996-105

APR 16 1999

PSP Cover Sheet

Proposal Title: The Salmon Run: Ecosystem Restoration Trails for the Sacramento/San Joaquin Delta
Applicant Name: US Army Corps of Engineers, Sacramento District
Mailing Address: 1325 J Street, 13th Floor, Sacramento, CA 95814
Telephone: (916) 557-7368
Fax: (916) 557-7856
Email: sschultz@spk.usace.army.mil

Amount of funding requested: $275,000 for 2 years

Indicate the Topic for which you are applying (check only one box).

☐	Fish Passage/Fish Screens	☐	Introduced Species
☐	Habitat Restoration	☐	Fish Management/Hatchery
☐	Local Watershed Stewardship	✓	Environmental Education
☐	Water Quality		

Does the proposal address a specified Focused Action? ✓ yes ___ no

What county or counties is the project located in? Yolo and Solano Counties

Indicate the geographic area of your proposal (check only one box):

☐	Sacramento River Mainstem	☐	East Side Trib:
☐	Sacramento Trib:	☐	Suisun Marsh and Bay
☐	San Joaquin River Mainstem	☐	North Bay/South Bay:
☐	San Joaquin Trib:	☐	Landscape (entire Bay-Delta watershed)
✓	Delta:	☐	Other:

Indicate the primary species which the proposal addresses (check all that apply):

☐	San Joaquin and East-side Delta tributaries fall-run chinook salmon		
☐	Winter-run chinook salmon	☐	Spring-run chinook salmon
☐	Late-fall run chinook salmon	☐	Fall-run chinook salmon
☐	Delta smelt	☐	Longfin smelt
☐	Splittail	☐	Steelhead trout
☐	Green sturgeon	☐	Striped bass
☐	Migratory birds	☐	All chinook species
✓	Other: Endangered Species Education	☐	All anadromous salmonids

I-020636

Specify the ERP strategic objective and target (s) that the project addresses. Include page numbers from January1999 version of ERP Volume I and II:
Delta Channel Hydraulics: (pages 93 & 94) Target 4: Restore 50 to 100 miles of tidal channels in the southern Yolo Bypass within the north Delta...

Indicate the type of applicant (check only one box):

APR 16 1999

☐	State agency	✓	Federal agency
☐	Public/Non-profit joint venture	☐	Non-profit
☐	Local government/district	☐	Private party
☐	University	☐	Other: _____

Indicate the type of project (check only one box):

☐	Planning	☐	Implementation
☐	Monitoring	✓	Education
☐	Research		

By signing below, the applicant declares the following:

1. The truthfulness of all representations in their proposal;

2. The individual signing the form is entitled to submit the application on behalf of the applicant (if the applicant is an entity or organization); and

3. The person submitting the application has read and understood the conflict of interest and confidentiality discussion in the PSP (Section 2.4) and waives any and all rights to privacy and confidentiality of the proposal on behalf of the applicant, to the extent as provided in the Section.

Teresa Pacheco, Chief Environmental Planning Section
Printed name of applicant

Teresa Pacheco
Signature of applicant

I -020637

I-020637

I. Title Page

A. Title of Project:

The Salmon Run: Ecosystem Restoration Trails for the Sacramento/San Joaquin Delta

B. Primary Contact:

Ms. Sara Schultz
US Army Corps of Engineers
1325 J Street, 13th Floor
Sacramento, CA. 95814
Phone: (916) 557-7368
Fax: (916) 557-7856
E-mail: sschultz@spk.usace.army.mil

C. Participants/Collaborators: Sacramento District, Corps of Engineers
Mr. Walter Yep, Chief of Planning
Ms. Teresa Pacheco, Chief
Environmental Planning Section
Mr. Allen Louie
Mr. Miki Fujitsubo, Landscape Architect

D. Type of Organization and Tax Status: Federal Agency, tax exempt

E. Tax ID number: Not applicable

996-105

II. Executive Summary (2)

A. Brief description

An opportunity currently exists to develop a system of ecosystem restoration trails in the Northwest portion of the Delta which would provide non-invasive access for viewing the most recent ecosystem restoration projects. These trails would connect the American River Bike Trail and the Sacramento Metropolitan area with ecosystem restoration sites and other points of interest near the Sacramento River Deep Water Ship Channel (Ship Channel). Additionally, the trails would offer an opportunity to increase public education and awareness of CALFED's progress in implementing the goals of the Ecosystem Restoration Program.

B. Size

The Ecosystem Restoration Trails would run approximately 27 linear miles along either side of the Ship Channel. The trails would be roughly 10' wide with occasional pull-out areas for rest stops. Trailheads with parking lots would be located at several access points for the trail system.

C. Location

The Ecosystem Restoration Trails would start at the Port of Sacramento in the City of West Sacramento and follow the length of the Ship Channel, ending up near it's confluence with Miner and Cache Sloughs. Existing maintenance roads located on the levees would be paved for the trails.

D. Biological/ecological objectives

The biological and ecological objectives for this project concentrate on public awareness and involvement in the ecosystem restoration projects currently underway in the North Delta.

E. Cost

The planning phase for this project would cost $550,000 over the course of 2 years.

F. Adverse and third party impacts

Adverse and third party effects include potential vandalism of the trail facilities and neighboring properties and possible disturbance of some habitat along the trail.

G. Application qualifications

The US Army Corps of Engineers (Corps) would be the primary contact for this project. The Corps' staff includes project managers, planners, landscape architects, engineers and recreation specialists with experience in related projects. The planning phase of this project would be a cooperative effort with affected stakeholders. These

stakeholders. These stakeholders would comprise a steering committee established to provide project direction and ensure broad base support for the trail system.

H. Monitoring

Monitoring for the project would focus on tracking and compiling visitor data for existing regional trails. This would include visitor surveys addressing various users, destinations, types of recreation, and educational components.

I. Local support/coordination

Local support would be coordinated through the establishment of a stakeholder steering committee. The potential members who have been contacted and are aware of the project include: the Department of Water Resources, the Sacramento Port Authority, the Yolo Basin Foundation, Yolo County Planning and Public Works Department, the Solano County Department of Environmental Management, the Yolo and Solano County Boards of Supervisors, the Sacramento Area Bicycle Advocates, California State Parks, the Davis Bike Club, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game.

Additional potential steering committee members who will be contacted include representatives from the local reclamation districts, water districts, farming community and land owners along the ship channel and Sacramento County Regional Parks and Recreation Department to coordinate connection with the American River Bike Trail. Coordination with local law enforcement (Yolo County Sheriff's Department and the Highway Patrol) would be conducted to determine potential safety hazards.

J. Compatibility with CALFED objectives

This project specifically addresses environmental education. As ecosystem restoration projects within the Delta are completed, the public must be made aware of the progress and achievements of the CALFED process. These trails will not only be the physical connection to the restoration areas but will also have interpretive elements along the paths to enhance the visitor's experience and understanding.

III. Project Description (3)

A. Proposed Scope of Work

With 700 miles of channels, nearly all of which are navigable, the Delta is one of the largest waterway complexes in the western United States. The Delta provides an outstanding opportunity for water-based recreation activities such as fishing, sailing, cruising, houseboating, jet skiing, water skiing, wind surfing and kayaking. Private enterprise and Federal, state and local agencies provide facilities for water-based recreation, and these facilities currently support over 12 million user days a year. However, private facilities outnumber public facilities in the Delta by 5 to 1.

A variety of ecosystem restoration efforts have been initiated throughout the Delta, incorporating both riparian and aquatic habitat. Land has been acquired so that wetlands and other native habitat can be reestablished on numerous Delta islands. Ecosystem restoration trails would allow the public to view these enhanced riparian and aquatic habitats, thus increasing greater awareness of restoration efforts. Under the CALFED bay-Delta Program, more than 10 educational programs have been developed and initiated for ecosystem restoration efforts. Ecosystem restoration Trails would complement these public education initiatives.

Ecosystem restoration trails would also provide much needed land-based recreation facilities. The Delta lacks both access and trails for walking, hiking, bicycling, channel bank fishing, and other related recreation such as viewing and photographing wildlife. While most of the navigable waterways in the Delta are public, most of the land is private. As a result, many of the recreation areas in the Delta are only accessible by boat. Public use of the Delta is concentrated in a few areas where parks, marinas and other facilities provide access to the Delta waterways. The lack of public lands in the Delta limits opportunities for land-based recreation.

Many levees and roadways are privately owned, and trespass problems can create conflicts between visitors and residents. Although public roads parallel some of the public waterways, users often must pass over private land to gain access to the waterways.

The ecosystem restoration trails would provide access to restoration projects and other public works throughout the Delta. The trails would support a variety of recreation activities such as cycling, running, horseback riding and walking. In addition, boardwalk trestles could be provided at selected sites to afford close-up and panoramic views of ecosystem restoration habitat and wildlife.

Educational displays, providing area maps and information, would be located along the ecosystem restoration trails. The displays would be designed to enhance public awareness and would describe topics such as: CALFED ecosystem restoration efforts, other CALFED public works , ecosystem restoration by CALFED member agencies, other public works by CALFED member agencies, and other items of interest such as historical and cultural sites.

Access to ecosystem restoration in the northwest Delta incorporates two projects, a trail along the west levee of the Ship Channel and a trail along the east levee of the Ship Channel. The most desirable option is to develop ecosystem restoration trails along both levees and provide several trailheads and connecting links. However, based on local support and available funding, all or portions of each project could be developed.

An ecosystem restoration trail located on the west levee of the Ship Channel would afford access to several of the ecosystem restoration projects in the Delta, including the Vic Fazio Yolo Wildlife Area, and similar efforts on Little Holland Tract and Liberty Island. This trail would extend the entire length of the Ship Channel west levee and incorporate two trailheads, one at each end of the channel. One trailhead would be located at the north end of the Ship Channel at the Port of Sacramento. This northern trailhead, the Port of Sacramento Access Area, would be easily accessible from I-80 via Harbor Boulevard.

The southern trailhead, Liberty Island Access Area, would be located on the south side of Cache Slough at the end of Liberty Island Road, near the community of Rio Vista. For this trailhead, a concessionaire ferry service would be needed to provide transportation from the south end of the ecosystem restoration trail on Prospect Island across Cache Slough to the Liberty Island Access Area.

In addition to the ecosystem restoration trail along the west levee of the Ship Channel, a connecting link could be built to ecosystem restoration efforts within the Vic Fazio Yolo Wildlife Area. This wildlife area is the largest public/private ecosystem restoration project in the western U.S. Pedestrian trails and other seasonal roads already exist within the wetlands, and could be accessed via the connecting link.

Ecosystem restoration trails situated on the east levee of the Ship Channel would afford access to ecosystem restoration on Prospect Island as well as public roads in Courtland and Clarksburg. The east levee ecosystem restoration trail would parallel the entire length of the Ship Channel. Trail heads would be provided at the Stone Locke Access Area and the Five Points Access Area. The Stone Locke Access Area in West Sacramento would be located at the north end of the Ship Channel near the Stone Locke/Bascule Bridge, adjacent to Jefferson Boulevard.

The Five points Access Area would be located in the heart of the Delta. The Five Points Access Area would be located at the southerly end of the Ship Channel, near the existing Arrowhead Harbor Marina on Miner Slough. Two connecting links (paved trails) would be included in the plans for the east levee ecosystem restoration trails. The connecting links would provide a direct route to Courtland and Clarksburg.

Three important components would be incorporated into all ecosystem restoration trail projects. These components are: trailheads for access, paved ecosystem restoration trails, and educational displays.

For each ecosystem restoration trail, a minimum of one trailhead would be provided. Trailheads would include amenities that appeal to a variety of trail users. Trailhead amenities could include automobile parking, boat docks/beaching areas, restrooms, picnic facilities, landscaping, and possibly a concession building. Trailheads would be located at sites that would be easily accessible from public roads.

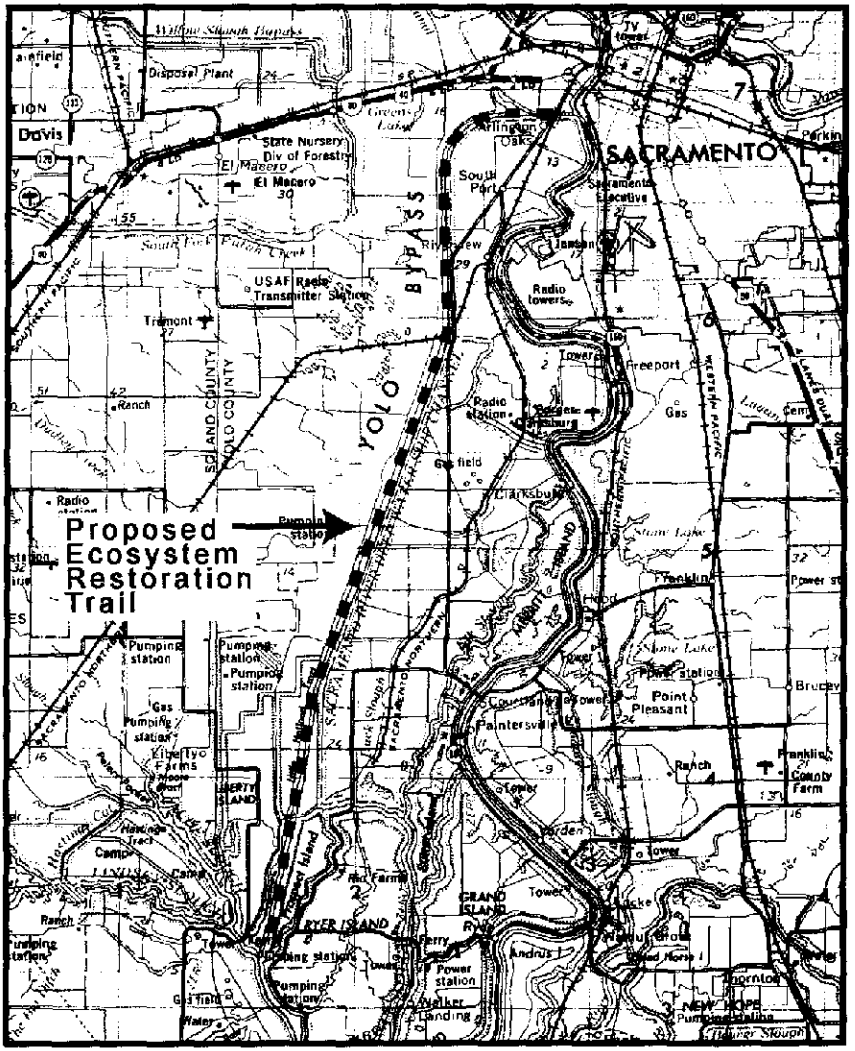
Easements along both levees of the Ship Channel already exist. In addition, a majority of both levees possess gravel patrol roads. These patrol roads could easily be upgraded with pavement to establish ecosystem restoration trails for both pedestrian and bicycle traffic.

Tasks included in this project scope include project organization, project design, agency coordination for regulatory activities, environmental documentation, monitoring/surveying, and project plans and specifications. Deliverables include presentation materials for public workshops, planning and design report which documents the outcome of the steering committee meetings, a regional trails monitoring/surveying report, and project plans and specifications ready for construction. This project is divided into three phases which include: 1) project organization, 2) project design - agency coordination/environmental documentation - monitoring/surveying, and 3) project plans and specifications. Project management is identified in the sample total budget on page 14. The project schedule is located on page 16.

Inseparable tasks include agency coordination and environmental documentation which must take place simultaneously and steering committee meetings during the design process since the steering committee gives direction for the project design.

B. Location and/or Geographic Boundaries of the Project

This project is located in Yolo and Solano Counties. The watershed of the Sacramento Deep Water Ship Channel is the controlled inflow of the Sacramento River. The map on the following page details the project location.



U.S. Army Corps of Engineers

THE SALMON RUN:

Ecosystem Restoration Trails for the Delta

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IV. Ecological/ Biological Benefits (3)

A. Ecological/Biological Objectives

1. ID primary stressors, species or habitat

Habitats along the proposed ecosystem restoration trails include open water, tidal emergent marsh, riparian forest, seasonal wetlands, uplands and agricultural lands. Tidally influenced areas support winter-run Chinook Salmon, Delta Smelt, and Sacramento Splittail. The uplands and agricultural lands provide nesting, resting and feeding areas for ducks, geese, swans, cranes, other waterbirds, and neotropical songbirds. This area also provides important habitat for seven special status species that occur in the Delta.[1]

2. Expected benefits

Expected benefits include a broad base of public support for the ecosystem restoration projects within the education, environmental and recreational communities. There would be potential for schoolchildren from throughout the region to visit the ecosystem restoration sites. A whole generation of children in the area would grow up with an awareness of CALFED and the benefits of the ecosystem restoration projects. The trails would be popular with bird watchers and other nature lovers who could gain access to large areas of restored wildlife habitat. Hikers and bicyclists would benefit from the additional miles of trails that link a major metropolitan area to a newly created wildlife refuge.

3. Distinguish between primary and secondary benefits

Primary benefits include support and awareness by the public for the completed ecosystem restoration projects along the Ship Channel and in the North Delta. Secondary benefits include established public support for future ecosystem restoration projects in other areas of the Delta.

4. Durable Benefits and self-sustaining project

The key to success for these trails would be to offer as many access points and linkages to existing recreation areas and trails as possible. This would make the trails appealing to a broad base of users.

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[1] Taken from U.S. Fish and Wildlife Service, Proposed North Delta National Wildlife Refuge Planning Update, October 1998.

B. Linkages

The development of trails along the Ship Channel would integrate multiple ecosystem restoration efforts. Ecosystem restoration in Yolo Basin has been implemented in the Vic Fazio Yolo Wildlife Area and similar efforts are in the planning and development phase for Prospect Island, Liberty Island and Little Holland Tract. Ecosystem restoration trails in the northwest Delta would provide the public the ability to view and gain first hand knowledge about the efforts to restore and enhance habitat.

Ecosystem restoration trails in the northwest Delta would be highly accessible from many public roads. The public could gain access to the ecosystem restoration trails from seven different locations; four trailheads and three connecting links. The trailheads and connecting links would be positioned along the entire length of the Ship Channel, and thus convenient to all areas surrounding the Delta. Easy accessibility to the project would promote greater public use and therefore greater opportunity to inform and educate the public about CALFED ecosystem restoration and other programs.

To increase flexibility for public use of both the west and east levee ecosystem restoration trails, a connection between them at the downstream ends would be highly desirable. At the downstream ends, concessionaire ferry service could provide transportation between the Liberty Islands Access Area and the east levee trail. At their upstream ends, a connection is made by using existing public roads between the Port of Sacramento Access Area and the Stone Lock Access Area.

Ecosystem restoration trails in the northwest Delta would be in close proximity to the existing American River Parkway which encompasses the Jedediah Smith National Recreation Trail. The American River Parkway trail traffic, both pedestrian and cyclist, has increased every year since the trail opened in 1979. These pedestrian and cyclists could continue their trip to the ecosystem restoration trails via several existing public roads and bridges through West Sacramento.

Existing gravel roads in the Vic Fazio Yolo Basin Wetlands could serve as seasonal links to the Ecosystem Restoration Trails along the Ship Channel. A removable bridge could serve as a connection over the Toe Drain within the bypass to allow access for hikers and bicyclists. The bridge would be removed when the bypass is flooded and during hunting season.

The Bay Area affords a large network of interlinked bicycling/pedestrian trails. The northwest Delta ecosystem restoration trails would stretch approximately 1/3 of the distance to Bay Area trails, and could be the first link in connecting Sacramento trails to those in the Bay Area.

The specific ERP strategic objective (January 1999 ERP) addressed by this project is the Delta Channel Hydraulics: (pages 93 & 94 of the ERP, Volume II) Target 4: Restore 50 to 100 miles of tidal channels in the southern Yolo Bypass within the north Delta, while maintaining or improving the flood carrying capacity of the Yolo Bypass. Stage 1 Actions include widening the Tule Canal/ Toe Drain channel and restoring riparian vegetation along the Sacramento Ship Channel levee. Within the section addressing the visions for the North Delta Ecological Management Unit, improvements to the Sacramento Ship Channel is included. Page 75 states: "Connections between the ship channel and the new island complexes at Liberty, Little Holland, and Prospect Islands would be considered."

This project helps overall CALFED objectives by specifically addressing environmental education. As ecosystem restoration projects within the Delta are completed, the public must be made aware of the progress and achievements of the CALFED process. These trails will not only be the physical connection to the restoration areas but will also have interpretive elements along the paths to enhance the visitor's experience and understanding.

The Corps does not have any obligations or mandates which direct the construction of recreation and interpretive trails.

C. System-wide Ecosystem Benefits

This trail project could be the first link in a whole series of Delta-wide trails that could eventually connect to the Bay Area as well. This trail network would not only become popular with educational and environmental groups, but with the large recreational community as well. Recreational activities such as long distance bicycle races and marathons would bring international attention to the Delta.

D. Compatibility with Non-Ecosystem Objectives

These Ecosystem Restoration Trails could offer access and interpretation to a variety of sites which expose the public to a broad range of CALFED projects and objectives including water quality issues where water mixes with island sediment in the restoration areas, water use efficiency in agricultural and urban uses, levee system integrity at points along the ship channel levee and where the levees are breeched in the restoration areas, and water transfer plans at the restoration sites.

Ecosystem Restoration Trails could help support the local economy within the Delta by bringing in tourism and recreational opportunities. Members of the local communities could establish services for the trail users such as food, lodging (bike-in campground, cabins) tours, and supplies. Farmers along the route could set up fruit stands to sell produce to visitors.

V. Technical Feasibility and Timing (1)

A. Other Alternatives

Ideally, the development of ecosystem restoration trails would provide public access to restoration efforts on islands through-out the Delta. Three alternative levels of public access have been envisioned. The first, which is included in this proposal, offers public access to ecosystem restoration projects in the North Delta. The second and third alternatives, which were not considered for this proposal, would be to expand the ecosystem restoration trails network to 20 islands and to the entire Delta, respectively. These alternatives would require enormous levels of coordination and planning and would not be practical for implementation at this time.

B. Environmental Compliance - permits

Environmental compliance would include compiling NEPA and CEQA documents and securing Section 401 and 404 permits. No work has been initiated in this area.

C. Approach to resolving outstanding implementation issues

The Steering Committee would be made up of representatives of most, if not all of the stakeholder groups. It is envisioned that these representatives would be able to identify outstanding implementation issues and proceed with measures to address them in a timely manner. In addition to the Steering Committee, a series of public workshops would be conducted to identify any further concerns.

VI. Monitoring and Data Collection Methodology (1)

A. Biological/Ecological Objectives

These ecosystem restoration trails could be the flagship segment of a Delta-wide trails network that connects citizens to restoration projects. Visitor access to ecosystem restoration projects will build public support for the CALFED process by allowing visitors to develop a personal interest in the area.. This access will also be beneficial for schoolchildren and other educational forums as well as environmental and recreational users.

B. Monitoring Parameters and Data Collection Approach

Monitoring for the project would focus on tracking visitor data for existing regional trail systems such as the American River Bike Trail and the trails within the East Bay Regional Park District. This work would include visitor surveys addressing various users, destinations, types of recreation, and educational components as well as public interest in the potential Ecosystem Restoration Trails along the Ship Channel. Emphasis would be placed on identifying a wide

range of users. Surveys and group workshops would be conducted with school groups who have visited similar sites.

As a way of gathering the visitor data, a "Trail passport" could be issued. Visitors, particularly students, who use the trails would get their passports stamped at various locations along the trails, such as visitor centers or kiosks at rest stops. Survey forms would be available at these locations. After the surveys are completed by the visitors, they would receive a stamp in their passport. Eventually, these stamps could be available at CALFED restoration sites throughout the Delta.

C. **Data Evaluation Approach**

Survey results from existing regional trail systems would be used to determine the public's response to this proposed first segment of ecosystem restoration trails in the Delta. Maintenance and operations costs from these existing trails would also be assessed to determine what works and what could be improved. This segment could be the prototype for future trail projects.

BIOLOGICAL/ECOLOGICAL OBJECTIVES

QUESTION TO BE EVALUATED/ HYPOTHESIS	MONITORING PARAMETER AND DATA COLLECTION APPROACH	DATA EVALUATION APPROACH	COMMENTS/ DATA PRIORITY
1)Who would be the users of the Ecosystem Restoration Trails? (School groups, families, individuals)	Existing regional trails visitor survey, possible student research project including field surveys.	Field surveys would focus on weekend and holiday users to gather as much information as possible.	Evaluate with other regional recreation user surveys.
2) What sort of activity would they participate in? (Hiking, biking, horseback riding...)	Existing regional trails visitor survey, possible student research project including field surveys.	Field surveys would focus on weekend and holiday users to gather as much information as possible.	Evaluate with other regional recreation user surveys.
3)What would be are the patterns of usage? (Areas near trailheads, entire trails, near restoration sites...)	Visitor survey, possible student research project including field surveys.	Field surveys will focus on weekend and holiday users to gather as much information as possible.	Evaluate with other regional recreation user surveys.
4) How would the biological and ecological objectives be most effectively communicated via interpretive panels?	Surveys with school groups who have visited similar sites. Study variety of users.	Compare with assortment of school and user samples.	Evaluate with other regional recreation user surveys.

VII. Local Involvement (1)

The proposed project lies within Yolo and Solano counties. Mr. David Morrison of the Yolo County Planning and Public Works Department and Supervisor Mike McGowan have been notified as representatives of Yolo County. Mr. Brian Parker of the Solano County Department of Environmental Management and Supervisors John Silva and Skip Thomson have been notified as representatives of Solano County. See the attachments for copies of the notification letters sent to the counties.

Part of the planning process will include the establishment of a steering committee comprised of stakeholders. The potential members who have been contacted and are aware of the project include: the Department of Water Resources, the Sacramento Port Authority, the Yolo Basin Foundation, Yolo County Planning and Public Works Department, the Solano County Department of Environmental Management, the Yolo and Solano County Boards of Supervisors, the California State Parks American River District, the Davis Bike Club, the Sacramento Area Bicycle Advocates, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game. No opposition has been identified.

Potential steering committee members who will be contacted in the near future include representatives from the local reclamation districts, water districts, farming community and private land owners along the ship channel. Sacramento County Regional Parks and Recreation Department will be contacted to coordinate, in addition to California State Parks, the connection with the American River Bike Trail. Coordination with local law enforcement (Yolo County Sheriff's Department and the Highway Patrol) would be conducted to determine potential safety hazards.

A series of public workshops would be planned to ensure the design team accommodates the concerns of various stakeholders. Specific stakeholder groups would be targeted for individual workshops to make certain their viewpoints are understood.

Ecosystem Restoration Trails could help support the local economy within the Delta by bringing in tourism and recreational opportunities. Members of the local communities could establish services for the trail users such as food, lodging (bike-in campground, cabins) tours, and supplies. Farmers along the route could set up fruit stands to sell produce to visitors.

Potential third party impacts could include vandalism of facilities and property along the route of the trails. To address this, fencing would be installed along the trail routes to prohibit trespassing on private lands along with emergency telephones and strategically placed light standards.

VIII. Cost (1)

A. Budget

The sample total budget is shown on page 14. The sample quarterly budget is shown on page 15.

Overhead and Indirect costs exceed 25 percent. Overhead costs include the Executive Office, Resource Management/Comptroller, Public Affairs, Counsel, Human Resources, Logistics Management, EEO, Safety & Occupational Health, Provost Marshal/Security, Audit, Information Management, Contracting, Real Property Inventory/Reconciliations, Centralized Activities, and Results from Operations. Indirect costs include training, staff meetings, division chief and secretarial work not billed to specific projects, labor loaned to other Corps districts or government agencies, printing charges, vehicle charges, rent, and equipment and supplies.

B. Schedule

The schedule is shown on page 16.

IX. Cost Sharing (1)

A number of funding opportunities are available. CALFED could choose to adopt the proposed ecosystem restoration trails plans and, utilizing a mix of available Federal and State funding, implement the required coordination, planning, construction, operation and maintenance.

CALFED could also choose to encourage others to proceed with the proposed ecosystem restoration trail plans and offer funding to projects that promote ecosystem restoration trail plans and offer funding to projects that promote CALFED's goals and objectives concerning watershed coordination and public education. Many agencies have authorities and funding for developing, operating and maintaining public outdoor recreation facilities in their mission or areas of jurisdiction, including Federal, state, and local agencies, counties, foundations and non-profit organizations.

Specific cost sharing funds for this trails project may be available through the Land and Water Conservation Fund, a portion of which is administered by the Department of Water Resources.

Table 3 - Sample Total Budget

	Direct Labor	Direct Salary/ Benefits	Service Contracts	Materials and Acquisitions	Misc. & other Direct Costs	Overhead and Indirect Costs	Total Costs
Project Organization							
Project Management	325	$14,625.00		$4,000.00	$1,462.50	$12,138.75	**$32,226.25**
Plan Formulation	675	$30,375.00		$9,200.00	$3,037.50	$25,211.25	**$67,823.75**
Steering Committee Meetings	200	$15,000.00		$1,175.00	$1,500.00	$12,450.00	**$30,125.00**
							$130,175.00
Project Design							
Base Information	150	$6,750.00	$30,000.00	$4,500.00	$1,200.00	$5,602.50	**$48,052.50**
Design Alternatives	900	$40,500.00	$4,000.00	$14,500.00	$8,000.00	$33,615.00	**$100,615.00**
Public Workshops	400	$18,000.00		$800.00	$3,000.00	$14,940.00	**$36,740.00**
							$185,407.50
Agency Coordination							
Regulatory Activities	180	$8,100.00		$2,000.00	$3,000.00	$6,723.00	**$19,823.00**
							$19,823.00
Environmental Documentation							
NEPA and CEQA	450	$20,250.00			$3,300.00	$16,807.50	**$40,357.50**
Section 401 and 404 permits	160	$7,200.00			$1,200.00	$5,976.00	**$14,376.00**
							$54,733.50
Monitoring							
Regional Trails Monitoring	440	$19,800.00		$10,000.00		$16,434.00	**$46,234.00**
Regional Trails Report	120	$5,400.00		$4,000.00		$4,482.00	**$13,882.00**
							$60,116.00
Project Plans/ Specifications							
Report Write-Up	850	$38,250.00		$7,000.00	$7,000.00	$31,747.50	**$83,997.50**
Comments and Review	120	$5,400.00		$3,500.00	$2,500.00	$4,482.00	**$15,882.00**
							$99,879.50
Totals	**4970**	**$229,650.00**	**$34,000.00**	**$60,675.00**	**$35,200.00**	**$190,609.50**	**$550,134.50**

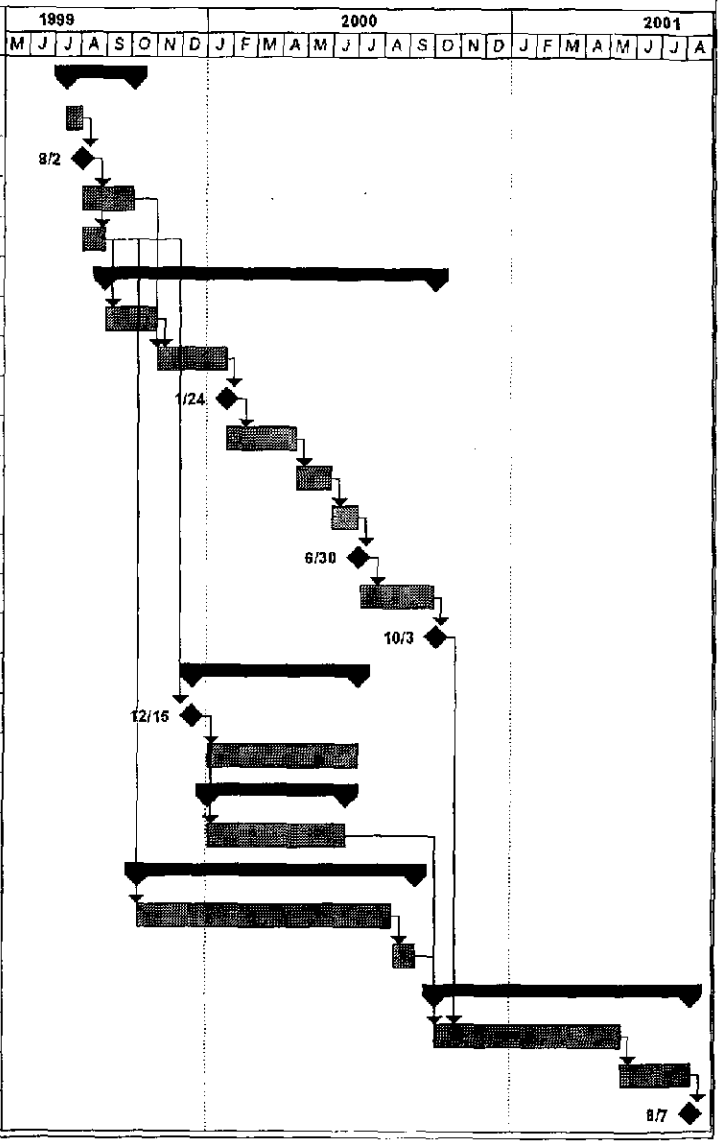
Table 4 - Sample Quarterly Budget

	Project Organization	Project Design	Agency Coordination	Environmental Documentation	Monitoring	Plans and Specifications	**Total**
1999							
July-September	$25,000.00	$20,000.00					**$45,000.00**
October-December	$25,000.00	$40,000.00			$15,000.00		**$80,000.00**
2000							
January-March	$25,000.00	$40,000.00	$10,000.00	$20,000.00	$15,000.00		**$110,000.00**
April-June	$25,000.00	$40,000.00	$10,000.00	$20,000.00	$15,000.00		**$110,000.00**
July-September	$15,000.00	$30,000.00		$15,000.00	$15,000.00		**$75,000.00**
October-December	$15,000.00	$15,000.00				$25,000.00	**$55,000.00**
2001							
January-March						$25,000.00	**$25,000.00**
April-June						$25,000.00	**$25,000.00**
July-September						$25,000.00	**$25,000.00**
Project Totals	**$130,000.00**	**$185,000.00**	**$20,000.00**	**$55,000.00**	**$60,000.00**	**$100,000.00**	**$550,000.00**

I-020653

Ecosys[illegible]m Restoration Trails for the Sacrame[illegible]/ San Joaquin Delta Project Schedul[illegible]

ID	Task Name	Duration	Start	Finish
1	**Project Organization**	**58d**	**Thu 7/15/99**	**Mon 10/4/99**
2	Coordinate Steering Committee	13d	Thu 7/15/99	Mon 8/2/99
3	First Steering Committee Meeting	0d	Mon 8/2/99	Mon 8/2/99
4	Develop Design Goals and Criteria	45d	Tue 8/3/99	Mon 10/4/99
5	*Identify Base Information*	20d	Tue 8/3/99	Mon 8/30/99
6	**Project Design**	**286d**	**Tue 8/31/99**	**Tue 10/3/00**
7	Collect Base Information (Aerial Topos, Surveys...)	45d	Tue 8/31/99	Mon 11/1/99
8	Develop Design Alternatives	60d	Tue 11/2/99	Mon 1/24/00
9	Steering Committee Review of Alternatives	0d	Mon 1/24/00	Mon 1/24/00
10	Refine Alternatives	60d	Tue 1/25/00	Mon 4/17/00
11	Public Workshops	30d	Tue 4/18/00	Mon 5/29/00
12	Incorporate Public Comments	24d	Tue 5/30/00	Fri 6/30/00
13	Presentation to Steering Committee	0d	Fri 6/30/00	Fri 6/30/00
14	Incorporate Committee Review and Comments	65d	Mon 7/3/00	Fri 9/29/00
15	Planning and Design Report Completed	0d	Tue 10/3/00	Tue 10/3/00
16	**Agency Coordination**	**143d**	**Wed 12/15/99**	**Fri 6/30/00**
17	Initiate MIPPR	0d	Wed 12/15/99	Wed 12/15/99
18	Regulatory Activities	130d	Mon 1/3/00	Fri 6/30/00
19	**Environmental Documentation**	**120d**	**Mon 1/3/00**	**Fri 6/16/00**
20	NEPA, CEQA Documentation, 401, 404 Permits	120d	Mon 1/3/00	Fri 6/16/00
21	**Monitoring/ Surveying**	**240d**	**Mon 10/11/99**	**Fri 9/8/00**
22	Regional Trails Monitoring/Surveying Program & Report	220d	Mon 10/11/99	Fri 8/11/00
23	Incorporate Report into Planning Study	20d	Mon 8/14/00	Fri 9/8/00
24	***Project Plans and Specifications***	**220d**	**Tue 10/3/00**	**Tue 8/7/01**
25	Prepare Plans and Specifications	160d	Tue 10/3/00	Mon 5/14/01
26	Comments and Review	60d	Tue 5/15/01	Mon 8/6/01
27	Approve P&S and begin process for Construction	0d	Tue 8/7/01	Tue 8/7/01



I-020654

X. Applicant Qualifications (2)

A. Authority for Corp's Involvement

The authority for Corps involvement in the Ecosystem Restoration Trails along the Ship Channel can be found in Engineer Pamphlet (EP) 1165, Chapter 17 which addresses recreation. Paragraph 17-1a states: Section 4 of the Flood Control Act of 1944, as amended, authorized the Chief of Engineers "... to construct, maintain, and operate public park and recreational facilities at water resource development projects under the control of the Secretary of the Army, and to permit the construction, maintenance, and operation of such facilities." The Federal Water Project Recreation Act of 1965 established development of the recreational potential at Federal water resources project as a full project purpose.

B. Collaborating Participants

The majority of the planning effort would be directed by the Steering Committee. Possible members of the Steering Committee include representatives from:

- Yolo County Planning and Public Works Department
- Yolo County Board of Supervisors
- Solano County Department of Environmental Mangement
- Solano County Board of Supervisors
- Sacramento Area Bicycle Advocates
- Port of Sacramento
- Yolo Basin Foundation
- California State Parks
- Davis Bike Club
- California Department of Fish and Game
- U.S. Fish and Wildlife Service
- The Department of Water Resources

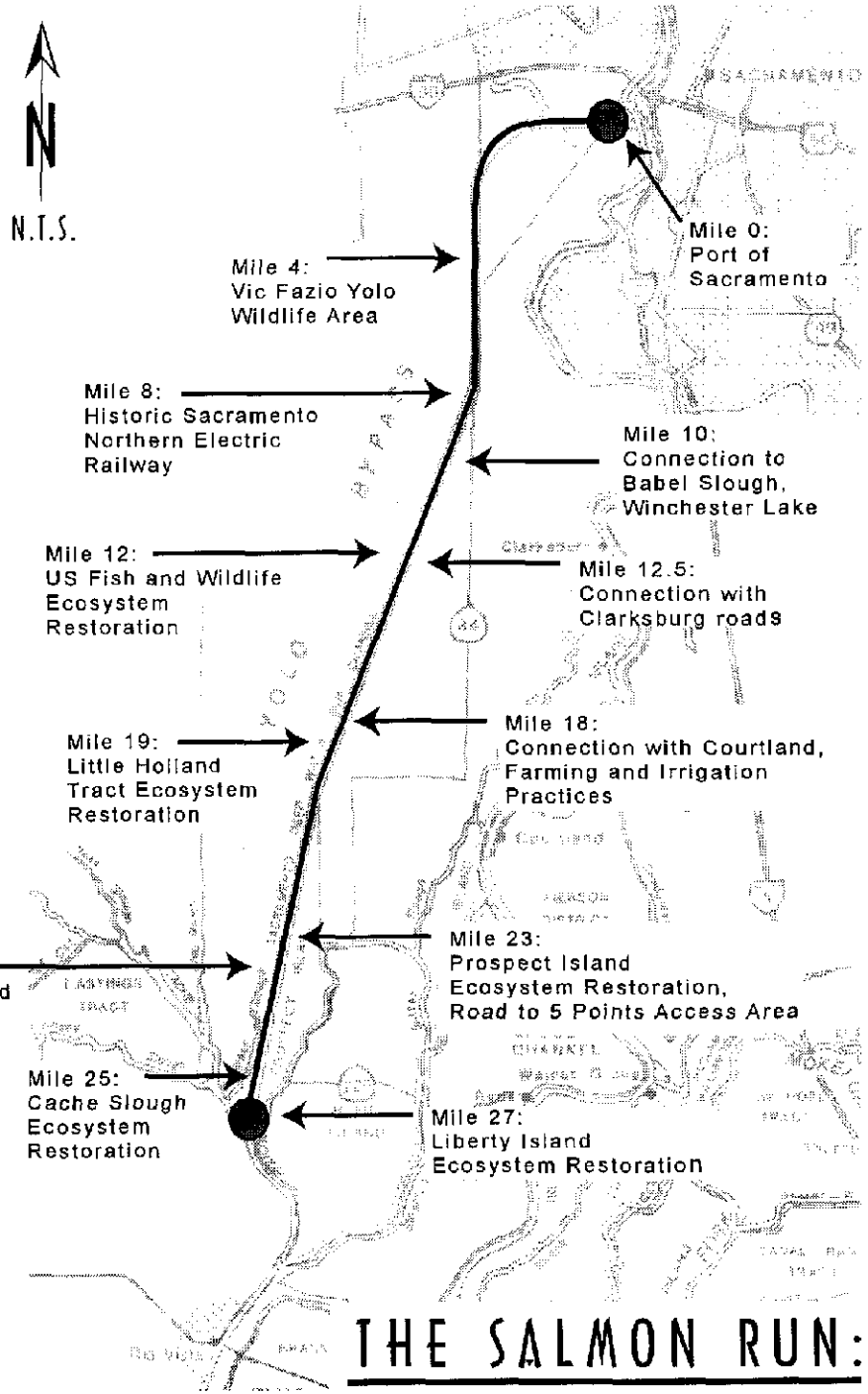
Key personnel at the Corps who would be responsible for project management, organization, planning and design include:

Ms. Teresa Pacheco, Chief of Environmental Planning Section,
Corps of Engineers, Sacramento

Mr. Miki Fujitsubo, Landscape Architect, *Corps of Engineers, Sacramento*

Ms. Sara Schultz, Project Planner, *Corps of Engineers, Sacramento*

Mr. Chris Runner, Biological Sciences Environmental Manager
Corps of Engineers, Sacramento



THE SALMON RUN:

Ecosystem Restoration Trails for the Delta

U.S. Army Corps of Engineers

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I-020656

yolo basin foundation

P.O. Box 613
Davis, California
95617
530-756-1248

April 13, 1999

Mr. Walter Yep
Chief, Planning Division
US Army Corps of Engineers
1325 J Street
Sacramento, CA 95814-2922

Dear Walter:

The Yolo Basin Foundation is pleased to support the Corps proposal to CALFED requesting funding for a planning effort to explore the development of hiking and bicycling trails along the levees of the Sacramento Deep Water Ship Channel. I have met with your staff to discuss the Foundation's participation in this interesting project. I would be pleased to participate on the Ecosystem Restoration Trails Steering Committee

The Foundation's mission is to educate and inspire people about wetlands and wildlife of the Central Valley. Key to education is public access to wetland restoration sites. The Foundation sponsors numerous programs for the public including the *Discover the Flyway* program for schools and weekend field trips to the Vic Fazio Yolo Wildlife Area and other wetland sites throughout the watershed. A bike trail would contribute significantly to Foundation programs by opening up some important areas for public viewing and educational opportunities. Portions of the Wildlife Area, located adjacent to the proposed bike trail, are managed for public wildlife viewing making it a key component for the proposed project.

The Foundation has 10 years of experience in working on public access issues and landowner concerns. Our ties to the local community will be important for the success of this project. Additionally, the Foundation will be organizing the Yolo Basin Working Group as part of the development of the Ecosystem Restoration Strategy for the Yolo Bypass currently funded by CALFED. The Working Group will provide a forum to discuss planning issues with the local stakeholders as the bike trail planning is initiated.

Sincerely,

Robin Kulakow
Executive Director

I —020657

I-020657

4/15/99

Fax 557-7856

Mr. Walter Yep
Chief, Planning Division
Corps of Engineers
1325 J St.
Sacramento, CA 95814-2922

Re: Ecosystem Paths

Dear Mr. Yep,

The Port of Sacramento, as the local sponsor for the Sacramento River Deep Water Ship Channel, offers its support to the CALFED project proposal for pedestrian paths along the ship channel. We agree that more public access to the waterways of the Delta benefits the public by giving them the opportunity to see and experience this wonderful delta system.

The Port would very much appreciate being a member of the Steering committee associated with this pathway project. Our early involvement will allow us to participate in discussions on issues such as public safety, access points and impacts to port and channel operations.

Please contact me with further information on when and how we can participate in the planning of this project.

Sincerely,

Thomas Scheeler
Director of Engineering

cc: Sulpizio
Central File
File

P.O. Box 980070 • West Sacramento, California, U.S.A. 95798-0070 • 916-371-8000 • Fax 916-372-4802

I-020658

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

REPLY TO
ATTENTION OF

April 8, 1999

Regional Planning Branch

Mr. Mike McGowan, Chairman
Yolo County Board of Supervisors
625 Court St., Room 204
Woodland, CA. 95695

Dear Mr. McGowan,

The US Army Corps of Engineers (Corps) is submitting a proposal to CALFED requesting funding for a planning effort to explore the development of hiking and bicycling trails along the levees of the Sacramento Deep Water Ship Channel (Ship Channel). The Corps would like to facilitate the formation of a steering committee and invite you, as a stakeholder, to take part in this planning process.

These trails would provide non-invasive access for viewing the most recent ecosystem restoration sites in the northern Sacramento/San Joaquin Delta and other points of interest along the Ship Channel. A number of long-term ecosystem restoration projects through-out the Delta have been initiated by a variety of Federal, State and local agencies. The Ship Channel provides a direct link to the projects in the north Delta from the Davis and Sacramento Metropolitan Area. The proposed trail would be an extension of the American River Bike Trail and could become the first segment of an entire Delta-wide network of trails. The Corps has jurisdictional authority regarding the Ship Channel levees and is therefore qualified to initiate this project. Enclosed please find a preliminary copy of the Corps' proposal which addresses how these trails would be developed.

These ecosystem restoration trails would provide much needed land-based recreation facilities. The Delta lacks both access and trails for walking, hiking, bicycling, channel bank fishing, and other related recreation such as viewing and photographing wildlife. While most of the navigable waterways in the Delta are public, most of the land is private. As a result, many of the recreation areas in the Delta are only accessible by boat. Public use of the Delta is concentrated in a few areas where parks, marinas and other facilities provide access to the Delta waterways. The lack of public lands in the Delta limits opportunities for land-based recreation. These ecosystem restoration trails would offer the growing Sacramento region valuable recreation access.

I-020659

We look forward to your participation on the Ecosystem Restoration Trails Steering Committee. The following page is a list of people whose involvement has also been requested. We would appreciate any comments or suggestions you might have. If you have any questions, please call Ms. Sara Schultz at (916) 557-7368.

Sincerely,

Walter Yep

Walter Yep
Chief, Planning Division

Enclosures

Copies furnished:

David Morrison, Yolo Planning and Public Works Department, 292 Beamer, Woodland, CA 95695

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

REPLY TO
ATTENTION OF

April 8, 1999

Regional Planning Branch

Mr. Skip Thomson
Solano County Board of Supervisors
580 Texas St.
Fairfield , CA. 94533

Dear Mr. Thomson,

The US Army Corps of Engineers (Corps) is submitting a proposal to CALFED requesting funding for a planning effort to explore the development of hiking and bicycling trails along the levees of the Sacramento Deep Water Ship Channel (Ship Channel). The Corps would like to facilitate the formation of a steering committee and invite you, as a stakeholder, to take part in this planning process.

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I-020661

We look forward to your participation on the Ecosystem Restoration Trails Steering Committee. The following page is a list of people whose involvement has also been requested. We would appreciate any comments or suggestions you might have. If you have any questions, please call Ms. Sara Schultz at (916) 557-7368.

Sincerely,

Walter Yep
Chief, Planning Division

Enclosures

Copies Furnished:

Mr. Brian Parker, Solano County Department of Environmental Management, 601 Texas, Fairfield, CA 94533

I-020662

DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
1325 J STREET
SACRAMENTO, CALIFORNIA 95814-2922

REPLY TO
ATTENTION OF

April 8, 1999

Regional Planning Branch

Mr. John Silva, Chairman
Solano County Board of Supervisors
580 Texas St., Fairfield , CA. 94533

Dear Mr. Silva,

The US Army Corps of Engineers (Corps) is submitting a proposal to CALFED requesting funding for a planning effort to explore the development of hiking and bicycling trails along the levees of the Sacramento Deep Water Ship Channel (Ship Channel). The Corps would like to facilitate the formation of a steering committee and invite you, as a stakeholder, to take part in this planning process.

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I-020663

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Sincerely,

Walter Yep
Chief, Planning Division

Enclosures

Copies Furnished:

Mr. Brian Parker, Solano County Department of Environmental Management, 601 Texas, Fairfield, CA 94533

I-020664