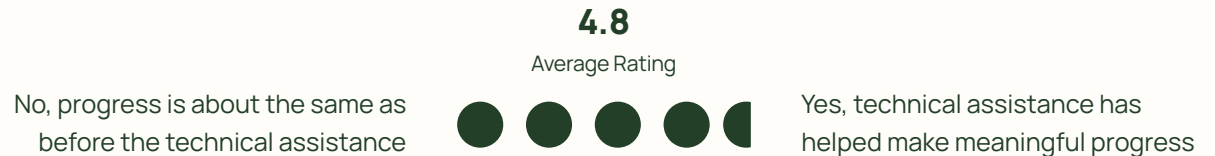
Tribal Participation

- Despite best efforts, SACOG staff were not able to secure Tribal participation during the pilot program. More coordination with applicants is needed to ensure Tribes are aware of trail projects receiving Technical Assistance, particularly to ensure protection of tribal cultural resources. In addition, SACOG staff should continue outreach to ensure Tribes are aware of and able to engage with Technical Assistance opportunities if they choose to do so.

Did the quality of the deliverables meet your expectations?



Do you feel that the products of the technical assistance have made an impact on the overall progress of your project?

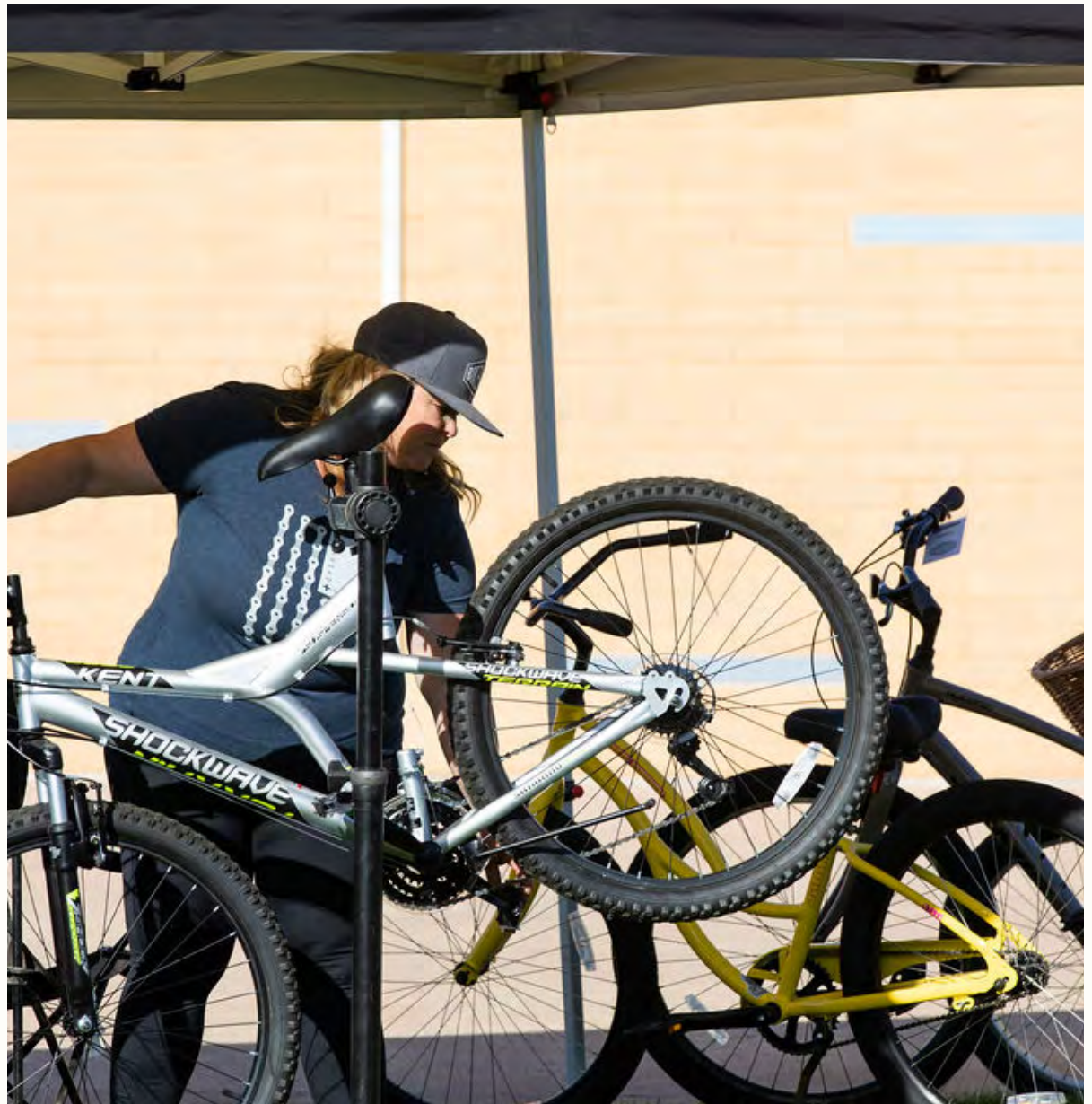


"It was a very good program with great consultants. We would also like to hear what the other awardees are focusing on and perhaps share details of the deliverables, lessons learned and funding strategies from other agencies." - Technical Assistance Recipient

Recommendations for Future Technical Assistance

Based on feedback from Technical Assistance recipients and observations from the consultant team, the following recommendations are proposed to strengthen future program cycles:

- Refine the application process to improve clarity and focus on collecting detailed information about project context, challenges, and specific support needs.
- Allocate sufficient project management time to support coordination, schedule management, consultant oversight, and issue resolution across multiple concurrent Technical Assistance projects.
- Formalize a quality control and quality assurance (QC/QA) process to clearly define review roles, timelines, and responsibilities, and to improve accountability for the quality and consistency of deliverables.
- Coordinate with SACOG's Tribal liaison to support ongoing outreach and engagement, ensuring Tribes are aware of and able to leverage Technical Assistance resources if they choose to participate.



6

Regional Trails Working Group



Working Group Purpose and Role

In 2025, SACOG established a Regional Trails Implementation Working Group. The Working Group builds directly on the collaborative foundation established through the Technical Advisory Committee for the 2022 Regional Trail Network Action Plan. That Action Plan documented SACOG's commitment to advancing the Regional Trail Network through interagency coordination, regional convening, engagement with regional leaders, data updates, technical assistance, and shared learning.

The Working Group is one example of how SACOG is meeting their commitments - it creates a sustained forum for coordination and collaboration focused specifically on trail implementation in the Sacramento region. By convening local jurisdictions, transportation agencies, and advocacy partners throughout plan development, SACOG used the Working Group to successfully:

- Convene public agencies and trail advocates around a shared regional implementation agenda
- Strengthen cross-jurisdictional relationships and trust
- Elevate shared priorities and implementation challenges through peer learning
- Inform updates to the Regional Trail Network based on progress since 2022
- Shaped the development of the Implementation Strategy, including analysis, governance, and funding recommendations



Members of the Working Group at the April 2025 meeting

Working Group Process and Engagement

Over a 13-month period, SACOG convened the Regional Trails Working Group five times at key milestones in the development of the Implementation Strategy. SACOG structured each meeting to advance a specific component of the plan while also creating dedicated space for peer learning, shared problem-solving, and coordination across jurisdictions.

- **January 2025 (virtual):** SACOG launched the Working Group with a project overview and facilitated small-group discussions to identify shared regional challenges and opportunities related to trail implementation.

- **April 2025 (in-person):** SACOG introduced the draft methodology for identifying projects of regional significance and collected detailed feedback from participants. Staff from Rails to Trails Conservancy and SACOG's legislative department provided an update on trail funding and policy trends, helping ground the discussion in current state and federal conditions.
- **August 2025 (virtual):** SACOG presented the draft results of the analysis to identify projects of regional significance. Staff from Drago Vantage and Toole Design Group gave best practice presentations on state and federal trail funding programs and considerations related to railroad right-of-way coordination.

- **January 2026 (virtual):** SACOG introduced draft governance and funding strategies, highlighting structural and process improvements that could help accelerate regional trail implementation.
- **February 2026 (virtual):** SACOG presented the Draft Regional Trails Implementation Strategy, facilitated final discussion and feedback, and outlined next steps for continuing the Working Group.

This structured engagement ensured that the Implementation Strategy reflected both regional ambitions and the practical realities faced by agencies responsible for delivering trail projects.



During the second Working Group meeting (April 1, 2025), local agencies met in person and shared challenges and success stories from their local trails implementation process.

Working Group Members

The Regional Trails Working Group included staff from cities, counties, transportation agencies, and trail advocacy organizations across the Sacramento region. This diverse participation ensured that the Implementation Strategy reflected a wide range of perspectives, community contexts, and delivery conditions, spanning urban, suburban, and rural areas.

Cities and Towns

- City of Citrus Heights
- City of Colfax
- City of Elk Grove
- City of Folsom
- City of Galt
- City of Live Oak
- Town of Loomis
- City of Marysville
- City of Rancho Cordova
- City of Roseville
- City of Sacramento
- City of West Sacramento
- City of Winters
- City of Woodland
- City of Yuba City

Counties

- El Dorado County
- Placer County
- Sacramento County
- Yuba County

Advocacy Groups

- Blue Zones of Yuba and Sutter Counties
- Friends of the El Dorado Trail
- Rails to Trails Conservancy
- Rivers, Trails and Conservation Assistance Program

Transportation Agencies

- California Department of Transportation (Caltrans)
- El Dorado County Transportation Commission
- Placer County Transportation Planning Agency
- Sacramento County Department of Transportation
- Sacramento Transportation Authority
- Yolo County Transportation District

Project Team

- SACOG
- BBK Law, SACOG General Counsel
- Toole Design (Lead Consultant)
- Zander Westbrook Design (Consultant)
- Drago Vantage (Consultant)
- Placeworks (Consultant)

Recommended Next Steps

The success of the Regional Trails Working Group underscores the importance of SACOG's role as a regional convener and implementation partner. To maintain momentum and continue translating plan priorities into on-the-ground progress, SACOG should continue convening the Regional Trails Working Group following adoption of this plan.

Ongoing coordination - on a quarterly or biannual basis, or aligned with grant cycles and key milestones - would allow SACOG to:

- Support advancement of high-priority regional trail projects
- Align funding strategies and technical assistance with project readiness
- Maintain shared accountability for implementation across jurisdictions
- Sustain the collaborative relationships established through this effort

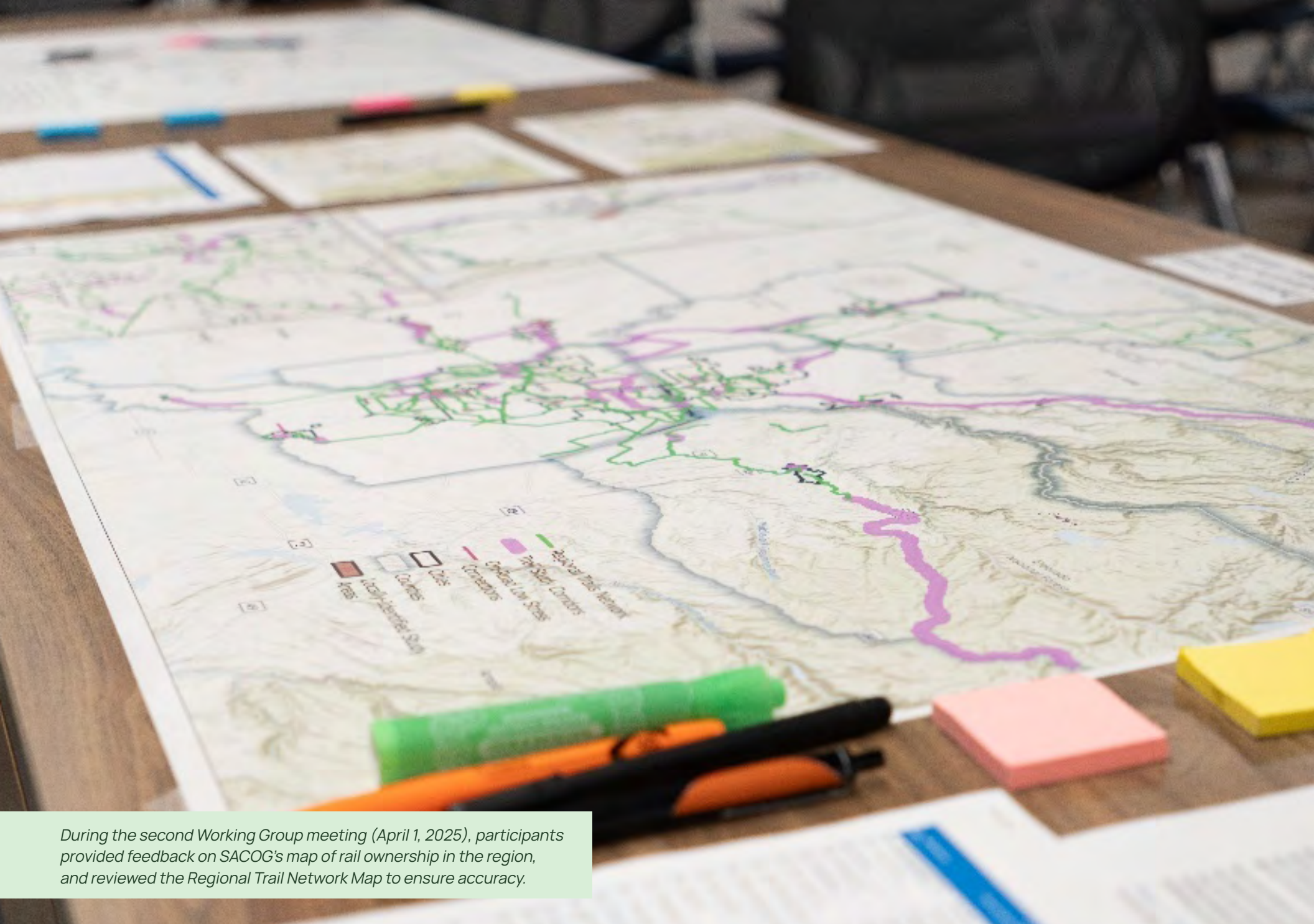
By continuing the Regional Trails Working Group, SACOG can ensure that the Regional Trails Implementation Strategy remains a living framework that actively supports delivery of a connected, high-quality Regional Trail Network.

Working Group Key Outcomes and Value: Peer Learning and Relationship Building

The Regional Trails Working Group demonstrated the value of peer learning as a core implementation strategy. Structured opportunities for agencies to hear directly from one another about shared challenges and on-the-ground successes fostered practical learning, reduced duplication of effort, and strengthened alignment across jurisdictions.

The Working Group also provided a valuable forum for agencies to receive real-time updates on state and federal policy and funding developments affecting trail planning and implementation.

The in-person meeting, in particular, provided an invaluable opportunity for building relationships and trust among partners. By creating space for informal discussion alongside formal agenda items, SACOG enabled connections that will continue to support collaboration, coordination, and momentum well beyond the life of this plan.



During the second Working Group meeting (April 1, 2025), participants provided feedback on SACOG's map of rail ownership in the region, and reviewed the Regional Trail Network Map to ensure accuracy.

7

Next Steps



Next Steps for Advancing the Regional Trail Network



The strategies outlined in this plan establish SACOG's role as a regional catalyst for advancing the Regional Trail Network. To move from strategy to action, SACOG will focus its near-term efforts on a set of priority actions that strengthen coordination, improve project readiness, and position the region for sustained implementation. The following priority actions translate the seven strategy categories into clear, actionable next steps.

1. Partnership Strategies

Priority Action: Formalize and sustain a Regional Trails Working Group to support ongoing coordination, peer learning, and joint problem-solving.

What this means in practice

SACOG will transition the 2025 Implementation Strategy Working Group into a standing Regional Trails Working Group with a clear charter, membership structure, and regular meeting cadence. This group will serve as the primary forum for cross-jurisdictional coordination on trail planning, project delivery challenges, funding opportunities, and emerging policy and regulatory issues.

The Working Group will prioritize relationship building among agencies, create space for peer learning, and provide a consistent venue for coordination with key partners such as Caltrans, railroads, and regulatory agencies. Over time, the group will also support coordinated messaging, joint advocacy, and alignment around priority corridors and investment strategies.

Near-term actions (0-2 years) will include:

- Adopting a Working Group charter and membership framework
- Establishing a regular meeting schedule and agenda structure
- Integrating periodic updates from state and federal partners
- Advancing bundled funding and governance discussions

2. Data & Prioritization Strategies

Priority Action: Maintain and expand the Regional Trail Network data framework to track readiness, constraints, and progress over time.

What this means in practice

SACOG will continue to serve as the regional steward of trail data by maintaining and regularly updating the Regional Trail Network GIS database, including project readiness indicators, ownership information, and key constraints. This shared data framework will support strategic decision making, improve funding competitiveness, and help partners understand where targeted support can have the greatest impact.

By standardizing how readiness and progress are tracked across jurisdictions, SACOG will support transparent prioritization, reduce duplication of effort, and provide consistent information for grant applications, policy discussions, and public communications.

Near-term actions (0-5 years) will include:

- Updating the Regional Trail Network GIS layer annually
- Expanding datasets to include railroad status and environmental constraints
- Launching a regional trail progress dashboard
- Using data to support corridor-level prioritization and funding strategies



3. Technical Assistance Strategies

Priority Action: Establish a recurring Regional Trails Technical Assistance program focused on advancing project readiness.

What this means in practice

Building on the success of the 2025 Technical Assistance Pilot, SACOG will formalize a recurring technical assistance program that provides targeted support to local agencies – particularly those with limited staff capacity – at critical stages of the project development pipeline. Assistance will focus on common barriers such as railroad coordination, right-of-way strategies, environmental review pathways, and grant readiness.

The program will remain flexible, offering a mix of direct staff support, consultant assistance, peer learning, and referrals to external technical assistance providers. SACOG will use insights from the program to refine templates, guidance, and regional best practices over time.

Near-term actions (0–5 years) will include:

- Establishing a predictable technical assistance application cycle
- Prioritizing projects with regional significance or readiness gaps
- Developing standardized templates and checklists informed by TA outcomes
- Coordinating referrals to the National Park Service's Rivers, Trails, and Conservation Assistance program, Caltrans TA, and other programs



4. Communications & Promotion Strategies

Priority Action: Develop shared regional messaging and tools to support local outreach, safety conversations, and political advocacy.

What this means in practice

SACOG will build on the success of the Ready, Set, Trails! branding and graphics to create a Regional Trail Communications and Branding Toolkit that local agencies can adapt for public engagement, elected official briefings, and community outreach. Consistent messaging – particularly around safety, maintenance, and trail benefits – will help address common concerns early and build public confidence in trail projects.

In parallel, SACOG will elevate trail visibility through regional storytelling, trail tours, and coordinated awareness efforts that highlight progress across jurisdictions and reinforce the Regional Trail Network as a shared regional priority.

Near-term actions (0–5 years) will include:

- Creating safety and maintenance messaging templates
- Developing shared outreach materials and visual assets
- Hosting trail tours for elected officials and community leaders
- Coordinating regional awareness efforts tied to project milestones

5. Policy Alignment & Regulatory Strategies

Priority Action: Provide clear, regionally consistent guidance to help agencies navigate permitting, design, and regulatory processes.

What this means in practice

SACOG will focus on reducing uncertainty and inefficiency in trail delivery by developing shared guidance, templates, and recommended practices related to permitting, environmental review, and design. Through coordination with regulatory partners, SACOG will clarify expectations, promote consistency, and support more efficient interagency coordination.

This work will not replace regulatory authority but will help agencies anticipate requirements earlier, reduce delays, and improve project delivery outcomes.

Near-term actions (0–5 years) will include:

- Developing a Regional Trail Design Reference Packet
- Convening a regional trail permitting partners roundtable
- Publishing CEQA/NEPA and railroad coordination fact sheets
- Sharing model policies and templates for local adoption



6. Governance Strategies

Priority Action: Develop a phased governance implementation roadmap, beginning with a Regional Trails Memorandum of Understanding (MOU).

What this means in practice

SACOG will lead the development of a clear, governance roadmap that outlines how the region can evolve from today's decentralized model toward more formal coordination structures over time. The roadmap will define near-, mid-, and long-term governance actions, decision points, and prerequisites – allowing the region to build trust, test new roles, and assess capacity before committing to more centralized models.

As an initial step, SACOG will work with interested jurisdictions to establish a voluntary Regional Trails MOU. This MOU would clarify shared goals, roles, coordination expectations, and standards related to data sharing, project prioritization, grant coordination, and design consistency, while preserving local control over project development and implementation. The MOU would also serve as a platform for evaluating whether deeper governance models – such as a new Joint Powers Authority – are warranted in the future.

Near-term actions (0–2 years) may include:

- Drafting and vetting an MOU framework with legal counsel and member agencies
- Executing a MOU agreement with member agencies
- Identifying early adopter agencies willing to participate
- Defining SACOG's role as convener, coordinator, and data steward under the MOU
- Establishing clear performance measures and decision points to reassess governance needs

This phased approach allows SACOG and its partners to make tangible progress on coordination and funding competitiveness without prematurely committing to more complex or politically challenging governance structures.

7. Funding Strategies

Priority Action: Establish a coordinated regional trail funding program that aligns project readiness, bundling, and match strategies across jurisdictions.

What this means in practice

SACOG's highest-impact near-term role is to organize and align existing funding efforts across the region. As opposed to pursuing new funding tools immediately, this approach focuses on coordination of opportunities that already exist. SACOG will establish a coordinated regional trail funding program that focuses on improving competitiveness for discretionary grants and accelerating delivery of high-priority corridors.

This program would formalize SACOG's role in:

- Identifying priority corridors suitable for bundled grant applications
- Aligning project readiness activities (planning, environmental clearance, design) with upcoming funding cycles
- Supporting shared match strategies and identifying complementary local funding sources
- Providing corridor-level benefit data, cost estimates, and standardized narratives to strengthen applications

Importantly, this approach delivers measurable progress regardless of governance structure. It also lays the groundwork for future financing tools by demonstrating regional coordination, financial discipline, and delivery capacity.

Near-term actions (0–2 years) may include:

- Creating a rolling, multi-year regional trail funding and grant calendar
- Identifying 2–3 priority corridors for bundled grant applications
- Developing standardized “corridor funding briefs” with cost, readiness, and benefit data
- Supporting coordinated letters of support, match commitments, and grant sponsorship roles

Over time, this funding coordination framework can evolve to support more advanced financing strategies — such as bonds or loans — if governance structures expand. In the near term, it allows SACOG to materially improve funding outcomes using tools already available to the region.

Together, these priority actions provide a clear and achievable path for advancing the Regional Trail Network over the next several years. By focusing on coordination, data, capacity-building, and strategic alignment, SACOG will strengthen local implementation while building the regional foundation needed for long-term success. As conditions evolve, these actions position SACOG and its partners to pursue deeper collaboration, more effective funding strategies, and a fully connected regional trail system.

THIS PAGE INTENTIONALLY LEFT BLANK.

A

Technical Assistance Summaries



Bunch Creek Trail

Colfax

Project Details

Agency: City of Colfax

Trail length and extents: The initial segment is approximately 1000 feet, following the existing easement south of S. Auburn Street. Future extensions will connect additional residents, businesses, and key destinations.

Project Description: The Bunch Creek Trail will develop the first segment of a multi-phase walking and biking corridor anchored around the Bunch Creek easement. This initial segment creates a safe, comfortable recreational path, expands local options for short walking and biking trips, and improves access within city limits. As concepts are refined, the project may expand to connect more areas of the city and serve as the spine of a broader active transportation network.



Main Street in the City of Colfax. Source: Out of Office Mode.

Technical Assistance Summary

The goal of this technical assistance was to provide the City with a funding and readiness strategy to advance the initial segment of the Bunch Creek Trail and support future planning work.

The City received a Funding Strategy Memorandum, Funding Opportunities Matrix, Project Readiness Summary, Sample Planning Grant Narrative, and Project Overview Slide Deck. The work identified a phased approach, clarified key readiness needs, and outlined funding pathways to move the project forward.

Next steps to advance the project include refining the initial trail concept, evaluating possible future extensions, initiating coordination with Union Pacific Railroad, and preparing near-term planning and design grant applications.

Folsom Boulevard Overcrossing

Folsom

Project Details

Agency: City of Folsom, Department of Public Works

Trail length and extents: 1.28 miles between the Humbug Willow Creek Trail at Folsom Boulevard and the American River Parkway Trail connection at Parkshore Drive

Project Description: The proposed new pedestrian and bicycle crossing over Folsom Boulevard will seamlessly connect Folsom neighborhood residents and SacRT riders at Glenn Station with the American River Parkway Trail. It will connect existing trails, eliminate an at-grade crossing of a busy thoroughfare, and provide all ages and abilities access to regional open space.



The Folsom Boulevard Overcrossing will help link the Humbug-Willow Creek Trail (shown here) with the American River Parkway Trail. Source: tommyonbike TrailLink user.

Technical Assistance Summary

The City of Folsom received support for future grant pursuits. Consultants helped the City strengthen their grant application approach and identify the most viable grant opportunities to pursue. The consultant team:

- Reviewed prior grant applications and offered recommendations to improve competitiveness.
- Helped the City navigate the grant requirement for demonstrating benefits to disadvantaged communities by outlining relevant data resources and identifying alternative grant programs.

- Began preliminary preparation for a future Safe Streets and Roads for All (SS4A) grant.

The City of Folsom will prepare grant applications in 2026, using the recommendations, data resources, and strategies provided in the memos for strong, competitive applications.

Truckee River Recreational Access Project

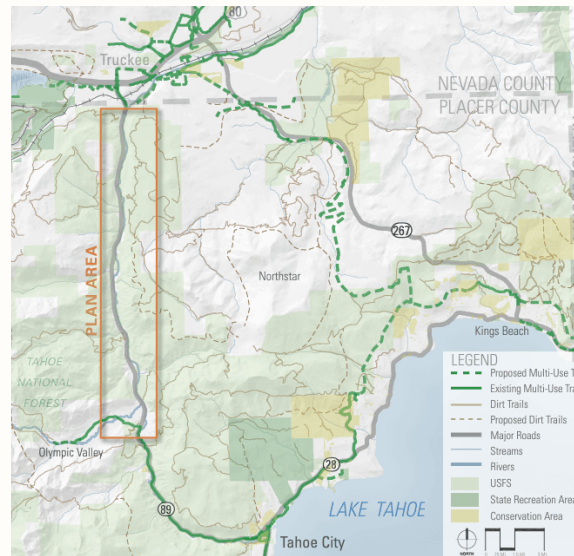
Placer County

Project Details

Agency: Placer County, Department of Public Works

Trail length and extents: 9.4-mile gap extending from the Placer County line near the Town of Truckee south to Olympic Valley

Project Description: The Truckee River Recreational Access Project will create a safe, continuous multi-use trail between Truckee and Olympic Valley, expanding year-round walking and cycling opportunities. The project improves connectivity between key destinations, campgrounds, hiking trails, and river access points while protecting sensitive riparian habitat and enhancing user safety. Completing the gap will strengthen regional recreation, support local economies, and promote sustainable access to the Truckee River corridor.



Project Area Map. Source: Placer County.



Truckee River. Source: Placer County.

Technical Assistance Summary

The goal of this TA project was to provide the County with a funding strategy to support project readiness and future grant pursuits.

The County received a Funding Strategy Memorandum, Funding Opportunities Matrix, Project Readiness Summary, Sample Grant Narrative, and Project Summary Slide Deck to support future applications and coordination efforts. This effort identified a recommended phased approach, clarified project readiness needs, and highlighted funding pathways and partnership strategies to advance the trail project.

Next steps include refining trail concepts, completing final design for all segments, and preparing near-term grant applications to support future design and construction.

Capital Center Drive Class IV Study Corridor

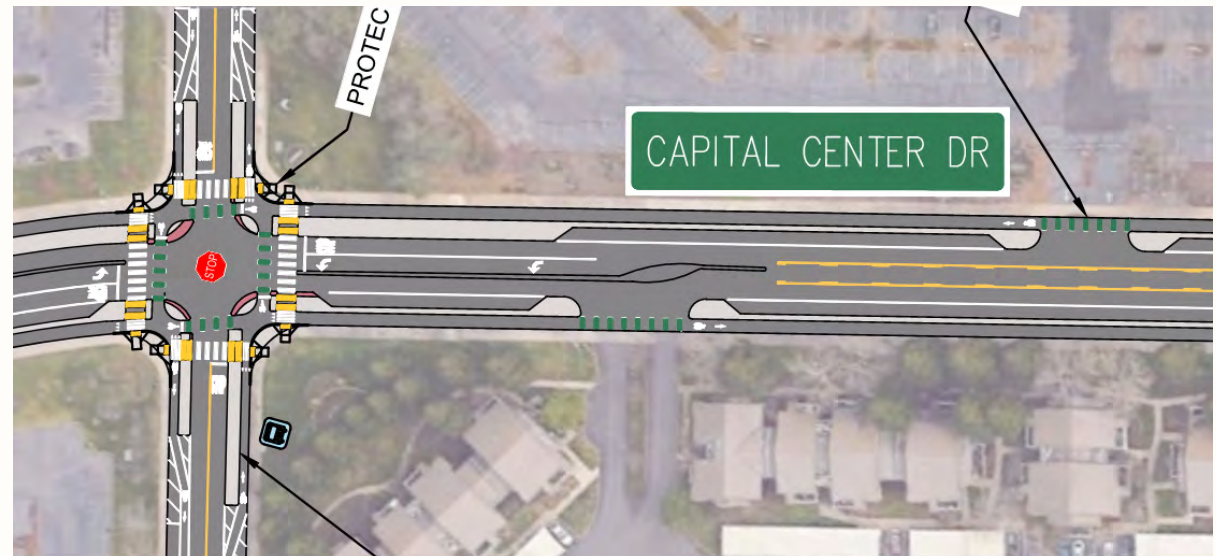
Rancho Cordova

Project Details

Agency: City of Rancho Cordova, Department of Public Works

Trail length and extents: 0.8 miles from the bicycle-pedestrian overpass across Highway 50, along White Rock Road, then along Capital Center Drive to the intersection with International Drive.

Project Description: This on-street connection fills a key network gap between the trail-adjacent Stone Creek neighborhood and the bicycle-pedestrian overpass across US 50. Creating this connection will allow Rancho Cordova residents to access numerous community amenities and destinations including medical offices, White Rock Community Park, and will link east and west parts of the city across US 50.



Plan-view concept design for Class IV protected bicycle facilities along Capital Center Drive and protected intersection at Capital Center Drive and International Drive. Source: Toole Design Group.

Technical Assistance Summary

The goal of this TA project was to provide the City with a high-quality conceptual design for use in future grant applications.

The City received cross section and plan view conceptual designs for an on-street trail connection (Class IV Protected Bicycle Lanes). The consultant also provided a materials palette and a concept-level list of material quantities.

Next steps to advance the project include developing detailed cost estimates and submitting a grant application to Caltrans for further design and construction.

Clarksburg Branch Line Trail (North)

West Sacramento

Project Details

Agency: City of West Sacramento, Community Development Department

Trail length and extents: The project includes 3.6 miles of trail along the Union Pacific (UP) and Sacramento–West Sacramento (SERA) rail corridors, extending from Tule Jake Road/Old River Road southwest to Soule Street/15th Street. Segment 3 follows the UP spur that branches north of West Capitol Avenue, and Segment 4 crosses the east–west UP mainline.

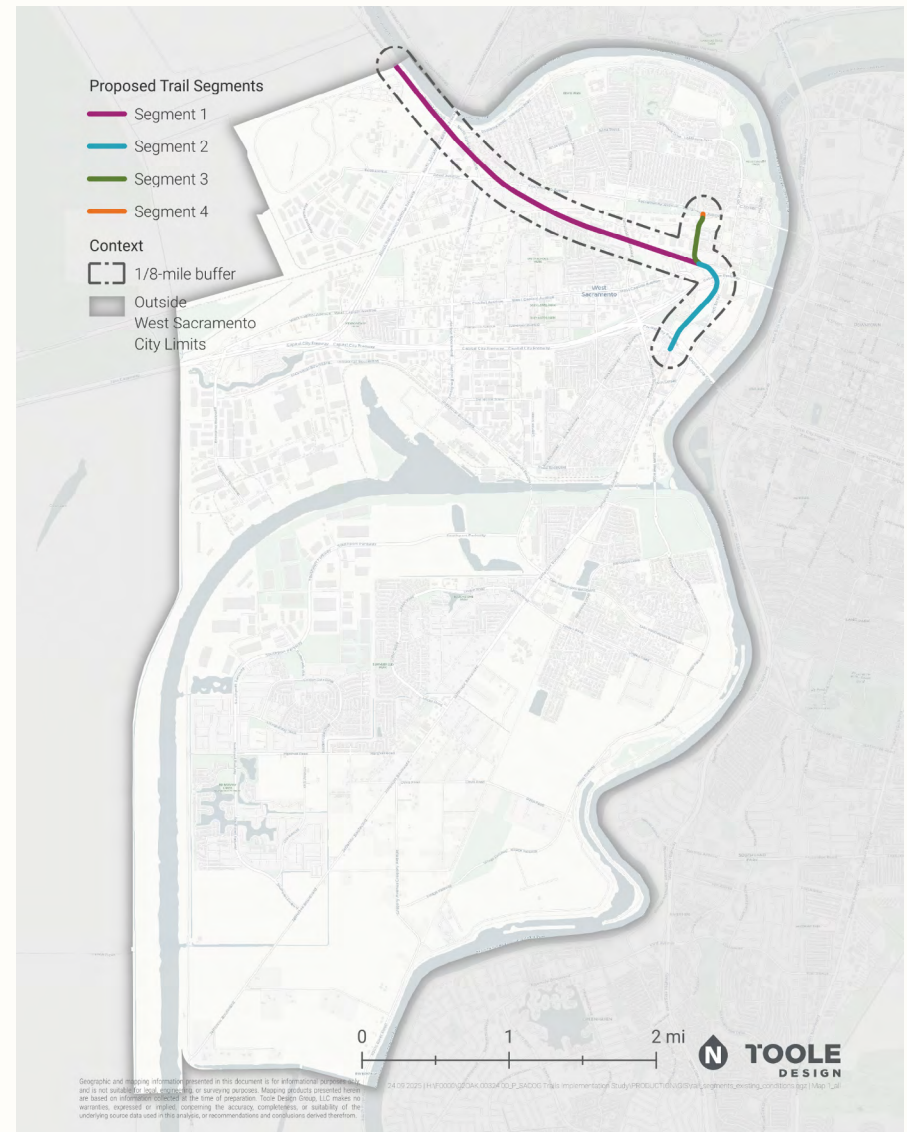
Project Description: The Clarksburg Branch Line Trail is progressing in phases and serves as a key segment of both SACOG's Regional Trail Network and the Great California Delta Trail. Completing the northern section will expand active transportation options for a designated disadvantaged community, linking residents to jobs, parks, neighborhoods, and other destinations. A rail-to-trail or rail-with-trail option would specifically offer a fully off-road, all-ages-and-abilities facility.

Technical Assistance Summary

The goal of this TA project was to provide the City with a high-level feasibility assessment for a potential rail-to-trail or a rail-with-trail facility along several connected rail corridors.

The project team developed three memos covering existing conditions, rail trail corridor analysis, and recommendations, incorporating maps, adjacent landownership information, and guidance on the process and likelihood of a successful rail-trail project

Next steps to advance the project include evaluating additional potential corridors, identifying a preferred alternative, and working closely with the railroads if the City chooses to advance a rail-trail alignment.



Segments along Union Pacific (UP) and Sierra Northern (SERA) railroad corridors studied for rail-to-trail or rail-with-trail feasibility. Source: Toole Design Group

Arcade-Cripple Creek Trail

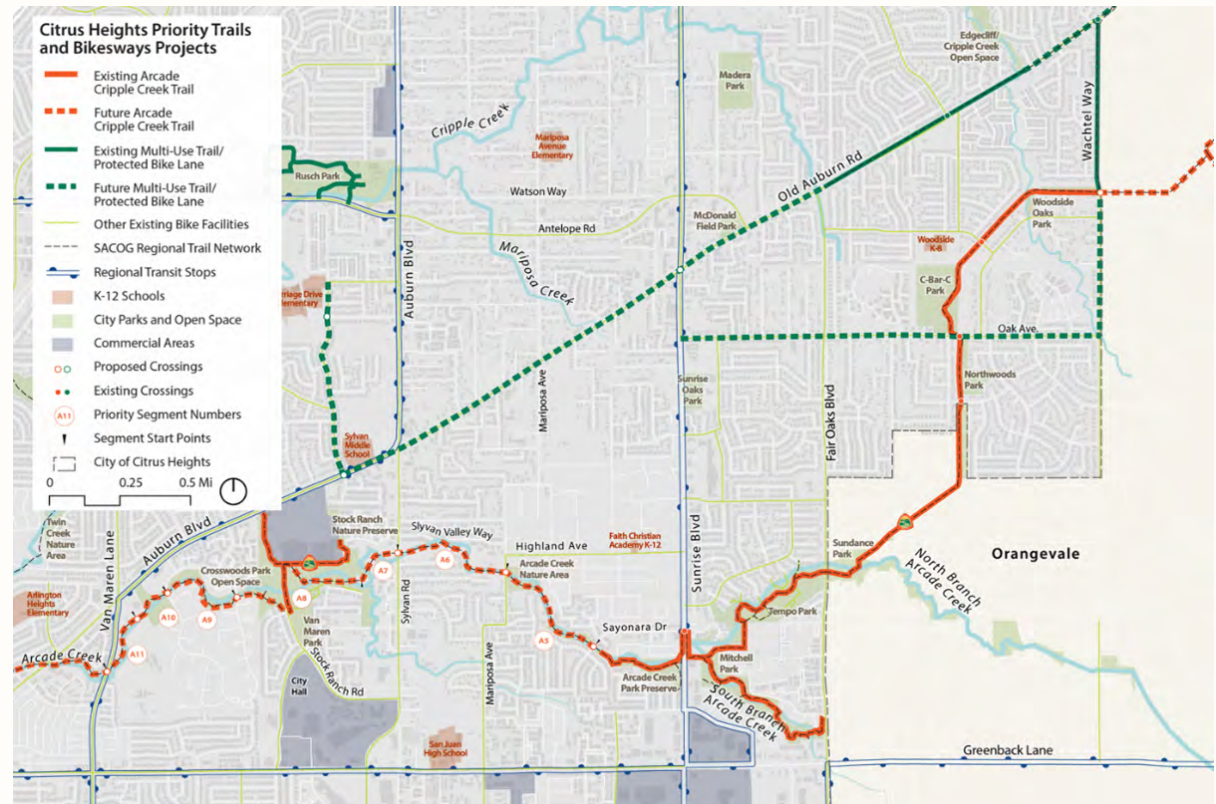
Citrus Heights

Project Details

Agency: City of Citrus Heights

Trail length and extents: 2.5 miles from Van Maren Lane to Sayonara Drive

Project Description: The Arcade-Cripple Creek Trail (ACCT) is a proposed trail along the Arcade and Cripple Creek corridors connecting the community to parks and other destinations. With over 3 miles of trail built, this new section will extend the existing corridor to connect neighborhoods to four parks, City Hall and other commercial areas.



Map highlighting the priority Arcade Creek and Old Auburn Road trail corridor.
Source: Zander Westbrook Design.

Technical Assistance Summary

The goal of this project was to build on the City's success of completing over 3 miles of the ACCT by providing updated graphics and cost estimates for the highest priority unbuilt trail segments.

The City received two maps showing the project at different scales as well as updated cost estimates, and a grant funding strategy.

The next steps are to advance the six high priority segments through grant applications to Caltrans and SACOG for design and construction.

Union Pacific Railroad Trail

Yuba City

Project Details

Agency: City of Yuba City, Public Works Department

Trail length and extents: 3 miles from Harker Parkway to Cooper Avenue.

Project Description: The inactive Union Pacific Railroad (UPRR) corridor bisects the heart of Yuba City. As a trail corridor it would connect neighborhoods to many parks, schools and commercial areas.

A future rail-trail would create a low-stress off-street trail connection for people of all ages and abilities providing an alternative to a high vehicle and truck traffic area.



View of the Sutter Buttes from the UPRR Trail Corridor. Source: Zander Westbrook Design.

Technical Assistance Summary

The goal of this project was to develop strategies for UPRR negotiations and funding for trail project advancement.

The City received updated maps that highlight the importance of the off-street trail system and connectivity to schools and commercial areas. The City also received a UPRR communication strategy and list of upcoming trail funding opportunities.

The next steps to advance the project are to negotiate corridor use for a trail with UPRR and submit Caltrans, SACOG, and federal grant applications for planning and design.

Emerald Vista Trail Crossing Over UPRR

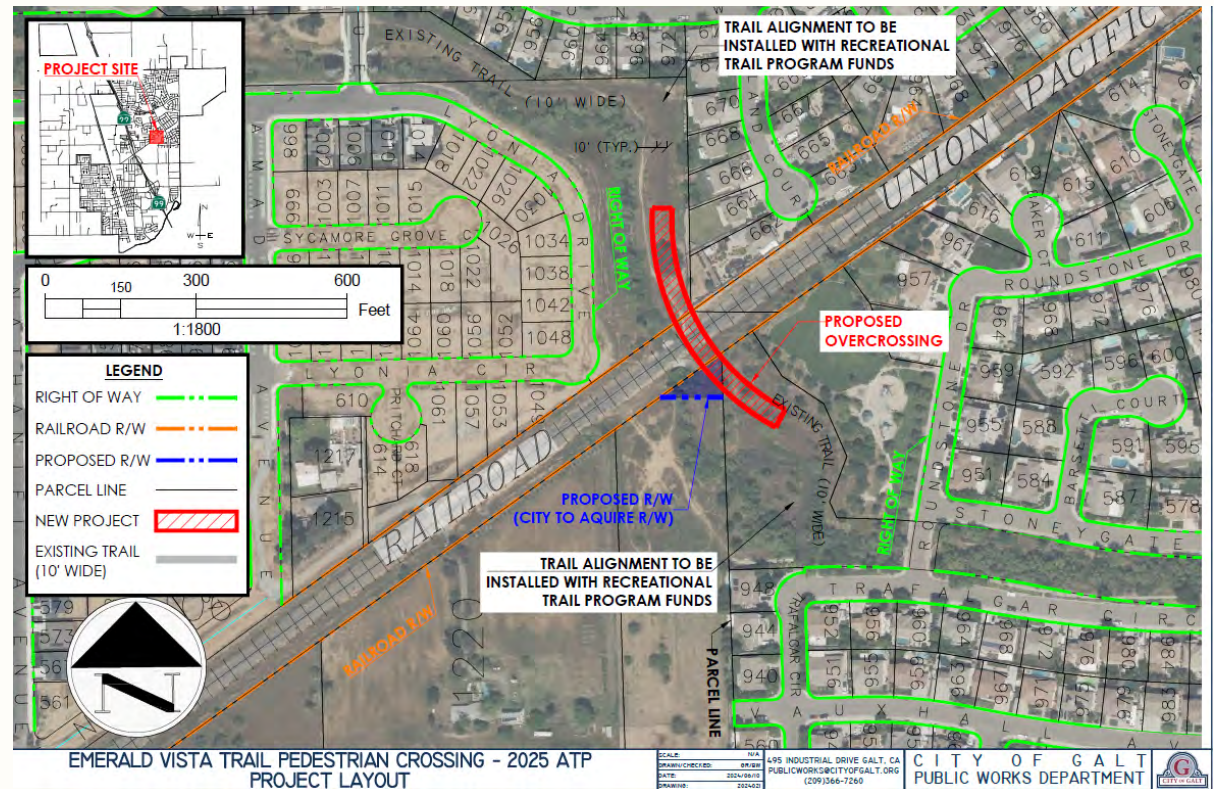
Galt

Project Details

Agency: City of Galt, Public Works Department

Trail length and extents: Approximately 600 feet from north of the UPRR tracks near Cedar Flat Avenue to south of the UPRR tracks near Roundstone Park.

Project Description: The Emerald Vista Trail will connect new neighborhoods in Galt to the existing local and regional trail system with an off-street multiuse path. The project will provide a safe, comfortable route for children and families to walk or bike to schools and parks. Connecting existing trail segments by creating a bicycle and pedestrian crossing over the Union Pacific Railroad tracks is a challenging and critical component of the trail.



Emerald Vista Trail Overcrossing Site. Source: 2025 ATP Application from the City of Galt.

Technical Assistance Summary

The goal of this project was to support the City of Galt in seeking funding to design and construct the overpass.

To support future grant applications to fund the project, the project team reviewed past grant application materials and developed recommendations for strengthening future applications, which were summarized in a memo.

Next steps to advance the project include strategically submitting grant applications to programs for which the project will be competitive, including the project in a Bicycle Transportation Plan update, and gathering more localized safety data and community input to support the project.

THIS PAGE INTENTIONALLY LEFT BLANK.

B

Regional Trail Network Implementation Challenges and Opportunities





MEMORANDUM

March 5, 2025

To: Summer Lopez

Organization: Sacramento Area Council of Governments (SACOG)

From: Mia Candy, Ellie Gertler, Jeff Ciabotti, Emily Lauderdale, Toole Design Group
Sabrina Drago, Drago Vantage; Brian Hughes, BBK

Project: SACOG Trails Implementation Strategy

Re: Regional Trail Network Implementation Challenges and Opportunities

OVERVIEW

BACKGROUND AND CONTEXT

In 2022, the Sacramento Area Council of Governments (SACOG) adopted the Regional Trail Network Action Plan (Action Plan). The 2022 Action Plan identified a regional trail network of 293 miles of existing trails and 564 miles of planned trails, in addition to 308 miles of trail study corridors (corridors supported by local agencies for future study due to their potential to complete the regional trail network). During Action Plan development, SACOG worked closely with member agencies and right-of-way owners to understand their vision for the region’s trail network. SACOG also identified high-level regional trail network implementation barriers that local agencies face. SACOG is now undertaking the 2026 Regional Trails Network Implementation Strategy – the first step in working to overcome identified barriers and move the needle towards implementing a regional trail network.

PURPOSE AND APPROACH

This memorandum builds on the 2022 Action Plan to identify specific challenges to, and opportunities for, implementing the Regional Trail Network. The purpose of this memo is to:

- Document the shared implementation challenges that SACOG and local implementing agencies have experienced; and
- Identify opportunities for overcoming key implementation barriers, creating a “menu” of options from which we will select priority recommendations during *Task 5: Implementation Strategies*.

To develop this memo, Toole Design:

- Reviewed the 2022 Regional Trail Network Action Plan. The 2022 Action Plan identified the following four key challenges: institutional barriers, infrastructure barriers, meaningful engagement, and siloed planning. These challenges have been validated and folded into the shared experiences discussed throughout this memorandum.
- Interviewed SACOG staff to understand internal conversations that have already taken place related to opportunities and challenges.
- Met with the Working Group to facilitate an Opportunities and Challenges exercise.
- Met with the consulting project team's governance and finance consultants (Best Best & Krieger LLP, and Drago Vantage, respectively), to understand governance structure and funding challenges and opportunities; and
- Incorporated local and national case studies to highlight success stories and the creative ways in which jurisdictions have overcome challenges and implemented trail projects.

LIMITATIONS AND ASSUMPTIONS

This memorandum reflects as much information as was available to the Toole Design team during writing. Any challenges or nuances not captured can be added based on SACOG or local agency feedback. While there are some opportunities where SACOG may not be the designated lead agency, it is assumed that SACOG would provide support, technical assistance, opportunity for collaboration, and a regional perspective.

PARTNERSHIPS

Trail implementation typically requires extensive collaboration across organizations and agencies. This memorandum provides a list of the possible organizations and agencies that may need to be involved in trail development projects in the region, depending on the geographic, political, or environmental context. For each challenge and opportunity, we identify key partners. Partnerships fall under the following broad categories:

- Public Sector Agencies (Federal, State, Regional, County, Local, Tribal)
- Regulatory and Environmental Agencies
- Utilities, Infrastructure, and Emergency Service Providers
- Private Landowners and Development Partners
- Elected Officials
- Nonprofits and Advocacy Groups
- Community and User Groups
- Traditional and New Media

SHARED EXPERIENCES

Based on interviews with SACOG staff, feedback from the Working Group, and feedback from the governance and funding consultants, Toole Design identified the following shared experiences related to regional trail implementation:

1. Interface between Rail and Trails
2. Right-of-Way and Ownership
3. Agency Coordination, Partnerships, and Priorities
4. Buy-in and Support
5. Funding (this section only includes challenges, with opportunities to come later)
6. Environmental Constraints, Permitting, and Litigation
7. Other Shared Experiences

PARTNERSHIPS

Coordination, collaboration, and consensus building across private, public, non-profit, and institutional partners is critical for every trail development project. Trail projects in the SACOG region require coordination with dozens of partners to ensure implementation success. There are some shared partners that are relevant for all trails in the region, while some will be relevant only at a county or local level. The following is a preliminary list of partners that may need to be involved in regional trail implementation projects. Whether or not these partners need to be involved will differ on a case-by-case basis depending on the land use, right-of-way, jurisdictional, and environmental context along the trail corridor. Throughout the memo, we identify which partners may be most critical for each implementation challenge/ opportunity. This list will be expanded during the project timeline, and more customized partners will be identified for the top ten priority projects.

PUBLIC SECTOR AGENCIES

- Federal
 - U.S. Fish and Wildlife Service
 - Bureau of Land Management (BLM)
 - U.S. Army Corps of Engineers (if near waterways)
 - National Park Services (NPS)
- State Agencies
 - California Department of Transportation (Caltrans) – District 3
 - California State Parks
 - California Department of Fish and Wildlife
- Regional Agencies
 - Sacramento Area Council of Governments (SACOG)
 - Sacramento Metropolitan Air Quality Management District
 - Sacramento Regional Transit District (SacRT)
- Sacramento Transportation Authority (STA)
- Placer County Transportation Planning Agency (PCTPA)
- El Dorado County Transportation Commission (EDCTC)
- Yolo Transportation District (YoloTD)
- Tahoe Regional Planning Agency (TRPA)
- Municipal and County Agencies
 - City and County departments of planning, public works, transportation, environmental review, and parks and recreation
- Native American Tribal Councils
- Universities and Community Colleges

REGULATORY AND ENVIRONMENTAL AGENCIES

- Bureau of Reclamation (USBR)
- Central Valley Regional Water Quality Control Board
- Sacramento Flood Control Agency
- California Coastal Commission (if applicable)
- California Environmental Protection Agency (CalEPA)
- Local Air Quality Districts
- Departments of Water Resources (one for each SACOG county)
- Local Agency Formation Commissions (LAFCo) (One for each SACOG county)
- Delta Protection Commission

UTILITIES, INFRASTRUCTURE, AND EMERGENCY SERVICES PROVIDERS

- Pacific Gas & Electric (PG&E)
- Sacramento Municipal Utility District (SMUD) and other utility districts in the region
- Local Water Districts (one for each SACOG county)
- Telecommunications Companies (if crossing utility easements)
- Fire and Police Departments

PRIVATE LANDOWNERS AND DEVELOPMENT PARTNERS

- Rail owners (including Union Pacific)
 - Passenger and freight rail operators may also be partners (e.g., Amtrak and Sacramento Valley Railroad (SAV))
- Private Property Owners along the proposed trail corridor
- Real Estate Developers with adjacent land interests
- Agricultural Landowners (if crossing farmland)
- Commercial Businesses near the proposed route

ELECTED OFFICIALS

- United States Congress representatives
- California State Legislature representatives
- Sacramento Area Council of Governments (SACOG) Board of Directors
- Sacramento Transportation Authority (STA) Board of Supervisors
- Special District Boards (e.g., SacRT Board of Directors, Water District Boards)
- County Boards of Supervisors for all six counties
- City Councils for all local governments
- Local and county boards and commissions

NONPROFITS AND ADVOCACY PARTNERS

- Rails-to-Trails Conservancy
- Sacramento Valley Conservancy
- American River Parkway Foundation
- Local Bicycle and Trail Advocacy Groups (e.g., Sacramento Area Bicycle Advocates – SABA, Friends of the El Dorado Trail, Yuba Area Bicycle Advocates – YABA, etc.)
- Environmental and Conservation Groups (e.g., Sierra Club, Friends of the River)
- Historical Societies (if near historic sites)
- Chambers of Commerce (for trail connections into commercial centers)

COMMUNITY AND USER GROUP PARTNERS

- Local Hiking, Biking, and Equestrian Clubs
- Neighborhood Associations
- Homeowners' Associations (HOAs) near the trail
- Business Improvement Districts, Local Businesses
- Local Schools, Universities, libraries, and research institutions (for educational partnerships)

TRADITIONAL AND NEW MEDIA

- Local Newspapers (e.g., Sacramento Bee)
- Community and Neighborhood Newsletters
- Local TV Stations
- Local Radio and Podcasts
- Local Instagram and TikTok influences (e.g., Sacramento History Museum)

SHARED EXPERIENCES: CHALLENGES AND OPPORTUNITIES

INTERFACE BETWEEN RAIL AND TRAILS

Coordination with rail service providers is integral to trail development in the SACOG region due to the region's extensive rail network. The Rails-to-Trails Conservancy reports that there are 2,400 rail-trails in the US, equaling more than 25,000-miles. California alone has 140 rail-trails with another 58 corridors under development. Rail corridors are sought after for trail development, especially in urban and sub-urban areas where linear corridors are scarce and in competition for development. Trails along rail corridors, or "rail-trails", are multipurpose public paths created from former railroad corridors. These paths are flat or gently sloping, making them easily accessible and an ideal way to enjoy the outdoors. Rail-trails are suitable for many types of activities—depending on the rules established by the local community—including walking, bicycling, wheelchair use, inline skating, cross-country skiing and horseback riding. Challenges local jurisdictions have faced associated with rail include heavy costs associated with design review process requirements, lack of sufficient resources (time, staff, and funding) to handle requirements, long and unpredictable timelines that can potentially lead to loss of funds, and a disconnected network due to projects falling into "gray areas", or project types that do not fall within limited categories. Given the extent of the rail network in the SACOG region, the agency cannot fulfill its regional trail network vision without close and ongoing coordination with regional rail service providers.



Cedar Lake Trail, Minneapolis (Credit: Toole Design Group)

TABLE 1: INTERFACE BETWEEN RAIL AND TRAILS - CHALLENGES AND OPPORTUNITIES

Topic	Challenges	Opportunities	Suggested Partners	Lead Agency/ Partners
Union Pacific Public Projects Manual/ Design Review Process	C1. The Union Pacific Public Projects Manual and Design Review Process is confusing, time-consuming, costly, and resource intensive.	<p>O1. Act as a liaison between local agencies and rail providers.</p> <p>O2. Set up a trail funding program without the strict requirements and constraints put forth by other funding programs.</p> <p>O3. Provide support payments to jurisdictions to cover Design Review Process costs (including the diagnostic fees).</p> <p>O4. Provide technical assistance to jurisdictions to navigate the Design Review Process and alleviate jurisdiction time, resource, and financial constraints.</p> <p>O5. Bundle and submit priority projects on behalf of jurisdictions to expedite and streamline Design Review Process.</p> <p>O6. Create an educational toolkit and/or host a webinar outlining the Design Review Process and Public Projects Manual requirements.</p> <p>O7. Leverage partner agency (e.g., Caltrans) support to navigate complexities</p>	<ul style="list-style-type: none"> • Caltrans • Rail Owners and Operators 	<ul style="list-style-type: none"> • SACOG
Railbanking, Rail Preservation and Rail Trails	<p>C2. Some jurisdictions indicate uncertainty about what is possible, feasible, or suitable for railbanked segments within their jurisdictions.</p> <p>C3. There can be perceived conflict between rail preservation and rail trail projects.</p>	<p>O8. Provide technical assistance to jurisdictions for navigating and understanding what opportunities exist for railbanked segments.</p> <p>O9. Compile railbanking resources on SACOG website and host a railbanking webinar to help communities understand how railbanking and rail-with-trail development are complementary efforts.</p> <p>O10. Inventory and map all railbanked segments in the region.</p>	<ul style="list-style-type: none"> • Rails-to-Trails Conservancy • County and Local Agency Staff 	<ul style="list-style-type: none"> • SACOG
Rail Segment Status	C4. The distinction between active, inactive, abandoned, out-of-service, and decommissioned railways may sometimes be unclear. Consequently, agencies may not understand what alignments, design standards, or crossing treatments are required for their trail project.	<p>O11. Develop a Tip Sheet and/ or webinar about the relationship between rail status and design or procedural requirements.</p> <p>O12. Inventory and map the ownership entity and status of key rail segments in the region to help agencies understand the requirements for trail design based on current segment status.</p>	<ul style="list-style-type: none"> • Caltrans • Rail Owners and Operators 	<ul style="list-style-type: none"> • SACOG
Access/ Alignment	C5. Rail companies may reject trail projects that cross over rail lines or run along their ROW, citing liability, design, or feasibility issues. Trail projects that are re-routed to bypass rail property can end up with a less safe alignment (for example, along high-speed, high-volume, or high collision roadways).	<p>O13. Stalled negotiations with rail providers can often be restarted by engaging local, state, and federal elected officials. Elected official engagement with rail providers should be leveraged for high-priority projects. In preparation, SACOG should communicate with the elected official's office on the project's benefits and alignment with local priorities (for example, economic development in their district).</p> <p>*O14. Compile and share existing best practices and design guidance resources on SACOG's website. This could include resource such as AASHTO Bikeway Design Guidelines, ADA standards and requirements, PROWAG, etc.</p>	<ul style="list-style-type: none"> • Caltrans • Regional, County, and Local Agency Staff 	<ul style="list-style-type: none"> • SACOG

CASE STUDIES

Encinitas Coastal Rail Trail



Encinitas Rail Trail (credit: SANDAG)

The Encinitas Coastal Rail Trail is a 1.3-mile constructed segment of the Coastal Rail Trail. The Coastal Rail Trail is a planned 44-mile continuous walking and biking route through San Diego County between the City of Oceanside and downtown San Diego. First envisioned in 1989, the San Diego Association of Governments (SANDAG) has spearheaded the construction of the Coastal Rail Trail in coordination with local governments.

The Encinitas segment, which connects the City of Encinitas and Cardiff-by-the-Sea, is the only piece of the Coastal Rail Trail built within the railroad right-of-way. Constructing this segment of trail required close coordination with the railroads that operate on the corridor, known as the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor, the second busiest intercity passenger rail corridor in the US. Railroads operating on this section of the corridor include Amtrak and North County Transit District (corridor owner and operator of the COASTER commuter train), but also include Class I freight railroad BNSF Railway.

The design and approvals process with the railroads was lengthy and challenging for the Encinitas segments. At-grade crossings presented significant challenges, and the trail proponent was required to pay for railroad crossing improvements. Elements that made this rail-with-trail project successful include the project leadership: SANDAG served as the lead agency responsible for the project, and Caltrans served as the construction contract oversight manager. Both agencies worked closely with the City of Encinitas, the California Coastal Commission, North County Transit District, and other stakeholders and organizations involved with the project. Engineering and construction of the Coastal Rail Trail are funded by State active transportation funds (State Senate Bill 1 Active Transportation Program) and local funds, including TransNet, the regional half-cent sales tax for transportation administered by SANDAG. Most of the funding for the Encinitas project was drawn from was from TransNet funds.

Completed in 2019, the Encinitas Coastal Rail Trail provides biking and walking connectivity to community destinations, including business districts, beaches, local parks, and schools. It is an excellent example how strong project leadership and persistence from regional and state agencies pays off to provide a trail facility with outstanding community benefits.

Sources: Carterette, Chris. SANDAG. Interview. 2 July and 22 August 2024.

Railbanking and the Nickel Plate Trail



Bicyclists on the Nickel Plate Trail (credit: Nickel Plate Trail, Inc.)

The Nickel Plate Trail is a 40+ mile rail trail corridor in north-central Indiana that runs from Kokomo in Howard County to Rochester in Fulton County. The railroad, which operated since the mid-1800s, was preserved for trail use through a process called “railbanking” in 1999. Established in 1983 as an amendment to the Section 8(d) of the National Trails System Act, railbanking is a voluntary agreement between a railroad company and a trail agency to use an out-of-service rail corridor as a trail. Railbanking allows for a trail to be constructed as an “interim use”, preserving the option for the corridor to be reactivated as a railroad in the future.

When the segment connecting Cassville, Peru, and Rochester was railbanked and bought by the Indiana Trails Fund, ownership of the track was transferred to the Port Authority, which proceeded to coordinate rail salvage of equipment and materials, excluding bridges, tunnels, and culverts. Today the trail connects 10 communities in north central Indiana and takes trail users through scenic woodlands and wetlands.

Sources:

Rails-to-Trails Conversions: A Legal Review, Andrea C. Ferster, General Council, Rails-to-Trails Conservancy, 2017

Nickle Plate Trail. <https://www.nickelplatetrail.org/>

RIGHT-OF-WAY AND OWNERSHIP

Securing ownership or legal right to development (via easements, for example) is an essential part of every trail development project. Right-of-way (ROW) and ownership factors determine where a trail can be built, how it can be used, and who is responsible for maintenance, among others. Navigating these complexities across multiple jurisdictions is especially critical for a regional network. Because SACOG's region includes six counties and dozens of local municipalities and other landowners, all trail implementation in the region requires navigating complex ROW and ownership scenarios. It is essential that jurisdictions understand who owns all the property along a planned trail alignment, even (and especially) if a trail only crosses another owner's ROW at discrete locations. Jurisdictions also need to understand options for acquiring or leasing land not already within their ownership, and how to manage illegal encroachments into their own ROW.



Trail users in the SACOG region (Credit: Ellen Baker)

TABLE 2: RIGHT-OF-WAY AND OWNERSHIP - CHALLENGES AND OPPORTUNITIES

Topic	Challenges	Opportunities	Suggested Partners	Lead Agency/Partners
Right-of-Way Acquisition	<p>C6. Local agencies embarking on trail development processes may not be aware of all the options available to them for acquiring right-of-way.</p> <p>C7. Jurisdictions may not know or understand the right-of-way acquisition process for different entities.</p>	<p>O15. Create and host a regularly updated map of the different ownership entities within the region and how they overlap with the planned regional trail network (including federal, state, regional, and local jurisdictions/agencies, utility companies, school districts, land management agencies, conservation areas, waterways, etc.).</p> <p>O16. Build partnerships with key ownership entities and major landowners (including industries with large land holdings. i.e., agriculture, aviation, etc.) so that when surplus land becomes available, trail projects are top of mind for land donation.</p> <p>O17. Provide technical assistance to help jurisdictions navigate different acquisition processes, including securing easements for trails segments and/or crossings. Technical assistance could be one-on-one for specific cases, or collective, in the form of a webinar or resource.</p> <p>O18. Work with ownership entities to advocate for flexible acquisition policies and processes.</p>	<ul style="list-style-type: none"> Public and private landowners, developers, and utility companies 	<ul style="list-style-type: none"> SACOG County and local agency staff
Private / Unauthorized Encroachments	<p>C8. It is common for private residences or businesses to encroach public owned right-of-way (ROW) that could be used or is designated for trail development.</p>	<p>O19. Develop flexible right-of-way/encroachment policy and/or work with jurisdictions to develop their own flexible local right-of-way/encroachment policy. Successfully navigating encroachments may require working with homeowners or local businesses on a case-by-case basis to resolve conflicts.</p> <p>*O20. Bundle projects with additional amenities (i.e., lighting, shade, fencing, seating, etc.) that benefit residents, local businesses, or others that are directly adjacent or share a property line with the trail alignment.</p> <p><i>See the Arcade Cripple Creek Case Study for a success story related to navigating encroachments.</i></p>	<ul style="list-style-type: none"> SACOG Residents, Neighborhood Associations, Local Businesses, Business Improvement Districts 	<ul style="list-style-type: none"> County and local agency staff
Inter-Jurisdictional Trail Crossings	<p>C9. Even when the lead development agency owns all possible parcels along a trail corridor, trails may still need to cross external ROW (for example, a state highway). Safety at these crossings is often cited as a reason that the trail project is infeasible, or that the design requirements would be prohibitively expensive.</p>	<p>*O14. Compile and share existing best practices and design guidance resources on SACOG website. This could include resource such as AASHTO Design Guidelines, ADA standards and requirements, PROWAG, etc. The latest iteration of the AASHTO Design Guidelines includes a new chapter on best practice design for trail crossings at roadways.</p> <p>O21. Provide technical assistance to help jurisdictions navigate different acquisition processes, including securing easements for trails segments and/or crossings.</p>	<ul style="list-style-type: none"> County and local agency staff 	<ul style="list-style-type: none"> SACOG Caltrans

AGENCY COORDINATION, PARTNERSHIPS, AND PRIORITIES

Agency coordination, partnerships, and aligned priorities are essential for trail project implementation because they ensure efficiency, resource sharing, and broad community support. In the SACOG region, trails often cross multiple jurisdictions, requiring collaboration between local, regional, state, and federal agencies to secure funding, land, and necessary permits or approvals. Partnerships with public agencies, nonprofits, advocacy organizations, and others can help jurisdictions leverage expertise, funding sources, and community engagement, making projects more feasible and impactful.



Elliott Bay Park, Washington (Credit: Toole Design Group)

TABLE 3: AGENCY COORDINATION, PARTNERSHIPS, AND PRIORITIES CHALLENGES AND OPPORTUNITIES

Topic	Challenges	Opportunities	Suggested Partners	Lead Agency/ Partners
Consensus About Priorities	C10. It can be challenging to establish consensus on trail project priorities across jurisdictions. When different agencies do not have a unified voice on trail projects, it can hinder progress and erode hard-earned support.	*O22. Establish a Regional Trails Working Group Collaborative or Coalition modeled after the Bay Area Trails Collaborative (BATC). The group can be an extension of the current Working Group and can help facilitate region-wide coordination and consensus building. Subcommittees can focus on building consensus for smaller geographies, or on topics like tracking policy or strategizing for shared funding opportunities etc. O23. Use the Regional Trail Network framework to build and reinforce consensus between agencies. Continue to manage and regularly update the database of regional trails priorities, in coordination with local implementing agencies.	• All	• SACOG
Interagency and Interjurisdiction Coordination	C11. Trail projects spanning multiple jurisdictions require complex interjurisdictional coordination (especially in terms of right-of-way acquisition, funding, and maintenance). C12. Even projects within a discrete geography (for example, totally within City or County boundaries) can require cross agency coordination (often related to right-of-way acquisition, utilities, and working with regulatory agencies). C13. Jurisdictions report challenges balancing the roles and responsibilities between small and large parties.	O24. Create and maintain a regional Partnerships Database that can be shared with SACOG member jurisdictions and partners. The database should collect, store, and regularly update contact information for key regional partners that are typically involved in trail development projects in the region. O25. Help local agencies inventory and manage partnerships and relationships that may not be captured in a regional Partnerships Database. These may include local parks and recreation districts, school districts, landowners, and neighborhood associations among other. O26. Establish strategic relationships within staff at key funding, implementation, and regulatory agencies (Caltrans, water quality control board), especially with staff who are advocates for active transportation and trails. *O22. Establish a Regional Trails Working Group Collaborative or Coalition modeled after the Bay Area Trails Collaborative (BATC). The group can be an extension of the current Working Group and can help facilitate countywide coordination and consensus building. Subcommittees can focus on building consensus for smaller geographies, or on topics like tracking policy or strategizing for shared funding opportunities etc.	• All	• SACOG
Conflicting Approaches to Managing Trail User Conflicts	C14. Some entities that do not implement trail or transportation projects are concerned about user-conflict on shared-use paths and cite this as a reason for declining to coordinate on a trail project (e.g. regulatory agencies, state or federal agencies).	O27. Compile and share existing best practice, design guidance, and policy resources for accommodating difference users on trails and shared-use paths. O28. Establish a communications campaign to encourage safe and compatible shared use of trails. See Marin County's " Slow and Say Hello " campaign and resources.	• County and local agency staff, parks and recreation departments or districts, landowners, emergency management	• SACOG • Caltrans
New Development/ Developers	C15. Some jurisdictions have experienced reluctance from developers to incorporate trail projects in new development areas/projects.	O29. Provide technical assistance to local jurisdictions to help them develop local ordinances or policies requiring developers to construct trails when the project boundaries overlap with priority trail corridors.	• Landowners and developers	• SACOG • County and local agency staff

CASE STUDY

The Circuit Trails



Schuylkill Banks River Trail part of the Circuit Trails (Credit: Laura Pedrick/AP Images)

Located in Greater Philadelphia and New Jersey, the Circuit Trails is a network that, once complete, will include over 800 miles of trails. With more than 300 miles of trail already constructed, the benefits of this network are already being enjoyed by the nine-county region across Pennsylvania and New Jersey. The Circuit Trails Coalition, which launched in 2012, has brought together nonprofit organizations, foundations, and agencies to advocate for the trail network completion and raise awareness about trails and their many benefits. The Coalition was created to follow up on successful collaborative efforts across multiple organizations, which together, were able to secure a \$23 million USDOT TIGER grant in 2009. This success highlighted the need to build an ongoing collaboration instead of continuing with haphazard or opportunistic collaborative efforts.

The Coalition was founded with over 35 member organizations, each of which have some kind of connection with the multi-use trails that accommodate all types of trail users in the nine counties of the Greater Philadelphia Region. Each member organization has benefits and responsibilities, including the ability to vote for members of the Circuit Trails Coalition Steering Committee and the obligation to exhibit and promote the Circuit Trails branding and the organization's participation in the Circuit Trails Coalition.

Sources:

The Circuit Trails. The Circuit Trails Coalition- Basic Governance Framework.

<https://www.circuittrails.org/wp-content/uploads/2017/02/TheCircuitCoalition-GovernanceDocument-2019.2.14.pdf>

Rails to Trails Conservancy. The Circuit Trails. <https://www.railstotrails.org/trailnation/the-circuit-trails/>

BUY-IN AND SUPPORT

Buy-in and support for trail projects is crucial for successful project implementation, especially for regional networks. Project buy-in and support can lead to more successful project outcomes, including meeting community needs, fostering a sense of stewardship, a smooth approval process and conflict reduction, resource sharing and partnerships, and long-term sustainability.



Community members at a trail event in the SACOG region (Credit: Ellen Baker)

TABLE 4: BUY-IN AND SUPPORT - CHALLENGES AND OPPORTUNITIES

Topic	Challenges	Opportunities	Suggested Partners	Lead Agency/Partners
Community Pushback to Trail Development	<p>C16. Residents often express resistance to trails projects for a variety of reasons including perceptions of unintended trail project impacts (i.e., crime, environmental impacts, personal safety, trash and debris).</p>	<p>*O30. Create a Communications and Marketing Toolkit that includes strategies, language, best practices, and case studies for communicating trail benefits and value, conducting trail outreach and engagement, gaining elected official buy-in and support, and increasing public awareness and shifting public perception about trails.</p> <p>*O20. Bundle projects with additional amenities (i.e., lighting, shade, fencing, seating, etc.) that benefit residents, local businesses, or others that are directly adjacent or share a property line with the trail alignment.</p> <p>O31. Co-locate trails with other local/community attractions and destinations.</p> <p>O32. Create a public outreach/messaging campaign highlighting trail amenities directly benefiting the greater community/neighbors, and communicating trail benefits (i.e., economic benefit, connection to nature, landscaping, fencing, shade, lighting, playgrounds, etc.)</p> <p>O33. Conduct outreach or host engagement activities to communicate trail project amenities and address perceptions/community concerns early in the project process. Engagement can include trail tours (bike rides, walking tours, etc.). Cater tours toward the group that is being impacted (i.e., cater talking points, length based on the group, i.e., families and children, rail advocates, active/recreation enthusiasts, elected officials.) During these tours, identify potential project champions and key partnerships.</p> <p>O34. Include or require Safety and Maintenance Plans as part of trail implementation projects, addressing concerns related to crime, environmental impacts, personal safety, debris removal, etc. The Safety and Maintenance Plan can show what systems are in place to address these issues once projects are implemented.</p>	<ul style="list-style-type: none"> • Nonprofits and Advocacy Groups, Community and User Groups, Elected officials, Media 	<ul style="list-style-type: none"> • SACOG • County and local agency staff • Caltrans
Lack of Interest or Enthusiasm for Trails	<p>C17. There can be an imbalance of trail-user engagement vs. pro-rail advocates, particularly in communities with strong attachments to recommissioning rail lines despite its potential infeasibility</p>	<p>O35. Buy-in from local elected officials can smooth trail implementation. SACOG and implementation agencies can seek political support from local, regional, state, and sometimes federal elected officials. Their involvement can help secure competitive funding, educate communities on the benefits of trails, and overcome regulatory or right-of-way barriers. To secure political buy-in, staff should highlight project benefits that best align with the priorities for each elected official (for example, economic development in their district).</p> <p>O36. Leverage trail projects to increase visibility of and exposure to local communities and businesses across the region (for example, via wayfinding and discovery strategies). In doing so, trail developers can help make the case for the economic development benefits of trail projects for small or rural communities and businesses.</p> <p>O37. Conduct a technical study or analysis to show the efficacy of trails and active transportation in reducing emissions via Vehicle Miles Travelled (VMT) reductions. This will connect trail implementation to climate action, including the requirements under Senate Bill (SB) 743 VMT Mitigation¹.</p>	<ul style="list-style-type: none"> • Nonprofits and Advocacy Groups, Community and User Groups, Elected officials, Media 	<ul style="list-style-type: none"> • SACOG • County and local agency staff • Caltrans

¹ California SB 743 VMT Mitigation shifts transportation impact analysis from Level of Service (LOS) to Vehicle Miles Traveled (VMT) to promote sustainable land use and reduce greenhouse gas emissions.

CASE STUDY

Dry Creek Greenway



Dry Creek Greenway, Roseville (Source: City of Roseville)

The City of Roseville's Dry Creek Greenway Trail Project supports efforts to create regional and interconnected trails networks in Placer County and Sacramento County. Ultimately, the Dry Creek Greenway Trail will be a part of a planned 70-mile loop trail making it a significant part of the active transportation network in the greater South Placer and Sacramento community.

Roseville's portion of the Dry Creek Greenway Trail was divided into two trail projects: Dry Creek Greenway East (DCGE) and Dry Creek Greenway West. The City began planning for the East trail as early as 2008. It was decided to construct the trail in three phases. Construction for Phase 1 began in 2023 with estimated completion in Winter 2025.

DCGE Phase One includes two miles of Class I trail meandering through the natural space along three creeks. It connects mature neighborhoods from the downtown central Roseville area to businesses, parks, schools, and neighborhoods in the southwestern portion of the City. In addition, it includes three new bridges, three roadway undercrossings, and a trailhead parking area with restroom facilities. A challenge Roseville faced was the time span between receiving original grant funding to construction. COVID-19 and other regulation challenges also impeded project progress. By the time the project was ready for construction, material prices had skyrocketed, and more transportation funding was needed. Placer County Transportation Planning Association was instrumental in helping the City advance funds so that the project could get underway and meet grant deadlines.

Throughout the project process, community outreach and engagement kept the community involved and invested. The public involvement process helped identify community needs and priorities, provided coordination among stakeholders, and established a plan to guide development. Partnerships with local schools, bicycle advocacy groups, and neighborhood associations were vital in keeping the enthusiasm for the trail strong.

Successful construction and dedicated future maintenance of the trail can be attributed to the cooperation between different departments within the City of Roseville. Departments involved in this project included teams from Environmental Utilities; Parks, Recreation, and Libraries; Public Works; Electric; Fire; Police; and Finance. This collaboration allowed for more guidance, enhanced supervision, and contributed to lower project costs. Additionally, a strong working relationship with Caltrans also contributed to the project's success.

Currently, the City of Roseville is in Phase 2 (Design) DCGE and plans to start construction in late 2026/2027.

Source: City of Roseville

FUNDING

Funding is essential for the success and implementation of trail projects, as funding is required for every phase of a project, including planning, land acquisition, construction, on-going maintenance, and project sustainability. Currently, many challenges exist related to trail project funding. This section outlines the various challenges that local jurisdictions face. Funding opportunities will be presented at a later stage.



Bicyclists on the Jedidiah Smith Memorial trail (Credit: Ellen Baker)

TABLE 5: FUNDING - CHALLENGES

Challenges

C19. Jurisdictions with fewer disadvantaged communities (as defined by many grant programs) may be less competitive for grant funding.

C20. Competitive discretionary funding programs supporting active transportation and trail projects are oversubscribed, funding timelines have strict requirements, and funding availability fluctuates.

C21. Smaller jurisdictions may not have the capacity to pursue grant opportunities.

C22. Jurisdictions struggle to secure matching funds to pursue larger programs.

C23. There is uncertainty in how federal funding priorities will shift after each election and when/if discretionary programs will be re-authorized.

C24. In general, jurisdictions face a lack of funding opportunities (including ongoing maintenance funds and matching funds) for trail projects.

C25. Local jurisdictions with conflicting project priorities may diminish funding competitiveness for multiple active transportation projects if they all pursue funding sources independently.

C26. Effectively communicating project benefits and building support amongst the public, agency stakeholders, and elected officials, all with differing priorities, motivations, and needs can be a barrier to acquiring funding.

C27. Large trail projects may require a significant investment to complete, which can be intimidating for jurisdictions.

C28. The governance structure of a newly formed trail-specific entity may influence how funding is pursued.

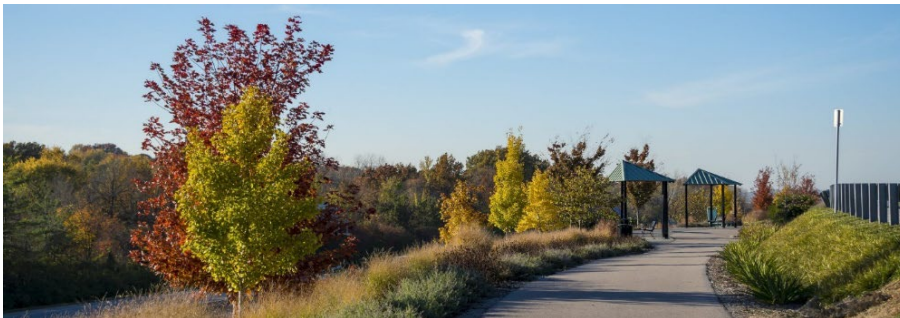
C29. Funding sources tend to prefer commuter trails versus recreation trails. Not all jurisdictions are created equal specifically related to commuter trail feasibility.

CASE STUDIES AND ADDITIONAL INFORMATION

Factors that Increase Trail Project Funding Competitiveness

- Project goals and objectives are strongly aligned across government and public stakeholders.
- Project directly benefits vulnerable and under-resourced communities (for state-administered programs).
- Public engagement efforts actively involved members of under-resourced populations, and the project's design reflects the community's input and feedback.
- Project fills active transportation network gaps and improves network connectivity.
- Project reduces barriers to accessing core community amenities and destinations, such as schools, parks, employment centers, shopping/dining areas, transit, mobility hubs, and public services.
- Project creates safer and lower-stress conditions for active modes, particularly in high-collision areas, near schools, and where street design discourages active travel.
- Project improves the local land use-transportation relationship.
- Project encourages a shift to active travel and, potentially, transit.
- Project reduces vehicle emissions and air pollution.
- Project aligns with public health initiatives and contributes to improved community health outcomes.
- Project enhances overall community livability and quality of life.

Great Rivers Greenway



Boschert Greenway part of the Great Rivers Greenway Network (Credit: Great Rivers Greenway)

Great Rivers Greenway is a public agency that administers funds collected for the 135+ miles of trails in the St. Louis region. The funds are collected through a sales tax that was created by a citizens' vote in St. Louis City, St. Louis County, and St. Charles County in 2000 to support parks and greenways. Great Rivers Greenway is governed by a 12-member appointed Board of Directors that represent the region. The agency is led by 44 staff who work with 265+ partners and are accountable to the taxpayers through annual reports, collaborative 5-year regional plans, and ongoing community engagement.

Projects funded by the sales tax are wide-reaching and include planning and construction of new trail segments, parks, and trailheads, as well as stream bank restoration projects and improvements to existing sections of trail. In addition to Great Rivers Greenway's mission to build trails, they also implement conservation projects that create or improve natural habitats along greenways and support stormwater management.

Source:

Great Rivers Greenway. <https://greatriversgreenway.org/>

Orange County (OC) Loop



Bicyclists on the OC Loop (Credit: OCTA)

The Orange County Loop, or OC Loop, is Orange County's vision for 66 miles of seamless connections between scenic coastal beaches and inland reaches. 58 of the 66 miles use existing off-street trails along regional rivers, creeks, and the coast. Currently, 88% of the OC Loop is already in place, and 80% of the work is completed. The origin of the OC Loop dates to the 1950s, when local jurisdictions, OCTA, OCCOG, Caltrans, community advocates and groups, and the UP Railroad all contributed to its development. The Loop traverses 17 cities, 200 parks, 170 schools, with 650,000 residents and 340,000 jobs all within 1 mile of the Loop.

Local jurisdictions, OCTA, and the County have undertaken planning for the loop in several plans and studies. OCTA recently completed the OC Loop Gap Closure Feasibility Study, which identified the remaining gaps in the Loop. In addition to identifying an expansion of the loop, the study builds off prior collaborative studies such as the OC Loop 70/30 Plan (2015), which, at the time hoped to complete the remaining 30% of the Loop. Other studies and plans include OC Active (2019), and regional strategies and feasibility studies for each of the five supervisorial districts in the county. The OC Parks department has its own studies to complete its segments.

The County of Orange Parks and local jurisdictions have been the lead agencies for implementing the different segments of the Loop, with the earliest, Segment N, completed in 1985 and the following segments, O, P, & Q, completed in late 2025. CTC ATP funds funded segments P & Q in the amount of \$45.9M with \$72M in total secured. Current segments in progress include segments A & B by the Cities of La Habra and Brea, which are in the final design and ROW phase. Both cities have secured approximately \$55M in funding out of the \$76M required to complete the segments, utilizing funding sources from OCTA BCIP and CTC ATP. Segment D is being constructed by the County, and segment T is currently under review by Caltrans. Segments C, E, F, G, H, I, J, K, N, R, and S have all been completed.

Potential and previously utilized funding sources include Caltrans ATP, Caltrans STPG, CTC ATP, SCAG programs, OCTA BCIP grant, HSIP funds, CMAQ funds, STBG-TA funds, BUILD grants, Land and Water Conservation funds, Recreational Trails Program grants, TIFIA loans, FTA Section 5310 5303, 5304, and 5305 funds, LPP grants, STIP funds, SHOPP funds, LSRP funds, SCCP grants, CA OTS grants, EEM grants, Prop 68 grants, TDA funds, and local M2 (OC GO) program funds.

OCTA provides funding, guidance, and overall support to local jurisdictions for the completion of the loop. Regional coordination amongst regional, state, and local jurisdictions, and community partners have contributed toward the continued development of the Loop and future loops, with the original OC Loop nearing full completion.

Source: Drago Vantage

ENVIRONMENTAL CONSTRAINTS, PERMITTING, AND LITIGATION

Understanding California’s stringent environmental and permitting regulations is crucial for trail project implementation and will help ensure compliance, protect natural ecosystems, and prevent user/resource conflicts, and future litigation. Many trails in the SACOG region pass through sensitive habitats, wetlands, or protected lands, requiring careful planning to minimize environmental impacts. Permitting processes help address concerns such as erosion control, water quality, wildlife protection, and vegetation management, ensuring the trail is sustainable and does not harm the surrounding environment.

Additionally, legal challenges related to trail project implementation can arise for various reasons and is not uncommon for trail implementing agencies in the SACOG region. Legal challenges can arise from property owners, environmental groups, or other stakeholders concerned about land use, environmental impact, or public access rights. Proactively addressing and pre-empting these issues through thorough planning, community engagement, and compliance with legal and regulatory requirements helps mitigate risks and build support for trail projects. Clear documentation, stakeholder collaboration, and legal due diligence ensure that disputes are resolved efficiently, reducing the likelihood of costly lawsuits that could halt or alter the trail’s development. By addressing potential legal challenges early, trail projects can move forward smoothly while maintaining public trust and long-term viability.



Pedestrian and dog walking along a trail near a waterway in the Sacramento region (Credit: Ellen Baker)

TABLE 6: ENVIRONMENTAL REVIEW, COMPLIANCE PERMITTING, AND LITIGATION - CHALLENGES AND OPPORTUNITIES

Topic	Challenges	Opportunities	Suggested Partners	Lead Agency/Partners
Environmental Review, Compliance, and Permitting	<p>C30. Navigating and understanding project requirements/limitations across different government-owned/managed land (i.e., Federal, State, Regional, etc.) and/or environmentally protected areas is complex.</p> <p>C31. There are situations where jurisdictions do not have the capacity or in-house skills to undertake environmental permitting requirements (i.e., NEPA and CEQA).</p>	<p>*O50. Create factsheet and/or host a webinar (or similar) explaining environmental protections and requirements related to trail projects.</p> <p>O51. Provide technical assistance to support communities with NEPA/CEQA and other environmental permitting requirements.</p> <p>O52. Promote and advocate for reduction in trail project permitting and CEQA requirements on legislative agendas.</p>	<ul style="list-style-type: none"> Regulatory and Environmental Agencies 	<ul style="list-style-type: none"> SACOG County and local agency staff
	<p>C32. Trails located along or near sensitive areas (i.e., evacuation routes, defensible space, ingress/egress locations) have added requirements.</p>	<p>*O50. Create factsheet and/or host a webinar (or similar) explaining environmental protections/requirements related to trail projects.</p> <p>O53. Include interpretive and educational elements in trail project designs related to natural habitats, sensitive areas, conservation, endangered species, etc. to engage and inform the public.</p> <p>O54. Map and regularly update sensitive areas in the region, including evacuation routes, defensible space, ingress/egress locations, native plants, and protected/sensitive habitat areas..</p>		
Litigation Against Trail Development	<p>C33. California's stringent environmental regulations and policies are often mis-used by project opponents to sue the lead agency for trail development projects.</p> <p>Regulatory and Environmental Agencies</p>	<p>O55. Pre-empt litigation using the following strategies:</p> <ul style="list-style-type: none"> Preparing Environmental Impact Reports (EIRs), even when not strictly required. Conduct strong feasibility studies Host robust and frequent public workshops and educational sessions Partner with opposing entities early in the process <p>O56. Provide technical assistance to jurisdictions for navigating legal threats and developing strategies to overcome and/or pre-empt threats.</p> <p><i>The City of Sacramento may be able to provide a success story for successfully overcoming litigation through pre-emptive measures. City staff have offered to provide the settlement documents that ruled in the City's favor.</i></p>	<ul style="list-style-type: none"> Regulatory and Environmental Agencies 	<ul style="list-style-type: none"> SACOG Caltrans County and local agency staff

CASE STUDY

Technical Assistance and the Santa Clara River Loop Trail



Santa Clara River (Credit: Nina Danza)

The Santa Clara River Loop Trail (SCRLT) is a proposed 8-mile shared use path along the north and south banks of the Santa Clara River that connects the cities of Ventura and Oxford, CA. The Santa Clara River is a special natural feature to the region because it is one of the few unchannelized coastal rivers in southern California. Leadership from the Friends of the Santa Clara River applied for technical assistance through the National Park Service's Rivers, Trails, and Conservation Assistance (RTCA) Program for help with trail planning and incorporating environmental education into project.

In 2020, RTCA assisted the Friends group, along with Sierra Club, in conducting a study for the SCRLT to further protect and preserve the value of the Santa Clara River. The goal of the study was to see the SCRLT raise environmental literacy and instill a larger movement toward stewardship of the river. RTCA staff were able to advance the efforts of the Friends group by convening key stakeholders and the community to gather input and feedback on conceptual design recommendations for the trail.

Sources:

National Park Service. Rivers, Trails, and Conservation Assistance Program. Conservation and Outdoor Recreation Community Assistance Projects: Santa Clara River Loop Trail.

<https://nps.maps.arcgis.com/apps/MapTour/index.html?appid=27a3ce5187ab4b6a8edbf46c45d0e15>

Friends of the Santa Clara River. Santa Clara River Loop Trail. <https://fscr.org/river/projects/santa-clara-river-loop-trail/>

OTHER CHALLENGES AND OPPORTUNITIES

Jurisdictions indicated a handful of other challenges that do not fall into one centralized theme. Table 7 discusses those challenges and related opportunities.

TABLE 7: OTHER CHALLENGES AND OPPORTUNITIES

Topic	Challenges	Opportunities	Suggested Partners	Lead Agency/ Partners
Staffing	C34. Jurisdictions report a lack of dedicated trail planning staff.	O57. Provide staff augmentation/support to local jurisdictions.	<ul style="list-style-type: none"> • Non-profits and Advocacy Groups 	<ul style="list-style-type: none"> • SACOG
Design Compliance	C35. Jurisdictions report challenges ensuring they are compliant with all design requirements and standards (i.e., CA MUTCD, ADA, PROWAG, etc.).	O14*. Compile and share existing best practices and design guidance resources on SACOG website. This could include resources such as AASHTO Design Guidelines, ADA standards and requirements, PROWAG, etc.	<ul style="list-style-type: none"> • Public Sector Agencies, Regulatory and Environmental Agencies 	<ul style="list-style-type: none"> • SACOG • Caltrans



Bicyclists along a trail in the SACOG region (Credit: Ellen Baker)

THIS PAGE INTENTIONALLY LEFT BLANK.

C

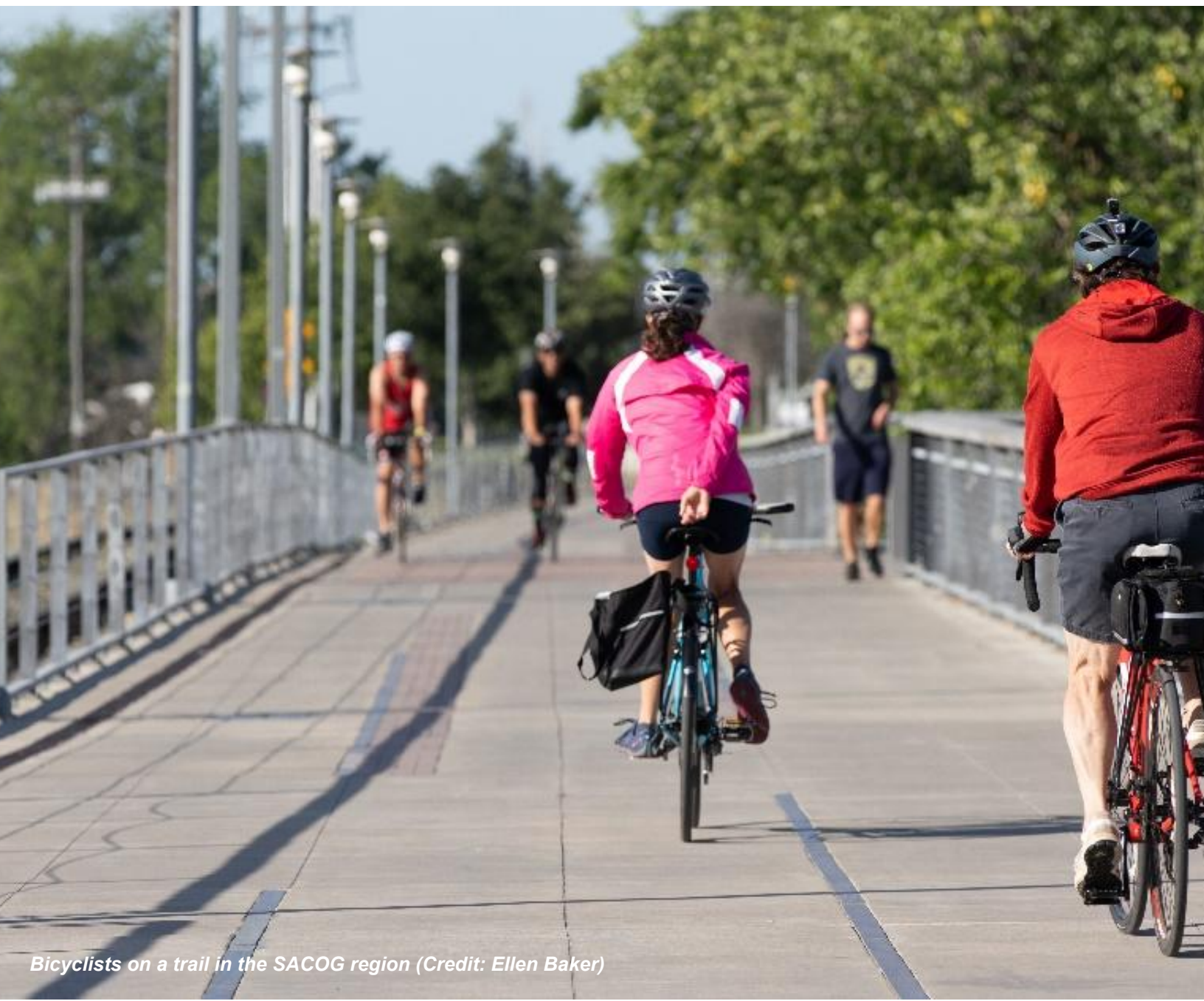
Governance and Funding Opportunities



SACOG REGIONAL TRAIL NETWORK IMPLEMENTATION STRATEGY

Governance and Funding Strategies Research Memorandum

April 2026



Bicyclists on a trail in the SACOG region (Credit: Ellen Baker)

Executive Summary

SACOG’s 2022 Regional Trail Network Action Plan established a Regional Trail Network for the six-county Sacramento region. Comprised of over 1,000 miles of shared-use paths and protected bike facilities, the regional trail network will help achieve SACOG’s goals of improving mobility, safety, equity, and quality of life. While SACOG does not have land use authority, or own or maintain right-of-way, the agency is uniquely positioned as the region’s MPO to convene local agencies, coordinate planning, and catalyze project delivery.

This memo summarizes governance and funding options available to SACOG and its member jurisdictions to accelerate regional trail implementation. It presents governance models along a spectrum—from decentralized coordination between agencies to fully centralized coordination in the form of an independent legal entity (see summary Table 1) and describes how each enables different levels of funding capacity. The memo also identifies how each governance model would change SACOG’s ability to fund planning, design, construction, and maintenance for the regional trail network. Finally, the memo provides a funding strategies toolbox.

Key Takeaway: Centralized governance structures enable access to more powerful funding mechanisms, thereby increasing SACOG’s ability to move the regional trail network toward implementation. SACOG must determine its desired level of involvement to align governance structure and funding tools to achieve the regional trail network.

Table 1: Four Governance Models: From Decentralized to Fully Centralized Entity

	Governance Type	Description	SACOG Decision Authority	Funding Options for Trails Projects	SACOG Role in Trail Implementation
<p>Decentralized</p> <p>Centralized</p>	No Central Structure	Each city, county, or local park district builds and maintains its own segments; no single entity oversees the full trail network	Very low (fully local)	Individual grants and local funds only	Planning and funding support as MPO; technical assistance support
	Memorandum of Understanding (MOU)	Voluntary agreement aligning standards, roles, and grant efforts; no legal entity	Low–medium (shared planning)	Shared grant applications, informal pooled match	Convener, data/tools provider
	Joint Powers Authority (JPA)	A new, formal multi-agency entity focused on the regional trail network, with legal powers (own property, hire staff, issue debt)	Medium–high (shared control)	Grants, pooled funds, lease-revenue bonds, some debt	Member agency, funder, technical lead
	Special District (e.g. Park District)	Independent regional agency with taxing and bonding authority	Very high (central authority)	All tools: grants, taxes, bonds, TIFIA, CFDs, O&M revenue	External partner, funding support

Background and Context

In 2022, SACOG adopted the Regional Trail Network Action Plan (Action Plan). The Action Plan identified a regional trail network of 293 miles of existing trails and 564 miles of planned trails, in addition to 308 miles of trail study corridors (corridors supported by local agencies for future study due to their potential to complete the regional trail network). During Action Plan development, SACOG worked closely with member agencies and right-of-way owners to understand their vision for the region's trail network. SACOG also identified high-level regional trail network implementation barriers that local agencies face, including fragmented ownership, limited funding, and varying staff capacity across jurisdictions.

SACOG is now undertaking the 2026 Regional Trails Network Implementation Strategy—the first step in working to overcome identified barriers and move the needle towards implementing a regional trail network. The strategy, slated for adoption in 2026, documents the status of the regional trail network, identifies key barriers to implementation of the network, and identifies specific strategies that both SACOG and local agencies can use to advance the network. The strategy also included direct Technical Assistance for 15 local agencies to advance 18 trail projects through the implementation pipeline.

One of the most important steps towards implementing the Regional Trails Network is to clarify and formalize SACOG's role in trail implementation. Successful implementation of the ambitious regional trail network may necessitate a new approach to governance and funding. SACOG is the six-county¹ region's MPO but does not have land use authority or own or maintain right-of-way (ROW). As the region's MPO, SACOG is uniquely positioned to support trail implementation by:

- Building relationships across jurisdictions and convening inter-agency partners such as the transportation planning agencies in El Dorado and Placer counties.
- Conducting data analysis about trail impacts and benefits, including maintaining an up-to-date list of regional priorities using the best available data
- Supporting local agencies to implement their local trail projects through technical assistance and funding
- Coordinating regional funding applications (i.e., SACOG Regional Project Prioritization Program) or bundled projects that cross city and county boundaries
- Elevating trail projects in long-range planning documents such as the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) to secure their place in future funding cycles

Under the existing regional governance structure (i.e. – decentralized), SACOG cannot:

- Fund recurring or ongoing trail maintenance or operations
- Directly own or operate trail facilities
- Levy taxes, assessments, or fees dedicated to trail funding
- Issue bonds or establish financing districts to accelerate trail delivery
- Enforce design standards or ensure consistent trail operations across multiple agencies without voluntary cooperation

To achieve a cohesive regional network, SACOG must clarify its role in trail implementation and consider governance and funding structures that enable coordinated, multi-jurisdictional project delivery.

¹ SACOG's region is made up of six counties including El Dorado County, Placer County, Sacramento County, Sutter County, Yolo County, Yuba County, and excluding the Tahoe Basin. As designated by the state of California, SACOG operates as the Regional Transportation Planning Agencies (RTPA) for Sacramento, Sutter, Yolo, and Yuba counties. Placer County and El Dorado counties serve as the RTPAs for their respective counties and are responsible for their state-level transportation plans. SACOG collaborates with Placer County Transportation Planning Agency and El Dorado County Transportation Commission to maintain consistency across county plans and the broader regional framework.

Governance and Funding as a Spectrum

SACOG’s governance structure and funding capacity are directly linked. The SACOG board can make the decision to have SACOG remain a convener and funder or progress toward forming or supporting a dedicated trail entity.

Table 2 illustrates how different governance models available to regional planning agencies influence eligibility for major funding tools. While SACOG can pursue grants under all structures, only under governance structures that have formal fiscal powers, such as JPAs and Special Districts, can SACOG access revenue-based financing tools like bonds, loans, or dedicated taxes on behalf of multiple jurisdictions. Less formal structures, such as MOUs or collaborative partnerships, rely on individual cities and counties to secure funding for their portions of a trail. These member agencies can still pursue grants, bonds, or loans using their own dedicated revenues, but the absence of a central entity limits the ability to pool funds or obtain financing for corridor-scale projects.

The goal of pursuing more centralized governance should not be seen solely as a strategy to access additional funding sources. The available funding sources are constant; what changes is SACOG’s ability to leverage them effectively. A more centralized governance structure can deliver greater economies of scale, coordination, and political cohesion - conditions that make it easier to deploy existing funding mechanisms strategically and at a larger, more impactful scale.

Table 2: Different governance structures and their relationship to SACOG’s funding mechanisms

Decentralized	Governance Type	Grants (Local, State, Regional) + Assessment Districts	Sales or Parcel Taxes	Bonds	Loans (TIFIA + iBank)
	No Central Structure	✓	✗	✗	✗
	Memorandum of Understanding (MOU)	✓	✗	✗	✗
	Joint Powers Authority (JPA)*	✓	—	✓	✓
Centralized	Special District (e.g. Park District)	✓	✓	✓	✓

*This model refers to a new, trails-specific JPA, separate from the Sacramento Area Council of Governments which is and of itself a JPA. A trails-JPA would have a different membership and voting configuration aligned with the needs of a regional trail network.

Key



SACOG can leverage this funding mechanism under this governance model



SACOG has limited or indirect eligibility to access this funding mechanism under this governance model (available through member agencies or pledged revenues)



SACOG cannot independently leverage this funding mechanism under this governance model (reserved for local agencies only)

Governance Structures

Overview

Trail governance refers to the overall organizational structure of the entity that is legally responsible for the ownership, oversight, maintenance, costs, and general liability of the trail system. This “entity” could be a single agency or a collection of agencies. If it was a single agency, it could be an existing agency (i.e. SACOG) or a new agency. If there were a collection of agencies, they could be organized independent of each other or work cooperatively via a centralized document that equitably disperses responsibilities to each of the agencies in the collective. Governance structures should be seen as a spectrum, ranging—on one side— as disassociated agencies, to the other side as a single purpose newly created agency. As these agencies will invariably be one type of a local government agency, or potentially a city or county, recreation and parks purposes will necessarily need to be a part of the entity’s inherent powers as dictated by the relevant county Local Agency Formation Commission (LAFCo)².

Broadly speaking, there are four primary governance structures available to SACOG, plus the consideration of a non-profit structure:

1. **No Agreements or Centralized Structure:** A decentralized model where each jurisdiction independently plans, builds, and maintains its own trail segments. No formal agreement or shared decision-making. This is the current arrangement in the SACOG region with regards to trail planning, design, operations, and maintenance. The services SACOG offers trail implementers currently include providing technical assistance (e.g. grant application review), conducting in-depth discussions with local agencies to strategize for implementation, providing funding through competitive grants, creating opportunities to convene implementers, providing resources and guidance, and acting as a liaison between agencies. Jurisdictions may include cities, counties, private corporations; special districts like community service districts, water districts, levee districts, and railroads; federal agencies such as Bureau of Land Management or the Army Corps of Engineers; and state agencies like Caltrans
2. **Memorandum of Understanding (MOU) between Relevant Agencies:** A loose agreement among jurisdictions outlining roles, responsibilities, and standards without creating a legal entity. While there is no existing, centralized multi-jurisdictional MOU in the SACOG region, some individual projects use MOUs. For example, as part of SACOG’s Green Means Go pilot, SACOG enters into MOUs with local jurisdictions, which detailed the financial responsibilities of the partners. Further, the City of Indio, the City of Richmond, the City of Pleasant Hill, the City of Auburn, and many other local governments have MOUs with local recreation and park districts, counties, and other entities that divide up the responsibilities of maintenance, financing of infrastructure, and other necessary steps for the long term oversight of recreational areas.
3. **Joint Powers Agreement (JPA) between the Relevant Agencies:** Formal multi-jurisdictional entity with legal authority to own property, hire staff, apply for grants, and issue debt. SACOG itself is a JPA made up of six counties and 22 cities. Other examples of existing JPAs in the SACOG region are the Capital

² Each of SACOG’s six member counties has a Local Agency Formation Commission (LAFCo) that oversees boundary changes, municipal service reviews, and sphere of influence determinations for cities and special districts within their respective counties.

Area Regional Tolling Authority (CARTA), Sacramento Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA)³, and the Capital SouthEast Connector JPA⁴.

4. **Independent California Special District:** New regional agency formed under state law with taxation, bonding, and operational authority. Examples of existing special districts in the SACOG region are Sacramento Municipal Utility District (SMUD), the Arcade Creek Recreation and Park District, and Reclamation Districts like RD 1000 in Natomas. Other examples in California include the East Bay Regional Parks District⁵ and Midpeninsula Regional Open Space District⁶ in the Bay Area.

Non-Profit Organization: The non-profit model is most akin to the fourth governance - the independent California special district. The main differences which make a non-profit less likely to succeed, and thus excluded from this analysis, include: (i) non-profits have fewer inherent powers as opposed to a community services district or recreation and park district which both have extensive legislatively granted powers and are not perpetual in nature; (ii) non-profits have fewer or more expensive sources of revenue, but could exist as a method to apply for grants; and (iii) non-profits are not, by definition, perpetual entities with strict regulatory oversight from the State of California, independent California special districts are governed and their assets can be preserved under their current uses via LAFCo oversight.

Regardless of the type of governmental structure, situations will arise with local jurisdictions that already own and operate portions of a proposed trail segment. In these situations, there are numerous possibilities on how those segments could be handled. For example, if an independent California special district is formed to purchase, construct, operate, and maintain the trail system, they could do any of the following to incorporate that existing trail segment into its oversight: 1) the local jurisdiction could retain all ownership rights, management, and oversight while providing no rights to the district; 2) the local jurisdiction could retain fee title, or easement ownership rights over the land but contract out the management and oversight of the trail segment which would allow for that single entity to create uniform cohesion to the entire trail system; or 3) the local jurisdiction could sell outright the land rights and any and all rights to the trail segment to the newly formed district.

For the purposes of this report, non-profit organizations are not analyzed due to the inherent differences as indicated in the description above. The main purpose of the report is to outline solutions that are perpetual in nature, i.e. subject to the oversight of a local government. From this perspective, a non-profit would not be the first-line solution, but rather a partner to the overseeing entity to help and assist with different needs as they arise, such as funding or staffing.

³ More information about the SPTC-JPA is available at their website: <https://sptc-jpa.org/about-the-jpa.html>

⁴ More information about the Capital SouthEast JPA is available at their website: <https://connectorjpa.com/>

⁵ <https://www.ebparks.org/>

⁶ <https://www.openspace.org/>

National Best Practice Examples

The following section describes the governance structures used by four major regional trail networks across the county, ordered from least centralized to most centralized.

Central Ohio Greenways

Local Agency: Mid-Ohio Regional Planning Commission (MORPC)

Governance Structure: MPO-led coordination (no central structure)

The Central Ohio Greenways (COG) is a regional network of more than 230 miles of multi-use trails connecting parks, neighborhoods, rivers, and major destinations across Central Ohio. The system links into larger corridors such as the Ohio to Erie Trail and the Great American Rail Trail and supports recreation, active transportation, and regional quality-of-life goals. A Regional Trail Vision led by the Mid-Ohio Regional Planning Commission (MORPC) calls for expanding the network to close gaps and improve connections to employment and activity centers.

COG does not operate as a separate legal entity or taxing authority. Instead, MORPC serves as the coordinating body, providing regional planning, visioning, and partnership support through a working group and advisory structure. Local jurisdictions retain ownership, funding responsibility, and maintenance of their trail segments. This governance model emphasizes voluntary, interagency coordination rather than centralized authority, similar to other MPO-led regional trail networks.



Figure 1. Camp Chase Trail part of the Central Ohio Greenways (credit: City of Columbus Recreation and Parks Department⁷)

⁷ <https://columbusrecparcs.com/facilities/trails/greenways/>

Circuit Trails

Local Agency: Greater Philadelphia Trail Network

Governance Structure: Voluntary Coalition (MOU-style)

The Circuit Trails (“The Circuit”) is a growing network of multiuse trails in Greater Philadelphia, PA and southern New Jersey that will ultimately exceed 800 miles across a nine-county, bi-state region, with more than 300 miles already built. Launched in 2012, the Circuit Trails Coalition is a voluntary partnership of nonprofits, foundations, governments, MPOs, and agencies working to complete the network and promote its benefits. Convened by the Delaware Valley Regional Planning Commission (DVRPC), the Coalition has expanded from more than 35 founding members to over 65 organizations involved in planning, building, maintaining, and promoting the region’s trail system.

The Coalition is not a legal entity and has no independent taxing, bonding, or funding authority. It operates through shared standards, collaborative planning, voluntary agreements, and collective advocacy. Member organizations benefit from participation in governance, including voting for the Coalition’s Steering Committee, and share responsibility for promoting the Circuit Trails brand and their role in advancing the network.



Figure 2. Schuylkill Banks River Trail part of the Circuit Trails (credit: Laura Pedrick/AP Images⁸)

⁸ <https://www.railstotrails.org/trailnation/the-circuit-trails/>

Tahoe Regional Planning Agency (TRPA)

Local Agency: Tahoe Regional Planning Agency (TRPA)

Governance Structure: Quasi-independent, bi-state regional planning and regulatory authority (JPA-like)

The Tahoe Regional Planning Agency (TRPA) is a bi-state regional planning authority created by a compact between California and Nevada and ratified by Congress. The compact gives TRPA regulatory authority to establish and enforce environmental threshold standards, which guide land use, transportation, and environmental protection across the Lake Tahoe Basin. Through this permitting and policy framework, TRPA serves as a regional convener, aligning agencies and stakeholders around shared environmental and recreational goals.

TRPA does not directly implement projects, including trails, but coordinates regional efforts through planning, prioritization, and partnerships. In advancing trail and access improvements, TRPA emphasizes connections between active transportation facilities and natural surface trails, relying on landowners and local agencies for construction and maintenance. It has also aligned external funding partners, such as the Tahoe Fund, with priorities identified in its Regional Trails Strategy, demonstrating a governance model focused on regional coordination and policy leadership rather than centralized delivery or funding authority.



Figure 3. Tahoe Regional Trails (credit: Tahoe Regional Trails Strategy, Luxuri Media⁹)

⁹ <https://www.trpa.gov/wp-content/uploads/documents/Tahoe-Regional-Trails-Strategy-May-2023.pdf>

Great Rivers Greenway

Local Agency: Great Rivers Greenway

Governance Structure: Board of Directors (independent special district-style)

Great Rivers Greenway is a regional parks and greenways district responsible for planning, funding, and delivering more than 135 miles of trails across the City of St. Louis, St. Louis County, and St. Charles County. The agency was created in 2000 through voter approval of a regional sales tax, establishing a dedicated and ongoing funding source to support greenways, parks, and river corridors. This stable revenue enables Great Rivers Greenway to invest approximately \$10 million annually in trail construction, trailheads, parks, streambank restoration, habitat conservation, and stormwater management projects that improve both recreation access and environmental resilience.

Great Rivers Greenway operates as an independent special district with full legal authority to plan, construct, operate, and maintain greenways. It is governed by a 12-member appointed Board of Directors representing the three participating jurisdictions and supported by professional staff who work closely with hundreds of public, private, and nonprofit partners. The agency is directly accountable to taxpayers through public reporting, regional planning processes, and ongoing community engagement, offering a centralized, well-funded governance model for regional trail and greenway delivery.



Figure 4. Boschert Greenway part of the Great Rivers Greenway Network (credit: Great Rivers Greenway¹⁰)

¹⁰ <https://greatrivergreenway.org/greenways/boschert-greenway/>

Four Governance Structures – Detailed Descriptions

To help SACOG decide which governance model is most appropriate, the following section summarizes how each model would impact SACOG, including SACOG's role in (and authority over) regional trail network implementation.

1. *No Centralized Structure (i.e. the current structure)*

Description: The most basic structure that has no startup and limited operational costs is no centralized structure. In this scenario each jurisdiction maintains its separate and independent nature with no unifying document. Though no central document would create liabilities for the agencies, the agencies would have no duty to the other or to the larger regional trail vision. Each segment of the trail network would be created on the timeline of the needs of the relevant jurisdictional body.

Property Management and Maintenance: Inherently, the trail system will exist in multiple jurisdictions requiring involvement of many different local agencies. These agencies, i.e. cities and counties or other special districts, that own the land for the trail system, could continue their ownership and oversight of the land, which would include maintenance of and responsibility for any trail system constructed through their districts. There is no inherent requirement for all jurisdictions to have a unifying agreement over the entire network of trails. Thus, in this example, each segment of the trail system would be separately maintained by each segment's jurisdictional agency. Each agency will be reliant on its own funding mechanisms to maintain the trail network in perpetuity.

Implementation Timeline: There is no startup time for this structure as this structure already exists.

SACOG's Role: SACOG would remain as it does now, as a planning agency that could provide technical assistance to implementing agencies, and further assist agencies as funds are available and as requested by the implementing jurisdiction. However, as with all agencies under this option, funds available to SACOG are dependent on state budget and congressional approval. Hence, the reliability and consistency of the funding for all parts of the project under this structure would be outside of every agency's control. At some point, the partners would need to consider altering to a different structure if funding was at risk during pivotal moments of the execution of the project, i.e. executing construction contracts for large portions of the trail system.

Agency Individual Control: Each individual jurisdiction, whether it was a county, city, or district, would have ultimate control over whether the segments of the trail system were built, operated, and maintained. Further, they would have ultimate control over the type of trail built, when it was built, and in what orientation. However, in this scenario, the agencies have no broad authority over or responsibility to any other agency for any decision as it relates to the trail network.

Key Questions or Considerations:

- There are minimal administration costs.
- There is no formal entity creation (i.e., no challenges in forming a new entity as each entity already exists)
- SACOG can partner with or otherwise support local recreational agencies already in existence for the envisioned work.
- There is no guarantee over uniformity of the trail system in construction standards, visual appearance, or long-term maintenance.
- There is no guarantee over construction of any kind or whether a segment would ever actually be constructed.
- There is no guarantee over funding as each segment would be reliant on the parent jurisdictional agency's budget.
- There is no guarantee in long-term planning/coordination funding, as (i) SACOG's ability to provide the support is reliant on state and federal funding and (ii) there are potential competing priorities among other SACOG programs.
- There is no "hive mind" over long-term use of the project, since there would be no centralized decision-making entity or process to rely on for development and use.

- There are potential issues with overlapping responsibilities/agencies, including arguing over costs and boundaries and who is responsible for certain aspects of the design and construction.
- More difficult trail segments, including those that cross jurisdictional lines, could struggle to advance

2. *Central Memorandum of Understanding (MOU)*

Description: The next level of structure up from no fixed government is a loose association of certain agencies via a Memorandum of Understanding (an “MOU”). The MOU is a non-binding understanding or binding agreement that would not create a separate legal entity but would create a structure outlining roles, responsibilities, and all necessary planning documents for uniformity of the full regional trail network buildout. The MOU would be a single or multiple, as needed, agreement that would reference each stage of the project, all of the project proponents and how this partnership would run and be responsible for the construction and long-term maintenance of the project.

Property Management and Maintenance: Similar to the prior non-centralized structure, each jurisdictional body would own its portion of the trail network that physically existed in its boundaries, though smaller agreements could be made for partnering with local or other agencies to manage or oversee the system. The ownership, construction, and maintenance would fall on each of the jurisdictions for the successful implementation of the trail network. The MOU may include funding sharing or grant responsibilities that allow for cross-jurisdiction payments, however this would need to be negotiated between the parties. No central entity would own or operate the system. Rather the system would be completely separately owned by each participating agency.

Implementation Timeline: The startup timing for an MOU is the time it would take to create the structure of the agreement and the time necessary for review, negotiation, and approval by all of the interested parties. The timeline for this would be anticipated to be 1-2 years.

SACOG’s Role: The role that SACOG may take would be at the discretion of the parties and the willingness of SACOG to take on certain responsibilities. As a party to the agreement, their role would not differ from what it is now, mainly advisory, and a potential for funding or funding assistance both in limited circumstances.

Agency Individual Control: Each agency’s individual control over the trail network or their segment would be dictated by the MOU terms and conditions. The MOU itself could be written such that it allows each agency to have full and unfettered control over their segments, or it could be written such that decision making authority over each segment is granted to an MOU planning or oversight committee.

Key Questions or Considerations:

- There are minimal administration costs, but if SACOG is responsible for administering the MOU, this could slightly increase the level of effort.
- Depending on the details of the MOU, support for ongoing and one-time costs could be unstable if they are reliant on contributions from participating agencies.
- There is no formal entity creation (i.e., no challenges in forming a new entity as each entity already exists)
- SACOG can partner with or support local recreational agencies already in existence for the envisioned work.
- There is an organized “hive mind” created in the MOU to oversee long-term use of the project.
- There is only some guarantee over uniformity of the trail system in construction standards, visual appearance, or long-term maintenance.
- There is only some guarantee over construction of any kind or whether a segment would ever actually be constructed.
- There is only some guarantee over funding as each segment would be reliant on the parent jurisdictional agency’s budget.
- There are potential issues with overlapping responsibilities/agencies, including arguing over costs and boundaries and who is responsible for certain aspects of the design and construction

3. *Central Joint Powers Agreement (the “JPA”)*

Description: The Joint Powers Agreement (the “JPA”) takes the prior option of the MOU across the line into the separate entity category. Unlike an MOU, the JPA agency is allowed to exist as a separate and distinct entity. It can sue and be sued, own land, take out loans, charge for services, hire employees, and act as any government entity pursuant to existing JPA laws. Should SACOG and its partners decide that a regional JPA is the most appropriate governance model to oversee regional trail network implementation, SACOG would initiate a new JPA specific to trails, separate from the existing Council of Governments. A new trails-specific JPA would be made up of the separate agencies participating in the trails system. The level of oversight that is packaged into the JPA is highly flexible. It could act as an organized “MOU” without any ownership of the trail system, without any liability, or financial responsibility. However, the JPA agency could take on all of those responsibilities in lieu of the local agencies. There is a significant amount of flexibility in the role of the JPA and its inherent existence. In theory, the JPA is formed quickly and exists at the whim of the members, however, without agreement on the terms of the JPA, its formation may take longer. Without the members, the JPA fails. Thus, the JPA agency can be an inherently strong basis for a project or program or inherently weak one without the support of the members. SACOG, as an example, is a type of JPA, would not be appropriate to take on the responsibility of this project due to the limitations on its scope of duties and the make-up of its members. The JPA would need to be composed of the proper parties with the proper powers to effectuate all of the parts and needs of a trail system such as this.

Property Management and Maintenance: As referenced above, the JPA could create three types of ownership and property management. First, the JPA could exist as a funding/operational agency only and hold no legal title to any of the lands. In this scenario the JPA would assist the local jurisdiction in their property purchases, construction of the trail network, and long-term maintenance responsibilities. Second, the JPA could hold legal title to the entirety of the network. In this scenario, the JPA would become a separate legal entity from the local agencies that would exist to own, construct, operate and maintain the entirety of the trail network. Third, the JPA could have a mix of responsibilities from the ownership and operational oversight. In this last scenario, the JPA would have as much oversight as each jurisdiction needed. Thus, in some jurisdictions, the JPA could be the landowner, in others it could be the maintenance entity, while in others it could just exist to assist the primary jurisdictional body as needed.

Implementation Timeline: In theory, the creation of a JPA would take as long as the member agencies would need to create the basis of an agreement, review and negotiate the terms, and formalize their approvals and the separate legal entity.

SACOG’s Role: SACOG would exist as a member agency able to participate either with equal roles and responsibilities as other parties, or in a supporting or complementary role. SACOG would own only the responsibility that it agreed to as part of the terms of the JPA. Because the JPA would be a separate entity, SACOG could separate itself from the financial liability of the project.

Agency Individual Control: The amount of individual control over the trail segments would be dictated by the terms of the JPA but in theory would be less than any of the others as the JPA would be completely independent from the member agencies. However, the JPA could still be structured that each jurisdiction would have sole and ultimate authority over its segment.

Key Questions or Considerations:

- The JPA can be created to fit the needs of the project and how the agencies see the organizational structure of the group.
- The JPA has added funding mechanisms that are not available to the examples above, i.e. bonds.
- The JPA can own land and exist as a separate and distinct entity
- There are inherent politics that come into play when forming a new JPA of member agencies.

- There will be significant funding discussions over how the JPA will be financially responsible for the project.
- The JPA will have administrative costs as it is an independent entity from the member agencies.
- The JPA adds an additional layer of government, complicating public/partner understanding of the project.

4. *Independent California Special District*

Description: The special district is the JPA if the members are removed and the district is given a permanent existence status with a board of trustees instead of existing as a group of members. The special district would be created for the specific purpose of recreation and parks under the laws of the California Recreation and Parks Code, or equivalent if another type of district is used, such as community services district. These laws create a new and separate—and inherently perpetual—agency that has all the powers that any other local government agency has. The JPA has the power to tax, raise revenues via bonds, take on debt, and operate as any other local government body. However, these powers come with the hurdle of creation. The JPA creation is more streamlined than the special district. The special district formation process—particularly for a multicounty district—must be done via the local LAFCo(s) process(es) of approval, which can be onerous.

Property Management and Maintenance: The purpose of the independent special district would be to create an entirely separate and distinct entity from the member agencies that would have the power to have full autonomy over the creation of the trail network. Thus, they could partner with separate agencies or jurisdictions, but they would solely be charged with the responsibility for the ultimate buildout and maintenance of the entire system. This is distinct from the others where the responsibility of the ultimate buildout rested between the partnering agencies, even under an MOU, or to some agreed to ratio. The participating agencies could freely participate with the district in terms of property management and maintenance at its sole discretion and in a way that specifically benefited that entity.

Implementation Timeline: The creation of the independent special district is both simple and time consuming. Either LAFCo creates the entity or each jurisdiction creates the entity. This is a time-consuming process with multiple inflection points that could derail the project. However, with enough momentum, partnering agencies do have the ability to create such an agency, even within a single county and expand later into other jurisdictions as needed.

SACOG's Role: SACOG's role would remain unchanged as it is now with the existing agencies. However, instead of working with mainly cities and counties, SACOG may be interfacing primarily with the newly created district in a planning support role.

Agency Individual Control: Each agency would have ultimate autonomy over its own boundaries. Similar to the unstructured scenario with no centralized agreement, the jurisdictions are unbounded by any central agreement as the newly created district would have the sole purpose that which was covered by the MOU or JPA. Thus, each jurisdiction could dictate the terms of its involvement with the district through separate agreements.

Key Questions or Considerations:

- The independent special district holds the most power to construct, oversee, maintain, and generally run a long-term multi-county trail system.
- The special district has the most power to obtain grants and other funding sources to effectuate the needs of the project or program.
- The special district is independent of the local agencies and not bound by their budgetary constraints or local politics once formed.
- As a separate entity from the local agencies, the special district could negotiate better terms for all parties or help take over duplicative services.
- Significant funding and structural discussions with the local agencies will need to occur, which inherently will include political discussions over local needs.
- The District will have significant ongoing administrative costs and may be required to have employees and an annual operative budget.

Funding Strategies

Overview

Having outlined the range of governance structures that shape trail planning and management in the region, it is equally important to consider how these structures interact with funding. A clear understanding of governance responsibilities helps identify which entities are best positioned to pursue, administer, and sustain funding. Building on this foundation, the following section explores strategies for securing the financial resources necessary to implement and maintain the regional trail network.

Funding is essential for the success and implementation of trail projects, as funding is required for every phase of a project, including planning, land acquisition, construction, on-going maintenance, and project sustainability. While discretionary funding often comes with stringent requirements, finding and developing alternate funding sources is key to successful project implementation. Uniting regional priorities and applying strategic approaches to acquire funding is also vital to project success.

Building a regional trail network requires a comprehensive funding and financing approach that blends federal, state, regional, and local resources. Because no single source can fully support the full life cycle of trail project development, agencies should pursue a multi-pronged approach that combines discretionary grants, local revenue mechanisms, and innovative financing tools. Equally important, operations and maintenance must be addressed from the outset to ensure the network remains safe, connected, and well-maintained over time. This guide identifies the suite of funding and financing models available to SACOG and its member jurisdictions, and highlights strategies to maximize competitiveness through project readiness, bundling, and coordinated governance.

At the same time, trail funding presents both opportunities and challenges. On one hand, an expanding landscape of discretionary grants, local revenue tools, and innovative financing approaches such as value capture and public-private partnerships creates multiple pathways to support trail development. Strong governance structures, regional collaboration, and robust community partnerships can further enhance competitiveness. On the other hand, common challenges include limited staff capacity in smaller jurisdictions, difficulties in securing local match, fluctuations in discretionary program funding, and competing agency priorities. Addressing these barriers requires coordinated strategies, project bundling, clear communication of project benefits, and proactive engagement with stakeholders and elected officials.

This memo covers the following types of funding strategies available to SACOG and SACOG member agencies:

- **Discretionary Grants:** Federal (BUILD, SS4A, FLAP), State (ATP, RTP, LWCF), and SACOG-administered grants. Highly competitive and often require local match.
- **Local Revenue Tools:** Annual allocations (TDA, general fund), impact fees, parkland fees. Show local commitment and provide match.
- **Finance Tools:** Bonds (GO, lease-revenue, revenue), TIFIA loans, Tax Increment (EIFDs), CFDs. Useful for accelerating corridor-scale delivery.
- **Operations & Maintenance:** Essential for long-term sustainability. Tools include dedicated tax carve-outs, assessment districts, MOUs, adopt-a-trail programs.
- **Innovative Tools / P3s / Value Capture:** Public-private partnerships, sponsorships, naming rights, developer contributions, value capture districts.
- **Bundling, Readiness, and Competitiveness:** Bundle segments for grant applications; advance design and environmental clearance; prepare corridor briefs and benefit data.

Funding Toolbox

Discretionary Funding and Grant Programs

Discretionary funding and grants are a significant source of funding for trail projects. These programs provide opportunities for planning, design, and construction, but they are highly competitive. Each program has its own objectives, evaluation criteria, and eligibility rules, meaning that a successful application must be carefully tailored to the program's specific goals.

Some programs emphasize safety and crash reduction, others focus on equity and access for disadvantaged communities, while others prioritize climate resilience, congestion relief, or economic development. It is therefore essential to craft compelling applications that directly respond to the stated objectives of each program, while also highlighting broader co-benefits such as connectivity to transit, access to parks, and improvements in public health outcomes.

Strong applications also demonstrate partnerships. Collaborations between cities, counties, park districts, transit agencies, schools, health partners, and community-based organizations strengthen competitiveness and ensure that projects reflect local needs and priorities. Equally important, while most discretionary funding and grant programs generally do not fund operations and maintenance (O&M), applicants that identify a long-term O&M strategy improve their credibility with funders and show that investments will be sustainable long after construction is completed.

The following list of funding programs described below is not exhaustive. For a more complete listing of funding opportunities relevant to trail projects, refer to Tables 5 and 6.

Federal Programs

- **Better Utilizing Investment to Leverage Development (BUILD)**: Formerly known as RAISE and TIGER, BUILD funds large-scale, transformational infrastructure projects that address national priorities for safety, mobility, and economic vitality. While many awards go to highways, bridges, and freight, multimodal projects, such as trails, are eligible when positioned as critical transportation links. Successful applications often highlight how trails improve safety, expand access to jobs and services, and contribute to national and regional economic development. Awards typically range from \$1 million to \$25 million, with higher awards possible for exceptionally large projects.
- **Community Project Funding (Formerly “Congressionally Directed Spending” and “Earmarks”)**: This congressional process allows members of Congress to direct federal funds to specific projects in their districts, subject to federal appropriations. Trail projects can be strong candidates if they demonstrate clear local support, strong partnerships, and alignment with federal policy goals such as safety or access to recreation. Award amounts vary by congressional office and year but are generally in the range of \$500,000 to \$5 million per project.
- **Federal Lands Access Program (FLAP)**: FLAP provides funding for projects that improve access to and within federal lands managed by the U.S. Forest Service, Bureau of Land Management, and National Park Service. Eligible projects include trails, crossings, and related infrastructure that improve safety and multimodal access to recreation areas. Projects must have a direct relationship to a federal land unit and often require close coordination with the land management agency. Awards typically range from \$100,000 to \$5 million, depending on project size and scope.
- **Safe Streets and Roads for All (SS4A)**: A competitive grant program focused on reducing roadway fatalities and serious injuries through comprehensive safety action plans and implementation projects. Trails, separated bikeways, and crossings are eligible if identified in a local or regional safety action plan. Applications are strengthened by a comprehensive crash data analysis, documented community support, and alignment with a broader Vision Zero or safety strategy. Awards typically range from \$100,000 to \$5 million for planning projects and from \$2.5 million to \$25 million for implementation projects.
- **Transportation Alternatives Program (TAP)**: TAP is the largest dedicated federal source of funding for trails, walking, and biking projects. Administered by state departments of transportation and MPOs, TAP funds planning, design, and construction of projects that expand active transportation networks and improve safety. Eligible projects include shared-use paths, sidewalks, crossings, and connections to transit. In California, TAP funds are consolidated into the Active Transportation Program (ATP), described in greater detail below, which combines federal and state dollars into a single, competitive program. Successful applications demonstrate strong community support and consistency with regional and statewide active transportation plans.

State and Regional Programs

- Active Transportation Program (ATP): Administered by the California Transportation Commission, ATP is California's flagship program for pedestrian and bicycle facilities, including trail projects. ATP often funds large corridor projects, sometimes exceeding \$20M. Successful applications emphasize safety improvements, benefits to disadvantaged communities, and robust community engagement. ATP is divided into three components (statewide, MPO, and small urban/rural), which offers multiple pathways for SACOG jurisdictions to compete for funding. Typical awards range from \$1 million to \$30 million, depending on the project and competition level.
- Land and Water Conservation Fund (LWCF): A federal pass-through program administered by California State Parks that supports the acquisition and development of outdoor recreation areas and facilities, including trails, trailheads, and park connections. The program emphasizes expanding public access to recreation and conserving natural resources and requires a 50 percent non-federal match. Awards generally range from \$200,000 to \$6 million.
- Recreational Trails Program (RTP): A federal pass-through program administered by California State Parks. RTP is specifically designed to support development and maintenance of recreational trails and trail-related facilities, including trail construction, resurfacing, bridges, signage, and amenities such as rest areas and trailheads. Funding is also available for equipment purchases related to trail maintenance and for educational programs that promote trail safety and environmental stewardship. Awards are typically more modest, ranging from \$50,000 to \$1.5 million.
- SACOG-Administered Funds: SACOG manages several regional flexible funding programs, including the regional shares of the Active Transportation Program (ATP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ). SACOG periodically conducts competitive Regional Funding Rounds that allocate flexible federal and state funds to priority projects. These programs prioritize projects that demonstrate strong deliverability, regional connectivity, safety benefits, and equitable outcomes across jurisdictions.
- Sierra Nevada Conservancy (SNC) Grants: Various programs that award funding for trails that improve recreation access, natural resource stewardship, and community vitality in the Sierra Nevada region. Eligible projects must be located within SNC's service area. Within the SACOG region, only Placer County and El Dorado County jurisdictions are eligible to apply. Awards typically range from \$50,000 to \$1 million.
- State Bond Measures: California's voter-approved bond measures play an important role in funding parks, natural resources, and active transportation programs. Bond proceeds often capitalize grant programs administered by State Parks, the Wildlife Conservation Board, and other state agencies that support trail construction and access improvements. Proposition 68 (2018) provided \$4.1 billion for park and water infrastructure, including significant funding for trail and recreation projects, much of which has now been awarded. Proposition 4 (2024), approved by voters, is expected to fund new rounds of recreation and climate resilience projects that may include trail investments. Monitoring future bond measures will help SACOG, and its partners identify new opportunities to advance regional trail priorities.

Governance Connection: All governance structures discussed above can pursue federal, state, and regional funding programs, but their capacity to apply and manage funds varies. Cities and counties can apply individually, which may limit the effectiveness of implementing corridor-scale projects crossing multiple jurisdictions. MOUs allow for coordination and a designated lead applicant, though funds still flow to individual jurisdictions. JPAs can apply as a single entity and manage funds collectively, making them strong candidates for large multi-jurisdictional projects. Independent Special Districts have the broadest authority, as they can apply directly, own and maintain trail facilities, and pair external grants with voter-approved local revenues to strengthen long-term sustainability.

Local Funding Mechanisms

Local funding is essential because it plays two roles: it provides the matching dollars often required to secure federal and state discretionary grants, and it establishes sustainable revenue sources to cover O&M after construction. Local sources also demonstrate community commitment, which is often an evaluation criterion in competitive grant programs.

Annual Allocations and Fees

Cities and counties can dedicate existing revenue sources to trail projects on a pay-as-you-go basis. These include Transportation Development Act (TDA) allocations, general fund contributions, development impact fees, and parkland dedication or in-lieu fees. While these revenues are typically modest, they can be powerful when used to fund planning, design, or early construction, or when applied as the local match needed to unlock much larger state or federal grants.

Within the SACOG region, the TDA program also offers a discretionary set-aside for bicycle and pedestrian projects, currently utilized only in Sacramento County. Expanding or replicating this set-aside in Yolo, Sutter, and Yuba Counties would require coordination with local jurisdictions but could redirect a portion of existing TDA funds from local streets and roads to trail development and maintenance.

Governance Connection: Individual agencies and MOU structures rely on each jurisdiction dedicating its own funds. JPAs can receive pooled contributions from members, while Special Districts can be structured to collect fees or receive transfers directly.

Assessment Districts

Assessment districts allow agencies to generate dedicated, geographically targeted revenues from property owners or businesses that directly benefit from trail investments. Examples include Landscape and Lighting Maintenance Districts (LLMDs), Business Improvement Districts (BIDs), and Community Facilities Districts (CFDs or Mello Roos). These districts can provide funding not only for construction but also for O&M, such as landscaping, lighting, and resurfacing. They are particularly valuable for ensuring that new development areas contribute directly to the costs of building and maintaining regional trails.

Governance Connection: Cities and counties can create LLMDs, BIDs, and CFDs within their jurisdictions. JPAs cannot form districts directly but can accept pledged revenues from member agencies. Special Districts can form their own districts, offering the strongest regional platform for assessment-based funding.

Local Ballot Measures

Voter-approved local sales or parcel taxes provide one of the most stable and flexible sources of funding for trails. Sales tax measures, often structured as transportation funding initiatives, can dedicate a portion of revenues to active transportation, including trail development. Parcel taxes, which levy charges on property owners, can provide reliable funding for both construction and ongoing O&M. Successful measures typically include clear expenditure plans, equity allocations, and strong accountability provisions such as citizen oversight committees and annual reporting. While challenging to pass, these measures establish the kind of long-term, dedicated revenue that can transform the scale and pace of trail implementation.

Governance Connection: Cities and counties may place measures on the ballot for their jurisdictions. JPAs can receive revenue if passed through from members but generally cannot levy their own taxes. Special Districts formed through LAFCo can directly propose and administer sales or parcel taxes for regional trail networks.

Innovative Finance and Funding Approaches

When traditional grants and local funding mechanisms are insufficient, financing strategies can accelerate project delivery and spread costs over time. These tools require stable repayment sources, such as sales or parcel taxes, assessment revenues, or tax increment. However, in return they can unlock the ability to deliver large-scale trail investments more expeditiously and reliably.

Bonds

General obligation bonds, lease-revenue bonds, and revenue bonds allow public agencies to borrow upfront and repay over decades.

- **General Obligation (GO) Bonds:** Backed by the taxing authority of a city, county, or district and typically requiring voter approval. They are the most secure form of bond, offering low interest rates, but depend on public willingness to support additional taxation.
- **Lease-Revenue Bonds:** Secured by lease payments from a member agency or authority, often used by JPAs or special districts without taxation authority. These offer flexibility but usually carry higher interest rates than GO bonds.
- **Revenue Bonds:** Backed by a dedicated income stream, such as assessments, tolls, or user fees. For trails, revenue bonds may be appropriate where a stable assessment district or dedicated tax is in place.
- **State GO Bonds:** Statewide bond measures are another important tool to track, as they often dedicate funding to parks, natural resources, and trail access. While SACOG and its member agencies would not issue these bonds directly, they can benefit from programs funded through them. For example, Proposition 68 (2018) provided \$4.1 billion for parks, water, and outdoor access, and Proposition 4 (2024) established \$10 billion for climate resilience, including funding that can support trail connections and nature-based access projects. Future statewide bonds could continue this pattern, providing new grant programs that local agencies can leverage for regional trail implementation.

Bonds are especially effective for building longer trail corridors in one phase rather than segmentation, ensuring cost savings through economies of scale and faster delivery.

Governance Connection: Cities and counties can issue GO and revenue bonds directly if they have the taxing or fee authority to secure repayment. Special Districts also have bonding authority, often tied to voter-approved parcel or sales taxes or dedicated assessment revenues. JPAs cannot levy taxes themselves, but they may issue lease-revenue bonds or other forms of debt if member agencies pledge revenues or lease payments. Under non-centralized or MOU arrangements, bonds can only be pursued individually by each jurisdiction, making it difficult to coordinate large, corridor-scale financing for projects spanning multiple jurisdictions.

Project Spotlight: In 2017, Denver voters approved the Elevate Denver General Obligation bond program, totaling \$937 million for more than 500 projects across the city. A significant portion was allocated to “Transportation & Mobility,” including sidewalks, bikeway connections, and safety improvements that expand active transportation options.

Tax Increment Financing

Enhanced Infrastructure Financing Districts (EIFDs) and Infrastructure Financing Districts (IFDs) capture the growth in property tax revenues generated by new development or rising property values within a defined area. The increment can then be bonded against and used for eligible infrastructure projects, including active transportation and trail facilities. These districts are politically more feasible than new taxes since they do not increase the property tax rate.

However, in California, the effectiveness of EIFDs and IFDs is constrained by Proposition 13, which caps property tax rates at 1% of assessed value and limits annual assessment increases to 2%, except when properties are sold or newly developed. As a result, property tax growth, and therefore available increment, is gradual. Additionally, EIFDs can only capture the portion of property tax revenue contributed by consenting local agencies, as the school district share is excluded under state law. These factors mean EIFDs and IFDs typically generate modest, slow-growing revenues, making them most effective when paired with other funding tools such as grants, bonds, or assessment districts.

For trails, EIFDs and IFDs are best suited where new development is expected to benefit directly from trail connectivity, such as redevelopment areas, growth corridors, or transit-oriented development districts where property turnover and reinvestment can drive measure property value increases.

Governance Connection: Cities and counties have the authority to form EIFDs or IFDs. JPAs can receive pledged revenues from their member jurisdictions and potentially issue bonds backed by those funds, but they cannot form districts on their own. Special Districts may also be structured to participate, although enabling legislation varies. Noncentralized or MOU structures do not provide a vehicle for capturing tax increment revenue for projects spanning multiple jurisdictions.

Project Spotlight: The Indianapolis Cultural Trail is an eight-mile downtown urban greenway that set a national precedent for trail-based economic and community development. Completed with a \$63 million funding package, the project combined \$35.5 million in federal transportation grants with \$27.5 million in private and philanthropic contributions. To further expand and integrate the trail with downtown redevelopment, the City of Indianapolis also committed \$5 million from its Tax Increment Financing (TIF) district, ensuring the trail supported and benefited from adjacent growth.

Community Facilities Districts (CFDs)

Community Facilities Districts (CFDs), also known as Mello-Roos Districts, levy special taxes on properties within a defined boundary to fund capital improvements and long-term maintenance of infrastructure. CFDs require property-owner or voter approval to form, but once established they provide a reliable revenue stream. CFDs are particularly valuable for trails because they can finance upfront construction through bond issuance while also generating ongoing revenue for operations and maintenance. This dual-purpose function makes CFDs one of the few tools capable of addressing the “maintenance gap” that many agencies face. They are especially useful in new growth areas where maintenance costs can be built into development financing from the outset.

In the SACOG region, CFDs have primarily funded core infrastructure in master-planned areas such as Placer Vineyards, where trail construction has typically relied on developer impact fees. Expanding district scopes to include trail development or maintenance could align trail funding with the broader infrastructure systems they support. However, agencies must carefully structure CFD use for maintenance to comply with Proposition 218, the constitutional measure that governs local taxes, assessments, and property-related fees in California. Under Proposition 218, ongoing maintenance costs must provide a clear special benefit to taxed properties and cannot function as a general fee or service. In some cases, a nexus study or additional voter approval may be required to demonstrate compliance.

Governance Connection: Cities and counties can directly establish CFDs within their boundaries, and Special Districts can also form them to support regional trail networks. JPAs cannot form CFDs directly, but they can accept CFD revenues pledged by their members to support bond financing or O&M. Under noncentralized or MOU structures, trail implementation remains fragmented, with each jurisdiction forming its own district rather than creating a unified regional tool.

Project Spotlight: In Orange County, the Rancho Mission Viejo community has made extensive use of CFDs to finance new infrastructure, including trails and open space amenities. CFDs levy special property taxes that generate reliable revenue for both capital construction and long-term operations. In the Rienda neighborhood, for example, the community was authorized to issue up to \$165 million in special taxes to fund backbone infrastructure, with dedicated support for trail and open space connections that enhance recreation access and community livability.

iBank Infrastructure Loans

The California Infrastructure and Economic Development Bank (iBank) provides low-interest loans to local governments for infrastructure projects that promote economic, environmental, and community benefits. Through its Infrastructure State Revolving Fund (ISRF) Program, iBank can finance up to 100 percent of eligible project costs, with repayment terms of up to 30 years. Loan proceeds can cover planning, design, land acquisition, and construction. For trail projects, iBank loans are best suited for agencies with reliable repayment sources such as dedicated sales or parcel taxes, assessment district revenues, or developer fees, particularly when grant funding is insufficient to advance implementation. The program’s flexibility makes it a useful bridge or gap-financing tool to accelerate delivery of shovel-ready trail segments while awaiting reimbursement from state or federal grants.

Governance Connection: Cities, counties, special districts, and JPAs with a dedicated repayment source are eligible to apply for iBank financing. Under noncentralized or MOU structures, iBank loans would need to be pursued by individual jurisdictions, as shared credit authority is required to secure financing across multiple entities.

Transportation Infrastructure Finance and Innovation Act (TIFIA) Loans

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides low-interest, long-term federal loans for eligible surface transportation projects. As of July 2025, TIFIA loans can finance up to 49 percent of a project's eligible costs, a significant increase from the previous cap of 33 percent. The program offers highly favorable terms, including interest rates tied to U.S. Treasury securities, repayment periods of up to 35 years (and in some cases longer), deferred repayment for up to five years after project completion, and no prepayment penalties. To qualify, the borrowing entity must be a public agency with a stable repayment source such as a sales tax, parcel tax, or pledged assessment revenues. For trails, TIFIA is strongest when used to deliver large, corridor-scale projects that can demonstrate a reliable revenue stream. By covering nearly half of a project's costs, TIFIA can allow agencies to accelerate delivery and complement grant or local funding sources.

Governance Connection: Special Districts are best positioned to use TIFIA because they can levy voter-approved taxes or assessments and directly pledge those revenues as repayment. JPAs can also qualify if their member agencies dedicate revenues such as EIFD increments, CFD proceeds, or general fund transfers. MOU structures lack the unified authority and creditworthiness required to access TIFIA.

Project Spotlight: The 183N Mobility Project is a \$612 million roadway and express lanes project that also delivers active transportation elements, including shared-use paths and sidewalks. To support project delivery, the Central Texas Regional Mobility Authority secured a \$250.3 million TIFIA direct loan from the Federal Highway Administration, reducing financing costs and enabling the inclusion of multimodal facilities.

Public-Private Partnerships (P3s)

Public-Private Partnerships (P3s) bring private sector capital and expertise to trail projects in exchange for revenue streams or sponsorship opportunities. While P3s are rarely used to fund entire corridors, they can fill critical gaps or add value to projects through sponsorships, naming rights, concession agreements, or long-term maintenance contracts. Developers may also contribute trail facilities as part of community benefit agreements or mitigation requirements for new construction. For trails, P3s are most effective as a complementary tool, stretching limited public dollars while providing enhanced amenities such as trailheads, signage, wayfinding, rest areas, or safety features.

Governance Connection: P3s can be pursued under any governance model, but success depends on having a single entity empowered to negotiate and enforce agreements. Special Districts and JPAs provide the strongest platforms because they can represent multiple jurisdictions and manage regionwide assets. Under noncentralized or MOU structures, partnerships may be fragmented, limiting the ability to attract private investment or establish consistent sponsorship arrangements.

Project Spotlight: The High Line, a 1.5-mile elevated park built on a historic freight rail line, is one of the most prominent examples of a trail-related public-private partnership. While the City of New York provided initial capital funding and retains ownership, the nonprofit Friends of the High Line is responsible for operations, maintenance, and programming. More than 90 percent of the park's annual operating budget comes from private fundraising, including individual donations, corporate sponsorships, and event revenue. This model demonstrates how sustained private investment, combined with public support, can transform a linear trail into a world-class urban park and maintain it at a high level of quality over the long term.

Vehicle Miles Traveled (VMT) Mitigation Fees

Vehicle Miles Traveled (VMT) mitigation programs are emerging as a new funding and implementation tool for transportation projects that reduce driving and greenhouse gas emissions. Under state law (SB 743), local jurisdictions are encouraged to mitigate transportation impacts of new development by reducing VMT rather than vehicle delay. In practice, this allows cities and counties to collect VMT mitigation fees or establish banks and exchanges that fund eligible projects such as trails, pedestrian/bicycle infrastructure, and transit access improvements.

For the Regional Trail Network, VMT mitigation represents a promising long-term revenue source because trail projects directly support mode shift and emission reductions. SACOG's ongoing analysis of potential VMT-mitigating projects could help identify where regional trail investments align with mitigation opportunities. Establishing a framework to connect VMT mitigation funding with trail implementation would provide a locally controlled, performance-based mechanism to advance high-priority trail segments.

Governance Connection: Cities, counties, and regional agencies can establish VMT mitigation programs through their development review or transportation impact processes. Under a regional governance structure, SACOG or a joint powers authority could help coordinate mitigation investments, manage a mitigation bank, or certify trail projects that qualify for VMT reduction credits.

Philanthropic Funding

Philanthropic funding can supplement public funding for trail planning, community engagement, trail amenities, and potentially operations and maintenance through donations, volunteer support, and stewardship programs. In many cases, public agencies can accept philanthropic contributions so long as the funds are designated for an allowable purpose.

Who receives and administers philanthropic funding depends on the lead entity under the governance structure. Under a decentralized model or MOU, individual cities, counties, park districts, or other implementing agencies would typically accept donations for their own trail segments. Under a JPA or Special District model, the centralized entity could accept and coordinate philanthropic funding across multiple projects or corridors.

Philanthropic support is often paired with "Friends of" organizations, which are common in trail and park systems and can help raise funds, organize volunteers, and support ongoing stewardship. While a nonprofit is not well-suited to serve as the primary implementation entity due to its more limited authority and revenue capacity, it can still play a valuable supporting role alongside the public agency leading implementation.

Other Considerations

Trail Operations and Maintenance

Operations and maintenance (O&M) are often overlooked in trail planning but are critical to the long-term success of a regional network. Without dedicated maintenance funding, agencies risk deferred upkeep that leads to safety issues, user dissatisfaction, and higher lifecycle costs. Funders increasingly look for evidence that O&M responsibilities are clearly defined and financially supported.

- Dedicated Revenue Carve-Outs: Allocating a portion of sales tax or parcel tax revenues to ongoing trail maintenance ensures a predictable annual budget.
- Assessment Districts: CFDs, LLMDs, or BIDs can generate recurring funds for landscaping, lighting, security, and resurfacing.
- Interagency MOUs: Partner agencies can formalize cost-sharing arrangements, with maintenance responsibilities divided by geography, segment ownership, or facility type.
- Adopt-a-Trail Programs and Sponsorships: Private partners, civic groups, or businesses can fund specific amenities (benches, signage, rest areas) or provide volunteer maintenance, reducing pressure on public budgets.
- Maintenance Reserves or Endowments: Setting aside a portion of capital funds or philanthropic contributions can create a dedicated reserve account to address major rehabilitation needs.

Governance Connection: Special Districts are best positioned to provide stable, voter-approved O&M funding, while JPAs can coordinate responsibilities across multiple jurisdictions. Noncentralized and MOU structures typically rely on individual agency budgets, creating inconsistency and inequity across the network.

Project Bundling

Project bundling is a powerful strategy to improve both competitiveness for discretionary grants and efficiency in project delivery. Instead of advancing individual segments in isolation, bundling creates corridor-scale applications that demonstrate greater impact and regional coordination.

Benefits of bundling include:

- Increased Competitiveness: Large, multimodal corridor projects tend to score higher in programs like BUILD, ATP, and SS4A because they address regional connectivity and system-level benefits.
- Economies of Scale: Shared design, environmental clearance, and construction contracts reduce per-mile costs and accelerate delivery.
- Streamlined Environmental Review: A programmatic CEQA/NEPA approach allows agencies to clear multiple segments at once, reducing delays and duplication.
- Consistency in Design and Branding: Bundled projects can adopt common design standards, signage, and wayfinding, creating a seamless user experience across jurisdictions.

How to bundle effectively:

- Group logical segments into phases (e.g., 3 to 5 miles each) tied to jurisdictional or funding boundaries.
- Identify a lead sponsor (JPA or Special District) to serve as the applicant and fiscal agent.
- Coordinate data, cost estimates, and benefit analyses across jurisdictions to strengthen applications.
- Use SACOG's convening role to align priorities across member agencies.

Governance Connection: JPAs and Special Districts offer the strongest platform for bundling because they can legally apply as a single entity. Under an MOU, bundling is possible but weaker, since each agency must formally delegate fiscal and management responsibilities to a lead applicant.

Building Project Support

Funding success depends not only on eligibility but also on the ability to demonstrate readiness, partnerships, and community buy-in. Building project support is an ongoing effort that should begin well before funding applications are submitted.

Key elements of project support include:

- Readiness Documentation: Advancing design to 15 or 30 percent, preparing cost estimates, and identifying right-of-way needs all strengthen project readiness.
- Environmental Clearance: Having CEQA/NEPA underway (or at least a clear schedule) boosts funder confidence.
- Corridor Briefs and Fact Sheets: Concise, visually compelling materials help communicate the benefits of trail projects to elected officials, funders, and the public.
- Community Engagement: Outreach through workshops, surveys, pop-ups, and partnerships with community-based organizations ensures that projects reflect local priorities and needs.
- Partnership Letters: Strong letters of support from agencies, businesses, schools, health organizations, and advocacy groups demonstrate broad project support.
- Benefit Data: Quantifying safety, equity, climate, and economic benefits with credible metrics directly responds to funders' evaluation criteria.

Governance Connection: SACOG can play a central role by developing regional data and templates that strengthen grant applications. JPAs and Special Districts can centralize project branding, communications, and readiness work to reduce duplication and increase competitiveness.

Advocating for Local Sales Taxes

Local sales taxes (or parcel taxes) are among the most powerful tools for establishing stable, long-term revenue for trails. While politically challenging, successful measures create a dedicated base for construction and O&M, provide match for discretionary grants, and allow agencies to leverage bonds or TIFIA loans for corridor-scale delivery.

Steps in the process include:

1. Feasibility and Polling: Assessing voter appetite for new revenue measures and identifying community priorities.
2. Expenditure Plan Development: Clearly defining how revenues will be spent, with transparent allocations for trails, disadvantaged communities, and O&M.
3. Governance Sponsor Selection: Identifying an entity (county transportation authority, JPA, or Special District) to place the measure on the ballot and administer revenues.
4. Transparency and Accountability: Establishing oversight committees, public dashboards, and annual reporting to build voter trust.

Lessons from Past Measures: Transportation sales taxes that include trails under broader "transportation", "complete streets", or "active transportation" categories have proven more successful than stand-alone trail measures. Positioning trails as part of a balanced mobility package improves voter appeal.

Governance Connection: A Special District can directly place a tax before voters if authorized, while JPAs may need to rely on member jurisdictions or a countywide transportation authority. MOU structures lack the authority to sponsor measures.

Shifting Federal Funding Priorities

While federal transportation funding is currently a source of funding for trails, this has changed over time, and the extent trails will remain eligible and level of funding they will receive going forward is uncertain. Congress sets the priorities for what can be funded with transportation funding. Historically, this has been through block grant programs where it was up to states to determine how much (if any) funding they would spend on active transportation, including trails. In the most recent 5-year transportation authorization program, Congress did two noteworthy things related to trails: First, it significantly expanded the number of national discretionary grant programs. Under this paradigm, the Administration has more control over funding decisions. Under the current Trump Administration, the discretionary grant programs it controls have placed a stronger emphasis on traditional infrastructure and less focus on climate change, equity, and sustainability initiatives that were central to prior funding rounds. Recent notices of funding opportunity have leaned toward supporting highways, roads, bridges, and core safety improvements, while multimodal and trail projects must now demonstrate clear alignment with these statutory and conventional goals to remain competitive. Second, Congress required that MPOs such as SACOG spend at least 2.5% of their planning funds on increase safe and accessible transportation options for all users, which broadly includes trails. Additionally, states are also required to spend 2.5% of their state planning and research funds on the same.

With the multi-year authorization law expiring in September 2026, Congress and the Administration will need to determine (1) overall funding levels for transportation, and (2) whether the experiment with many discretionary grant programs run by DOT will continue, or if funding will revert to largely flowing to states to set priorities.

For trail projects, this changing context means that successful applications must be carefully positioned. Instead of leading with themes of sustainability or equity, trail projects will be more competitive when framed around safety, congestion relief, economic benefits, and connections to traditional infrastructure networks. Demonstrating readiness, strong local match, and broad community support remain essential, but the narrative must show how trails function as core transportation assets that improve safety, expand mobility choices, and relieve pressure on existing road systems.

Funding Opportunities Menu

Table 5. Federal Funding Opportunities Menu

Program Name	Administering Agency	Eligible Phases	Match Requirement	Min / Max	Timeline / Cycle	Notes
Better Utilizing Investments to Leverage Development (BUILD)	U.S. Department of Transportation (USDOT)	Planning, Design, Construction	20% (non-federal)	\$5M minimum (urban areas) for capital grants; No minimum for planning grants	2026 (Applications likely due January 2026)	Competitive federal discretionary program. Under the Trump administration, emphasis is on roads, freight, and traditional infrastructure. Trail projects must be framed around economic impact, safety, and connectivity to remain competitive.
Community Project Funding	U.S. Congress / Appropriations Committees	Design, Construction	None	None	Annual, tied to federal appropriations cycle	Projects must be sponsored by a member of Congress. Strong political and community support is essential. Useful for trail gaps, connectors, and visible local projects.
Federal Lands Access Program (FLAP)	Federal Highway Administration (FHWA) with U.S. Forest Service and other land agencies	Design, Construction	11.47%	None	Next call anticipated 2026	Supports projects that improve access to and within federal lands. Trails must connect directly to lands owned/maintained by agencies like the U.S. Forest Service or BLM.
Safe Streets and Roads for All (SS4A)	USDOT	Planning, Design, Construction	20%	\$100K to \$5M (Planning and Demonstration Grants); \$2.5M to \$25M (Implementation)	Spring 2026	Trail and bikeway projects are eligible if included in an adopted Safety Action Plan. Strong focus on systemic safety, Vision Zero, and reducing fatalities/serious injuries.

Table 6. State/Regional Funding Opportunities

Program Name	Administering Agency	Eligible Phases	Match Requirement	Min / Max	Timeline / Cycle	Notes
Active Transportation Program (ATP)	California Transportation Commission (CTC)	Planning, Design, Construction	None	\$250k min	2026 (Cycle 8)	Flagship state program for trails and active transportation. Strong emphasis on disadvantaged/equity-priority communities, safety, and community engagement. ATP Cycle 8 applications due on June 22, 2026.
California Natural Resource Agency (CRNA) Grants	CRNA	Planning, Design, Construction	Varies by program (generally none)	N/A	Unknown	Includes Urban Greening, Trails & Greenways, and other conservation programs. Good fit for trails with climate resilience, park access, and habitat restoration.
Clean California – Local Grant Program	Caltrans	Planning, Design, Construction	0% to 50% (Varies depending on the Severity of Disadvantage of the project area)	No min / \$5M max	Unknown	Supports beautification, litter abatement, and multimodal access. Trails with landscaping, wayfinding, and safety features are strong candidates. Purely planning projects are ineligible.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	SACOG	Design, Construction	11.47%	N/A	2025 / 2026	Federal funds, administered by SACOG, to support projects that reduce emissions. Trails, first/last mile connections, and non-motorized infrastructure are eligible. Highly competitive within the region.
Environmental Enhancement and Mitigation Program (EEM)	CTC	Planning, Design, Construction	None (However, matching funds may be more competitive)	\$750k max	2026	Funds trails and greenways that mitigate environmental impacts of transportation projects. Often tied to roadway expansion or corridor improvements.
Land and Water Conservation Fund (LWCF)	California State Parks	Acquisition, Design, Construction	50% (Non-federal funds only)	\$6M max	Varies by program	Supports outdoor recreation and conservation. Strong fit for trailheads, river access, and public land connections. Requires long-term public access commitment.
Recreational Trails Program (RTP)	California State Parks	Planning, Design, Construction	12%	N/A	2026 / 2027	Supports trail construction, resurfacing, bridges, signage, and trailheads. Funding is also available for equipment for maintenance and trail safety/education programs.
Sierra Nevada Conservancy Recreation, Tourism, and Equitable Access Grant Program	Sierra Nevada Conservancy (SNC)	Planning, Design, Construction	None	None	Concept proposals are due on December 1, 2025	Supports outdoor recreation, stewardship, and equitable trail access. Only Placer and El Dorado Counties in SACOG region are eligible. Must align with SNC priorities.
Sustainable Transportation Planning Grant	SACOG	Planning	11.47%	\$50K min for Under Resourced Communities or \$100k min / \$700K max	November / December 2025	Supports early planning and project development. Improves readiness for competitive programs like ATP.
Transit and Intercity Rail Capital Program (TIRCP)	California State Transportation Agency (CalSTA)	Planning, Design, Construction	None	N/A	TBA (likely in early 2026)	Focuses on rail and transit capital improvements. Trail components may be competitive if tied to first/last mile access to transit stations.

Funding Options by Governance Model

The relationship between governance and funding is central to advancing a regional trail network. Different governance structures such as cities, counties, special districts, joint powers authorities (JPAs), or memoranda of understanding (MOUs) have different powers to levy taxes, issue bonds, form financing districts, or pursue federal loans. These structures directly shape which funding tools are feasible and how projects can be delivered at scale. The table below summarizes how each governance model aligns with key funding options, highlighting both opportunities and limitations.

Table 7. Funding Options Available to SACOG by Governance Model

Funding Source / Tool	No Agreements or Centralized Structure		Memorandum of Understanding (MOU) between Relevant Agencies		Joint Powers Agreement (JPA) between the Relevant Agencies		Independent California Special District	
Federal Grants	✓	Each city/county applies independently	✓	Lead agencies applies; partners provide support	✓	Program dependent. If eligible JPA applies as single entity for multi-jurisdiction bundle	✓	District applies directly as regional sponsor
State/Regional Grants	✓	Each jurisdiction receives allocations	✓	Lead agency applies; partners provide support	✓	JPA receives, manages, and distributes	✓	District can receive directly and allocate
Local Funds	✓	Controlled by each agency	✓	Still controlled by each agency; some coordination	✓	Members may pool into JPA budget	✓	District can levy dedicated local fees or receive transfers
Assessment Districts	✓	Each agency can create within jurisdiction	✓	Still separate; MOU may align standards	✓	JPA can contract to receive member assessment revenues	✓	District can directly form CFDs/assessments
Sales or Parcel Taxes	✗	Cannot levy regionally; only per jurisdiction	✗	Same as no agreements or centralized structure	—	May receive pass-through from county/city authority	✓	District can place measure before voters and levy directly
Bonds	—	Each agency individually	✗	No joint borrowing authority	✓	JPA can issue bonds backed by pledged member revenues/EIFDS	✓	District can issue bonds backed by tax/assessment authority
TIFIA Loans	✗	Not eligible (no borrower structure)	✗	Not eligible	✓	Eligible if revenues pledged by members or EIFD/CFD transfers	✓	Fully eligible with dedicated tax/assessment revenue
Operations & Maintenance (O&M)	✓	Each jurisdiction maintains its own segment	✓	Coordination possible via MOU	✓	JPA may own/operate or assign O&M roles	✓	District owns, maintains, and operates regionwide

Key

- ✓ SACOG can leverage this funding mechanism under this governance model
- SACOG has limited or indirect eligibility to access this funding mechanism under this governance model (available through member agencies or pledged revenues)
- ✗ SACOG cannot independently leverage this funding mechanism under this governance model (reserved for local agencies only)

THIS PAGE INTENTIONALLY LEFT BLANK.

D

Advancing the Trail Network: Framework and Methodology





MEMORANDUM

June 2025

To: Summer Lopez

Organization: Sacramento Area Council of Governments (SACOG)

From: Mia Candy, Joanna Wang, Toole Design Group

Project: SACOG Trails Implementation Strategy

Re: Advancing the Trail Network: Framework and Methodology

OVERVIEW

BACKGROUND AND CONTEXT

In 2022, the Sacramento Area Council of Governments (SACOG) adopted the Regional Trail Network Action Plan (Action Plan). The 2022 Action Plan identified a regional trail network including 293 miles of existing trails and 564 miles of planned trails. It also identified 308 miles of trail “study corridors” - corridors supported by local agencies for future study due to their potential to complete the regional trail network.

As part of the Action Plan, SACOG developed a framework to prioritize trail projects for implementation. Prioritization was based on 1) alignment with plan goals, 2) contributions to regional connectivity and coordination, and 3) project phasing and readiness.

SACOG is now undertaking the 2026 Regional Trails Network Implementation Strategy. The goal of the project is to move high priority projects towards implementation through technical assistance and planning. During this project, we will refresh the prioritization framework to produce an up-to-date list of priority projects. Updating the prioritization process will include refining the methodology to meet national best practice, and using current datasets.

PURPOSE OF THE PRIORITIZATION UPDATE

The purpose of the prioritization update is to produce an up-to-date list of priority trail projects in the region. SACOG will use the prioritization results to help move high-priority projects towards implementation. For example, the top 10 priority projects will each receive a customized implementation strategy as part of the SACOG 2026 Regional Trails Implementation Strategy. SACOG may also provide other types of implementation support such as funding, technical assistance, acting as a liaison with partners like rail operators and Caltrans, and working to generate community and political buy-in for projects. The 2026

Strategy will have recommendations for next steps. SACOG staff will continue the conversation with the Board and Committees beyond the adoption of the 2026 Strategy.

The updated prioritization process will:

- **Retain the 2022 prioritization framework**, which was approved by the SACOG Board and Transportation Committee during the 2022 Strategic Plan process.
- **Refine minor elements of the analytical methodology** to create efficiencies and ensure that SACOG staff can easily replicate the process in the future.
- **Exclude projects that have been constructed** between 2022 and today (those projects will move from “planned” to “existing” in the dataset and will not be included in the prioritization rankings).
- **Use new datasets** for which there are more recently available data, for example collisions, speeds, and roadway volumes.
- **Include updated project readiness information** that may have changed since 2022, such as the status of community engagement, design, and funding. SACOG staff are working one on one with local agencies to collect this project-specific data.

PRIORITIZATION FRAMEWORK

The 2026 prioritization update retains the following Board-approved 2022 prioritization framework:

- **Phase 1:** Quantitative scoring based on regional trail network and regionalism goals
- **Phase 2:** Qualitative sorting based on project readiness factors

The 2026 process introduces a third phase:

- **Phase 3:** SACOG staff coordination to identify 10 priority projects to receive customized implementation strategies

PHASE 1

Phase 1 evaluates the benefits of a trail project by measuring whether projects are likely to make progress towards SACOG’s trail network goals and regionalism goals. **Table 1** outlines the Phase 1 prioritization framework, including key goals, evaluation criteria, and relative weighting for each factor. To ensure relevance, importance, and to gauge current alignment with the 2022 Board-approved criteria, this information was presented to the project working group. Some working group members emphasized the importance of safety and alignment with all ages and abilities infrastructure and the role trails play in providing safe off-street routes for both commuters and recreationalists. This was reflected in the 2022 Plan and, just like the other criteria, remains in the 2026 Strategy.

The prioritization framework emphasizes priority policy goals expressed by the Board and the Youth Leadership Academy. The trail network goals are capped at 70 points, and the regionalism goals are capped at 30 points. This scoring cap system allows trail projects with different combinations of performance outcomes to become priority projects, instead of elevating only projects that achieve high scores in all trail network

goals and regionalism goals. This approach addresses concerns that aggregating six trail performance criteria with three regionalism criteria through the prioritization would ignore the diversity of community contexts and connectivity needs throughout the region.

TABLE 1: PHASE 1 PRIORITIZATION FRAMEWORK

Goals	Evaluation Criteria	Weighting	Points
Trail Network Goals (70%)			
Safety	Does the project create parallel trail connections to bypass roadways with high crash rates?	High	25
Health	Does this project provide new access to dwelling units that did not previously have trails within a half mile?	Medium-High	20
Environmental Justice	Does the project contribute towards regionally equitable trail access by increasing trail access for residents of lower income communities of color? and/or Does the project connect lower-income communities or communities of color divided by physical barriers (e.g. state highways, waterway, railroads)?	Medium-High	20
Economic Vitality	Does the project connect to social gathering centers (e.g. large or smaller city downtowns, historic districts, entertainment destinations, eateries/ other gathering places) and/or Does the project create access to landmark geographic features (e.g., rivers and waterways, mountains, regionally significant parks?)	Medium-Low	10
All Ages and Abilities	Does the project create parallel trail connections to bypass high-traffic (relative to the jurisdiction) /high-speed (over 40 mph) roadways?	Medium-Low	10
Recreation	Does the project add to the mileage of connecting trail access to regionally significant parks, open space, and landmark features?	Low	5
Maximum Points (Capped)			70

Goals	Evaluation Criteria	Weighting	Points
Regionalism Goals (30%)			
Collaboration	Does the project provide opportunities to partner/collaborate with another city, town, agency, or organization to further their goals and/or leverage project funding?	Medium-High	20
Strengthening the Network	Does the project fill a gap between existing trail segments to form a longer, continuous trail? And/or Does the project overcome natural, jurisdictional, or infrastructure barriers to connect trails?	Medium-High	20
Critical Access	Does the project serve a unique need for the region by providing critical connections (e.g. access to regional job centers, offering trails in rural areas)?	Low	10
Maximum Points (Capped)			30

The table below summarizes the technical implementations of how each prioritization factor will be measured and calculated.

TABLE 2: 2025 PRIORITIZATION METHODOLOGY

Goals	Evaluation Questions	Weighting	Measures	Data Needs	Scoring	Max points
Trail Network Goals (Max 70 points)						
Safety	Does the project create parallel trail connections to bypass roadways with high crash occurrences from the same county?	High	Crash density: fatal and severe injury crashes within 500 feet of the trail per mile	Crashes (SACOG Open Data Portal - SWITRS)	Top 25% within the same county - 25 50-75% - 20 25-50% - 10 Bottom 25% - 0 Off-street trails may be scored separately from Class 4 trails. ¹	25
Health	Does this project provide new access to dwelling units that did not previously have trails within a half mile?	Medium-High	Whether new trail increases the number of households within ½ mile of trails 1. Create ½ buffer of existing trail network 2. Develop ½ mile travel shed of new trail segment using barriers 3. Identify areas of expansion to existing network buffer 4. Estimate the population that now has new access to trails using a combination of census block group (total number of households) and parcels (location of households)	Natural and infrastructure barriers (SACOG) Dwelling Units (SACOG) Regional street centerline network (SACOG Open Data Portal) Regional Trails Network (SACOG)	If yes, 20 points. Otherwise, 0 points.	20
Environmental Justice	Does the project contribute towards regionally equitable trail access by increasing trail access for residents of lower income communities of color? and/or Does the project connect lower-income communities or communities of color divided by physical barriers (e.g. state highways)?	Medium-High	Whether the ½ mile travel shed of the new trail overlaps with "Low Income" or "High Minority" census block groups as defined in SACOG's 2020 Environmental Justice Communities.	Natural and infrastructure barriers (SACOG) Regional street centerline network (SACOG Open Data Portal) EJ areas (SACOG Open Data Portal) Regional Trails Network (SACOG)	If yes, 20 points. Otherwise, 0 points.	20
Economic Vitality	Does the project connect to social gathering centers (e.g. large or smaller city downtowns, historic districts, entertainment destinations, eateries/other gathering places)? and/or	Medium-Low	No updates	No updates	Take the 2022 results	10

¹ On-street Class 4 facilities or trails running parallel and adjacent to roadways are more likely to score high in this metric. Off-street trails may need to be compared within this category, supplemented with some desktop reviews, to identify off-street trails that create alternative pathways to high crash roadways.

Goals	Evaluation Questions	Weighting	Measures	Data Needs	Scoring	Max points
All Ages and Abilities	Does the project create access to landmark geographic features (e.g., rivers and waterways, mountains, regionally significant parks?)					
	Does the project create parallel trail connections to bypass high-traffic (from the same county) /high-speed (over 40 mph) roadways	Medium-Low	Percentage of the trail within 500 feet of <u>high-traffic</u> or <u>high-speed</u> roadways <ul style="list-style-type: none"> <u>High speed roadways</u>: 40 mph or above <u>High traffic roadways</u>: segments with the top 15% AADT within the same county 	AADT and traffic speed (Replica)	If 20% or more of the trail parallels high speed/traffic roadways in the county, or the overlap is more than 1 mile in length, the trail receives 10 points. Otherwise, 0 points. Off-street trails may be scored separately from Class 4 trails. ²	10
Recreation	Does the project add to the mileage of connecting trail access to regionally significant parks, open space, and landmark features?	Low	No updates	No updates	Take from the 2022 results	5
Regionalism Goals (Max 30 points)						
Collaboration	Does the project provide opportunities to partner/collaborate with another city, town, agency, or organization to further their goals and/or leverage project funding?	Medium-High				20
Strengthening the Network	Does the project fill a gap between existing trail segments to form a longer, continuous trail? And/or Does the project overcome natural, jurisdictional, or infrastructure barriers to connect trails?	Medium-High		No updates from the 2022 results.		20
Critical Access	Does the project serve a unique need for the region by providing critical connections (e.g. access to regional job centers, offering trails in rural areas)	Low				10

² On-street Class 4 facilities or trails running parallel and adjacent to roadways are more likely to score high in this metric. Off-street trails may need to be compared within this category, supplemented with some desktop reviews, to identify off-street trails that create alternative pathways to high speed/high traffic roadways.

All projects are scored using the criteria and point allocations documented in Table 1. Scores are normalized to a 100-point scale. Based on their scores, they are sorted into different prioritization tiers, as documented in Table 2.

TABLE 2: PRIORITIZATION TIERS

Tier	Points
Planned Trails	
Tier 1	60 - 100
Tier 2	41 - 59
Tier 3	0 - 40
Study Corridors	
Higher Tier	75 - 100
Lower Tier	0 - 74

Due to budget and schedule constraints, we will not be comparing the 2022 results with the 2025 results. Tier lists developed from the 2025 board-approved methodology will feed into the next phase.

CONSIDERATIONS FOR FUTURE ITERATIONS OF PRIORITIZATION UPDATE

Through stakeholder engagement, the following opportunities were identified for future updates:

- Incorporate schools more explicitly into the prioritization framework
- Update the environmental justice data to use SACOG's 2025 EJ Blueprint
- Create a mechanism to give additional points for trails that are serving as regional destinations or as vital public open green space for local communities.

PHASE 2: SORT BY PROJECT READINESS

After all projects are organized into tiers based on the total prioritization score, we will assess “project readiness” for each project. Project readiness indicates how close a project is to construction, and includes six factors (community support, alignment with local priorities, project development, right-of-way, funding, and final design). SACOG staff are working one-on-one with local agencies to collect up-to-date project readiness information for each factor. The readiness factors and evaluation questions are documented in Table 3. Projects will be sorted together based on how far along they are in the implementation pipeline (i.e. how many factors are complete or marked “green”).

TABLE 3: QUALITATIVE PROJECT READINESS FACTORS

Readiness Factor	Evaluation Question	Status
Community Support	Has the project been meaningfully discussed with the residents who would be affected by it?	
Aligned with local priorities	Do key community leaders support the project?	
	Do the necessary implementation partners support the project?	Green : Yes, completed.
Prior work – project development	Does the project have a plan-level environmental clearance?	Yellow : In progress, or working through obstacles
	Does the project have a feasibility study?	Red : No, haven't started this phase, or experiencing major obstacles inhibiting progress
	Is the project environmentally cleared (i.e., CEQA/NEPA)?	
Prior work – rights-of-way	Does the implementing agency have adequate right-of-way/site control for the project site?	
Prior work – funding	Does the implementing agency have the requisite funding to construct the project?	
Prior work – final design	Is the project "shovel-ready"?	

PHASE 3: IDENTIFYING 10 PROJECTS FOR IMPLEMENTATION PLAN DEVELOPMENT

Once SACOG has an updated list of priority projects that are ranked by Tier and sorted by project readiness, SACOG will identify 10 top priority projects to receive customized implementation strategies. The selection of these projects will be based on input from key stakeholders and the SACOG Board and Transportation Committee. Factors like feasibility, cost of implementation, and opportunities for short-term or quick-build implementation will also influence the selection of the top 10 projects. SACOG and Toole Design will work together to refine this process and incorporate any comments, once Phase 1 and Phase 2 are complete.

THIS PAGE INTENTIONALLY LEFT BLANK.

E

**Mini Implementation Plans
for 10 Projects to Advance the
Trail Network**



THIS PAGE INTENTIONALLY LEFT BLANK.

Elk Grove Blvd Trail

LOCAL AGENCY: CITY OF ELK GROVE

DISTANCE: 0.9 MI

EXTENTS: FRANKLIN BOULEVARD TO SOUTHBOUND TRAIL / SHARED USE PATH THAT STARTS 500 FEET WEST OF SHORELAKE DRIVE

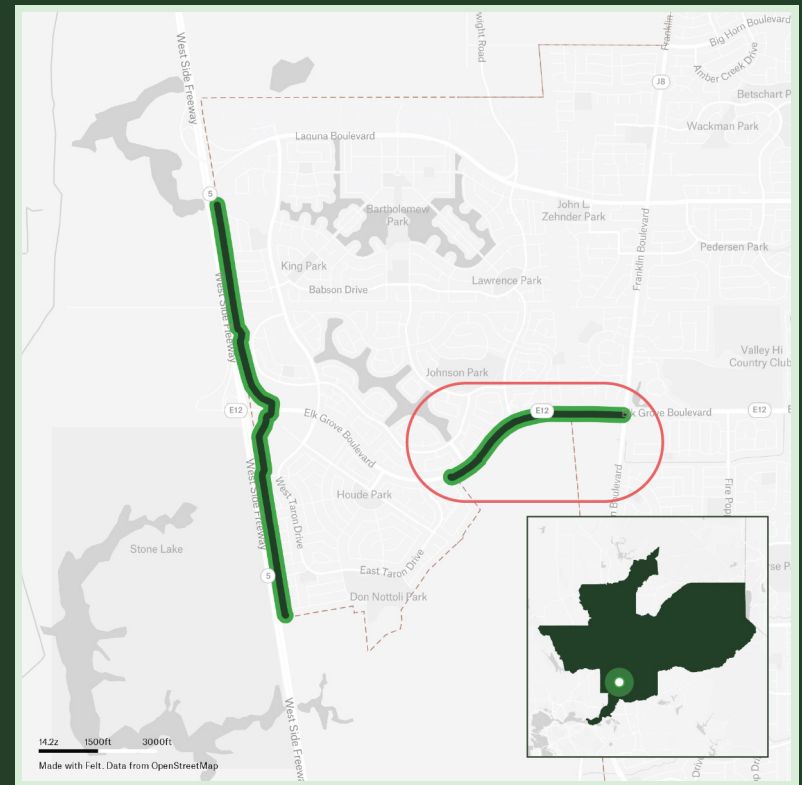
Current Status

The City of Elk Grove's 2021 *Bicycle, Pedestrian, and Trails Master Plan* identified an extension of the Elk Grove Boulevard Trail from its current terminus at Bruceville Road westward to Franklin Boulevard. This trail segment would extend the planned trail westward, from Franklin Boulevard to a trailhead for another Class I trail that begins on the south side of Elk Grove Boulevard, just past Shorelake Drive.

The trail extension could connect to the existing narrow sidewalk on the north side of Elk Grove Boulevard between Shorelake Drive and Four Winds Drive. While not included in the Master Plan, the project would enhance connectivity to the Laguna West-Lakeside and Stone Lake Communities on the west side of the City. It would also link to existing transit stops.

City staff noted that the Bicycle, Pedestrian, and Trails Plan was high-level; many recommendations did not fully account for utility conflicts, right-of-way constraints, or environmental impacts along creeks and thus, some of the proposed trail alignments, such as this one, have considerable implementation challenges.

The City's primary focus in this area includes developing a Class IV bikeway along Franklin Boulevard to connect to light rail. The proposed Elk Grove Boulevard Trail extension could tie into the Franklin Boulevard bikeway.



Project alignment (eastern of the two shown).



Terminus of the existing Elk Grove Blvd Trail, looking south.
Source: City of Elk Grove.

Elk Grove Blvd Trail

LOCAL AGENCY: CITY OF ELK GROVE

DISTANCE: 0.9MI

EXTENTS: FRANKLIN BOULEVARD TO SOUTHBOUND TRAIL / SHARED USE PATH THAT STARTS 500 FEET WEST OF SHORELAKE DRIVE

Implementation Challenges



Feasibility

There is a conservation easement on the south side of Elk Grove Boulevard that limits development, so the roadway cannot be widened in this area.



Physical Constraints

Immediately east of Franklin Boulevard, Elk Grove Boulevard is constrained on the north side by retaining walls. Further to the west, Elk Grove passes over a Union Pacific Railroad line on a bridge that supports six lanes of traffic, narrow sidewalks, and narrow Class II bike lanes. The trail design would have to navigate this challenging, constrained road right-of-way on the bridge and near the retaining walls.



Low Local Priority

The City's primary focus in this area is developing a Class IV bikeway on Franklin Boulevard. The proposed Elk Grove Boulevard Trail extension could tie into that Class IV bikeway.

Recommended Strategies & Next Steps



Leverage Community Support

While Elk Grove Boulevard is high-speed and not ideal for cyclists, there is community support for a grade-separated crossing of the UPRR corridor, which could be connected to the existing segments of the Elk Grove Boulevard Trail.



Use Space Creatively

The City could explore reallocating travel lanes on Elk Grove Boulevard to accommodate a Class I or Class IV facility.



Study Further

A Type, Size, and Location Study could be completed to understand the design and cost implications of the grade-separated crossing.

Estimated Costs

- \$2.46 million in 2018 dollars for 15% engineering design and construction (Source: City of Elk Grove Bicycle, Pedestrian, & Trails Master Plan [2021])

I-5/Elk Grove Trail

LOCAL AGENCY: CITY OF ELK GROVE

DISTANCE: 2.1MI

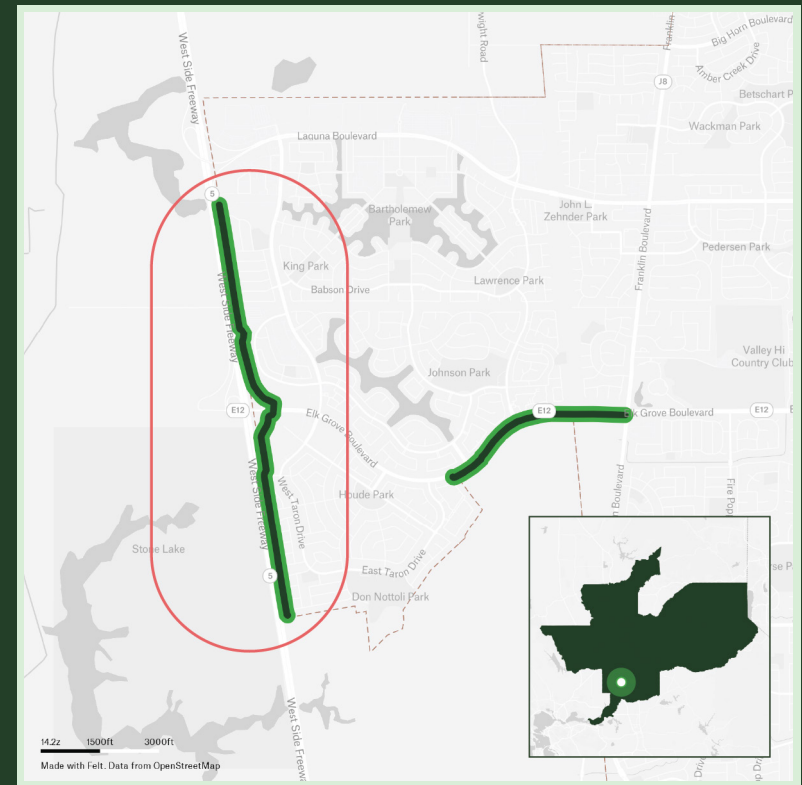
EXTENTS: LAGUNA BOULEVARD TO SNOWY EGRET WAY

Current Status

The City of Elk Grove's 2021 *Bicycle, Pedestrian, and Trails Master Plan* proposed a trail along Interstate 5, the West Side Freeway, to improve connectivity to Sacramento; this trail would also connect to the city's proposed Laguna Boulevard Trail extension to the north.

City staff noted that the *Bicycle, Pedestrian, and Trails Plan* was high-level; many recommendations did not fully account for utility conflicts, right-of-way constraints, or environmental impacts along creeks and thus, several proposed alignments, including this one, have considerable implementation challenges.

While the City does want better regional connections to Sacramento, this alignment is not a priority. The City's primary focus in this area is advancing the Laguna Creek Trail which crosses the City east-west and directly connects toward Sacramento. This project could be connected to the Laguna Creek Trail.



Project alignment (western of the two shown).



View of I-5 and the adjacent levee, looking south. Source: Google StreetView.

I-5/Elk Grove Trail

LOCAL AGENCY: CITY OF ELK GROVE

DISTANCE: 2.1MI

EXTENTS: LAGUNA BOULEVARD TO SNOWY EGRET WAY

Implementation Challenges



Connectivity

There is a lack of connections from surrounding neighborhoods to the levee; Harbour Point Drive, which is to the east and parallels to the levee, would provide better intra-city connectivity. There is also a lack of existing active transportation infrastructure north of the city, so this segment would be isolated unless Sacramento County created one around the Morrison Creek area.



Feasibility and Constructibility

The trail is proposed along the east side of I-5 and would sit atop a levee that is operated and maintained by the City. The levee stretches for 4 miles along the east side of I-5 to protect the City from flooding from Morrison Creek. Adding pavement to the structure for a trail has the potential to compromise the structure of the levee or decertify it. Additionally, a connection to the north would require crossing the freeway on and off-ramps to/from Laguna Boulevard (exit 508) which would make a safe crossing challenging.



Right-of-Way and Ownership

Much, but not all the levee is within the city limits, and as the alignment abuts I-5, Caltrans may have some concerns about the alignment from a safety and operations standpoint

Recommended Strategies & Next Steps



Alternative Routes

Given the importance of flood control with climate change, an alternative north-south route should be explored to replace the connectivity the I-5 Trail was proposed to provide.



Meet with SACOG Staff

Meet with SACOG staff to discuss removing this project from the regional trail network and replacing with alternative alignment.

Estimated Costs

- Unavailable until alternative alignment identified

North Watt Ave

LOCAL AGENCY: SACRAMENTO COUNTY

DISTANCE: 3.0MI

**EXTENTS: ANTELOPE ROAD/U STREET TO PEACEKEEPER WAY/
POPLAR BOULEVARD**

Current Status

Sacramento County's corridor project along North Watt Avenue between Peacekeeper Way and Antelope Road will include improvements for pedestrians and bicyclists. For some sections of the 3-mile corridor, Class IV protected bike lanes will be installed on both sides of the road. Where frontage roads are present, a Class III shared lane will be used rather than a protected bike lane.

The arterial roadway currently has four travel lanes and Class II bikeways along portions of the corridor. The corridor reconstruction will not only upgrade bikeways to a high-comfort facilities, but will also widen the roadway to six travel lanes and construct wider eight-foot sidewalks with an eight-foot planted buffer. The long-term vision for the corridor includes potential high-capacity bus service in the outside lane.

Sacramento County studied this segment of North Watt Avenue in 2012 and updated the corridor plan in 2025 via the Re-Imagine North Watt Corridor Plan. The County is now advancing design for the project with \$7.4 million in funding from SACOG via the U.S. Department of Transportation's Reconnecting Communities grant program, which may also cover some right-of-way acquisition.

While the project is largely focused on improving multimodal access and safety along the corridor, it also seeks to prepare this corridor for forecasted infill development by installing needed utilities and adequate transportation infrastructure for commuter traffic and heavy freight.



Project alignment.



Re-Imagine North Watt recommended alternative. Source: DKS.

North Watt Ave

LOCAL AGENCY: SACRAMENTO COUNTY

DISTANCE: 3.0MI

**EXTENTS: ANTELOPE ROAD/U STREET TO PEACEKEEPER WAY/
POPLAR BOULEVARD**

Implementation Challenges



Right-of-Way Acquisition

The study area includes 185 parcels with frontage on Watt Avenue. Under the recommended alternative, the project would require full acquisition of four single-family parcels, partial acquisition of 52 parcels resulting in loss of use for associated businesses, and partial acquisition of 81 additional parcels.



Construction Funding

Sacramento County has some funding identified for property acquisition, but not all funding needed for acquisition and corridor reconstruction.



Development Coordination

Development proposals within the 3-mile trail corridor will come in piecemeal, which can complicate coordination of the easement, setbacks, design standards, and project timing.

Recommended Strategies & Next Steps



Develop a Strategy for Right-of-Way Acquisition

Develop a plan to communicate with relevant private landowners and identify funding for right-of-way acquisition.



Identify Funding for Construction

Consider partnerships with SacRT for local and regional, state, and federal funding. Potential sources include: BUILD, SS4A, and/or the next cycle of SACOG Regional Active Transportation Program (ATP) could be good fits for this large project.



Development Coordination

Use guidance from the 2025 Plan to advocate for reducing the number of driveway crossings, promote protect bicycle and pedestrian facilities, and incorporate green infrastructure, landscaping, and shade to promote a comfortable and attractive street environment.



Utility Coordination

Install backbone infrastructure necessary to fully support the development envisioned in the North Watt Specific Plan, concurrent with roadway improvements.

Estimated Costs

- \$126 million in 2028 dollars for right-of-way, construction, and project delivery (Source: Re-Imagine North Watt Corridor Plan [2025])

County Road 32A Railroad Crossing Relocation

LOCAL AGENCY: YOLO COUNTY

DISTANCE: 2.0 MI

EXTENTS: COUNTRY ROAD 105 TO YOLO BYPASS WEST LEVEE

Current Status

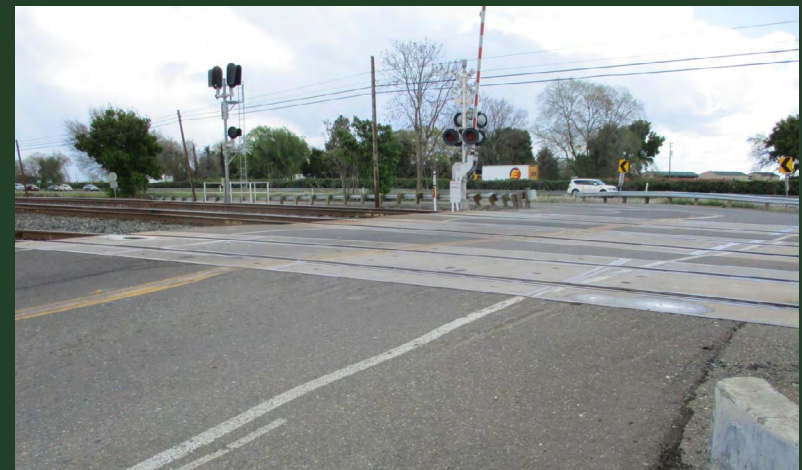
This project will relocate an at-grade crossing of the Union Pacific-owned railroad on County Road (CR) 32A at CR 105. Once complete, a new, grade-separated crossing will be constructed 1.5 miles east of the existing crossing, providing a safer crossing for all users. Despite installation of safety countermeasures in the past, the current crossing has a history of crashes involving trains, vehicles and bicycles.

The County first initiated a crossing relocation study in 2020, which identified the new crossing location and overpass as the preferred alternative. CR 32A will be realigned just north of the Howat access road to provide enough space for the new bridge approach. This realigned section of road will include a 6-foot Class II bike lane. CR 32A west of the new bridge and south of the railroad will be repurposed as a Class I bicycle-only facility. East of the new bridge, CR 32A will continue to serve both cyclists and vehicles.

The project has been advancing slowly while design funding is secured and allocated. Yolo County was awarded a \$4.2 million Federal Railroad Administration Railroad Crossing Elimination Grant in the FY 2023–2024 selections, but as of late 2025, approval to use the funds had not been granted. The County also secured a \$4.2 million Transit and Intercity Rail Capital Program grant in 2023 and the grant funds were not authorized for use until December 2025. Despite these funding challenges, Yolo County plans to issue an RFP for a consultant to complete preliminary design, environmental compliance, and PS&E.



Project alignment.



Existing CR 32A Railroad Crossing at CR 105. Source: Yolo County.

County Road 32A Railroad Crossing Relocation

LOCAL AGENCY: YOLO COUNTY

DISTANCE: 2.0MI

EXTENTS: COUNTRY ROAD 105 TO YOLO BYPASS WEST LEVEE

Implementation Challenges



Right-of-Way and Ownership

The City of Davis owns the property needed on the north side of the railroad and is a project proponent. However, there are two privately-owned parcels on the south side of the railroad that the County will need to acquire right-of-way from. These parcels are used for agricultural purposes but are not highly productive.



Secured Funding Allocation

Although funding has been secured for design from the RCE and TIRCP grants, a variety of issues – some of which are unclear – have preventing those funds from being available for timely use.



Construction Funding

Although grants have been secured for a total of \$8.4 million to fund design, environmental compliance, and utility relocation, no construction funding has been identified. The estimated construction cost is approximately \$50 million.



Continue to Strengthen Partnerships to Support Right-of-Way Acquisition

Acquiring the needed right-of-way from the two privately owned agricultural parcels will require a strong partnership with the Yolo County Farm Bureau. The Bureau can serve in a valuable intermediary role to build trust and communicate with landowners and advise on fair compensation and valuation.



Build Influential Political Support for the Project

Gaining the support of influential politicians at the state and federal level can help unlock frozen funds and may help open new funding opportunities through congressional earmarks or other means of direct appropriations.



Identify Construction Funding Opportunities

Starting to identify funding opportunities for project construction will help keep the momentum going once the design phases are complete. Using the contracted grant application services that Yolo County has through 2027 to target high-dollar funding opportunities, such as MEGA, RAISE, or INFRA, will help ensure that funds are available to keep the project moving towards implementation.

Estimated Costs

- \$4.16 million for design, environmental compliance, and utility relocation; \$46 million for construction (Source: Grant Applications)

East Main Street

LOCAL AGENCY: CITY OF WOODLAND

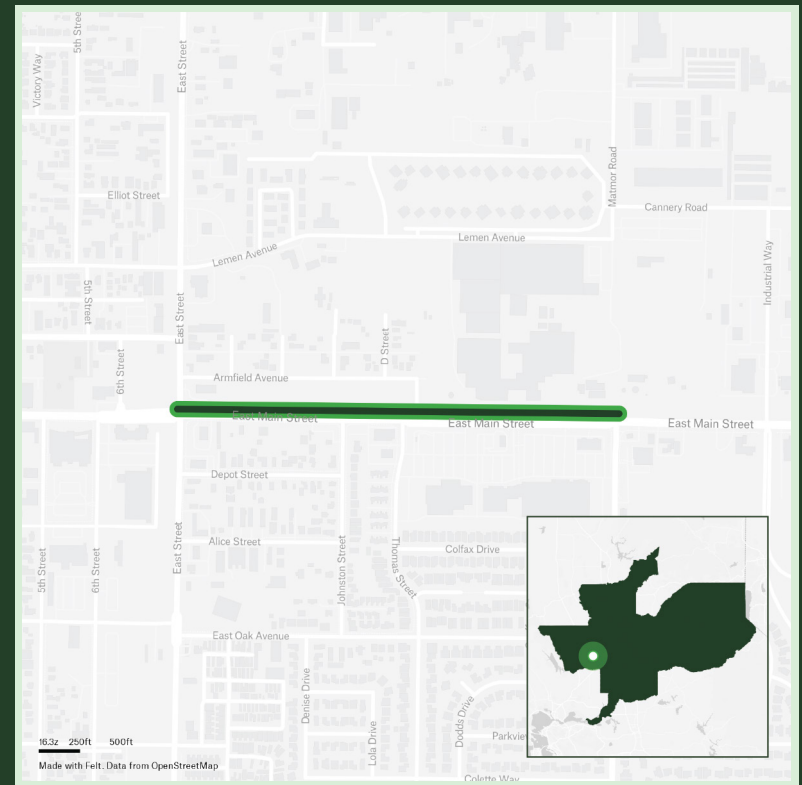
DISTANCE: 0.5MI

EXTENTS: EAST STREET TO MATMOR ROAD

Current Status

This project will install a Class I multi-use path along the north side of East Main Street. The street has two travel lanes in each direction, with the Sierra Northern railroad running parallel to the street on the north side. The railroad has two and three parallel tracks along the project corridor. Though this segment of the street was recently repaved to widen painted shoulders to Class II bike lanes, the City's long-term vision is to build a more comfortable bikeway to connect to a recently-constructed Class I multi-use path between Matmor Road and I-5 at the east end. The western end of this project would transition to a Class III bike facility.

City staff report that the new bike lanes are well-liked, and use increased noticeably following their installation. This project will help close a critical gap in the regional trail system and improve bicycle connectivity within and beyond Woodland. The trail will serve residents of eastern neighborhoods of the city, many of which are cut off from the rest of Woodland by barriers like highways. The trail segment will complete a connection for the Woodland Bike Loop, which currently lacks a through route. The City's 2023 Active Transportation Plan also recommended the project.



Project alignment.



East Main Street and the railroad tracks today. Source: Google Streetview.

East Main Street

LOCAL AGENCY: CITY OF WOODLAND

DISTANCE: 0.5MI

EXTENTS: EAST STREET TO MATMOR ROAD

Implementation Challenges



Funding

The City of Woodland does not have funding identified for design, property acquisition, nor construction of this multi-use path segment.

Recommended Strategies & Next Steps



Apply for Funding

This project has been identified as a regional trail priority. The City should consider applying for funding for right-of-way acquisition and trail construction via the next cycle of SACOG Regional Active Transportation Program (ATP) or the California Recreational Trails Program (RTP).

Estimated Costs

- \$510,400 for construction (Source: Active Transportation Plan [2024])

Feather River Bikeway

LOCAL AGENCY: YUBA COUNTY

DISTANCE: 9.6 MI

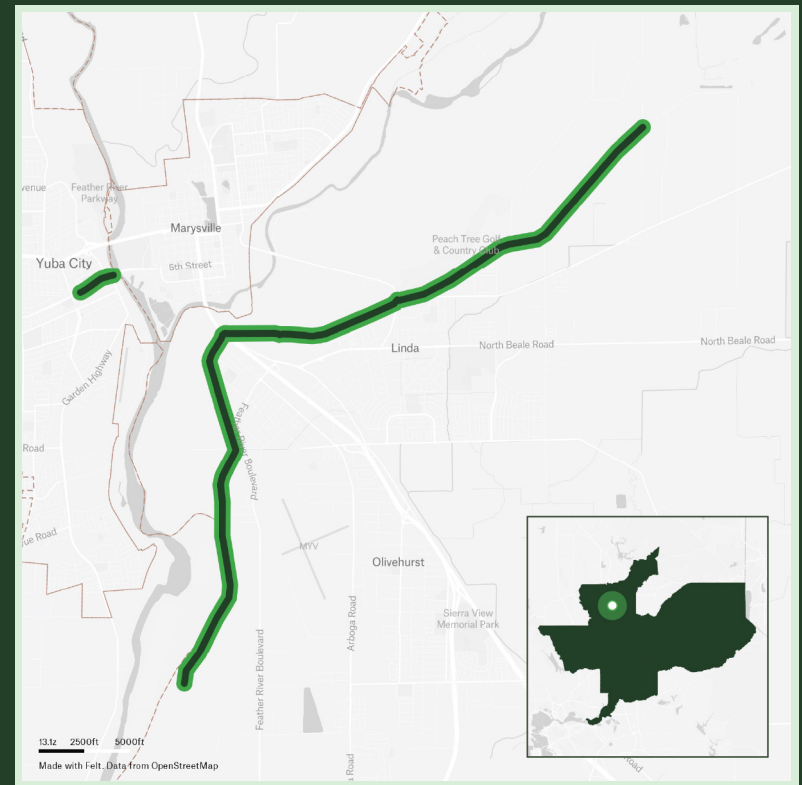
EXTENTS: ISLAND AVENUE TO NEAR MURPHY ROAD AND BARRY ROAD (2.6 MI) AND BRYDEN ROAD TO ISLAND AVENUE (7.0 MI)

Current Status

The Feather River Bikeway is a proposed 9.6-mile Class I trail in southwest Yuba County that parallels the Feather and Yuba Rivers and would primarily follow levees, berms, and other flood mitigation structures. The route would begin near Levee Road (south to Murphy Road by the Yuba County Airport), continue north to Riverside Drive, cross railroad tracks and pass under the E Street/SR-70 bridge, then follow N. Beale and Levee Road, cross Simpson Lane, and continue along a levee near Simpson Dantoni Rd before ending at Bryden Road. Much of the alignment is envisioned on existing gravel levee maintenance roads.

Yuba County classifies the project as an “identified” trail corridor, meaning it is in the earliest planning stage with only a high-level alignment defined. It is one of four bicycle/pedestrian projects in the Yuba County General Plan, which supports trail development to expand public access to open space and strengthen the County’s bicycle and pedestrian network while providing both transportation and recreational benefits.

Stakeholders report that County leadership sees potential value in the project but is hesitant to advance it without a clear funding source for long-term maintenance, and the project’s priority relative to other trail efforts remains unclear. The 2008 Parks Master Plan included recommendations for new trails, including the Feather River Regional Trail and would benefit from an update. Additional coordination and planning may be needed to align County trail priorities with key partners and regional efforts such as SACOG.



Project alignment (longer of the two shown).



Existing Levee Path looking north (Source: Yuba County)

Feather River Bikeway

LOCAL AGENCY: YUBA COUNTY

DISTANCE: 9.6MI

EXTENTS: ISLAND AVENUE TO NEAR MURPHY ROAD AND BARRY ROAD (2.6MI) AND BRYDEN ROAD TO ISLAND AVENUE (7.0MI)

Implementation Challenges



Funding Concerns

Yuba County has a small tax base, making implementation a strategic funding challenge. County budgets for trail development are typically limited. The larger challenge that became apparent during stakeholder interviews was the hesitancy by County leadership to move forward on major projects without identifying a feasible source of long-term maintenance funding.



Feasibility and Constructability

The Feather River Bikeway would run mostly or entirely along levees, berms, and other flood mitigation structures. It is unclear whether the County could upgrade the existing aggregate maintenance roads to a smoother surface such as asphalt or concrete, which would expand accessibility and broaden the range of users. If the roads remain in their current rough condition, the bikeway would be limited to people comfortable walking or biking on uneven surfaces.



Low Local Priority

Most of the proposed bikeway would be built on land not owned by the County, and there is no established plan for long-term maintenance. As a result, County leadership is hesitant to commit resources at this early stage, especially given the limited community and funding support.

Recommended Strategies & Next Steps



Feasibility Study

Developing a feasibility study for the Feather River Bikeway would build support and demonstrate the project's value. The study would also explore ways to coordinate with local and regional partners, identify feasible surfacing alternatives to the gravel maintenance levee top roads, and potential long-term funding sources.



County Trails Master Plan

Updating the County trails and/or bicycle planning is a great way to reengage with local and regional partners, align priorities with SACOG, build community support for facilities that address transportation and recreational needs, and identify top priority projects. The planning process also serves as an opportunity to define trail design and maintenance guidelines and standards, which can reduce future maintenance burden on the responsible agencies.



Build Community Support

The above two steps would aid in building political and community support for the project.

Estimated Costs

- \$175,000-\$200,000 for a feasibility study (costs is intended for planning purposes only and is not a final quote)

Dry Creek Greenway West

LOCAL AGENCY: CITY OF ROSEVILLE

DISTANCE: 2.2MI

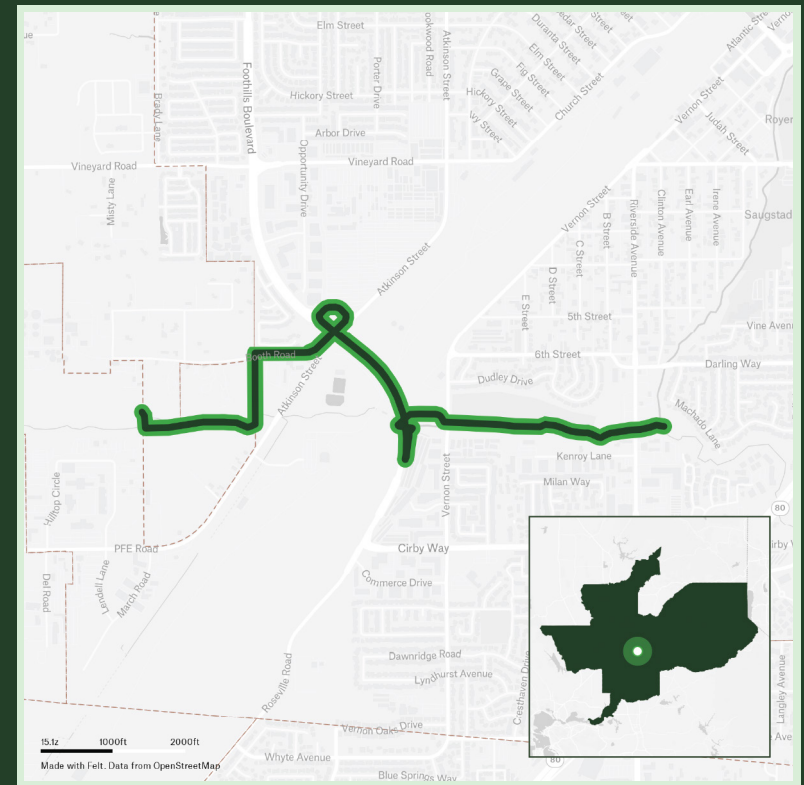
EXTENTS: CIRBY CREEK (400 FEET EAST OF RIVERSIDE AVENUE) TO 800 FEET NORTHEAST OF HILLTOP CIRCLE

Current Status

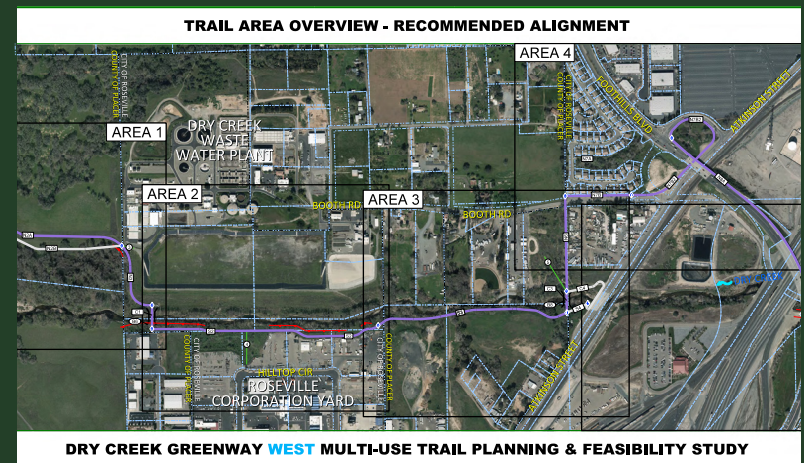
This project is the western most segment of the Dry Creek Greenway, which will serve the south side of the City of Roseville. When complete, the project will provide a Class I multi-use path for people to walk, bike, and roll comfortably along Dry, Cirby, and Linda Creeks. The project will create an important link for the regional trail system, forming part of a 70-mile loop around the Placer County/Sacramento area. The project is recommended in Roseville's Active Transportation Plan (2025) and Placer County's Regional Bikeway Plan (2018).

The City is currently constructing the Dry Creek Greenway East in three phases: Phase 1 is under construction, Phase 2 is in construction/design, and Phase 3 is planned. Dry Creek Greenway West, which is next in line and expected to be phased similarly, will connect to the east project on one end, and to another small developer-built trail project that ties into Placer County on the other.

The City of Roseville completed a Planning & Feasibility Study for the project in collaboration with two key partners: Placer County and the Rails-to-Trails Conservancy. The study included public outreach and successfully gathered community support for the project. It evaluated potential alignments based on environmental factors and land use impacts, creek location, topography, safety, and aesthetics. Current information can be found on the project website: roseville.ca.us/DryCreekWest



Project alignment.



Dry Creek Greenway West project area with refined alignment in-progress. (Source: Planning & Feasibility Study)

Dry Creek Greenway West

LOCAL AGENCY: CITY OF ROSEVILLE

DISTANCE: 2.2MI

EXTENTS: CIRBY CREEK (400 FEET EAST OF RIVERSIDE AVENUE) TO 800 FEET NORTHEAST OF HILLTOP CIRCLE

Implementation Challenges



Determining Phasing Order

The City of Roseville is currently considering where to initiate construction. The west end has preliminary design work and will be constructed by a developer in 2027. The middle segment passes by the Roseville Wastewater Treatment Plant. The City has already determined that the trail can pass through this municipal property. The east end has an existing trailhead and already connects to another trail segment; however, the City would need to acquire property near Dry Creek and Riverside Avenue.



Preliminary Design & Environmental Documentation

The City of Roseville hasn't developed preliminary engineering designs nor environmental technical studies of the trail alignment, other than the west end, which will be privately constructed.



Funding

The City of Roseville does not have funding identified for design, property acquisition, nor construction of this multi-use path segment.

Recommended Strategies & Next Steps



Engage Adjacent Property Owners

The City should initiate communications with the owner of the property near Dry Creek and Riverside Avenue to understand their intentions for the parcel, whether they are willing to sell, and for what cost. Staff from Economic Development has been in discussions with conservation groups to discuss potential land acquisition and funding opportunities for both the Dry Creek Greenway and new parks, open space, and floodplain management.



Initiate Preliminary Design & Environmental Documentation

The City should develop preliminary engineering designs and environmental technical studies of the trail alignment. This effort may clarify desired construction phasing.



Apply for Funding

This project has been identified as a regional trail priority. The City should consider applying for funding for right-of-way acquisition and trail construction via the next cycle of SACOG Regional Active Transportation Program (ATP), the California Recreational Trails Program (RTP), or other sources listed in Appendix H of the Planning & Feasibility Study.

Estimated Cost

- \$16.36 million for preliminary engineering, environmental documentation, right-of-way, and construction (Source: Planning & Feasibility Study [2019])

El Dorado Trail West Segment 4

LOCAL AGENCY: EL DORADO COUNTY

DISTANCE: 8.1MI

EXTENTS: SHINGLE SPRINGS DRIVE TO ORIENTAL STREET

Current Status

This project grew out of long-standing County and regional efforts to complete the El Dorado Trail as a continuous active transportation route along the Sacramento–Placerville Transportation Corridor (SPTC), which is a rail-banked corridor purchased under the Rails to Trails Act. This corridor also serves as a limited use excursion/tourist train route in some areas. Previous studies, including the SPTC Alternatives Analysis, have evaluated uses including a full rail-to-trail conversion versus a rail-with-trail to demonstrate how rail operations might coexist with a trail.

The trail is already built to Placerville and a Central Shingle Springs segment is funded through environmental review/design, but this central gap between the communities of Shingle Springs and El Dorado remains as a missing link. The leading vision is a rail-with-trail approach that keeps the rails while adding a paved multiuse path and safety upgrades within the right-of-way, with potential reroutes required around the most constrained areas.

Completing this segment would unlock a critical regional connection between Placerville and Shingle Springs, improve access to schools and town centers, support broader cycling and recreation goals, and deliver major mobility and safety benefits while staying sensitive to rail preservation concerns.



Project alignment.



El Dorado Trail. Source: El Dorado County.

El Dorado Trail West Segment 4

Implementation Challenges



Rail-Trail Conflicts & Governance Complexity

Excursion rail interests, the corridor's perceived historical and economic significance, and shared decision-making authority among the County, the SPTC-JPA, and SACOG create a complex governance environment that has limited support for trail-only approaches and has slowed consensus-building.



Physical & Cost Constraints

The segment's constrained geography, particularly the deep rail cut near US 50, variable corridor widths, and adjacent encroachments complicate consistent trail design. Off-rail alignments require costly (\$8-10 million) switchbacks, while rail-trail options introduce tradeoffs with the ability to run excursion train service.



Rail Feasibility & Regulatory Uncertainty

Uncertainty about a newly activated excursion rail corridor's ability to meet FRA standards combined with development designed to preserve potential future rail operations creates ongoing regulatory and operational ambiguity that complicates project planning and timing.



Community & Tribal Coordination Challenges

The project's proximity to Miwok tribal lands and the importance of Tribal support for ATP funding make early and meaningful engagement with Tribal governments critical to advancing implementation.

Recommended Strategies & Next Steps



Conduct an Alternatives & Feasibility Study

Develop alternatives and feasibility study focusing on constrained areas (US 50/rail cut) to evaluate safety, constructibility, ROW, and cost. Clarify governance/rail-preservation decision-making among key agencies.



Advance a Rail-with-Trail Concept

Advance the staff-preferred rail-with-trail concept to 10% design, adding a paved Class I path alongside existing rail with safety treatments and evaluate an accessible compatible pathway up and over the hill adjacent to US 50 near the existing deep rail cuts.



Develop a Rail-with-Trail Primer & Host Technical Workshop

Develop a concise rail-trail / rail-with-trail primer tailored to El Dorado County and host a technical workshop with County officials and partners that may cover design standards, safety practices, governance models, and best practices for constrained conditions.



Strengthen Tribal Engagement & Review Relevant Precedents

Advance early, meaningful engagement with Tribal governments to support project success and Active Transportation Program funding competitiveness. Provide a summary scan of rail-trails on or near tribal lands to support discussions and build trust.



Bolster Funding & Political Support

Revise communications to emphasize safety, access, and regional connectivity, positioning Segment 4 as the critical missing link in the US 50 trail vision. Document relevant local and regional plans to strengthen grant narratives and improve interagency alignment.

Estimated Costs

- \$200,000-\$250,000 for a feasibility study (costs is intended for planning purposes only and is not a final quote)

Yuba City Downtown Bike Route Connection

LOCAL AGENCY: YUBA CITY

DISTANCE: 1.5 MI

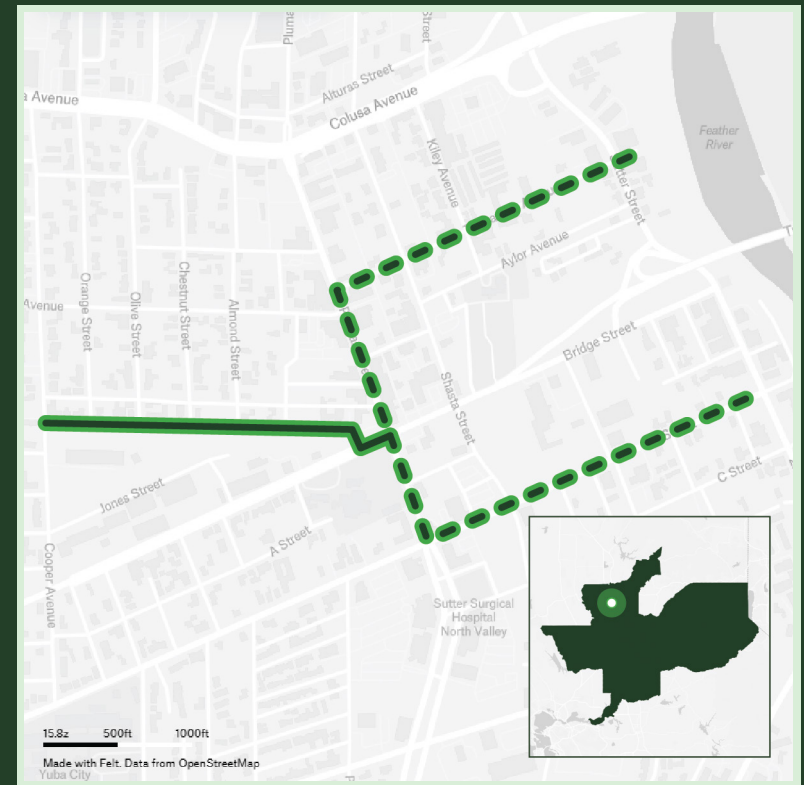
**EXTENTS: COOPER AVENUE TO THE EXISTING FEATHER RIVER
LEVEE BIKE TRAIL**

Current Status

The Yuba City Downtown Bike Route Connection Project is an approximately 1.5-mile route that would extend the planned Union Pacific Railroad Trail corridor from Cooper Avenue on the west end through the downtown area to the existing Feather River Levee Bike Trail and the Twin Cities Memorial Bridge on the east end.

This project would fill the gap between two regional trails (the Yuba City/Sutter Bike Trail and the Feather River Levee Trail) and connect Sutter, Yuba City and the City of Marysville. The western portion of the route would be a 0.5-mile Class IV bikeway within the existing Reeves Avenue right-of-way from Cooper Avenue to the recently completed Plumas Tower Plaza at Plumas Street. The remaining approximate mile would follow the recommendations from the 2023 Abandoned Railroad Corridor Feasibility Study.

In this study, the City evaluated eight alternatives between Plumas Street and the Feather River Levee Trail. Of those alternatives, the two most feasible and cost effective are being considered for development: The B Street Connection and the Teegarden Connection. The B Street Connection would route approximately 0.3 miles south on Plumas Street and 0.5 miles east on B Street to connect to the Feather River Levee Trail. B Street is a low volume corridor and would provide a lower-stress biking route. The Teegarden Connection would route 0.3 miles north on Plumas Street and 0.5 miles east on Teegarden Avenue to connect to the Feather River Levee Trail. This route would take trail users through the historic downtown area.



The solid-line Reeve Avenue alignment and the two dashed-line options on Teegarden to the north and B Street to the south.



The newly completed Plumas Water Tower Plaza. Source: City of Yuba City.

Yuba City Downtown Bike Route Connection

LOCAL AGENCY: YUBA CITY

DISTANCE: 1.5MI

EXTENTS: COOPER AVENUE TO THE EXISTING FEATHER RIVER
LEVEE BIKE TRAIL

Implementation Challenges



Limited Right-of-Way on Plumas Street

Both recommended alternatives from the feasibility study use Plumas Street, which sees higher traffic volumes, especially on the downtown Teegarden Connection. Implementing a bicycle facility on Plumas Street would require on-street parking removal, which received negative public feedback. Without parking removal, the only option may be a Class III shared bike route, which may not be appropriate with the higher traffic volumes.



Trade-offs Between Alternatives

The two recommended alternatives have strengths and weaknesses. Although a low-stress route is feasible on B Street, it circumvents the historic downtown and may not be as well-used or convenient. Teegarden Avenue connects directly through the downtown and could support a Class I facility but that would require parking removal and road realignments on Plumas Street, which received negative public feedback.



Design & Construction Funding

The 2023 feasibility study included planning-level cost opinions for Class II and III facilities for the B Street and Teegarden Avenue alternatives. A cost for the Reeves Avenue connection (Class IV facility) has not yet been developed. These costs will require updating and opportunities to finance both design and construction will need to be identified.

Recommended Strategies & Next Steps



Conduct a Parking Study for Plumas Street

Further evaluating the effects of removing on-street parking along one side of Plumas Street could help paint a clearer picture of the trade-offs necessary for a bicycle facility. Possible effects to businesses should be included, and the results should be shared with the public.



Select a Preferred Alternative

The City should identify the additional information needed to select a preferred alternative between the B Street and Teegarden Avenue options and develop a transparent, criteria-based decision making process informed by public input. With the selection of a preferred alternative, the City should explore opportunities to provide the safest, most comfortable facility feasible. This may mean prioritizing a Class IV facility wherever possible.



Identify Design Funding Opportunities

Once a preferred alternative is selected, the project will need funding to advance into design phases. The City should begin exploring funding opportunities at the regional and state level that match the goals of the project outcomes, such as connecting regional trails.

Estimated Costs

- \$100,000 (in 2026 dollars) for Class II and III bike facilities for either options. Upgrades to Class I or IV facilities would require updated cost estimates.

Pioneer Bluffs Trail

LOCAL AGENCY: CITY OF WEST SACRAMENTO

DISTANCE: 1.2 MI

EXTENTS: EXISTING RIVER WALK TRAIL NEAR MILL STREET TO MCGOWAN BRIDGE

Current Status

The City of West Sacramento's Riverfront and Bicycle Plans include a southerly extension of the River Walk Trail from its current terminus at the Mill Street Pier to Jefferson Boulevard. The area is part of West Sacramento's planned urban waterfront and includes several residential developments and a network of complete streets.

In 2021, the City of West Sacramento hired the consulting firm Wood Rodgers to complete a conceptual plan for the trail. It includes alignments for a future River Walk Trail, plazas, a park, fitness stations, benches, bicycle repair stations, and a proposed building setback. The trail is proposed to be a 20-foot-wide Class I facility, which would also be used as a road for flood control purposes. The conceptual trail plan included revegetating the area along the Sacramento River with native oaks and riparian plant species.

The riverfront is currently under a mix of private and public ownership. To the north, parcels are privately owned by developers and industry. To the south, the riverfront is owned by the City of West Sacramento and the Sacramento-Yolo Port District. The area's levee network is maintained and operated by public agencies.



Project alignment.



Trail alignment along the Sacramento River. Source: Google Maps.

Pioneer Bluffs Trail

LOCAL AGENCY: CITY OF WEST SACRAMENTO

Implementation Challenges



Flood Control

The entire project area includes a levee for flood control. Understanding jurisdictional boundaries and requirements related to flood control will involve multiple parties, including, but not limited to, the Sacramento Area Flood Control Agency, US Army Corps of Engineers, and State of California.



Environmental Contamination

The Sacramento Riverfront has been historically utilized as an industrial area, including some industries that remain active. Mitigating environmental contamination from past and current industrial uses will need to be addressed.



Project Phasing

The riverfront is under public ownership to the south, and the River Walk Trail already exists to the north. Private ownership of property in between may complicate project phasing, making the sequencing of construction appear illogical to the public.



Landowner Opposition

Some adjacent landowners may currently be using the levee for industrial activities, and as a result will likely be opposed to a possible trail running through their property or up to its edge.



Funding

Securing funding for design, right-of-way acquisition, and construction may be challenging and will depend on available political support, project momentum, and federal funding.

Recommended Strategies & Next Steps



Ownership and Easements

Determine parcel ownership and flood control easements along the proposed trail.



Strengthened Partnerships

Strengthening partnerships with flood control agency stakeholders will reveal possible project synergies between a trail and levee improvements and will also clarify requirements for flood control.



Site Plan Concept

Developing a site plan concept at approximately 10% level of completion will show the project limits and can identify potential impacts to adjacent property owners, including needed right-of-way acquisition.



Public Engagement

Engaging with the public about the project can provide momentum by building supporters. Engagement with the general public should be timed to occur after adjacent property owners have been reengaged, to avoid catching any stakeholders off guard.



Design and Funding

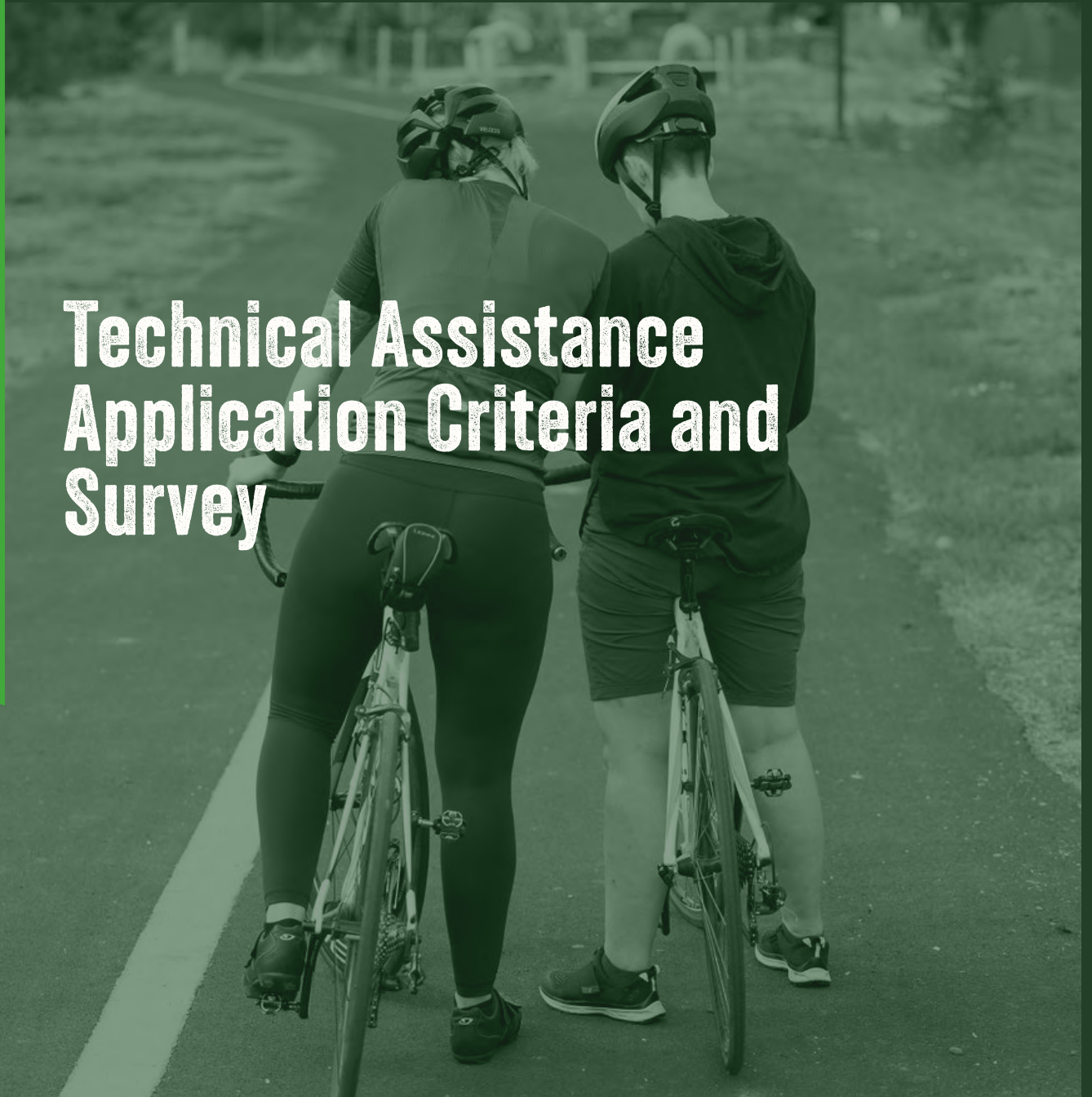
Designing the trail project at 30%, 60%, and 90% completion will help to achieve final construction plans. Designs will also enable development of cost estimates, which will inform needed funding from project partners.

Estimated Costs

- \$2 million in 2018 dollars for construction (Source: Bicycle, Pedestrian, and Trails Master Plan [2024])

F

Technical Assistance Application Criteria and Survey





MEMORANDUM

November 13, 2025

To: Summer Lopez, Senior Analyst SACOG

Organization: Sacramento Area Council of Governments (SACOG)

From: Rachel Jacobson, Isabelle Minn, PlaceWorks,
Mia Candy, Emily Lauderdale, Toole Design Group

Project: SACOG Trails Implementation Strategy

Re: **Technical Assistance Application Criteria and Survey**

OVERVIEW

Sacramento Area Council of Governments (SACOG) has contracted with Toole Design Group to help implement the 2022 Sacramento Regional Trails Action Plan (2022 Plan). Toole Design, supported by a team of subconsultants (Zander Westbrook Design, PlaceWorks, and Drago Vantage), will develop a Sacramento Regional Trails Implementation Strategy (2026 Strategy) to advance projects identified in the 2022 Plan.

To maximize the impact of the 2026 Strategy, SACOG determined that one of the project's early priorities is to provide technical assistance (TA) to local agencies to advance their trail projects. Toole Design will lead the implementation of the TA program. Toole Design and all subconsultants will deliver the technical assistance to local agencies. Depending on specific needs identified through the application process, SACOG anticipates awarding TA services to **up to 10 projects**.

PlaceWorks led development of the draft TA application, criteria, and selection methodology in collaboration with Toole Design and SACOG. SACOG will conduct the selection process described in this document with support from Toole Design and other subconsultants.

The TA program will prioritize projects with **high regional impact** that will serve **transportation needs for disadvantaged communities**, continuing the priorities set by the 2022 Plan. During the 2022 Plan process, SACOG conducted significant analysis to score projects based on alignment with plan goals, including regionalism, and organized them into tiers based on priority. This TA selection process honors the work completed during the 2022 Plan and **uses the tiers assigned in the 2022 Plan as the primary decision factor**.

The project team recommends using a **weighted scoring process, with flexibility to allow tribal organizations to participate** outside of the application process.

The following is a summary of the selection process:

Stage 1. Reserve TA slots for tribal organizations or designate tribal recipients.

- One or more tribal organizations may be awarded TA for projects that may not be included in the 2022 Plan. Designation of tribal organization recipients will not be part of the application process: SACOG staff will work with these organizations to discuss their interest in participating in parallel to the formal application process. We will reserve at least one place (out of 10) for a tribal organization.

Stage 2. Apply eligibility parameters.

- An eligible applicant is defined as the primary or secondary implementing agency for a project identified in the 2022 Plan, Appendix A.
- SACOG will award a maximum of one project per applicant. The application survey will specify that agencies may only submit one project. Should any agencies submit multiple projects, this selection methodology provides guidance for SACOG staff to prioritize the highest-scoring project from the list of submitted projects.
- The applicant must be requesting services that are feasible within the parameters of the TA program.
- To be eligible for selection, applicants will be asked to demonstrate that their project serves disadvantaged communities or populations. To minimize barriers to accessing assistance, we are not applying a strict definition for “disadvantaged communities.” Applicants will be able to select from a menu of acceptable indices, designations, or may self-define by referencing another index or designation or explaining their disadvantaged communities in a free-response question on the TA application.

Stage 3. Evaluate projects against weighted factors.

- **2022 Plan Tier.** Highest priority is given to Tier 1 projects and Top Tier Study Corridors.
- **Connectivity.** Highest priority is given to projects that include the full extent of the trail segment listed in the 2022 Plan. Lower priority is given to projects that cover a partial trail segment.
- **Collaboration.** Applicant demonstrates willingness to work in partnerships when necessary.
- **Staffing capacity.** Applicant indicates that they have existing or planned staff capacity to work with SACOG and consultants in the coming year.
- **Tiebreakers.** In the event of a tie for remaining slots, priority will be given to projects in counties that have the fewest projects already selected for TA, then to those that scored highest based on tier, then those that scored highest based on connectivity, then those that scored highest on each weighted factor, in order of priority.

RESOURCE ALLOCATION FRAMEWORK

SACOG offers 14 possible services to member agencies through the TA program. The menu of options, including brief descriptions of each service, will be distributed with the application so that applicants may select their most needed services.

Applicants will rank their top-four services. Once SACOG has identified a draft list of awardees, the consultant team will meet with SACOG staff to cross-check the requested services against the resource allocation framework. SACOG and the consultant team will try to provide each selected community with one of their top-four services.

However, service allocation will ultimately depend on the following factors:

Budget. Providing the preferred services to each selected community must be feasible within available funds. The consultant budget assumes \$100,000 total for all technical assistance. This implies that, on average, each of the 10 selected agencies can receive \$10,000 worth of technical assistance. Some agencies may receive lower-budget services, and others may receive higher-budget services, but the total cost of services provided by the TA program must not exceed \$100,000.

- Consultants will work with SACOG staff to estimate the cost of services requested by applicants to help finalize the list of awardees.

Consultant Availability. It is assumed that each consultant will lead at least one technical assistance project. Finalizing the list of awardees requires alignment with the following assumptions:

- Drago Vantage can provide TA for up to two communities and only offers TA Service #4 (Funding Strategies).
- Zander Westbrook can provide TA for up to two communities.
- PlaceWorks can provide TA for up to three communities.
- Toole Design can provide technical assistance for three to five communities, depending on how many services are allocated to subconsultants.

Consultants will work with SACOG staff to assign projects to each consultant, aligned with their skills and within their maximum number of services. Table 1 indicates which services can be provided by which consultants. During the selection process, the consultant team will meet with SACOG staff twice to review and refine the list of awardees, to ensure the list is feasible and aligned with this framework.

APPLICATION MATERIALS

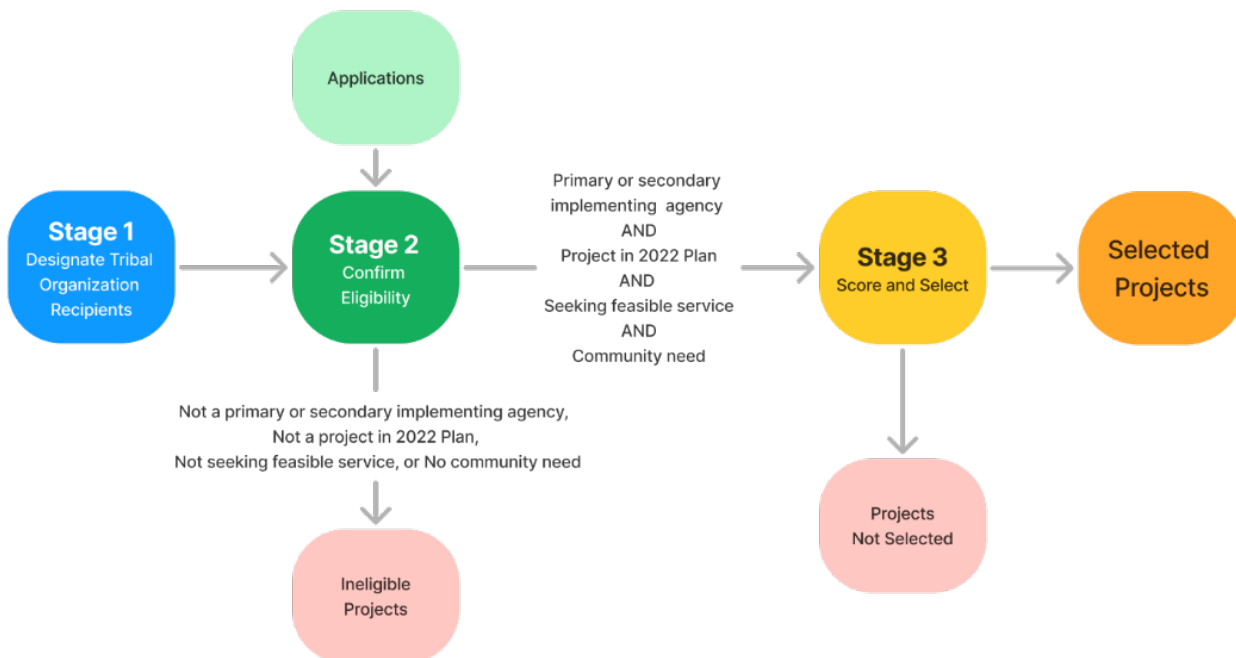
A full draft of application materials is provided as an attachment to this memorandum. Application materials include an overview of the TA program for member agencies, a comprehensive description of services available, and questions to be made available both as a Microsoft Word worksheet and as a form for applicants to fill out and submit.

TABLE 1. TECHNICAL ASSISTANCE SERVICES SUMMARY MATRIX - CONSULTANT SKILL REFERENCE

TA Service	Consultants			
	Toole Design	Zander Westbrook	PlaceWorks	Drago Vantage
Grant Application Support	X	X	X	
Opinions of Probable Cost	X	X	X	
Feasibility Assessments	X	X	X	
Funding Strategies	X		X	X
Signage Strategy	X	X	X	
Making the Case for Trails	X	X	X	
Phasing and Implementation Strategies	X	X	X	
Trail Design Guidance	X	X	X	
Green Infrastructure Guidance	X		X	
Trail Conceptual Design	X	X	X	
Illustrative Graphics/Visualizations	X	X	X	
Community Engagement	X	X	X	
Staff Training and Capacity Building	X	X	X	
Strategies for Emerging Mobility Trends on Trails	X	X	X	

Bold/underline **X** = primary service provider

FIGURE 1. OVERVIEW OF SELECTION STAGES



SELECTION PROCESS

This section provides detailed instructions for completing each stage, which includes three stages:

- Reserve TA slots for tribal organizations or designate tribal recipients.
- Apply eligibility criteria.
- Score and select projects.

Figure 1 presents an overview of the selection stages.

STAGE 1. DESIGNATE TRIBAL ORGANIZATION RECIPIENTS

SACOG has initiated discussions with tribal organization liaisons within the agency to explore options for providing TA to tribal organizations. SACOG staff will work with liaisons and tribal representatives to understand interest in receiving TA and coordinate participation in the program. Based on the outcome of these discussions, one or more of the 10 available TA awards will be allocated to tribal organizations. The number of awards available for Stage 3 will be 10 awards minus the number awarded to tribal organizations. For the sake of simplicity, this document assumes one award will go to a tribal organization and nine awards will be subject to a competitive process. If this is not the case, numbers to be adjusted are indicated with an asterisk (*).

STAGE 2. APPLY ELIGIBILITY CRITERIA

SACOG will review applications and determine which are eligible. Toole Design and PlaceWorks will provide a spreadsheet-based scoring tool to support SACOG staff to confirm eligibility. To be considered eligible, an application must meet all of the following conditions:

- The applicant must be a primary or secondary implementing agency of a project included in the 2022 Plan.
 - By selecting their agency from the dropdown menu on the application of SACOG member agencies listed in the 2022 Plan, the applicant will verify their compliance with this requirement.
- The project must be a segment or part of a segment identified in the 2022 Plan.
 - By entering the project code from the 2022 Plan Appendix A, the applicant will verify their compliance with this requirement. SACOG will verify that the segment described in the Project Location field on the application aligns with the 2022 Plan segment referenced.
 - Since project codes are not included for study corridors in the 2022 Plan, applicants may enter a code that indicates Top Tier Trail Study Corridor or Lower Tier Trail Study Corridor. SACOG will verify that the study corridor described in the Project Location field on the application aligns with the 2022 Plan study corridor referenced.
- The applicant must be seeking a service that can feasibly be delivered by this TA program.

- The application includes a menu of services, and applicants can identify services their project would benefit from and rank their preference. By selecting services from the menu, the applicant will verify their compliance with this requirement.
- The project must demonstrate clear community need. The ideal description will clearly identify a great need for support and strongly describe the makeup of the community and the challenges that they have experienced. SACOG will assign a binary “eligible” or “ineligible” based on the applicant’s demonstration of need. Applicants may use any of these three approaches to demonstrate need:
 - Publicly available designations, indices, or community analysis tools, such as CalEnviroScreen, Free or Reduced Meal Program, Healthy Places Index, Median Household Income, or others with a description of how the data demonstrates the needs of the community.
 - Any designation defined by SACOG, such as Environmental Justice Communities as defined in the Metropolitan Transportation Plan/Sustainable Communities Strategy, Mobility Zone Equity Priority Communities, Green Zone opportunity areas, or others.
 - Applicants may describe their communities’ unique circumstances and what disadvantages they experience. Applicants must include the demographics of the community and describe the populations impacted. Populations may include youth, seniors, people of color, people with disabilities, and/or location in an underserved rural area; factors may include language barriers, low educational attainment, or some other community concern.

Eligible projects (those that meet all four conditions) proceed to Stage 3: Score and Select Eligible Projects. SACOG will contact submitters of ineligible projects to discuss alternative options for support.

STAGE 3. SCORE AND SELECT ELIGIBLE PROJECTS

The following scoring process reflects SACOG’s goals for the Technical Assistance program and weights factors according to priority. Toole Design and PlaceWorks will provide a spreadsheet-based scoring tool to support SACOG staff to calculate the final scores and select the top-ranking projects.

STEP 3.1. CALCULATE RAW SCORES

Apply points based on project information and applicant responses as follows:

2022 Plan Tiers. Reference the tier for each project as designated in the 2022 Plan. Assign points to each application as follows:

- Tier 1 = 60 points
- Top Tier Trail Study Corridor = 60 points
- Tier 2 = 30 points
- Tier 3 = 10 points
- Lower Tier Trail Study Corridor = 10 points

Connectivity. Based on the response provided by the applicant, assign points to each application as follows:

- Full extent to segment identified in the 2022 Plan = 15 points

- Half or more of the extent of the segment identified in the 2022 Plan = 10 points
- Less than half of the extent of the segment identified in the 2022 Plan = 5 points

Collaboration. Based on the response provided by the applicant, assign points to each application as follows:

- Agency is willing to collaborate with all agencies needed to implement this project = 10 points
- Agency is not willing to collaborate with all agencies needed to implement this project = 0 points

Staff Capacity. Based on the response provided by the applicant, assign points to each application as follows:

- Agency has staff capacity to support participation in the TA program = 3 points
- Agency does not have staff capacity to support participation in the TA program = 0 points

STEP 3.2. EXCLUDE DUPLICATE APPLICANTS

After raw scores have been generated, SACOG will exclude all but the highest-scoring project for any agency that submitted multiple projects.

STEP 3.3. SORT AND SELECT PROJECTS

Organize eligible, non-excluded applications by raw score from highest to lowest. Select the nine* highest scores. If there is a tie for the last slots, proceed to Step 3.4 for tiebreakers.

STEP 3.4. APPLY TIEBREAKERS AS NEEDED

In the case of a tie between two or more projects for the final TA slot(s), consider the following factors:

Pursue Regional Coverage. For all selected projects, and for the tiebreaker projects, identify the county in which the project is located. Tabulate the number of projects per county. To break the tie, select the project or projects that are located in counties not yet represented in the list of successful applicants. If there are already projects selected for all six counties, select the project(s) in the counties that have the fewest selected projects.

Review Raw Sub-Scores. If the tie cannot be broken by accounting for regional coverage, review the raw scores for each selection criteria and select project(s) that scored highest on each criteria, in order of priority, until the tie is broken.

- Select the project or projects that have the highest 2022 Plan Tier sub-score.
 - Scores can be 10, 30, or 60.
- If there is still a tie, select the project(s) that have the highest connectivity sub-score
 - Scores can be 5, 10, or 15.
- If there is still a tie, select the project or projects that have the highest collaboration sub-score.
 - Scores can be 0 or 10.
- If there is still a tie, select the project or projects that have the highest capacity sub-score.

- Scores can be 0 or 3.

If these tie-breakers are insufficient to resolve the tie, SACOG may review qualitative responses to better understand collaboration and staff capacity factors. SACOG will document any review of qualitative responses and resulting decisions.

STEP 3.4. ESTIMATE SERVICES

Once SACOG has established a preliminary list of selected projects, they will meet with the consultant team to review the complete applications for all 10 selected projects. The consultant team will review the feasibility of the services requested from both project advancement and resource allocation perspectives. The consultant team and SACOG will discuss which services may be provided to each selected project and identify any outstanding questions or issues. SACOG will work to resolve these issues after the meeting and before awards are announced. Toole Design will estimate the costs of the services requested and propose a preliminary assignment of TA service provider.

STEP 3.5 CONFIRM RECIPIENTS

Once SACOG has resolved outstanding issues or questions, they will meet again with the consultant team to create a workplan for announcing awards and delivering TA services.

APPLICATIONS NOT SELECTED

SACOG will contact submitters of projects that are not selected to discuss alternative options for support.

APPLICATION CONTENT

INTRODUCTION

The Sacramento Area Council of Governments (SACOG) is offering technical assistance to public agencies implementing projects identified in the 2022 Sacramento Regional Trails Action Plan (the 2022 Plan).

SACOG fosters collaboration and progress for an equitable, sustainable, and prosperous future. The Regional Trail Network has the goals of health, environmental justice, economic vitality, safety, recreation, and access for all ages and abilities for the Sacramento area. For implementation of the trail network, SACOG is committed to supporting interagency coordination, regional convening, managing public information, tracking implementation, managing data and geographic information systems (GIS), offering grant technical assistance, tracking and sharing funding sources, and supporting new funding opportunities.

This technical assistance program will provide one-on-one consultant support to advance individual projects at no cost to agencies. The program is designed to be easy to access, effective in advancing implementation of planned projects, and impactful for SACOG member agencies and the public.

The application will be open from **February 10, 2025, to March 21, 2025**. The application includes eight short narrative questions, 14 multiple choice or short answer questions, and requires no supporting documentation or uploads. The application must be completed in one sitting as there is no way to save progress on the application form. Applicants are advised to prepare responses to the questions in a separate document before submitting. A Microsoft Word document with the questions is provided to support applicants in developing their responses. Download it here: [link]

Awards will be announced in April 2025. Awardees will be notified directly, and a list of awards will be posted _____. Services will be delivered through 2025. Approximately 10 recipients will be awarded technical assistance. A maximum of one project will be awarded to any one applicant, and there is no guarantee of an award. Projects with significant infrastructure or institutional challenges may be prioritized for additional SACOG support in the coming year. Applicants should only submit their most qualified project that would benefit from the services available. Full description of available services: [link to page with writeup of services].

Contact Summer Lopez, SACOG Senior Analyst, Active Modes, at slopez@sacog.org or 916-340-6228 with questions or to discuss your projects. Office hours are offered on _____, _____, and _____.

APPLICANT ELIGIBILITY

Applicants must meet all the following criteria to be eligible:

- Lead applicant must be the primary or secondary implementing agency of a project identified in the 2022 Plan, Appendix A [link to Appendix].

PROJECT ELIGIBILITY

Projects must meet all the following criteria to be eligible:

- Identified in the 2022 Plan, Appendix A – Trail Study Corridors included
 - Partial segments are eligible but full segments will be prioritized.
- Includes or focuses on segments that demonstrate community need*.

* The ideal description will clearly identify a great need for support and strongly describe the makeup of the community and the challenges that they have experienced. Applicants may use any of these three approaches to demonstrate need:

1. Publicly available designations, indices, or community analysis tools, such as CalEnviroScreen, Free or Reduced Meal Program, Healthy Places Index, Median Household Income, or others with a description of how the data demonstrates the needs of the community.
2. Any designation defined by SACOG, such as Environmental Justice Communities as defined in the MTP / SCS, Mobility Zone Equity Priority Communities, Green Zone opportunity areas, or others.
3. Applicants may describe their communities' unique circumstances and what disadvantages they experience. Applicants must include the demographics of the community and describe the populations impacted. Populations may include youth, seniors, people of color, people with disabilities, and/or underserved rural area; factors may include language barriers, low educational attainment, or some other community concern.

2025 TECHNICAL ASSISTANCE SERVICES

Fourteen services are being offered to applicants to the 2025 Technical Assistance (TA) Program as part of the Sacramento Regional Trails Implementation Strategy. This document contains brief descriptions of each service to guide applicants in selecting the services that best fit the needs of their project. Applicants are encouraged to reach out to SACOG with questions.

On the application, applicants will be asked to select the **four** most-needed services to advance their project, in order of preference. SACOG will try to provide each community selected for an award with one of their top services.

- Grant Application Support
- Opinions of Probable Cost
- Feasibility Assessments
- Funding Strategies
- Signage Strategy
- Making the Case for Trails
- Phasing and Implementation Strategies
- Trail Design Guidance
- Green Infrastructure Guidance
- Trail Conceptual Design
- Illustrative Graphics/Visualizations
- Community Engagement, Activation, or Programming
- Staff Training and Capacity Building
- Strategies for Emerging Mobility Trends on Trails

- 1. Grant Application Support:** Consultants will assist agencies pursuing grants to support trail projects. Depending on available funding, Technical Assistance services could range from grant application review to supporting grant application preparation. Writing a full grant application is not anticipated to be an option within these services due to the resources required. Consultants can also support with grant readiness activities, including setting goals or navigating compliance requirements. This Technical Assistance option will not include design, cost estimates, or public/stakeholder engagement. Agencies selecting these services will have ideally already selected a grant to apply for and/or are in the process of applying.
- 2. Opinions of Probable Cost:** Consultants will provide opinions on probable costs related to trail project planning, design, or construction. Services could include developing fee estimates for planning or design services, developing order of magnitude costs for comparisons, or planning-level cost opinions for pre-completed concept-level design. This Technical Assistance option will not include any design work and is most suitable for projects that are less than five miles in length.
- 3. Feasibility Assessments:** Consultants will develop a high-level feasibility assessment to help communities identify possible options/alignments for a trail route. Deliverables will include a short summary documenting the feasibility assessment findings and a map of the trail route alternatives. This TA option is most suitable for Study Corridors identified in the 2022 Sacramento Regional Trails Action Plan.
- 4. Funding Strategies:** Consultants will develop a tailored financing strategy for trail project implementation. The strategy may address funding needed for additional planning, design, and/or construction, and will identify resources such as grants and alternative financing mechanisms for trail project implementation. Services may also include peer workshops, Q&A sessions, or office hours to brainstorm finance strategy options in a one-on-one or group setting.
- 5. Signage Strategy:** Consultants will provide guidance and/or concepts for sign design to aid communities in developing a future wayfinding plan or interpretive signs. Services could include identifying an appropriate family of sign types, developing sign branding, or providing principles of wayfinding best practices. Technical Assistance will not cover a full wayfinding plan.
- 6. Making the Case for Trails:** Consultants will develop a strategy for trail promotion and marketing. Services could range from a promotion and marketing guide to materials that can be used to educate community members, elected officials, and other decision makers about the benefits of trails. Services include guidance and support but do not include implementation (e.g., printing, distribution). Community-based organizations (CBOs) may be included as partners to support efforts provided by these services.
- 7. Phasing and Implementation Strategies:** Consultants will develop a plan for strategic implementation of a trail project. Services could include developing a phasing plan for trail segment construction, identifying the next steps in planning and design, or preparing a checklist of permits and approvals necessary for project implementation. Strategies for funding a trail project will be handled under the Funding Strategies TA service.

- 8. Trail Design Guidance:** Consultants will develop a tailored collection of trail design standards and best practices that are applicable to a trail project. Trail design toolkits or guidelines will help inform future design work and offer strategies for resiliency for specific trail projects. This service will not include actual design work for the trail project and is most suitable for projects that have a completed feasibility study.
- 9. Green Infrastructure Guidance:** Pairing green infrastructure with trails is a way to protect community investments in trails from extreme weather impacts. Consultants will provide guidance on principles of incorporating green infrastructure into trail projects or will develop a design template for a distinct piece of green infrastructure associated with a trail project. The design template would not include details like plant species and other elements that would need to be determined at the local level.
- 10. Trail Conceptual Design:** Consultants will provide early and mid-level design work to help trail projects progress toward final design. Services will range from concept-level design to 30 percent design. Projects must have a completed feasibility study to qualify for design services and a concept design must be pre-completed along with a site survey to qualify for 30 percent design services. Cost opinions will not be included in this service and design work will be limited to a maximum of five miles in length.
- 11. Illustrative Graphics/Visualizations:** Consultants will develop up to three illustrative graphics or visual simulations of a trail project for use in grant applications, stakeholder communications, or public outreach. Services will range from plan-view renderings to perspective or isometric graphics to animated visualizations.
- 12. Community Engagement, Activation, or Programming:** Consultants will develop a tailored community engagement plan or services designed to aid the development of a trail project. Services can include developing an engagement plan and/or collecting in-person community feedback (for example intercept surveys near proposed trail locations, facilitating focus group sessions, distributing and analyzing an informal public survey, and conducting trail pop-up engagement). Results from any community input collection activities will be summarized with a focus on how the feedback should inform design, policy, or other next steps in the trail project. Any surveys conducted would be informal and not statistically valid. Translation and interpretation of materials into languages other than English will not be included with these services.
- 13. Staff Training and Capacity Building:** Consultants will develop and present up to three short virtual trainings for staff on key trail topics. Training may cover subjects such as the role of trails as climate-resilient infrastructure, trails and gentrification, trail maintenance, or targeted content review from key national guidelines (for example the 2024 AASHTO Guide for the Development of Bicycle Facilities or PROWAG).
- 14. Strategies for Emerging Mobility Trends on Trails:** Consultants will provide guidance on policy and design strategies that can be used to safely accommodate emerging mobility trends on trails. Mobility trends generally refer to electric-assist devices such as e-bikes, e-scooters, and electric skateboards that introduce higher speeds to the trail and can present safety concerns for traditional trail users traveling at lower speeds.

SELECTION CRITERIA

Applications must meet all the applicant and project eligibility criteria to be considered for selection. Only one application per applicant will be accepted. Eligible applications will be ranked based on the following criteria:

- **2022 Plan Tier.** From highest to lowest: Tier 1 or Top Tier Study Corridor, Tier 2, Tier 3, or Other Study Corridor
- **Connectivity.** Higher scoring for projects that cover the full extent of segment identified in the 2022 Plan. Lower scores for projects that cover only a partial segment.
- **Collaboration.** Demonstrated willingness to work in partnerships, where necessary.
- **Staff capacity.** Higher scoring for agencies who demonstrate capacity to use the technical assistance and work closely with SACOG and consultant staff.
- **Regionalism.** Distribution of projects throughout the six counties in the Sacramento area will be considered in the final selection.

NEXT STEPS

[Download the Questions](#)

[Download the List of Technical Assistance Services and Descriptions](#)

[Go to the Application Form](#)

2025 TECHNICAL ASSISTANCE APPLICATION QUESTIONS

Applicants to the 2025 Technical Assistance (TA) Program as part of the Sacramento Regional Trails Implementation Strategy must answer a series of questions via an online form. This document contains the questions so applicants may review and prepare their responses ahead of completing the application. Applicants are encouraged to reach out to the Sacramento Area Council of Governments (SACOG) with any questions about the process or contents of the form at _____. Eligibility information is on the TA page on SACOG's website. Eligibility is largely based on the 2022 Regional Trails Action Plan (2022 Plan), which may be viewed at <https://www.sacog.org/planning/transportation/active-transportation/sacramento-regional-trail-network>.

These questions will help SACOG understand the applicant, the project, the project status, and the need for technical assistance. Responses to all questions are required. Additional instruction is provided for some questions in italics. There is a 250-word limit on narrative responses.

CONTACT INFORMATION

1. First and Last Name (short answer)
2. Role/Title (short answer)
3. Agency (dropdown menu)
4. Email Address (email address with validation)
5. Telephone Number (phone number with validation)

PROJECT INFORMATION

1. Project Title (short answer)
2. Project Location (short answer)
Describe the start and end points of the project and the road, right-of-way, or property/properties traversed.
3. Project ID number as listed in Appendix A of 2022 Plan (short answer)
Since study corridors are not assigned an ID number in the 2022 Plan, enter TTTSC for Top Tier Trail Study Corridors and LTTSC for Lower Tier Trail Study Corridors, and ensure the project title matches or clearly references the study corridor listed in the 2022 Plan.
4. Will the project address the full segment identified in the 2022 Plan or part of the segment? Select one.
 - a. Full segment
 - b. Partial segment – half or more of segment in 2022 Plan
 - c. Partial segment – less than half of segment in 2022 Plan

5. List any additional agencies involved or supporting this project, and/or needed for implementation. Include a brief description of the working relationship or existing coordination for this project. (long answer, word limit 250)

Example: Caltrans – established working relationship; SMUD – no coordination yet on this project.

6. Is your agency willing to collaborate with all agencies needed for implementation of this project?
- Yes
 - No

7. Briefly describe the project. (long answer, word limit 250)

Questions to consider: What infrastructure will be added or upgraded?

8. What is the community need for the project, and/or is the project in and/or does it serve a disadvantaged community or population? Applicants may use publicly available designations, indices, or community analysis tools or designations defined by SACOG, or may describe their communities' unique circumstances and what disadvantages they experience, to demonstrate community need.

Examples of designations include CalEnviroScreen, Free or Reduced Meal Program, Healthy Places Index, Median Household Income, Environmental Justice Communities as defined in the MTP / SCS, Mobility Zone Equity Priority Communities, and Green Zone opportunity areas. Examples of populations include youth, seniors, people of color, people with disabilities, and underserved rural area. Examples of factors include language barriers, access to a vehicle, and low educational attainment.

9. What development steps have been completed for the project, and what are the next steps? (long answer, word limit 250)

TECHNICAL ASSISTANCE QUESTIONS

- What will technical assistance services help achieve for the project? (long answer, word limit 250)
- Rank four technical assistance services according to your preference. More information about each service and prerequisites is available at [link].
 - Grant Application Support
 - Opinions on Probable Cost
 - Feasibility Assessments
 - Funding Strategies
 - Signage Strategy
 - Making the Case for Trails
 - Phasing and Implementation Strategies
 - Trail Design Guidance
 - Green Infrastructure Guidance
 - Trail Conceptual Design
 - Illustrative Graphics/Visualizations
 - Community Engagement

- m. Staff Training and Capacity Building
 - n. Strategies for Emerging Mobility Trends on Trails
3. Does your agency have staff capacity to support this project's participation in this technical assistance program?
- a. Yes
 - b. No
4. Describe the staff capacity to support this project's participation in the technical assistance program.
Questions to consider: Do you have a team working on related initiatives? Do you have a project manager in mind? If not, are you currently staffing up to do more work, or do you have plans to?

ADDITIONAL PROJECT QUESTIONS

1. What are key barriers or challenges for the project? (long answer, word limit 250)
2. Are you considering applying for any grants within the next three years to fund this project?
- a. Yes
 - b. No
3. If yes, which grants? Share any known due dates or expected timeframes for applications. (long answer, word limit 250, conditional display: only if #2 = yes)
4. Select which timeframes you prefer to receive technical assistance services. There is no guarantee preferences will be honored. If you have no preference, select all. (multiple select)
- a. April to July 2025
 - b. July to September 2025
 - c. September to December 2025

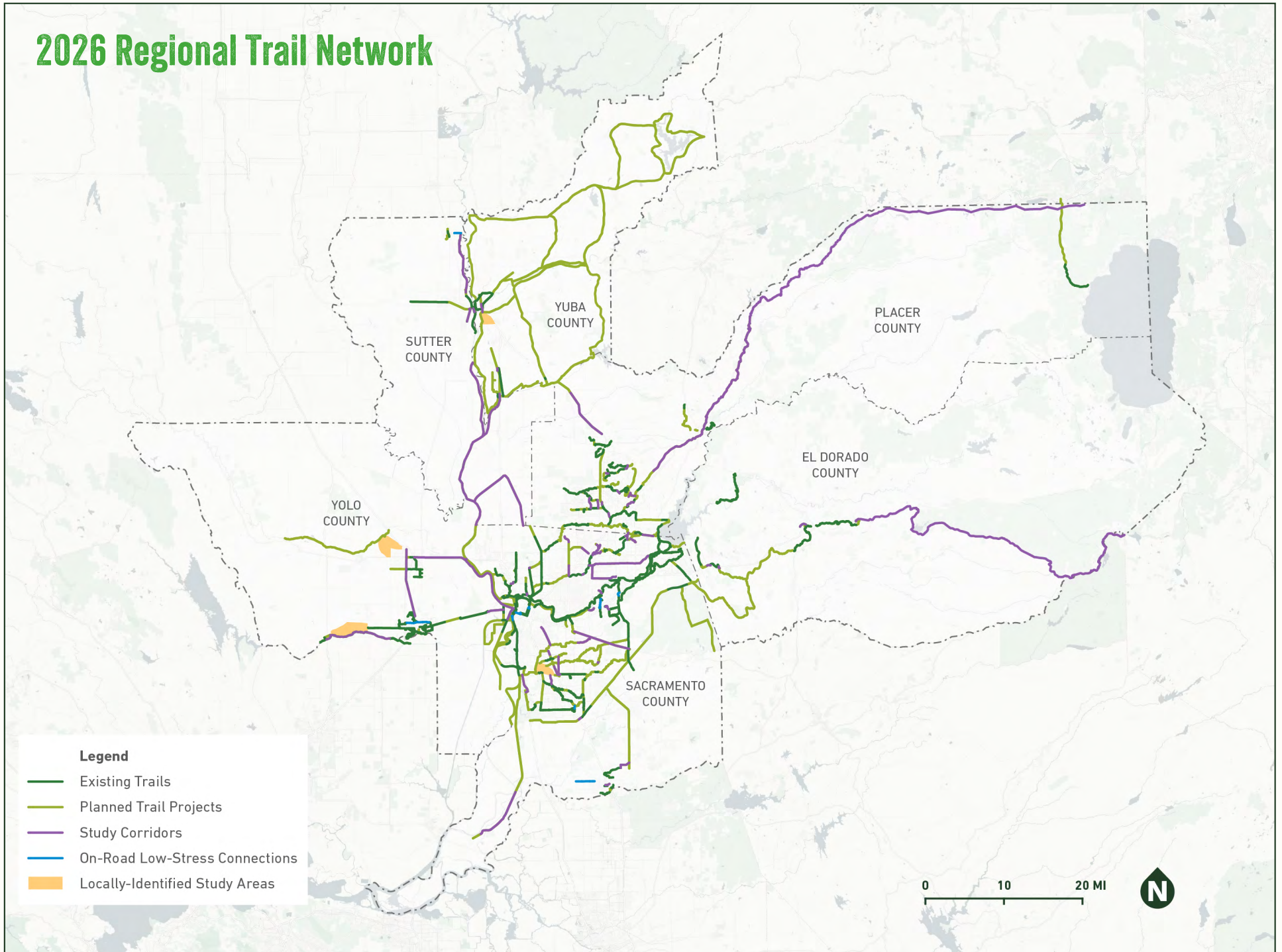
THIS PAGE INTENTIONALLY LEFT BLANK.

G

A photograph of two cyclists riding on a paved trail. The cyclist on the left is wearing a dark long-sleeved shirt and light-colored pants, while the cyclist on the right is wearing a dark short-sleeved shirt and dark pants. Both are wearing helmets. The trail is surrounded by trees and foliage, and the background is slightly blurred.

**2026 SACOG Regional Trail
Network**

2026 Regional Trail Network



ID Number	Project title/area	Primary local agency	Length (miles)	Regional Trail Plan		Regionalism		Community support	Aligned with local priorities	Prior work - project development	Prior work - right of way	Prior work - final design
				Support	Support	Tier	Tier					
SAC43	Dry Creek Trail - east	Galt	0.5	Medium/high	High	Tier 1	Complete	Complete	Complete	Complete	Complete	Complete
SAC18	American River bridge Shared Use Path	Sacramento (City)	0.2	Medium/high	High	Tier 1	Complete	Complete	Complete	Complete	Complete	Complete
ELD06	El Dorado Trail East (Halcon Rd to Camino area)	El Dorado County	1.4	Medium/high	High	Tier 1	Complete	Complete	Complete	Complete	Complete	Complete
SAC16	Two Rivers Trail Phase 2	Sacramento (City)	2.4	High	High	Tier 1	Complete	Complete	Complete	Complete	Complete	Complete
SAC22	I St Bridge Replacement Path	Sacramento (City)	0.2	High	High	Tier 1	Complete	Complete	Complete	Complete	Complete	Complete
SAC37	Del Rio Trail	Sacramento (City)	0.2	High	Low	Tier 1	Complete	Complete	Complete	Complete	Complete	Complete
SAC33	E. Bidwell Trail/Folsom-Placerville Rail-Trail	Folsom	1	Medium/high	Medium	Tier 1	Complete	Complete	In Progress	Good State	In Progress	In Progress
ELD03	El Dorado Trail West: Segment 3 (S Shingle Springs)	El Dorado County	3.4	Medium	High	Tier 1	Complete	Complete	In Progress	In Progress	In Progress	In Progress
YUB24	Ellis Lake Park Enhancement Project	Marysville	0.4	High	High	Tier 1	Complete	Good State	In Progress	Complete	In Progress	In Progress
SAC69	Franklin Class IV	Elk Grove	1.7	High	High	Tier 1	Good State	Good State	Good State	Good State	Good State	Good State
SAC54	Elk Grove Creek Trail west	Elk Grove	0.7	High	Medium	Tier 1	Good State	Good State	Good State	Good State	Good State	Good State
SUT01	Sutter Bike Path west	Yuba City	0.7	Medium/high	Medium	Tier 1	Good State	Good State	Good State	Good State	Good State	Good State
PLA18	Dry Creek Greenway	Roseville	2.8	Medium/high	High	Tier 1	Good State	Good State	Good State	Good State	Good State	Good State
ELD01	El Dorado Trail West: Segment 1 (US 50 to El Dorado County)	El Dorado County	0.5	Medium/high	High	Tier 1	Good State	Good State	Good State	Good State	Good State	Good State
YUB23	Caltrans Binney Junction	Marysville	0.8	Medium/high	High	Tier 1	Good State	Good State	Good State	Good State	Good State	Good State
SAC17	Two River Trail Phase 3	Sacramento (City)	1.1	Medium	High	Tier 1	Good State	Good State	Good State	Good State	Good State	In Progress
YOL09	Sycamore Trail Phase 3	West Sacramento	0.8	High	Medium	Tier 1	Good State	Good State	Good State	Good State	Good State	In Progress
SAC12	Arcade Creek	Citrus Heights	0.5	High	Low	Tier 1	Good State	Good State	Good State	Good State	Good State	In Progress
SAC53	Whitelock Parkway/SR 99 crossing	Elk Grove	0.3	Medium	High	Tier 1	Good State	Good State	Good State	In Progress	In Progress	In Progress
YOL12	I Street Deck Conversion	West Sacramento	0.2	Medium/high	High	Tier 1	Good State	Good State	Good State	In Progress	In Progress	In Progress
YUB18	Feather River Bikeway	Yuba County	9.1	Medium	High	Tier 1	Good State	Good State	Good State	In Progress	In Progress	In Progress
YOL16	Southport Setback Levee Recreation Trail	West Sacramento	5.5	High	Medium	Tier 1	Good State	Good State	Good State	In Progress	In Progress	In Progress
PLA18	Dry Creek Greenway	Roseville	1.4	Medium	High	Tier 1	Good State	Good State	Good State	In Progress	In Progress	In Progress
PLA22	Truckee River Corridor	Placer County	8.7	High	High	Tier 1	Good State	Good State	Good State	In Progress	In Progress	In Progress
SAC69	Franklin Class IV	Elk Grove	1	High	High	Tier 1	Good State	Good State	Good State	In Progress	In Progress	In Progress
YOL06	Cache Creek Trail	Yolo County	6.8	High	Low	Tier 1	Good State	Good State	Good State	In Progress	In Progress	Not Started
YOL18	SR 128/I-505 crossing	Winters	0.8	Medium/high	High	Tier 1	Good State	Good State	Good State	In Progress	In Progress	Not Started
SAC57	Waterman Trail north	Elk Grove	2.1	High	Low	Tier 1	Good State	Good State	Good State	Not Started	Not Started	Not Started
SAC56	Waterman Trail south	Elk Grove	0.6	High	Low	Tier 1	Good State	Good State	Good State	Not Started	Not Started	Not Started
PLA12	Johnson Springfield/Peter Hill Heritage/Quarry Park Connector	Rocklin	2	High	Medium	Tier 1	Good State	Good State	In Progress	Good State	In Progress	In Progress
SAC72	Elkhorn Blvd Class IV Study Corridor	Sacramento County	1.8	High	High	Tier 1	Good State	Good State	In Progress	Good State	In Progress	In Progress
SAC70	East Stockton Class IV study corridor	Sacramento County	1.6	High	Medium	Tier 1	Good State	Good State	In Progress	Good State	In Progress	In Progress

ID Number	Project title/area	Primary local agency	Regional Trail Plan		Regionalism		Tier	Community support	Aligned with local priorities	Prior work - project development	Prior work - right of way	Prior work - final design
			Length (miles)	Support	Support	Support						
YOL11	Sacramento River Levee Trail north (River Walk)	West Sacramento	0.7	High	High	High	Tier 1	Good State	Good State	In Progress	In Progress	In Progress
YOL11	Sacramento River Levee Trail north (River Walk)	West Sacramento	1.2	High	High	High	Tier 1	Good State	Good State	In Progress	In Progress	In Progress
SAC62	Grant Line Road trail	Sacramento County	4.5	Medium	High	High	Tier 1	Good State	Good State	In Progress	In Progress	In Progress
SAC68	Dry Creek Parkway - Cherry Island to Watt	Sacramento County	2.8	High	High	High	Tier 1	Good State	Good State	In Progress	In Progress	In Progress
SAC38	Sacramento River Trail	Sacramento (City)	3.9	High	High	High	Tier 1	Good State	Good State	In Progress	In Progress	In Progress
SAC71	Watt Ave Class IV Study Corridor	Sacramento County	3	High	High	High	Tier 1	Good State	Good State	In Progress	In Progress	In Progress
SAC62	Grant Line Road trail	Sacramento County	3	Medium/high	High	High	Tier 1	Good State	Good State	In Progress	In Progress	In Progress
YOL11	Sacramento River Levee Trail north (River Walk)	West Sacramento	0.1	High	High	High	Tier 1	Good State	Good State	In Progress	In Progress	In Progress
YOL11	Sacramento River Levee Trail north (River Walk)	West Sacramento	0.2	High	High	High	Tier 1	Good State	Good State	In Progress	In Progress	In Progress
SAC64	White Rock Road trail	Sacramento County	0.7	Medium/high	High	High	Tier 1	Good State	Good State	In Progress	In Progress	Not Started
SAC64	White Rock Road trail	Sacramento County	0.9	Medium/high	High	High	Tier 1	Good State	Good State	In Progress	In Progress	Not Started
YOL08	Cache Creek Trail	Yolo County	4.7	High	Low	High	Tier 1	Good State	Good State	In Progress	In Progress	Not Started
PLA15	Planned grade separated crossing	Rocklin	0.3	High	High	High	Tier 1	Good State	Good State	In Progress	In Progress	Not Started
PLA19	Cavitt Stallman/Douglas Blvd Trail	Placer County	3.3	High	Medium	High	Tier 1	Good State	Good State	In Progress	In Progress	Not Started
SAC64	White Rock Road trail	Sacramento County	2.2	Medium/high	High	High	Tier 1	Good State	Good State	In Progress	In Progress	Not Started
SAC24	Morrison Creek East	Sacramento (City)	5	High	High	High	Tier 1	Good State	Good State	In Progress	Not Started	In Progress
SAC73	Sacramento Northern Trail	Sacramento County	1.5	Medium	High	High	Tier 1	Good State	Good State	In Progress	Not started	Not Started
SAC25	Morrison Creek West	Sacramento (City)	4.3	High	Medium	High	Tier 1	Good State	Good State	In Progress	Not Started	Not Started
SUT03	Olive Street Bidge Path	Yuba City	0.4	High	Medium	High	Tier 1	Good State	Good State	In Progress	Not Started	Not Started
SUT02	Railroad Corridor Bike Path	Yuba City	2.3	High	Medium	High	Tier 1	Good State	Good State	In Progress	Not Started	Not Started
YOL07	Cache Creek Trail	Yolo County	4	Medium	High	High	Tier 1	Good State	Good State	In Progress	Not Started	Not Started
PLA06	Pleasant Grove Creek trail	Roseville	1.6	Medium	High	High	Tier 1	Good State	Good State	Not Started	Good State	Not Started
SAC49	6th Street	Isleton	1.1	Medium/high	High	High	Tier 1	Good State	Good State	Not Started	Good State	Not Started
PLA07	Planned Informal Trail	Rocklin	0.9	Medium/high	Medium	High	Tier 1	Good State	Good State	Not Started	In Progress	Not Started
SAC35	South Folsom Lake trail	Folsom	2.2	High	Medium	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started
SAC12	Arcade Creek	Citrus Heights	0.9	High	Low	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started
YOL19	Sacramento Ave	West Sacramento	2	High	Low	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started
SAC09	Niños Parkway northern extension	Sacramento (City)	0.8	High	Low	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started
ELD01	El Dorado Trail West: Segment 1 (US 50 to Latrobe Road)	El Dorado County	3.7	Medium	High	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started
ELD04	El Dorado Trail West Segment 4 (Shingle Lime Mine rd to Oriental St)	El Dorado County	4.7	Medium/high	High	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started
ELD09	El Dorado Hills Blvd/US 50 trail	El Dorado County	1.1	Medium/high	Medium	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started
SAC51	I-5/Elk Grove trail	Elk Grove	2.1	High	High	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started
PLA02	Nicolaus Rd to Auburn Ravine trail	Lincoln	0.7	Medium/high	Medium	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started
ELD08	Planned Trail	Placerville	0.4	High	Low	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started

ID Number	Project title/area	Primary local agency	Regional Trail Plan		Regionalism		Tier	Community support	Aligned with local priorities	Prior work - project development	Prior work - right of way	Prior work - final design
			Length (miles)	Support	Support	Support						
PLA18	Dry Creek Greenway	Placer County	2.2	High	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started	
ELD02	El Dorado Trail West: Segment 2 (Latrobe to Sycamore Trail Phase 4/Arlington Road Trail)	El Dorado County	10.4	Medium	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started	
YOL10	Sutter Hospital to Viola Way	West Sacramento	0.7	Medium/high	Medium	Tier 1	Good State	Good State	Not Started	Not Started	Not Started	
PLA17	Sutter Hospital to Viola Way	Roseville	0.8	Medium	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started	
SAC52	Elk Grove Blvd Trail	Elk Grove	0.9	High	High	Tier 1	Good State	Good State	Not Started	Not Started	Not Started	
YOL01	CR 32A	Yolo County	2	High	High	Tier 1	Good State	In Progress	Good State	In Progress	Not Started	
SAC50	Kammerer Bikeway	Elk Grove	3.1	Medium	High	Tier 1	Good State	In Progress	In Progress	Not Started	Not Started	
SAC50	Kammerer Bikeway	Elk Grove	3.3	Medium/high	High	Tier 1	Good State	In Progress	In Progress	Not Started	Not Started	
ELD01	El Dorado Trail West: Segment 1 (US 50 to El Dorado County)	El Dorado County	1.5	Medium/high	High	Tier 1	Good State	In Progress	Not Started	Not Started	Not Started	
SAC15	Deer Creek Trail/Laguna Creek Trail	Sacramento County	11.8	Medium/high	High	Tier 1	Good State	In Progress	Not Started	Not Started	Not Started	
PLA13	Sucker Ravine Trail	Rocklin	0.8	Medium/high	Medium	Tier 1	Good State	In Progress	Not Started	Not Started	Not Started	
PLA20	Planned Informal Trail	Placer County	4	High	Low	Tier 1	Good State	Not Started	Not Started	Not Started	Not Started	
PLA07	Planned Informal Trail	Rocklin	1	High	Medium	Tier 1	Good State	Not Started	Not Started	Not Started	Not Started	
PLA14	Taylor Road Trail	Loomis	2.3	High	Medium	Tier 1	In Progress	Good State	In Progress	Good State	Not Started	
SAC65	I-80 Crossing south / Near Antelope	Citrus Heights	0.2	Medium/high	High	Tier 1	In Progress	Good State	In Progress	Not Started	Not Started	
PLA03	Industrial Ave through Placer Co	Placer County	6.5	High	High	Tier 1	In Progress	Good State	In Progress	Not Started	Not Started	
SAC58	Laguna Creek Trail/Tillotson east connection	Sacramento County	1.8	High	High	Tier 1	In Progress	Good State	Not Started	Not Started	Not Started	
PLA01	Hwy 65 trail	Placer County	2.1	High	High	Tier 1	In Progress	Good State	Not Started	Not Started	Not Started	
SAC58	Laguna Creek Trail/Tillotson east connection	Sacramento County	0.1	Medium	High	Tier 1	In Progress	Good State	Not Started	Not Started	Not Started	
SAC63	Grant Line Road trail east	Sacramento County	8.9	Medium	High	Tier 1	In Progress	In Progress	In Progress	In Progress	Not Started	
YOL13	Broadway Bridge Cl path	West Sacramento	0.3	High	High	Tier 1	In Progress	In Progress	In Progress	Not Started	Not Started	
SAC23	La Riviera Trail/College Glen	Sacramento (City)	0.9	High	High	Tier 1	In Progress	In Progress	Not Started	Not Started	Not Started	
YUB21	Plumas Lake Bike Trail (Arboga/Plumas Lake connection)	Yuba County	2.7	Medium/high	Medium	Tier 1	In Progress	In Progress	Not Started	Not Started	Not Started	
SUT04	Northern Levee Bike Path	Sutter County	0.8	High	Medium	Tier 1	In Progress	In Progress	Not Started	Not Started	Not Started	
SAC44	CCTC Trail - north	Sacramento County	9.4	Medium	High	Tier 1	In Progress	In Progress	Not Started	Not Started	Not Started	
YOL05	East Main (W of 5)	Woodland	0.5	High	High	Tier 1	In Progress	In Progress	Not Started	Not Started	Not Started	
SAC45	CCTC Trail - south	Sacramento County	2.1	Medium	High	Tier 1	In Progress	Not Started	Not Started	Not Started	Not Started	
SAC03	Garden Highway Trail	Sacramento County	2.6	High	High	Tier 1	Not Started	Good State	Not Started	Not Started	Not Started	
SAC06	Witter Ranch Trail	Sacramento (City)	0.9	High	High	Tier 1	Not Started	Good State	Not Started	Not Started	Not Started	
PLA05	Ridgewood Trail	Roseville	0.6	Medium/high	Medium	Tier 1	Not Started	In Progress	Not Started	Good State	Not Started	
SAC10	Steelhead Creek / Arcade Creek Trail	Sacramento (City)	0.7	High	Medium	Tier 1	Not Started	In Progress	Not Started	Not Started	Not Started	
SAC10	Steelhead Creek / Arcade Creek Trail	Sacramento (City)	1.3	High	Medium	Tier 1	Not Started	In Progress	Not Started	Not Started	Not Started	

ID Number	Project title/area	Primary local agency	Length (miles)	Regional Trail Plan		Regionalism		Community support	Aligned with local priorities	Prior work - project development	Prior work - right of way	Prior work - final design
				Support	Support	Tier						
SAC10	Steelhead Creek / Arcade Creek Trail	Sacramento (City)	3.1	High	Medium	Tier 1	Not Started	In Progress	Not Started	Not Started	Not Started	
SAC10	Steelhead Creek / Arcade Creek Trail	Sacramento (City)	1	High	Medium	Tier 1	Not Started	In Progress	Not Started	Not Started	Not Started	
SAC36	Delta Shores trails	Sacramento (City)	2.9	High	Low	Tier 1	Not Started	Not Started	Complete	Complete	In Progress	
SAC13	WPA Powerline Trail	Sacramento County	1.2	Medium/high	Medium	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
YUB03	Regional Park Trail North Yuba River to Oregon House	Yuba County	18.5	Medium/high	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC30	Waterman Trail/Gerber Creek	Sacramento County	0.2	Medium/high	Low	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC08	Ueda Park/Dry Creek Network connector	Sacramento (City)	1.7	Medium/high	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC55	Elk Grove Creek Trail mid	Elk Grove	0.7	Medium/high	Medium	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC41	Isleton-Stone Lakes	Sacramento County	14.3	Medium/high	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC27	Florin Creek	Sacramento County	0.9	Medium/high	Medium	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
YOL02	Putah Creek Gap Closure	Davis	0.3	Medium	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC29	Elder Creek East	Sacramento County	0.1	Medium/high	Medium	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC32	Tiechert Conveyor Trail	Sacramento County	1.3	High	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC29	Elder Creek East	Sacramento County	7.2	High	Medium	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC30	Waterman Trail/Gerber Creek	Sacramento County	1.1	High	Low	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC27	Florin Creek	Sacramento County	2.2	High	Medium	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC01	Garden Highway Trail	Sacramento County	5	Medium/high	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC40	Sacramento River Trail - South	Sacramento County	8	High	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
YUB17	Feather River Bikeway	Yuba County	8.9	Medium/high	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC59	Laguna Creek Trail east	Sacramento County	6.6	High	Low	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
YOL11	Sacramento River Levee Trail north (River Walk)	West Sacramento	0.9	High	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC28	Elder Creek West	Sacramento County	5.1	High	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC02	Garden Highway Trail	Sacramento County	5.7	High	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC26	Calvine Road Trail	Sacramento County	0.8	High	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
YUB11	Feather River Bikeway	Yuba County	7	High	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC39	I-5 Connector Trail	Sacramento (City)	0.4	High	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC05	Garden Highway Trail	Sacramento (City)	0.2	Medium/high	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
YUB15	Feather River Bikeway	Yuba County	2.7	Medium	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC05	Garden Highway Trail	Sacramento (City)	0.4	Medium/high	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
YUB13	Feather River Bikeway	Yuba County	2.6	High	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
YUB05	Regional Park Trail Thome Rd to Lake Collins	Yuba County	17.9	Medium	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC29	Elder Creek East	Sacramento County	0.4	Medium/high	Medium	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC29	Elder Creek East	Sacramento County	0.2	High	Medium	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
SAC29	Elder Creek East	Sacramento County	0.4	Medium/high	Medium	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	
YUB10	Regional Park Trail Dantoni Rd to Wheatland	Yuba County	11.6	Medium/high	Low	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started	

ID Number	Project title/area	Primary local agency	Length (miles)	Regional Trail Plan	Regionalism	Tier	Community support	Aligned with local	Prior work - project	Prior work - right of	Prior work - final
				Support	Support			priorities	development	way	design
	Yuba River Bikeway North East										
YUB09	Marysville to Hallwood Blvd	Yuba County	3.8	Medium/high	High	Tier 1	Not Started	Not Started	Not Started	Not Started	Not Started
SAC55	Elk Grove Creek Trail mid	Elk Grove	1.2	Medium/high	Medium	Tier 1	Working Through Obst	Working Through Obst	Not Started	Not Started	Not Started

ID Number	Project title/area	Primary local agency	Length (miles)	Regional Trail Plan Support	Regionalism Support	Tier	Community support	Aligned with local priorities	Prior work - project development	Prior work - right of way	Prior work - final design
SAC61	Laguna Creek Trail West	Elk Grove	0.2	Low	High	Tier 2	Good State	Good State	Complete	In Progress	In Progress
PLA18	Dry Creek Greenway	Placer County	1.4	Low	High	Tier 2	Good State	Good State	Good State	Good State	Good State
PLA10	Pleasant Grove Creek trail east	Rocklin	1.3	Medium	Medium	Tier 2	Good State	Good State	Good State	In Progress	Good State
YUB19	Plumas Lake Bike Trail (west of SR 70)	Yuba County	3	Medium	Medium	Tier 2	Good State	Good State	Good State	In Progress	In Progress
PLA23	Linda Creek + Maidu Park access (Dry Creek Parkway phases 1, 2, 3)	Roseville	1.4	Medium	Medium	Tier 2	Good State	Good State	Good State	In Progress	Not Started
SAC34	Folsom Blvd Overcrossing at Parkshore	Folsom	0.1	Low	High	Tier 2	Good State	Good State	Good State	In Progress	Not Started
SUT05	South Live Oak trail	Live Oak	0.6	Medium/high	Low	Tier 2	Good State	Good State	In Progress	Complete	In Progress
SUT06	Live Oak Community trail	Live Oak	0.3	Medium/high	Low	Tier 2	Good State	Good State	In Progress	Complete	Not Started
SAC68	Dry Creek Parkway - Cherry Island to Watt	Sacramento County	0.6	Low	High	Tier 2	Good State	Good State	In Progress	In Progress	In Progress
SUT06	Live Oak Community trail	Live Oak	0.2	Medium/high	Low	Tier 2	Good State	Good State	In Progress	In Progress	Not Started
PLA16	Secret Ravine Trail	Rocklin	0.7	Low	Medium	Tier 2	Good State	Good State	In Progress	Not Started	Not Started
PLA21	Planned Informal Trail	Auburn	0.3	High	Low	Tier 2	Good State	Good State	Not Started	Good State	Not Started
ELD02	El Dorado Trail West: Segment 2 (Latrobe to	El Dorado County	0.9	Low	High	Tier 2	Good State	Good State	Not Started	Not Started	Not Started
SAC12	Arcade Creek	Citrus Heights	0.7	High	Low	Tier 2	Good State	Good State	Not Started	Not Started	Not Started
YOL17	Clarksburg Branch Line Trail 2	West Sacramento	2.8	Medium	Medium	Tier 2	Good State	In Progress	In Progress	Not Started	Not Started
YUB20	Plumas Lake Trail (west of Plumas Lake community)	Yuba County	3.4	Low	Medium	Tier 2	In Progress	In Progress	Not Started	Not Started	Not Started
YUB20	Plumas Lake Trail (west of Plumas Lake community)	Yuba County	0.1	Low	Medium	Tier 2	In Progress	In Progress	Not Started	Not Started	Not Started
SAC07	Terracina Drive Trail	Sacramento (City)	0.2	Low	High	Tier 2	In Progress	In Progress	Not Started	Not Started	Not Started
SAC07	Terracina Drive Trail	Sacramento (City)	0.1	Low	High	Tier 2	In Progress	In Progress	Not Started	Not Started	Not Started
SAC14	Linda Creek to Tree Lake Park	Sacramento County	1.6	Medium	Medium	Tier 2	Not Started	Good State	Not Started	Not Started	Not Started
YUB22	Super Sidewalk	Wheatland	1.1	Low	High	Tier 2	Not Started	Not Started	Not Started	Not Started	Not Started
SAC31	Gerber Creek Trail	Sacramento County	2.4	Medium	Low	Tier 2	Not Started	Not Started	Not Started	Not Started	Not Started
SAC30	Waterman Trail/Gerber Creek	Sacramento County	0.5	Medium/high	Low	Tier 2	Not Started	Not Started	Not Started	Not Started	Not Started

ID Number	Project title/area	Primary local agency	Length (miles)	Regional Trail Plan Support	Regionalism Support	Tier	Community support	Aligned with local priorities	Prior work - project development	Prior work - right of way	Prior work - final design
YUB14	Feather River Bikeway	Yuba County	3.3	Low	High	Tier 2	Not Started	Not Started	Not Started	Not Started	Not Started
	Regional Park Trail W. Side of New Bullards										
YUB02	Bar Reservoir	Yuba County	8	Medium/high	Low	Tier 2	Not Started	Not Started	Not Started	Not Started	Not Started
	Garden Highway Trail/Fisherman's Lake connection										
SAC04		Sacramento County	0.6	Low	High	Tier 2	Not Started	Not Started	Not Started	Not Started	Not Started
	Regional Park Trail Loma Rica Rd to Browns Valley Rd										
YUB06		Yuba County	7.7	Low	High	Tier 2	Not Started	Not Started	Not Started	Not Started	Not Started
	Waterman Trail/Gerber Creek										
SAC30		Sacramento County	1.1	Medium/high	Low	Tier 2	Not Started	Not Started	Not Started	Not Started	Not Started
	Waterman Trail/Gerber Creek										
SAC30		Sacramento County	0	Medium/high	Low	Tier 2	Not Started	Not Started	Not Started	Not Started	Not Started

ID Number	Project title/area	Primary local agency	Length (miles)	Regional Trail	Regionalism			Aligned with local priorities	Prior work - project development	Prior work - right of way	Prior work - final design
				Plan Support	Support	Tier	Community support				
SAC61	Laguna Creek Trail West	Elk Grove	0.7	Low	High	Tier 3	Complete	Complete	Complete	In Progress	In Progress
SAC48	Emerald Vista south trail	Galt	0.3	Low	Medium	Tier 3	Complete	Complete	Good State	In Progress	In Progress
ELD07	Marble Ridge Road Path	El Dorado County	4.5	Low	High	Tier 3	Complete	Complete	In Progress	In Progress	In Progress
SAC56	Waterman Trail south	Elk Grove	0.1	Medium	Low	Tier 3	Good State	Good State	Good State	Not Started	Not Started
SAC57	Waterman Trail north	Elk Grove	0.4	Low	Low	Tier 3	Good State	Good State	Good State	Not Started	Not Started
SAC47	Emerald Vista - Community Park trail	Galt	0.1	Low	Medium	Tier 3	Good State	Good State	Good State	Not Started	Not Started
SAC56	Waterman Trail south	Elk Grove	0.1	Medium	Low	Tier 3	Good State	Good State	Good State	Not Started	Not Started
SAC60	Dry Creek Parkway - Elkhorn to Dry Creek	Sacramento County	0.7	Low	Low	Tier 3	Good State	Good State	In Progress	Good State	Good State
PLA04	Mahany Trail (Sierra Vista to Woodcreek High School)	Roseville	2.4	Medium	Low	Tier 3	Good State	Good State	In Progress	Good State	Not Started
YOL03	Woodland Parkway	Woodland	2	Medium	Low	Tier 3	Good State	Good State	In Progress	Good State	Not Started
PLA19	Cavitt Stallman/Douglas Blvd Trail	Placer County	0.1	Low	Medium	Tier 3	Good State	Good State	In Progress	In Progress	Not Started
YOL16	Clarksburg Branch Line Trail	Yolo County	4.9	Low	Medium	Tier 3	In Progress	In Progress	In Progress	Not Started	Not Started
YOL15	Main Drain Parkway Trail (southport)	West Sacramento	3.8	Medium	Low	Tier 3	In Progress	In Progress	Not Started	Not Started	Not Started
PLA11	Planned Informal Trail	Rocklin	4	Medium	Low	Tier 3	In Progress	In Progress	Not Started	Not Started	Not Started
YUB04	Regional Park Trail Marysville Rd to Hammonton Rd	Yuba County	11.2	Low	Low	Tier 3	Not Started	Not Started	Not Started	Not Started	Not Started
YUB07	Regional Park Trail N side of Yuba River Hallwood Blvd to Hwy 20	Yuba County	10	Low	Low	Tier 3	Not Started	Not Started	Not Started	Not Started	Not Started
YUB08	Regional Park Trail S. side of Yuba River, Dantoni Rd to Hwy 20	Yuba County	9.9	Low	Low	Tier 3	Not Started	Not Started	Not Started	Not Started	Not Started
YUB01	Regional Park Trail E. Side of New Bullards Bar Reservoir	Yuba County	14.6	Low	Low	Tier 3	Not Started	Not Started	Not Started	Not Started	Not Started
YUB22	Super Sidewalk	Wheatland	0.2	Low	High	Tier 3	Not Started	Not Started	Not Started	Not Started	Not Started
YUB22	Super Sidewalk	Wheatland	0.3	Low	High	Tier 3	Not Started	Not Started	Not Started	Not Started	Not Started
YUB16	Feather River Bikeway	Yuba County	3.8	Low	High	Tier 3	Not Started	Not Started	Not Started	Not Started	Not Started
PLA08	Planned Informal Trail	Lincoln	1	Low	Low	Tier 3	Not Started	Not Started	Not Started	Not Started	Not Started
YUB22	Super Sidewalk	Wheatland	0.2	Low	High	Tier 3	Not Started	Not Started	Not Started	Not Started	Not Started

Project title/area	Primary local agency	Length (miles)	Regional Trail Plan	Regionalism			Community support	Aligned with local priorities	Prior work - project development	Prior work - right of way	Prior work - final design
			Support	Support	Tier						
A Street crossing	Galt	0.5	High	High	Top Tier	Complete	Complete	Complete	Complete	Complete	
East Street/Woodland- Davis TSC	Yolo County	2.8	High	High	Top Tier	Good State	Good State	Not Started	Not Started	Not Started	
Madison Class IV	Sacramento County	8	High	Medium	Top Tier	Good State	Good State	Not Started	Not Started	Not Started	
Woodland to Davis Study Corridor	Yolo County	5.9	Medium/high	High	Top Tier	Good State	Good State	Not Started	Not Started	Not Started	
Clarksburg Branch Line Trail	West Sacramento	0.9	High	High	Top Tier	Good State	Good State	Not Started	Not Started	Not Started	
Lincoln Sheridan Blvd Class IV	Placer County	6.8	Medium/high	High	Top Tier	Good State	In Progress	Not Started	Not Started	Not Started	
Rail Alignment-Isleton to Walnut Grove	Sacramento County	7.4	High	High	Top Tier	Good State	In Progress	Not Started	Not Started	Not Started	
Winters to Davis, north of Putah Creek	Yolo County	9.1	High	High	Top Tier	Good State	In Progress	Not Started	Not Started	Not Started	
Study Connection: UCDCM- to-Morrison Creek trail	Sacramento (City)	2.6	Medium/high	High	Top Tier	In Progress	Good State	Not Started	Not Started	Not Started	
Clarksburg Branch Line Trail	West Sacramento	0.7	High	High	Top Tier	In Progress	Good State	Not Started	Not Started	Not Started	
Old Route 40 Corridor West	Placer County	37.8	High	High	Top Tier	In Progress	In Progress	Not Started	Not Started	Not Started	
East Main (E of 5)/CR 22 Study Corridor	Woodland	6.7	Medium/high	High	Top Tier	In Progress	In Progress	Not Started	Not Started	Not Started	
Elkhorn Blvd Class IV Study Corridor	Sacramento County	1.1	High	High	Top Tier	In Progress	In Progress	Not Started	Not Started	Not Started	
East Stockton Class IV study corridor	Sacramento County	0.5	High	Medium	Top Tier	In Progress	In Progress	Not Started	Not Started	Not Started	
YC-Live Oak Levee	Sutter County	7.9	High	High	Top Tier	In Progress	Serious Obstacles	Not Started	Not Started	Not Started	
Jackson Road	Sacramento County	7.3	High	High	Top Tier	Not Started	In Progress	Not Started	In Progress	Not Started	
Old River Road/Sierra Northern Railway	Yolo County	1.4	Medium/high	High	Top Tier	Not Started	In Progress	Not Started	Not Started	Not Started	
Canal TSC	Sutter County	15.4	Medium/high	High	Top Tier	Not Started	In Progress	Not Started	Not Started	Not Started	
Grant Line Road	Elk Grove	0.3	Medium/high	High	Top Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Railroad Ave Corridor	Yuba City	1.7	High	Medium	Top Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Trail 3	El Dorado County	0.3	High	High	Top Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Airport Rd - San Juan Rd	Sacramento (City)	0.4	Medium/high	High	Top Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Arcade Creek gap	Sacramento County	0.2	High	Medium	Top Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Niños Parkway CX	Sacramento (City)	0.2	High	High	Top Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Old River Road/Sierra Northern Railway	Yolo County	1.4	High	High	Top Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Old River Road/Sierra Northern Railway	Yolo County	7.3	High	High	Top Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Marysville - Linda Study Corridor	Marysville	1.1	High	High	Top Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
East Stockton Class IV study corridor	Sacramento County	1.5	High	Medium	Top Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Watt Ave Class IV Study Corridor	Sacramento County	1	High	High	Top Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Watt Ave Class IV Study Corridor	Sacramento County	1.3	High	High	Top Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Yuba City Gap	Yuba City	0.5	High	High	Top Tier	Serious Obstacles	In Progress	Not Started	Not Started	Not Started	
Golden Pedal Route	El Dorado County	49.4	High	High	Top Tier	Working Through Obsta	Good State	Not Started	Not Started	Not Started	

Project title/area	Primary local agency	Length (miles)	Regional Trail		Regionalism		Community support	Aligned with local priorities	Prior work - project development	Prior work - right of way	Prior work - final design
			Plan Support	Support	Tier						
West Capitol Class IV Study Corridor	West Sacramento	2	High	Low	Lower Tier	Good State	Good State	Good State	Good State	Complete	
Rocklin Road	Rocklin	0.5	High	Low	Lower Tier	Good State	Good State	Good State	Good State	Good State	
Gateway Activation Plan Class IV	Citrus Heights	0.9	Low	Medium	Lower Tier	Good State	Good State	In Progress	Not Started	Not Started	
Old Roseville CX	Roseville	0.5	High	Low	Lower Tier	Good State	Good State	Not Started	In Progress	Not Started	
Railroad trail/Bridge St gap	Yuba City	0.1	High	Low	Lower Tier	Good State	Good State	Not Started	Not Started	Not Started	
Old Route 40 Class IV		4.5	Medium/high	High	Lower Tier	Good State	Good State	Not Started	Not Started	Not Started	
Woodcreek Oaks Blvd	Roseville	1.5	Medium	Medium	Lower Tier	Good State	Good State	Not Started	Not Started	Not Started	
Foothills Blvd	Roseville	1	Medium/high	Low	Lower Tier	Good State	Good State	Not Started	Not Started	Not Started	
Old Route 40 East Slope	Placer County	21.6	Medium	Low	Lower Tier	Good State	In Progress	Not Started	Not Started	Not Started	
Treelake to Baldwin	Placer County	1.3	Low	Medium	Lower Tier	Good State	In Progress	Not Started	Not Started	Not Started	
Bunch Creek Trail	Colfax	0.2	Low	High	Lower Tier	Good State	In Progress	Not Started	Not Started	Not Started	
Whitney Ranch	Rocklin	0.3	Medium	Low	Lower Tier	Good State	Not Started	Not Started	Not Started	Not Started	
Cisco to Baxter	Placer County	15.9	Low	Low	Lower Tier	Good State	Not Started	Not Started	Not Started	Not Started	
Sycamore Trail, phase 4	West Sacramento	0.1	Low	Medium	Lower Tier	In Progress	In Progress	Not Started	Not Started	Not Started	
Arcade-Cripple Creeks Corridor	Citrus Heights	1.4	High	Low	Lower Tier	In Progress	Not Started	Not Started	Not Started	Not Started	
Arcade-Cripple Creeks Corridor	Citrus Heights	0.3	Medium/high	Low	Lower Tier	In Progress	Not Started	Not Started	Not Started	Not Started	
Arcade-Cripple Creeks Corridor	Citrus Heights	1.6	Low	Low	Lower Tier	In Progress	Not Started	Not Started	Not Started	Not Started	
Arcade-Cripple Creeks Corridor	Citrus Heights	0.6	Medium/high	Low	Lower Tier	In Progress	Not Started	Not Started	Not Started	Not Started	
Placerville Drive Class IV Study Corridor	Placerville	0.9	High	Low	Lower Tier	In Progress	Not Started	Not Started	Not Started	Not Started	
Capital Center Dr Class IV study corridor	Rancho Cordova	0.8	Medium/high	Medium	Lower Tier	Not Started	Good State	Not Started	Not Started	Not Started	
Old Auburn	Orangevale	0.3	Low	Medium	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Peter Hill Heritage Park trail	Rocklin	0.6	Medium/high	Medium	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
WPA Powerline Trail	Sacramento County	0.9	Medium	Medium	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Rocklin-Lincoln Connector	Lincoln	0.6	Medium	Low	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Trail 1	El Dorado County	0.5	Medium	Low	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Sunset	Rocklin	0.5	Medium	Low	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Center Pkwy Path	Sacramento (City)	1.2	High	Low	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Dry/Steelhead Creeks	Sacramento (City)	0.1	Medium/high	Medium	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Morrison Creek east county	Sacramento County	2	High	Low	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
I-5 Trail	Sacramento County	2.6	Medium/high	Medium	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Mira Del Rio	Sacramento County	0.8	Medium/high	Medium	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Power Inn Class IV study corridor	Sacramento County	2.3	High	Low	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Ancil Hoffman/American River crossing	Rancho Cordova	0.6	Low	High	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Verona-Abbott TSC	Sutter County	20	Medium	High	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Nicolaus-Rio Oso	Sutter County	5.3	Medium	High	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Manzanita Class IV study corridor	Sacramento County	1.6	High	Low	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
Gerber/Vineyard Study Corridor	Sacramento County	0.1	Medium/high	Low	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	
SR 70 Sutter-Yuba study corridor	Sutter County	0.9	Low	High	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started	

Project title/area	Primary local agency	Length (miles)	Regional Trail	Regionalism	Tier	Community support	Aligned with local priorities	Prior work - project development	Prior work - right of way	Prior work - final design
			Plan Support	Support						
Sacramento-Galt SR 104 study corridor	Sacramento County	1.2	Medium/high	High	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started
Galt Cherokee study corridor	Galt	0.4	Medium/high	Low	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started
Yolo-Sacramento I-5 study corridor	Caltrans	0.3	High	Low	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started
Secret Ravine	Rocklin	1.1	Medium/high	Medium	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started
Plumas Lake Bike Path	Yuba County	0.3	Medium	Medium	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started
Washington	Roseville	0.3	Medium	Low	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started
Fair Oaks Blvd Class IV study corridor	Sacramento County	3.1	High	Low	Lower Tier	Not Started	Not Started	Not Started	Not Started	Not Started