

California Access Program Project Application

General Information:

The Programming Decisions Committee (PDC) of the California Federal Lands Access Program will review project applications and rank them based on weighted selection criteria developed by the PDC. The selection criteria are reflective of needs in the state of California and Federal Lands Access Program Implementation Guidance.

It is important to note that the top ranked project is not guaranteed funding and the approved list of projects will be agreed upon by the PDC. Project approval resides with the PDC. The PDC will select a balanced program made up of some large projects with smaller projects used to maximize funding and address critical needs. Access Program funds are eligible for construction, rehabilitation, or reconstruction and are not intended for maintenance (chip seal, potholes, etc.) projects. This Call for Projects will program approximately \$50 - \$75 million from 2015 - 2019 depending on program needs.

California Access Program projects require a minimum non-federal match of 11.47%. For Applicants of proposed projects located within non-MPO Rural Regional Transportation Planning Agency (RTPA) Areas, as identified in the [2013 CA MPO RTPA Areas Map](#), the project is eligible for the use of toll credits in lieu of minimum match. Additionally, for non-State Agency Applicants an *Access Program Resolution* is required from the applicant's Governing Body that must include:

- a) Certification that governing body will provide sufficient maintenance funding for a period of 20 years or the life of constructed facility, whichever is greater.
- b) Commitment that governing body will endorse that funds are or will be made available, and identify timing of availability
- c) Delegated authority to Applicant to authorize execution of maximum \$10,000 Reimbursable Agreement within 15 days of project short-list notification
- d) For Non-MPO Rural RTPA Area Applicants utilizing toll credits in lieu of minimum match, please indicate amount of toll credits requested.

By submission of an application the Applicant is acknowledging the match requirement and indicating that these non-federal funds are available (Project Endorsement Form-page 11). If the project is short-listed, the Applicant will be expected to enter into a maximum \$10,000 Reimbursable Agreement within 15 days for the completion of project scoping by Central Federal Lands that will result in more accurate project scope, schedule and budget. If the PDC and the applicant agree with the project scope and cost, then a subsequent project Reimbursable Agreement will be required within 90 days from approval of funding.

Instructions:

Applications must be received by **January 30, 2015** to be considered.

1. All project applications must be submitted using the California Access Program Project Application form. Complete the project application to the best of your ability. It is the responsibility of the entity proposing a project to supply the necessary information to complete the project application. It is understood that data may not be available for all of the project application questions, but the agency may use anecdotal information as a substitute. If possible, please keep this form as a writable PDF form, this makes it easier to review your application -this can be done by saving your your form as a PDF and attaching it within an e-mail along with all additional attachments. Additional supplemental materials including alternative transportation, endorsement, resolution and support forms can be printed and scanned then attached if necessary. **NOTE: The total of all attachments must not exceed 15MB. This includes all photos, PDF forms, and other attachments. Using a zip application may help reduce file sizes but it is the responsibility of the sending party to ensure their file has successfully transmitted (not getting stuck in the e-mail "outbox").** A confirmation e-mail regarding receipt of the application will be sent within 3 business days.
2. Complete Project Application, Signature Forms and obtain Letters of Support (FLMA) and Resolution (Governing Body)
3. E-mail your completed application package to cfl.planning@dot.gov

If you are considering this application for your project and would like assistance in completing this form, contact:

Morgan Malley , Transportation Planner
Central Federal Lands Highway Division
12300 West Dakota Ave, Ste 380B, Lakewood, CO 80228
Phone: 720-963-3605 | morgan.malley@dot.gov

Additional information on the Access Program is located at www.cflhd.gov/programs/flap/ca

Project Application Evaluation Checklist:

- The facility title or maintenance responsibility is vested in a State, county, city, tribal, or local government
- Acknowledgement that the project has minimum non-federal required match
- Acknowledgement that facility is located on, is adjacent to, or provides direct access to Federal land(s)
- Signed [Applicant Project Endorsement Form](#)
- Signed [Support Form](#) from applicable Federal Land Management Agency
- Signed Access Program Resolution (non-State Agencies) - Governing body endorses project and delegates authority for use of Reimbursable Agreement

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Project Application Supplemental Material Checklist (check all that apply)

- Project maps included (Site map identifying project termini, Vicinity map identifying regional context) - *attach file at submission*
- Project photos included - *attach 4 - 6 photos in jpeg, gif or png format at submission.*
- Link to a video tour of project limits (optional but strongly encouraged) Video Link Here:
- [Supplemental Alternative Transportation Worksheet](#) (alternative projects only) - *attach scanned and completed file at submission*

General Information: Project Identification (fill out all that applies)

Project Name:

Facility Name: Local Route #:

Other (local) Facility Names/Designator (if any):

Agency with Jurisdiction (authority to control traffic):

Government agency that pays the majority of maintenance for the transportation facility:

Functional Classification: Project is designed to following standard:

Termini (mileposts or landmarks) Begin: Termini (mileposts or landmarks) End:

Termini (latitude / longitude) Begin: Termini (latitude / longitude) End:

Project Length (miles - ex: 12.34): Road Width, Existing (feet) Road Width, Proposed (feet)

Posted speed limit of facility: Proposed speed limit:

1. Provide a brief summary of the project (stay within space provided):

The County of Monterey proposes to improve public access to the Fort Ord National Monument by constructing a public parking area and making a number of trail improvements on the Jerry Smith Trail, the major trail connecting the City of Marina, California State University Monterey Bay, and the newly developing community of East Garrison to the north side of the National Monument. The proposed improvements will include a 25-car paved parking lot, a 1/2-acre all-weather gravel parking area for horse trailers, RVs, and overflow vehicle parking, development of a trailhead and improvements to existing trails, 1,200 feet of paved street improvements to West Camp Street, including bike lanes and curb, gutter and sidewalks, improvements to 1,000 feet of the existing Army-constructed Watkins Gate fire road, construction of two trailhead kiosks, construction of restrooms, trail improvements and planting, and trail directional and safety signage. The cost of the improvements is approximately \$1,288,000, including a local match of \$300,000, or 23.3% of total project cost. The local match will be provided via in-kind improvements to West Camp Street.

2. Description of project need: summarize the need for this project, what purpose does this project serve (List physical and functional deficiencies, anticipated changes in road use, or known safety problems. Describe consequences and actions that will be taken if Access Program funding is not received.)

The US Bureau of Land Management (BLM) operates the Fort Ord National Monument. BLM has two fully improved trailheads which provide southerly access to the National Monument. Northerly access is limited to informal roadside areas, including a popular one at the northerly end of the Jerry Smith Trail. This informal access area consists of the unpaved shoulders of the recently-reopened Inter-garrison Road, a two-way County "collector" road which experiences high vehicular speeds. Safe access in and out of the trail is expected to deteriorate, since traffic is expected to increase on Inter-garrison Road from less than 1000 ADT to over 7,000 ADT as development of California State University Monterey Bay and private commercial and residential developments continue over the next several years. Recently, the County installed stop signs and pavement markings on Inter-garrison Road to improve safety at this location, but safety concerns remain, particularly in the mid to long term. Relocation and formalization of the trail access will allow closure of this informal roadside area to parking. (Continued on Attachment 1: FLAP Application Narrative Extension)

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3. Description of the proposed work (provide a summary of the work elements required to complete this project)*:

1. West Camp Street: Construction of approximately 1,200 feet of public street improvements from Inter-garrison Road to Watkins Gate Road, including two 12-foot travel lanes, 5-foot Class 2 bicycle lanes on each side of the road, curbs, gutters, sidewalks, and striping.
2. Watkins Gate Road: Clear, prune, and mow roadside overgrowth, spot repairs to existing pavement, and overlay with chip seal for 1,000 feet from West Camp Street to the entrance to the proposed parking area.
3. Existing Informal trailhead parking area on Inter-garrison Road: Remove existing trail signs, and install access-restricting parking barriers, no-parking signs, and directional signs to the new parking area at the Travel Camp property.
4. Parking Area and Access Road: Construct paved access from Inter-garrison Road to parking area. Construct 25-space paved vehicular parking lot and ½-acre all weather parking area for horse trailers and overflow parking. Install ADA-compliant kiosks and restrooms. (It is the intent to construct this trail access area to resemble two formal trailhead parking areas recently constructed by the BLM which provide southerly access to the Fort Ord National Monument trail system.)
5. Trail Improvements: Replace old "Trail Closed" signs installed by prior landowner (Fort Ord Reuse Authority). Install trail, directional, and interpretive signs along and in the vicinity of the Jerry Smith Trail. Repair eroded portions of trails as needed.

4. Key Items of Work (check all that apply):

- | | | |
|---|---|---|
| <input checked="" type="checkbox"/> Paving | <input checked="" type="checkbox"/> Road base or surface Course | <input type="checkbox"/> Major concrete structures |
| <input type="checkbox"/> Major Culverts | <input checked="" type="checkbox"/> Safety Enhancements | <input checked="" type="checkbox"/> Earthwork |
| <input type="checkbox"/> Bridges | <input checked="" type="checkbox"/> Minor drainage improvements | <input checked="" type="checkbox"/> Bicycle / Pedestrian facilities |
| <input checked="" type="checkbox"/> Technical Study | <input type="checkbox"/> Retaining Walls | <input type="checkbox"/> Transit Facilities |

Other (specify):

Note: Applications that include alternative transportation elements (transit, bicycle, pedestrian, etc), please fill out the supplemental worksheet for alternative transportation, it can be found at: http://www.cflhd.gov/programs/flap/ca/documents/CA_AltTransportWksheet_2014.pdf

5. Right-of-Way Acquisition:

Applicant shall acquire all of right-of-way. All acquisition support costs are non-participating and will be borne by the Applicant. All ROW/ property (acquisition costs) to be part of the project costs should be detailed in the project estimate on page 9.

a) Is right-of-way acquisition required? (yes/no) If "no" then proceed to Utilities item (#6 on next page)

b) Classification of right-of-way required for project (Extensive = 5 or more owners or Minor = 1-5 owners):

c) Describe how applicant plans to acquire and finance the acquisition support and property acquisition costs:

- All property for the proposed project is now or will be owned by the County of Monterey:
1. The parking areas, trail access facilities, trail improvements, and Watkins Gate Road entrance improvements are on land currently owned by the County of Monterey.
 2. The West Camp Street improvements will be constructed on land owned by the developers of the East Garrison housing development, and will be dedicated to the County of Monterey as public right-of-way upon completion in 2016.
 3. The parking barriers at the northerly access to the Jerry Smith Trail will be constructed in the existing County road right-of-way of Inter-garrison Road.

d) Estimate how long will it take to acquire right-of-way and describe the key issues and circumstances:

All property for the proposed project is now or will be owned by the County of Monterey.

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6. Utilities: All utility relocation costs must be accounted for by the applicant, whether borne by the applicant or included as project cost. Utility relocation costs estimated by the applicant should be detailed in the project cost estimate including applicant match for utilities.

Identify utilities in the roadway corridor:

None.

Would relocation be required? (yes/no)

Estimate how long will it take to coordinate or relocate utilities? Describe the key issues and circumstances.

N/A

Criteria 1 - Access Mobility and Connectivity

1. What FLMAs are accessed by this project? (at least 1 FLMA is required):

Name of FLMA	Site(s) or Major Destinations Accessed	Distance from Project (miles)	Current Annual Visitation (Estimate)
Bureau of Land Management	Fort Ord National Monument	0.5	400,000

2. Describe how the project will improve access to high use FLMA recreational site(s) listed above:

Currently, access to the National Monument is accommodated by two high-quality trailheads (Creekside Terrace and Badger Hills) along the southern and southeastern margins of the Monument. Together, these two trailheads accommodate about 300,000 annual visitors of the 400,000 plus annual visitors that visit the Monument. There are no formalized trailheads on the north and northwest margins of the Monument and visitors in this region use makeshift (informal and/or unauthorized) parking areas, often just parking on the edges of roads or along the road shoulders. (Continued on Attachment 1: FLAP Application Narrative Extension)

3. Provide any available traffic data from recent counts or other documented sources:

	Current	20-Year Projection	Data Source
Average Daily Traffic (ADT)	N/A (<1000)	7,100	Transportation Agency for Monterey County, 2005 FORA traffic mc
Seasonal Average Daily Traffic	N/A		
Recreation Visitor Days (RVD)	N/A		
% ADT as FLMA visitors / users (ex: 13.5)			

Note: If no data (i.e., counts) are available, please estimate range (< 200, 200 - 500, 500 - 1000, > 1000 vehicles per day)

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4. Describe any other means of access to the FLMA site(s), is there an alternate route, what is the detour length if this proposed project route (the route that is a part of this application) is unavailable:

Formal access to the Fort Ord National Monument is provided at two locations on congested State Hwy 68 in Monterey County. These formal trailhead parking areas provide access to the Fort Ord National Monument from the south. There is no formal access to the National Monument from the north. For travelers from the San Francisco Bay area and other points north, construction of northerly access will reduce travel distance by a minimum of 5 miles and up to 13 miles, depending on route chosen. Furthermore, delays resulting from congestion on State Hwy 1 and State Hwy 68, particularly during high tourist season, commute hours, and Laguna Seca Raceway events, will be avoided. Currently, approximately 400,000 individuals visit the National Monument annually. BLM representatives estimate that up to 100,000 of current visitors to the National Monument will use the northerly access point instead of the existing southerly access points.

5. Describe how the project is addressing parking shortages if applicable:

Northerly access to the Fort Ord National Monument is devoid of adequate parking. The only parking that exists is on the unimproved road-side shoulders of Inter-garrison Road, a County road connecting the existing CSUMB and future East Garrison housing areas to the CSUMB campus and State Hwy 1. Local authorities have been hesitant to advertise the availability of northerly access to the Fort Ord National Monument due to the lack of parking and the safety issues associated with informal parking on the shoulders of a busy roadway. The proposed project will provide safe parking for this trail access to the National Monument. There is concern locally that without a designated parking lot, as proposed, trail parking will spread into the East Garrison neighborhood, currently under construction.

6. To what extent does the project improve or provide linkages to alternative modes? Explain in detail. Alternative mode improvements could include transit, bicycles, pedestrians, equestrians, park-and-rides, etc. Note: This will not apply to all projects.

The informal pull-out near the Jerry Smith Trail has been used as access to the Fort Ord National monument by pedestrians, bicyclists, and equestrian users. Motorized vehicles are not permitted on the trail system. The proposed improvements will considerably increase the ease and safety of northerly access to the Fort Ord National Monument for individuals engaged in these alternative transportation modes. The proposed road extension, parking, and trail improvements will make it possible to direct travelers on State Hwy 1 and from other areas of Monterey County and beyond to easily access a safe, convenient, and well-located formal access point and well marked trails.

7. What is the anticipated usage for the alternative transportation system? Note: This may not apply to all projects. Applications specifically for alternative transportation facilities should attach the [Supplemental Alternative Transportation Worksheet](#).

The primary purpose of this project is to provide a safe access for pedestrians, bicyclists, and equestrians to the Fort Ord National Monument trail system. The trail system leading to the National Monument and the National Monument itself have become popular destinations for hikers, bike riders, and equestrians. All annual estimated 400,000 visitors to the National Monument utilize one of the aforementioned alternative transportation modes. Approximately 100,000 of annual visitors would benefit from this project. That number is likely to grow as the National Monument is advertised and general awareness of its existence increases.

8. Does the project provide for a new transportation mode on the corridor? (yes/no)

No

If yes, what modes: N/A

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9. Will the project reduce congestion and travel time? (yes/no)

Yes

If yes, describe how:

State Hwy 68 in Monterey County is the only access to formal trailheads accessing the Fort Ord National Monument. Hwy 68 is a congested two lane highway which experiences traffic Level of Service F conditions during peak travel times. Because there are no convenient trail access points from the north, most visitors use the existing southerly access points, increasing vehicle congestion on Hwy 68. An alternate formal trailhead at the northerly access point will reduce travel on State Hwy 68 and will shorten the travel time for many visitors from points north, including the San Francisco Bay Area, Silicon Valley, Santa Cruz County. : (Continued on Attachment 1: FLAP Application Narrative Ext)

10. How does the route connect to additional routes serving other FLMA(s)?

N/A

Criteria 2 - Economic Development

1. Describe how the project supports economic development at the local, regional, or state level:

The County has adopted four Strategic areas or Opportunity areas to focus on growing over the next five to twenty years. Outdoor recreation is a cornerstone of the local and regional economy and certainly the state economy. Eco-recreation ties together the parks and trail systems along with our County, State and National Parks and Monuments to all be used for tourism recreation, medical healing and wellness recreation and for research and development in new sports and activates. All of these "amenities" add value to our resource inventory and increase visitor participation, access room nights, visitor expenditures, area income, and government revenue.

2. Describe any economic benefit for Federal Lands due to the project (e.g. renewable, non-renewable or recreational resources):

The project will result in increased visitor activity to the Fort Ord National Monument by providing access to open space and trails as a resource and increasing exposure of this National Monument. This increased exposure should leverage regional and county organizations to work together on trail maintenance, including youth and senior organizations, biking and hiking advocates, Boy Scouts, and equine clubs and groups. Such participation will result in reduced costs to BLM

Criteria 3 - Condition

1. What is the current road condition (using standard pavement condition ratings)?

1. The County-owned property where the proposed project will be constructed is presently vacant and undeveloped.

2. The existing Watkins Gate fire road is a private road on County-owned park property, and was constructed by the Army as part of the former Fort Ord. The 1,000-foot section of this road which will connect the proposed project to West Camp Street is 24 feet wide and consists of deteriorated asphalt surface. The shoulders are over-grown with roadside vegetation.

3. The 1,200-foot future West Camp Street proposed to connect Watkins Gate Road to Inter-garrison Road was cleared and graded in 2009 as part of Phase 1 of the East Garrison housing development. The new roadway improvements will be dedicated to the County as public right of way upon completion in late 2015 or early 2016 as part of the East Garrison Phase 2 infrastructure improvements.

2. List structures and sufficiency ratings included in the project, if any:

National Bridge Inventory Structure #	Bridge Length (ft.)	Bridge Width (ft.)	Bridge Area (Sq. Ft)	Bridge Sufficiency Rating
N/A				

3. Describe how the proposed project would affect annual maintenance and operating costs of the existing transportation facility:

Beside the indirect linkage to Highway 68, there is no "existing transportation facility" connected with the proposed project. Maintenance and operation of the proposed parking and trail access facilities, the Watkins Gate access driveway, and the West Camp Street improvements will be provided by the County of Monterey. The project is not expected to result in a measurable impact to annual operations or maintenance of Hwy 68. Reduction in traffic will have a generally beneficial effect.

4. Describe your current maintenance practices for the existing transportation facility:

N/A. See Item 3 above.

Criteria 4 - Safety

1. Describe any known safety risks (e.g. crash sites, inadequate sight distance, roadside hazards, poor vertical / horizontal alignment, hazardous intersections, inadequate lane and shoulder widths, etc) **and provide site specific accident data from the last three years:**

Informal parking occurs at various locations adjacent to trails leading to the northerly portion of the Fort Ord National Monument. These areas currently do not experience heavy traffic and are not considered particularly hazardous. The Jerry Smith Trail access area, on the other hand, is located on a County road which currently experiences high vehicular speeds and which is expected to increase in traffic volume seven fold in the next few years. The road provides primary access to California State University Monterey Bay and to several residential and commercial development areas. CSUMB is growing rapidly, and nearby commercial and residential development is also growing rapidly. Because of safety concerns, a portion of Inter-garrison Road was temporarily closed to vehicular traffic, which lessened the concern. Due to development around the area, the road was recently reopened, after the County installed stop signs and other road improvements. Safety concerns remain, particularly in light of rapid traffic increases on Inter-garrison Road.

There are no recorded traffic accidents at Jerry Smith Trail access location in the past three years, partly because the road was closed and partly because current traffic daily flow is relatively low. The next ten years should see traffic on this road grow from approximately 1000 ADT to over 7000 ADT.

Reduction of trips on congested Highway 68 will also improve safety on that Highway.

2. How will the project correct safety issues noted above? Describe the benefits of the project (ex: if available, include crash reduction factors or benefit / cost to support your answer):

The proposed project will allow the County to close the existing informal Jerry Smith Trail access parking area on the shoulders of Inter-garrison Road and will relocate parking and access to the Jerry Smith Trail and the Fort Ord National Monument to a well-designed formal parking area with safe and adequate access.

3. Describe how your project improves safety for a wide range of users:

In addition to improving safety for both trail users and drivers on Inter-garrison Road by eliminating the informal roadside parking, the project will have other safety benefits:

1. Signs will designate clearly which trail are open to the public. Currently trails signs throughout the area indicate that the trails are closed to the public due to hazardous conditions. These signs were installed by the former landowner (Fort Ord Reuse Authority) as part of their program to clear the land of unexploded ordnance prior to transfer to the County. The existing trails are now cleaned and available to the public, but the trail closed signs remain. This causes confusion as users are unable to tell where they can and can't go safely. The project proposes to replace the signs with proper signage.
2. Improved directional and locational signage will enable trail users, bicyclists, pedestrians and equestrians to better identify their location in cases of emergency and will reduce the incidence of individuals or groups being lost in the trails.
3. The project will reduce spill over parking into the 1,400-home neighborhood currently under development in the immediate vicinity.

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Criteria 5 - Funding and Cost Estimate

1. Project Cost Estimate: Please provide detailed cost estimate for the proposed project. If one does not exist, use the project cost estimate form below. Check all that apply and fill in amount of appropriate scope items given the unit cost listed after each item. *When applicable, unit cost is based on a two-lane road.*

Use attached detailed cost estimate (please attach with project application). *Use form below if you do not have a detailed cost estimate.*

Detailed cost estimate: \$ \$1,288,000.00

Bridge replacement (use proposed bridge dimensions, add 4R roadway for approach lengths)

Square Feet (SF) of Bridge (ex: 4,250) x \$250/SF = _____

** if the project is solely a bridge replacement, include a quantity under Light 4R to cover approach work layout.*

Pulverize and aggregate surfacing (no change in roadway width, 6" aggregate depth)

Number of Miles (i.e. 12.25): x \$200k/mile = _____

3R (i.e., Pulverize/Pave - no change in roadway width)

Number of Miles (i.e. 12.25): x \$720k/mile = _____

Light 4R (i.e., Regrade Road Template - 2ft max.change in roadway width)

Number of Miles (i.e. 12.25) - gravel only: x \$1.2M/mile = _____

Number of Miles (i.e. 12.25) - asphalt only: x \$1.6M/mile = _____

Medium 4R (i.e., Widening 2-6ft, Minor Wall Work - cut/fill < 6ft)

Number of Miles (i.e. 12.25): x \$3M/mile = _____

Heavy 4R (i.e.,Major Widening, Major Wall Work - widening > 6ft, cut/fill > 10ft, slope stabilization)

Number of Miles (i.e. 12.25): x \$4.6M/mile = _____

Right of way (acquisition costs only)

Utilities (participating costs only)

Other: Unit Name Unit Count: x Unit Cost = _____

Preliminary Engineering/Construction Engineering. Use 20% of total cost unless more detailed info. is available

ESTIMATED TOTAL COST OF PROPOSED PROJECT: *(this total used at top of pg. 10)* \$1,288,000.00

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ESTIMATED TOTAL COST OF PROPOSED PROJECT: \$1,288,000.00

2. Enter the total funds requested from Federal Lands Access Program: = 76.71 % *(cannot exceed 88.53%, except where toll credits are permitted and are used)*

3. Project Funds Leveraged: Detail the non-federal match that will be furnished below.

Non-Federal Match Breakdown	Percent (%)	Amount (\$)	Funding Source(s)	Timing of Availability as MM/YYYY (ex: 02/2015)
Minimum Match	11.47	\$147,733.60	Project within Non-MPO Rural RTPA Areas? (yes/no): <input type="text" value="No"/>	
			Use of Toll Credits? (yes/no): <input type="text" value="No"/>	
			Source: <input type="text" value="East Garrison property owner special tax"/>	<input type="text" value="01/2015"/>
Over Match	11.82	<input type="text" value="\$152,266.40"/>	Source: <input type="text" value="East Garrison development project"/>	<input type="text" value="01/2015"/>
		<input type="text"/>	Source: <input type="text"/>	<input type="text"/>
<i>Note: For all additional sources of non-federal funding not controlled by Applicant, a letter documenting commitment is required.</i>				
TOTAL FUNDS LEVERAGED	23.29	\$300,000.00		

SCORING GUIDANCE:

- a) Projects located in Non-MPO Rural Regional Transportation Planning Agency (RTPA) Areas that use toll credits in lieu of minimum required non-federal match of 11.47%, receive 0 pts.
- b) Projects located in Non-MPO Rural Regional Transportation Planning Agency (RTPA) Areas that do not use toll credits, but instead provide the minimum required non-federal match of 11.47%, receive 1/2 pt. per 2% match.
- c) All projects that provide a non-federal match in excess of the minimum 11.47%, receive 1/2 pt. per 2% overmatch.

Criteria 6 - Natural and Cultural Resources Protection

1. Describe any environmental studies and/or permitting that is completed on this project: *Note: All costs to conduct and complete CEQA and acquire all State regulatory permits will be borne by the Applicant*

No environmental studies or permit applications for the proposed project have been begun. Land uses on the former Fort Ord are governed at a policy level by the Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord (USACE, 1997), which was prepared in accordance with the 1996 Base Closure and Reuse Plan EIS/EIR.

2. Identify any known impacts to natural or cultural resources associated with this project *(Negative, Positive, None or Unknown):*

<input type="text" value="None"/>	Wetlands / Water Resources	<input type="text" value="Negative"/>	Threatened & Endangered Species
<input type="text" value="Negative"/>	Sensitive Species	<input type="text" value="Negative"/>	Other biological resources (fisheries, wildlife, species of concern, etc)
<input type="text" value="None"/>	Wild & Scenic River	<input type="text" value="None"/>	Non-attainment areas (air quality)
<input type="text" value="None"/>	Historic & archaeological resources	<input type="text" value="None"/>	Native American areas / concerns
<input type="text" value="None"/>	Wilderness or roadless areas	<input type="text" value="None"/>	Parks & recreations ares / wildlife refuge (Section 4(f)/6(f))
<input type="text" value="Negative"/>	Hazardous materials	<input type="text" value="Negative"/>	Dust or particulate matter
<input type="text" value="Negative"/>	Air, noise, and/or visual impacts (list)	<input type="text" value="N/A"/>	
<input type="text" value="None"/>	Other, please explain	<input type="text" value="N/A"/>	

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3. Describe how the project does the following:

(a) Protects or restores natural, cultural and historic resources:

Fort Ord is historically linked to the men and women who served the nation and fought in the major conflicts of the 20th Century. President Barak Obama signed the Proclamation designating the Fort Ord National Monument and stated, "The protection of the Fort Ord area will maintain its historical and cultural significance, attract tourists and recreationalists from near and far, and enhance its unique natural resources, for the enjoyment of all Americans." This proposed project is consistent with the intent expressed in the President's words. The project will contribute to the protection and enhancement of the natural resources in the area and will improve access to all visitors by providing safe and convenient access and improving trails that provide primary access to the National Monument.

(b) Enhances wildlife connectivity and habitats:

The Draft Monterey County Fort Ord Recreational Habitat Area (FORHA) Trail Master Plan identifies existing recreational trails on 1,735 acres of "Habitat Reserve" and 295 acres of "open space" properties designated for ownership by the County of Monterey on the former Fort Ord. There are over 35 species of rare plants and animals present in this area. Said Plan calls for restoration of a number of existing trails to eliminate erosion to improve habitat values on these properties in accordance with the Installation-Wide Multispecies Habitat Management Plan for the Former Fort Ord (USACE, 1997). This projects proposes to contribute to the restoration effort by eliminating erosion and the resulting impacts on sensitive and other wild-life species. (Continued on Attachment 1:FLAP Application Narrative Extension)

Please provide details of any issues or comments regarding the use of this form. This will assist Central Federal Lands in improving the application process.

***Please save your form as PDF and e-mail your completed form to
cfl.planning@dot.gov***

Check that all fields have been completed and that all your work has saved properly prior to e-mailing your application.

Attach all additional files (maximum total for all files is 15MB).

Include all photos, maps and forms requiring signatures (check the checklist you completed on page 1)

Save a copy for your records.

You should receive confirmation of receipt of your submission within 3 work days.

Check your e-mail's sent box to ensure that your file was sent. Larger files may take longer to send.

Use the subject: CA FLAP APP <PROJECT NAME>

Example: "CA FLAP APP ROUTE XYZ REBUILD"

ATTACHMENT 1

APPLICATION NARRATIVE EXTENSION

2. Description of project need: summarize the need for this project, what purpose does this project serve (List physical and functional deficiencies anticipated changes in road use, or known safety problems. Describe consequences and actions that will be taken if Access Program funding is not received.)

Continued from Page 2 of 11 (Item 2)

The only existing formal trailheads providing access to the Fort Ord National Monument are located on State Highway 68, a congested mostly two-lane arterial highway connecting the Monterey Peninsula to the City of Salinas. Travelers on State Highway 1 from the San Francisco Bay Area, Santa Cruz County, Silicon Valley, and northern Monterey County do not have the option to safely and conveniently use the much closer northern access points to the National Monument. It is estimated by BLM officials that, currently about 100,000 plus visitors access the Fort Ord National Monument from the north over informal and unmanaged trail access points. Further, trails in the area are not properly marked. Some of the trails are closed to the public due to incomplete unexploded ordnance removal, but many other trails have been declared safe and are open to the public. Signage in and around the Jerry Smith Trail leading to the Fort Ord National Monument continue to indicate that some trails are closed, leading to confusion. It is important for public safety to clearly designate which trails are open and which remain closed. In addition, some of the trails need repair, as erosion has caused damage, creating safety issues. Monterey County is in the process of adopting a Trail and Open Space Management Plan and Strategy which will prescribe certain trail guidelines, including appropriate trail, directional, and interpretive signage. It is a goal of the proposed trail access project to bring trails in the vicinity of the Jerry Smith Trail which provide access to the National Monument into consistency with the signage guidelines and to repair areas of trail where erosion is undermining the trail and the downstream environment.

Failure to obtain the grant will mean that the proposed formal trail access and parking improvements will not be constructed and the trail system will not be improved. Consequently, the safety concerns which exist will not be resolved. As the Fort Ord National Monument continues to increase in popularity and the surrounding area continues its rapid pace of development, the safety problems will be exacerbated. Furthermore, many visitors to the Fort Ord National Monument will continue to experience longer and more congested travel routes as they continue to use congested State Highway 68 as the only other formal access to the National Monument.

2. Describe how the project will improve access to high use FLMA recreational site(s) listed above:

Continued from Page 4 of 11, (Item 2)

By developing this new trailhead and providing the paved road linkages and bike lanes to support it, visitors to the Fort Ord National Monument will be provided a professional-appearing and managed trailhead that provides visitor information to assist with their visit. The BLM and County believe that around 100,000 annual visitors will use this new trailhead within the first two years of use to access the Monument. As Monument visitation increases, this new trailhead will see a proportional increase in visitors as well.

In regards to traffic flow, this new trailhead should greatly contribute to access from the western and northwestern margins of the National Monument. Monument visitors from the Monterey Peninsula side of the Monument currently use State Route 68 to access the Creekside Terrace Trailhead and/or the Badger Hills Trailhead. The Level of Service (LOS) for the State Route segments between Badger Hills Trailhead towards Highway 1 is level "D" on average, deteriorating to level "F" during the seasonal tourist season. By providing an alternative connection to a different trailhead from the west and northwest, many visitors to the Monument would likely use this trailhead in lieu of using State Route 68 to access the others.

3. Provide any available traffic data from recent counts or documented sources:

Continued from Page 4 of 11, (Item 3)

Inter-garrison Road is a public County connector road linking the California State University at Monterey Bay (CSUMB) campus and the City of Marina on the west with the existing CSUMB residential housing area, the presently developing East Garrison housing development, and Reservation Road, a County regional connector road on the east.

According to the Monterey County RMA-Public Works Traffic Engineering office, this roadway in the vicinity of Schoonover Road adjacent to the northerly access to the Jerry Smith Trail, presently (2014) carries an ADT of less than 1,000 vpd.

A traffic forecast model performed in 2005 by the Transportation Agency for Monterey County (TAMC) at the behest of the Fort Ord Reuse Authority (FORA) estimated that upon buildout of the planned developments in the area, but before construction of the proposed arterial improvement known as the "Eastside Road", which is shown in the Fort Ord Base Reuse Plan and its associated Capital Improvement Plan as a necessary base-wide traffic mitigation, the ADT on Inter-garrison Road would increase to 7,100 vpd.

A traffic operation analysis report prepared in 2011 by RBF Consulting under contract to FORA estimated that after the proposed Eastside Road project is constructed, the ADT on Inter-garrison Road in the vicinity of Schoonover Road in the year 2030 would be approximately 22,800 vpd.

9. Will the project reduce congestion and travel time?

Continued from P. 6 Item (9)

It is anticipated that over 100,000 annual visitors will opt to access the Fort Ord National Monument from the north. Currently, there are over 400,000 visitors to this National Monument and the number is expected to grow as the existence of the National Monument receives increased exposure.

- 1 California Coastal NM
- 2 Carrizo Plain NM
- 3 Fort Ord NM
- 4 Santa Rosa & San Jacinto Mtns NM

- 5 King Range NCA
- 6 Headwaters FR
- 7 Piedras Blancas Light Station ONA
- 8 Amargosa River
- 9 North Fork American River
- 10 Cottonwood Creek
- 11 Eel River
- 12 Klamath River
- 13 Merced River
- 14 Trinity River
- 15 Tuolumne River
- 16 California Trail
- 17 Juan Bautista de Anza Trail
- 18 Old Spanish Trail
- 19 Pacific Crest Trail
- BLM Wilderness



Fort Ord National Monument



National Landscape Conservation System

LAND STATUS

- | | |
|---------------------------|-----------------------------|
| Bureau of Land Management | Military |
| Forest Service | State |
| National Park Service | Private |
| Fish and Wildlife Service | Reservations and Rancherias |

SYMBOLS

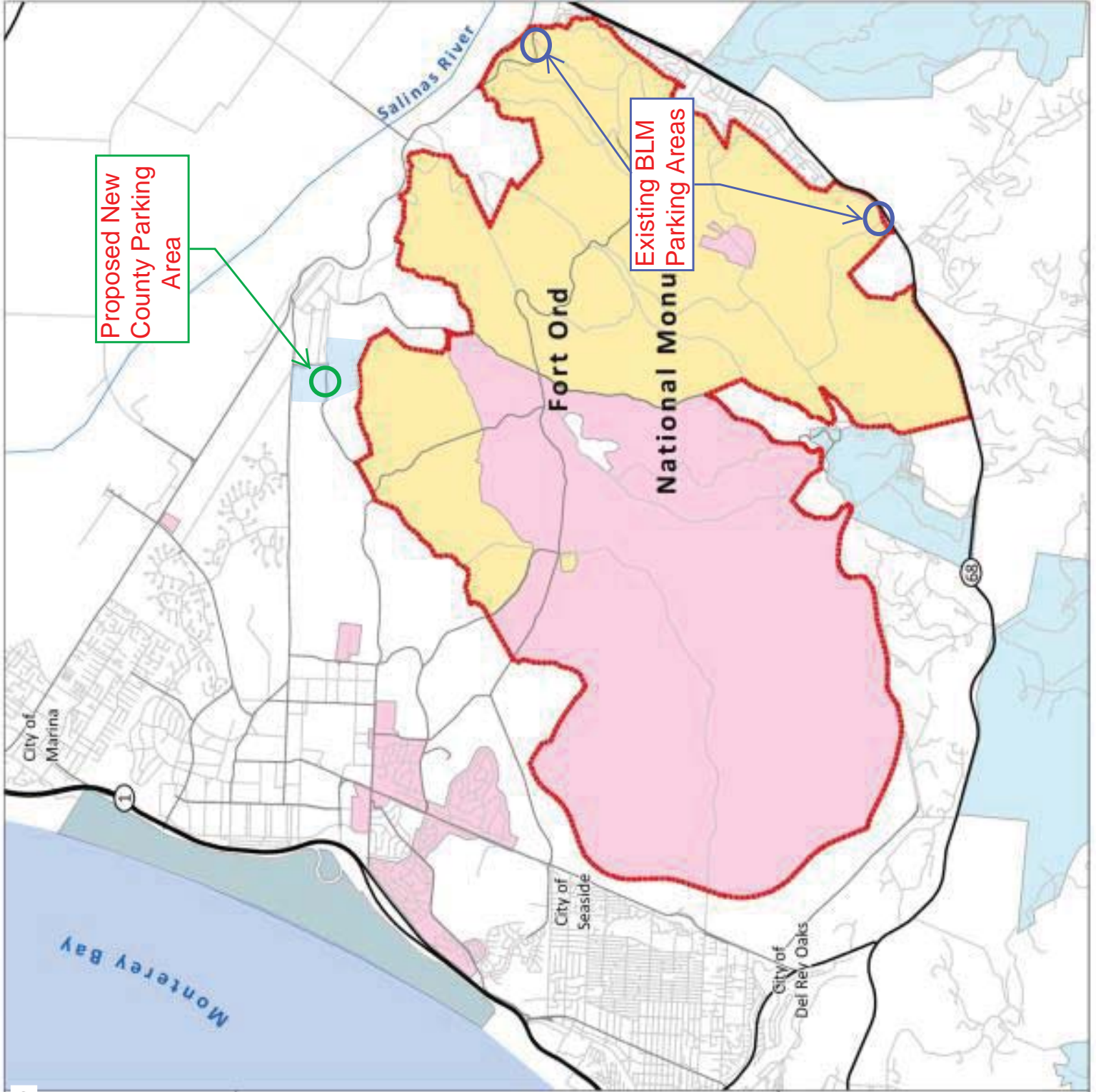
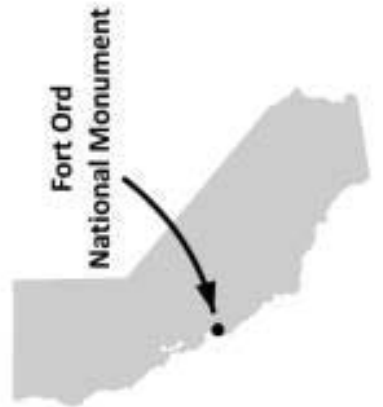
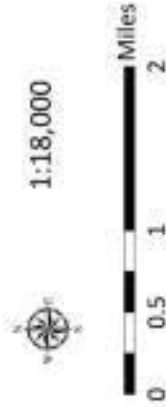
- BLM OFFICE
- BLM Field Office Boundary
- City

(from Fort Ord National Monument website)

(from Fort Ord National Monument website)

Fort Ord National Monument

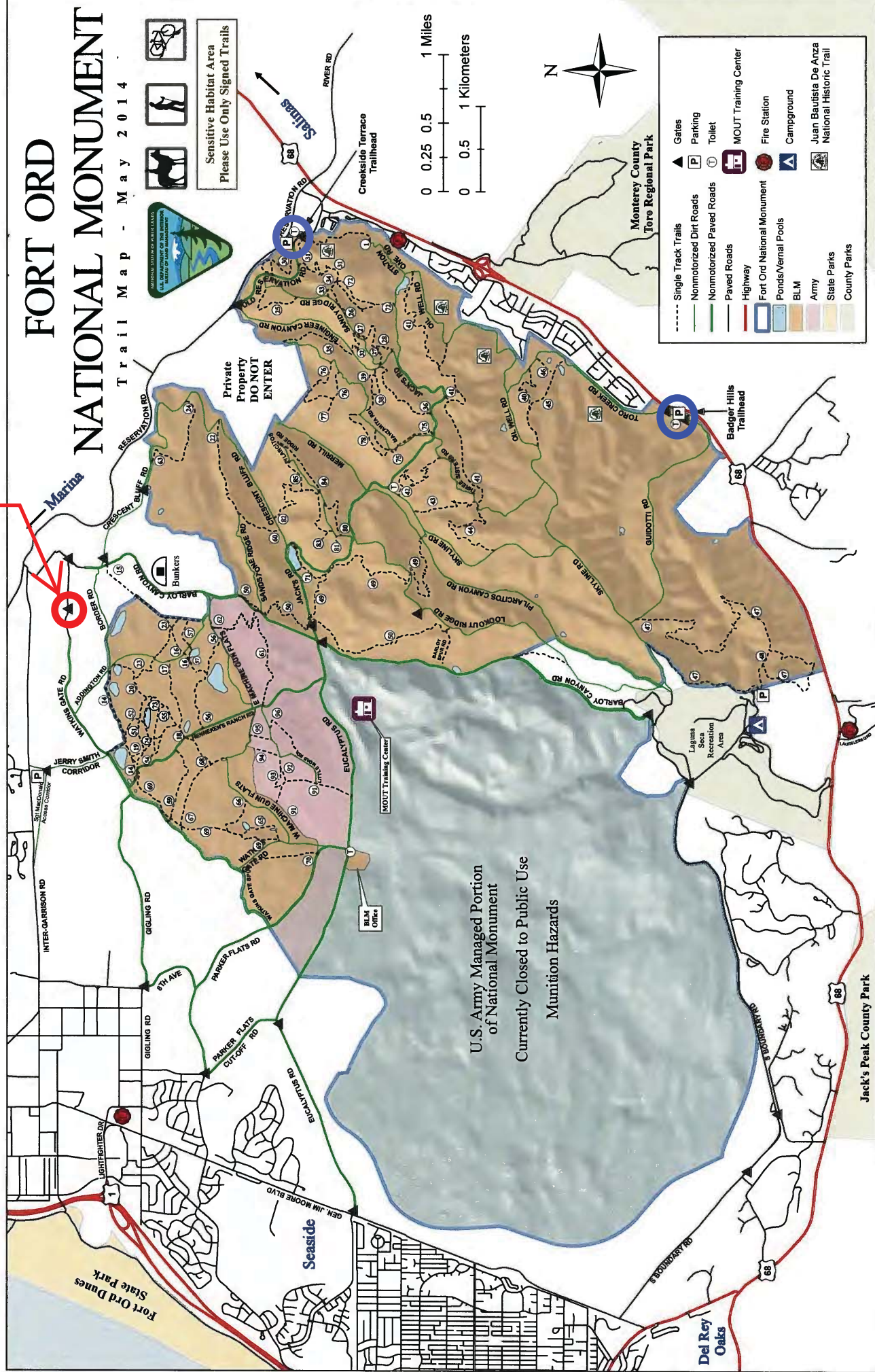
- Monument Boundary
- Land Status
 - BLM
 - DOD
 - State Park
 - Monterey County Parks



FORT ORD NATIONAL MONUMENT

Trail Map - May 2014

Proposed New County Parking Area



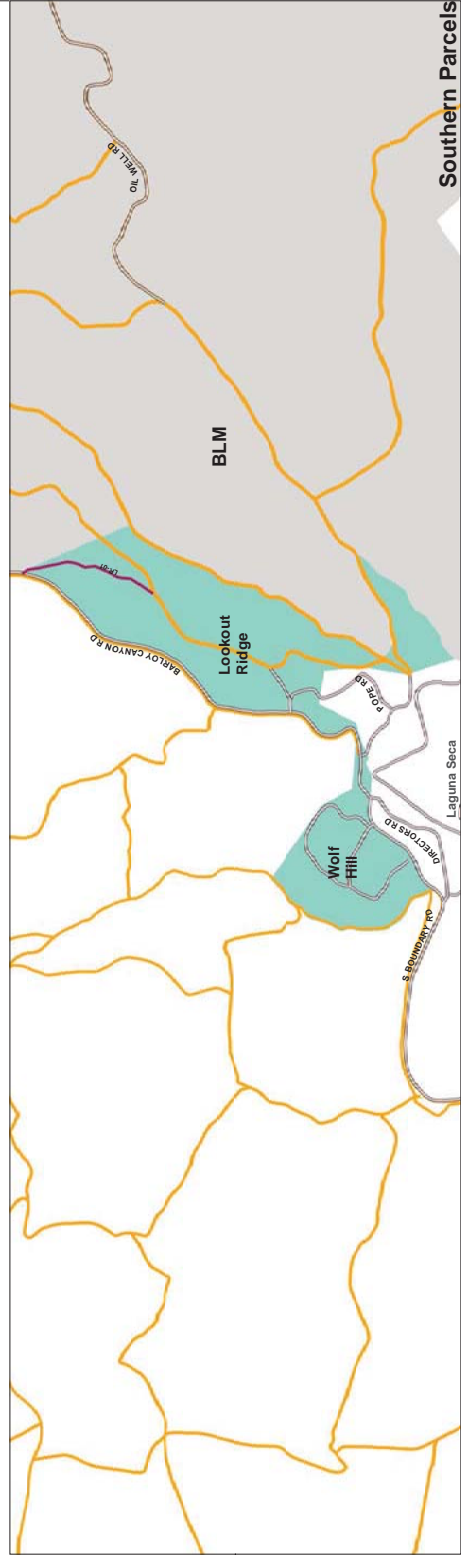
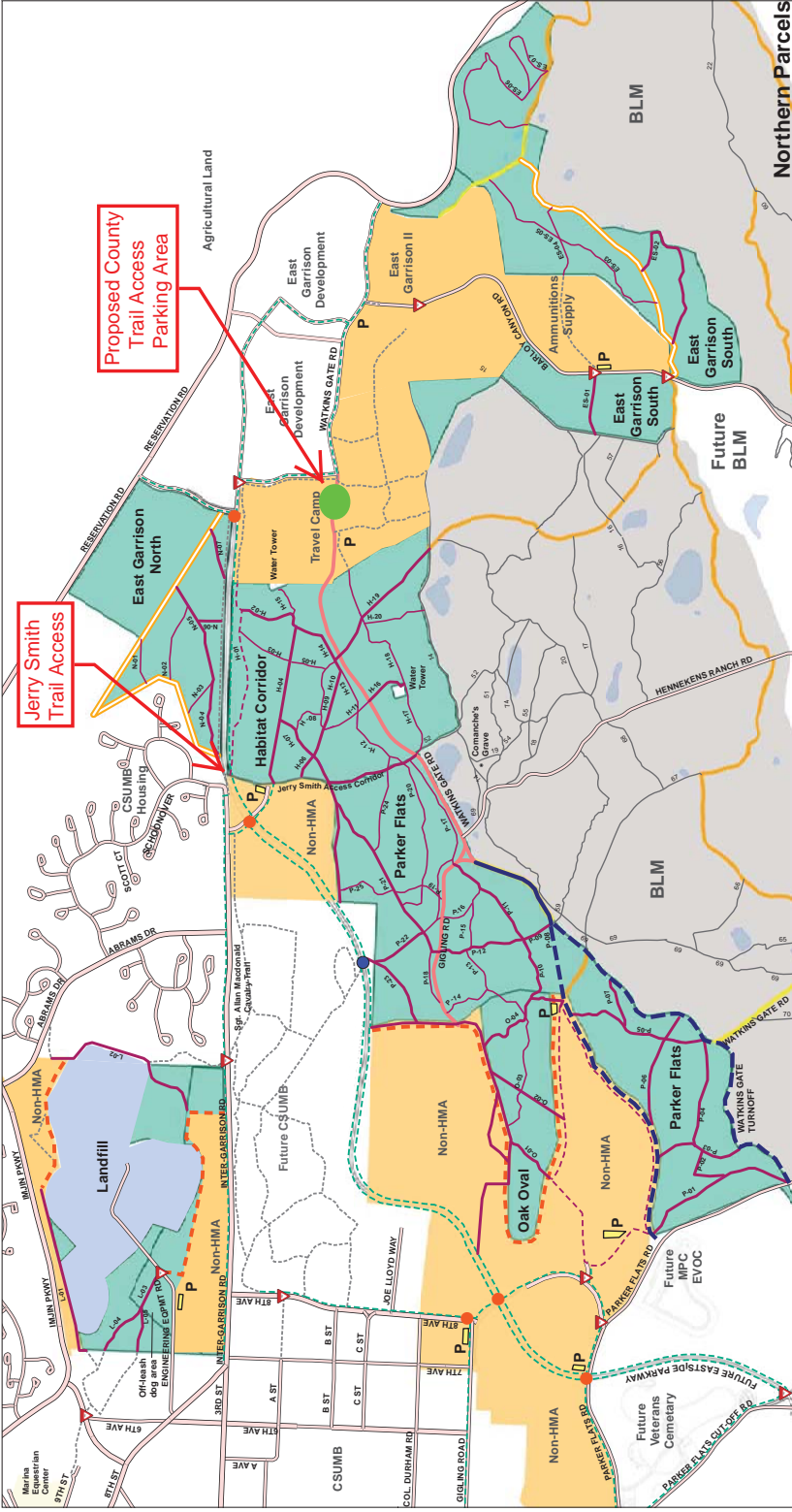
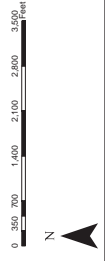
Fort Ord Recreational Habitat Area Master Plan

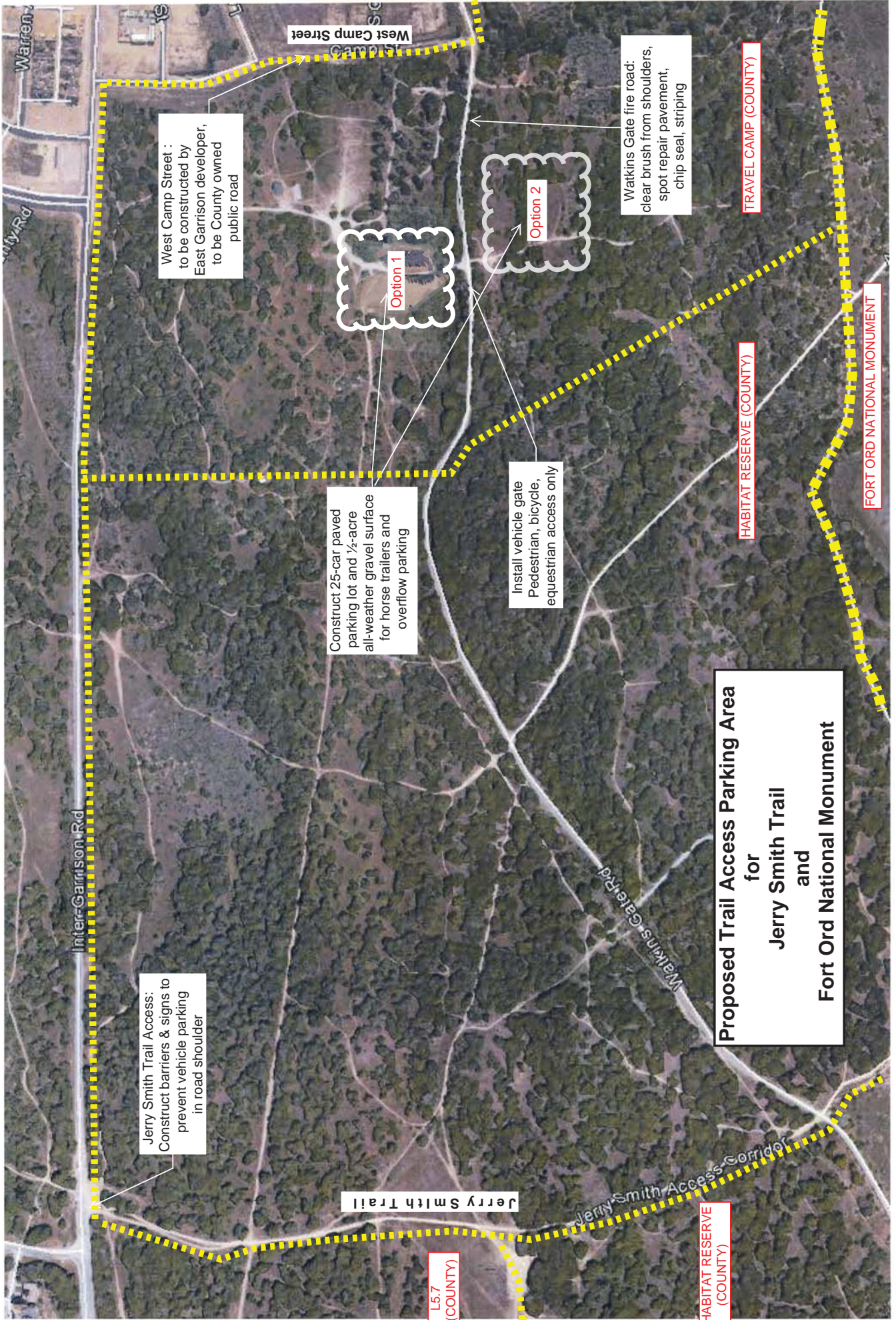
Appendix A: Trail Alignments

Legend

- Proposed**
- 4' trail
 - 4' whole access trail
 - 2' trail
 - 8' Paved Option
 - 8' Paved
 - Trail by Others
 - Class II Bike Lane
 - Development fuelbreak
 - HMA fuelbreak
 - (E) Paved Fuelbreak
 - (E) Gravel Fuelbreak
 - (E) Dirt Fuelbreak
 - (E) Trail
 - Parking / Staging Areas
 - HMA
 - Non-HMA
 - BLM Land
 - Existing Army
- Crossings**
- Undercrossing
 - Major crossing
 - Minor crossing

Map prepared by:
BFS Landscape Architects
for
Monterey County Resource Management Agency





West Camp Street :
to be constructed by
East Garrison developer,
to be County owned
public road

Construct 25-car paved
parking lot and 1/4-acre
all-weather gravel surface
for horse trailers and
overflow parking

Install vehicle gate
Pedestrian, bicycle,
equestrian access only

Watkins Gate fire road:
clear brush from shoulders,
spot repair pavement,
chip seal, striping

Jerry Smith Trail Access:
Construct barriers & signs to
prevent vehicle parking
in road shoulder

Jerry Smith Trail

L5.7
(COUNTY)

HABITAT RESERVE
(COUNTY)

HABITAT RESERVE (COUNTY)

TRAVEL CAMP (COUNTY)

FORT ORD NATIONAL MONUMENT

Proposed Trail Access Parking Area for Jerry Smith Trail and Fort Ord National Monument

Option 1

Option 2